

# **MWSH TITAN HILL PROPERTY LLC**

**Salem, Oregon**

A Land Use Application for:

Adjustment Class-2 Application  
Sec. 806.015(d) Maximum off street parking

Applicant:

**MWSH Titan Hill Property LLC**

Project:

Titan Hill Muti-Family Residential

Resubmitted:

November 10, 2022

Prepared by:

MWSH Titan Hill Property LLC

Proposal:

The subject property is approximately 36.72 acres - 2100 Block of Doaks Ferry Road NW in Salem, Oregon (TL 073W17B 00400). This portion of the development consists of 5 of the 6 lots subdivision (pending) approximately 24.84 acres. It is located on the northerly portion of TL 400. This site will consist of 33, three story multi-family residential buildings, 3 - two-and three-story townhome buildings, resident clubhouse, recreation areas, amenities, parking, and stormwater facilities. This site may be constructed in multiple phases.

The applicant is proposing a development consisting of 417-apartment units and 10 townhouse units as shown on the site plans.

The applicant is requesting an adjustment to increase the number of parking spaces beyond the maximum of "1.75 times minimum number of spaces required" Sec. 806.015(d) Off street parking, Increasing the parking count from the maximum 747 (1.75) to 778 spaces (1.82)

Parking: 417 required

520 Standard Parking Stalls  
243 Compact Parking Stalls  
15 Handicap Parking Stalls  
778 Total Parking Stalls

Sec. 806.015(d) Maximum off-street parking.

1) Maximum off-street parking is based upon the minimum number of required off-street parking spaces. Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A.

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or
- (ii) Equally or better met by the proposed development.

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

#### Applicant Findings:

The applicant believes that the proposed adjustment equally or better meets the development standards of off-street parking. Based on the project location, unit mix and surrounding improvements, the proposed adjustment would enhance the livability of the proposed project along with the surrounding residential areas.

The City of Salem recently changed the SRC to allow for 1 parking space per dwelling unit for multifamily developments. Previously it had differentiated between size of units, 1 parking space for 1-bedroom units and 1.5 parking spaces for 2 bedroom and larger. We understand that the code change is to try and help reduce vehicular trips. When a site is located in the City Core or near the Core Network this make sense. We support Cherriots and their efforts to help reduce vehicular trips in Salem, which is why we are committed to helping Cherriots by setting up a bus stop adjacent to our development.

That being said, the location of this multiple family development is outside the Cherriots Core Network at the end of the #16 route. This currently requires a minimum of a 28-minute commute from the site to the Downtown Salem Transit Mall. We are concerned that remote location and current limited mass transit routes and schedules is not conducive to strong mass transit utilization at this time.

It is likely that personal vehicle use for commuting and local transportation will continue to be the most common means of transportation. Therefore, providing additional vehicle parking to accommodate the residents of this multiple family development is vital for this development. Under parking this site would create a situation of functional obsolescence, limiting the sites potential. If the residents can't park near their home, they won't choose to live here and our whole goal is to help address the housing shortage in Salem.

Additionally, the unit mix of this development warrants more parking. The proposed development consists of approximately 20% 1 bedrooms, 60% two bedrooms and 20% 3 bedrooms. The design and unit mix are intended to cater to families. The close proximity to all 3 levels of schools only further supports this design. The City's code recognizes that families typically have more than 1 vehicle as evidenced by a minimum parking standard of 2 for most single-family developments. We aren't requesting a drastic increase in the maximum parking standard, only enough to try and ensure that most 2- and 3-bedroom units can be assured two spots. We recognize that not all units will utilize them but designing to this standard allows for guest traffic as well.

Finally, under parking this site creates the potential of excess parking overflowing into the surrounding streets and neighborhoods. There are countless examples of this across the City of Salem. In an effort to be good neighbors to the existing residential developments, this proposed variance will reduce the potential of overflow parking bleeding into the abutting and surrounding residential neighborhood streets, nearby schools, and parks parking areas. Providing sufficient onsite parking is an equally or better solution to the standard offsite parking for this development.

Conclusion: The applicant desires to provide a well-designed, efficient, and welcoming environment for this multiple family development while being a good neighbor to the surrounding community. Providing adequate on-site parking evenly distributed throughout the site is a vital part of that design. Despite the

additional parking, we still meet all of the standards outlined in SRC 702.020 (d) Parking and Site Design. Your careful consideration for this increase in on site parking is appreciated.