

Jamie Donaldson

From: Jolynn Franke <jolynn.franke@cherriots.org>
Sent: Tuesday, March 7, 2023 10:21 AM
To: Jamie Donaldson
Subject: Comments for Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02
Attachments: SUB-UGA-SPR-ADJ-TRV-DR23-02_2100 Block of Doaks Ferry Rd NW.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Jamie.

Attached are Cherriots comments regarding property located at the 2100 block of Doaks Ferry Rd NW. Please let me know if you have any questions.

Thank you.

Jolynn Franke
Transit Planner I
jolynn.franke@cherriots.org
503-361-7505



555 Court St NE, Suite 5230
Salem, OR 97301
Administration: 503-588-2424
Fax: 503-566-3933



RESPONSE TO REQUEST FOR COMMENTS

DATE: 3/07/2023

CASE/APP NUMBER: SUB-UGA-SPR-ADJ-TRV-DR23-02

PROPERTY LOCATION: 2100 Block of Doaks Ferry Road NW

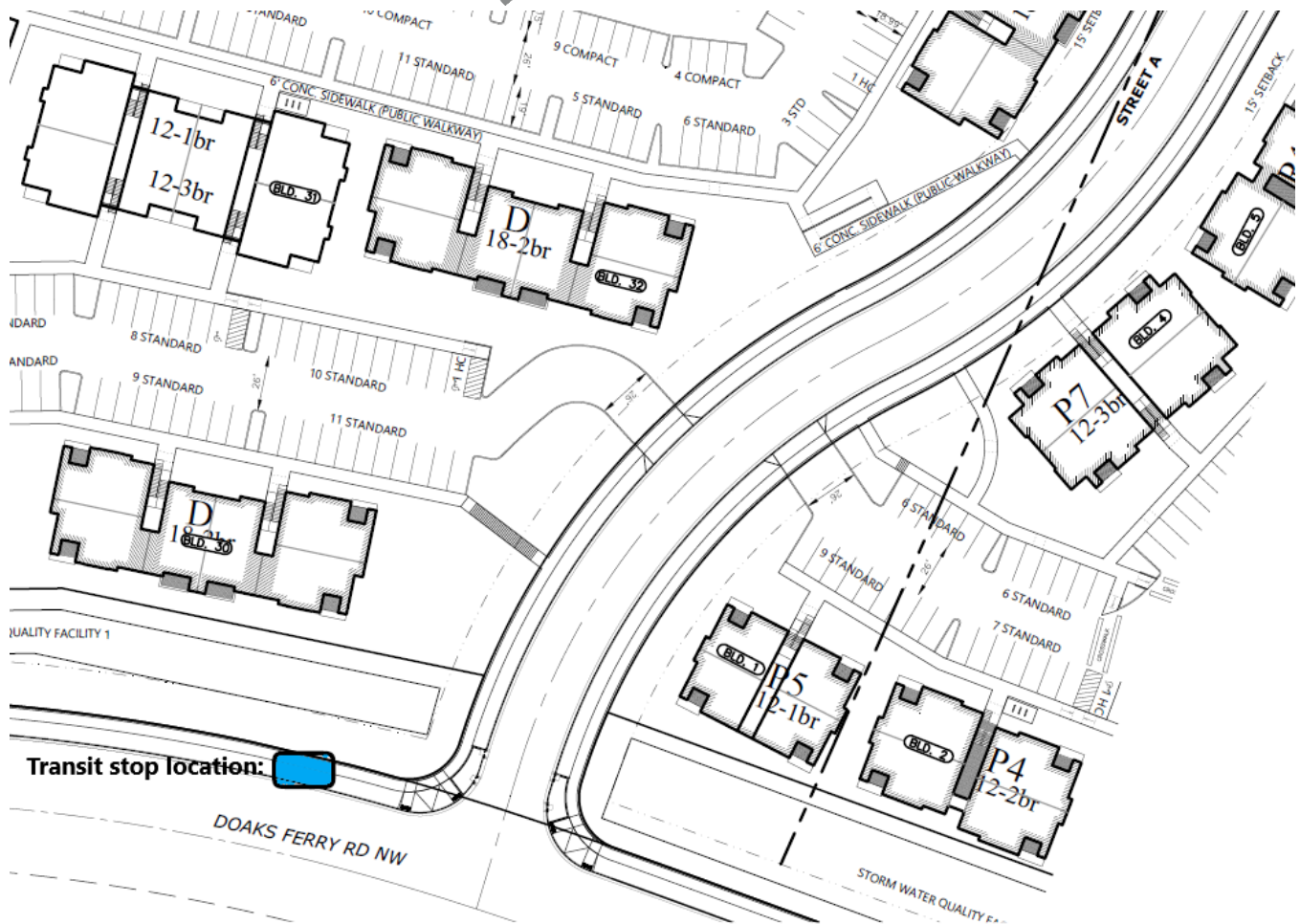
CASE MANAGER: Jamie Donaldson, Planner II, City of Salem

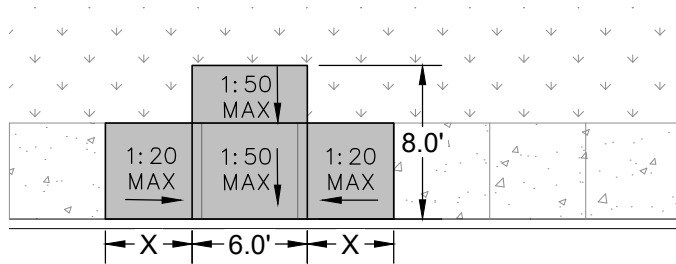
Email: jdonaldson@cityofsalem.net

COMMENTS FROM: Jolynn Franke, Transit Planner I, Cherriots

Email: planning@cherriots.org

COMMENTS: A transit stop has been identified as needed in connection with this proposed development. Cherriots requests a transit stop 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 area of the transit stop in order to ensure unobstructed access by transit. The transit stop must be located on Doaks Ferry Rd NW, 50 feet south of the curb radius at the intersection with Street A (see screenshot below for approximate location). Please reference Cherriots Standard Bus Stop Design Drawings (attached) for transit stop and bus stop zone designs. Please feel free to contact us with any questions you may have.





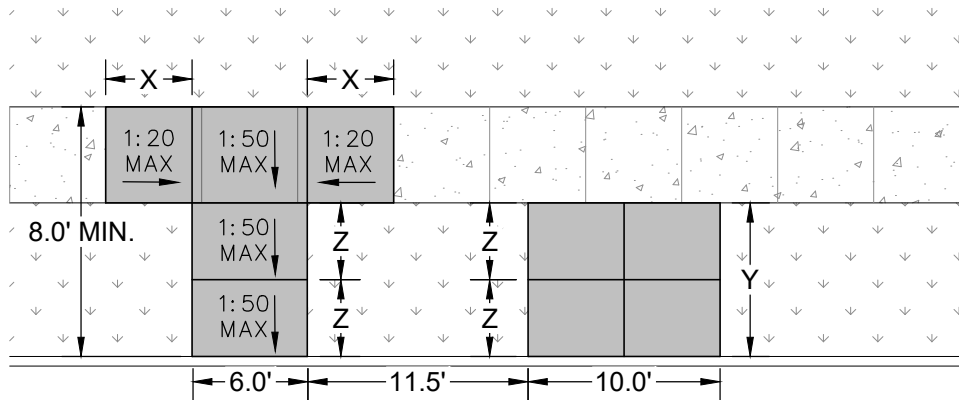
EXISTING ROADWAY

BUS STOP PADS - CURB LINE SIDEWALK

NOT TO SCALE

NOTES:

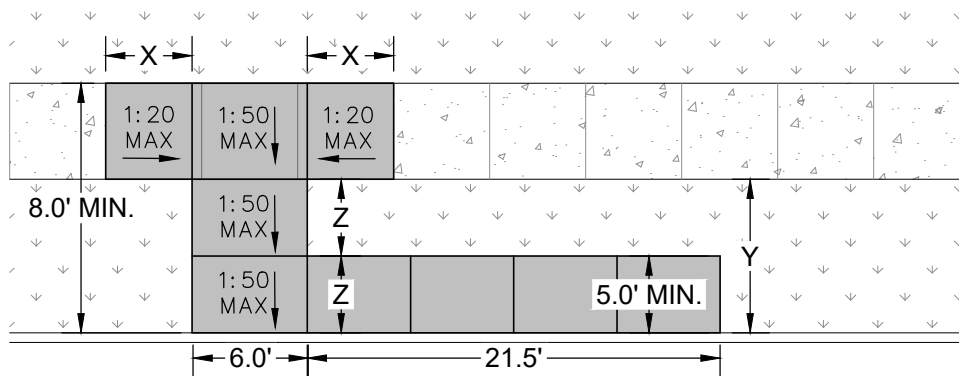
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (12' WIDE OR LESS)

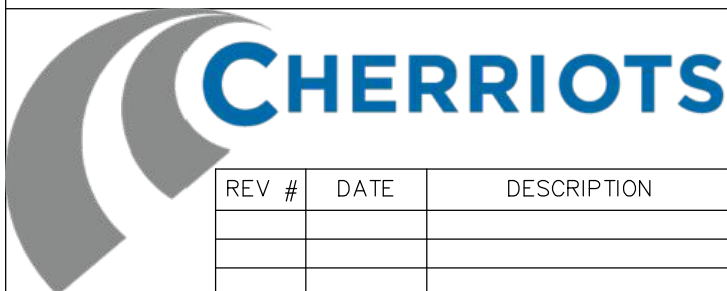
NOT TO SCALE



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (WIDER THAN 12')

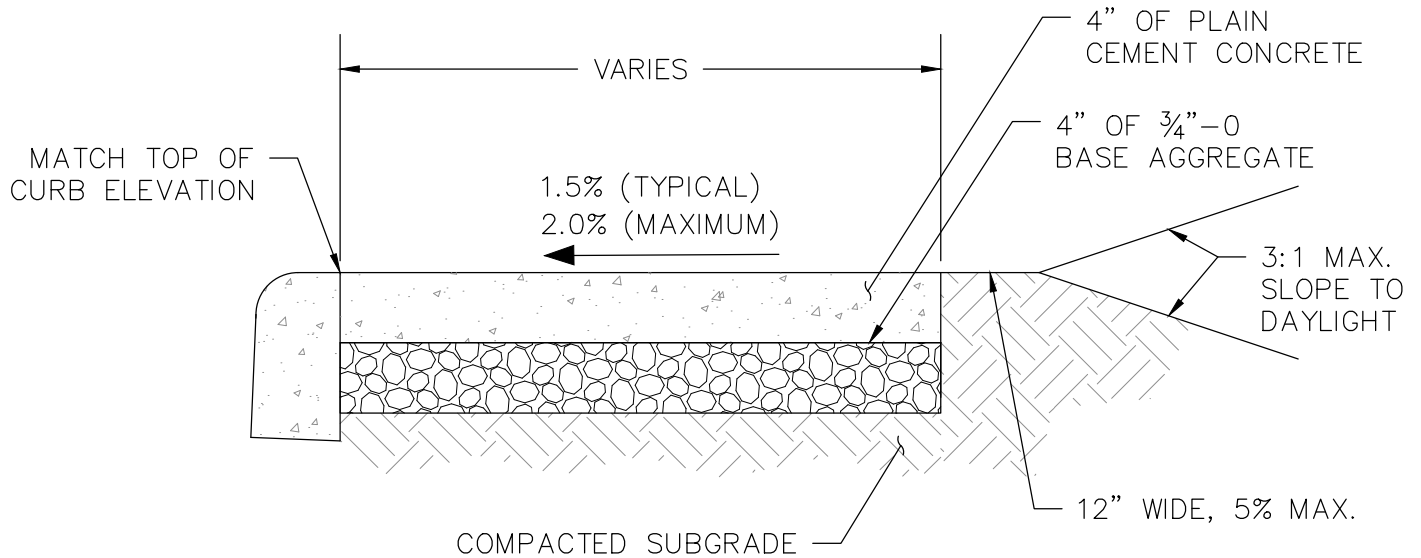
NOT TO SCALE



BUS STOP PADS LAYOUT

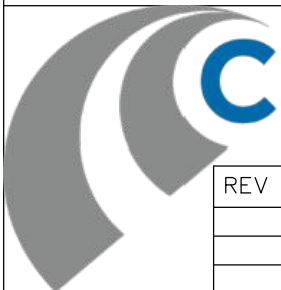
C1

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. CONTRACTION JOINTS OF THE WEAKENED PLANE TYPE SHALL BE 1- $\frac{1}{4}$ " DEEP AND TOOL ROUNDED BEFORE BROOMING. MATCH EXISTING JOINT SPACING. 15' MAXIMUM.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, ADA CURB RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. $\frac{1}{2}$ INCH RADIUS.
5. FINISH WITH BROOM AND EDGE ALL JOINTS.
6. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED PER JURISDICTIONAL REQUIREMENTS AFTER BROOMING. PROVIDE 3" SHINE IF NO OTHER REQUIREMENTS EXIST.
7. BASE AGGREGATE TO BE COMPACTED TO 95% OF AASHTO T-99.



CHERRIOTS

**STANDARD
SIDEWALK**

C2

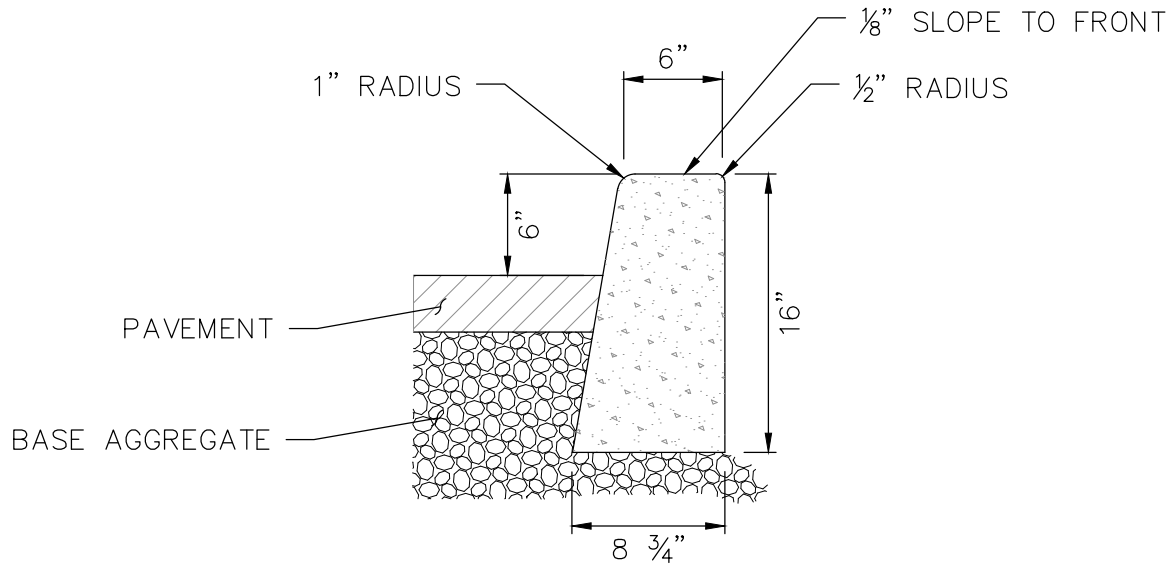
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BY EGW

DATE 03/03/22

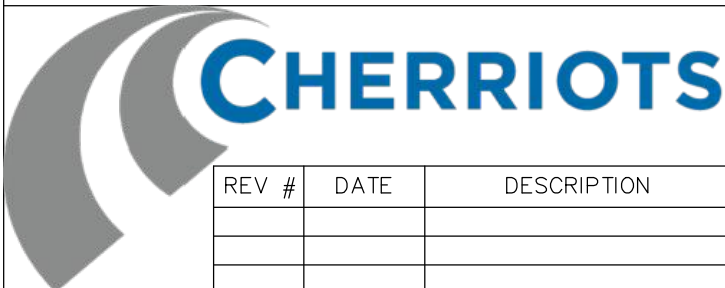
CHECKED RDV

DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. EXPANSION JOINTS
 - 2.A. TO BE PROVIDED:
 - 2.A.1. AT EACH POINT OF TANGENCY OF THE CURB.
 - 2.A.2. AT EACH COLD JOINT.
 - 2.A.3. AT EACH SIDE OF THE INLET STRUCTURES.
 - 2.A.4. AT EACH END OF DRIVEWAYS.
 - 2.A.5. AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
3. CONTRACTION JOINTS:
 - 3.A. SPACING TO BE NOT MORE THAN 15 FEET.
 - 3.B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
4. BASE AGGREGATE TO BE 1 1/2"-0" OR 3/4"-0" COMPACTED TO 95% OF AASHTO T-99 AND SHALL BE TO SUBGRADE, STREET STRUCTURE, OR 4" IN DEPTH, WHICHEVER IS GREATER.



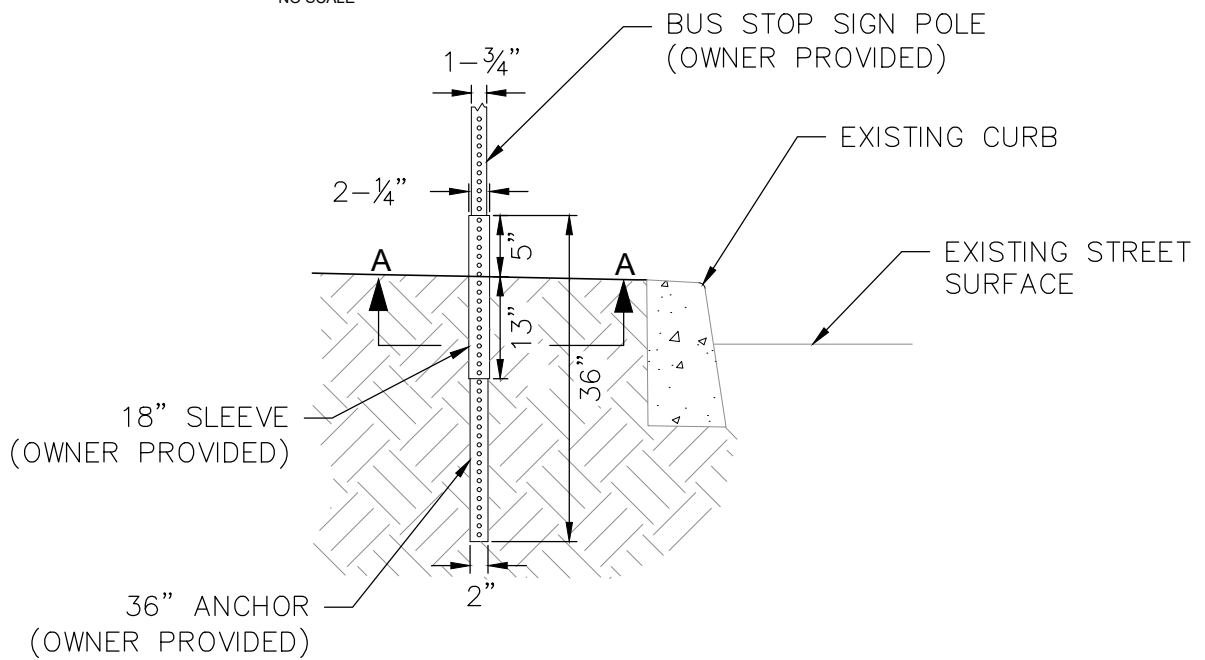
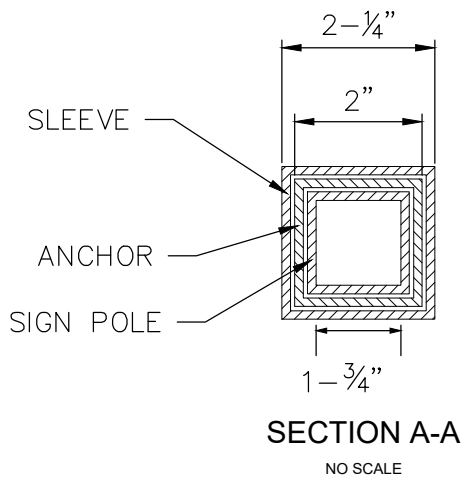
**STANDARD
CURB**

C3

REV #	DATE	DESCRIPTION

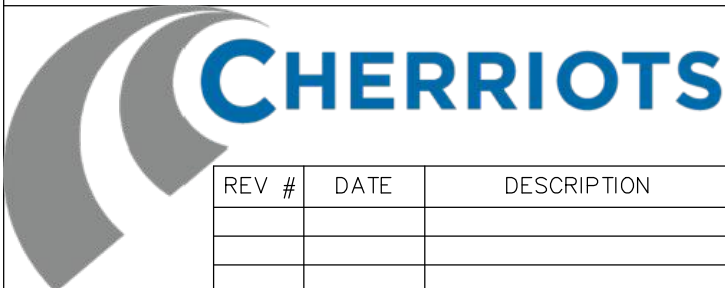
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CONTACT CHERRIOTS PLANNING STAFF AT (503) 588-2424 TO OBTAIN SIGN MATERIALS.



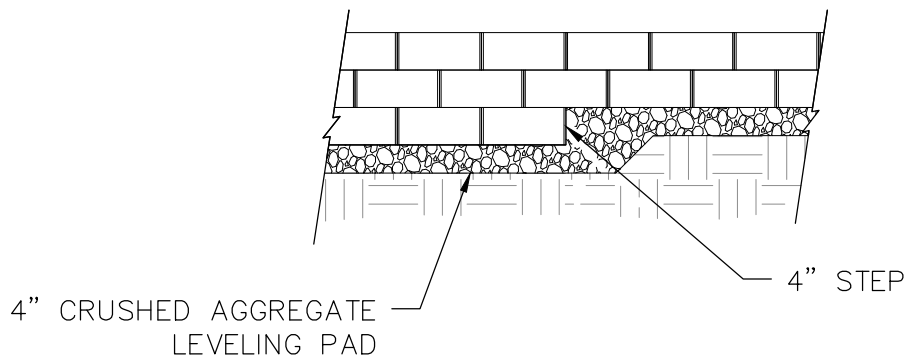
**BUS STOP SIGN POLE,
ANCHOR & SLEEVE
DETAIL**

REV #	DATE	DESCRIPTION

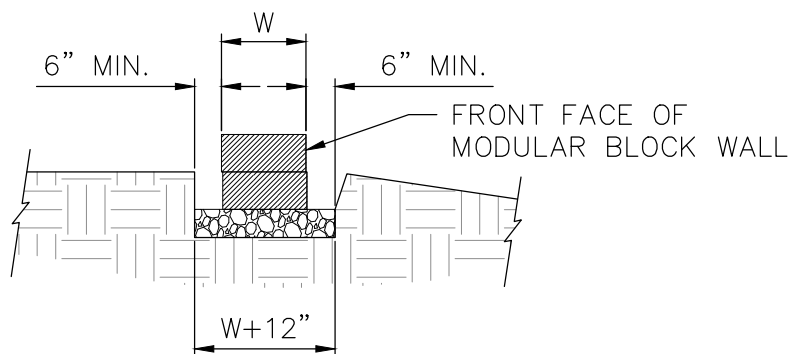
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22

C4



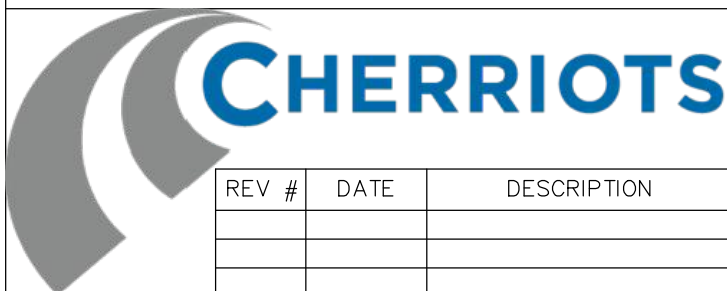
ELEVATION



SECTION

NOTE:

1. LEVELING PAD TO BE $\frac{3}{4}$ "-0 CRUSHED AGGREGATE COMPACTED TO 95% OF AASHTO T-99



LEVELING PAD
DETAIL

REV #	DATE	DESCRIPTION

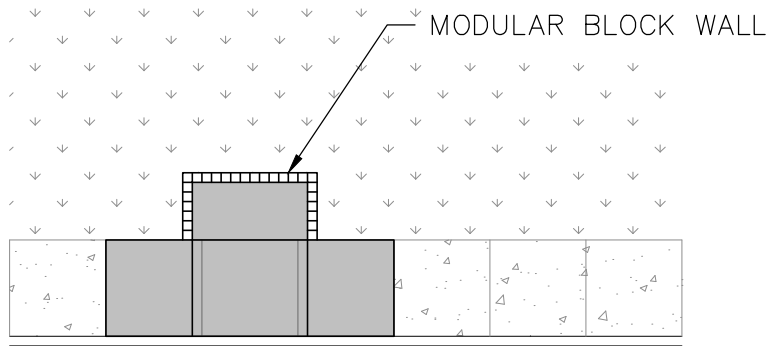
BY EGW

DATE 03/03/22

CHECKED RDV

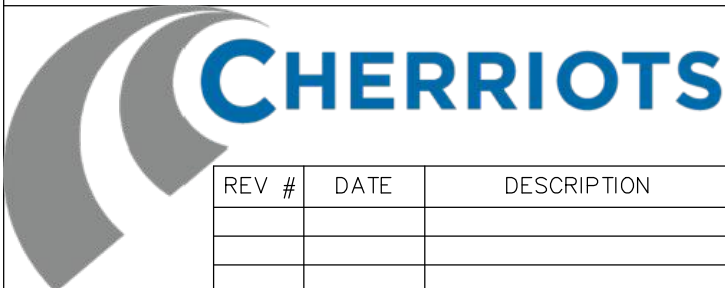
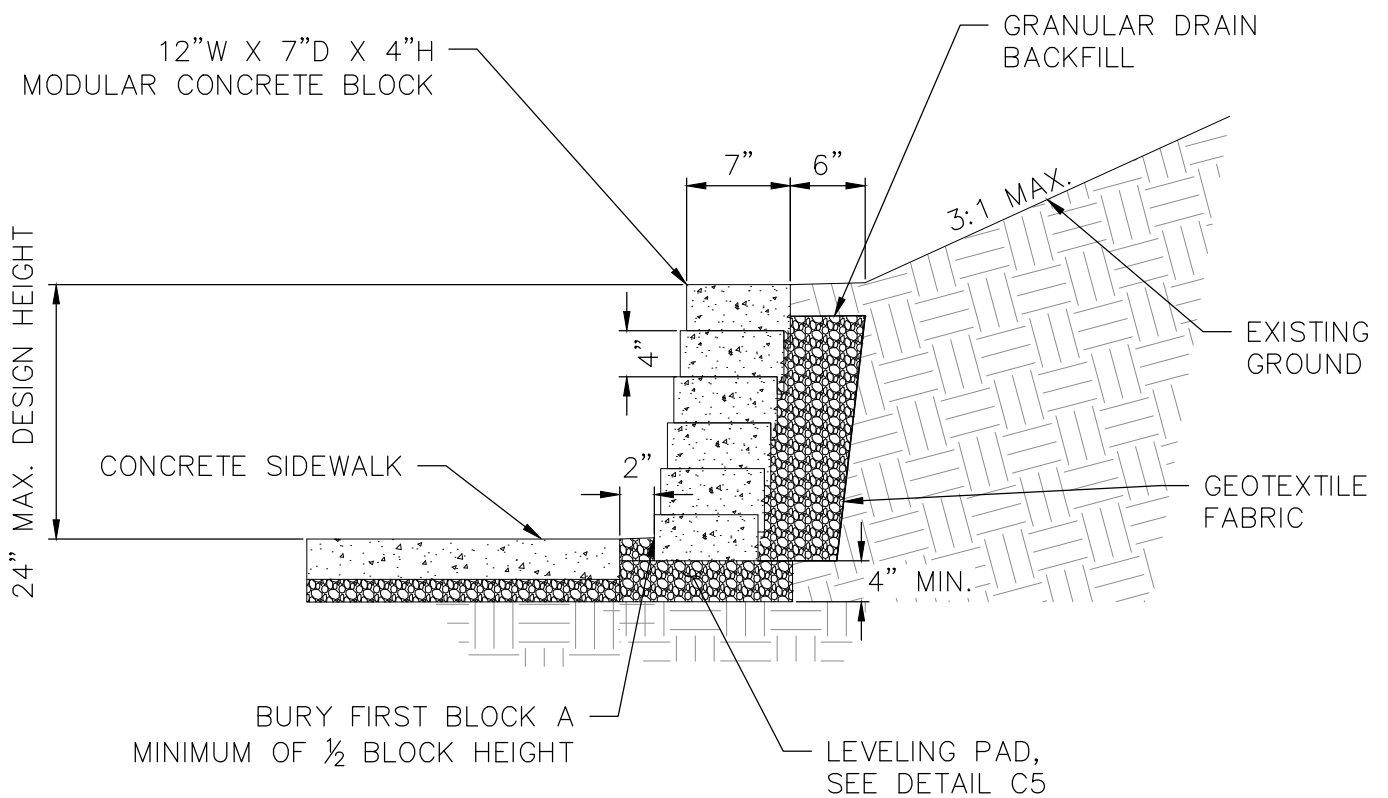
DATE 03/03/22

C5



NOTES:

1. MODULAR BLOCK WALL SHALL BE REQUIRED WHEN SLOPE GRADING TO DAYLIGHT AT 3:1 MAX. CANNOT BE ACHIEVED.
2. THE MODULAR BLOCK WALL SHALL BE CONSTRUCTED WHEN WALL EXPOSURE IS TO BE GREATER THAN 6".

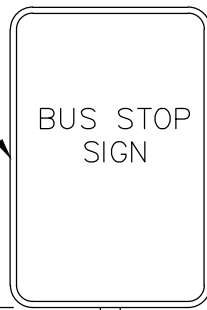


**MODULAR BLOCK
WALL DETAIL**

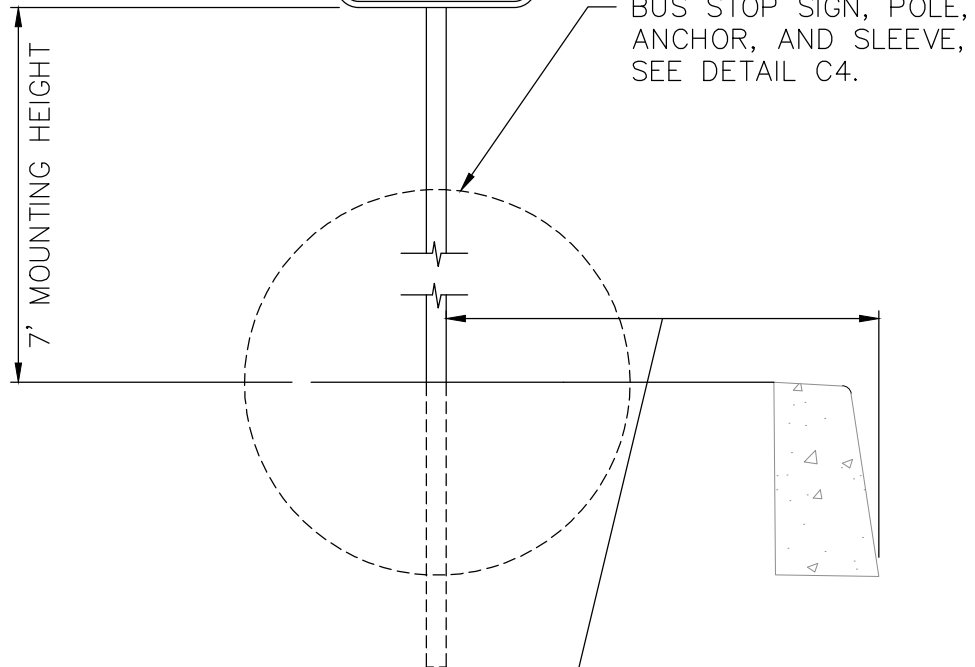
C6

REV #	DATE	DESCRIPTION	BY EGV	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22

BUS STOP SIGN
(OWNER PROVIDED)




BUS STOP
SIGN



BUS STOP SIGN, POLE,
ANCHOR, AND SLEEVE,
SEE DETAIL C4.

2' FROM FACE OF CURB OR
1' FROM BACK OF SIDEWALK



CHERRIOTS

REV #	DATE	DESCRIPTION

**TYPICAL BUS STOP
SIGN PLACEMENT
DETAIL**

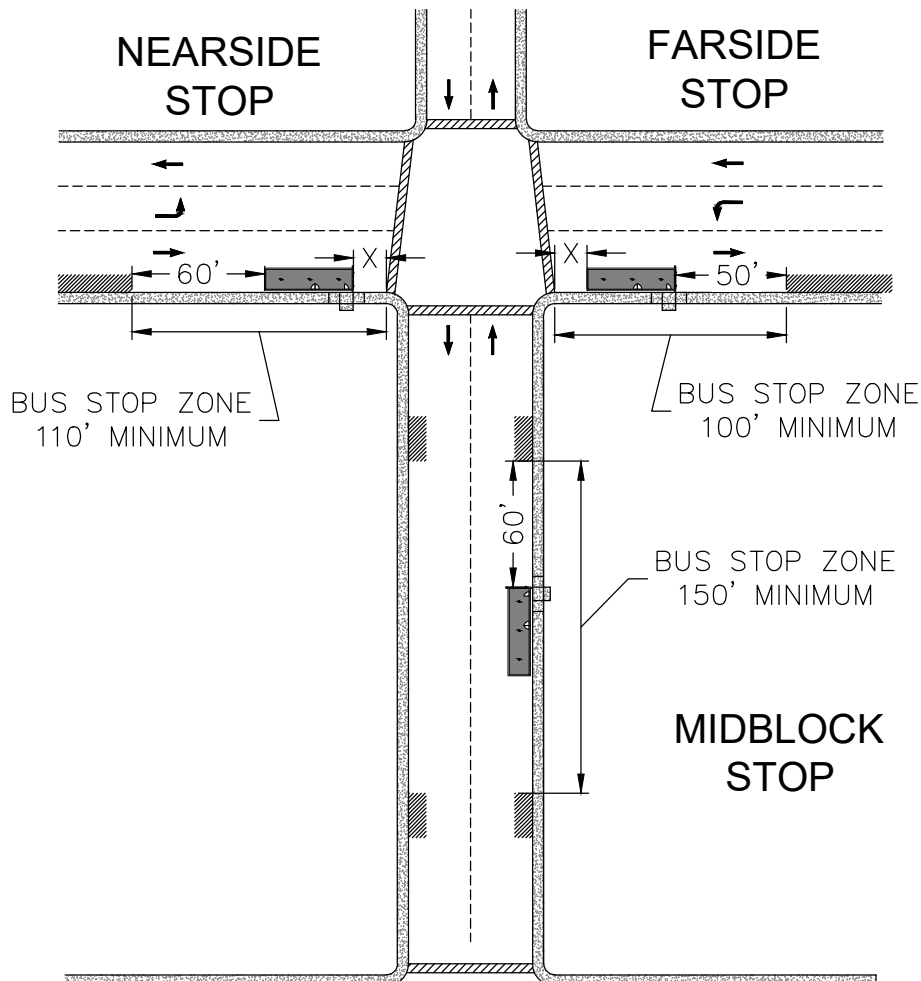
BY EGW

DATE 03/03/22

CHECKED RDV

DATE 03/03/22

C7

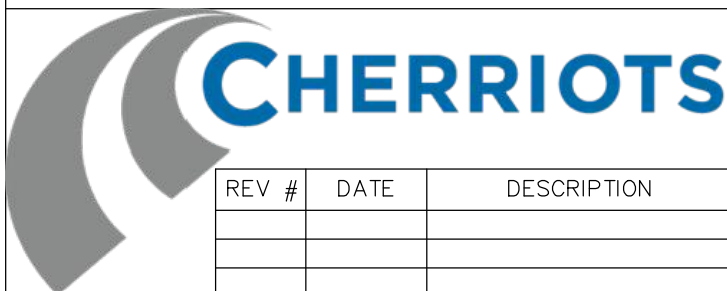


NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
 - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
 - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 10' MINIMUM FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE INTERSECTION.

MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)

POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480



**NO PARKING ZONES AT INTERSECTIONS
DETAIL**

REV #	DATE	DESCRIPTION

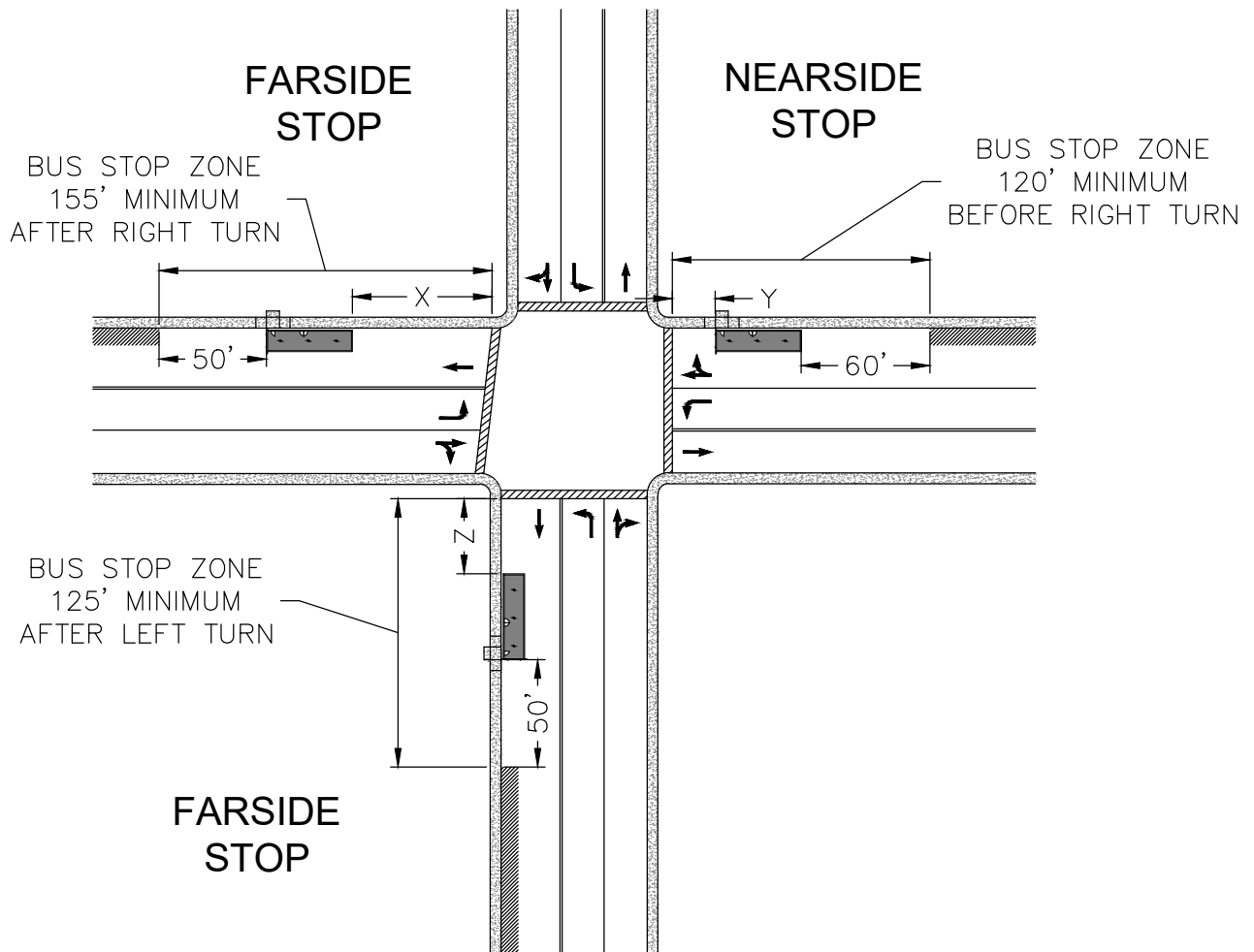
BY EGW

DATE 09/22/22

CHECKED RDV

DATE 09/22/22

C8

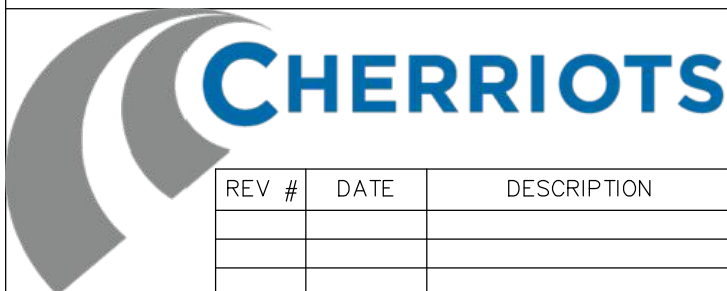


NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
 - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
 - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 65' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
5. Y = 20' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
6. Z = 35' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.

MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)

POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480



NO PARKING ZONES WITH TURN LANES DETAIL

C9

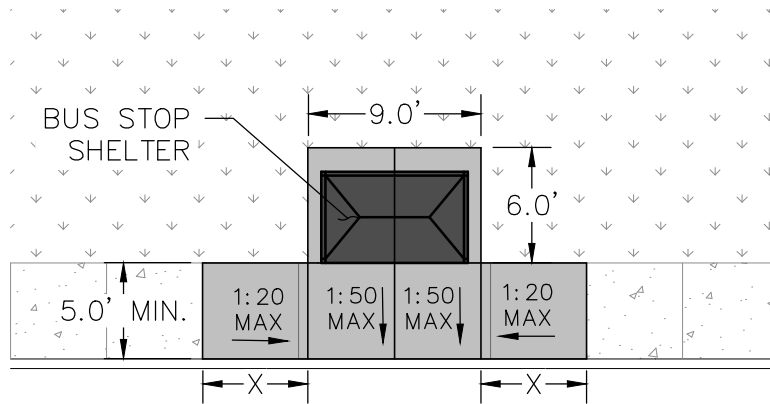
REV #	DATE	DESCRIPTION

BY EGW

DATE 09/27/22

CHECKED RDV

DATE 09/27/22



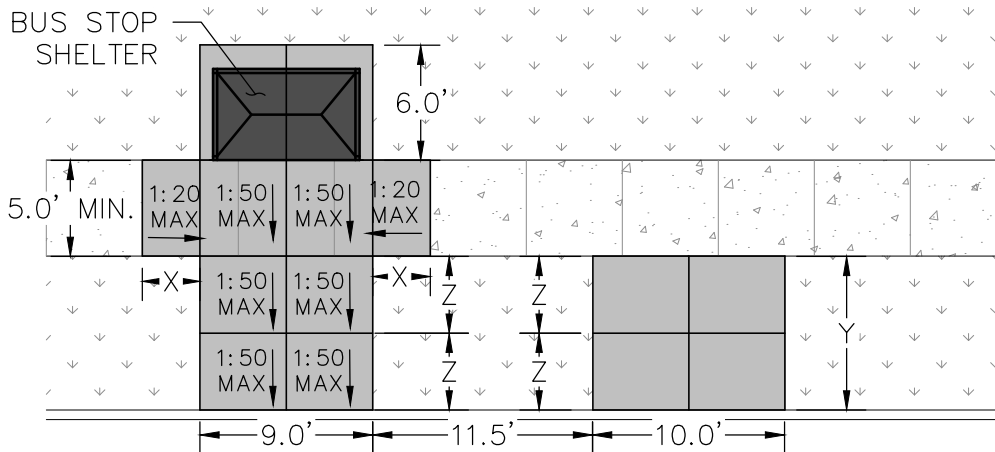
EXISTING ROADWAY

BUS SHELTER ON CURB-TIGHT SIDEWALK

NOT TO SCALE

NOTES:

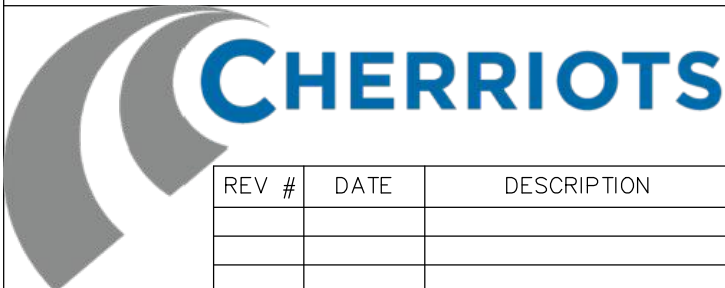
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.
5. BUS STOP SHELTER TO BE STANDARD BRASCO BUS STOP SHELTER, UNLESS OTHERWISE APPROVED BY CHERRIOTS.
6. BUS STOP SHELTER TO BE CONSTRUCTED AT BACK OF EXISTING WALK.



EXISTING ROADWAY

BUS SHELTER ON SIDEWALK WITH PLANTER STRIP

NOT TO SCALE



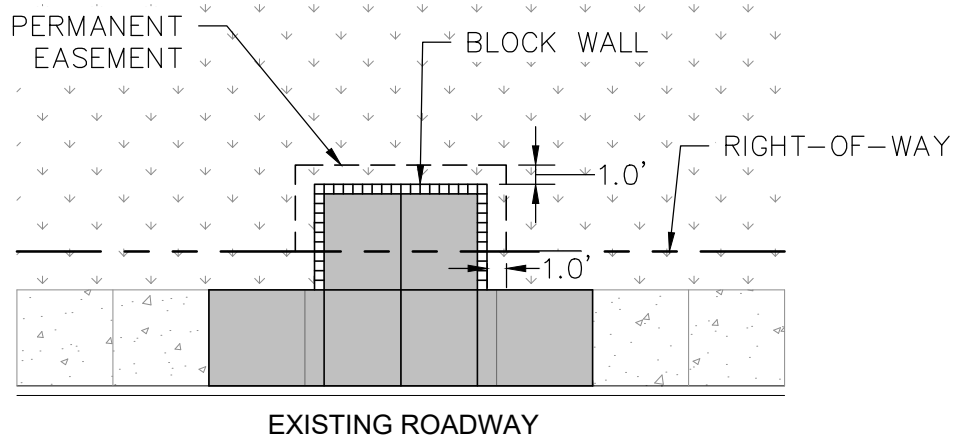
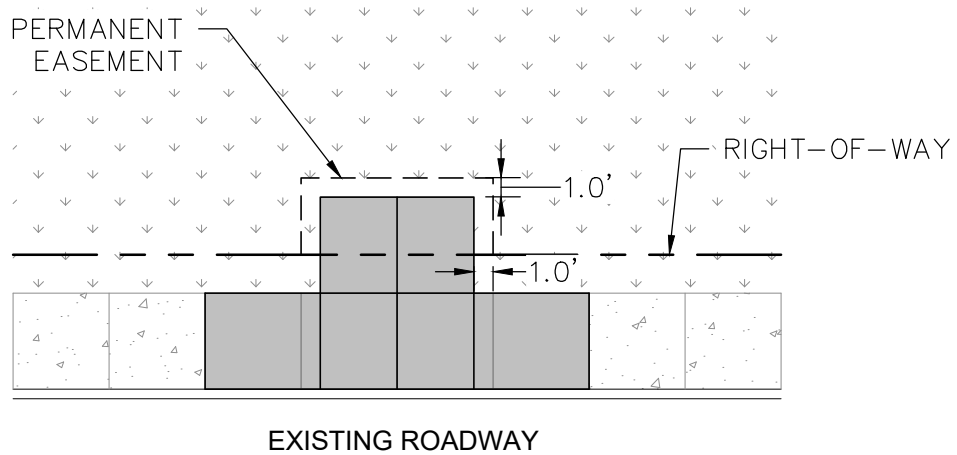
BUS STOP WITH SHELTER DETAIL

C10

REV #	DATE	DESCRIPTION

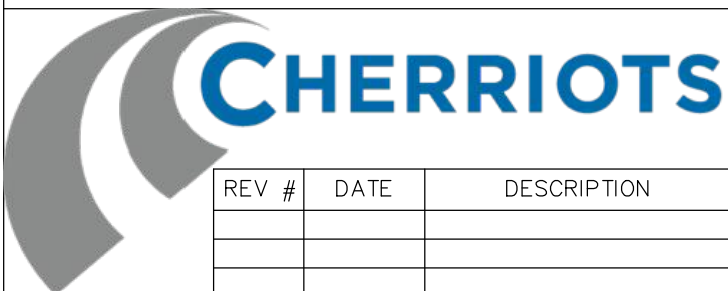
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

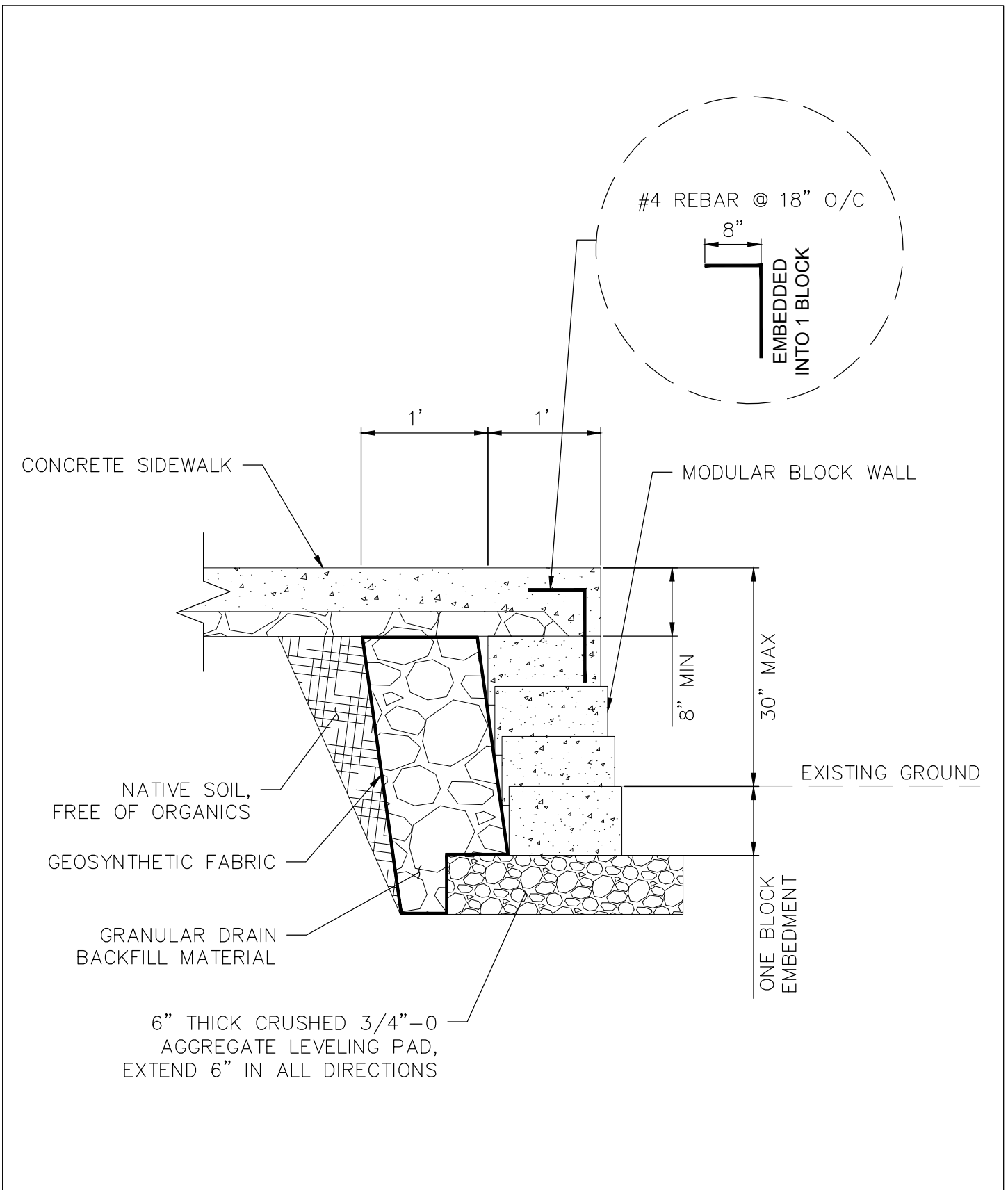
1. PERMANENT EASEMENT IS REQUIRED WHEN EXTENTS OF DESIGN ENCROACH UPON RIGHT-OF-WAY.
2. PERMANENT EASEMENTS ARE TO BE A MINIMUM OF 1' OFFSET FROM THE PROPOSED CONSTRUCTION EXTENTS THAT FALL OUTSIDE OF RIGHT-OF-WAY.

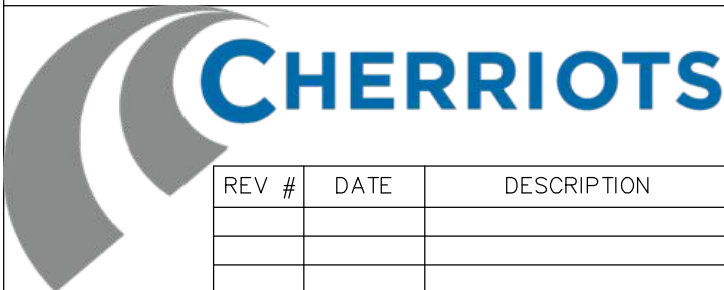


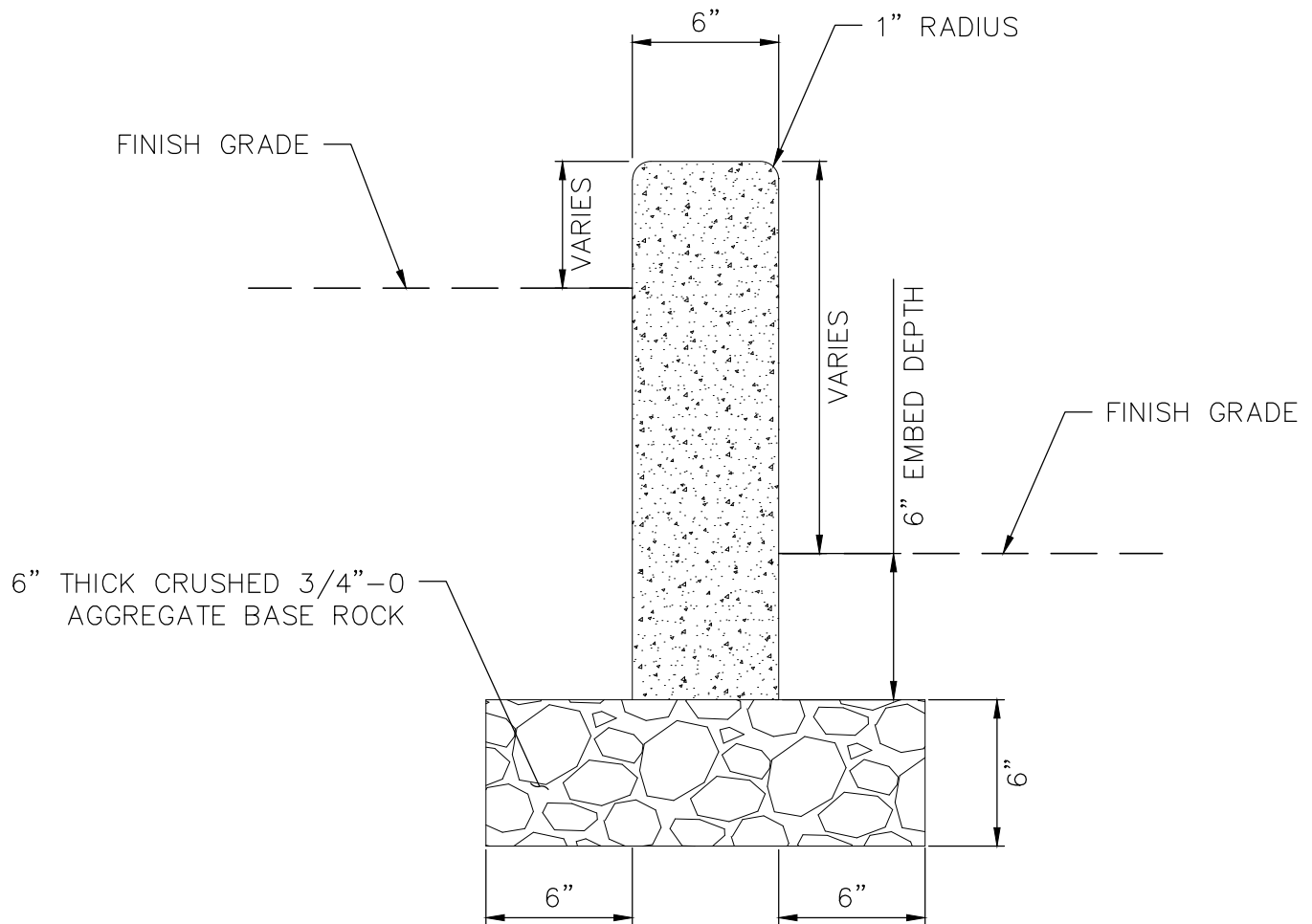

**PERMANENT
EASEMENT DETAIL**

C11

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



			BELOW-GRADE WALL DETAIL		C12
REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV	
			DATE 03/03/22	DATE 03/03/22	

CHERRIOTS

REV #	DATE	DESCRIPTION

PEDESTRIAN CURB DETAIL

BY EGW

DATE 03/03/22

CHECKED RDV

DATE 03/03/22

C13

Jamie Donaldson

From: David Fridenmaker <FRIDENMAKER_DAVID@salkeiz.k12.or.us>
Sent: Tuesday, March 7, 2023 2:46 PM
To: Jamie Donaldson
Cc: David Hughes; David Jorgenson; Kevin Baker; Marek Eaton; Michael Cape; Mitchell Hamilton; Robert Silva; T.J. Crockett
Subject: Salem Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02 at 2100 Block of Doaks Ferry Rd NE
Attachments: 2023-03-07_SUB23-02_Comments.pdf

Hi Jamie,
Please find attached comments regarding Salem Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02 at 2100 Block of Doaks Ferry Rd NE.
Thank you,

David Fridenmaker
Planning and Property Services
3630 State St. Salem OR 97301
[Salem-Keizer Public Schools](#)
O: 503-399-3335 C: 503-932-4727

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

REGARDING: Subdivision Tentative Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Tree Variance, and Class 1 Design Review Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

PROJECT ADDRESS: 2100 Block of Doaks Ferry Road NW, Salem OR 97304

AMANDA Application No.: 22-119071-PLN

REQUEST: A consolidated application for a proposed six-lot subdivision with development of a multi-family residential development of 436 units throughout five lots. The application includes:

- (1) A Subdivision Tentative Plan to divide the 36.72-acre property into six lots ranging in size from approximately .4 acres to 12 acres, with a request for Alternative Street Standards to allow increased street grades, block lengths, and an adjustment to street connectivity requirements in SRC Chapter 803 to provide a street connection to the undeveloped lot to the south;
- (2) An Urban Growth Area Preliminary Declaration to determine the public facilities required to serve the proposed development;
- (3) A Class 3 Site Plan Review and Class 1 Design Review for development of 436 units in 31 buildings across five lots, with associated amenities and improvements including a resident clubhouse, recreation areas, parking, and landscaping;
- (4) Four Class 2 Adjustment requests to:
 - (a) Increase the maximum height allowed for an accessory structure from 15 feet to 22 feet (SRC 514.010);
 - (b) Eliminate the requirement to orient buildings toward the street with direct pedestrian access to adjacent sidewalks (SRC 702.020(e)(5));
 - (c) Reduce the minimum 40 percent buildable width requirement at varying percentages along Doaks Ferry Rd NW, Landaggard Dr NW, and Street A (SRC 702.020(e)(4)); and
 - (d) Increase the maximum allowed parking spaces throughout the development by 19 spaces (SRC 806.015(e)); and
- (5) A Tree Regulation Variance request for removal of 46 significant trees on site.

The subject property is approximately 37 acres in total size, zoned RM-II (Multiple Family Residential), and located at the 2100 Block of Doaks Ferry Rd NW (Polk County Assessor Map and Tax lot 073W17B / 400).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 p.m., Friday, March 10, 2023, will be considered in the decision process. Comments received after this date will be not considered. *Comments submitted are public record. This includes any personal information provided in your comment. Mailed comments can take up to 7 calendar days to arrive at our office. We recommend that you e-mail your comments to the Case Manager listed below.*

CASE MANAGER: Jamie Donaldson, Planner II, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2328; E-Mail: jdonaldson@cityofsalem.net.

PLEASE CHECK THE FOLLOWING THAT APPLY:

☐ 1. I have reviewed the proposal and have no objections to it.

☒ 2. I have reviewed the proposal and have the following comments: see attached

<hr/>	
<hr/>	
Name/Agency & Date: <hr/>	Salem-Keizer Public Schools, Planning and Property Services <hr/>
Address & Email: <hr/>	3630 State Street, Salem OR 97301 <hr/>
Phone: <u>3.7.23</u> <hr/>	David Fridenmaker, Manager <hr/>
	503-399-3335 <hr/>

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM



DAVID FRIDENMAKER, Manager
Facility Rental, Planning, Property Services
3630 State Street, Bldg. C • Salem, Oregon 97301-5316
503-399-3335 • FAX: 503-375-7847

Christy Perry, Superintendent

March 7, 2023

Jamie Donaldson, Planner
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02, 2100 Block of Doaks Ferry Rd NW

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
Kalapuya	Elementary	K thru 5
Straub	Middle	6 thru 8
West 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
Kalapuya	Elementary	510	601	85%
Straub	Middle	554	956	58%
West Salem	High	1,694	1,749	97%

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	436	MF	0.164	72
Middle			0.085	37
High			0.096	42

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
Kalapuya	Elem.	510	0	72	72	601	97%
Straub	Mid.	554	5	37	42	956	62%
West Salem	High	1,694	8	42	50	1,749	100%

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
Kalapuya	Elementary	Eligible for School Transportation
Straub	Middle	Eligible for School Transportation
West Salem	High	Walk Zone

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	72	\$68,445	\$4,928,040
Middle	37	\$83,363	\$3,084,431
High	42	\$98,280	\$4,127,760
TOTAL			\$12,140,231

Table 6

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

Sincerely,



David Fridenmacher, Manager
Planning and Property Services

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

Jamie Donaldson

From: Raphaëlle Miller <miller.raphaelle@gmail.com>
Sent: Friday, March 3, 2023 3:18 PM
To: Jamie Donaldson
Subject: Comment on Case no. SUB-UGA-SPR-ADJ-TRV-DR23-02

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Case Manager Jamie Donaldson, Planner II, City of Salem:

I am writing to provide formal comment on the Land Use Request at property location 2100 Block of Doaks Ferry Road NW, Salem, OR 97304, Case no. SUB-UGA-SPR-ADJ-TRV-DR23-02. This is a proposed six-lot subdivision for Titan Hill Estates in conjunction with a proposed multi-family development of 436 units for Titan Hill Apartments.

I am a current resident and homeowner of Landaggard Dr NW. I strongly urge you to reconsider the portion of the proposed plan that would extend Landaggard Dr NW into the new neighborhood, "Titan Hill Estates" and "Titan Hill Apartments". There are several critical reasons why Landaggard Dr NW should remain a dead-end street/private drive, as it is now.

Opening Landaggard Dr NW up to the proposed new neighborhood, with 436 apartments, will increase both foot and car traffic considerably, which Landaggard Dr NW is not capable of accommodating. The road is narrow with no paint indicating traffic lanes. Frequently, when neighbors are coming in and out of the small drive, one will pull their car to the side and let the other pass. The lack of room to expand the road in conjunction with the certain increase of cars is a major concern.

Additionally, Landaggard Dr NW has no pedestrian sidewalks, storm gutters, or storm drains. Pedestrians currently walk on the road as immediately off the road is private property and often wet and muddy. The name of the proposed development being "Titan Hill Estates" and "Titan Hill Apartments" indicates there is clear knowledge that many families residing in this new development will have school-aged children attending West Salem High School. I expect there to be a significant increase in foot traffic, and specifically unchaperoned children and teens walking to school, on Landaggard Dr NW. This brings up a major concern for pedestrian safety with the lack of sidewalks and the already too narrow street, combined with increased car traffic.

Another serious point for consideration is the intersection of Landaggard Dr NE and Orchard Heights Rd NW. Landaggard Dr NW is directly across Orchard Heights Rd from the entrance to West Salem High School's parking lot. Students often park their cars at the entrance to Landaggard Dr NW, limiting the view and safe turning space on and off of Orchard Heights Rd NW. There is also considerable traffic before and after school and during drop off and pick up times when parents' cars line Orchard Heights Rd all the way to the top of the hill. The speed limit of Orchard Heights in this area is 45 mph. Given all of this, the intersection only has a stop sign on Landaggard Dr, with no pedestrian crosswalk, no traffic light, and no school-zone reduced speed. The challenges and safety concerns with this set up are already apparent, and with the certain increase in both foot and car traffic, I fear for the accidents that could happen. Not to mention the challenge drivers already experience trying to turn left off of Landaggard Dr onto Orchard Heights Rd during peak traffic times. At minimum, traffic jams in this pinch point would become inevitable.

In summary, the combination of the narrow road, lack of traffic paint/lines, lack of sidewalks and storm drains/gutters, and the dangerous situation of the Orchard Heights/Landaggard intersection makes the plan to open Landaggard Dr NW to through traffic impractical and dangerous. This road was never designed with through traffic in mind. If the City of Salem is unable or unwilling to address my concerns through major road, sidewalk, and intersection improvements, I

think it is in the best interest and safety of current and future area residents to leave Landaggard Dr NW as a dead-end street/private drive, as it is currently identified.

I invite and urge you to come take a walk with me on Landaggard Dr NW to see and experience these issues first-hand. I will happily find a way to accommodate your schedule.

Thank you for your consideration. Please let me know if I can provide any further information.

Sincerely,
Raphaëlle Miller

Jamie Donaldson

From: Olivia Dias
Sent: Monday, March 6, 2023 1:32 PM
To: Lisa Anderson-Ogilvie
Cc: Jamie Donaldson; Brandie Dalton
Subject: FW: Comments From Glenn Gibson Watershed Council
Attachments: Signed Comments on SPR-ADJ23-04.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Olivia Dias, (she/her)
Current Planning Manager
City of Salem | Community Development Department
555 Liberty St SE, RM 305, Salem, OR 97301
odias@cityofsalem.net | 503-540-2343
[Facebook](#) | [Twitter](#) | [YouTube](#) | CityofSalem.net

Now Available! Online submittal of Land Use Applications through the City of Salem Permit Application Center. Register for an account [here](#).

Due to limited staffing, the Planner's Desk has temporary hours: 10-4 Monday-Friday

Questions on Zoning and Sign Permits can be submitted by email to Planning@cityofsalem.net

From: Kenneth Bierly <bierlykenneth@gmail.com>
Sent: Monday, March 6, 2023 1:29 PM
To: Olivia Dias <ODias@cityofsalem.net>
Cc: Dorald Stoltz <dorstoltz@msn.com>; Keith Bondaug-Winn <bondaug@gmail.com>; Stacey Kline <catsread@yahoo.com>; Linda Bierly <bierlyskl@gmail.com>; Kenneth Bierly <bierlykenneth@gmail.com>; E. Easterly <emeasterly@comcast.net>; David Simmons <davidatoeo@gmail.com>; Deborah Topp <DTopp@cityofsalem.net>
Subject: Comments From Glenn Gibson Watershed Council

Please consider the attached.



Glenn and Gibson Creeks Watershed Council 2308 Ptarmigan St. NW Salem, OR 97304

March 9, 2023

ATTN: Jamie Donaldson, Planner II, City of Salem Planning Division
555 Liberty Street SE Room 305
Salem, Oregon 97301

Comments From the Glenn and Gibson Creeks Watershed Council (GGWC) Regarding: Subdivision Tentative Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Tree Variance, and Class 1 Design Review Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

APPLICATION NO.: 22-117589-PLN

The Glenn Gibson Creeks Watershed Council is concerned with the environmental impacts of development in the watershed. Our comments are focused on those elements of development proposals that have impacts beyond those allowed by city ordinance and state law. We believe the variances being requested have significant potential adverse impact to the watershed and can be avoided by more sensitive development planning.

Our specific concerns are:

- Class 2 Adjustment requests to Increase the maximum allowed parking spaces throughout the development by 19 spaces (SRC 806.015(e))

We ask that this Class 2 Adjustment variance request to increase the maximum allowed parking spaces throughout the development by 19 spaces be denied.

Increasing the number of parking places is not the direction the City of Salem is heading. Salem Revised Code (SRC) now only allows one parking place per dwelling unit (Sec. 806.015). The applicant uses the old 1.75 parking spaces per dwelling unit standard to calculate how each parking lot in this development meets the number of parking places required by the city. They also note that the SRC standard has changed to allow only 1 parking place per dwelling unit. The Climate Action Plan adopted in 2022 lists lowering the number of parking places allowed per dwelling unit in multi-family zones as strategy to reach the climate goals.

This is a mixed-use zone and has the potential to provide commercial uses. One of the reasons given for this property to be granted a zone change to mixed use was to reduce traffic congestion on West Salem streets by reducing the number of trips. Granting a variance for additional parking spaces defeats the purpose of providing mixed uses in residential neighborhoods. The applicant says transit stops will be provided in this development. The development is within easy walking distance to two City parks and three elementary schools, one middle school, and West Salem High School. Both West Salem grocery stores provide delivery service. There is a widespread trend toward internet shopping and home delivery. Parking in this development should be reduced or eliminated, not increased. In the request for a variance to add 19 more parking spaces, the applicant cited the potential for residents of this development to use neighborhood streets for parking. While this is a possibility, it still does not justify adding 19 more parking spaces for a total of 782 spaces when in order to comply with current code, the



Glenn and Gibson Creeks Watershed Council 2308 Ptarmigan St. NW Salem, OR 97304

number of parking places should be 426 – one for each dwelling unit. Making this change alone could substantially lower the environmental impacts of this project.

The most direct environmental impact of parking lots is the increase in impervious surface in the watershed. Impervious surfaces are just that – impervious. They do not allow for the natural infiltration that occurs in a healthy watershed, providing filtration and groundwater recharge. Rather, precipitation forcefully runs off impervious surfaces, carrying pollution and causing soil erosion, adding to water turbidity and downstream channelization. Below, we address another very important reason to eliminate parking in this development or, if it is deemed to be necessary, to site it under the housing units as a ground level amenity without increasing the footprint of the building.

- (5) A Tree Regulation Variance request for removal of 46 significant trees on site.

We ask that this variance request be denied for all 46 trees.

The applicant asserts:

Tree Variance 808.045(d)(1): A. There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance;

How does the City verify to the public, that stands to lose significant environmental benefits if this variance is granted, that this assertion is accurate and that special conditions exist?

We believe that this assertion is false. If saving significant trees becomes a priority, they can be saved and we will list the ways to save them below each individual case cited by the applicant.

The purpose of saving significant trees is at the beginning of

Sec. 808.001. - Purpose.

The purpose of this chapter is to provide for the protection of heritage trees, significant trees, and trees and native vegetation in riparian corridors, as natural resources for the City, and to increase tree canopy over time by requiring tree preservation and planting of trees in all areas of the City.

Special conditions are not defined, *unreasonable hardship* is not defined, *practical difficulties* is not defined. **But the purpose clearly states the priority: the protection of significant trees.**

First, some information about Oregon White Oak trees. The City of Salem regulates Oregon White Oak trees with a diameter at breast height (dbh) >20" and defines them in the SRC as significant because they are extremely valuable trees in every sense. Environmentally, they provide habitat for over 200 species, some of which are endangered due to habitat loss. They capture and filter stormwater and release oxygen, contributing significantly to both air and water quality. Economically, mature trees add property value. According to Lifestyle and Real Simple magazines, mature trees add up to 20% to property values and lower energy costs by as much as 50%. Socially, they contribute to health benefits. Research shows that just being able to see trees from a home increases health and longevity, including mental health.



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The other reason the City of Salem regulates Oregon White Oak trees is because they are a vanishing species. One of the chief reasons for this is right in front of you – habitat loss due to development. Out of 61 Oregon White Oak trees on this property with a dbh < than 20”, this applicant wants a variance to cut down 37 out of the 61 – more than half.

Besides development, Oregon White Oak losses are caused by agricultural practices and fire suppression. The loss of Oak savanna and Oak woodland habitat is thought to have the cascading effect of the crash of wildlife of all kinds but especially of birds (Audubon reports bird populations have plummeted as much as 50 % in the last 10 years.). Oregon White Oaks not only provide critical nesting habitat, but they also provide a wide variety of niches for the pollinators that are critical for flowering plants, including many of the food crops we depend upon.

To support our premise that these trees can be saved, we proceed to the tree narrative provided by the applicant.

Before we comment on each tree proposed to be removed, the applicant has requested a hardship variance as listed in

Sec. 808.045 (d) 1. - Tree variances. (1) Hardship

(A) There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance; and

(B) The proposed variance is the minimum necessary to allow the otherwise lawful proposed development or activity;

It is difficult to see how this applies. The applicant proposes to remove trees because they are in proximity to something, often something that could easily be modified, moved or removed. In the case of one building (Building 29), 11 trees are to be cut down for this one building. Colorado Street, already the subject of two variance requests for both grade and block length, requires the removal of 10 significant trees. Colorado Street is unnecessary and the proposed intersection with Doaks Ferry Road, a minor arterial, is unnecessary and dangerous. This is an apartment complex and should require driveway access only. Landaggard Street provides connection to Orchard Heights Road and will provide adequate access to the apartment complex.

Apparently, no effort has been made to save these trees, though all of them meet the City of Salem’s definition of significant. The development layout appears to have been set before considering the location of the existing significant white oaks. It is a case of the building site having to accommodate the development rather than the development being designed to fit the building site. This site is environmentally important due to the significant trees and subsurface drainage to Wilark Brook, a fish bearing stream, per the 1998 Oregon Department of Fish and Wildlife inventory.

These are large trees. One Oregon White Oak listed in the trees to be removed is a 66” dbh white oak (more than 5 feet across!). If preserved, they will add value to the property and help to mitigate the environmental impacts of this very large development.

In the request for a parking variance, the applicant repeatedly states the desire to be a good neighbor. Keeping these specimen-sized Oregon White Oaks would go a long way toward being a good neighbor.



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Applicant's variance requests are in black, GGWC comments are in green.

Tree #1: a 44" White Oak – Is located near the southerly boundary of the site. Substantial grading and construction activity with the potential of damaging the tree and its roots prohibits preservation of this tree. **Potential is not certainty. We hope we have made the case for how important these trees are. Please visualize the size of a 44" (almost 4 feet!) Oregon White Oak tree and how long it took this tree to grow to this point. These trees grow for hundreds of years to attain maturity. It deserves the time and effort necessary to try and preserve it.**

Tree #2: a 60" White Oak – Is located in the parking area, as well as near the drive providing connection for the property to the south at the southeast corner of the site. This tree's location within the parking lot prohibits preservation of this tree.

We have made the case for less parking. The 60" White Oak tree is of greater value than the parking lot. Please note our comments above regarding the length of time it takes for trees to grow to this point. This is a very important tree. If the parking lot can't be eliminated, it should be reconfigured to spare the tree.

Tree #3: a 40" White Oak – Is located at the edge of a pedestrian sidewalk near in the parking area at the southeast corner of the site. This tree's location abutting the sidewalk and its proximity to Building 29 prohibits preservation of this tree.

This tree only abuts a sidewalk and is close to a building. Sidewalks can be contoured around a tree and having a tree next to a building is a good thing, not a problem.

Tree #4: a 28" White Oak – Is located in a narrow area between the building envelope of Building 29 and the pedestrian sidewalk accessing the parking area at the southeast corner of the site. This tree's location abutting the sidewalk and its proximity to Building 29 prohibits preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed.

Tree #5: a 50" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed.

Tree #6: a 55" White Oak - Is located in the parking area at the southeast corner of the site. This tree's location within the parking lot prohibits preservation of this tree.

We have made the case for less parking. The 55" White Oak tree is of greater value than the parking lot. Please note our comments above regarding the length of time it takes for trees to grow to this point. This is a very important tree. If the parking lot can't be eliminated, it should be reconfigured to spare the tree.

Tree #7: a 30" White Oak – Is located in the parking area at the southeast corner of the site. This tree's location within the parking lot and proximity to Building 29 and the drive aisle prohibits preservation of



Glenn and Gibson Creeks Watershed Council 2308 Ptarmigan St. NW Salem, OR 97304

this tree. **Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.**

Tree #8: a 30" White Oak – Is located in the parking area at the southeast corner of the site. This tree's location within the parking lot and drive aisle prohibits preservation of this tree.

Parking lots can be modified to accommodate trees.

Tree #9: a 24" White Oak - Is located in the parking area at the southeast corner of the site. This tree's location within the parking lot and proximity to Building 29 and the drive aisle prohibits preservation of this tree. **Building 29 needs to be relocated or removed. Parking lots and drive aisles should not preclude the presence of trees.**

Tree #10: a 28" White Oak – Is located within the boundaries of the pedestrian sidewalk abutting a parking area and near Buildings 29 and 30. This tree's location within the sidewalk location and proximity to buildings prohibits preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees. Sidewalks and proximity to buildings should not preclude the presence of trees.

Tree #11: a 24" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.

Tree #12: a 30" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.

Tree #13: a 36" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.

Tree #14: a 28" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.

Tree #15: a 36" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.



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Tree #16: a 48" White Oak – Is located within the building envelope of Building 29. Not allowing for preservation of this tree.

Building 29 will result in the destruction of 11 significant trees. Building 29 should be relocated or removed. Parking lots and drive aisles should be modified to accommodate trees.

Tree #17: a 24" White Oak – Is located in the southerly water quality and detention facility for this development. The construction of the water quality facility that will damage the tree and its root system. Prohibiting preservation of this tree.

If the number of parking spaces is reduced, impervious surface area can be reduced, saving trees that will act to capture and filter storm water. This is the best type of water quality facility – much better than any built facility. If the size of the built detention and water quality facilities is reduced, this tree can be saved.

Tree #18: is a 30" Fir - Is located in the southerly water quality and detention facility for this development near the right of way for Doaks Ferry Road. The construction of the water quality facility that will damage the tree and its root system. Prohibiting preservation of this tree.

If the number of parking spaces is reduced, impervious surface area will be reduced, saving trees that will act to capture and filter storm water. This is the best type of water quality facility – much better than any built facility. If the size of the built detention and water quality facilities is reduced, this tree can be saved.

Tree #19: a 32" White Oak – Is located in the southerly water quality and detention facility for this development near the intersection of Doaks Ferry Road and Colorado Street. The construction of the water quality facility and roadway construction will damage the tree and its root system. Prohibiting preservation of this tree.

If the number of parking spaces is reduced, impervious surface area will be reduced, saving trees that will act to capture and filter storm water. This is the best type of water quality facility – much better than any built facility. If the size of the built detention and water quality facilities is reduced, this tree can be saved.

Tree #20: a 20" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a collector street?

Tree #21: a 44" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a collector street?



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Tree #22: a 60" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

A 60" Oregon white Oak is a very special tree. Every attempt should be made to save it.

Tree #23: a 66" White Oak – Is located within the boundaries of the access driveway connecting Colorado Street to the parking area for a cluster of 4 apartment buildings. This tree's location within the driveway prohibits preservation of this tree.

The presence of a tree in as access driveway should be able to be preserved. A 66" Oregon white Oak is a very special tree. Every attempt should be made to save it. Access driveways can be rerouted, modified, or eliminated. The tree is of much greater value than a strip of concrete.

Tree #24: a 44" White Oak – Is located in the parking area at the southcentral portion of the site. This tree's location within the parking lot and proximity to the drive aisle prohibits preservation of this tree.

Parking lots and drive aisles can be modified to accommodate trees.

Tree #25: a 24" White Oak – Is located in the parking area at the southeast corner of the site. This tree's location within the parking lot and drive aisle prohibits preservation of this tree.

Parking lots and drive aisles can be modified to accommodate trees.

Tree #26: a 22" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

Tree #27: a 40" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

Tree #28: a 40" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?



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Tree #29: a 36" White Oak – Is located in a narrow sloping area between the northerly right of way of Colorado Street and the building envelope of Building 5. The grading for Colorado Street and the building improvements will damage the tree and its root system. Prohibiting preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

Tree #30: a 24" White Oak – Is abutting the foundation of a 12-unit apartment building in a heavily sloped area. This tree's location abutting a building envelope prohibits preservation of this tree.

Can the building be shifted to accommodate the tree? Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #31: a 40" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

Tree #32: a 28" White Oak – Is located within the boundaries of the Colorado Street, right-of way. The location of this tree within the right-of-way prohibits preservation of this tree.

The presence of a tree in a ROW should not automatically doom the tree. Can the ROW accommodate the tree? If not, can the ROW be realigned? Colorado Street is the subject of 2 other requests for variances. 10 trees will have to be destroyed for this street. Perhaps a new alignment? Is Colorado Street necessary? Why does an apartment complex require a through street?

Tree #33: 30" White Oak – Is located within the building envelope of Building 1. Not allowing for preservation of this tree

The building should be shifted to accommodate the tree. Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #34: a 30" Fir Tree– Is located on the northly boundary of the site. The surrounding topography and within close proximity to the adjacent 3 story apartment building structure and storm structure. Grading and construction will damage the tree and its root system. Prohibiting preservation of this tree.

The building should be shifted to accommodate the tree. Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.



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Tree #35: a 30" Fir Tree– Is located on the northly boundary of the site. The surrounding topography and close proximity to the adjacent 3 story apartment building structure to be constructed will damage the tree and its root system during grading and construction. Prohibiting preservation of this tree.

The building should be shifted to accommodate the tree. Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #36: a 30" Fir Tree– Is located on the northly boundary of the site. The surrounding topography and close proximity to Building 3 and parking will damage the tree and its root system during grading and construction. Prohibiting preservation of this tree.

The building should be shifted to accommodate the tree. Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #37: a 36" White Oak– Is located in a sloping area at a point where a pedestrian sidewalk and parking area connect. The location of this tree within the sidewalk and parking lot improvements prohibits preservation of this tree.

Parking improvements and sidewalks can be designed to accommodate the tree.

Tree #38: a 30" Madrona – Is located in a narrow sloping area adjacent to a parking area. The location of this tree adjacent to parking improvements prohibiting preservation of this tree.

Parking improvements can be designed to accommodate the tree.

Tree #39: a 36" White Oak– Is located within pedestrian sidewalk along the northerly boundary of the site. The location of this tree within the sidewalk and proximity to parking will prohibit the preservation of this tree. **Sidewalks can be curved around trees.**

Tree #40: a 30" Maple Tree– Is located near the northeasterly boundary of the site. The surrounding topography and close proximity to the adjacent 3 story Town Home building. grading and constructing will damage the tree and its root system, prohibiting preservation of this tree.

Can the building be shifted to accommodate the tree? Why does a tree in close proximity to a building have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #41: a 30" White Oak – Is located in a narrow sloping area between the building envelope of a 6-unit Town Home building, the right of way and the northerly boundary of this site. The steep topography and close proximity to the building envelope and right of way will damage the tree during grading and construction, prohibiting preservation of this tree.

Shift the building to accommodate the tree. Why does a tree abutting the building envelope have to be removed? This is not a case of a tree preventing the building from being built. A tree next to a building adds value to the building and should be preserved.

Tree #42: a 36" Maple Tree – Is located in the driveway for a 2-unit townhome in the northwest corner of the development. This tree's location within the driveway prohibits preservation of this tree.

Driveways can be modified to accommodate trees.



Glenn and Gibson Creeks Watershed Council 2308 Ptarmigan St. NW Salem, OR 97304

Tree #43: a 24" White Oak – Is located in the parking area and drive aisle at the southwesterly corner of the site. This tree's location within the parking lot prohibits preservation of this tree.

Parking lots can be moved or eliminated.

Tree #44: a 24" White Oak – Is located in the parking area and drive aisle at the southwesterly corner of the site. This tree's location within the parking lot prohibits preservation of this tree. **Parking lots can be moved or eliminated.**

Tree 45?

Tree 46?

The applicant has requested a variance to cut down 46 significant trees, he has described only 44.

It appears that the design and layout of the proposed development did little to avoid significant impacts to the forest vegetation and had little regard for the opportunity to reduce automobile use as recommended by the Climate Action Plan approved by the City.

We urge denial of the requested variances to City ordinances and suggest a redesign for the proposal be required that minimized impacts to trees and reduced parking and hard surfaces.

Sincerely,

A handwritten signature in blue ink that reads "Ken Bierly". The signature is stylized with a large "K" and a long, sweeping underline.

Ken Bierly, Chair,
Glenn and Gibson Creeks Watershed Council

Jamie Donaldson

From: ron rhodehamel <ronrhodehamel@hotmail.com>
Sent: Thursday, March 9, 2023 3:58 PM
To: Jamie Donaldson
Subject: Titan West Salem Development

RE: Titan West Salem Development, Case Number SUB-UAG-SPR-ADJ-TRV-DR23-02

The mailing of Titan's proposed development request to adjacent landowners provides the opportunity for public comment. It is assumed the City of Salem has only found this development request to be complete, and that no approval has been made, prior to receipt and City review of comments received.

We remain concerned about the many large white oak trees along the north property line of Titan's property. The white oak, Oregon's state tree, can live hundreds of years, and these trees were likely growing before Europeans ever visited this area. City code requires protection of these trees of 20-inch diameter or more, and certainly for allowance for submittal of a variance request, subject to City approval. It is not difficult for a developer, with a sole profit motive, to decide that the great majority of trees are in the way, and request a code variance for their removal. It is fortunate the system provides for checks and balances which require City approval of a variance request.

We are not certain that all has been done to preserve the white oaks. The following are some reasonable measures suggested for consideration:

- Small block retaining walls will protect oaks with minimal impacts to property grading activities
- Reduction of some individual parking spaces. We note the developer has requested parking spaces greater than City requirements, for no valid reason.
- Roadway stubs to adjoining properties could have the pavements pulled back to setback lines. Any future developments may be many years away, and roads and utilities could always be connected as long as right-of-way lines are maintained

Please note we have never actively opposed the Titan property re-zoning for multi-family, or the concept of proposed improvements, and expect to be good adjoining neighbors. Our intent is for the responsible development of the property, with City approval.

Thank you for consideration of these comments.

Ronald Rhodehamel
Mary Gaines
2488 Emerald Dr. NW
Salem, OR 97304

Jamie Donaldson

From: Salem Planning
Sent: Friday, March 10, 2023 4:09 PM
To: Jamie Donaldson
Subject: FW: Contact Permit Application Center Planning Desk
Attachments: ATT00001.bin

Public comment

From: noreply@cityofsalem.net <noreply@cityofsalem.net> **On Behalf Of** Tashapetersen@icloud.com
Sent: Friday, March 10, 2023 4:07 PM
To: Salem Planning <Planning@cityofsalem.net>
Subject: Contact Permit Application Center Planning Desk

Your Name	Jeremy and Natasha Petersen
Your Email	Tashapetersen@icloud.com
Your Phone	5414096625
Street	1915 Landaggard Dr NW
City	Salem
State	OR
Zip	97304
Message	Attn City Planners - We are writing to voice our concern and dismay at #2211907100PLN - Titan Hill Apartments project. Please make it known that we join our voice with our Landaggard neighbors and community in asking that it not move forward. This project - specifically the change in zoning to allow for a mega- apartment complex will negatively impact our property values, our safety and the livability of our neighborhood and community.

This email was generated by the dynamic web forms contact us form on 3/10/2023.

Jamie Donaldson

From: STEVEN ANDERSON <andersonriskanalysis@comcast.net>
Sent: Friday, March 10, 2023 3:35 PM
To: Jamie Donaldson
Cc: michaelfreitas9459@att.net
Subject: 2100 Doaks Ferry WSNA Comments
Attachments: 2021 Doaks Ferry Tentative Subdivision WSNA Comments Mar 2023.pdf

Jamie:

RE: Tentative Subdivision Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Tree Variance, and Class 1 Design Review
Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02
2100 Doaks Ferry Road NW, Salem, OR 97304

Attached find the comments from the West Salem Neighborhood Association. Please confirm receipt and entry of our comments into the record/proceedings for this case. Thank you.

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair
Cc:/ Michael Freitas, West Salem Neighborhood Association Chair



10 March 2023

TO: Jamie Donaldson, Planner II, City of Salem Planning

RE: Tentative Subdivision Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Tree Variance, and Class 1 Design Review
Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02
2100 Doaks Ferry Road NW, Salem, OR 97304

FR: Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

The West Salem Neighborhood Association (WSNA) upon review of the February 24th, 2023, Notice of Filing has several questions in this matter. We respectfully request that as staff addresses said questions that specific analysis and findings be included in the staff report with attention to past precedence, intent of the code, and the logic to how this has been applied (past, present, and here given the specifics of this site). We note specific requests for variances by the Applicant to existing city codes. We feel strongly that any granting of a variance should clearly be present in staff's findings such that the burden of proof needed to grant this variance, and how it is met or will be met, is clearly documented. We clearly see here need for an inclusion of a tradeoff analysis and balancing discussion to justify any requested variance, especially those that push to maximize dwelling units at the site versus other possible alignments or number or dwelling units at the site. City codes have been enacted to preserve certain community goals and values, the urban forest, and natural resources. We feel that a tradeoff and balancing investigation must be detailed in the staff's analysis with the balance weighted towards the code and burden of proof with the Applicant including at least two or three difference scenarios for development at this site. Currently, what is presented is an ask to provide more dwelling unit density at this site than existing natural site conditions may allow. It seems like there needs to be a site description that shows what dwelling units and street layout is possible if there are no variances and the site complies with the existing code. Call this the base case for what can offer a comparison. No tradeoff or balancing discussions has been seen. For example, the intent clause of preserving significant trees and the request for a variance to cut significant trees to maximize dwelling unit density at the site. There is no environmental impact look at what this means for the urban forest presently on the site. Additionally, ties to the City's Carbon Management Goals



and Plan are not seen. This is a complex geological and environmental site requiring more detailed, focused analyses in the decision-making process. This is not seen in the current application. Please realize that these questions are asked with much consideration so as to achieve development here of dwelling unit density that comply with the intent and language of city code and strikes a balance between the urban density needs and the natural environment. The question remains unanswered as to a clear showing of will this proposed development, as proposed, comply with the city codes. At a minimum, there should be a site plan showing what this site layout would look like if no variance from complying with city code was the case for objective comparison.

WSNA QUESTIONS & ISSUES

1. Variance request street slope. Concern is this to connect to a connector street. Streets in West Salem hills are susceptible to ice and snow making travel not possible at times. This hilly subdivision area will be vulnerable at times, travel via this route may be closed. Maintenance of the street and stormwater system may be higher than other neighborhoods where slope requirements are followed. How will this affect emergency response time? What about insurance rates for homeowners in this area? How about city maintenance costs? What is the justification that staff uses, including a condition checklist, that staff uses to justify granting a variance here?
2. Wilark Brook is a cold-water trout stream that empties into a water quality limited salmon habitat stream. What effects will this subdivision have on the temperature profile of Wilark Brook? What effects will this subdivision have on the hydrological flow and groundwater recharge of Wilark Brook? What effect will the stormwater detention system have on nutrient levels and metal levels in Wilark Brook? Are there benefits from having a zero-discharge stormwater detention system versus a flow release system? What are the environmental impacts, including an analysis of changes to the urban forest canopy, from this subdivision on Wilark Brook and the wetlands immediately downstream across Doaks Ferry from this subdivision?
3. Request for 19 additional parking spaces. Transportation impacts from this site were limited by the city to a maximum of 500 multi-family units and a cumulative total of



2,270 average daily vehicle trips (ADTs). How does the 19 additional parking spaces affect the maximum ADTs, that is, how many more trips will they generate?

Furthermore, the value used during the analysis of the Riverbend apartment complex was 5.8 trips per dwelling unit. Given the proposed 436 units, this is less than the 500 unit maximum; however, 436 units times 5.8 trips per dwelling unit equals 2,529 ADTs. Given the proposed 436 units and the additional 19 parking spaces, it appears that this proposed 436 unit development does not meet the transportation impacts permitted for this site.

4. Why are the White Oaks along the west side of Doaks Ferry Road NW north of Orchard Heights Road not identified on the SDR7 sheet? Any sidewalk work here will result in the removal of a large number of White Oaks not addressed in this application. There appears to be several irregularities in the count for significant trees proposed to be removed. For example:
 - a. SDR3 through SDR7 lists and numbers on 7, not 8, significant non-white oak trees to be removed.
 - b. Eight (8) non-white oak plus 37 white oak equal 45 not 44 significant trees to be removed. The SDR3-7 map segments only show 44 significant trees listed in the variance application.
 - c. Why do the SDR3-SRR7 map keys and the tree variance request list 8 significant non-white oak trees to be removed then only identify 7 non-white oak trees to be removed? Where is the graphic representation of the 8th non-white oak tree slated for removal?
5. A key issue here centers on the balancing of the “intent to preserve” significant trees and White Oaks declaration of SRC 808 and the request by the Applicant for a tree variance to remove 45 significant trees on the site. We ask to see the analysis of how this balancing is to be conducted. What is the logic to how this has been applied (past, present, and here given the specifics of this site) in the decision to preserve or not versus tree removal? The Applicant has put forth a request that seems to favor total number of dwelling units over tree preservation. Building 29 is a good example of this. If there is a tree and a building at a location on the site, the request is to remove the



tree, not preserve it. The removal over preservation intent seems to be the matrix for this application. There are drawings showing tree drip line with inconsistencies. For example, Oak 36 drip line is over Building 14. There are not drawings or mention of the White Oaks along Doaks Ferry Road (#4 above).

Tree Variance 808.045(d)(1): A. There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance. We ask that the staff report detail what these are as the record is currently silent on this. The Applicant is choosing to site dwelling units in an existing Urban Forest of White Oaks. What precedents are there for making these determinations? Where is the tradeoff analysis to demonstrate that there are such special conditions that apply here? Please enumerate the special conditions. How are these special conditions balanced against the preserve intent of the code? Past examples? How are they relevant here? At a minimum there should be a site plan showing the dwelling unit placement and street alignment for which the site meets the current city codes without the requested variances. A solid base case from which a true comparison can be objectively gained. This is an existing urban forest of White Oaks and it seems reasonable to ask to see a picture of what the site would look like if the preservation intent was met blending development into the existing landscape. Then this could be compared to the existing proposed development where maximum dwelling placement is sought.

Additionally, the Applicant has requested a hardship variance as listed in

Sec. 808.045 (d) 1. - Tree variances. (1) Hardship

(A) There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance; and

(B) The proposed variance is the minimum necessary to allow the otherwise lawful proposed development or activity.

We ask that staff address in their analysis the issue of lawfulness in light of the intent to preserve provision in the code. It seems like intent to preserve is the current lawfulness.



Clear, objective information is needed here that currently is not in the record. There are special conditions at this site. It is an urban forest comprised of a significant number of White Oaks. The urban forest is near the head waters of Wilark Brook, a cold-water tributary to an identified salmon habitat stream currently listed as water quality limited for temperature. Removal of headwater forest canopy can have a major impact on the terrestrial and limnological habitats of the area. The decision to locate dwelling units here must provide the detailed ecological, water quality, habitat, etc., analyses that address the special conditions of this urban forest and the city's stated intent to preserve White Oaks. Right now there is no such data in the record.

Bottom line here is that staff is obligated to explain their rationale for granting any variance with accompanying analyses, examples of precedence upon to judge the tradeoffs proposed and the balancing of preservation verses dwelling units. The code is clear with an intent to preserve. What criteria does staff use to override this intent to preserve? This is a significant urban forest with associated value. It exists now and provides numerous benefits within the current city urban landscape. There needs to be a demonstration of just how the placement of multi-family dwelling are blended into a existing urban forest of value. More affordable house is needed; however, this market rate proposed development has not as yet shown the economics of its value to that of the intent to preserve an existing urban White Oak forest. How does staff value a dwelling unit versus a White Oak and significant trees? We ask that this be provided as part of the staff report. What are the impacts on carbon sequestration?

6. What are the provisions for EV charging stations at this proposed development?

Respectively,

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

Jamie Donaldson

From: Sara <turtylgysl@gmail.com>
Sent: Friday, March 10, 2023 2:44 PM
To: Jamie Donaldson
Subject: 2100 Block of Doaks Ferry Letter
Attachments: Land Use 3.10.23 Ltr.pdf

Please see my letter objecting to the newest Land Use request.

Sara Williams

--

And though she be but little, she is fierce. -Shakespeare (A Midsummer Night's Dream)

March 10, 2023

Jamie Donaldson
Planner II, City of Salem, Planning Division
555 Liberty St SE, Room 305
Salem, OR 97301
jdonaldson@cityofsalem.net

RE: Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02; Titan Hill Estates/Titan Hill Apartments

Dear Jamie,

I am writing to express my strong opposition to the proposed six-lot subdivision for Titan Hill Estates in conjunction with a proposed multi-family development of 436 units for Titan Hill Apartments.

As you can imagine, this entire process has been frustrating and I have felt violated as a homeowner. Prior to the rezoning, the "proposal" of these apartments was presented in a way to make us believe that nothing would really change and that the apartments would only be of a certain size and height. Further, it was presented that while there would be some changes, nothing would drastically change with our property. I will admit, I did not believe much of what was presented, with good reason. At every step of this process, we (not only homeowners but the city as well) has been assured by the developers that the apartments would only be so high and would only be so big and they would only remove so many trees, among various other things. Yet at meetings, when integral questions were asked of the developers about their intentions, they continuously provided vague answers or no answers at all indicating that many issues did not need to be decided until it was time for construction.

The newest proposals by the developers are rushed and will be detrimental to the area and destroy local wildlife habitat. The proposal already included tree removal and now the request is to remove 46 significant trees on site as well as various other requests.

Thank you for taking the time to listen to my concerns. I am asking that you not allow the further proposal requests from the developer.

Very truly yours,



SARA WILLIAMS
2005 Landaggard Dr NW
Salem, OR 97304
(503) 951-7930

cc: Steven Anderson, WSNA

Jamie Donaldson

From: Richard Creagan <rcreagan23@gmail.com>
Sent: Friday, March 10, 2023 2:04 PM
To: Jamie Donaldson
Subject: Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

Aloha Ms Donaldson

I am writing regarding the the proposed development in West Salem on Doakes Ferry Road?
I live on Landagard DR NE at 1881 Landaggard Dr Salem OR 97304.

We are in the process of moving here from Hawaii and purchased our home in November, 2022
No mention of this pending development was made during this purchase
Landaggard Street is the location of a rather old subdivision that might have been established when West Salem was independent.

It is a very quiet country like road with no side walks and a total of perhaps 40 houses. Many people moved here because it was a cul-de-sac and have children and dogs and walk on the road for exercise.

Allowing this street to be used for this large subdivision of renters, many who many be transient would infringe on the expectations of this subdivision and I think that the plan to rout traffic through this subdivision is unwise and if studied has not been well studied.

If there have been any traffic or environmental studies of using Landaggard please let me know and forward those studies if possible.

I do not know which constitutional rights are being violated here if any, but the right to privacy, enjoyment of our life in this quiet subdivision will be impaired severely.

It can be foreseen that many cars in a hurry will traverse this winding street with very poor sight lines and dump into Orchard heights road to go to school at the high school or go to work as Doakes Ferry road may be overloaded in the rush hour periods.

I would ask that this connection to Landaggard be restricted to pedestrian and bike traffic, but certainly not be open to construction vehicles until completion of that subdivision.

The street should be no more than twenty-five miles per hour and given the proximity to the school should be 20 mph during school hours.

If you choose to open this road speed bumps should be put into place and a traffic signal and revision of the intersection with Orchid Heights road should be designed and built before the connection is made.

As a retired emergency physician but also as a 4-term Hawaii State Legislator I would argue that pedestrian safety be addressed more carefully.. There will be undoubtedly many students of the high school that will be walking, biking, skateboarding or driving to school,
and without addressing that intersection with crossing guards there will undoubtedly be some tragic injuries or deaths.

There are many large trees along Landaggard that encroach on the road and hinder the sight lines which were not addressed in the tree variance but which will be affected nonetheless.

I became aware of this project only two days ago when I noticed a sign on the highway and this is only a fraction of my concerns although I did discuss this with a neighbor who is very concerned about her young child. She moved here because it was a quiet cul-de-sac.

Most of the driveways on this street do not have turnarounds and most people back onto the street and this will cause problems and unnecessary costs to the homeowners who may have to impinge on drain fields to revise their driveways.

As a former legislator, I am very aware of the problems of housing and houselessness but this project should not depend on Landaggard Drive for access.

I may submit more comments if I have the time.

Thank you for your consideration.

All the best,
Richard P. Creagan, M.D.
1881 Landaggard Dr NW
rcreagan23@gmail.com

Jamie Donaldson

From: E Easterly <emeasterly@comcast.net>
Sent: Thursday, March 2, 2023 9:44 AM
To: Jamie Donaldson
Subject: Titan Hill Property developent request
Attachments: 2100 DF setback label questions Query 1.pdf; 2100 DF tree label compare Query 2.pdf; 2100 DF Titan Hill Query 3.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Donaldson:

Attached please find three documents containing questions I have regarding Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02 for 2100 Block of Doaks Ferry Road NW.

I am not certain whether the information I am requesting is tucked away in the extensive files submitted by the applicant, whether I have simply not been able to find the information or whether, in the end, my questions have not been answered by the applicant.

In any case I request that the staff report clearly address each of the questions raised in Query documents 1, 2 and 3.

Respectfully,

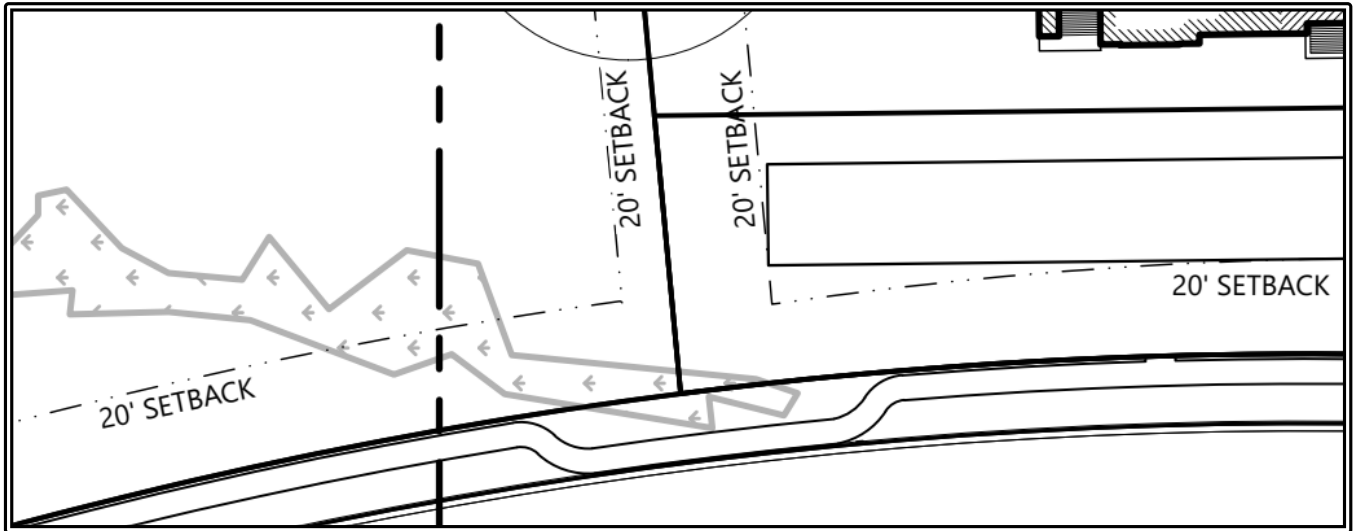
E.M. Easterly
503-363-6221

Query 1: Titan Hill Development Setback Identification Labels

E. M. Easterly

The graphic below is an enlarged segment of the applicant's drawing **SDR8** at the intersection of Parcels 5 and 6 and Doaks Ferry Road.

1. Why is the Parcel 6 setback distance of 20' from Parcel 5 not identical to the other 20' setbacks?
2. Why is there no identification or labeling of the 75-foot riparian setback from Wilark Brook?



3. According to the sheet **SDR1** index the Planning Department announcement included the information list to the right. Not all of those documents were included, e.g., SDR4-7 and SDR10-22. Yet unlisted Preliminary Building types, areas, elevations and their projected sites are included.

Why?

4. Why does the list of documents found at Permit Application Center reference number:22-119071-PLN not clearing label the contents of the multiple submissions?

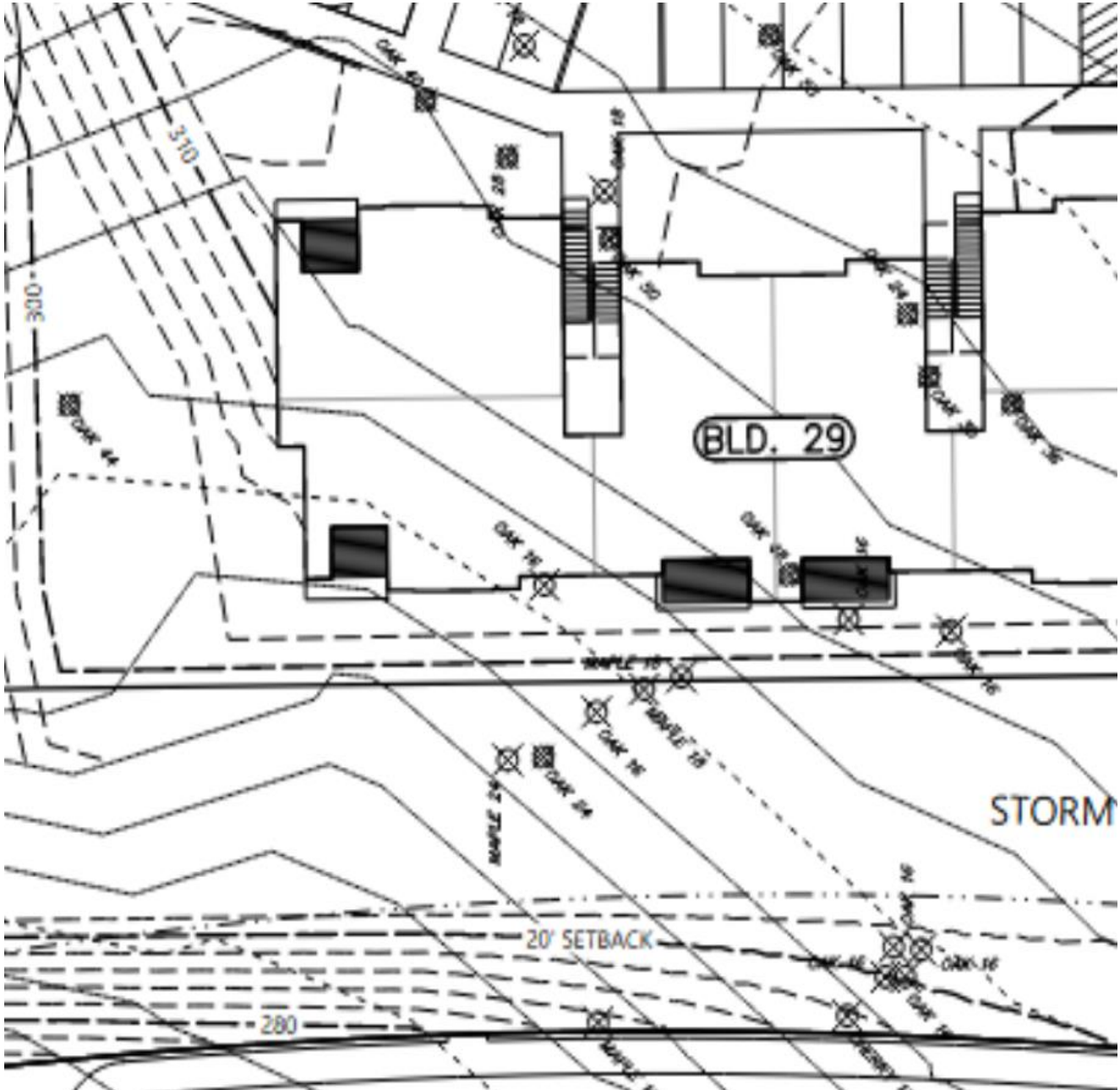
SHEET INDEX

SDR1	COVER SHEET
SDR2	EXISTING CONDITIONS AND DEMOLITION PLAN
SDR3	TREE CONSERVATION PLAN
SDR4	TREE CONSERVATION PLAN
SDR5	TREE CONSERVATION PLAN
SDR6	TREE CONSERVATION PLAN
SDR7	TREE CONSERVATION PLAN
SDR8	SITE PLAN SOUTH
SDR9	SITE PLAN NORTH
SDR10	OPEN SPACE PLAN SOUTH
SDR11	OPEN SPACE PLAN NORTH
SDR12	LOT GRADING PLAN SOUTHEAST
SDR13	LOT GRADING PLAN SOUTHWEST
SDR14	LOT GRADING PLAN NORTHWEST
SDR15	LOT GRADING PLAN NORTH EAST
SDR16	UTILITY PLAN SOUTHEAST
SDR17	UTILITY PLAN SOUTHWEST
SDR18	UTILITY PLAN SOUTHWEST
SDR19	UTILITY PLAN NORTHWEST
SDR20	UTILITY PLAN NORTH EAST
SDR21	UTILITY PLAN SOUTH
SDR22	DETAIL SHEET

Query 2: Significant White Oak Remove Variance Questions

E.M. Easterly

Final SDR3 southeast segment



Why are the significant white oaks trees to be removed not numbered as they are on the preliminary **SDR3** sheet segment shown on the next page and cataloged on the applicant's tree variance request sheet?

The site plan for BLD. 29 shows the building footprint and surrounding landscape. Key features include:

- Proposed Trees (Red Numbers):** 1, 2, 3/4, 5, 6, 11, 12, 13, 16, 17.
- Existing Trees (Black Circles with 'X'):** Labeled with codes like OAK 44, OAK 16, OAK 18, OAK 24, OAK 28, OAK 30, OAK 35, OAK 40, OAK 42, OAK 43, OAK 45, OAK 46, OAK 47, OAK 48, OAK 49, OAK 50, OAK 51, OAK 52, OAK 53, OAK 54, OAK 55, OAK 56, OAK 57, OAK 58, OAK 59, OAK 60, OAK 61, OAK 62, OAK 63, OAK 64, OAK 65, OAK 66, OAK 67, OAK 68, OAK 69, OAK 70, OAK 71, OAK 72, OAK 73, OAK 74, OAK 75, OAK 76, OAK 77, OAK 78, OAK 79, OAK 80, OAK 81, OAK 82, OAK 83, OAK 84, OAK 85, OAK 86, OAK 87, OAK 88, OAK 89, OAK 90, OAK 91, OAK 92, OAK 93, OAK 94, OAK 95, OAK 96, OAK 97, OAK 98, OAK 99, OAK 100.
- Setbacks:** 20' SETBACK line shown at the bottom.
- Easements:** 300' and 310' easement lines shown on the left.
- Other Features:** A road labeled '282 200' and a 'S' symbol (South) at the bottom right.

Why is Oak 1 slated for removal?

“... to provide for the protection of ... significant trees ... by requiring tree preservation ...”

Query 3: Half- Street Development Questions

E. M. Easterly

What are the half street improvements to Doaks Ferry Road required of the Titan Hill development?

Which applicant drawings detail the street improvements to Doaks Ferry Road NW?

According to the TSP** Doaks Ferry is Major Arterial north of Orchard Heights Rd.

A Major Arterial has a 96-foot R-O-W. Is the current paved cross section of Doaks Ferry Road actually centered on the 96-foot R-O-W along the Titan Hill development property?

What is the developed cross section R-O-W width of Doaks Ferry (a) on the north side of Orchard Heights Road and (b) at the proposed intersection of “Street A” from the Titan Hill development?

What is the current paved cross section of Doaks Ferry (a) north side of Orchard Heights Road and (b) at the proposed intersection of “Street A” center line?

Where is the R-O-W centerline of Doaks Ferry Road in relation to the paved cross section of Doaks Ferry Road paralleling the property owned by the Titan Hill development organization?

What is the width of the planned Doaks Ferry Road sidewalk and will the sidewalk be separated from the traffic lanes on Doaks Ferry Road NW along the Titan Hill development property?

Will there be a left-hand turn lane from Doaks Ferry Road into Street A?

** Salem Transportation System Plan:

“Doaks Ferry Road NW is the one north-south arterial.”

“Doaks Ferry Road NW is classified as a Major Arterial Street south of Brush College Road NW and a Minor Arterial north of Brush College Road NW.”

Street Element 3-27

Erroneous Draft Applicant findings:

“Doaks Ferry Road NW is designated as a ‘minor arterial street’ “

Exhibit 54 – REV01 Draft Findings

Titan Hill Estates Subdivision – Application Narrative page 8

minor arterial = 72-foot R-O-W

Major Arterial = 96-foot R-O-W

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

REGARDING: Subdivision Tentative Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Tree Variance, and Class 1 Design Review Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

PROJECT ADDRESS: 2100 Block of Doaks Ferry Road NW, Salem OR 97304

AMANDA Application No.: 22-119071-PLN

REQUEST: A consolidated application for a proposed six-lot subdivision with development of a multi-family residential development of 436 units throughout five lots. The application includes:

- (1) A Subdivision Tentative Plan to divide the 36.72-acre property into six lots ranging in size from approximately .4 acres to 12 acres, with a request for Alternative Street Standards to allow increased street grades, block lengths, and an adjustment to street connectivity requirements in SRC Chapter 803 to provide a street connection to the undeveloped lot to the south;
- (2) An Urban Growth Area Preliminary Declaration to determine the public facilities required to serve the proposed development;
- (3) A Class 3 Site Plan Review and Class 1 Design Review for development of 436 units in 31 buildings across five lots, with associated amenities and improvements including a resident clubhouse, recreation areas, parking, and landscaping;
- (4) Four Class 2 Adjustment requests to:
 - (a) Increase the maximum height allowed for an accessory structure from 15 feet to 22 feet (SRC 514.010);
 - (b) Eliminate the requirement to orient buildings toward the street with direct pedestrian access to adjacent sidewalks (SRC 702.020(e)(5));
 - (c) Reduce the minimum 40 percent buildable width requirement at varying percentages along Doaks Ferry Rd NW, Landaggard Dr NW, and Street A (SRC 702.020(e)(4)); and
 - (d) Increase the maximum allowed parking spaces throughout the development by 19 spaces (SRC 806.015(e)); and
- (5) A Tree Regulation Variance request for removal of 46 significant trees on site.

The subject property is approximately 37 acres in total size, zoned RM-II (Multiple Family Residential), and located at the 2100 Block of Doaks Ferry Rd NW (Polk County Assessor Map and Tax lot 073W17B / 400).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 p.m., Friday, March 10, 2023, will be considered in the decision process. Comments received after this date will be not considered. *Comments submitted are public record. This includes any personal information provided in your comment. Mailed comments can take up to 7 calendar days to arrive at our office. We recommend that you e-mail your comments to the Case Manager listed below.*

CASE MANAGER: Jamie Donaldson, Planner II, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2328; E-Mail: jdonaldson@cityofsalem.net.

PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☐ 1. I have reviewed the proposal and have no objections to it.
- ☒ 2. I have reviewed the proposal and have the following comments: 1. I support both the street length and Club house height variances. 2. I ask that my previously submitted queries be answered in the staff report. 3. I challenge the tree plan variance request as detailed in the accompanying document.

Name/Agency & Date: E.M. Easterly March 10, 2023

Address & Email: 775 Fir Gardens St NW Salem, OR 97304

Phone: 503-363-6221

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

Appendix A

Street A alignment with Doaks Ferry Road

Page 1: Applicant's street alignment and significant tree removal elevation schematic.

Page 2: The two graphics are versions of the Salem ArchGIS utility map – a lot line schematic and an ortho-photo graphic.



Approximate alignment of Street A with Doaks Ferry Road at arrow points on the three graphics.

The above graphic segment shows elevation lines, Street A alignment and red numbered tree removal requests submitted by the applicant.

The blue arrows indicate approximately the same site at Doaks Ferry Road on the three graphics.

City of Salem Utility Map



775 Fir Gardens St. NW ♦ Salem, OR 97304
emeasterly@comcast.net ♦ 503-363-6221

March 10, 2023

Jamie Donaldson, Planner II
555 Liberty Street SE Room 305
Salem, Oregon 97302

Re: Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

Dear Ms. Donaldson:

As a follow up to the previously submitted Query # 2 I ask that the Titan Hill Apartments Tree Variance request not be approved.

The removal of “significant white oaks” from the proposed 2100 Doaks Ferry RMII site is justified by the applicant as follows:

“Trees designated for removal are within the right-of-way, accessways, the building envelop or within an area close to the building envelope that have the potential of being damaged during grading and construction.”

“In order to develop this site as allowed in the RM-II zone, the removal of trees could not be avoided and therefore, created a hardship by impacting how the site plan could be laid out. Therefore, the trees onthe site that will be removed are located within the proposed building envelopes, accessways, and right-of-way.”

The applicant's proposal assumes a RMII density of 17.55 dwelling units per acres, well below the allowed 31 dwelling units per acre but also above the allowed minimum 15 dwelling units per acre permitted in the RMII zone.

The development layout appears to have been set before considering the location of the existing significant white oaks or the negative environmental impacts that will be caused by the tree removal request. See Appendix A.

The applicant claims that the proposed development will preserve approximately 27%, not the required 30%, of the existing trees on the property as well as 39% plus preservation of the significant white oak trees. See chart below. Then the applicant side steps the special tree presevation obligation detailed in SRC 808.030 (a)(1) and (2)(N) by lumping significant trees into the total trees preserved aggregate.

	REMAIN	Percent Remain	REMOVE	TOTAL
WHITE OAK 20">	24	39.34%	37	61
SIGNIFICANT OTHER TREES	6	42.86%	8	14
NONSIGNIFICANT TREES	58	23.11%	193	251
TOTAL TREES	88	26.83%	238	328

“Therefore, 27% of the trees on site will be preserved.

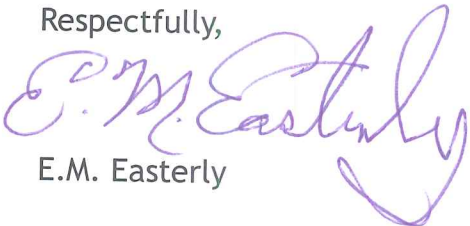
Therefore, a tree variance to allow the removal of significant Oregon White Oaks is being requested.”

The proposed significant tree variance request is in direct conflict with the spirit and intent of SRC 808.030 (a)(1) and (2)(N), namely, the preservation of the Oregon white oaks in Salem.

I, therefore, request that the City of Salem not approve the requested tree variance as proposed and invite the applicant to the reduce the proposed removal of white oaks from the development plan by reducing the proposed residential density of the project.

I also request that the numerical listing of significant trees contained in Titan Hill Apartments / TH – Tree Variance Narrative Exhibit – 54 REV02 as identified by numbers on preliminary sheets SDR3 and SDR4 be included in the public notice pdf packet.

Respectfully,


E.M. Easterly

Jamie Donaldson

From: Robert Steele <sayheynap@gmail.com>
Sent: Thursday, March 9, 2023 8:59 PM
To: Jamie Donaldson
Subject: titan hill tree preservation plan exhibit 65(b)

Follow Up Flag: Follow up
Flag Status: Flagged

The three photos show the surveyors landmark approximately 48" north of tree designated #45 on the map. The bent iron rod is the decades-old surveyors landmark denoting the corner of my property and its boundary with titan hill. The wooden stake is directed due east along the property line, and as you can see tree number 45 is located primarily on my property, to the left, or north side of the stake. This is one of many easily demonstrated inaccuracies on the map provided for the planning. As you look further east along the property line, it is obvious that most of the trees in the grove lie on, or within inches of the property line. They should not be destroyed in the tree. The map needs to be corrected before any decisions are considered.







Jamie Donaldson

From: Nap <sayheynap@gmail.com>
Sent: Thursday, March 9, 2023 9:17 PM
To: Jamie Donaldson
Subject: This tree, among others, is not shown on the map

Follow Up Flag: Follow up
Flag Status: Flagged





Jamie Donaldson

From: Robert Steele <sayheynap@gmail.com>
Sent: Friday, March 10, 2023 1:00 PM
To: Jamie Donaldson
Subject: Re: titan hill tree preservation plan

Jamie,

Thank you very much for our chat this morning- you were most helpful and pleasant to talk to. My specific concerns relate to the wonderful oak grove on the SW corner of my 2217 Doaks Ferry Rd property and other trees running eastward the entire length of that property and 2197 Doaks Ferry Rd to Doaks Ferry Rd. The tree maps provided to the city are simply inaccurate with “protected”, “significant” and “insignificant” trees; 1) missing, 2) misplaced, 3) mislabeled, and inaccurately measured.

The developers have shown no conscience, no regard for their neighbors or their property and have already felled scores of trees, many of them protected. Further, their plans show no attempt to mitigate the impact of their development and no serious attempt to protect the environment. The argument, “If I do what I want to do, it will likely kill your tree (quality of life, or whatever, fill in the blank), therefore, we should kill your tree (quality of life, or whatever, fill in the blank) is circular, arrogant, and patently offensive.

I don’t know if the maps and plans represent sloppy work or another attempt to cheat the system and the community, but I surely hope the city will take a close look at the proposal, demand revisions, and uphold the law. A plan that removes 80% of the trees makes a mockery of “tree preservation plan” and should be renamed “Deforestation plan” to reflect what is actually proposed.

Thank you for your time and thoughts. Have a great WE!

Best regards,

Nap Steele

Sent from my iPad

On Mar 10, 2023, at 8:07 AM, Jamie Donaldson <JDonaldson@cityofsalem.net> wrote:

Good morning Robert,

I’m trying to understand which tree you are referring to, but trees 45 and 46 were not addressed by the applicant and found to be removed through Staff review. Do you mean tree #35, as seen here?

<image001.png>

Also, apologies I had a busy day of meetings yesterday and was not available to meet. We are also on a hybrid schedule so I am working from home today, but am available to speak by phone all day if you still have questions.

Thank you,

Jamie Donaldson

Planner II

City of Salem | Community Development Department

555 Liberty St SE, RM 305, Salem, OR 97301

JDonaldson@cityofsalem.net | 503-540-2328

[FaceBook](#) | [Twitter](#) | [YouTube](#) | CityofSalem.net

Jamie Donaldson

From: Robert Steele <sayheynap@gmail.com>
Sent: Friday, March 10, 2023 1:26 PM
To: Jamie Donaldson
Subject: Titan Hill project and public safety

Dear Ms. Donaldson,

Doaks Ferry Rd is already a hazardous road; we don't allow my grandson (who lives with me) to walk to school along Doaks Ferry to Kalapooya, and my neighbors don't allow their kids to walk to Brush College or Straub because of the dangers of walking along the road. I don't ride my bike along the road for fear of being run-over. The large number cars and the egress proposed from the Titan Hill project onto Doaks Ferry Rd. will aggravate an already untenable traffic situation on a narrow and curving part of the thoroughfare. We all understand the need for additional housing but the sheer volume imposed on an already overloaded road needs to be balanced against the safety of our citizens. Safer alternatives need to be explored.

Best regards,

Robert Steele

2217 Doaks Ferry Rd NW

97304

Sent from my iPad

Jamie Donaldson

From: Nap <sayheynap@gmail.com>
Sent: Friday, March 10, 2023 4:59 PM
To: Jamie Donaldson
Subject: Tree "preservation"







23" diameter white oak cut on my property line
Huge madrone cut on or adjacent to property line
Circumference of one of the at-risk oaks
Please let me know if you got my earlier comments.
Sent from my iPhone

Jamie Donaldson

From: Christie Dalke <cldalke@gmail.com>
Sent: Friday, March 10, 2023 3:57 PM
To: Byron Farley; Byron Farley; Jamie Donaldson
Subject: Re: Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02, 2100 Block of Doaks Ferry Rd NW

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Jamie, thank you for reaching out.

I believe my attorney, Byron Farley reached out to you following our conversation. The recorded easement that we show is 30 feet, however, we believe their site plan does not accurately reflect that, nor do they have the right to say easement to be vacated as explained on their proposed application.

Furthermore, I find it egregious that they would expect a property owner to drive through a parking lot to reach their property. We have a 40 foot fifth wheel that we take out on a regular basis. A parking lot is bound to be fraught with cars, miss parked, blocking our entry into and out of the property. Additionally, it causes a hazard for emergency vehicles to reach us, and impedes our ability to access our property.

Please submit these comments to the public record.

Best regards,

Christie Dalke

On Fri, Mar 10, 2023 at 5:51 PM Jamie Donaldson <JDonaldson@cityofsalem.net> wrote:

Hi Christie,

We spoke on the phone last week regarding the subject property, and I have not received any information yet regarding the size of your easement. The commenting period ends today, so I just wanted to reach out if that information can be provided so that we may add it to the record and possibly address it in the decision.

Please let me know if you have any questions.

Thank you,

Jamie Donaldson

Planner II

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

REGARDING: Subdivision Tentative Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Tree Variance, and Class 1 Design Review Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

PROJECT ADDRESS: 2100 Block of Doaks Ferry Road NW, Salem OR 97304

AMANDA Application No.: 22-119071-PLN

RECEIVED
MAR 16 2023

BY: _____

REQUEST: A consolidated application for a proposed six-lot subdivision with development of a multi-family residential development of 436 units throughout five lots. The application includes:

- (1) A Subdivision Tentative Plan to divide the 36.72-acre property into six lots ranging in size from approximately .4 acres to 12 acres, with a request for Alternative Street Standards to allow increased street grades, block lengths, and an adjustment to street connectivity requirements in SRC Chapter 803 to provide a street connection to the undeveloped lot to the south;
- (2) An Urban Growth Area Preliminary Declaration to determine the public facilities required to serve the proposed development;
- (3) A Class 3 Site Plan Review and Class 1 Design Review for development of 436 units in 31 buildings across five lots, with associated amenities and improvements including a resident clubhouse, recreation areas, parking, and landscaping;
- (4) Four Class 2 Adjustment requests to:
 - (a) Increase the maximum height allowed for an accessory structure from 15 feet to 22 feet (SRC 514.010);
 - (b) Eliminate the requirement to orient buildings toward the street with direct pedestrian access to adjacent sidewalks (SRC 702.020(e)(5));
 - (c) Reduce the minimum 40 percent buildable width requirement at varying percentages along Doaks Ferry Rd NW, Landaggard Dr NW, and Street A (SRC 702.020(e)(4)); and
 - (d) Increase the maximum allowed parking spaces throughout the development by 19 spaces (SRC 806.015(e)); and
- (5) A Tree Regulation Variance request for removal of 46 significant trees on site.

The subject property is approximately 37 acres in total size, zoned RM-II (Multiple Family Residential), and located at the 2100 Block of Doaks Ferry Rd NW (Polk County Assessor Map and Tax lot 073W17B / 400).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

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PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☒ 1. I have reviewed the proposal and have no objections to it.
- ☐ 2. I have reviewed the proposal and have the following comments: _____
- _____
- _____
- _____

Name/Agency & Date: Ralph Meson

Address & Email: 2790 Colorado Dr NW Salem, OR 97304

Phone: Ralph40@Comcast.net 503 8115574

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

REGARDING: Subdivision Tentative Plan, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Tree Variance, and Class 1 Design Review Case No. SUB-UGA-SPR-ADJ-TRV-DR23-02

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AMANDA Application No.: 22-119071-PLN

RECEIVED
MAR 16 2023

BY: *[Signature]*

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PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☐ 1. I have reviewed the proposal and have no objections to it.
- ☒ 2. I have reviewed the proposal and have the following comments: THERE IS NO MENTION OF TRAFFIC IMPACTS AND/OR IMPROVEMENTS TO ORCHARD HEIGHTS AND/OR DOAKS FERRY. NOT SURE WHY THERE ARE ORDINANCES & REGULATIONS IN PLACE IF THEY CAN JUST BE ADJUSTED AT WILL (REQUESTS 4&5). NEED FOR SCHOOL IMPACT STUDY.
- Name/Agency & Date: BRETT LANDMAN 3/6/23 AND TRAFFIC STUDY.
- Address & Email: 1894 DOAKS FERRY ROAD NW, SALEM
- Phone: 503-559-7717

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM