

TITAN HILL PROPERTY LLC

Salem, Oregon

A Land Use Application for:

Adjustment Class II

Sec. 702.020(e)(5) Façade and Building Design

Applicant:

MWSH Titan Hill Property LLC

Project:

Titan Hill Multi-Family Residential

Submitted:

January 6, 2023

Prepared by:

MWSH Titan Hill Property LLC

Titan Hill Design Review – Building Orientation Adjustment

Applicant & Property Owner

MWSH Titan Hill Property LLC

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Tax Lot Information:

Tax Map: 087W17B0-00400 (a portion)

Lot Area:

24.84 acres

Current Zoning District:

RM-II (Multiple Family Residential)

Current Comprehensive Plan Designation

MFR (Multi Family Residential)

Proposal:

The subject property is approximately 36.72 acres located in the 2100 Block of Doaks Ferry Road NW in Salem, Oregon (TL 073W17B 00400). This portion of the development consists of 5 of the 6-lot subdivision (pending), which is approximately 24.84 acres. It is located on the northerly portion of TL 400. This site will consist of thirty-one (31) three-story multi-family residential buildings, three (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 426 apartment units and 10 townhome units as shown on the site plans.

The applicant is requesting an adjustment to Sec. 702.020(e)(5) Façade and Building Design.

SRC Sec. 702.001. – Purpose

The purpose of this chapter is to establish design review standards for multiple family development.

SRC Sec. 702.020(e)(5)

“(5) To orient buildings to the street, any ground-level unit, cluster of units, interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing that street, with direct pedestrian access to adjacent sidewalks.”

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 purpose of this requirement is to provide a pedestrian-friendly development with building entrances facing the street. The applicant is requesting an adjustment to allow Buildings 1, 2, 3, 4, 5, 7, 8, 29, 30, 32 and 33 to not have direct pedestrian access from the building to adjacent street on the tentative site plan. The adjustment is being requested due to the topography of the site, location of stormwater facilities and the potential need for retaining walls. Accordingly, pedestrian pathways to the adjacent sidewalks cannot feasibly be provided. Unlike most of the City of Salem, the property is located between approximately 300 and 500 feet in elevation. The high elevation and steep grades create development challenges that are not applicable to most of Salem.

All buildings have similar facades on both sides, so there is no real distinguishable front or back of each building. The code requires that the applicant orient buildings to the highest classified street when situated on a corner, so buildings 1, 2, 3, 29 and 30 have all been situated to face Doaks Ferry Road. These buildings are separated from Doaks Ferry Road by the stormwater facilities, as well as a change in grade of approximately 22 feet, preventing these buildings from being placed adjacent to the setback line and prohibiting their ability to take direct pedestrian access to Doaks Ferry Road. The stormwater facilities are located on both sides of A Street and generally occupy the entire Doaks Ferry Road frontage. This is the only viable location for these facilities because of the topography and slope of the site. The size and configuration of each stormwater facility is scaled to meet city stormwater design requirements, it is not feasible to break these up into smaller ponds to allow for the creation of pedestrian access and still meet the City's requirement. Buildings 1 and 30 also have frontage on A Street, again both buildings are set back more than 25 feet from the A Street property lines due to the substantial change and grade from A Street, which is required to meet City street design standards. The difference in elevation from A Street to the finish floor of buildings 1 and 30 is approximately 24 feet, meaning providing pedestrian access is impractical. To be consistent, all facades of the building have windows, offsets, and architectural features so all buildings are visually appealing facing both the rights-of-way and the interior of the development.

Additionally, Buildings 4, 5, 7, 8 and 33 are oriented to face A Street with a setback of 15 – 20 feet. Each building has a finish floor elevation 7' to 10' higher than A Street. With the limited setbacks, topography, and the potential need for retaining walls, direct pedestrian access to adjacent sidewalks is impossible. Therefore, an adjustment for direct pedestrian access is needed for these buildings as well.

All buildings within the development have pedestrian access onto internal sidewalks. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, recreation buildings, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalks. Proposed internal sidewalks will further enhance the pedestrian connections and circulation to and from the site and provide pedestrian circulation to the entrances of the buildings.

One requirement in SRC 702.020(d)(4) is "[t]o ensure safe pedestrian access to and throughout the development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks." The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public sidewalk along A Street.

The multi-family development will provide thoughtfully designed architecture, beautifully landscaped areas throughout the site along, while providing pedestrian paths/sidewalks throughout, connecting the great amenities and the public rights-of-way to the residents of this development. Resulting in a pedestrian-friendly development that will enhance the livability and appearance of the residential area. Pedestrian connectivity with Doaks Ferry Road, Landaggard Drive NW, and the new streets will ensure pedestrian connectivity with the surrounding residential neighbors. This proposal will greatly benefit the walkability of the area, and the adjustment will not impact the livability of the surrounding residential neighborhoods.

There are several adjustments being requested for this proposal. These adjustments are still consistent with the overall purpose of the zone by supporting multi-family development while still providing

adequate pedestrian connectivity throughout the property and to the surrounding streets. These adjustments are needed to reasonably develop the proposed use. Without these adjustments, negative impacts on the development of the project would cumulatively prohibit the project.

The extensive topographical challenges for this site along with the location of the onsite stormwater facilities and potential retaining walls prohibit the buildings identified in this adjustment from meeting the direct pedestrian access standards of the code. Providing pedestrian pathways to Buildings 1, 2, 3, 4, 5, 7, 8, 29, 30, 32 and 33 is just not feasible, due to the other design requirements provided in the code for stormwater detention and public street standards. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. There are more than adequate pathways from these buildings to the internal sidewalk system that are equally or better met by the proposal. Based on the above proposed findings, the applicant has demonstrated the proposal satisfies the criteria, and the applicant requests approval of this adjustment.