

MWSH WEST SALEM LLC

Salem, Oregon

A Land Use Application for:

Adjustment Class-2 Application

Sec. 806.015(e) Maximum Off Street Parking

Applicant:

MWSH West Salem LLC

Project:

West Salem Townhomes

Resubmitted:

March 30, 2023

Prepared by:

MWSH West Salem LLC

West Salem Town Homes – Maximum Off-Street Parking Adjustment

Applicant & Property Owner**MWSH West Salem LLC**

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Tax Lot Information:

Tax Map: 073W16C0-00107

Lot Area:

4.86 acres

Current Zoning District:

RM-II (Multiple Family Residential)

**Current Comprehensive Plan
Designation**

MFR (Multi Family Residential)

West Salem Town Homes – Maximum Off-Street Parking Adjustment

Project Description

MWSH West Salem LLC owns approximately 4.86 acres - 1900 Block of Linwood Street NW in Salem, Oregon (TL 073W16C 00107). This intended development will consist of 13, two story townhome buildings, consisting of 67, 3- and 4-bedroom residential units, parking, open space, and stormwater facilities.

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 117 (1.75) to 197 spaces (2.94)

Parking: 67 required

84 garage parking spaces
84 driveway parking spaces
29 street parking spaces
197 total parking spaces

Sec. 806.015(e) 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 806-1

Multiple family ⁽²⁾	1 per dwelling unit	Applicable to all other multiple family.
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Table 806-2A

More than 20 spaces	1.75 times minimum number of spaces required.
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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.

West Salem Town Homes – Maximum Off-Street Parking Adjustment

The applicant desires to provide a unique housing option to the residents of West Salem by proposing a 67-unit for rent townhome development. It will provide a combination of 3- and 4-bedroom units that will allow families rental options beyond the typical apartment units that surround the site. Each unit will contain a garage and driveway, and only share common side walls. The site is designed to give the residents the feel of a single-family neighborhood instead of a typical apartment development. In order to mimic the feel of a single-family neighborhood, the applicant is requesting an adjustment to SRC Sec. 806.015(e) to allow for an increase in the maximum amount of off-street parking spaces allowed.

Applicant Findings:

(A) & (B)

The applicant believes in being a good neighbor. Since the development is not a traditional apartment multifamily development, and is more like a single-family development, the applicant is trying to mimic those single-family standards. Due to the location of the proposed development and the established neighborhoods surrounding it, the applicant is requesting an adjustment to allow for additional parking and exceed the maximum off-street parking requirements. This will help ensure that the residents of the proposed community have ample parking and will not bleed out into the surrounding neighborhoods.

The design and unit mix are intended to cater to families. These are 3-and 4-bedroom units that are designed just like single family townhomes. 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 reason that the parking ratio is so high, is due to the attached garages, which aren't present in most multifamily developments. These garages allow for residents to store one car in the garage, while leaving 1 car in their driveway. There are only 29 street spaces, that will primarily cater to guests.

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. Neighbors will not notice the impact of the garage parking spaces because they are integrated into the unit. 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.

Excluding the garage parking spaces from the total equation, the parking would only be 113 spaces, which meet the maximum requirement of 117. Again, neighbors will not notice the impact of the garage parking spaces because they are integrated into the unit. It would be like driving down any other single-family development.

Again, under parking this site creates the potential of excess parking overflowing onto the adjacent Linwood Street, and into the surrounding streets and neighborhoods. Approving this proposed variance will reduce the potential of overflow parking bleeding into the abutting and surrounding residential neighborhood streets. Providing sufficient onsite parking is an equal or better solution to the standard offsite parking standard for this development.

(C) There are several adjustments being requested for this proposal. These adjustments are consistent with the overall purpose of the underlying zoning by promoting pedestrian oriented developments to the public right of way.

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. Excluding the garage parking, we would meet the required maximum. 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.