

Dec 2, 2022

Planning Manager  
City of Salem Community Development Planning Division  
555 Liberty St SE Room 305  
Salem, OR 97301-3503

RE: Reid Saunders Association  
Strong Rd SE & Lindburg Rd SE  
Salem, OR 97302



To Whom it May Concern:

Our written statement to criteria found in SRC 250.005, d, 2 is as follows:

- 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.*
- a. Answer (Adjustment 1 Request: Setbacks):
  - i. Given the existing lot and its physical constraints our office does not believe the required 10'-20' setback to private drive and property lines can be obtained in all areas of the site. We have provided this along the east and south facades, although due to the site irregular shape and the planned private drive, this is unattainable on the north and west facades. Along the west, the private drive is between 22' to 59' from the façade. Along the north, the façade is 95' to 100' from the property line. To provide a building that would comply with this standard is impossible on the north because the site is bisected with the private drive. Due to the angle of the private drive and location on the site, a building that would comply with the standard on the west would be an irregular shaped building with non-traditional construction, and therefore, detracting from the intent of the standard. We feel the proposed development equally or better meets the intent of the setback requirements rather than an irregular and massive building on the site.
  - ii. Due to the angled private drive, the 20' minimum required setback from parking lots abutting streets cannot be met. There is not adequate room on the site to accommodate this setback in all locations. We have met this setback from all of the private drive, but not along Lindburg Rd. There is a pinch point due to the angled private drive that the parking cannot accommodate. We believe our proposed development meets the intent of the setback requirements.

- b. Answer (Adjustment 2 Request: Frontage): Due to the extensive frontage of this corner lot, a building that would comply with the frontage requirement of 70% along Strong Road SE and Lindburg Road SE is unfeasible. The building would need to be disproportionately long and narrow to meet this standard. This also would create additional site disturbance than necessary. The site is also bisected along both frontages with the private drive, making frontage unachievable. We have provided 37% frontage along Strong Rd SE and 25% frontage along Lindburg Road SE. We feel we have met the intent of the standard to the best of our ability given the restrictions of the site.
  - c. Answer (Adjustment 3 Request: FAR): Due to the large area of the site, a building that would meet the standard floor area ratio requirement of 0.75 would be enormous. This standard would require a 40,000 square foot building on the site. Also, because of the private drive, landscaping and sidewalk requirements and GSI detention, there is no room left on the site for a building this size. We have provided a 9,000 square foot building in a 52,093 square foot lot, resulting in a FAR of 0.17. We are deficient to the standard by 0.58. We believe a building meeting this standard would be infeasibly large and would result in failing all other required standards. Therefore, we believe our proposed development equally or better meets the intent of this standard rather than a building that completely covers the site.
  - d. Answer (Adjustment 4 Request: Street Cross Section): The development standard requires a 10' wide multi-use path on one side of the private drive, a 5' wide sidewalk on the other side of the private drive, and a 7' wide landscape strip on both sides of the private drive separating the walkways from the street. We have met this standard in almost all places of the site with the exception of the small area adjacent the ADA parking. There is about a 20' length of sidewalk that does not allow for a 7' wide landscape buffer between the walkway and the private drive street parking. This is due to site grades for providing adequate GSI detention on the site, as well as providing a connection from the ADA parking stall to access the sidewalk and building. We believe our proposed development equally or better meets the intent of this standard.
- B. *If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.*
  - a. Answer: Not applicable, the proposed development is not within a residential zone. Note, the FMU zone this and adjacent properties is within does support residential uses. The proposed development will not detract from the livability and appearance of the 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.*
  - a. Answer: Yes, the cumulative effect of all of the requested adjustments will result in a project that is still consistent with the intent of the FMU zone. The requested adjustments will not detract from the intent and overall purpose of the zone.

City of Salem Community Development Planning Division  
Reid Saunders Association  
Class 2 Adjustment  
Dec 2, 2022  
Page 3

Thank you for taking the time to review our statement. Feel free to reach out if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be 'SR' or 'Sarah Rose'.

Sarah Rose, AIA

Enc.

cc: Lisa Fordyce, [lisa@reidsaunders.org](mailto:lisa@reidsaunders.org)  
Reid Saunders, [reid@reidsaunders.org](mailto:reid@reidsaunders.org)