

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:

January 20, 2023

Prepared by:

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 426-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 763 (1.75) to 782 spaces (1.79)

Parking: 436 required

529 Standard Parking Stalls
 239 Compact Parking Stalls
 14 Handicap Parking Stalls
 782 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.

TABLE 806-2A. MAXIMUM OFF-STREET PARKING	
Minimum Number of Off-Street Parking Spaces Required (From Table 806-1)	Maximum Number of Off-Street Parking Spaces Allowed
20 spaces or less	2.5 times minimum number of spaces required.
More than 20 spaces	1.75 times minimum number of spaces required.

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 in being a good neighbor. Due to the sensitive location of the proposed development and the established neighborhoods surrounding it, the applicant is requesting an adjustment to allow for additional parking. This will help ensure that the residents of the proposed community have ample parking and will not bleed out into the surrounding neighborhoods. There are countless multifamily developments located in the City of Salem and other communities that do not have enough parking, resulting in conflicts between the developments and nearby neighbors. The goal is to eliminate that potential here.

The applicant finds that the proposed adjustment is equally or better meets the development standards of off-street parking. The design still adheres to all section of SRC Sec. 702.020.d. Parking is evenly spaced throughout the development offering residents of each building adequate parking to ensure they, their families and their guests can park conveniently to their homes. This is all the more important on this site due to the significant topography present on the site, making pedestrian travel through the site more challenging. We are still providing accessible routes throughout the development, but that could mean a very long and circuitous route because of the topography, making nearby parking all that more important. Additionally adequate nearby parking will help reduce the safety hazard created when residents and guest to park remotely and cross public streets to access their residence.

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 help reduce vehicular trips.

When a site is located in the City Core or near the Core Network this parking standard is more appropriate. We support Cherriots and their efforts to help reduce vehicular trips in Salem, which is why we are committed to supporting Cherriots mission by constructing a bus stop adjacent to our development.

That being said, the location of this 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 this remote location with its current limited mass transit routes and schedules is not conducive to strong mass transit utilization for this development at this time.

For these reasons, the applicant finds that 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.

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 the 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 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. the development isn'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 these spaces but designing to this standard allows for guest traffic and parking as well.

Another uniquely challenging aspect of this development is the required public streets that divide it into 4 separate areas isolating each onsite parking area, servicing those dwelling units. Looking at each section individually is critical when reviewing the parking standard. Area 1 contains 53 units and 95 parking spaces, which is a parking ratio of 1.79, exceeding the standard by 2 parking spots. Area 2 contains 80 units and 139 parking spaces, which is a parking ratio of 1.74 meeting the requirement. Area 3 contains 120 units and 196 parking spaces, which is a parking ratio of 1.63 meeting the requirement. Area 4 contains 177 units and 352 parking spaces, which is a ratio of 1.99, which exceeds the maximum. While Area 4 has the most parking spaces it contains mostly 2 and 3 bedroom units, again catering to families. Area 4 also contains many of the amenities, so the additional parking allows residents from other areas to drive over, park and utilize the amenities. While this does create more local traffic, it will be reality, with A street being classified as a collector street, and the significant topography on site, parents will want to drive their children over to these amenities rather than having them walk across busy streets. Finally, Area 4 is also adjacent to Landaagard, so under parking this area would result in overflow out into the local neighborhood, which is what is trying to be avoided.

Parking Distribution (See attachment)

Area #1: 53 DU's / 95 Parking Spaces = 1.79

Area #2: 80 DU's / 139 Parking Spaces = 1.74

Area #3: 120 DU's / 196 Parking Spaces = 1.63

Area #4: 177 DU's / 352 Parking Spaces = 1.99

Again, under parking this site creates the potential of excess parking overflowing onto the adjacent Landaggard Street, and into the surrounding streets and neighborhoods. These residents have already voiced their concerns about his development, but providing additional parking, we are trying to alleviate these concerns. The applicant is trying to ensure that these residents feel heard and that their concerns are being taken seriously when looking at the design of this development. Approving 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 equal or better solution to the standard offsite parking standard 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 distributed throughout the site is a vital part of that design. Despite the additional parking, we still meet all the standards outlined in SRC 702.020 (d) Parking and Site Design. Allowing for the additional parking will increase the livability and appearance of this development along with the surrounding residential areas because of the reasons outlined above. This along with the other adjustments remain consistent with the overall purpose of the zone. Your careful consideration for this increase of this development onsite parking is appreciated.