

# NOTICE OF DECISION

PLANNING DIVISION  
555 LIBERTY ST. SE, RM 305  
SALEM, OREGON 97301  
PHONE: 503-588-6173  
FAX: 503-588-6005



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

## DECISION OF THE PLANNING ADMINISTRATOR

Subdivision / Urban Growth Area Preliminary Declaration Case No. SUB-UGA17-05

APPLICATION NO. : 17-106480-LD & 17-106477-LD

NOTICE OF DECISION DATE: August 14, 2017

**SUMMARY:** A proposal to divide the former North Campus of the Oregon State Hospital into 5 lots. The proposed lots include:

- Lot 1 - historic Dome Building and its grounds (6.93 acres)
- Lot 2 - historic Yaquina Hall (1.78 acres)
- Lot 3 - existing parking area north of Yaquina Hall (2.54 acres)
- Lot 4 - rugby field/future public park site (5.77 acres)
- Lot 5 - east half of the North Campus property, which is currently being cleared of buildings for future redevelopment (25.18 acres)

**REQUEST:** A consolidated application for a 5-lot subdivision of the former North Campus of the Oregon State Hospital, containing the following requests:

- 1) A subdivision tentative plan to divide the approximately 47-acre North Campus site into 5 lots ranging in size from approximately 1.78 acres to approximately 25.18 acres; and
- 2) An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to serve the proposed subdivision.

The subject property is approximately 47 acres in size, zoned PH (Public and Private Health Services), and located in the 2600 Block of Center Street NE (Marion County Assessor Map and Tax Lot Number: 073W24C00100).

**APPLICANT:** Darrin Brightman for Oregon Department of Administrative Services

**LOCATION:** 2600 Block of Center Street NE - 97301

**CRITERIA:** Salem Revised Code 200.025(d) and 205.010(d)

**FINDINGS:** The Findings are in the attached Order dated August 14, 2017.

**DECISION:** The Planning Administrator **APPROVED** Subdivision / Urban Growth Area Preliminary Declaration Case No. SUB-UGA17-05 subject to the following conditions of approval:

Please Note: Individual conditions of approval are listed and grouped below according to when in the subdivision and development process they will be required (e.g. prior to final plat, at time of development on certain lots, etc.). Each condition is also listed within the findings of this consolidated decision under the relevant approval criterion that the condition addresses.

Conditions requiring the construction of infrastructure improvements may be guaranteed, either by financial security or a governmental agency agreement pursuant to SRC 77.122, if applicable, provided that all applicable requirements of SRC Chapters 77, 110, and 205 are met.

General Requirements:

- Condition 1.** All streets within and abutting the subject property are approved for alternative street and right-of-way widths in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Public access easements may be established to accommodate any sidewalks that meander around existing historic and natural features such as trees. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091.
- Condition 2.** Trips generated from all proposed lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.
- Condition 3.** As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.
- Condition 4.** Future development within the subject property shall pay a proportionate share of intersection improvements located at the intersection of Center Street NE and 17th Street NE. The proportionate share for each development shall be determined pursuant to SRC 803.015 and PWDS.

The following conditions must be completed prior to final plat approval:

- Condition 5.** Convey land for right-of-way dedication along the development side of all abutting streets not less than the following half-width rights-of-way (Center Street NE – 48 feet; D Street NE – 36 feet; Park Avenue NE – 30 feet; 23rd Street NE – 30 feet). Additional right-of-way may be required to accommodate the alternative street standards pursuant to Public Works Design Standards.
- Condition 6.** Construct a minimum 15-foot-wide half-street improvement along 23rd Street NE between B Street and Center Street.
- Condition 7.** Construct street improvements along Center Street NE between 23rd and 25th Streets as shown in the proposed public improvement plans submitted with the application materials.
- Condition 8.** Construct all internal street improvements as shown on the proposed public improvement plans submitted with the application materials, including B Street NE between 23<sup>rd</sup> and 25<sup>th</sup> Streets, and 25<sup>th</sup> Street NE between Center and D Streets. At time of construction of the street improvements, make all necessary modifications to the parking lot on Lot 3 to accommodate the dedication and widening of the internal streets.

- Condition 9.** Construct city infrastructure within the subject property as needed to serve all proposed lots. Easements shall be provided for all existing public and private infrastructure that has not been abandoned or removed.
- Condition 10.** Construct a sewer main to serve the subject property from the existing 27-inch sewer main located in 24th Street NE near Walker Street NE.
- Condition 11.** To provide stormwater service for the proposed development, either:
- a. Acquire a public stormwater easement and construct a storm main to serve the proposed development from the existing 15- to 18-inch storm main located on private property west of 23rd Street NE; or
  - b. Provide a stormwater design that demonstrates adequate capacity exists in the existing systems abutting the subject property.
- Condition 12.** Construct or enter into a deferral agreement pursuant to SRC 803.070 for future construction of the following improvements as described in the application materials:
- a. Half-street improvements along 23rd Street NE from B Street to D Street;
  - b. Half-street improvements along D Street NE from 23rd Street to Park Avenue;
  - c. Half-street improvements along Park Avenue NE from D Street to Center Street; and
  - d. Replace the existing traffic signal heads with flashing yellow arrow signal heads at the intersection of Center Street NE and 17th Street NE and at the intersection of Center Street NE and Hawthorne Avenue NE.
- Condition 13.** Dedicate a minimum 10-foot-wide public utility easement along all interior and abutting streets.
- Condition 14.** Relocate the existing ornamental columns located on the property near the intersection of 23rd Street NE and Center Street NE pursuant to SRC 805.010, and obtain any necessary historic design review approval for the relocation of the columns.
- Condition 15.** Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.
- Condition 16.** Obtain historic design review approval for the subdivision's proposed streetscape and tree removal, pursuant to SRC Chapter 230.
- Condition 17.** Obtain all necessary land use approvals in order to modify the existing parking area on proposed Lot 3 so that it meets all applicable development standards, such as setbacks from the proposed internal street right-of-way and lot lines.

The following conditions are required at time of development on lots 3 or 4:

- Condition 18.** Construct half-street improvements along 23rd Street NE from B Street to D Street.
- Condition 19.** Construct half-street improvements along D Street NE from 23rd Street to 25th Street.

**Condition 20.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

The following conditions are required at time of development on lot 5:

**Condition 21.** Construct interior transportation systems that provide for multi-modal access through Lot 5 from 25th Street to Park Avenue.

**Condition 22.** Construct half-street improvements along D Street NE from 25th Street to Park Avenue.

**Condition 23.** Construct half-street improvements along Park Avenue NE from D to Center Street.

**Condition 24.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

The rights granted by the attached decision must be exercised, or an extension granted, by August 30, 2019 or this approval shall be null and void.

Application Deemed Complete: June 16, 2017  
Notice of Decision Mailing Date: August 14, 2017  
Decision Effective Date: August 30, 2017

Case Manager: Bryan Colbourne, [bcolbourne@cityofsalem.net](mailto:bcolbourne@cityofsalem.net)



This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., August 29, 2017.** 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 200 and 205. The appeal must be filed in duplicate with the City of Salem Planning Division. 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 at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

**BEFORE THE PLANNING ADMINISTRATOR  
OF THE CITY OF SALEM  
(CASE NO. SUB-UGA17-05)**

*Si necesita ayuda para comprender esta información, por favor llame 503-588-6173  
<http://www.cityofsalem.net/zoning>*

<b>IN THE MATTER OF THE APPROVAL OF )</b>	<b>FINDINGS AND ORDER</b>
<b>CONSOLIDATED URBAN GROWTH )</b>	
<b>PRELIMINARY DECLARATION AND )</b>	
<b>TENTATIVE SUBDIVISION PLAN )</b>	
<b>CASE NO. SUB-UGA17-05; )</b>	
<b>2600 BLOCK OF CENTER STREET NE )</b>	<b>AUGUST 14, 2017</b>

**REQUEST**

A consolidated application for a 5-lot subdivision of the former North Campus of the Oregon State Hospital, containing the following requests:

- 1) A subdivision tentative plan to divide the approximately 47-acre North Campus site into 5 lots ranging in size from approximately 1.78 acres to approximately 25.18 acres; and
- 2) An urban growth area preliminary declaration to determine the public facilities required under the Urban Growth Management Program to serve the proposed subdivision.

The subject property is approximately 47 acres in size, zoned PH (Public and Private Health Services), and located in the 2600 Block of Center Street NE (Marion County Assessor Map and Tax Lot Number: 073W24C00100).

**DECISION**

The consolidated application for a tentative subdivision plan and urban growth area preliminary declaration is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of approval.

Please Note: Individual conditions of approval are listed and grouped below according to when in the subdivision and development process they will be required (e.g. prior to final plat, at time of development on certain lots, etc.). Each condition is also listed within the findings of this consolidated decision under the relevant approval criterion that the condition addresses.

Conditions requiring the construction of infrastructure improvements may be guaranteed, either by financial security or a governmental agency agreement pursuant to SRC 77.122, if applicable, provided that all applicable requirements of SRC Chapters 77, 110, and 205 are met.

General Requirements:

- Condition 1.** All streets within and abutting the subject property are approved for alternative street and right-of-way widths in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Public access easements may be established to accommodate any sidewalks that meander around existing historic and natural features such as trees. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091.
- Condition 2.** Trips generated from all proposed lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.
- Condition 3.** As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.
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The following conditions must be completed prior to final plat approval:

- Condition 5.** Convey land for right-of-way dedication along the development side of all abutting streets not less than the following half-width rights-of-way (Center Street NE – 48 feet; D Street NE – 36 feet; Park Avenue NE – 30 feet; 23rd Street NE – 30 feet). Additional right-of-way may be required to accommodate the alternative street standards pursuant to Public Works Design Standards.
- Condition 6.** Construct a minimum 15-foot-wide half-street improvement along 23rd Street NE between B Street and Center Street.
- Condition 7.** Construct street improvements along Center Street NE between 23rd and 25th Streets as shown in the proposed public improvement plans submitted with the application materials.
- Condition 8.** Construct all internal street improvements as shown on the proposed public improvement plans submitted with the application materials, including B Street NE between 23<sup>rd</sup> and 25<sup>th</sup> Streets, and 25<sup>th</sup> Street NE between Center and D Streets. At time of construction of the street improvements, make all necessary modifications to the parking lot on Lot 3 to accommodate the dedication and widening of the internal streets.

- Condition 9.** Construct city infrastructure within the subject property as needed to serve all proposed lots. Easements shall be provided for all existing public and private infrastructure that has not been abandoned or removed.
- Condition 10.** Construct a sewer main to serve the subject property from the existing 27-inch sewer main located in 24th Street NE near Walker Street NE.
- Condition 11.** To provide stormwater service for the proposed development, either:
- a. Acquire a public stormwater easement and construct a storm main to serve the proposed development from the existing 15- to 18-inch storm main located on private property west of 23rd Street NE; or
  - b. Provide a stormwater design that demonstrates adequate capacity exists in the existing systems abutting the subject property.
- Condition 12.** Construct or enter into a deferral agreement pursuant to SRC 803.070 for future construction of the following improvements as described in the application materials:
- a. Half-street improvements along 23rd Street NE from B Street to D Street;
  - b. Half-street improvements along D Street NE from 23rd Street to Park Avenue;
  - c. Half-street improvements along Park Avenue NE from D Street to Center Street; and
  - d. Replace the existing traffic signal heads with flashing yellow arrow signal heads at the intersection of Center Street NE and 17th Street NE and at the intersection of Center Street NE and Hawthorne Avenue NE.
- Condition 13.** Dedicate a minimum 10-foot-wide public utility easement along all interior and abutting streets.
- Condition 14.** Relocate the existing ornamental columns located on the property near the intersection of 23rd Street NE and Center Street NE pursuant to SRC 805.010, and obtain any necessary historic design review approval for the relocation of the columns.
- Condition 15.** Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.
- Condition 16.** Obtain historic design review approval for the subdivision's proposed streetscape and tree removal, pursuant to SRC Chapter 230.
- Condition 17.** Obtain all necessary land use approvals in order to modify the existing parking area on proposed Lot 3 so that it meets all applicable development standards, such as setbacks from the proposed internal street right-of-way and lot lines.

The following conditions are required at time of development on lots 3 or 4:

- Condition 18.** Construct half-street improvements along 23rd Street NE from B Street to D Street.
- Condition 19.** Construct half-street improvements along D Street NE from 23rd Street to 25th Street.
- Condition 20.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

The following conditions are required at time of development on lot 5:

- Condition 21.** Construct interior transportation systems that provide for multi-modal access through Lot 5 from 25th Street to Park Avenue.
- Condition 22.** Construct half-street improvements along D Street NE from 25th Street to Park Avenue.
- Condition 23.** Construct half-street improvements along Park Avenue NE from D to Center Street.
- Condition 24.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

### **PROCEDURAL FINDINGS**

1. On March 20, 2017, a consolidated application for a Tentative Subdivision Plan and Urban Growth Preliminary Declaration was filed proposing to divide a 47-acre property in the 2600 Block of Center Street NE into 5 lots.
2. The application was deemed complete for processing on June 16, 2017. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on June 27, 2017, and the property was posted in accordance with Salem Revised Code requirements.

### **SUBSTANTIVE FINDINGS**

#### **1. Proposal**

The application proposes to divide the former North Campus of the Oregon State Hospital into 5 lots. The proposed lots and their intended purposes are described below.

Lot 1: Located in the southwest corner of the property, including the historic Dome Building and its grounds (6.93 acres)

Lot 2: Located in middle interior of the property at the southwest corner of B Street and 25 Street NE, including historic Yaquina Hall (1.78 acres)



- Lot 3: Located at the western side of the property, and includes an existing parking area north of Yaquina Hall (2.54 acres)
- Lot 4: Located at northwest corner of the property and includes a rugby field/future public park site (5.77 acres)
- Lot 5: Includes the east half of the North Campus property, which was recently cleared of existing buildings for future redevelopment (25.18 acres)

The subject property is outside of the Urban Service Area, and the tentative subdivision plan application is consolidated with an application for an urban growth area preliminary declaration to determine the public facilities required under the Urban Growth Management Program to develop the proposed subdivision.

## **2. Existing Conditions**

### Site and Vicinity

The subject property consists of a single large state-owned unit of land, approximately 47 acres in size, and rectangular in shape with dimensions of approximately 1,600 feet east-west and 1,250 feet north-south. The Oregon State Hospital campus is adjacent to the south, across Center Street NE. The site is bounded by Park Avenue NE on the east, D Street NE on the north, and 23<sup>rd</sup> Street NE on the West. There are several narrow private streets within the site, such as 25<sup>th</sup> Street NE, B Street NE, and Bittern Street NE, which provide access to the various buildings and parking areas on the property. 25<sup>th</sup> Street NE runs through the entire site in a north-south direction.

The property is relatively flat throughout, varying in elevation from a high point of approximately 206 feet above sea level near the eastern property line to a low point of approximately 190 feet in elevation at the southwest corner of the site. There are no mapped wetlands, floodplains on the subject property and the site is considered a low landslide risk pursuant to Salem's Landslide Hazards Ordinance, SRC Chapter 810.

The property was formerly the North Campus of the Oregon State Psychiatric Hospital. In 2012, the hospital vacated the property and consolidated all their operations to a newly rebuilt facility across Center Street NE to the south. Several former hospital buildings on the east side of the subject property were demolished in early 2017, leaving the eastern part of the property, east of 25<sup>th</sup> Street, clear of structures and ready for future redevelopment. There are two former hospital buildings remaining on the property - Dome Building near the southwest corner of the site and Yaquina Hall near the middle of the western half of the property. Dome Building is currently being used as administrative offices for a state agency. The Salem Housing Authority is in the process of acquiring Yaquina Hall for a planned conversion of the former nurse's dormitory into 50 affordable housing units.

The property has been state owned land used for institutional purposes for over one hundred years. The southern half of the subject property was annexed into the City of

Salem in 1909 and the northern half was annexed in 1946, but the site is not within the City's Urban Service Area. The surrounding land to the north and east is developed primarily with single family dwellings on individual lots mostly built in the mid twentieth century.

### Salem Area Comprehensive Plan (SACP) Designation

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

*Comprehensive Plan Map:* The subject property is designated "Community Services Hospital" on the Salem Area Comprehensive Plan (SACP) Map. The surrounding properties are designated as follows:

- North: (Across D Street NE) Single Family Residential
- South: (Across Center Street NE) Community Services Government
- East: (Across Park Avenue NE) Multi Family Residential
- West: (Across 23<sup>rd</sup> Street NE) Community Services Hospital

### Zoning and Surrounding Land Use

The subject property is zoned PH (Public and Private Health Services) and is within the Oregon State Hospital Historic District. The surrounding properties are zoned and used as follows:

- North: (Across D Street NE) RS (Single Family Residential); single family dwellings
- South: (Across Center Street NE) PH (Public and Private Health Services); state psychiatric hospital
- East: (Across Park Avenue NE) RD (Duplex Residential) and RM2 (Multiple Family Residential); single family dwellings and an auto repair shop
- West: (Across 23<sup>rd</sup> Street NE) PH (Public and Private Health Services); medical clinic and vacant land

### Relationship to Urban Service Area

The subject property is outside of the City's Urban Service Area. The applicant has requested an urban growth area preliminary declaration as part of this consolidated application.

### Infrastructure

*Water:*

The subject property is located within the G-0 water service level.

A 10-inch water line is located in Center Street NE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

A 24-inch steel water line is located within an easement on the west side of 23rd Street NE. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.

A 24-inch steel water line is located in D Street NE. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.

A 10-inch water line is located in Park Avenue NE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

*Sewer:*

The North Campus site is currently served by a private sewer system that is combined with the discharge for the South Campus site.

A 4-inch sewer line is located in Park Avenue NE.

A 10-inch sewer line is located in D Street NE.

*Storm Drainage:*

A 10-inch storm line is located in Center Street NE.

A 6-inch storm line is located in Park Avenue NE.

A 12-inch storm line is located in D Street NE.

An abandoned 6-inch storm line bisects the property. The pipe remains in place, but is no longer in service.

*Streets:*

- Center Street NE

Existing Conditions - This street has an approximate 46-foot improvement within a 78-foot-wide right-of-way abutting the subject property.

Standard - This street is designated as a Major Arterial street in the Salem Transportation System Plan (TSP). The standard for this street classification is a 68-foot-wide improvement within a 98-foot-wide right-of-way.

- 23<sup>rd</sup> Street NE

Existing Conditions - This street has an approximate 34-foot improvement within a 50-foot-wide right-of-way abutting the subject property.

Standard - This street is designated as a collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

- D Street NE

Existing Conditions - This street has an approximate 40-foot improvement within 50-foot-wide right-of-way abutting the subject property.

Standard - This street is designated as a minor arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.

- Park Avenue NE

Existing Conditions - This street has an approximate 30-foot improvement within a 40-foot-wide right-of-way abutting the subject property, with the exception of the improved intersection at Park Avenue NE and Center Street NE.

Standard - This street is designated as a collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

### 3. History of Land Use Planning Actions

In 2008, the Oregon State Hospital was listed on the National Register of Historic Places with the creation of the Oregon State Hospital Historic District. This historic district includes the North Campus property. Therefore, the land use planning actions on the subject property have mostly been related to the historic design review of modifications to the buildings and grounds since the North Campus was listed on the National Register. Notable past land use planning actions on the site include:

- **Legislative Approval for Demolition of Five Buildings (HCR16-01):** In 2016, the Oregon State Historic Preservation Office (SHPO) approved the demolition of four main buildings and one minor building on the eastern half of the North Campus (Buildings #34, 35, 40, 50, and 77). This state level approval is an alternative historic review process allowed for historic resources on state-owned land, such as the North Campus. A memorandum of understanding between the state and City was created outlining the mitigation requirements for this demolition.

- **Historic Design Review Case No. HIS16-21:** A 2016 approval to remove 46 existing trees due to their poor health or their proximity to buildings that were approved for demolition.

#### 4. **Public and Private Agency Review**

**Public Works Department** - The City of Salem Public Works Department, Development Services Section, reviewed the proposal and has provided their comments and recommendations for this proposal. Their memorandum is included as Attachment C.

**Fire Department** - The Salem Fire Department submitted comments indicating no concerns with the proposed subdivision of the land. The Fire Department will address issues such as Fire Department emergency access and water supply at time of building permit plan review for the development on the individual lots.

**Building and Safety Division** - The Salem Community Development Department, Building and Safety Division, submitted comments asking for verification that all sanitary sewer service lines do not cross the various proposed lots. If there are sewer service lines crossing the proposed lines, then the Building and Safety Division has requested that they be moved to provide direct service from public mains to each new lot, or provide proper utility easements. Condition 9 addresses the need to establish utility easements for any public or private sewer service lines that cross proposed lot lines.

**PGE (Portland General Electric)** - PGE reviewed the proposal and submitted comments indicating the need for 10-foot-wide public utility easements (PUE) on all public street frontages with the subdivision plat, with additional PUE possibly needed in order to protect some trees on the site. Condition 13 requires PUE on all street frontages. The applicant must work with the City and PGE to ensure protection of trees on the site.

**Salem-Keizer School District** - The Salem Keizer School District submitted comments describing the current capacity at a schools which serve the subject property. Area schools have excess capacity for additional students at this time.

#### 5. **Neighborhood Association Comments**

The subject property is not located within a neighborhood association, but the Northeast Salem Community Association (NESCA) and Northeast Neighbors (NEN) are both adjacent to the site. City staff shared information about the subdivision proposal at the NEN and NESCA's regular monthly meetings in early 2017. Notice of the application was also provided to these two adjacent neighborhood associations, pursuant to SRC 300.620(b)(2)(B)(iii), which requires public notice to be sent to "any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property." No comments were received from the NESCA or NEN neighborhood associations.

## 6. Public Comments

All property owners within 250 feet of the subject property were mailed notification of the consolidated application for subdivision and urban growth preliminary declaration. Four surrounding property owners submitted written comments prior to the comment deadline. Various concerns were raised in the written comments. The main themes expressed in the neighbor's comments have been summarized below, with staff responses for each:

- **Parks and Open Space**

The northern part of the North Campus property along D Street NE is an open space with grass and mature trees, which is not a public park, but is state-owned land that the surrounding property owners use and enjoy. The northwest corner of the open North Campus at the corner of D and 23<sup>rd</sup> Street NE is a large field used by sporting leagues such as a local rugby club. Understandably, the neighboring property owners have expressed a desire to maintain the open green space along D Street NE with any future reuse of the North Campus property. The written comments express a desire to maintain the open space and trees along D Street and Park Avenue NE, and state concerns about the impact on quality of life, public health, stormwater management, and the value of this area of the City if the open space and trees are lost in the future. A park running along the south side of D Street NE is proposed by several neighbors as a way to protect the existing green open space.

Staff Response: Neighbors surrounding the North Campus property have raised these same concerns in the past, ever since the Oregon State Hospital vacated the North Campus in 2012. In response to the concerns raised by the surrounding property owners, the City of Salem has worked with the State of Oregon to secure ownership of the rugby field area at the northwest corner of the North Campus for a future city park. This 5.77 acre city park will be located on proposed Lot 4 of the subdivision. The new park will ensure that the North Campus property continues to provide valuable open space for the use and enjoyment of all the surrounding property owners in the vicinity, in much the same manner as it has in the past. The State of Oregon Department of Administrative Services owns the entire North Campus. As the owners of the property, the State of Oregon is not obligated to provide more park or open space than what is proposed, nor does the City's Parks Master Plan call for any additional park space along D Street NE beyond the 5.77 acres that is planned.

The State of Oregon is in a request for proposals (RFP) process seeking a development proposal for on proposed Lot 5 (eastern half of site) that satisfies their RFP criteria. Information of the RFP process is available at: <http://www.oregon.gov/DAS/Facilities/Pages/oshncprofile.aspx>.

The RFP envisions a mixed-use redevelopment of Lot 5 with lower density residential use at the northern end near D Street NE and increasing in development density toward Center Street NE. The RFP selection committee includes

representatives of the adjacent neighborhood associations. Proposed Lot 5 is currently zoned Public and Private Health Services (PH), which does not allow new mixed-use development. Once a developer is chosen for Lot 5 through the RFP process, changes to Salem's comprehensive plan map and zoning designations will be needed to facilitate the future mixed-use redevelopment. Through the re-zoning, and subsequent site plan review and historic design review processes for Lot 5, neighboring property owners will be able to review and comment on the proposed zoning and development plan for the site, including the provision of adequate landscaped open spaces in the design.

- **Commercial and Multi-Family Use**

The written comments express concerns about the location and design of future commercial or multi-family residential development on Lot 5. The neighbors state in comments that retail and multi-family residential uses, if developed, should be located along Center Street NE at the south side of Lot 5. The design of any such new development should also minimize large expanses of parking, the comments say.

Staff Response: The request for proposals (RFP) process described above, which seeks development proposals for Lot 5 establishes criteria for the location and design of commercial and residential uses within the future mixed-use redevelopment of Lot 5. Because the State of Oregon's RFP process for this site is being used to select the future owners and developers of Lot 5 of the North Campus, the process provides insight into potential future use and design of that site. The RFP criteria envision commercial and mixed-use development toward the south side of Lot 5, with buildings designed to engage Center Street and off-street parking designed to minimize any negative impacts to public streetscapes and surrounding neighborhoods. This type of design is generally consistent with best practice in urban design, which the City would also look for when reviewing the rezoning, site plan review, historic design review and any other required development applications when ultimately submitted to the City for review.

- **Traffic Issues**

Neighboring property owners have voiced concern over the impact of increased traffic congestion on the surrounding streets from the redevelopment of the North Campus site.

Staff Response: The applicant has submitted a traffic impact analysis (TIA) for the North Campus site, which assumes the development concept described in this application for each of the proposed lots, including a mixed-use redevelopment of Lot 5. The TIA proposes mitigation for traffic impacts in the form of various improvements to intersections and streets surrounding the North Campus and in the larger vicinity. These mitigation items are listed in Section 7 of this report, within the findings addressing SRC 205.010(d)(7). The proposed mitigation measures are

incorporated into the conditions of this decision and will be required at time of development of the site.

- **School Capacity**

The written comments state concerns that local schools do not have capacity to serve new residential development on the North Campus, and new development will result in school overcrowding.

Staff Response: The Salem-Keizer school district reviewed the proposal and provided comments on this case, expressing no concerns and stating that all area schools serving the North Campus property have available capacity at this time.

## 7. **Criteria for Granting Tentative Subdivision Plan Approval**

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. The subdivision 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 subdivision plat.

SRC Chapter 205.010(d) sets forth the criteria that must be met before approval can be granted to a subdivision request. The following subsections are organized with approval criteria shown in bold, followed by findings of fact upon which the Planning Administrator's decision is based. The requirements of SRC 205.010(d) are addressed within the specific findings which evaluate the proposal's conformance with the applicable criteria. Lack of compliance with the following criteria is grounds for denial of the tentative plan or for the issuance of conditions of approval to more fully satisfy the criteria.

**SRC 205.010(d)(1): The tentative subdivision complies with all standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to, the following:**

**(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.**

**Finding:** The proposed subdivision would divide the 47-acre property into 5 lots, with no remainder. The minimum lot area requirements of the property's Public and Private Health Services (PH) zoning are established under SRC 543.010(a) as follows:

*Lot Standards in the PH Zone*



Requirement	Minimum Standard
Lot Area	10,000 square feet
Lot Width	50 feet
Lot Depth	80 feet
Street Frontage	16 feet

Proposed lots in the subdivision range from approximately 1.78 acres to 25.18 acres in size. The proposed lots exceed minimum lot area, dimension, and frontage requirements and therefore conform to the applicable standards.

*Setback Requirements in the PH Zone*

SRC Chapter 543 establishes the following setback standards for development within the PH zone:

Yards Abutting a Street

- Minimum 20 feet (applicable to buildings not more than 35 feet in height);
- Minimum 20 feet, plus one foot for each foot of building height over 35 feet in height, but not to exceed 50 feet in setback depth (applicable to buildings over 35 feet in height);
- For vehicle use areas, the landscaped setbacks of SRC Chapter 806 apply, which require a six to ten foot landscaped setback between the property line at the street and the edge of parking area.

Interior Front, Side, and Rear

Setbacks between internal property lines and buildings or vehicle use areas or based on the zoning of the adjacent property, known as the “Zone-to-Zone” setback, which is prescribed in Table 543-2.

The proposed lot lines and internal street right-of-way are set back sufficiently from existing buildings and vehicle use areas on the subject property to meet all applicable setback requirements, except on proposed Lot 3, where the existing parking lot will encroach into the proposed right-of-way on the north side of B Street NE. The following condition of final plat is required to ensure that any necessary land use approvals are granted to allow the existing parking lot on proposed Lot 3 to comply with applicable setback standards from the new internal public street right-of-way. Construction or guarantee of the parking lot modifications is also required prior to final plat, with the construction of the B Street NE improvements, pursuant to Condition 8.

- Condition 17.** Obtain all necessary land use approvals in order to modify the existing parking area on proposed Lot 3 so that it meets all applicable development standards, such as setbacks from the proposed internal street right-of-way and lot lines.

Setback requirements for future development on the proposed lots will be reviewed at the time of application for building permits on those individual parcels.

#### *Lot Coverage Requirements*

The PH Zone allows a maximum of 60 percent lot coverage by buildings and structures. The proposed lots with existing buildings satisfy this standard. Lot coverage for future development on the proposed lots will be reviewed at the time of application for building permits on those lots.

The proposal conforms to the applicable development requirements of Salem's Unified Development Code, such as setback and lot standards. This criterion is satisfied.

#### **(B) City Infrastructure Standards.**

**Finding:** The Public Works Department reviewed the proposal for compliance with the City's public facility plans pertaining to provision of water, sewer, and storm drainage facilities. While SRC Chapter 205 does not require submission of utility construction plans prior to tentative subdivision 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.

Water 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. Linking sewer and stormwater improvements are required as specified in the Preliminary Declaration.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed lots with City infrastructure shall be shown on the final plat.

SRC Chapter 71 (Stormwater): The proposed subdivision is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed lots can meet the PWDS, the applicant shall provide an engineered stormwater design to accommodate future impervious surface on each of the proposed lots.

SRC Chapter 200 (Urban Growth Management): The Urban Growth Management Program, detailed in SRC Chapter 200, requires that an Urban Growth Area (UGA) Development Permit must be obtained prior to subdivision of property outside of the Salem Urban Service Area. The subject property is located outside the Urban Service Area and an application for an urban growth area preliminary declaration for the subject property is included as part of the consolidated application. Section 8 of this decision makes findings and establishes conditions of approval addressing the Urban Growth

Area linking and development requirements of SRC Chapter 200 applicable to this subdivision.

As conditioned, the proposal meets the requirements of SRC Chapter 200.

SRC Chapter 803 (Streets and Right-of-Way Improvements):

*SRC 803.015 (Traffic Impact Analysis):* Based on the traffic impacts of the future development concept envisioned on the lots created by this subdivision, a traffic impact analysis (TIA) is required with this application. The applicant has submitted a TIA for the North Campus site, which assumes the development concept described in this application for each of the proposed lots, including a mixed-use redevelopment of Lot 5. The TIA proposes mitigation for traffic impacts in the form of various improvements to intersections and streets surrounding the North Campus and in the larger vicinity. These mitigation items are listed within the findings addressing SRC 205.010(d)(7), below. The proposed mitigation measures are incorporated into the conditions of this decision and will be required at time of development of the site.

*SRC 803.020 (Public and Private Streets):* The applicant proposes the dedication of public streets within the subdivision. There are several existing narrow private streets on the property. At least one of these existing private ways, Bittern Street NE, will remain in its current form west of 25<sup>th</sup> Street NE to provide driveway access between buildings and to a parking lot. Two other existing private ways, B Street NE and 25<sup>th</sup> Street NE will be widened and dedicated as public streets using alternative street standard right-of-way and improvement widths. All new lots will have direct access and frontage on public streets.

*SRC 803.030 (Street Spacing) & SRC 803.035(a) (Connectivity):* SRC Chapter 803 sets forth street spacing standards that generally require blocks created through new subdivision proposals to be no more than 600-feet in length and 400-feet in width. SRC Chapter 803 also includes a connectivity requirement that new subdivisions provide connections to adjacent land and streets at no greater than 600-foot intervals around the perimeter of a new development site. This connectivity standard is intended to avoid the development of disconnected neighborhoods that lack street connections for vehicles, pedestrians and bicycles. There are several exceptions to the street spacing standards and connectivity standards, which allow street spacing and connectivity at greater than 600-foot intervals when natural features and existing development prevent strict adherence to the standard and when connectivity is provided where possible.

The subdivision application proposes street spacing and block length that exceeds the maximum 600-foot standard. On the west side of the property, B Street NE and 25<sup>th</sup> Street NE break up the subject property and provide reasonably sized blocks and adequate connectivity considering the existing historic buildings on the south side of the property and the existing trees and recreation field on the north side. On the east side of the property, proposed Lot 5 is a future redevelopment site, which will include new connections and streets that will break up the lot to meet street spacing and connectivity standards when it develops. In addition, during the recent Envision NESCA-Lansing

Neighborhood Planning process, the Northeast Salem Community Association (NESCA) stated their desire to have an east-west public access maintained through the entire North Campus, which aligns with the connectivity standards of SRC Chapter 803. Therefore, to ensure that any future redevelopment of Lot 5 satisfies the connectivity and street spacing standards of SRC Chapter 803, consistent with neighborhood's stated desires for the future of the site, the following condition of development on Lot 5 shall apply:

**Condition 21.** Construct interior transportation systems that provide for multi-modal access through Lot 5 from 25th Street to Park Avenue.

*SRC 803.035(b)-(r) (Street Standards):* The streets proposed for the subdivision application meet the criteria for approval under alternative street standards pursuant to SRC 803.065, as described below. The application also satisfies many of the regular street standards of SRC 803.035, such as alignment and grade and sidewalk width. The streets avoid existing trees where possible. The site is greater than 800 feet from a school, so standard width sidewalks are acceptable for the site. Other standards such as the exact design of landscape strips and street lights will be checked with a more in depth review at time of public construction permit review. In addition to SRC Chapter 803, the development must also satisfy the historic streetscape standards of SRC Chapter 230 because the site is within a historic district. SRC 803.035(n) requires public utility easements along public streets, the following condition of final plat will ensure that the applicant complies with this standard.

**Condition 13.** Dedicate a minimum 10-foot-wide public utility easement along all interior and abutting streets.

*SRC 803.040 (Boundary Streets):* Boundary street right-of-way dedication and improvements are required as a condition of the consolidated urban growth area development permit. As conditioned, the application satisfies all applicable boundary street requirements.

*SRC 803.050 (Public Accessways):* No public accessways are required for this proposal. Pedestrian and bicycle access through the site will be provided by the proposed internal public streets and Condition 21 requiring future public connectivity through Lot 5 when that lot develops.

*SRC 803.065 (Alternative Street Standards):* The application proposes to not widen some boundary streets such as D Street NE and Park Avenue NE to their full required width under the City's normal street standards. Reduced width street improvements are proposed instead, using the alternative street standards in SRC 800.065. This will help to preserve street trees and maintain the existing look and feel of these streets. Similarly, internal street improvements are proposed following alternative street design in order to protect historic and natural features, such as the existing trees.

All streets within and abutting the subject property meet the criteria for alternative street and right-of-way widths pursuant to SRC 803.065 in order to accommodate for existing

historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091. The following condition will require revision to some of the internal proposed street right-of-way, where right-of-way meanders unnecessarily, such as the proposed 25<sup>th</sup> Street NE frontage of Lots 2 and 5.

**Condition 1.** All streets within and abutting the subject property are approved for alternative street and right-of-way widths in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Public access easements may be established to accommodate any sidewalks that meander around existing historic and natural features such as trees. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091.

**(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.**

**Finding:** The following additional provisions of the Salem Revised Code contain significant development requirements that apply to the subdivision proposal. Findings demonstrating conformance with these standards are included below.

SRC 205.035 (Final Plat Review): One of the submittal requirements for tentative subdivision application is a deed for the subject property, which includes an accurate legal description. The applicant obtained deed records for the site, which were submitted with the application. After review of these deed documents, the City Surveyor has indicated that a new legal description may be needed at time of final plat review to supplement these vesting deed documents. The applicant is advised to work closely with the City Surveyor to ensure that all needed items are submitted for the final plat review process.

SRC Chapter 230 (Historic Preservation): The site is within a historic district. Therefore, the proposal must satisfy all applicable historic design review requirements of SRC Chapter 230, including the historic streetscape standards. The following condition requires historic streetscape review and approval for the subdivision prior to final plat approval.

**Condition 16.** Obtain historic design review approval for the subdivision's proposed streetscape and tree removal, pursuant to SRC Chapter 230.

SRC Chapter 806 (Off-Street Parking): Off-street parking is required for land uses, based on the requirements of SRC 806.015. The existing offices within the Dome Building currently use the parking lot on proposed Lot 3 to satisfy their parking needs. The property owners will need to maintain compliance with the off-street parking

standards of Chapter 806 once the land is divided, through provision of adequate off-street parking for all existing and future uses. Compliance with off-street parking requirements is checked at time of site plan review and building permit for any new uses or development proposals on the site.

SRC 808.015 (Significant Trees): The City's tree preservation ordinance protects significant trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater). The submitted public improvements plans identify five trees that may need to be removed in order to construct the required street improvements. No significant tree is proposed for removal on the plans. This standard is met.

SRC 808.025 (Trees on Lots or Parcels 20,000 Square Feet or Greater): The City's tree preservation ordinance also protects trees on lots and parcels greater than 20,000 square feet. No more than five or 15% of the total trees, whichever is greater, on such lots may be removed within a single calendar year. As indicated in the plans included with this application, the site and resultant lots are greater than 20,000 square feet in area; therefore, this standard applies. The submitted public improvements plans identify five trees that may need to be removed in order to construct the required street improvements. This standard is met.

As proposed, the tentative subdivision plan conforms to all applicable SRC Chapter 808 requirements.

SRC Chapter 809 (Wetlands): Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US 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.

The Salem-Keizer Local Wetland Inventory (LWI) does not identify any wetlands on the subject property. As proposed, the tentative subdivision plan conforms to all applicable SRC Chapter 809 requirements.

SRC Chapter 810 (Landslide Hazards): According to the application materials and SRC Chapter 810 (Landslide Hazards), the proposed development is a low landslide hazard risk and does not warrant additional requirements.

**SRC 205.010(d)(2): The tentative subdivision plan does not impede the future use or development of the property or adjacent land.**

**Finding:** As designed and proposed herein, the subject Subdivision does not impede the future use or development of the property or adjacent land. Each of the new lots is configured to facilitate development and/or redevelopment consistent with the PH zone and other applicable standards. All necessary public infrastructure and rights-of-way will be constructed or guaranteed in conjunction with development of the Lots in accordance

with the applicant's proposed Infrastructure Phasing Plan and the requirements of this decision. Where the applicant's Infrastructure Phasing Plan and the requirements of this decision are different, the requirements of this decision shall apply. All properties adjacent to the site are already developed. The improvements provided through the proposed subdivision will not impede their future use, and may in fact help facilitate the redevelopment of surrounding properties in the future, if so desired. The proposal meets this criterion.

**SRC 205.010(d)(3): Development within the tentative subdivision plan can be adequately served by City infrastructure.**

**Finding:** Water 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. Linking sewer and stormwater improvements are required as specified in the Preliminary Declaration.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004, which establish standards for stormwater. To demonstrate the proposed lots can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed lots with City infrastructure shall be shown on the final plat or through other legally established recording documents. To ensure all City infrastructure and utilities within the interior of the site are provided and any necessary easements are established, the following condition of final plat shall apply:

**Condition 9.** Construct city infrastructure within the subject property as needed to serve all proposed lots. Easements shall be provided for all existing public and private infrastructure that has not been abandoned or removed.

As conditioned, the proposal meets this criterion.

**SRC 205.010(d)(4): The street system in and adjacent to the tentative subdivision plan conforms to the Salem Transportation System Plan.**

**Finding:** Streets abutting the subject property do not meet the improvement and right-of-way widths for their classification of street as shown in the Salem Transportation System Plan (TSP). Boundary street improvements are required along all street frontages as shown in Exhibit E of the application materials.

All streets within and abutting the subject property meet the criteria for alternative street and right-of-way widths pursuant to SRC 803.065 in order to accommodate for existing

historic and natural features. The criteria to use alternative street standards state: “The Director may authorize the use of one or more alternative street standards: (1) where existing development or physical constraints make compliance with the standards set forth in this Chapter impracticable . . .” The two existing historic buildings on the site and numerous mature trees and other historic site features make conformance to the standard street dimension standards undesirable in this case, given how important the historic buildings and trees are to the character of the site and the neighborhood. The alternative street designs proposed by the applicant for the internal and perimeter street improvements are generally acceptable, and will provide safe and functional access to the site. Several small changes to the right-of-way widths proposed are needed, to remove unnecessary jogs and curves and straighten out the right-of-way lines in a few locations. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091. Condition 1 requires that the applicant straighten out some portions of the proposed streets while still avoiding existing trees and historic structures.

Construction of street improvements abutting the boundary of the property may be deferred pursuant to SRC 803.070, except for the boundary frontages of lot 1, because development of the property will require street improvements equivalent to those required as part of the subdivision. Each lot shall generally construct improvements along the lot frontage at the time of development. Lot 1 (Dome Building) boundary street improvements may not be deferred because no future development is anticipated on the historic Dome Building site.

Right-of-way and related transportation improvements that are required to adequately serve the site consistent with the applicable development standards will be secured or constructed as part of the subdivision. This standard is met.

**SRC 205.010(d)(5): The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.**

**Finding:** As discussed above, street improvements required to satisfy the design standards for each of the existing streets along the perimeter of the site and proposed internal to the site will be secured through the subject subdivision. These include half-street improvements for 23rd Street NE (Collector), D Street NE (Minor Arterial), Park Avenue NE (Collector), and Center Street NE (Major Arterial). Street improvements are also proposed for B Street NE and 25th Street NE, local streets running through the interior of the site. The design of the proposed internal streets satisfies the alternative street design criteria for local streets, as described earlier in this report, and is acceptable to the City of Salem Public Works staff. The internal streets will provide circulation and connectivity through the site. Compliance with the applicable street design standards for all perimeter and internal streets will result in provision of safe, orderly, and efficient circulation of traffic into and through the site. To clarify that all



internal streets must be constructed or financially secured as a condition of final plat, the following condition shall apply:

**Condition 8.** Construct all internal street improvements as shown on the proposed public improvement plans submitted with the application materials, including B Street NE between 23<sup>rd</sup> and 25<sup>th</sup> Streets, and 25<sup>th</sup> Street NE between Center and D Streets. At time of construction of the street improvements, make all necessary modifications to the parking lot on Lot 3 to accommodate the dedication and widening of the internal streets.

**SRC 205.010(d)(6): The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.**

**Finding:** Lancaster Mall shopping center, Hoover Elementary School, and Englewood Elementary School are all within one-half mile of the subject property, and a new City park is planned on proposed Lot 4. A high frequency transit line runs along Center Street NE at the southern boundary of the subject property. As shown on Exhibit E of the applicant's submittal and discussed above, street improvements required to satisfy the design standards for each of the existing streets along the perimeter of the site and proposed internal to the site will be secured through the subdivision. These include half-street improvements for 23<sup>rd</sup> Street NE (Collector), "D" Street NE (Minor Arterial), Park Avenue NE (Collector), and Center Street NE (Major Arterial). Local street improvements are also proposed for "B" Street NE and 25<sup>th</sup> Street NE. New sidewalks, planter strips, and bike lanes will be provided as part of these improvements. The existing streets and sidewalks in the surrounding vicinity provide access to the neighborhood activity centers. Compliance with the applicable street design standards shall result in provision of safe, orderly, and efficient circulation of traffic into and through the site to enable safe and convenient bicycle and pedestrian access within the subdivision and to adjacent residential areas, transit stops, and neighborhood activity centers. Condition 21 requires an east-west pedestrian connection through Lot 5 to ensure direct bicycle and pedestrian access through the site to and from Park Avenue NE and beyond. This standard is met.

**SRC 205.010(d)(7): The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.**

**Finding:** The applicant has submitted a Traffic Impact Analysis (TIA) that identifies a "reasonable worst case" development scenario for the site based on the existing zoning, and compares the associated trip generation with a hypothetical mixed-use zoning scenario for the site. Several recommendations are made for addressing existing deficiencies in the transportation system based on the magnitude of development

assumed through the existing zoning. These include:

- Financial contribution to funding improvements at the intersection of 17th Street NE and Center Street NE based on background traffic and site-related trip generation anticipated by 2022;
- Conversion of the intersection at “D” Street NE and 23rd Street NE to an “all-way, stop controlled” intersection once trip generation from the site reaches 167 trips;
- Remedying an existing sight distance constraint at the intersection of 23rd Street NE and Center Street NE by relocating two decorative masonry bollards;
- Prohibiting on-street parking along 23rd Street NE within the immediate vicinity of the intersection at “B” Street NE; and
- Improving the site’s frontages along “D” Street NE and Park Avenue NE to include sidewalks and bike lanes.

It should be noted that development of the site is not proposed in conjunction with the subject subdivision application, thus not all the traffic mitigation will be required until the time of development on the site. The following conditions require certain improvements to the transportation system to mitigate for the traffic impacts of the proposal:

*General Requirements:*

- Condition 2.** Trips generated from all proposed lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.
- Condition 3.** As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection
- Condition 4.** Future development within the subject property shall pay a proportionate share of intersection improvements located at the intersection of Center Street NE and 17th Street NE. The proportionate share for each development shall be determined pursuant to SRC 803.015 and PWDS.

*Conditions that must be completed prior to final plat approval:*

- Condition 14.** Relocate the existing ornamental columns located on the property near the intersection of 23rd Street NE and Center Street NE pursuant to SRC 805.010, and obtain any necessary historic design review approval for the relocation of the columns.
- Condition 15.** Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.

*Required at time of development on lots 3 or 4:*

**Condition 20.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

*Required at time of development on lot 5:*

**Condition 24.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

**SRC 205.010(d)(8): The tentative subdivision plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.**

**Finding:** The proposed subdivision will create five new lots that are generally bounded by an existing grid of public and private streets. As noted above, “B” Street NE and 25th Street NE will be converted to public streets as a result of dedicating rights-of-way and constructing the corresponding street improvements. The site is mostly flat, and experiences minimal change in grade. Future development and/or redevelopment of the proposed parcels is not anticipated to require variances due to the presence of topographic variation or vegetation. This criterion is met.

**SRC 205.010(d)(9): The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.**

**Finding:** As shown on the applicant’s submitted plans, the subject property contains many existing mature trees. The applicant has designed the street improvements proposed internal to and along the perimeter of the site to minimize impacts to these trees to the greatest extent practicable. Along most of the existing and new streets, wider than typical planter strips are proposed to incorporate trees along the perimeter of the site and along B Street NE and 25th Street NE. This criterion is met.

**SRC 205.010(d)(10): When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.**

**Finding:** The subject property is located outside of the Urban Service Area. To assure that major public facilities such as sewers, water, and streets are provided to the proposed site in accordance with the Salem Urban Growth Management Program, an urban growth area preliminary declaration is required prior to development of the subject property. An application for an urban growth area preliminary declaration is included as part of this consolidated application. The tentative subdivision plan has

been designed in a manner that ensures that the conditions requiring construction of on-site infrastructure in the preliminary declaration will occur, as conditioned in Section 8 below. This criterion is satisfied.

## **8. Urban Growth Area Preliminary Declaration**

The Urban Growth Management Program, detailed in SRC Chapter 200, requires that an urban growth area preliminary declaration must be obtained prior to development of property outside the Salem Urban Service Area. An application for a preliminary declaration is included as part of this consolidated application. The preliminary declaration addresses only those facility requirements necessary to link the development to adequate facilities and boundary requirements abutting the property. All internal facility improvement requirements are addressed under approval criteria for the proposed tentative subdivision plan.

Consistent with SRC 200.025(e), construction of facilities required under SRC Chapter 200 are adopted as conditions of approval for the associated tentative subdivision plan, as described in findings regarding compliance of the proposal with SRC 205.010(d)(10).

**SRC 200.025(d): The Director shall review a completed application for an Urban Growth Preliminary Declaration in light of the applicable provisions of the Master Plans and Area Facility Plans and determine:**

- (1) The required facilities necessary to fully serve the development;**
- (2) The extent to which the required facilities are in place or fully committed.**

Standards related to required improvements for streets, water, sewer, storm drainage, and park sites are addressed within the specific findings which determine the required facilities necessary to serve the proposed subdivision.

### **SRC 200.055 – Standards for Street Improvements**

**Finding:** An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot-wide improvement for local streets or a minimum 34-foot-wide improvement for major streets (SRC 200.055(b)). All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b).

No linking street improvements are required because the existing streets adjacent to the subject property meet linking street standards. Streets abutting the subject property do not meet the improvement and right-of-way widths for their classification of street as shown in the Salem Transportation System Plan (TSP). Boundary street improvements are required along all street frontages as shown in the application materials. The following conditions detail the required street right-of-way dedication and improvements required at the boundary of the site, and the timing of such requirements:

*Conditions that must be completed prior to final plat approval:*

- Condition 5.** Convey land for right-of-way dedication along the development side of all abutting streets not less than the following half-width rights-of-way (Center Street NE – 48 feet; D Street NE – 36 feet; Park Avenue NE – 30 feet; 23rd Street NE – 30 feet). Additional right-of-way may be required to accommodate the alternative street standards pursuant to Public Works Design Standards.
- Condition 6.** Construct a minimum 15-foot-wide half-street improvement along 23rd Street NE between B Street and Center Street.
- Condition 7.** Construct street improvements along Center Street NE between 23rd and 25th Streets as shown in the proposed public improvement plans submitted with the application materials.
- Condition 12.** Construct or enter into a deferral agreement pursuant to SRC 803.070 for future construction of the following improvements as described in the application materials:
- a. Half-street improvements along 23rd Street NE from B Street to D Street;
  - b. Half-street improvements along D Street NE from 23rd Street to Park Avenue;
  - c. Half-street improvements along Park Avenue NE from D Street to Center Street; and
  - d. Replace the existing traffic signal heads with flashing yellow arrow signal heads at the intersection of Center Street NE and 17th Street NE and at the intersection of Center Street NE and Hawthorne Avenue NE.

*Conditions that are required at time of development on lots 3 or 4:*

- Condition 18.** Construct half-street improvements along 23rd Street NE from B Street to D Street.
- Condition 19.** Construct half-street improvements along D Street NE from 23rd Street to 25th Street.

*Conditions that are required at time of development on lot 5:*

- Condition 22.** Construct half-street improvements along D Street NE from 25th Street to Park Avenue.
- Condition 23.** Construct half-street improvements along Park Avenue NE from D to Center Street.

**SRC 200.060 – Standards for Sewer Improvements**

**Finding:** The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility appears to be located in 24th Street near Walker Street south of the subject property. The applicant shall construct the applicable Salem Wastewater Management Master Plan improvements and link the site to existing facilities that are defined as adequate under 200.005(a). The following condition of final plat approval shall apply:

**Condition 10.** Construct a sewer main to serve the subject property from the existing 27-inch sewer main located in 24th Street NE near Walker Street NE.

### **SRC 200.065 – Standards for Storm Drainage Improvements**

**Finding:** The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). The nearest available public storm system appears to be located in an easement approximately 100 feet west of 23rd Street on neighboring private property.

The applicant shall be required to construct a storm main from the existing 15- to 18-inch storm main located on private property west of 23rd Street to the west line of the subject property unless the applicant's engineer can demonstrate that the existing stormwater system abutting the subject property has sufficient capacity to serve the proposed development. The following condition of final plat approval shall apply:

**Condition 11.** To provide stormwater service for the proposed development, either:

- a. Acquire a public stormwater easement and construct a storm main to serve the proposed development from the existing 15- to 18-inch storm main located on private property west of 23rd Street NE; or
- b. Provide a stormwater design that demonstrates adequate capacity exists in the existing systems abutting the subject property.

### **SRC 200.070 – Standards for Water Improvements**

**Finding:** The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). Existing water mains abutting the subject property provide sufficient capacity to serve the subject property.

### **SRC 200.075 – Standards for Park Sites**

**Finding:** The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan.

The subject property is served by Englewood Park to the northwest, Hoover Park to the northeast, and Geer Park to the south. A new park is being proposed on lot 4 of the development. The proposed development is adequately served by the existing and proposed parks.

## 9. Conclusion

Based upon review of SRC Chapters 200 and 205, the findings contained under Sections 7 and 8 above, and the comments described, the consolidated application complies with the requirements for an affirmative decision. Approval will not adversely affect the safe and healthful development and access to any adjoining lands.

### IT IS HEREBY ORDERED

That consolidated subdivision and urban growth area preliminary declaration Case No. SUB-UGA17-05, which includes the following requests:

- 1) A subdivision tentative plan to divide the approximately 47-acre North Campus site into 5 lots ranging in size from approximately 1.78 acres to approximately 25.18 acres; and
- 2) An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to serve the proposed subdivision;

On property zoned PH (Public and Private Health Services), and located in the 2600 Block of Center Street NE is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of approval.

Please Note: Individual conditions of approval are listed and grouped below according to when in the subdivision and development process they will be required (e.g. prior to final plat, at time of development on certain lots, etc.). Each condition is also listed within the findings of this consolidated decision under the relevant approval criterion that the condition addresses.

Conditions requiring the construction of infrastructure improvements may be guaranteed, either by financial security or a governmental agency agreement pursuant to SRC 77.122, if applicable, provided that all applicable requirements of SRC Chapters 77, 110, and 205 are met.

#### General Requirements:

- Condition 1.** All streets within and abutting the subject property are approved for alternative street and right-of-way widths in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Public access easements may be established to accommodate any sidewalks that meander around existing historic and natural features such as trees. Final street and right-of-way

widths shall be determined through the plan approval process pursuant to SRC 77.091.

- Condition 2.** Trips generated from all proposed lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.
- Condition 3.** As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.
- Condition 4.** Future development within the subject property shall pay a proportionate share of intersection improvements located at the intersection of Center Street NE and 17th Street NE. The proportionate share for each development shall be determined pursuant to SRC 803.015 and PWDS.

The following conditions must be completed prior to final plat approval:

- Condition 5.** Convey land for right-of-way dedication along the development side of all abutting streets not less than the following half-width rights-of-way (Center Street NE – 48 feet; D Street NE – 36 feet; Park Avenue NE – 30 feet; 23rd Street NE – 30 feet). Additional right-of-way may be required to accommodate the alternative street standards pursuant to Public Works Design Standards.
- Condition 6.** Construct a minimum 15-foot-wide half-street improvement along 23rd Street NE between B Street and Center Street.
- Condition 7.** Construct street improvements along Center Street NE between 23rd and 25th Streets as shown in the proposed public improvement plans submitted with the application materials.
- Condition 8.** Construct all internal street improvements as shown on the proposed public improvement plans submitted with the application materials, including B Street NE between 23<sup>rd</sup> and 25<sup>th</sup> Streets, and 25<sup>th</sup> Street NE between Center and D Streets. At time of construction of the street improvements, make all necessary modifications to the parking lot on Lot 3 to accommodate the dedication and widening of the internal streets.
- Condition 9.** Construct city infrastructure within the subject property as needed to serve all proposed lots. Easements shall be provided for all existing public and private infrastructure that has not been abandoned or removed.
- Condition 10.** Construct a sewer main to serve the subject property from the existing 27-inch sewer main located in 24th Street NE near Walker Street NE.
- Condition 11.** To provide stormwater service for the proposed development, either:



- a. Acquire a public stormwater easement and construct a storm main to serve the proposed development from the existing 15- to 18-inch storm main located on private property west of 23rd Street NE; or
- b. Provide a stormwater design that demonstrates adequate capacity exists in the existing systems abutting the subject property.

- Condition 12.** Construct or enter into a deferral agreement pursuant to SRC 803.070 for future construction of the following improvements as described in the application materials:
- a. Half-street improvements along 23rd Street NE from B Street to D Street;
  - b. Half-street improvements along D Street NE from 23rd Street to Park Avenue;
  - c. Half-street improvements along Park Avenue NE from D Street to Center Street; and
  - d. Replace the existing traffic signal heads with flashing yellow arrow signal heads at the intersection of Center Street NE and 17th Street NE and at the intersection of Center Street NE and Hawthorne Avenue NE.
- Condition 13.** Dedicate a minimum 10-foot-wide public utility easement along all interior and abutting streets.
- Condition 14.** Relocate the existing ornamental columns located on the property near the intersection of 23rd Street NE and Center Street NE pursuant to SRC 805.010, and obtain any necessary historic design review approval for the relocation of the columns.
- Condition 15.** Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.
- Condition 16.** Obtain historic design review approval for the subdivision's proposed streetscape and tree removal, pursuant to SRC Chapter 230.
- Condition 17.** Obtain all necessary land use approvals in order to modify the existing parking area on proposed Lot 3 so that it meets all applicable development standards, such as setbacks from the proposed internal street right-of-way and lot lines.

The following conditions are required at time of development on lots 3 or 4:

- Condition 18.** Construct half-street improvements along 23rd Street NE from B Street to D Street.
- Condition 19.** Construct half-street improvements along D Street NE from 23rd Street to 25th Street.
- Condition 20.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

The following conditions are required at time of development on lot 5:

- Condition 21.** Construct interior transportation systems that provide for multi-modal access through Lot 5 from 25th Street to Park Avenue.
- Condition 22.** Construct half-street improvements along D Street NE from 25th Street to Park Avenue.
- Condition 23.** Construct half-street improvements along Park Avenue NE from D to Center Street.
- Condition 24.** Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

  
\_\_\_\_\_  
Bryan Colbourne, AICP, Planning Administrator Designee

Attachments:

- A. Vicinity Map
- B. Tentative Subdivision Plan and Proposed Public Improvement Plans
- C. City of Salem Public Works Department Comments

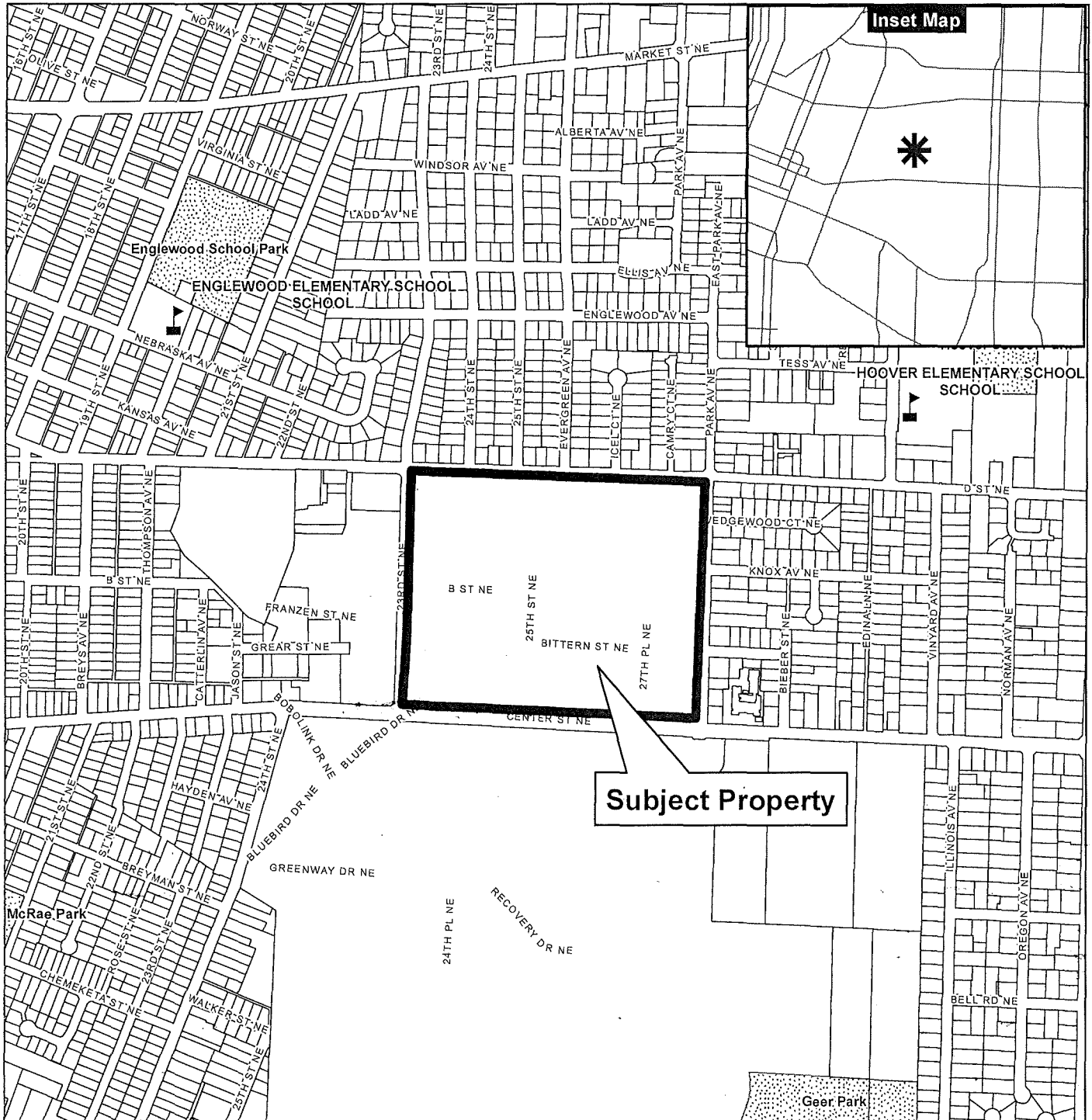
Application Deemed Complete: June 16, 2017  
Notice of Decision Mailing Date: August 14, 2017  
Decision Effective Date: August 30, 2017

The rights granted by this decision must be exercised or extension granted by August 30, 2019 or this approval shall be null and void.








A copy of the complete Case File is available for review during regular business hours at the Planning Division office, 555 Liberty Street SE, Room 305, Salem OR 97301.

This decision is final unless written appeal from a party with standing to appeal, along with an appeal fee, is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem, Oregon 97301, no later than Tuesday, August 29, 2017, 5:00 p.m. The notice of appeal must contain the information required by SRC 300.1020. The notice of appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. The Planning Commission may amend, rescind, or affirm the action or refer the matter to staff for additional information.

# Vicinity Map - North Campus Property 2600 Block Center Street NE



## Legend

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

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Community Development Dept.

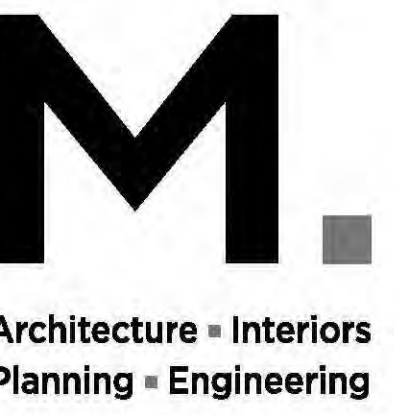
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# TENTATIVE SUBDIVISION PLAN OREGON STATE HOSPITAL - NORTH CAMPUS SALEM, OREGON

Attachment B  
 (Exhibit E - Applicant's Tentative Subdivision Plan and Proposed  
 Public Improvement Plans)  
 June 16, 2017

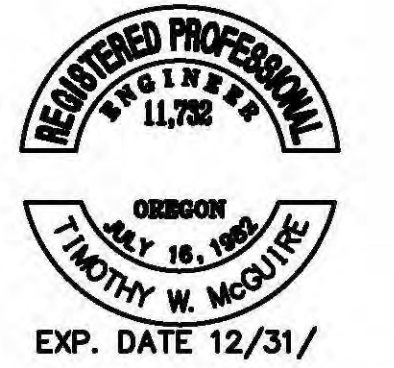


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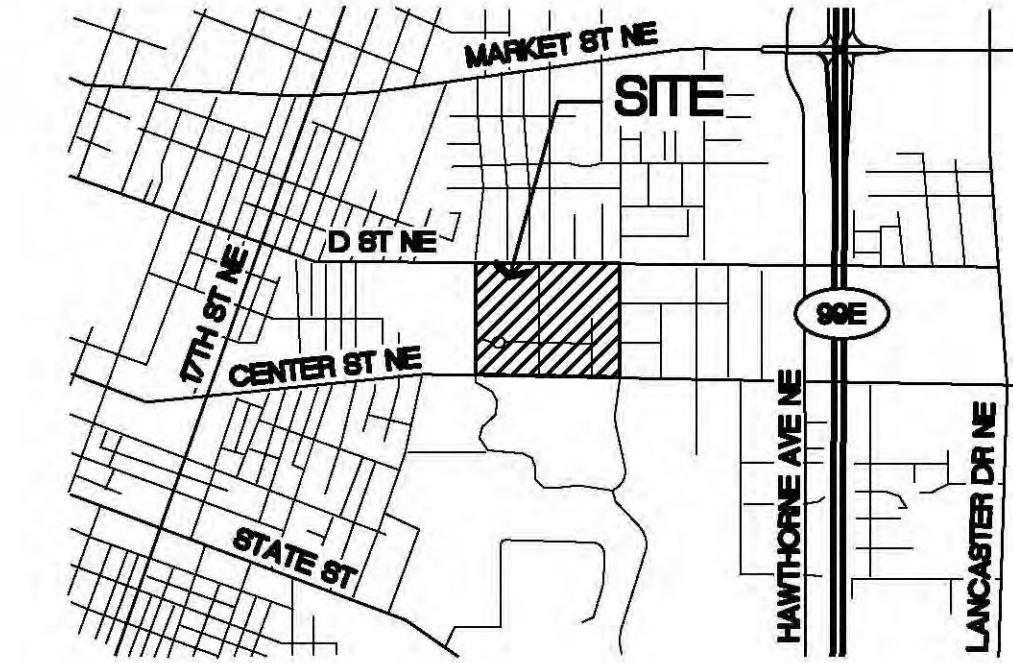
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SHEET TITLE:  
**OVERALL PLAN**

DRAWN BY: KRC  
 CHECKED BY: TWM  
 SHEET:

1

JOB NO. **2160535.00**



2 VICINITY MAP  
 1 NTS

**AREAS**

**EXISTING SITE AREA**  
 2,050,723 SF 47.08 AC  
**DEDICATED ROW**  
 212,572 SF 4.88 AC  
**NET PARCEL AREAS**  
 1,838,314 SF 42.20 AC

**OWNER/APPLICANT**

**OREGON DEPARTMENT OF ADMINISTRATIVE SERVICES (DAS)**  
 1225 FERRY STREET SE U100  
 SALEM, OR 97301  
 CONTACT: DARRIN BRIGHTMAN  
 PHONE: (503) 373-0975  
 EMAIL: DARRIN.BRIGHTMAN@OREGON.GOV

**SURVEYOR**

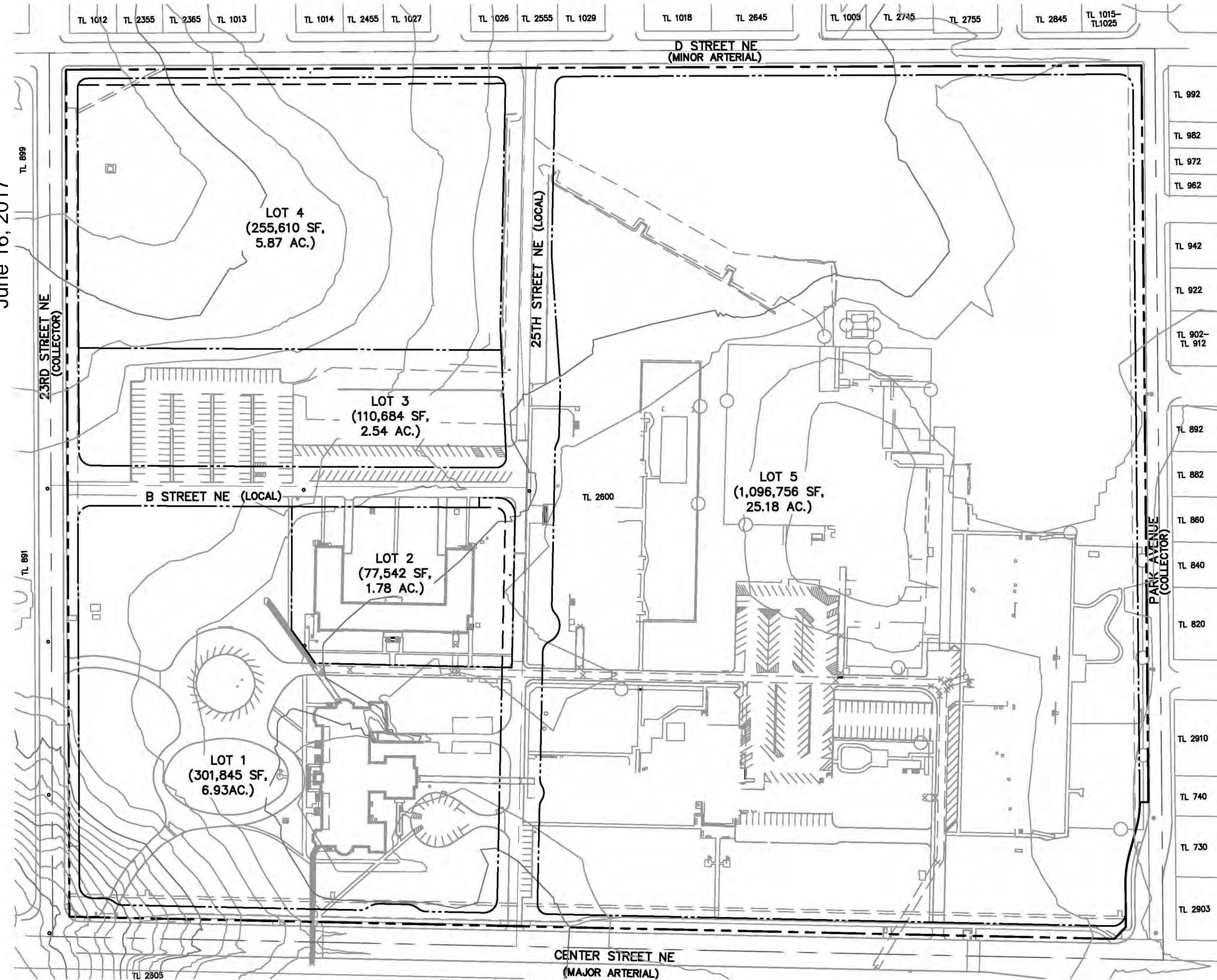
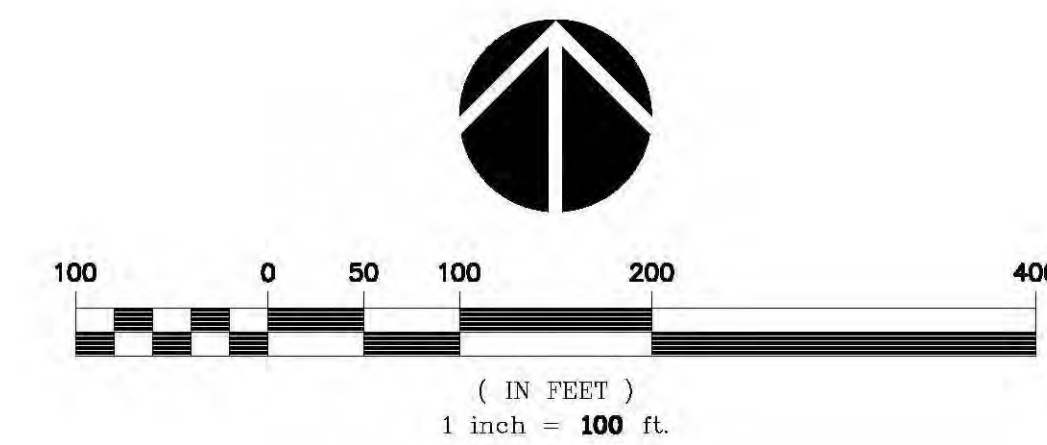
**BARKER SURVEYING**  
 3657 KASHMIR WAY SE  
 SALEM, OREGON 97317  
 CONTACT: GREGORY WILSON  
 PHONE: (503) 558-8800  
 FAX: (503) 363-2469  
 EMAIL: INFO@BARKERWILSON.COM

**CIVIL PLANNER/ENGINEER**

**MACKENZIE**  
 1515 SE WATER AVENUE, SUITE 100  
 PORTLAND, OREGON 97214  
 CONTACT: LEE LEIGHTON, AICP (PLANNER)  
 CONTACT: TIM MCGUIRE (CIVIL ENGINEER)  
 PHONE: (503) 224-9560  
 FAX: (503) 228-1285  
 EMAIL: TWM@mcknze.com  
 EMAIL: LDL@mcknze.com

**SHEET INDEX**

- OVERALL SITE PLAN
- EXISTING CONDITIONS PLAN
- NORTHWEST - ENLARGED SITE PLAN
- NORTHEAST - ENLARGED SITE PLAN
- SOUTHEAST - ENLARGED SITE PLAN
- SOUTHWEST - ENLARGED SITE PLAN
- STREET CROSS SECTIONS
- PHASING PLAN - PHASE 1
- PHASING PLAN - PHASE 2
- PHASING PLAN - PHASE 3
- PHASING PLAN - PHASE 4



1 OVERALL SITE PLAN  
 1 1"=100'



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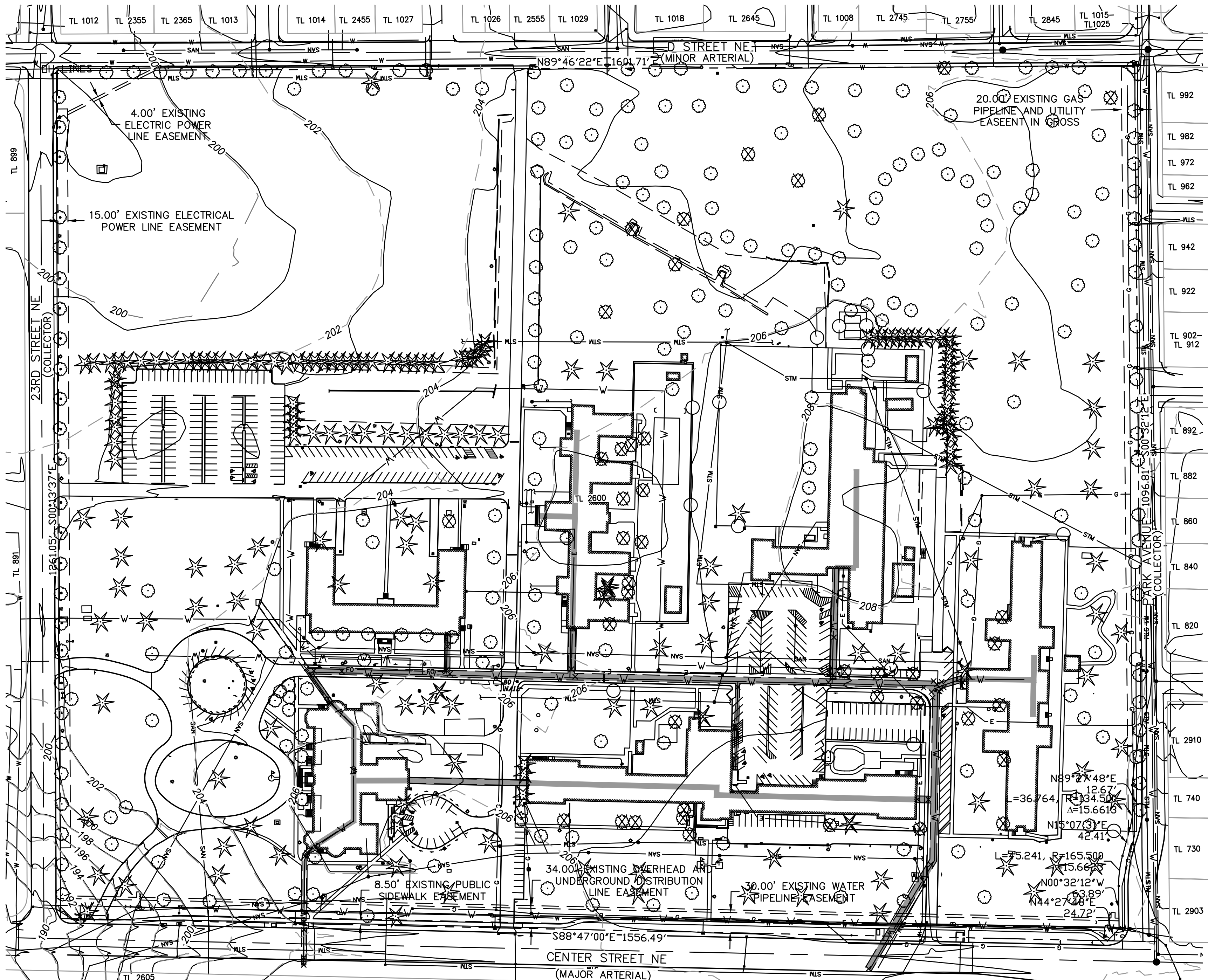
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**2**

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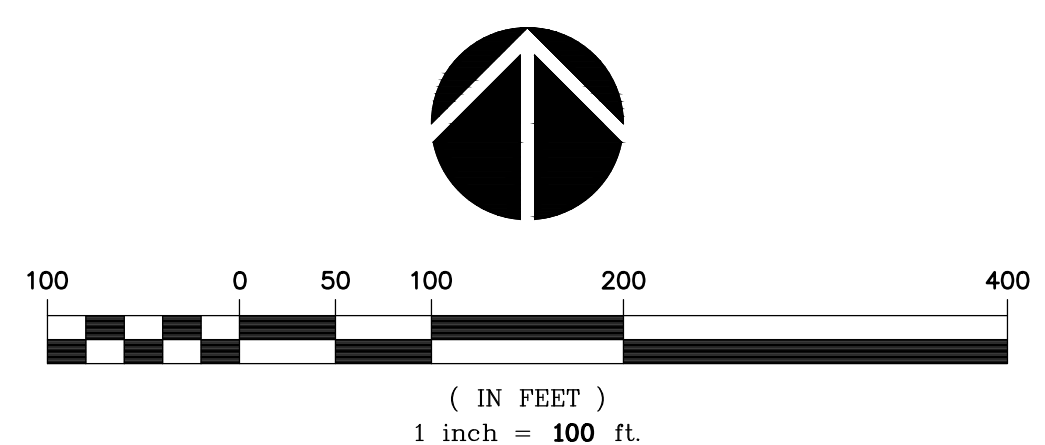
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**2** 1"=100'

**KEY NOTES**

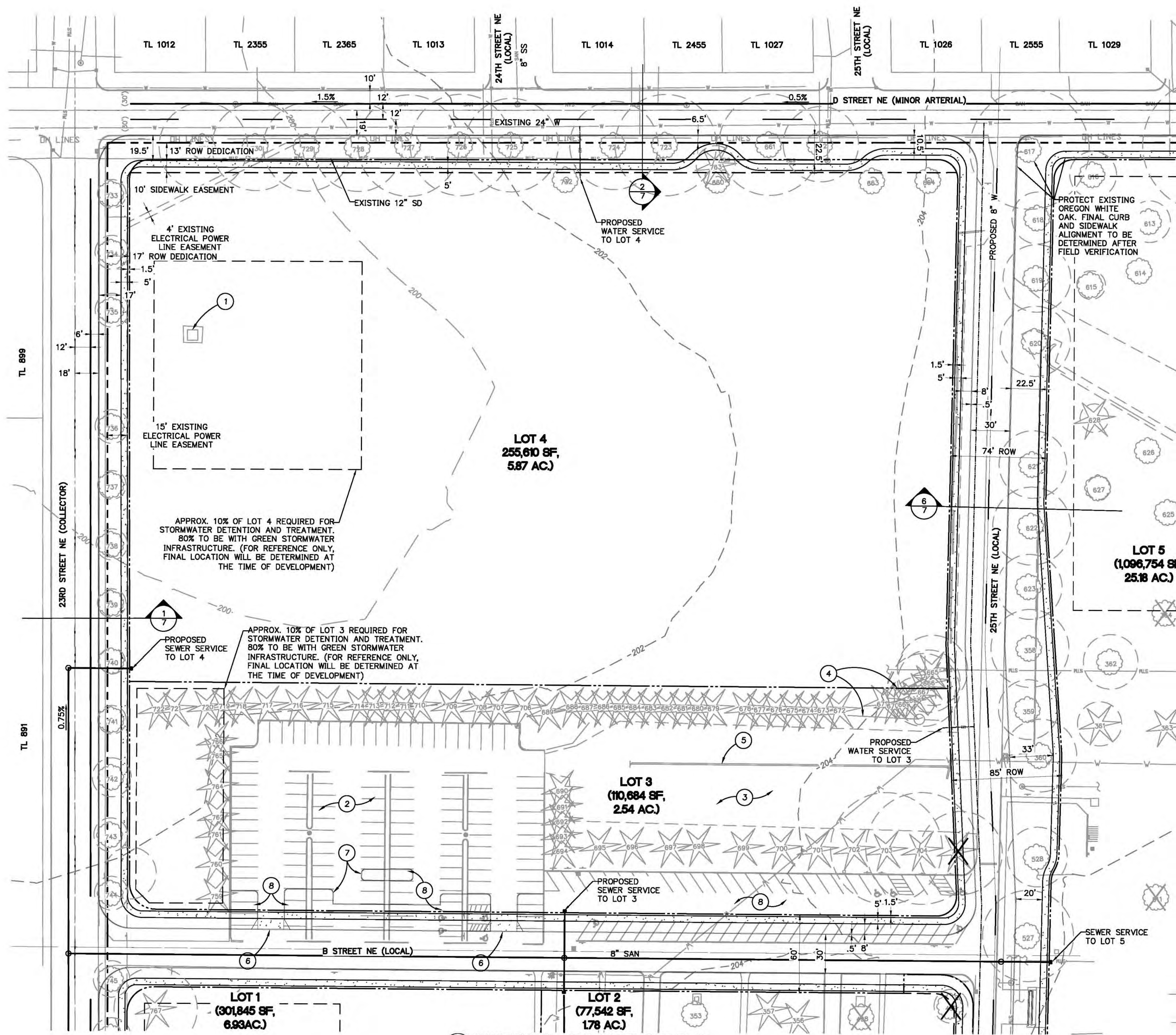
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2. SOME IMPROVEMENTS SHOWN ON THIS SHEET ARE IN THE PROCESS OF BEING DEMOLISHED AND REMOVED

**LEGEND**

	EXISTING
RIGHT-OF-WAY	---
ROAD CENTERLINE	- - -
CURB	=====
SIDEWALK	=====
SANITARY SEWER	-SAN-
WATER LINE	-W-
STORM LINE	-STM-
GAS LINE	-G-
FENCE	○ ○ ○ ○
OVERHEAD WIRE	-OH LINES-
MAJOR CONTOUR	-200-
MINOR CONTOUR	-202-
SANITARY SEWER MANHOLE	⊙
STORM MAN HOLE	●
STORM CATCH BASIN	■
FIRE HYDRANT	⊕
WATER VALVE	•
GAS VALVE	•
TREE	⊗
TREE PREVIOUSLY APPROVED TO BE REMOVED	⊗
LIGHT POLE	⊥
GUY WIRE	⊥



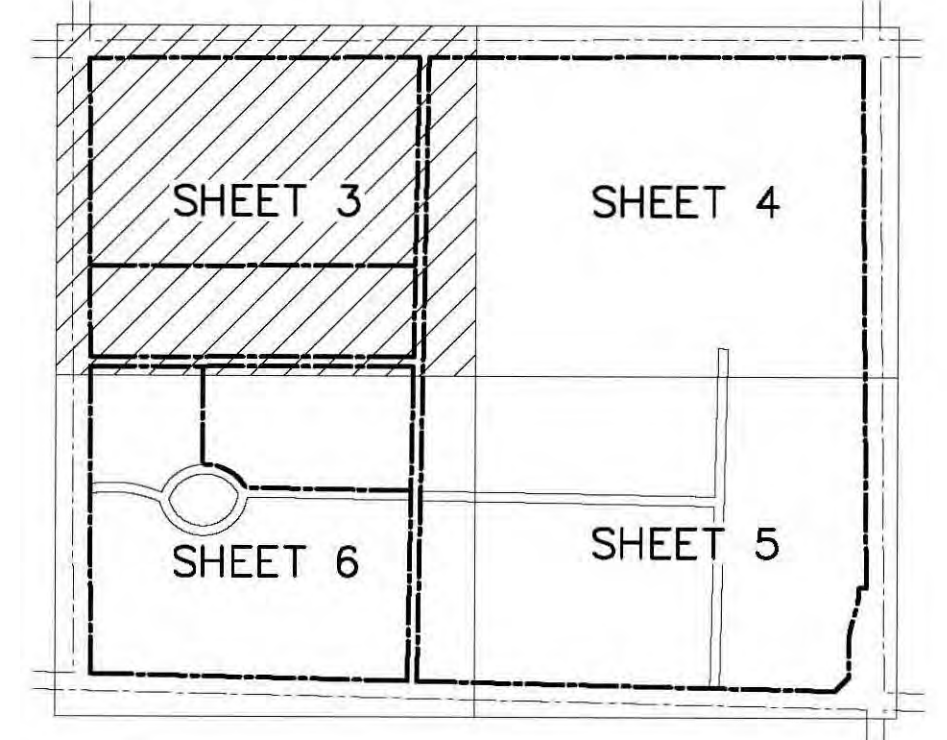
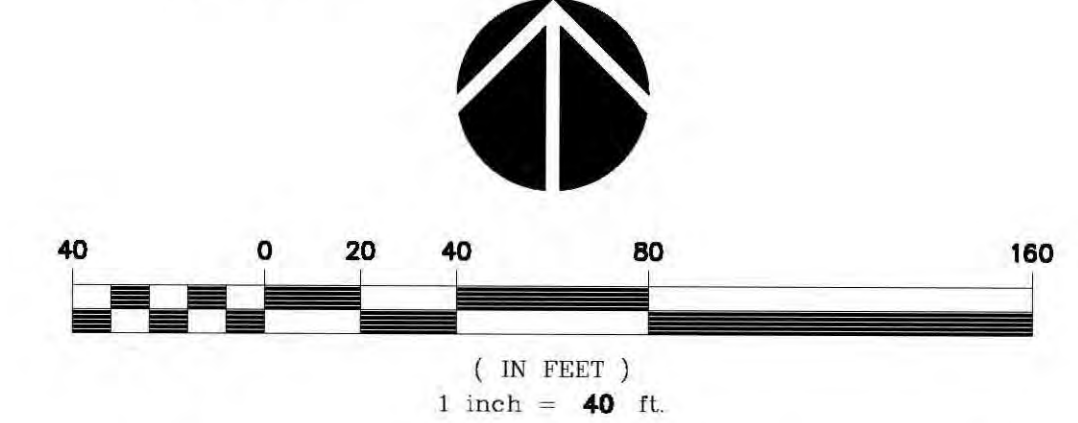
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**KEY NOTES**

- EXISTING IMPROVEMENTS TO BE REMOVED BY DAS. (PERMITTED AND IN PROCESS AS OF JANUARY 2017)
- EXISTING ASPHALT PARKING LOT TO REMAIN
- EXISTING GRAVEL PARKING LOT TO REMAIN
- EXISTING FENCE TO REMAIN
- EXISTING WOODEN CURB STOP TO REMAIN
- PROPOSED DRIVEWAY
- PROPOSED CURB
- REMOVE EXISTING AC AND REPLACE WITH LANDSCAPE AREA

	EXISTING	PROPOSED
RIGHT-OF-WAY	---	---
ROAD CENTERLINE	---	---
CURB	---	---
SIDEWALK	---	---
SANITARY SEWER	SAN	---
WATER LINE	W	---
STORM LINE	STU	---
GAS LINE	G	---
FENCE	---	---
OVERHEAD WIRE	OH LINES	---
MAJOR CONTOUR	-200-	---
MINOR CONTOUR	202	---
SANITARY SEWER MANHOLE	⊙	⊙
STORM MAN HOLE	•	•
STORM CATCH BASIN	■	■
FIRE HYDRANT	⊕	⊕
WATER VALVE	•	•
GAS VALVE	•	•
TREE	⊗	⊗
TREE PREVIOUSLY APPROVED TO BE REMOVED	⊗	⊗
TREE TO BE REMOVED	⊗	⊗
LIGHT POLE	⊙	⊙
GUY WIRE	---	---



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**SHEET TITLE:**  
**NORTHWEST - ENLARGED SITE PLAN**

**DRAWN BY:** KRC  
**CHECKED BY:** TWM  
**SHEET:**

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**JOB NO. 2160535.00**

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**2** KEY MAP  
**3** NTS

**APPLICATION SUBMITTAL - MARCH 17, 2017**



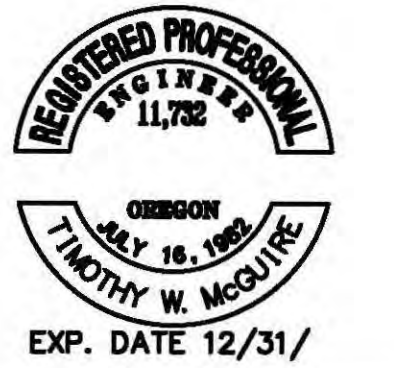
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SHEET TITLE:  
**NORTHEAST -  
ENLARGED  
SITE PLAN**

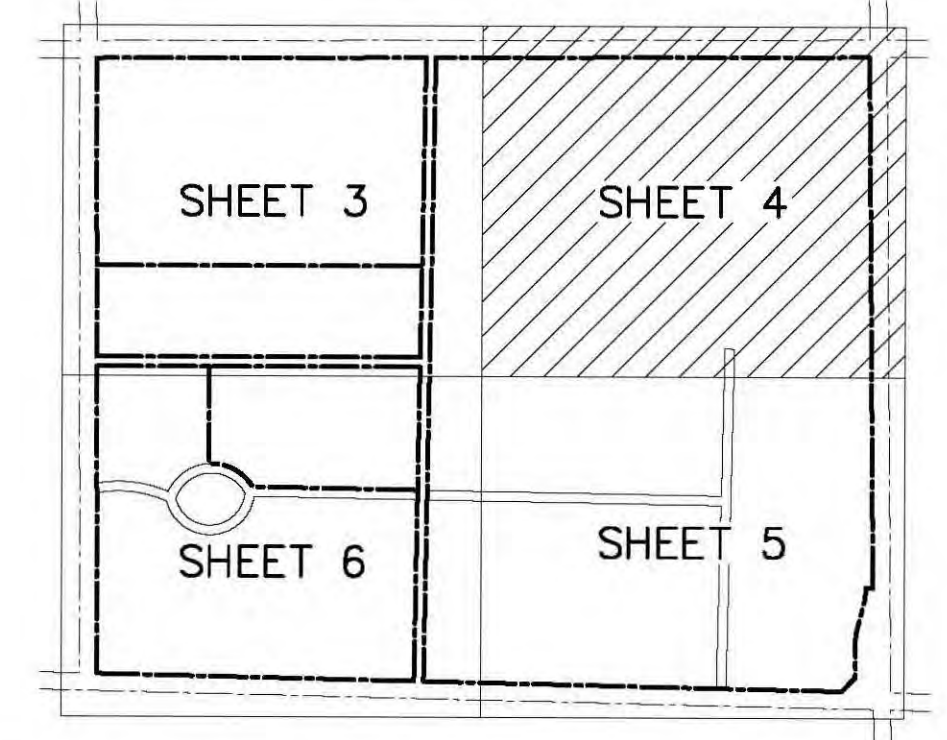
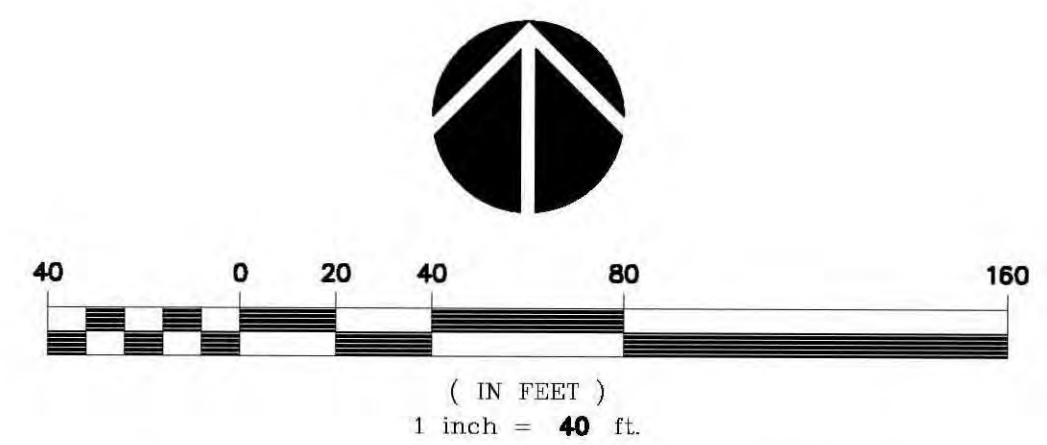
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**KEY NOTES**

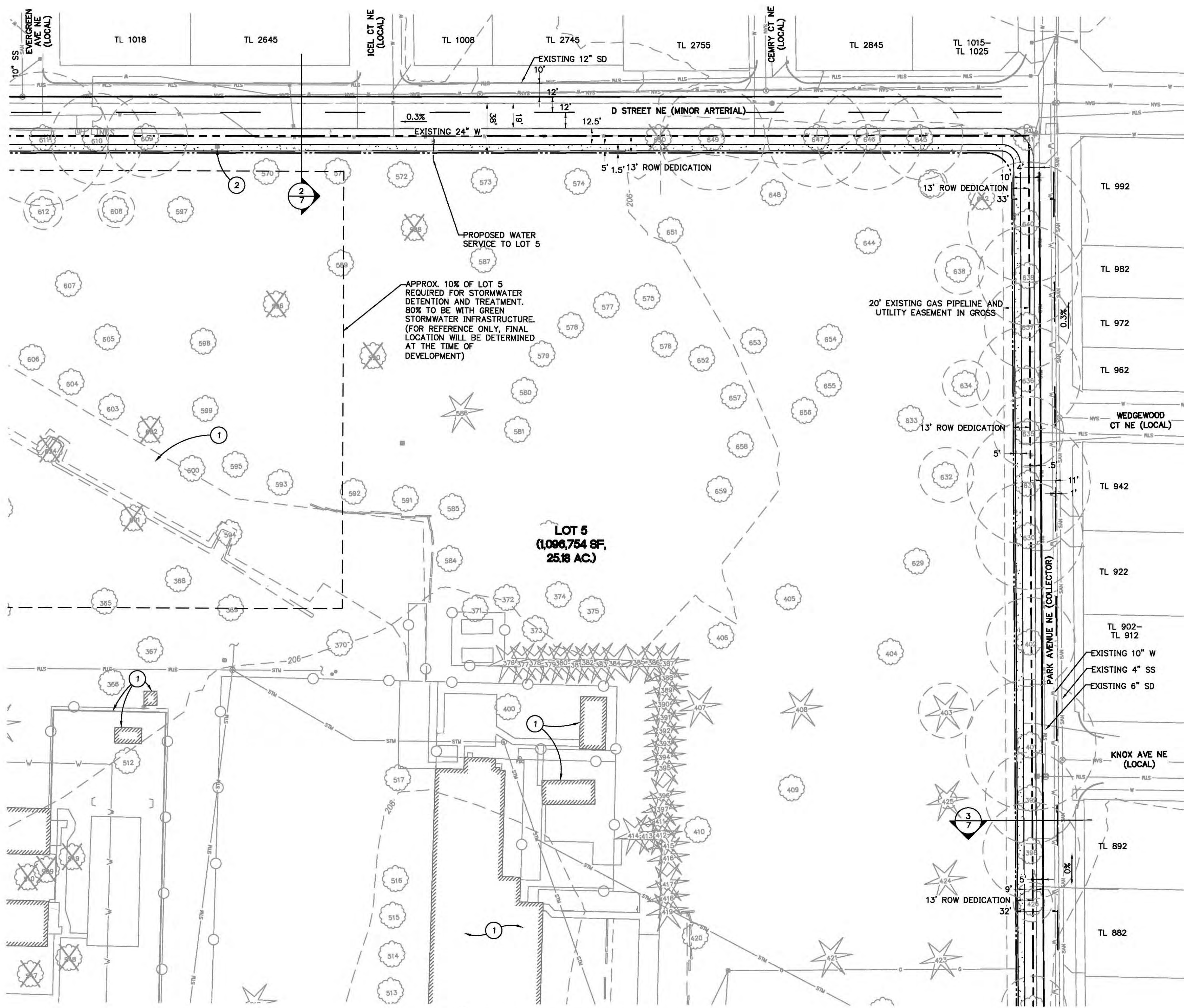
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	EXISTING	PROPOSED
RIGHT-OF-WAY	---	---
ROAD CENTERLINE	---	---
CURB	---	---
SIDEWALK	---	---
SANITARY SEWER	---	---
WATER LINE	---	---
STORM LINE	---	---
GAS LINE	---	---
FENCE	---	---
OVERHEAD WIRE	---	---
MAJOR CONTOUR	---	---
MINOR CONTOUR	---	---
SANITARY SEWER MANHOLE	⊙	⊙
STORM MAN HOLE	•	•
STORM CATCH BASIN	■	■
FIRE HYDRANT	⊕	⊕
WATER VALVE	•	•
GAS VALVE	•	•
TREE	★	★
TREE PREVIOUSLY APPROVED TO BE REMOVED	★	★
LIGHT POLE	⊙	⊙
GUY WIRE	---	---



**2** KEY MAP  
**4** NTS

**4**



**1** NORTHEAST - ENLARGED SITE PLAN  
**4** 1"=40'

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SHEET TITLE:  
**SOUTHEAST -  
ENLARGED  
SITE PLAN**

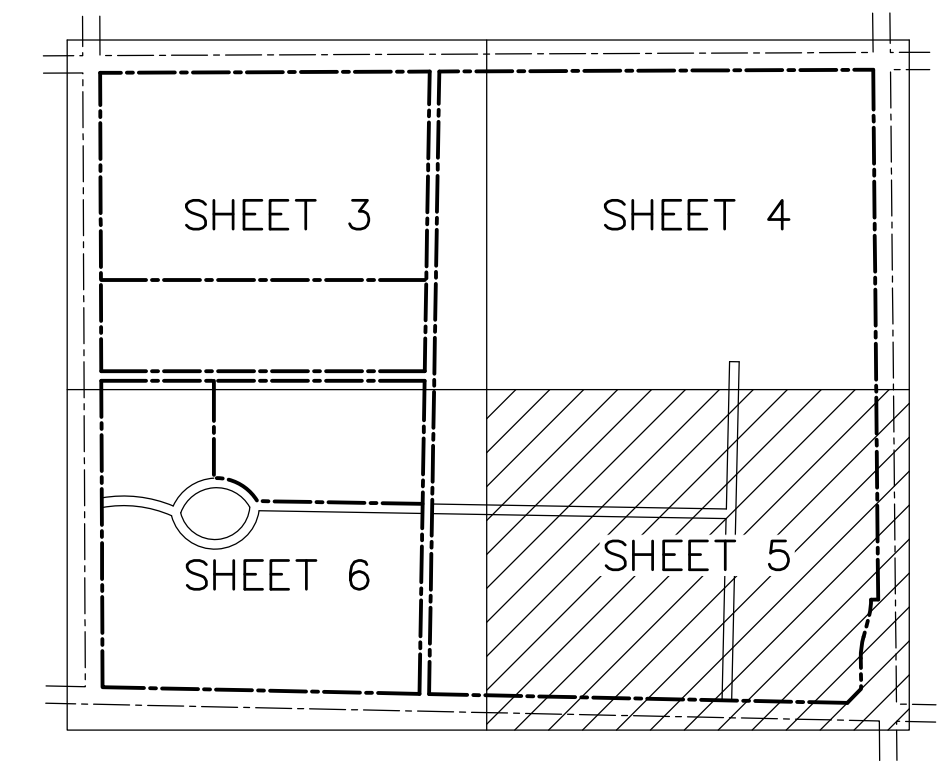
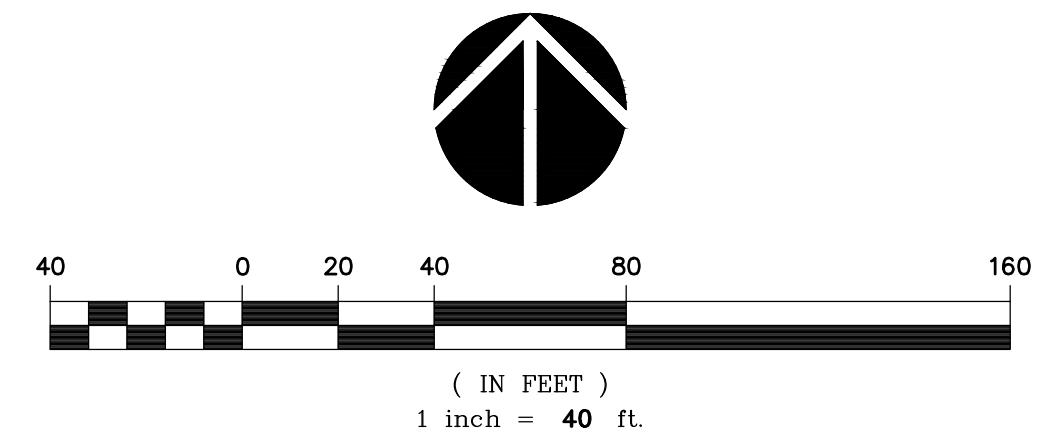
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**KEY NOTES**

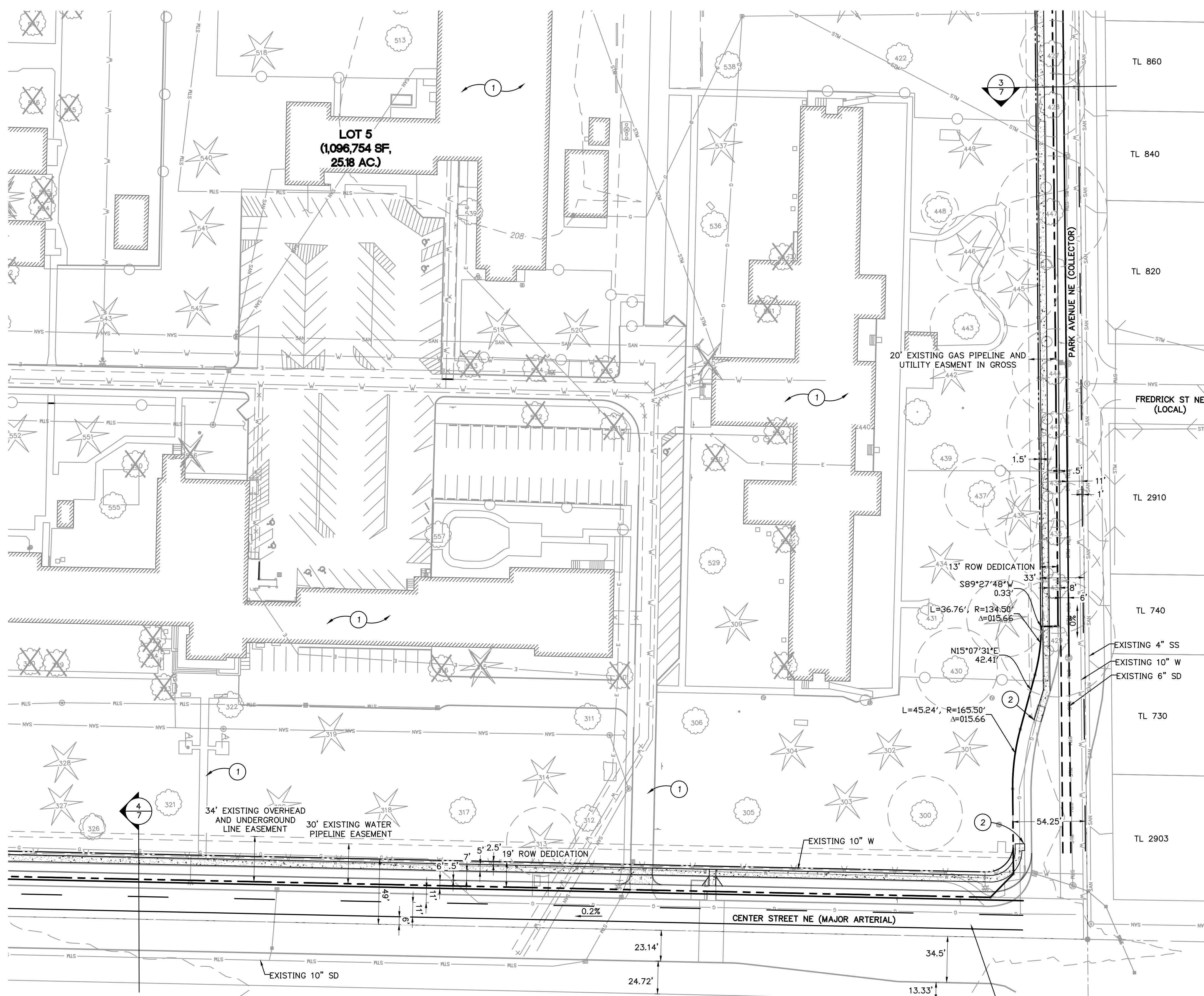
- EXISTING IMPROVEMENTS TO BE REMOVED BY DAS. (PERMITTED AND IN PROCESS AS OF JANUARY 2017)
- CONNECT TO EXISTING CURB AND SIDEWALK

	EXISTING	PROPOSED
RIGHT-OF-WAY	---	---
ROAD CENTERLINE	---	---
CURB	---	---
SIDEWALK	---	---
SANITARY SEWER	SAN	SAN
WATER LINE	W	W
STORM LINE	STM	STM
GAS LINE	G	G
FENCE	○	○
OVERHEAD WIRE	OH LINES	OH LINES
MAJOR CONTOUR	-200-	-200-
MINOR CONTOUR	-202-	-202-
SANITARY SEWER MANHOLE	⊙	⊙
STORM MAN HOLE	●	●
STORM CATCH BASIN	■	■
FIRE HYDRANT	⊕	⊕
WATER VALVE	•	•
GAS VALVE	•	•
TREE	★	★
TREE PREVIOUSLY APPROVED TO BE REMOVED	★	★
LIGHT POLE	⊙	⊙
GUY WIRE	⋈	⋈



**2** KEY MAP  
**5** NTS

**5**

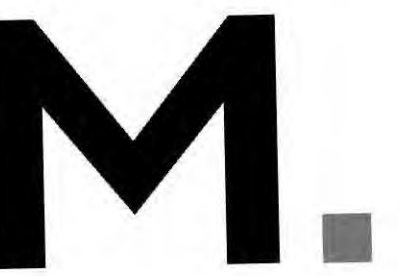


**1** SOUTHEAST - ENLARGED SITE PLAN  
**5** 1"=40'

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APPLICATION SUBMITTAL - MARCH 17, 2017





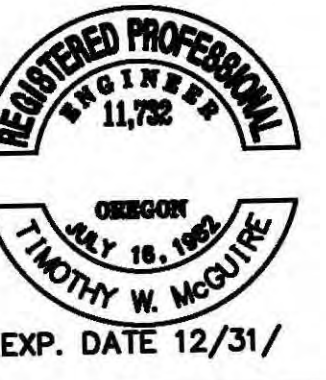
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**SOUTHWEST -  
ENLARGED  
SITE PLAN**

DRAWN BY: KRC

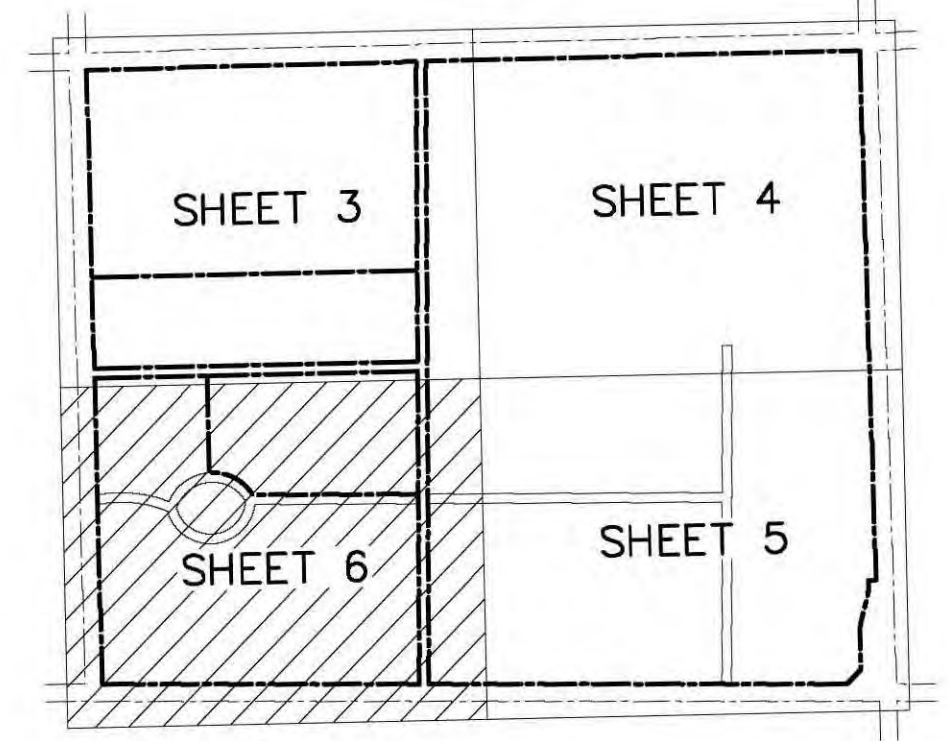
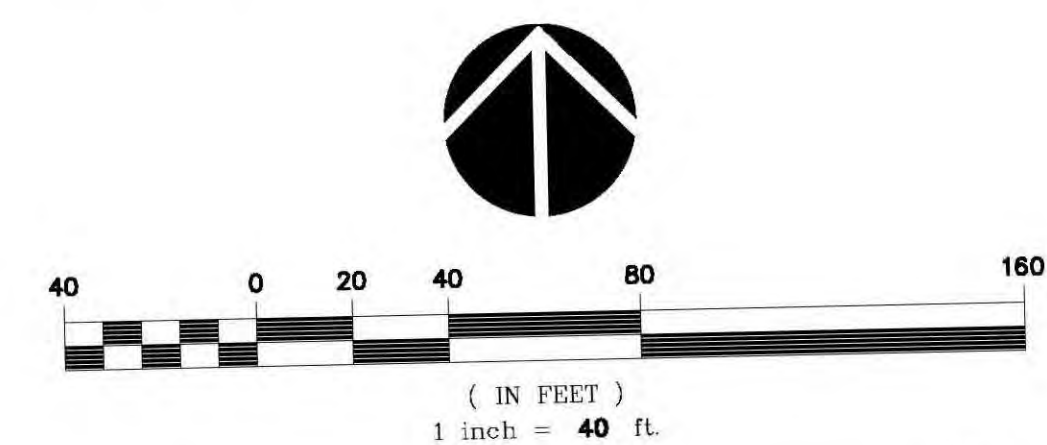
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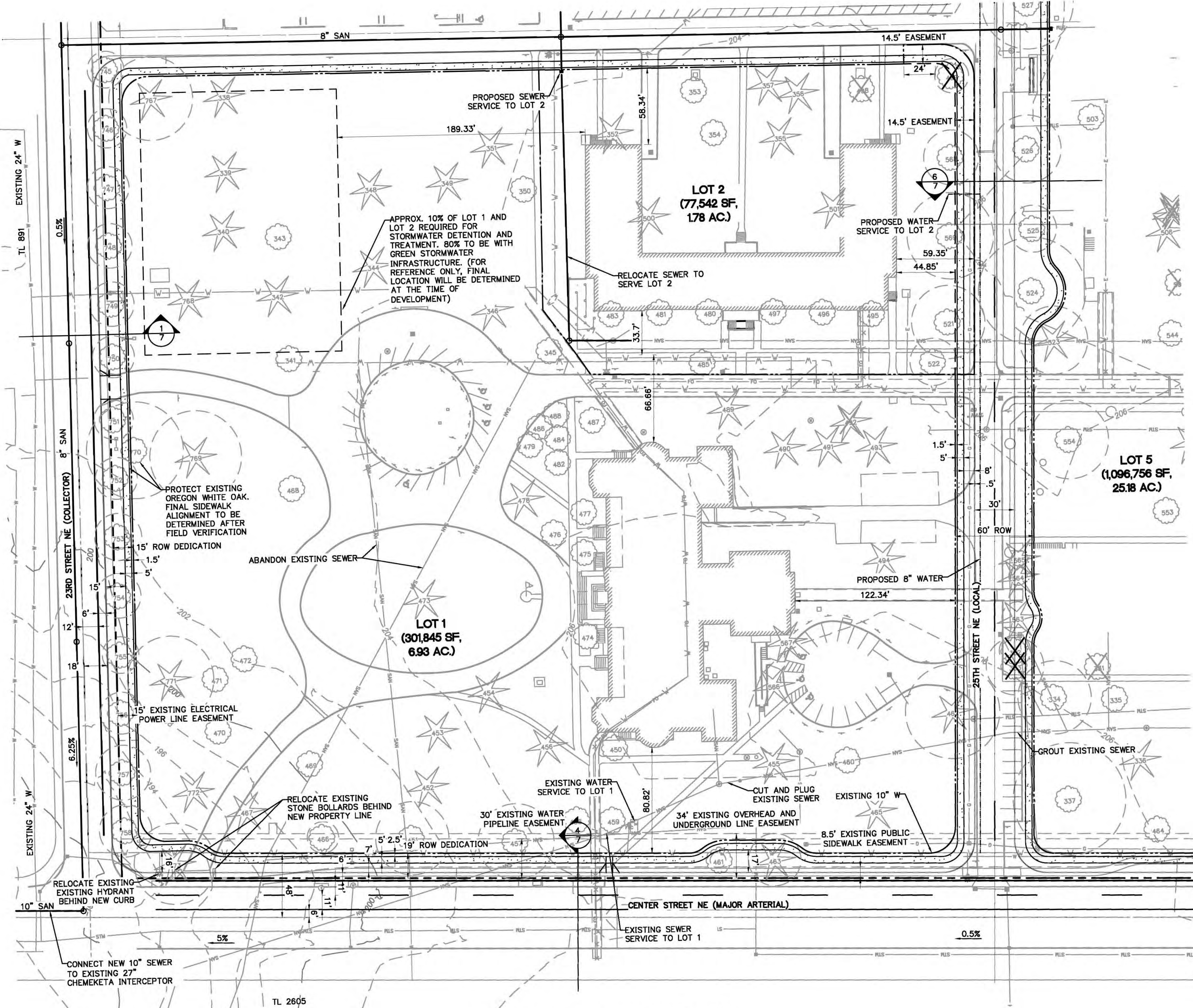
6

JOB NO.  
**2160535.00**

	EXISTING	PROPOSED
RIGHT-OF-WAY	---	---
ROAD CENTERLINE	---	---
CURB	---	---
SIDEWALK	---	---
SANITARY SEWER	SAN	---
WATER LINE	W	---
STORM LINE	STM	---
GAS LINE	G	---
FENCE	○	---
OVERHEAD WIRE	OH LINES	---
MAJOR CONTOUR	-200-	---
MINOR CONTOUR	-202-	---
SANITARY SEWER MANHOLE	⊙	---
STORM MAN HOLE	•	---
STORM CATCH BASIN	■	---
FIRE HYDRANT	⊕	---
WATER VALVE	•	---
GAS VALVE	•	---
TREE	★	○
TREE TO PREVIOUSLY APPROVED TO BE REMOVED	★	⊗
TREE TO BE REMOVED	★	⊗
LIGHT POLE	⊕	---
GUY WIRE	⊕	---



2  
6 KEY MAP  
NTS



1  
6 **SOUTHWEST - ENLARGED SITE PLAN**  
1"=40'

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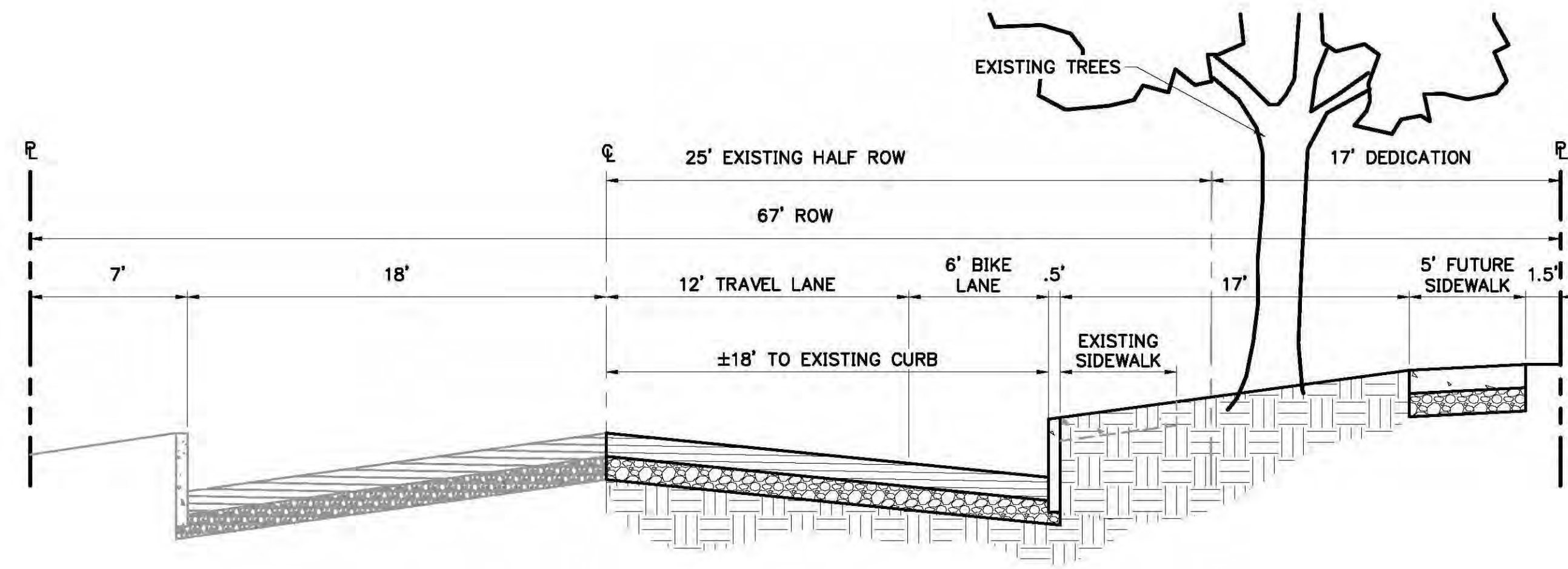
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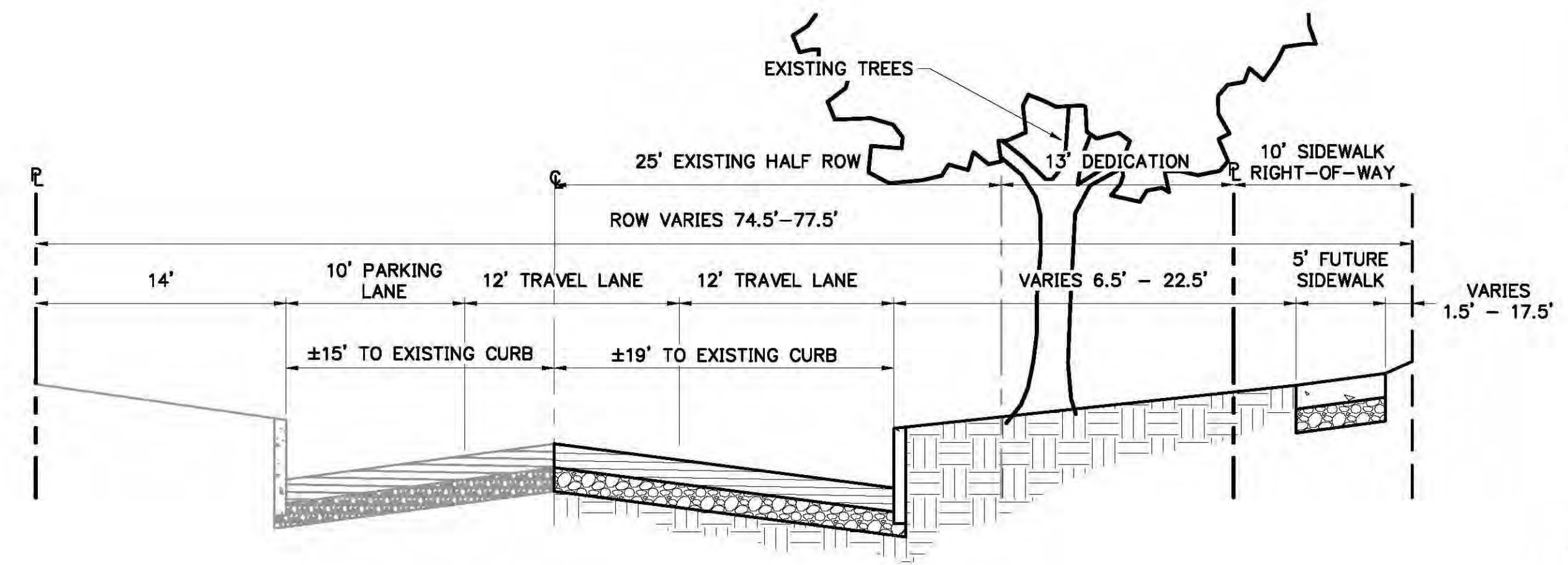
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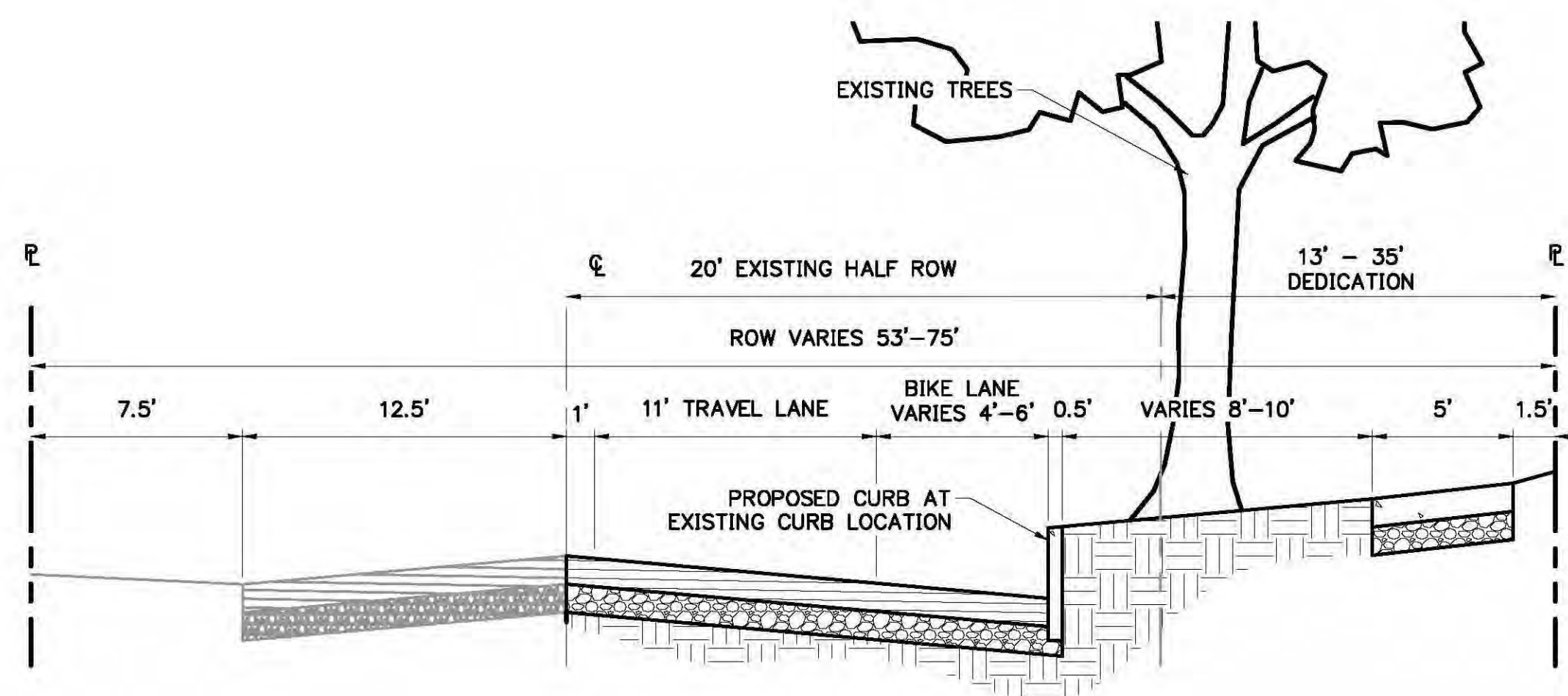
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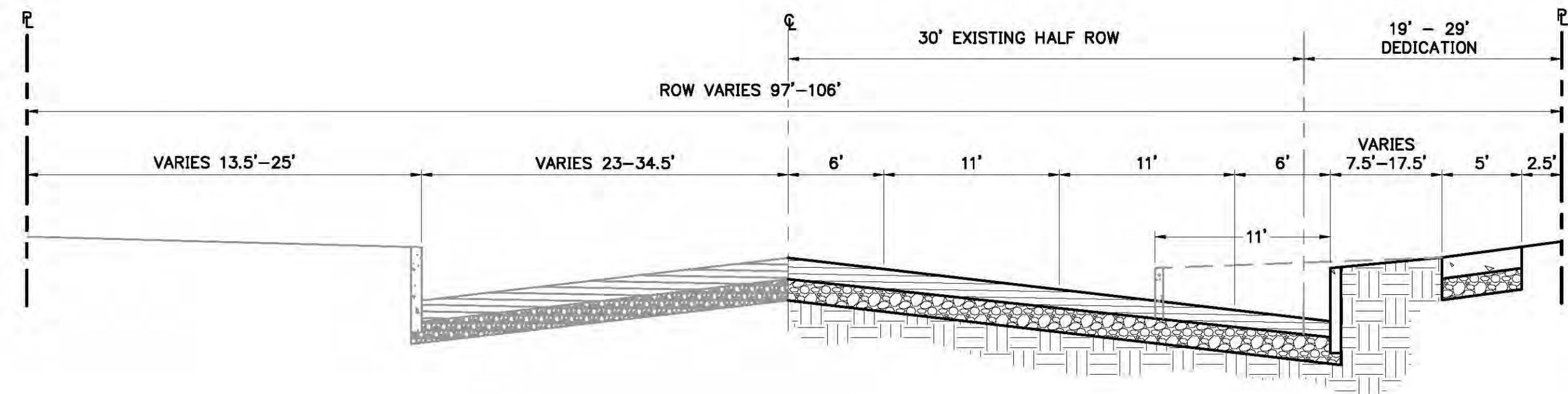
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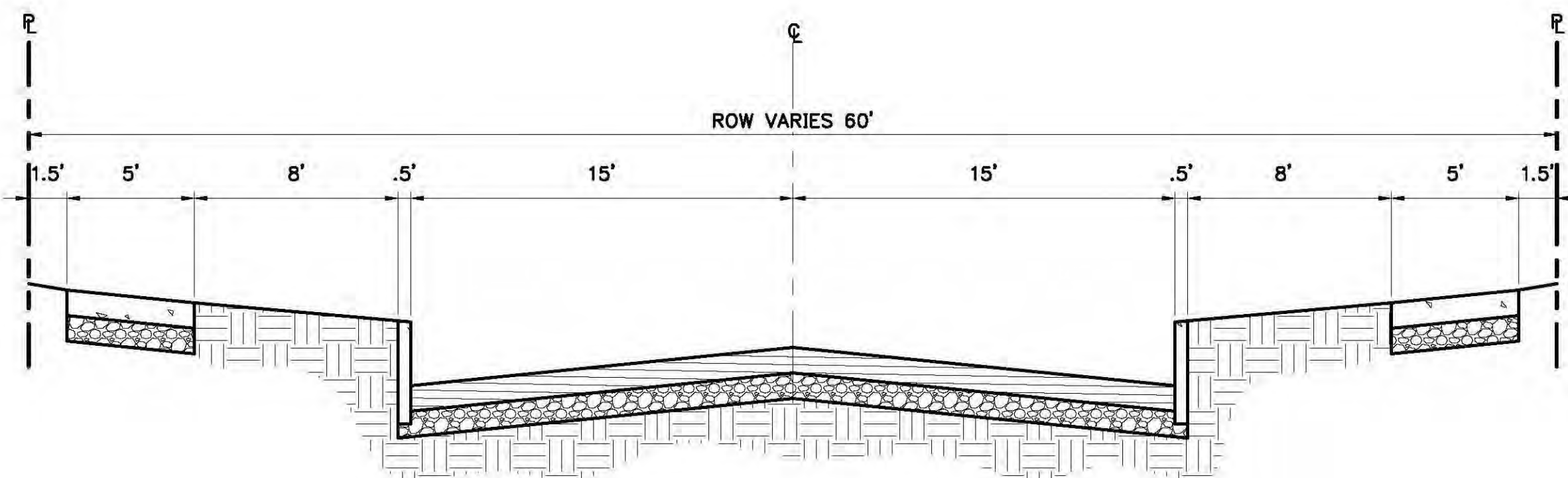
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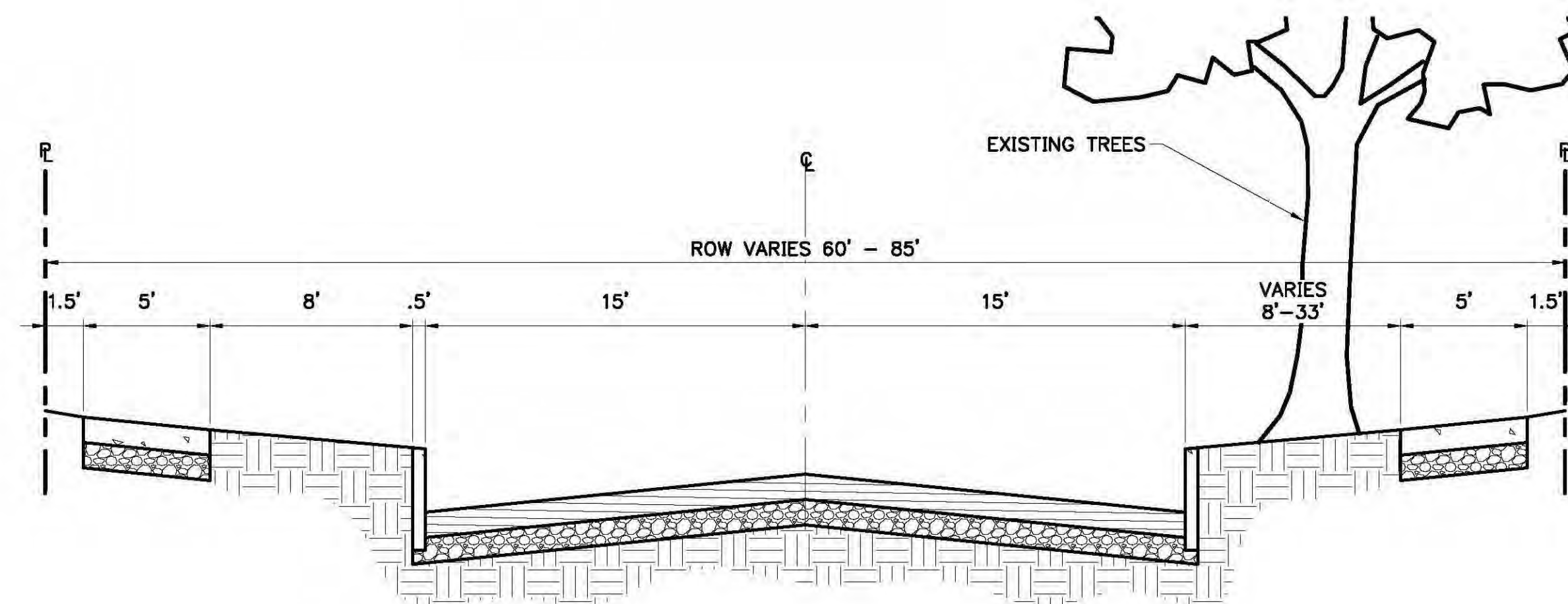
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**4**  
**CENTER STREET NE**  
NTS

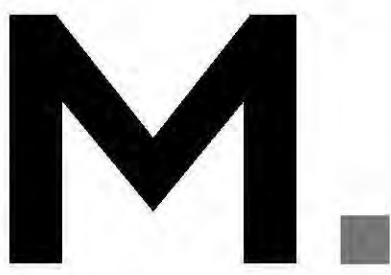


**5**  
**B STREET NE**  
NTS



**6**  
**25TH STREET NE**  
NTS

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**PHASING PLAN  
PHASE 1**

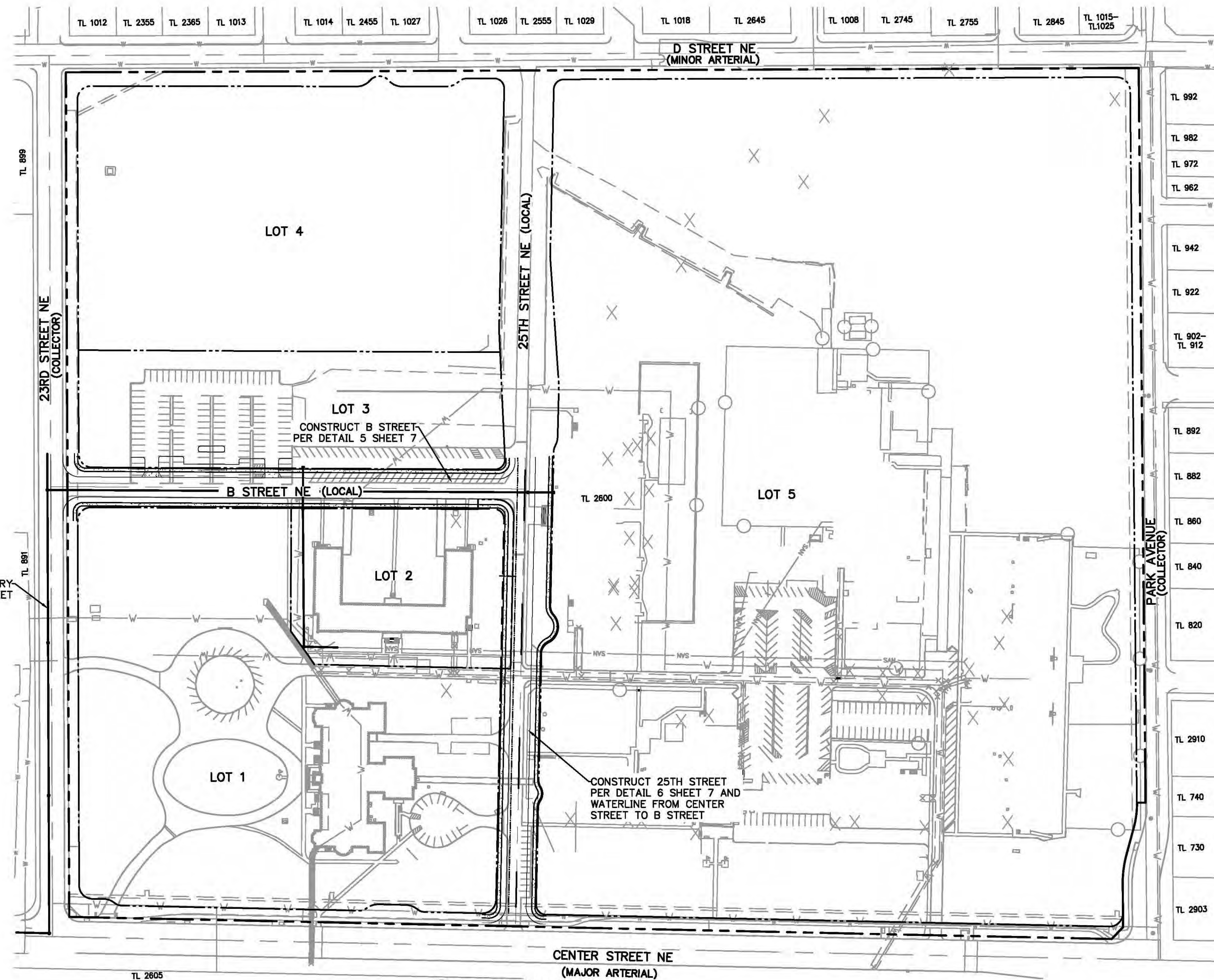
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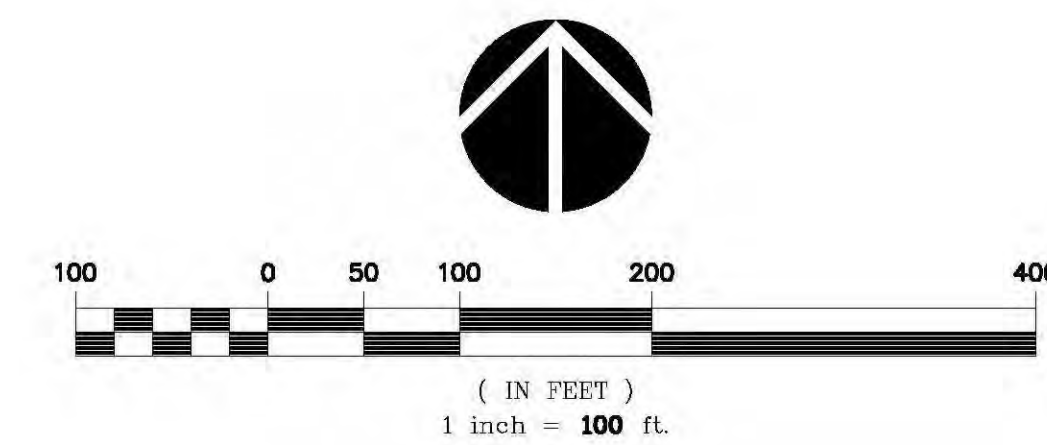
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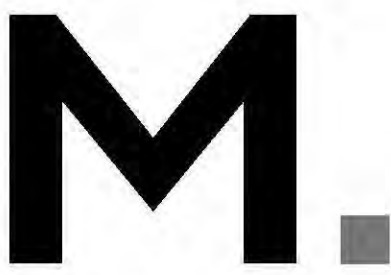


**1 PHASE 1 PLAN**  
8 1"=100'



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PHASE 2**

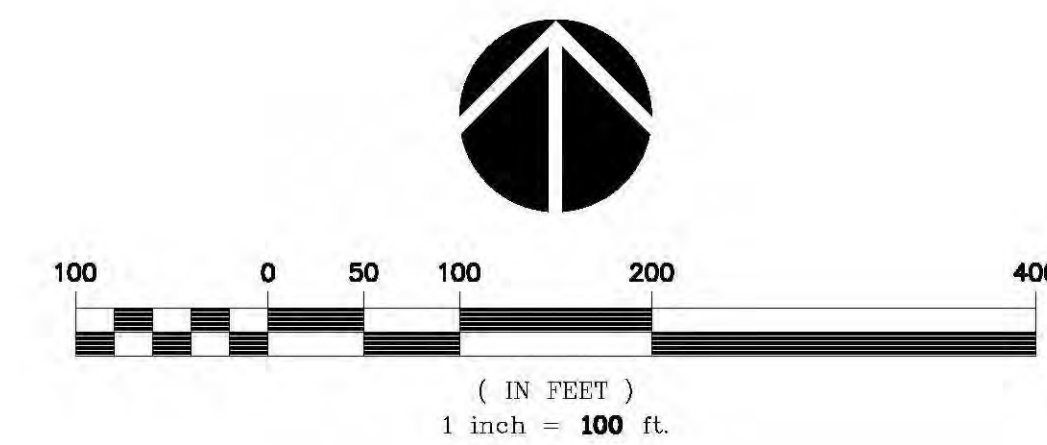
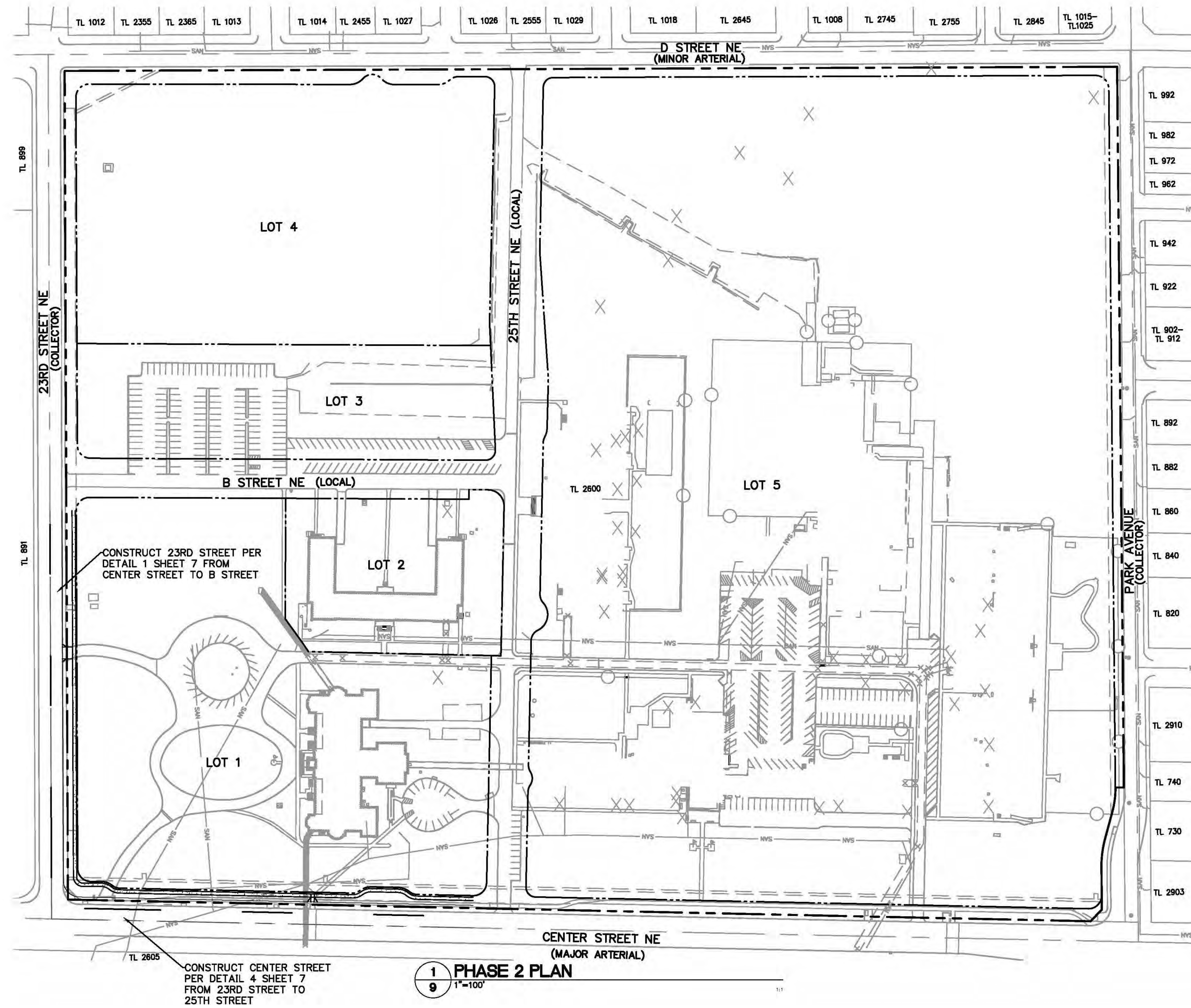
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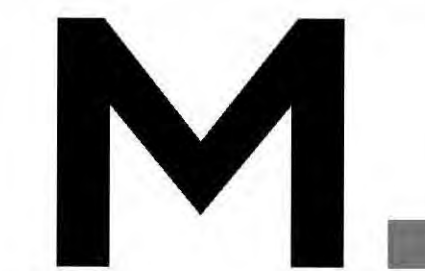
JOB NO. **2160535.00**

APPLICATION SUBMITTAL - MARCH 17, 2017

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# PHASING PLAN PHASE 3



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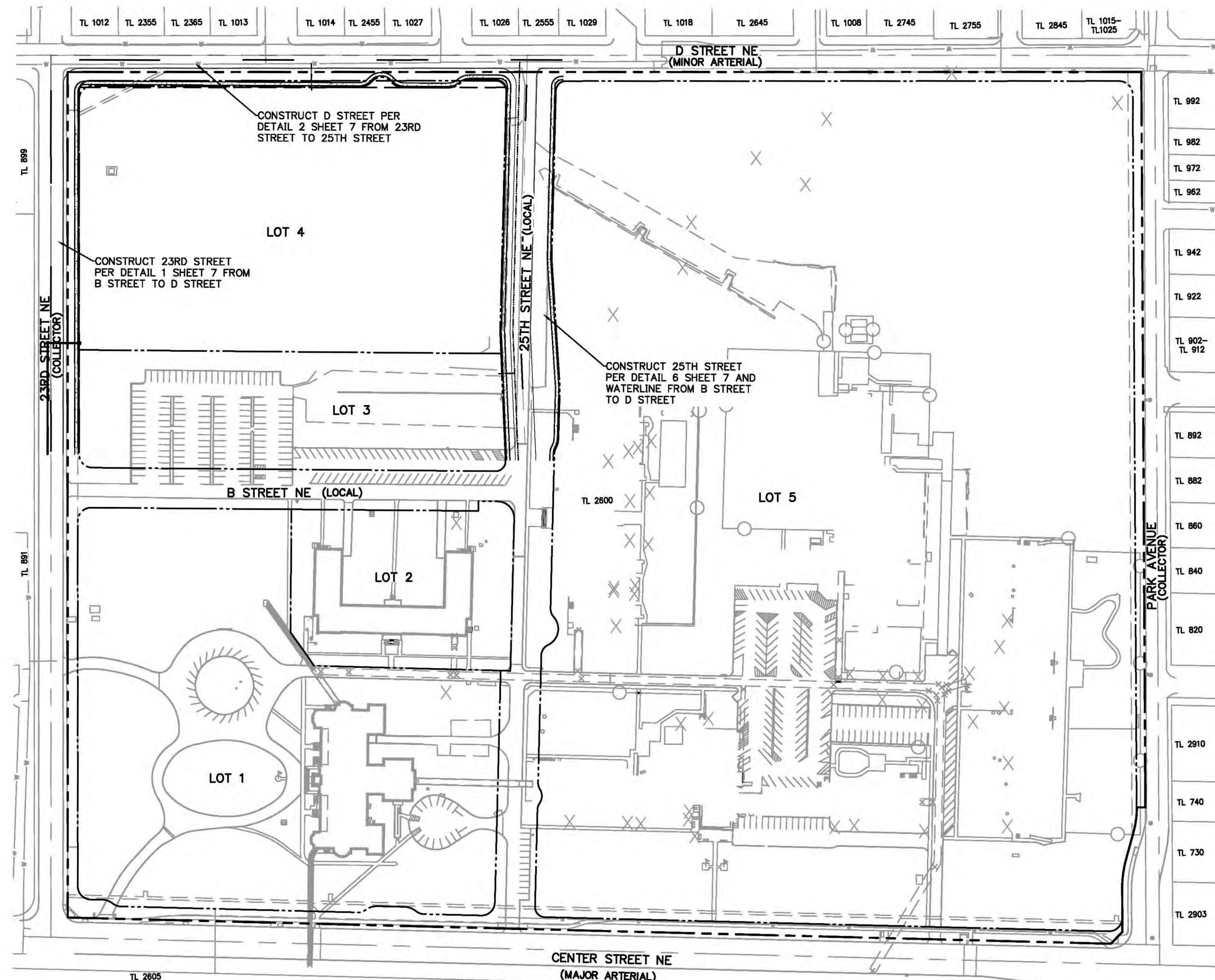
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PHASE 3**

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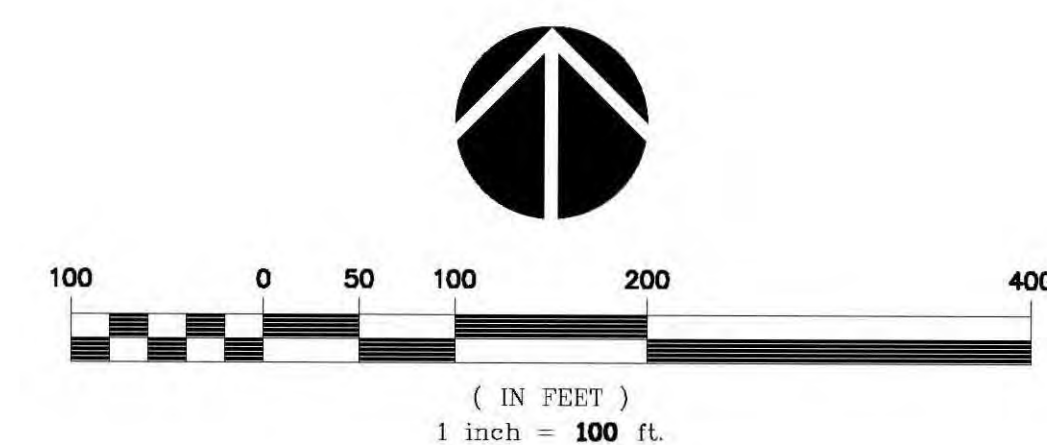
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JOB NO. **2160535.00**

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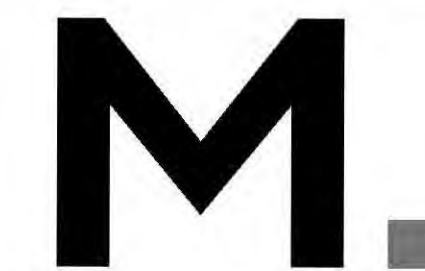


**1**  
**PHASE 3 PLAN**  
1"=100'



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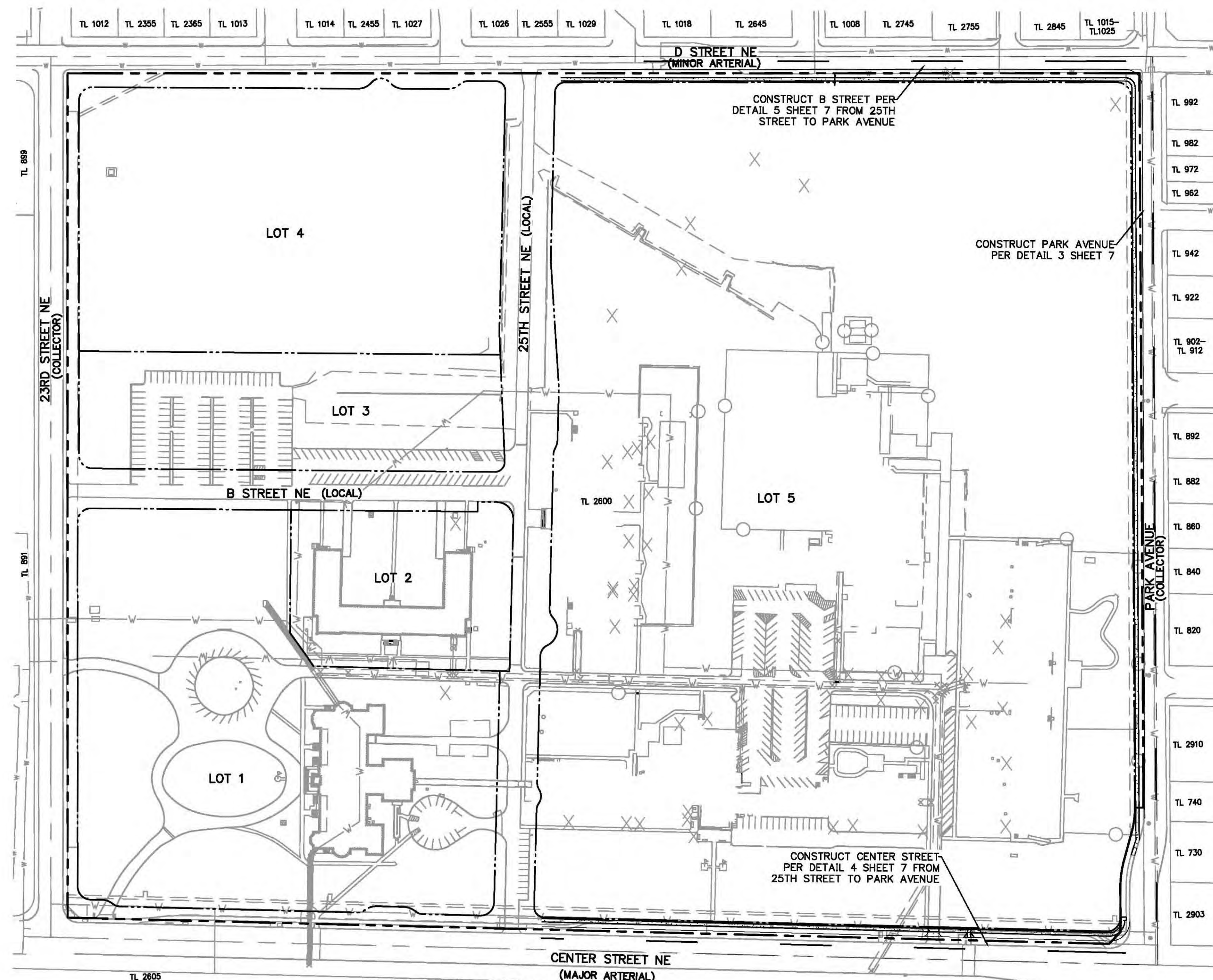
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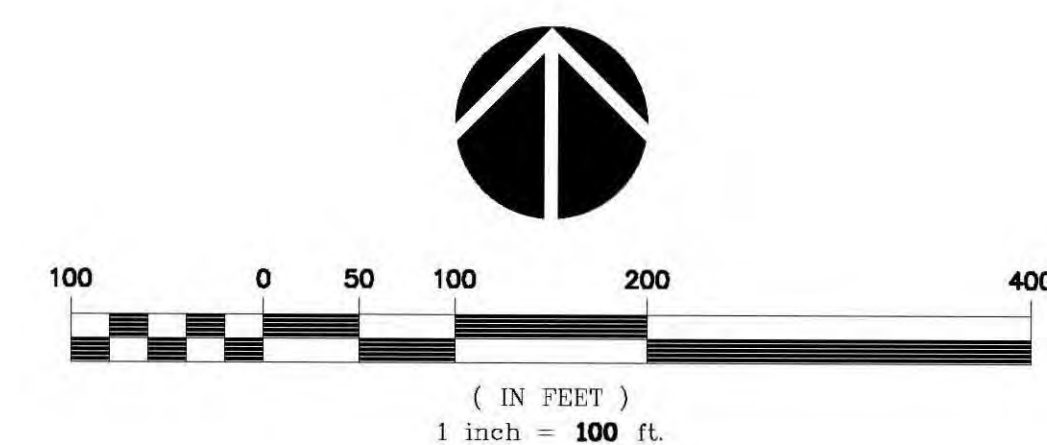
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**1**  
**PHASE 4 PLAN**  
11  
1"=100'



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**TO:** Bryan Colbourne, Planner III  
Community Development Department

**FROM:** Glenn J. Davis, PE, CFM, Chief Development Engineer  
Public Works Department

**DATE:** August 9, 2017

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
SUB-UGA 17-05 (17-106480)  
2575 CENTER STREET NE  
5-LOT MIXED USE SUBDIVISION**



## PROPOSAL

A consolidated application for a 5-Lot subdivision of the former North Campus of the Oregon State Hospital, containing the following requests:

1. A subdivision tentative plan to divide the approximately 47-acre North Campus site into 5 Lots ranging in size from approximately 1.78 acres to approximately 25.18 acres; and
2. An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to serve the proposed subdivision.

The subject property is approximately 47 acres in size, zoned PH (Public and Private Health Services), and located in the 2600 Block of Center (Marion County Assessor Map and Tax Lot Number: 073W24C00100).

## RECOMMENDED CONDITIONS

### **General**

1. All streets within and abutting the subject property are approved for alternate street and right-of-way widths in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091.

### **Traffic Impact Analysis (TIA)**

1. Trips generated from all proposed Lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.

2. As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the D Street NE (D Street) and 23rd Street NE (23<sup>rd</sup> Street) intersection to an all-way stop-controlled intersection.
3. Future development within the subject property shall pay a proportionate share of intersection improvements located at Center Street NE (Center) and 17<sup>th</sup> Street NE. The proportionate share for each development shall be determined pursuant to SRC 803.015 and PWDS.

**As a Condition of Final Plat Approval**

1. Convey land for dedication along the development side of all abutting streets not less than the following half-width rights-of-way (Center—48 feet; D Street—36 feet; Park Avenue NE (Park Avenue)—30 feet; 23rd Street—30 feet). Additional rights-of-way may be required to accommodate alternate street standards pursuant to PWDS.
2. Construct a minimum 15-foot-wide half-street improvement along 23rd Street between B Street NE and Center.
3. Construct street improvements along Center between 23rd Street and 25<sup>th</sup> Street NE as shown in Exhibit A of the application materials.
4. Construct City Infrastructure within and abutting the subject property as needed to serve all proposed Lots. Easements shall be provided for all existing public and private infrastructure that has not been abandoned or removed.
5. Construct a sewer main to serve the subject property from the existing 27-inch sewer main located in 24<sup>th</sup> Street NE near Walker Street NE.
6. To provide stormwater service for the proposed development, either:
  - a. Acquire a public stormwater easement and construct a storm main to serve the proposed development from the existing 15- to-18-inch storm main located on private property west of 23rd Street; or
  - b. Provide a stormwater design that demonstrates adequate capacity exists in the existing systems abutting the subject property.
7. Construct or enter into a deferral agreement pursuant to SRC 803.070 for future construction of the following improvements as described in the application materials:
  - a. Half-street improvements along 23rd Street from B Street NE to D Street NE.
  - b. Half-street improvements along D Street NE from 23rd Street to Park Avenue.



- c. Half-street improvements along Park Avenue from D Street NE to Center.
  - d. Replace the existing traffic signal heads with flashing yellow arrow signal heads at Center and 17th Street NE and Center and Hawthorne Avenue NE.
8. Dedicate a minimum 10-foot-wide public utility easement along all interior and abutting streets.
  9. Relocate the existing ornamental columns located at 23rd Street and Center pursuant to SRC 805.010.
  10. Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.

**As a Condition of Development on Lot 3 or 4:**

1. Construct half-street improvements along 23rd Street from B Street NE to D Street NE.
2. Construct half-street improvements along D Street NE from 23rd Street to 25<sup>th</sup> Street NE.
3. Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA.

**As a Condition of Development on Lot 5:**

1. Construct interior transportation systems that provide for multi-modal access through the subject property from 25<sup>th</sup> Street NE to Park Avenue.
2. Construct half-street improvements along D Street NE from 25<sup>th</sup> Street NE to Park Avenue.
3. Construct half-street improvements along Park Avenue from D Street NE to Center.
4. Construct mitigating improvements if warranted based on cumulative thresholds described in the TIA

**FACTS**

**Water**

1. Existing Conditions
  - a. The subject property is located within the G-0 water service level.

- b. A 10-inch water line is located in Center Street NE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.
- c. A 24-inch steel water line is located within an easement on the west side of 23rd Street. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.
- d. A 24-inch steel water line is located in D Street NE. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.
- e. A 10-inch water line is located in Park Avenue. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

### **Sanitary Sewer**

#### 1. Existing Conditions

- a. A 4-inch sewer line is located in Park Avenue.
- b. A 10-inch sewer line is located in D Street NE.
- c. The North Campus site is currently served by a private sewer system that is combined with the discharge for the South Campus site.

### **Storm Drainage**

#### 1. Existing Conditions

- a. A 10-inch storm line is located in Center Street NE.
- b. A 6-inch storm line is located in Park Avenue.
- c. A 12-inch storm line is located in D Street NE.
- d. An abandoned 6-inch storm line bisects the property. The pipe remains in place, but is no longer in service.

### **Natural Resources**

- 1. For projects greater than one acre, a National Pollutant Discharge Elimination System (NPDES) permit from the Oregon Department of Environmental Quality is required for all construction activities that disturb one acre or more. Proof of a valid permit must be submitted at the time of plans submission. City construction permits will not be issued without a valid NPDES permit. City permits will not be issued without a valid NPDES erosion control plan approval letter or written certification by the applicant that a permit is not required for this project.

2. The application materials demonstrate a low landslide hazard risk pursuant to SRC Chapter 810.

### Streets

1. Center Street NE

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 98-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 46-foot improvement within a 78-foot-wide right-of-way abutting the subject property.
- c. Right-of-Way—The applicant shall convey land for dedication to equal a half-width right-of-way of 48-feet on the development side along the entire frontage of the subject property (SRC 803.025).

2. 23rd Street NE

- a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 34-foot improvement within a 50-foot-wide right-of-way abutting the subject property.
- c. Right-of-Way—The applicant shall convey land for dedication to equal a half-width right-of-way of a minimum 30-feet on the development side along the entire frontage of the subject property (SRC 803.025).

3. D Street NE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 40-foot improvement within 50-foot-wide right-of-way abutting the subject property.
- c. Right-of-Way—The applicant shall convey land for dedication to equal a half-width right-of-way of a minimum 30 feet on the development side along the entire frontage of the subject property (SRC 803.025).

4. Park Avenue NE

- a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 30-foot improvement within a 40-foot-wide right-of-way abutting the subject property, with the exception of the improved intersection at Park Avenue and Center.
- c. Right-of-Way—The applicant shall convey land for dedication to equal a half-width right-of-way of a minimum 30 feet on the development side along the entire frontage of the subject property (SRC 803.025).

**Parks**

The subject property is served by Englewood Park to the northwest, Hoover Park to the northeast, and Geer Park to the south. A new park is being proposed on Lot 4 of the development.

**CRITERIA AND FINDINGS**

***Preliminary Declaration for UGA Findings***

**SRC 200.055—Standards for Street Improvements**

**Findings:** An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot-wide improvement for Local streets or a minimum 34-foot-wide improvement for Major streets (SRC 200.055(b)). All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b).

No linking street improvements are required because the existing streets adjacent to the subject property meet linking street standards. Streets abutting the subject property do not meet the improvement and right-of-way widths for their classification of street as shown in the Salem TSP. Boundary street improvements are required along all street frontages as shown in Exhibit E of the application materials.

**SRC 200.060—Standards for Sewer Improvements**

**Findings:** The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility appears to be located in 24<sup>th</sup> Street NE near Walker Street NE, south of the subject property. The applicant shall construct the Salem *Wastewater Management Master Plan*

improvements and link the site to existing facilities that are defined as adequate under 200.005(a).

**SRC 200.065—Standards for Storm Drainage Improvements**

**Findings:** The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). The nearest available public storm system appears to be located in an easement approximately 100 feet west of 23<sup>th</sup> Street on neighboring private property.

The applicant shall be required to construct a storm main from the existing 15- to-18-inch storm main located on private property west of 24<sup>th</sup> Street NE to the west line of the subject property unless the applicant's engineer can demonstrate that the existing stormwater system abutting the subject property can sufficient capacity to serve the proposed development.

**SRC 200.070—Standards for Water Improvements**

**Findings:** The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). Existing water mains abutting the subject property provide sufficient capacity to serve the subject property.

**SRC 200.075—Standards for Park Sites**

**Findings:** The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan.

The subject property is served by Englewood Park to the northwest, Hoover Park to the northeast, and Geer Park to the south. A new park is being proposed on Lot 4 of the development. The proposed development is adequately served by the existing and proposed parks.

***Subdivision Findings***

SRC 205.010(d) indicates the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

**SRC 205.010(d)(1)**—The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code, including, but not limited to the following:

1. Lot standards, including, but not limited to, standards for Lot area, Lot width and depth, Lot frontage, and designation of front and rear Lot lines;
2. City infrastructure standards; and
3. Any special development standards, including, but not limited to floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

**Findings**—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 subdivision plat by the City Surveyor may be delayed or denied. 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).

According to the application materials and SRC Chapter 810 (Landslide Hazards), the proposed development is a low landslide hazard risk and does not warrant additional requirements.

**SRC 205.010(d)(3)**—Development within the tentative subdivision plan can be adequately served by City infrastructure.

**Findings**—Water 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. Linking sewer and stormwater improvements are required as specified in the Preliminary Declaration.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed Lots can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed Lots.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed Lots with City infrastructure shall be shown on the final plat.

**SRC 205.010(d)(4) and SRC 205.0010(d)(5)**—The street system in and adjacent to the tentative subdivision plan conforms to the *Salem Transportation System Plan*. The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

**Finding**—Streets abutting the subject property do not meet the improvement and right-of-way widths for their classification of street as shown in the Salem TSP. Boundary street improvements are required along all street frontages as shown in Exhibit E of the application materials.

All streets within and abutting the subject property meet the criteria for alternate street and right-of-way widths pursuant to SRC 803.065 in order to accommodate for existing historic and natural features. Rights-of-way and street widths shall generally have a fixed width from centerline between street intersections except to accommodate additional traffic lanes. Final street and right-of-way widths shall be determined through the plan approval process pursuant to SRC 77.091.

Streets abutting the property may be deferred pursuant to SRC 803.070, except for the frontage of Lot 1, because development of the property will require street improvements equivalent to those required as part of the subdivision. Each Lot shall generally construct improvements along the Lot frontage at the time of development.

**SRC 205.010(d)(6)**—The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.

**Findings**—The Comprehensive Parks Master Plan Update shows that the subject property is served by developed parks. The subject property is served by Englewood Park to the northwest, Hoover Park to the northeast, and Geer Park to the south. A new park is being proposed on Lot 4 of the development.

**SRC 205.010(d)(7)**—The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.

**Findings**—The applicant submitted a traffic impact analysis. Based on the recommendations from the TIA, required mitigation is as follows:

1. Trips generated from all proposed Lots within the subject property shall be tracked cumulatively for the purpose of determining when mitigating improvements are needed.
2. As a condition of cumulative transportation impacts exceeding 2,380 average daily trips, the applicant shall be required to convert the D Street NE and 23rd Street intersection to an all-way stop-controlled intersection.
3. Future development within the subject property shall pay a proportionate share of intersection improvements located at Center and 17<sup>th</sup> Street NE. The proportionate

share for each development shall be determined pursuant to SRC 803.015 and PWDS.

4. Replace the existing traffic signal heads with flashing yellow arrow signal heads at Center and 17th Street NE and Center and Hawthorne Avenue NE.
5. Relocate the existing ornamental columns located at 23rd Street and Center pursuant to SRC 805.010.
6. Remove vegetation or provide warning signage to allow for sufficient visibility of stop signs at D Street NE and Park Avenue.
7. Provide an engineered sight distance analysis for all new street intersections and construct improvements if needed to meet minimum sight distances.

cc: File