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503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

TENTATIVE PARTITION PLAN / CLASS 2 ADJUSTMENT / ~~CLASS 2 DRIVEWAY APPROACH PERMIT~~ CASE NO.: PAR-ADJ-DAP25-09

APPLICATION NO.: 25-103940-PLN

NOTICE OF DECISION DATE: July 1, 2025

REQUEST: A consolidated Tentative Partition Plan to divide a property into three parcels, ~~along with two Class 2 Driveway Approach Permits~~ and one Class 2 Adjustment to the driveway spacing standard SRC 804.035(d). The subject property is 1.98 acres in size, zoned RA (Residential Agriculture), and located at 2375 Davis Road S (Marion County Assessor's Map and Tax Lot Number: 083W17DB / 900).

APPLICANT: Brandie Dalton, Multi/Tech Engineering

LOCATION: 2375 Davis Rd S, Salem OR 97302

CRITERIA: Salem Revised Code (SRC) Chapters 205.005(d) – Partition Tentative Plan; 250.005(d)(2) – Class 2 Adjustment; ~~804.025(d) – Class 2 Driveway Approach Permit~~

FINDINGS: The findings are in the attached Decision dated July 1, 2025

DECISION: The **Planning Administrator APPROVED** Partition Tentative Plan, Class 2 Adjustment Case No. PAR-ADJ-DAP25-09 subject to the following conditions of approval:

- Condition 1:** The eastern property line abutting the flag lot accessway shall be the designated front lot line for proposed Parcel 2. The southern property line abutting proposed Parcel 2 shall be the designated front lot line for proposed Parcel 3.
- Condition 2:** If additional residential units are proposed on proposed Parcel 3, units shall be served by a minimum 20-foot-wide paved accessway within the proposed 25-foot-wide flag lot accessway easement.
- Condition 3:** At the time of building permit review, "No Parking" signs shall be installed along the paved flag lot accessway per SRC 800.025(d).
- Condition 4:** Prior to Final Plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an Adjustment to SRC 200.050(d) is approved.
- Condition 5:** Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and

future impervious surfaces on all proposed parcels.

- Condition 6:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed parcels.
- Condition 7:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all parcels from the 18-inch S-4 water main in Davis Road S.
- Condition 8:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all parcels.
- Condition 9:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities that are proposed in the public right-of-way to serve all parcels.
- Condition 10:** Prior to Final Plat approval, all necessary (existing and proposed) access and utility easements must be shown and recorded on the Final Plat.
- Condition 11:** On the Final Plat, convey land for dedication equal to a half-width right-of-way of 36 feet on the development side of Skyline Road S, including a 30-foot right-of-way radius to accommodate public infrastructure at the property corners.
- Condition 12:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), provide streetscape improvements along the frontage of Davis Road S, including sidewalks, landscape strip, and streetlights, in accordance with the City Street Design Standards and consistent with the provisions of SRC Chapter 803.
- Condition 13:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct property line sidewalks along Davis Road S. Curblin sidewalk shall be permitted abutting the slope easement where topography or other conditions make the construction of property line sidewalk impossible or undesirable.
- Condition 14:** At time of building permit for each parcel, provide street trees to the maximum extent feasible along the development frontage of Davis Road S.
- Condition 15:** Provide a ten-foot-wide Public Utility Easement along the frontage of Davis Road S and Skyline Road S on the Final Plat.
- Condition 16:** At the time of development for Parcels 2 and 3, the applicant shall provide an adequate paved turnaround area in the flag lot accessway to allow vehicles to exit the site without backing out onto David Road S.

The rights granted by the attached decision must be exercised, or an extension granted, July 17, 2027, or this approval shall be null and void.

Application Deemed Complete:	<u>May 7, 2025</u>
Notice of Decision Mailing Date:	<u>July 1, 2025</u>
Decision Effective Date:	<u>July 17, 2025</u>
State Mandate Date:	<u>September 4, 2025</u>

Case Manager: Quincy Miller, gmiller@cityofsalem.net, 503-584-4676

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, in person at 440 Church St SE, Salem OR 97312, by mail P.O. Box 14300 Salem, OR 97309, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Wednesday, July 16, 2025. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapters 205 and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, 440 Church St SE, Salem, during regular business hours.

<http://www.cityofsalem.net/planning>

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF THE APPROVAL)	FINDINGS AND ORDER
OF TENTATIVE SUBDIVISION AND)	
CLASS 2 ADJUSTMENT)	
CASE NO. PAR-ADJ-DAP25-09)	
2375 DAVIS ROAD S)	JULY 1, 2025

In the matter of the application for a Tentative Partition Plan and Class 2 Adjustment submitted by the applicant's representative, Brandie Dalton of Multi/Tech Engineering, on behalf of the applicant, Kimberly Foulger of Perch Homes NW, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: A three parcel Tentative Partition Plan.

Request: A consolidated Tentative Partition Plan to divide a property into three parcels, ~~along with two Class 2 Driveway Approach Permits~~ and one Class 2 Adjustment to the driveway spacing standard SRC 804.035(d). The subject property is 1.98 acres in size, zoned RA (Residential Agriculture), and located at 2375 Davis Road S (Marion County Assessor's Map and Tax Lot Number: 083W17DB / 900).

A vicinity map indicating the subject property and surrounding area is included herein as **Attachment A**.

PROCEDURAL FINDINGS

1. Background

- On February 14, 2025, a consolidated application for a Tentative Partition Plan, Class 2 Driveway Approach Permit, and Class 2 Adjustment was filed proposing to divide the property located at 2375 Davis Road S into three parcels. The proposed site plan is included as **Attachment B**.
- After additional information was provided, the application was deemed complete on May 7, 2025. As the Development Services Division determined that the two Class 2 Driveway Approach Permits were no longer necessary, the applicant also requested that the Driveway Approach Permits be withdrawn from the consolidated application.

SUBSTANTIVE FINDINGS

2. Proposal

The Tentative Partition Plan proposes to divide the approximately 1.98-acre property located at 2375 Davis Road S into three parcels approximately 1.04, 0.78, and 0.40 acres in size for single-family residential use, along with a Class 2 Adjustment to the minimum driveway spacing standard required by SRC 804.035(d).

3. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 25 103940.

4. Public and Private Agency Review

Salem-Keizer Public Schools – Reviewed the proposal and provided a memo which is included as **Attachment C**.

City of Salem Building and Safety Division - Reviewed the proposal and indicated no objections.

City of Salem Fire Department - Reviewed the proposal and indicated no objections.

City of Salem Development Services Division - Reviewed the proposal and provided written findings which have been incorporated into this staff report.

5. Neighborhood Association and Public Comments

The subject property is located within the Sunnyslope Neighborhood Association.

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), the tentative subdivision and validation application included in this proposed land use application request requires neighborhood association contact. The applicant's representative contacted the Sunnyslope Neighborhood Association on August 12, 2024, to provide details about the proposed land use application, in conformance with the requirements of SRC 300.310.

Neighborhood Association Comments

Notice of the application was provided to the Sunnyslope Neighborhood Association pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of this staff report, no comments have been received from the Sunnyslope Neighborhood Association.

Public Comments

In addition to providing notice to the neighborhood association, notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. Two public comments were received during the comment period,

one with concerns regarding vision clearance for vehicle traffic and safety for non-motorized users, and one with concerns regarding the driveway placement removing an excess amount of vegetation.

Safety Concerns for Vehicle Traffic: One comment expressed concern for vision clearance due to the hillcrest on Davis Road S, where vehicles backing out of driveways onto Davis Road S may present a hazard.

Staff Response: SRC Chapter 804 establishes development standards for driveway approaches providing access from the public right-of-way to private property in order to provide safe and efficient vehicular access to development sites. As conditioned, the flag lot accessway for Parcels 2 and 3 is required to have an adequate paved turnaround area to prevent vehicles from backing out onto Davis Road S. The Development Services Division has evaluated the proposal and submitted findings indicating the driveways for the proposed development meet the applicable approval criteria as conditioned, the findings of which are discussed further in this report.

Safety Concerns for Bicyclists: One comment also expressed concern for bicyclists who utilize Davis Road S, due to the lack of shoulders and the proposed driveways.

Staff Response: SRC Chapter 803 establishes the minimum right-of-way and pavement widths for public streets and alleys, the findings of which are discussed further in this report. Davis Road S meets the minimum width standards for both right-of-way and pavement; however, as it is a designated Collector Street per the Salem Transportation System Plan (TSP), City Street Design Standards require amenities such as sidewalks, landscape strips, and streetlights. These streetscape improvements have been included as a condition of approval for this decision, providing increased visibility and separation for all road users.

Tree Removals: One comment expressed concern for the number of trees proposed for removal as part of the proposed development.

Staff Response: SRC Chapter 808 requires Tree Conservation Plans (TCP) in conjunction with development proposals involving the creation of lots or parcels to be used for cottage clusters, single-family, two-family, three-family, and four-family uses. TCPs are required to help preserve Heritage Trees, Significant Trees, trees and native vegetation within Riparian Corridors, and a minimum of 30 percent of all the trees on the property. If less than 30 percent of the existing trees on the property are proposed for preservation, the applicant must demonstrate that there are no reasonable design alternatives that would enable the preservation of such trees.

A Tree Conservation Plan (TCP) was submitted in conjunction with the Tentative Partition Plan, identifying a total of 18 trees on the subject property, including four significant Oregon White Oaks. The proposed TCP identifies four non-significant trees for removal, thereby preserving 77.8 percent of the trees on the property, including all Significant Trees. As more than 30 percent of the existing trees on the property are proposed for preservation, and no Significant Trees are proposed for removal, the proposed TCP meets the minimum preservation requirements of SRC Chapter 808. The proposed TCP is being reviewed by staff and, if approved, will be binding on the parcels until final occupancy.

No building permits have been submitted at this time, as approval for this decision is limited to the division of the property into three parcels. Any future changes to the approved TCP will require approval of a separate Tree Conservation Plan Adjustment, with development required to meet all applicable standards at the time of building permit review.

DECISION CRITERIA FINDINGS

6. Analysis of Tentative Partition Plan Approval Criteria

The Salem Revised Code (SRC), which includes the Unified Development Code (UDC), implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. SRC Chapter 205.005(d) sets forth the following criteria that must be met before approval can be granted to a Tentative Partition Plan.

The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings of fact evaluating the proposal for conformance with the criteria. Lack of compliance with the following approval criteria is grounds for denial of the tentative plan or for the issuance of conditions of approval to satisfy the criteria.

SRC 205.005(d)(1): The Tentative Partition Plan complies with the standards of this Chapter and with all applicable provisions of the UDC.

Finding: The subject property is zoned RA (Residential Agriculture). The proposed Tentative Partition Plan complies with the applicable standards of the RA zone and all other applicable provisions of the UDC as follows:

❖ CITY PLATTING STANDARDS

SRC Chapter 205 – Land Division and Reconfiguration

The intent of SRC Chapter 205 is to provide for orderly land development through the application of appropriate standards and regulations. The partition process reviews development for compliance with City standards and requirements contained in the UDC, the Salem Transportation System Plan (TSP), and the Water, Sewer, and Storm Drain System Master Plans. A second review occurs for the created lots at the time of site plan review/building permit review to assure compliance with the UDC. Compliance with conditions of approval to satisfy the UDC is checked prior to City staff signing the Final Partition Plat.

Finding: The applicant shall provide the required field survey and partition plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the partition plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850 020-0015(4)&(10), 820-020-0020(2), and 820 020-0045(5).

❖ **ZONING AND DEVELOPMENT STANDARDS**

▪ ***Existing Conditions***

The subject property is located at 2375 Davis Road S (Marion County Assessor's Map and Tax Lot Number: 083W17DB / 900), is 1.98 acres in size, and abuts Davis Road S to the south and Skyline Road S to the west. Under the City's Transportation System Plan (TSP), Davis Road S is designated as a Collector and Skyline Road S is designated as a Minor Arterial.

Urban Growth Policies: The subject property is located inside the Salem Urban Growth Boundary and inside the corporate city limits.

Comprehensive Plan Map: The subject property is designated DR (Developing Residential) on the Salem Area Comprehensive Plan map.

Comprehensive Plan Map Designations of Surrounding Properties	
North	DR (Developing Residential)
South	Across Davis Road S – SF (Single-Family Residential)
East	DR (Developing Residential)
West	Across Skyline Road S – DR (Developing Residential)

Zoning Map Designation: The subject property is zoned RA (Residential Agriculture). The zoning of surrounding properties is as follows:

Zoning of Surrounding Properties	
North	Marion County Jurisdiction (Urban Transition)
South	Across Davis Road S – RS (Single-Family Residential)
East	RA (Residential Agriculture)
West	Across Skyline Road S – Marion County Jurisdiction (Urban Transition)

SRC Chapter 510 – RA (Residential Agriculture) Zone

The subject property is zoned RA (Residential Agriculture) and is therefore subject to the use and development standards of SRC Chapter 510. The proposed development complies with the applicable standards of this chapter as follows:

▪ ***Land Divisions in the RA Zone***

Per SRC 510.010(a), when land is subdivided in the RA zone that is at least ten acres in size, includes or abuts an existing or planned collector or minor arterial street, and is located more than one-quarter mile from all commercial, mixed-use, and neighborhood hub zones; neighborhood hub uses shall be allowed on at least two of the lots that are created, provided all of the following standards are met:

- (1) The lots shall be contiguous. For the purposes of this standard, any lots that are only separated by right-of-way may be considered contiguous.
- (2) At least one of the lots shall be located on an existing or planned Collector or Minor Arterial Street.

Finding: The subject property is less than ten acres in size; therefore, this standard is not applicable.

▪ **Lot Standards**

Lot size and dimension standards within the RA zone are established under SRC 510.010(b), Table 510-2. A summary of the lot size and dimension standards applicable to single-family residential uses within the RA zone are provided in the following table:

RA Zone Single-Family Residential Use Lot Standards		
Lot Area	Min. 1,500 sq. ft.	Applicable to townhouses
	Min. 4,000 sq. ft.	Applicable to all other single-family
Lot Width	Min. 20 ft.	Applicable to townhouses
	Min. 40 ft.	Applicable to all other single-family
Lot Depth	Min. 70 ft.	
	Min. 120 ft.	Applicable to double frontage lots (<i>lots with front and rear lots lines abutting a street</i>)
	No Max.	Applicable to townhouses
	Max. 300% of average lot width	Applicable to all other single-family
Street Frontage	Min. 20 ft.	Applicable to townhouses
	Min. 40 ft.	Applicable to all other single-family

Finding: As shown on the Tentative Partition Plan (**Attachment B**), the subject property is proposed to be divided into three parcels.

Proposed Parcel 1 is approximately 45,239 square feet in size, 168 feet in width, 162 feet in depth, and has 271 feet of frontage on Davis Road S. Exclusive of the flag lot accessway, proposed Parcel 2 is approximately 17,970 square feet in size, 157 feet in width, 115 feet in depth, has 130 feet of frontage on Davis Road S, and has 168 feet of frontage on Skyline Road S. Exclusive of the flag lot accessway, proposed Parcel 3 is approximately 14,626 square feet in size, 115 feet in width, 127 feet in depth, and has 138 feet of frontage on Skyline Road S.

All of the proposed parcels comply with the minimum lot area, width, depth, and street frontage standards of the RA zone. This standard is met.

▪ **Setbacks**

Setbacks for buildings and accessory structures within the RA zone are established under

SRC 510.010(d), Table 510-3. A summary of the required building setbacks for single-family residential uses within the RA zone are provided in the table below.

RA Zone Single-Family Residential Use Setbacks		
Abutting Street	Min. 12 ft.	Applicable along Local Streets
	Min. 20 ft.	Applicable along Collector or Arterial Streets
Interior Front	Min. 12 ft.	
Interior Side	Min. 5 ft.	Applicable to new buildings, other than zero side yard dwellings and townhouses.
Interior Rear	Min. 14 ft.	Applicable to any portion of a building not more than one-story in height.
	Min. 20 ft.	Applicable to any portion of a building greater than one-story in height.

Garage Setback: In addition to the setbacks identified above, SRC 806.025(b) requires garages or carports facing a street or flag lot accessway to be setback a minimum of 20 feet to accommodate a driveway and enough space for vehicles to park on the driveway without projecting into the street right-of-way or flag lot accessway.

Finding: The applicant has provided the location of proposed single-family dwellings on the Tentative Partition Plan; however, as the property is currently vacant, the setback standards of this section are not applicable. Future development of the proposed parcels will be reviewed for conformance with setback requirements at the time of building permit.

SRC Chapter 800 – General Development Standards

▪ *Designation of Lot Lines*

SRC 800.020 establishes standards for the designation of front, side, and rear lot lines for interior lots, corner lots, double frontage lots, flag lots, and all other lots. For lots that have frontage on a street—other than corner lots and double frontage lots—the front lot line shall be the property line abutting the street.

Finding: Proposed Parcel 1 is an interior lot with frontage on Davis Road S; therefore, the front property line is the southern property line abutting the street. Proposed Parcel 2 has frontage on both Davis Road S and Skyline Road S, as well as a flag lot accessway. Proposed Parcel 3 has frontage on Skyline Road S as well as a flag lot accessway. Therefore, for the designation of the front property lines for proposed Parcels 2 and 3, the following Condition applies:

Condition 1: The eastern property line abutting the flag lot accessway shall be the designated front lot line for proposed Parcel 2. The southern property line abutting proposed Parcel 2 shall be the designated front lot line for proposed Parcel 3.

▪ **Flag Lots**

SRC 800.025 and Table 800-1 establish standards for flag lots and the flag lot accessways that serve them. Per SRC 800.025(1), for residential lots created after November 28, 2022, a maximum of four residential units may be served by the flag lot accessway. Per SRC 800.025(3)(B), flag lot accessways greater than 150 feet in length shall include a turnaround meeting Salem Fire Prevention Code standards, unless the buildings served by the flag lot accessway are equipped with approved automatic fire sprinkler systems or where geographic features make it impractical and an alternative means of fire protection is provided and approved by the Fire Marshal.

Number of Units Served by Accessway	Maximum Length	Total Width	Paved Width
One to two units	150 Feet	Min. 20 Feet	Min. 15 Feet
Three to four units	400 Feet	Min. 25 Feet	Min. 20 Feet

Finding: Per the applicant's Tentative Partition Plan, two single-family dwellings are proposed to be served by the flag lot accessway, which is shown as being 25-foot-wide with a paved width of 20 feet. The proposed 25-foot-wide flag lot access easement traverses the entirety of proposed Parcels 2 and 3 and is approximately 227 feet in length, permitting up to four units to be served by the flag lot accessway. However, as the paved 20-foot-wide accessway does not align with the 25-foot-wide access easement within proposed Parcel 3, the following Condition applies:

Condition 2: If additional residential units are proposed on proposed Parcel 3, units shall be served by a minimum 20-foot-wide paved accessway within the proposed 25-foot-wide flag lot accessway easement.

Furthermore, to ensure the flag lot accessway is kept clear of parked vehicles, the following Condition applies:

Condition 3: At the time of building permit review, "No Parking" signs shall be installed along the paved flag lot accessway per SRC 800.025(d).

As Conditioned, the flag lot standards of SRC 800.025 are met.

❖ **CITY INFRASTRUCTURE STANDARDS**

The Development Services Division reviewed the proposal for compliance with the City's public facility plans as they pertain to provision of water, sewer, and storm drainage facilities. While SRC Chapter 205 does not require submission of utility construction plans prior to tentative partition plan approval, it is the responsibility of the applicant to design and construct adequate City water, sewer, and storm drainage facilities to serve the proposed development prior to final plat approval without impeding service to the surrounding area. A summary of the existing and required City infrastructure improvements are as follows:

SRC Chapter 200 – Urban Growth Management

▪ *Urban Growth Preliminary Declaration*

SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

Finding: The subject property is located outside of the Urban Service Area. The proposal of partitioning does not meet the definition of "development" in SRC Chapter 200; therefore, no UGA permit is required. Future development on the subject property may require an UGA.

▪ *Acquisition of Property, Easements, and Right-of-Way*

Per SRC 200.050(d), right-of-way dedicated to the City of Salem is required to be free of all encumbrances and liens prior to the Final Partition Plat.

Finding: As described in the analysis of SRC Chapter 803, right-of-way dedication is required along Skyline Road S and at the intersection of Skyline Road S and Davis Road S. There is an existing storm and drainage easement granted to the City of Salem along Skyline Road S. As a condition of approval, the applicant shall ensure required right-of-way is unencumbered, obtain quitclaims from private utility owners where there are conflicts, or receive an adjustment to this standard per SRC 200.050(d).

Condition 4: Prior to Final Plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an Adjustment to SRC 200.050(d) is approved.

SRC Chapter 71 – Stormwater

The proposed development is subject to SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004.

Finding: Pursuant to SRC 71.080, land divisions are required to provide stormwater flow control facilities and treatment facilities that are sized to serve the entire land division under fully developed. To demonstrate the proposed parcels can meet the requirements of SRC Chapter 71 and the Public Works Design Standards (PWDS), the applicant shall submit a tentative stormwater design prior to Final Plat approval. For a tentative stormwater design, the applicant shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities. The stormwater systems shall be tentatively designed to accommodate the future impervious surfaces on all proposed parcels within the partition.

Condition 5: Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed parcels.

Condition 6: Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed parcels.

SRC Chapter 802 – Public Improvements

▪ Existing Conditions

The existing conditions of public infrastructure available to serve the subject property are described in the following table:

Utilities	
Type	Existing Conditions
Water	Water Service Level: S-3 and S-4
	A 14-inch S-3 water main is located in Skyline Road S
	An 18-inch S-4 water main is located in Davis Road S
	A 14-inch S-3 water main is located in Davis Road S
Sanitary Sewer	An eight-inch sanitary sewer main is located in Skyline Road S
	An eight-inch sanitary sewer main is located along the western frontage of Davis Road S
Storm Drainage	A ten-inch storm main is located along the western frontage of Davis Road S
	A 15-inch storm main is located along the southern frontage of Skyline Road S

▪ Development to be Served by City Utilities

Per SRC 802.015, developments are required to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

Finding: Public water, sanitary sewer, and stormwater infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. As specified in the conditions of approval, private water, sewer, and storm services shall be constructed to serve each lot as a condition of plat approval. All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured prior to final plat approval except as authorized in an improvement agreement per SRC 205.035(c)(7)(B).

The majority of the subject property is located in the S-4 water pressure zone, with a portion of proposed Parcel 2 located in the S-3 water pressure zone. There are S-3 and S-4 water mains in Davis Road S. To ensure each parcel can be served with adequate water pressure, water service for each future dwelling shall be provided by the existing 18-inch S-4 water main in Davis Road S.

In order to ensure the parcels are served by public utilities, the following conditions apply:

- Condition 7:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all parcels from the 18-inch S-4 water main in Davis Road S.
- Condition 8:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all parcels.
- Condition 9:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities that are proposed in the public right-of-way to serve all parcels.

▪ **Easements**

SRC 802.020 requires the conveyance or dedication of easements for City utilities as a condition of development approval.

Finding: Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the Final Plat. The Tentative Partition Plan shows a proposed access and utility easement to serve proposed Parcels 2 and 3. Additionally, there is an existing slope easement on private property adjacent to the southeastern frontage of Davis Road S; this easement shall be retained and shown on the Final Plat.

- Condition 10:** Prior to Final Plat approval, all necessary (existing and proposed) access and utility easements must be shown and recorded on the Final Plat.

As conditioned, the proposal meets the requirements of SRC Chapter 802.

SRC Chapter 803 – Streets and Right-of-Way Improvements

▪ **Existing Conditions**

The existing conditions of streets abutting the subject property are described in the following table:

Streets			
Street Name		Right-of-Way Width	Improvement Width
Davis Road S (Collector)	Standard:	60-feet	34-feet
	Existing Condition:	60-feet	34-feet
Skyline Road S (Minor Arterial)	Standard:	72-feet	46-feet
	Existing Condition:	50-feet	34-40-feet

▪ **Boundary Street Improvements**

Pursuant to SRC 803.025, except as otherwise provided in this chapter, right-of-way width and pavement width for streets and alleys shall conform to the standards set forth in Table 803-1 (Right-of-Way Width) and Table 803-2 (Pavement Width). In addition, SRC 803.040 requires dedication of right-of-way for, and construction or improvement of, boundary streets up to one-half of the right-of-way and improvement width specified in SRC 803.025 as a condition of approval for partition applications.

Finding: Skyline Road S abuts the subject property and is classified as a Minor Arterial Street according to the Salem Transportation System Plan (TSP). Skyline Road S does not meet the current right-of-way width and improvement width standards for a Minor Arterial Street. The ultimate right-of-way width for a Minor Arterial Street is 72 feet according to SRC 803.025, Table 803-1 (Right-of-Way Width), and the ultimate improvement width for a Minor Arterial Street is 46 feet according to SRC 803.025, Table 803-2 (Pavement Width).

As a condition of approval per SRC 803.040(a)(2), the applicant shall dedicate 36-feet from the centerline of Skyline Road S, including sufficient right-of-way at the intersection of Skyline Road S and Davis Road S for an Arterial-Collector intersection radius of 30-feet. Full right-of-way dedication is considered the proportional share of the development's contribution towards improvements to Skyline Road S, though no additional improvements to Skyline Road S are warranted at this time. As Skyline Road S lacks curbs and does not require additional improvements, streetscape improvements along Skyline Road S including curbs, sidewalks, and landscape strips are not required.

Condition 11: On the Final Plat, convey land for dedication equal to a half-width right-of-way of 36 feet on the development side of Skyline Road S, including a 30-foot right-of-way radius to accommodate public infrastructure at the property corners.

Davis Road S abuts the subject property and is classified as a Collector Street according to the Salem Transportation System Plan (TSP). Davis Road S meets the minimum right-of-way width and pavement width standards established in SRC 803.025 for a Collector Street; however, it is lacking sidewalks, street trees, and streetlights. Therefore, as a condition of approval, the applicant shall provide streetscape improvements along the frontage of Davis Road S to meet Collector Street standards.

Condition 12: Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), provide streetscape improvements along the frontage of Davis Road S, including sidewalks, landscape strip, and streetlights, in accordance with the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

▪ **Sidewalks**

Street Standards require that all streets be improved with sidewalks. These standards also require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)) and that sidewalks be five feet in width (SRC 803.035(l)(2)(C)).

Finding: Sidewalks do not currently exist along Davis Road S and shall be constructed prior to Final Plat approval. Pursuant to SRC 803.035(l)(2)(B), curblin sidewalk is allowed along the portion of the Davis Road frontage abutting the slope easement where topography creates a hardship. The remainder of the sidewalk along Davis Road S shall be constructed at the property line, unless the applicant can demonstrate, pursuant to SRC 803.035(l)(2)(B), that topography or other conditions make the construction of property line sidewalk impossible or undesirable.

Condition 13: Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct property line sidewalks along Davis Road S. Curblin sidewalk shall be permitted abutting the slope easement where topography or other conditions make the construction of property line sidewalk impossible or undesirable.

▪ ***Street Trees***

Pursuant to SRC 803.035(k) and SRC 86.015(e), anyone undertaking development along Public Streets shall plant new street trees to the maximum extent feasible.

Finding: There are no existing street trees along the Davis Road S. At the time of development of each parcel, street trees shall be provided along each street frontage to the maximum extent feasible.

Condition 14: At time of building permit for each parcel, provide street trees to the maximum extent feasible along the development frontage of Davis Road S.

▪ ***Public Utility Easements***

Per SRC 803.035(n), dedication of a ten-foot Public Utility Easement (PUE) is required along all street rights-of-way.

Finding: As a condition of approval, the applicant shall dedicate a ten-foot-wide PUE along the street frontages of Davis Road S and Skyline Road S.

Condition 15: Provide a ten-foot-wide Public Utility Easement along the frontage of Davis Road S and Skyline Road S on the Final Plat.

SRC Chapter 804 – Driveway Approaches

SRC Chapter 804 establishes development standards for driveway approaches to provide access from the public right-of-way to private property and to provide safe and efficient vehicular access to development sites.

Finding: Access to proposed Parcel 1 is provided by a driveway approach to Davis Road S, and access to proposed Parcels 2 and 3 is provided by a shared driveway approach to Davis Road S. SRC 804.030(c) provides that driveway approaches on a Collector Street shall be located no less than 200 feet from intersections with an Arterial Street. The proposed shared driveway approach serving Parcels 2 and 3 is approximately 175 feet from the intersection of Davis Road S and Skyline Road S, which does not comply with SRC 804.030(c). The applicant

has requested a Class 2 Adjustment to this driveway spacing standard, discussed further below. All other driveway approach standards are met and will be verified at time of construction.

❖ **ENVIRONMENTAL FACTORS**

SRC Chapter 601 – Floodplain

Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: The Floodplain Administrator has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

SRC Chapter 808 – Preservation of Trees and Vegetation

SRC Chapter 808 requires Tree Conservation Plans in conjunction with development proposals involving the creation of lots or parcels to be used for cottage clusters, single-family, two-family, three-family, and four-family uses. The Tree Preservation Ordinance defines a tree as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is ten inches or more diameter at breast height (dbh) and possesses an upright arrangement of branches and leaves."

Tree Conservation Plans are required to help preserve Heritage Trees, Significant Trees, trees and native vegetation within Riparian Corridors, and a minimum of 30 percent of all the trees on the property. If less than 30 percent of the existing trees on the property are proposed for preservation, the applicant must demonstrate that there are no reasonable design alternatives that would enable the preservation of such trees. For each tree removed in excess of 70 percent, at least one of the mitigation measures required under SRC 808.035(e) must be satisfied. Similarly, if Significant Trees and/or trees within a Riparian Corridor are proposed for removal, the applicant must show that there are no reasonable design alternatives to enable preservation of those trees.

Finding: A Tree Conservation Plan (TCP) was submitted in conjunction with the Tentative Partition Plan, identifying a total of 18 trees on the subject property, including four significant Oregon White Oaks. The proposed TCP identifies four non-significant trees for removal, thereby preserving 77.8 percent of the trees on the property, including all Significant Trees. As more than 30 percent of the existing trees on the property are proposed for preservation, and no Significant Trees are proposed for removal, the proposed TCP meets the minimum preservation requirements of SRC Chapter 808. The proposed TCP is being reviewed by staff and, if approved, will be binding on the parcels until final occupancy. Any future changes to the approved TCP will require approval of a separate Tree Conservation Plan Adjustment.

SRC Chapter 809 – Wetlands

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers. State and Federal wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands

are addressed through application and enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

Finding: According to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any mapped wetland areas or hydric soils.

SRC Chapter 810 – Landslide Hazards

The City's Landslide Hazard Ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility.

Finding: According to the City's adopted Landslide Hazard Susceptibility Maps and SRC Chapter 810 (Landslide Hazards), there are mapped two-point Landslide Hazard Areas on the subject property. The proposed activity of a partition adds two activity points to the proposal, which results in a total of four points, indicating a low landslide risk. Therefore, no additional information is required.

SRC 205.005(d)(2): The Tentative Partition Plan does not impede future access to adjacent land.

Finding: The subject property is approximately 1.98 acres in size with streets abutting to the south and west, with access to the subject property provided by driveways to Davis Road S. The subject property does not have a dimension exceeding 600 feet; therefore, the street spacing and connectivity standards in SRC Chapter 803 do not require public streets to be extended through the subject property to connect to abutting units of land. A non-binding future development plan provided by the applicant demonstrates that proposed Parcel 1 can be further divided in a way that does not impede future access to remaining portions of the subject property or developable adjacent land. This approval criterion is met.

SRC 205.005(d)(3): Development within the Tentative Partition Plan can be served by city infrastructure.

Finding: The Development Services Division reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the parcels within the proposed partition, subject to the conditions of approval established in this decision. This approval criterion is met.

SRC 205.005(d)(4): The street system in and adjacent to the Tentative Partition Plan conforms to the Salem Transportation System Plan.

Finding: As described in the findings above, the subject property is located adjacent to Davis Road S—which is classified as a Collector Street under the City's Transportation System Plan (TSP)—and Skyline Road S, which is designated as a Minor Arterial Street. The conditions of approval established with the partition decision will require construction of sidewalk and streetscape improvements along Davis Road S, along with dedication of right-of-way and improvements along Skyline Road S in conformance with the Salem TSP. This criterion is met.

SRC 205.005(d)(5): When the Tentative Partition Plan is for property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer:

(A) The property is zoned residential;

(B) The property has received a favorable site evaluation from the county sanitarian for the installation of an on-site sewage disposal system; and

(C) The proposed parcels are at least five acres in size and, except for flag lots, have no dimension that is less than 100 feet.

Finding: The site is served by available public water and sewer; therefore, this criterion is not applicable.

SRC 205.040: For partitions of residentially zoned property, when the area of a proposed partition is such that it can be further divided resulting in four or more lots or parcels, the development standards applicable to subdivisions set forth in SRC Chapter 803 shall apply. Any improvements resulting from the application of such standards to the proposed partition shall be constructed, or the applicant shall enter into a deferral agreement which shall be attached to all property within the partition.

Finding: As proposed and conditioned, the application meets the requirements of SRC Chapter 803 for a partition application. The applicant submitted a Shadow Plat as part of the application, which demonstrates how the property could be further divided without the need for further Alternative Street Standards or design exceptions. If at such time the property redevelops, staff will review the proposed development layout to ensure compliance with current standards. Nothing in this decision precludes future development from complying with current standards.

7. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 250.005(d)(2)(A): The purpose underlying the specific development standard proposed for adjustment is:

(i) Clearly inapplicable to the proposed development; or

(ii) Equally or better met by the proposed development.

Finding: SRC 804.030(c) provides that driveway approaches accessing a Collector Street shall be located no less than 200 feet from intersections with a Minor Arterial Street measured centerline to centerline. The Tentative Partition Plan shows a shared flag lot accessway serving Parcels 2 and 3 that provides direct access to Davis Road S, a Collector Street. The flag lot accessway driveway approach is located approximately 175 feet from the intersection of Davis Road S and Skyline Road S, which is designated as a Minor Arterial Street. The applicant is requesting a Class 2 Adjustment to reduce this driveway spacing standard from a minimum of 200 feet to approximately 175 feet.

The subject property is located at the corner of Skyline Road S and Davis Road S. Skyline Road S is designated as a Minor Arterial Street; no new driveway approaches will be permitted to Skyline Road S. Due to physical constraints such as topography and parcel size, the driveway location is situated as far away from the intersection as is practical. To ensure safe maneuvering in and out of the site, the applicant shall demonstrate that new dwellings constructed on Parcels 2 and 3 will have adequate paved area available in the flag lot accessway for vehicles leaving driveways to turn around and exit the site facing forward, rather than backing out to Davis Road S.

Condition 16: At the time of development for Parcels 2 and 3, the applicant shall provide an adequate paved turnaround area in the flag lot accessway to allow vehicles to exit the site without backing out onto David Road S.

As proposed and conditioned, the proposed driveway approach meets the Adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

SRC 250.005(d)(2)(B): If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Finding: The subject property is located within the RA (Residential Agriculture) zone; therefore, this criterion is applicable. The Adjustment is to decrease the driveway spacing standard from the required 200-foot minimum to 175 feet due to the proposed parcel layouts and existing topography. The proposed development will not detract from the livability or appearance of the residential area, as it does not affect the number of residential units proposed or detract from the rural, low-density characteristics of the RA zone. This standard is met.

SRC 250.005(d)(2)(C): If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Finding: Only one Class 2 Adjustment has been requested; therefore, this standard is not applicable.

8. Conclusion

Based upon review of SRC 205.005(d) and 250.005(d)(2), the findings contained under Sections 6 and 7 above, and the comments described, the Tentative Partition Plan and Class 2 Adjustment comply with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

That Tentative Partition Plan and Class 2 Adjustment Case No. PAR-ADJ-DAP25-09 for property located at 2375 Davis Road S is hereby **APPROVED**, subject to the applicable standards of the Salem Revised Code, the findings contained herein, requirements of development, and the conditions of approval listed below, which must be completed prior to Final Partition Plat approval unless otherwise indicated:

- Condition 1:** The eastern property line abutting the flag lot accessway shall be the designated front lot line for proposed Parcel 2. The southern property line abutting proposed Parcel 2 shall be the designated front lot line for proposed Parcel 3.
- Condition 2:** If additional residential units are proposed on proposed Parcel 3, units shall be served by a minimum 20-foot-wide paved accessway within the proposed 25-foot-wide flag lot accessway easement.
- Condition 3:** At the time of building permit review, "No Parking" signs shall be installed along the paved flag lot accessway per SRC 800.025(d).
- Condition 4:** Prior to Final Plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an Adjustment to SRC 200.050(d) is approved.
- Condition 5:** Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed parcels.
- Condition 6:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed parcels.
- Condition 7:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all parcels from the 18-inch S-4 water main in Davis Road S.
- Condition 8:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all parcels.
- Condition 9:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities that are proposed in the public right-of-way to serve all parcels.
- Condition 10:** Prior to Final Plat approval, all necessary (existing and proposed) access and utility easements must be shown and recorded on the Final Plat.
- Condition 11:** On the Final Plat, convey land for dedication equal to a half-width right-of-way of 36 feet on the development side of Skyline Road S, including a 30-foot right-of-way radius to accommodate public infrastructure at the property corners.

- Condition 12:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), provide streetscape improvements along the frontage of Davis Road S, including sidewalks, landscape strip, and streetlights, in accordance with the City Street Design Standards and consistent with the provisions of SRC Chapter 803.
- Condition 13:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct property line sidewalks along Davis Road S. Curblin sidewalk shall be permitted abutting the slope easement where topography or other conditions make the construction of property line sidewalk impossible or undesirable.
- Condition 14:** At time of building permit for each parcel, provide street trees to the maximum extent feasible along the development frontage of Davis Road S.
- Condition 15:** Provide a ten-foot-wide Public Utility Easement along the frontage of Davis Road S and Skyline Road S on the Final Plat.
- Condition 16:** At the time of development for Parcels 2 and 3, the applicant shall provide an adequate paved turnaround area in the flag lot accessway to allow vehicles to exit the site without backing out onto David Road S.

Quincy Miller, AICP, Planner I

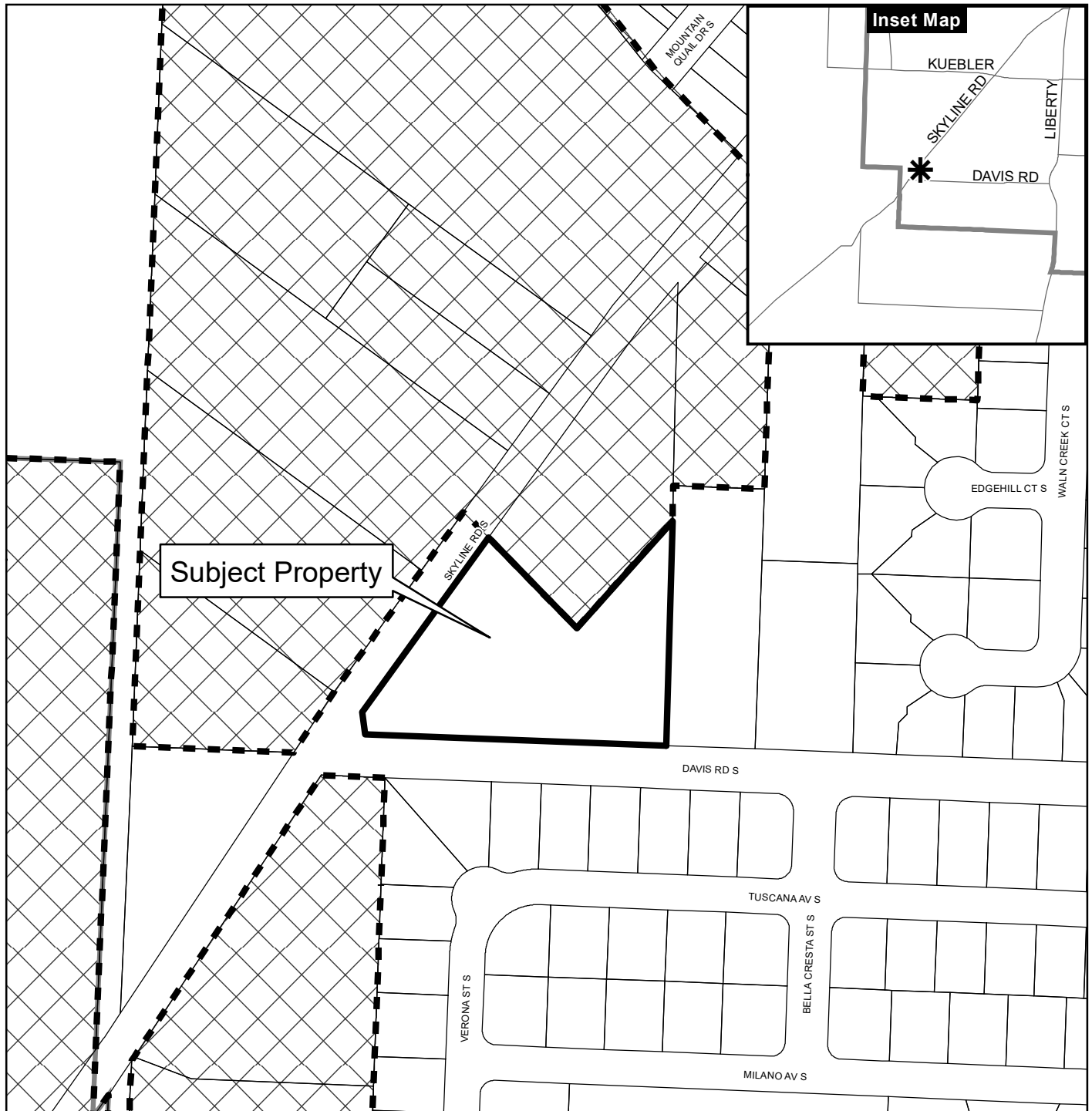
Aaron Panko, Infrastructure Planner III

On behalf of Lisa Anderson-Ogilvie, AICP
Planning Administrator

- Attachments: A. Vicinity Map
B. Applicant's Tentative Partition and Development Plans
C. Salem-Keizer School District Memo

Vicinity Map

2375 Davis Road S



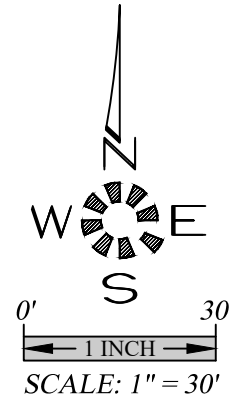
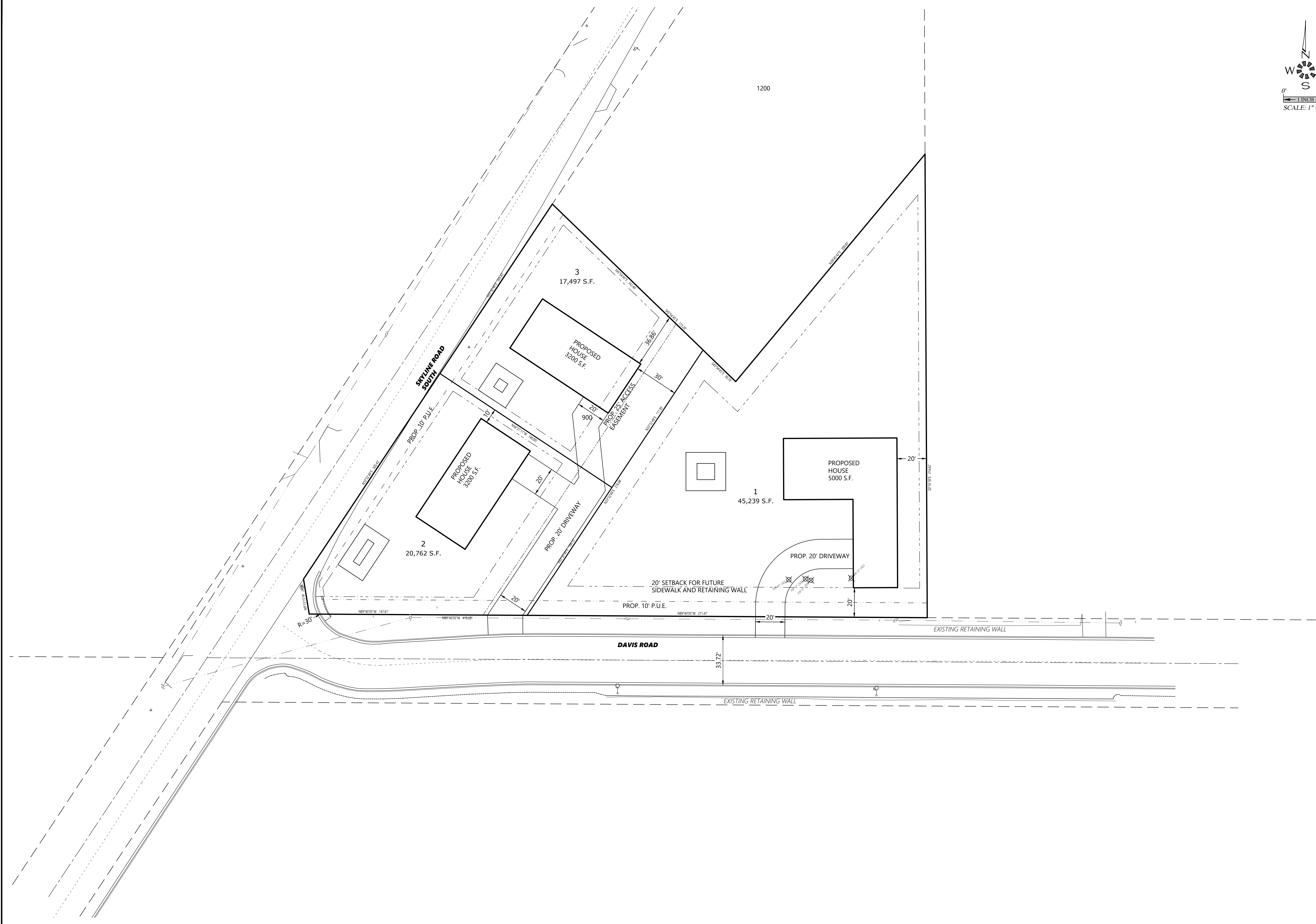
Legend

- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools

Parks

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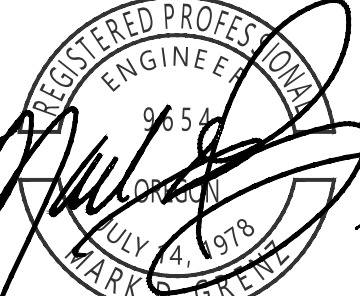
SITE PLAN

SKYLINE & DAVIS ROAD
PARTITION

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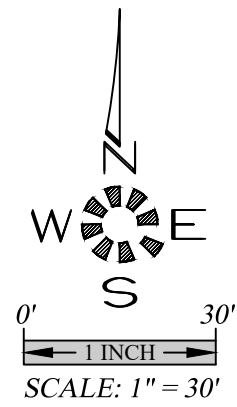
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7670b P3



EXPIRES: 06-30-2025

JOB # 7670



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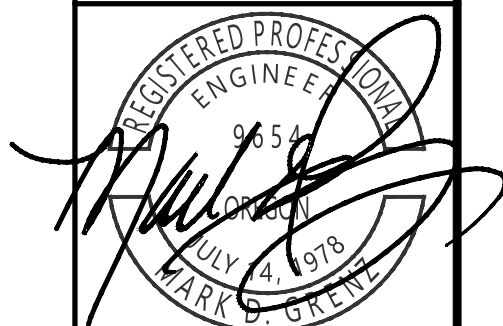
TREE CONSERVATION PLAN

SKYLINE & DAVIS ROAD PARTITION

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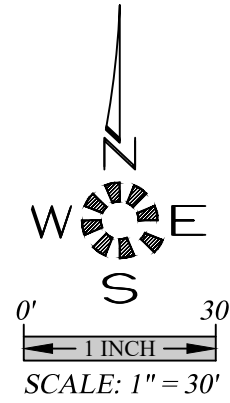
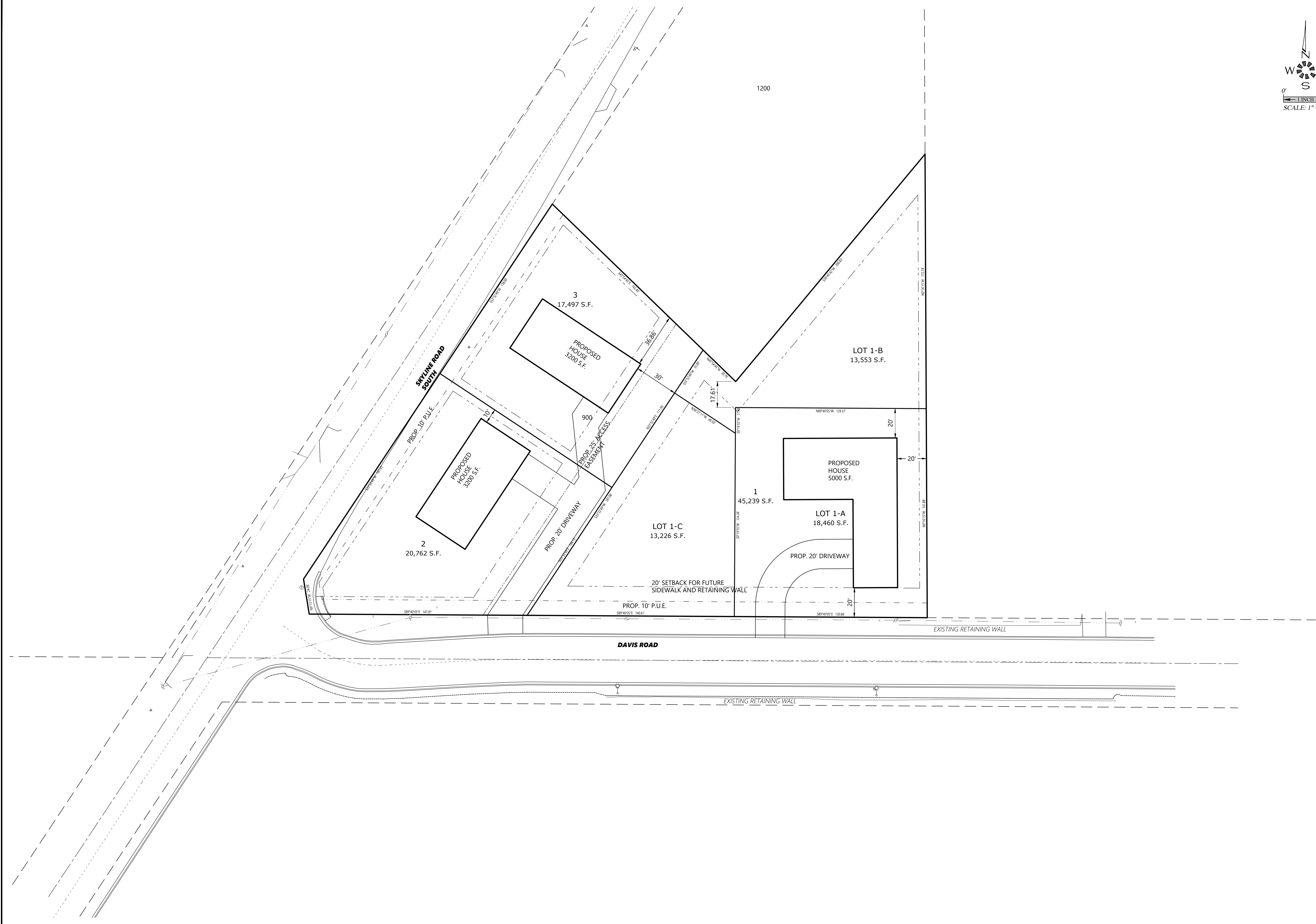


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JOB # 7670

P2

TOTAL EXISTING TREES WITHIN BOUNDARY			
⊙ =	EXISTING NON SIGNIFICANT TREE TO REMAIN		
⊗ =	EXISTING NON SIGNIFICANT TREE TO BE REMOVED		
⊙ =	EXISTING SIGNIFICANT WHITE OAK TREE 20"+ DIA. TO REMAIN		
⊗ =	EXISTING SIGNIFICANT WHITE OAK TREE 20"+ DIA. TO BE REMOVED		
⊙ =	EXISTING SIGNIFICANT NON WHITE OAK TREE 30"+ DIA. TO REMAIN		
⊗ =	EXISTING SIGNIFICANT NON WHITE OAK TREE 30"+ DIA. TO BE REMOVED		
		REMAIN	REMOVE
SIGNIFICANT NON WHITE OAK 30">		0	0
SIGNIFICANT WHITE OAK 20">		4	0
NON SIGNIFICANT TREE		10	4
TOTAL TREES			18





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SHADOW PLAN

SKYLINE & DAVIS ROAD PARTITION

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7670b SHADOW

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Business & Support Services
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 503-399-3036 • FAX: 503-399-3407

Andrea Castañeda, Superintendent

May 15, 2025

Quincy Miller, Planner
 Planning Division, City of Salem
 555 Liberty Street SE, Room 305
 Salem OR 97301

RE: Land Use Activity Case No. PAR-ADJ-DAP25-09, 2375 Davis Rd S

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
Liberty	Elementary	K thru 5
Crossler	Middle	6 thru 8
Sprague	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
Liberty	Elementary	397	529	75%
Crossler	Middle	784	944	83%
Sprague	High	1,685	2,248	75%

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	3	SF	0.168	1
Middle			0.098	0
High			0.144	0

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
Liberty	Elem.	397	23	1	24	529	80%
Crossler	Mid.	784	69	0	69	944	90%
Sprague	High	1,685	66	0	66	2,248	78%

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
Liberty	Elementary	Eligible for School Transportation
Crossler	Middle	Eligible for School Transportation
Sprague	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	1	\$105,625	\$105,625
Middle	0	\$137,443	\$0
High	0	\$169,260	\$0
TOTAL			\$105,625

Table 6

*Estimates based on average of Indicative Construction Costs from “RLB Construction Cost Report North America Q1 2025”

Sincerely,

David Fridenmaker
Business and Support Services

c: T.J. Crockett, Acting Chief Operations Officer, David Hughes, Director of Operations & Logistics, Mitch Hamilton, Acting Director of Transportation