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Christy Perry, Superintendent

March 24, 2023

Bryce Bishop, Planner
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01, 1851 Cordon Rd SE

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Miller	Elementary	K thru 5
Houck	Middle	6 thru 8
North Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Miller	Elementary	361	517	70%
Houck	Middle	905	1,224	74%
North Salem	High	2,161	2,248	96%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2021 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	396	MF	0.164	65
Middle			0.085	34
High			0.096	38

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Miller	Elem.	361	5	65	70	517	83%
Houck	Mid.	905	19	34	53	1,224	78%
North Salem	High	2,161	18	38	56	2,248	99%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Miller	Elementary	Walk Zone (Note 1)
Houck	Middle	Walk Zone (Note 1)
North Salem	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	65	\$68,445	\$4,448,925
Middle	34	\$83,363	\$2,834,342
High	38	\$98,280	\$3,734,640
TOTAL			\$11,017,907

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2022 Third Quarter.

Note 1: Currently eligible for school transportation.

Note 2: Salem Keizer Public Schools fully encourages the use of our outdoor facilities during non-school hours. It is imperative that students have access to schools as a safe place to play and exercise. However, for safety, access points must be controlled, and specifically located in areas of easy observation. The School District has made a concerted effort at our campuses to facilitate access using crime prevention through environmental design principles including but not limited to access points being in areas of high visibility, in range of our existing cameras systems and more importantly, lighted paths both on and off campus.

The proposed pathway guides pedestrians to a back portion of Miller Elementary that has none of these systems leaving users vulnerable to victimization. Using city sidewalks with streetlights provides a path to the front of Miller where the current infrastructure provides the mentioned supports for access.

With the concerns above and a path already in place, we intend to maintain a secure fence without gated or other access to our property where the proposed pathway is indicated. We are concerned a path to a

secured fence will misrepresent access and therefore request the path to our fence be removed from the project.

Sincerely,



David Fridenmaker, Manager
Planning and Property Services

c: Robert Silva, Chief Operations Officer, David Hughes, Director of Operations & Logistics, T.J. Crockett, Director of Transportation



RESPONSE TO REQUEST FOR COMMENTS

DATE: 3/24/2023

CASE/APP NUMBER: CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01

PROPERTY LOCATION: 1851 Cordon Road SE

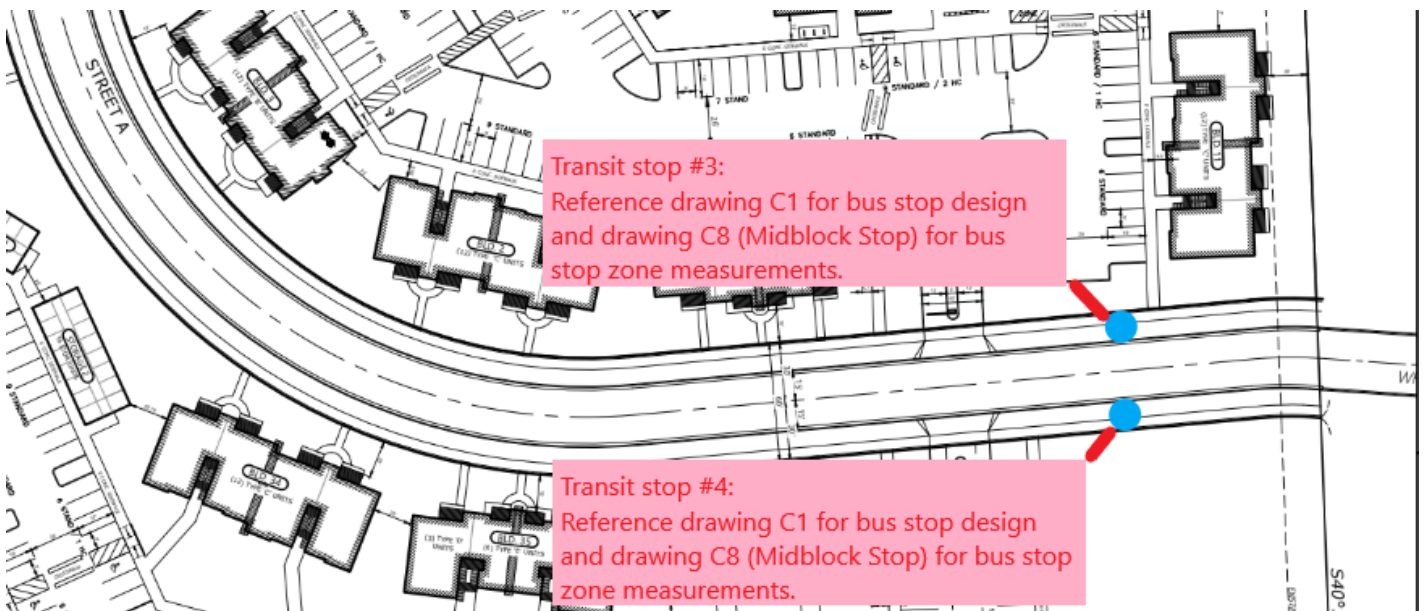
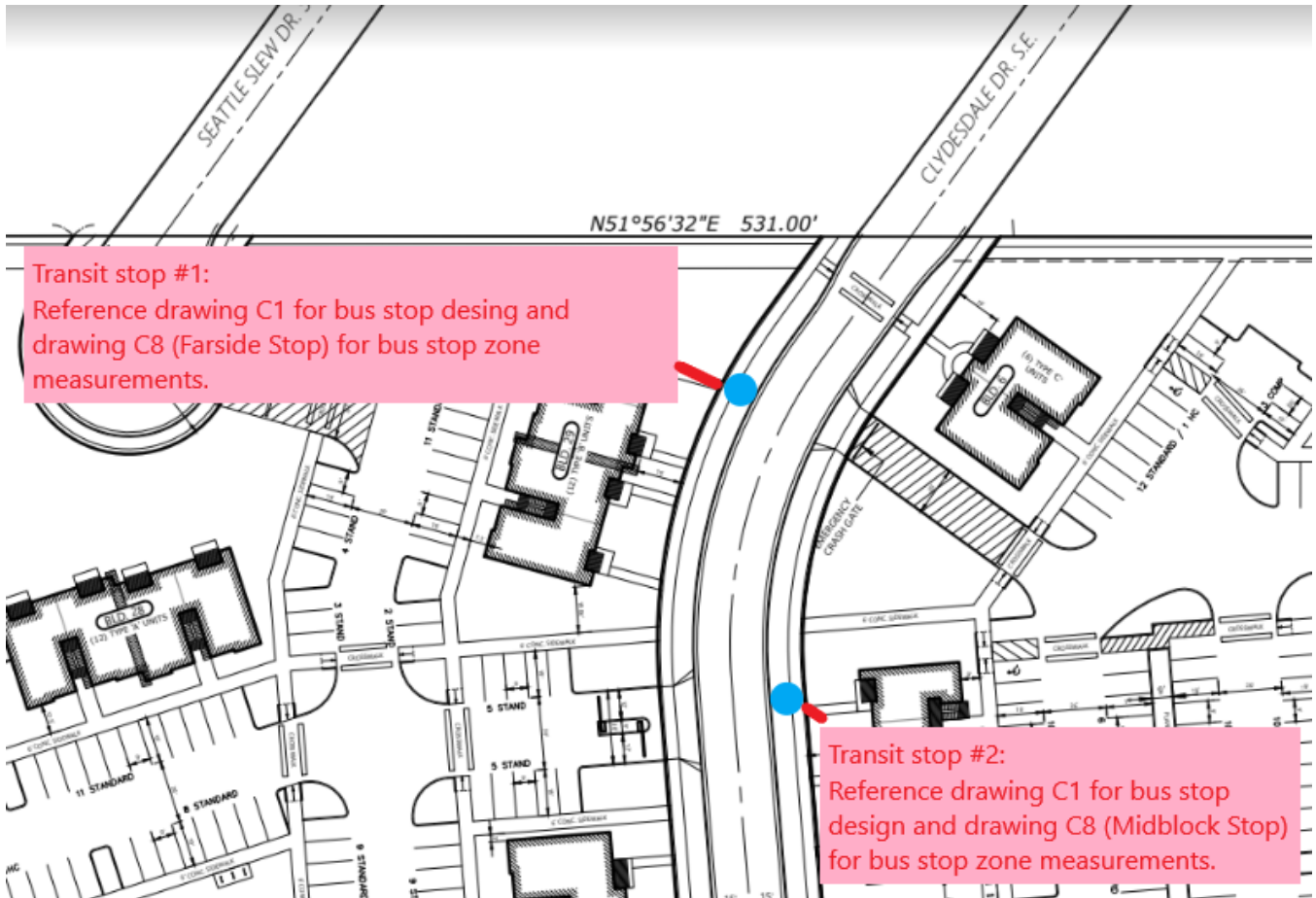
CASE MANAGER: Bryce Bishop, Planner III, City of Salem

Email: bbishop@cityofsalem.net

COMMENTS FROM: Jolynn Franke, Transit Planner I, Cherriots

Email: planning@cherriots.org

COMMENTS: Transit stops have been identified as needed in connection with this proposed development. Cherriots requests four transit stops conforming to the applicable standards of the Salem Area Mass Transit District to be constructed and right-of-way dedication, if necessary, to be provided as part of the street improvements for this development. On-street parking shall be restricted in the areas of the transit stops in order to ensure unobstructed access by transit. Two of the stops are to be located at the northwest end of Street A near Clydesdale Dr SE. The other two stops are to be located at the southeast end of Street A near Whitaker Dr SE. Approximate locations are provided in the screenshots on the next page. Please reference Cherriots Standard Bus Stop Design Drawings (attached) for bus stop and bus stop zone designs. Please feel free to contact us with any questions you may have.



Bryce Bishop

From: WILLIAMS Brandon <Brandon.WILLIAMS@odot.oregon.gov>
Sent: Monday, March 27, 2023 4:51 PM
To: Bryce Bishop
Cc: LINER Duane J
Subject: 1851 Cordon Road SE, Request for Comments

Good afternoon Bryce,

Thank you for notifying ODOT of the proposal at 1851 Cordon Road SE. Please include these comments in the record, and notify ODOT of the decision by email at ODOTR2PlanMgr@odot.oregon.gov when available.

The property in question is adjacent to OR-22, which is subject to state laws. There is no interchange or permitted access at Cordon Rd. and OR-22, therefore access to the development must be provided via local roads.

Please contact me with any questions.

Brandon Williams – He/Him/His
Senior Transportation Planner | ODOT Region 2
Area 3 | Polk, Marion & Yamhill Counties
Brandon.WILLIAMS@odot.oregon.gov | 503.507.0391