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503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

SUBDIVISION TENTATIVE PLAN CASE NO.: SUB25-04

APPLICATION NO.: 25-110042-PLN

NOTICE OF DECISION DATE: September 3, 2025

REQUEST: A Subdivision Tentative Plan to divide an approximately one-acre property into a total of five lots, ranging in size from 7,053 to 8,600 square feet. The subject property is approximately one acre in size, zoned RA (Residential Agriculture), and located at 182 Linn Haven Drive SE (Marion County Assessor's Map and Tax Lot Number: 083W21AB / 200).

APPLICANT: Brandie Dalton, Multi/Tech Engineering, on behalf of the property owner, Cameron Li

LOCATION: 182 Linn Haven Dr SE, Salem OR 97306

CRITERIA: Salem Revised Code (SRC) Chapters 205.010(d) – Subdivision Tentative Plan

FINDINGS: The findings are in the attached Decision dated September 3, 2025.

DECISION: The **Planning Administrator APPROVED** Subdivision Tentative Plan Case No. SUB25-04 subject to the following conditions of approval:

- Condition 1:** Prior to Final Plat approval, the applicant shall obtain a demolition permit from the Building & Safety Division to remove the detached garage and other accessory structures.
- Condition 2:** The front lot line for Lots 1-5 shall be the property line abutting Rolletti Drive SE.
- Condition 3:** Prior to Final Plat approval, the existing single-family dwelling shall obtain a new address.
- Condition 4:** At the time of demolition permit review for the removal of the garage, the driveway and driveway approach onto Linn Haven Drive SE shall be removed.
- Condition 5:** Prior to Final Plat approval, the existing gravel driveway on the western side of the property shall be removed.
- Condition 6:** Prior to Final Plat approval, required right-of-way dedications shall be free and clear of encumbrances and liens unless otherwise approved by the Director pursuant to SRC 200.050(d).

- Condition 7:** Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.
- Condition 8:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the *Public Works Design Standards* to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.
- Condition 9:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all lots created by the subdivision.
- Condition 10:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all lots created by the subdivision.
- Condition 11:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct a minimum 12-inch public storm main in Rolletti Drive SE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards to serve each lot.
- Condition 12:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct stormwater services in the public right-of-way to serve all lots created by the subdivision.
- Condition 13:** Prior to Final Plat approval, locate the existing well and septic system serving the existing single-family dwelling and disconnect the existing single-family home from the well and septic, and connect the existing structure to the public water and sewer system.
- Condition 14:** On the Final Plat, dedicate 13 feet of right-of-way along Rolletti Drive SE and Dunbar Avenue SE, including a 20-foot property line radius at the street intersection.
- Condition 15:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), provide the following streetscape improvements along Rolletti Drive SE and Dunbar Avenue SE:
- A. A 20-foot curb radius at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
 - B. ADA curb ramps at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
 - C. An eight-foot landscape planter along both street frontages;
 - D. A five-foot property line sidewalk along both street frontages.
- Condition 16:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), post no-parking signage along the development side of

Rolletti Drive SE and Dunbar Avenue SE.

- Condition 17:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), install street trees to the maximum extent feasible along the frontage of proposed Lot 2.
- Condition 18:** At the time of building permit review for Lot 1, Lot 3, Lot 4, and Lot 5, install street trees to the maximum extent feasible.
- Condition 19:** Prior to Public Construction Permit issuance, provide an updated existing conditions plan showing existing street trees and obtain any necessary Street Tree Removal Permits pursuant to SRC Chapter 86.
- Condition 20:** On the Final Plat, provide a ten-foot-wide Public Utility Easement along the frontage of Rolletti Drive SE and Dunbar Avenue SE.

The rights granted by the attached decision must be exercised, or an extension granted, by September 23, 2027, or this approval shall be null and void.

Application Deemed Complete:	<u>July 21, 2025</u>
Notice of Decision Mailing Date:	<u>September 3, 2025</u>
Decision Effective Date:	<u>September 23, 2025</u>
State Mandate Date:	<u>November 18, 2025</u>

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

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, in person at 440 Church St SE, Salem OR 97312, by mail P.O. Box 14300 Salem, OR 97309, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Thursday, September 18, 2025. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter 205. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF THE APPROVAL)	FINDINGS AND ORDER
OF TENTATIVE SUBDIVISION AND)	
CLASS 2 ADJUSTMENT)	
CASE NO. SUB25-04)	
182 LINN HAVEN DRIVE SE)	SEPTEMBER 3, 2025

In the matter of the application for a Subdivision Tentative Plan submitted by the applicant's representative, Brandie Dalton with Multi-Tech Engineering, on behalf of the applicant and property owner, Cameron Xun Li, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: An application for a five-lot subdivision.

Request: A Subdivision Tentative Plan to divide an approximately one-acre property into a total of five lots ranging from 7,053 square feet to 8,600 square feet in size. The subject property is approximately one acre in size, zoned RA (Residential Agriculture), and located at 182 Linn Haven Drive SE (Marion County Assessor's Map and Tax Lot Number: 083W21AB / 200).

A vicinity map illustrating the location of the property is attached hereto and made a part of this staff report (**Attachment A**).

PROCEDURAL FINDINGS

1. Background

On May 16, 2025, an application for a Tentative Subdivision was submitted for property located at 182 Linn Haven Drive SE. After additional information was provided by the applicant, the application was deemed complete for processing on July 21, 2025. The 120-day state mandated decision deadline for this application is November 18, 2025.

SRC 300.520(b) requires the applicant for a Tentative Subdivision to provide a posted notice on the subject property no earlier than 14 days and no later than ten days prior to the end of the comment period. The required posted notice was provided on July 21, 2025, in compliance with the requirements of Chapter 300. The applicant's proposed site plan is included as **Attachment B**, and the applicant's written statement addressing the approval criteria can be found in the record, accessible online as indicated below.

SUBSTANTIVE FINDINGS

2. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as

traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 25 110042.

3. Neighborhood Association and Public Comments

The subject property is located within the South Gateway Neighborhood Association (SGNA).

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), the tentative subdivision and validation application included in this proposed land use application request requires neighborhood association contact. The applicant's representative contacted SGNA on December 10, 2024, to provide details about the proposed land use application, in conformance with the requirements of SRC 300.310.

Public Comments

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

Five public comments were received during the comment period, one which had no concerns for the proposal, and four which had concerns regarding: roadway improvements and conditions, vehicle access, tree inventory and protection, wildlife, and building height and neighborhood character.

Roadway Improvements: Comments received expressed concerns regarding roadway and pedestrian improvements along Rolletti Drive SE and Dunbar Avenue SE, with an additional comment received requesting replacement of the barricade at the terminus of Rolletti Drive SE.

Staff Response: As described in the written findings, Rolletti Drive SE and Dunbar Avenue SE are approved to have an Alternative Street Standard to allow a 28-foot curb-to-curb improvement where 30 feet is required. The applicant proposes to place "NO PARKING" signage on the development (eastern) side of Rolletti Drive SE to limit parking along the development side of the street, which ensures two-way vehicular traffic is provided to serve existing and proposed development. Onsite and offsite parking minimums are no longer required; however, the applicant's preliminary plans show driveway approaches serving each new lot to provide vehicular access and parking for two cars. The additional two feet of pavement widening is not necessary to accommodate the additional traffic generated by four (4) new single-family dwellings constructed along Rolletti Drive SE. As described in the conditions of approval, streetscape improvements, including sidewalks and curb ramps, will be provided along the development side of the street on Rolletti Drive SE and Dunbar Avenue SE.

Regarding the barricade at the terminus of Rolletti Drive SE, the barricade is existing and does not warrant replacement by the applicant. City operations staff have been notified of the request for repairs to the existing barricade.

Vehicle Access: Comments received expressed concerns regarding vehicle access onto Linn Haven Drive SE and the adjacent streets.

Staff Response: The applicant's preliminary plans show five (5) new driveway approaches onto Rolletti Drive SE, which is a Local Street providing frontage and access to the subdivision. Access to Linn Haven Drive SE—a named, Private Shared Accessway—is not proposed. As Linn Haven Drive SE is not a Public or Private Street, boundary improvements along Linn Haven Drive SE are not required. Furthermore, the application has been conditioned to remove the existing access to Linn Haven Drive SE and that all access shall be provided from the abutting Local Streets.

Landscaping and Trees: Comments received expressed concerns regarding the impacts to existing trees and landscaping.

Staff Response: Tree preservation and removal in conjunction with proposed subdivisions is regulated under the City's Tree Preservation Ordinance (SRC Chapter 808). As required under SRC Chapter 808, the applicant submitted a Tree Conservation Plan in conjunction with the proposed subdivision that identifies a total of 19 trees on the property, two of which are significant trees with a diameter-at-breast-height (dbh) of more than 30 inches. The proposed Tree Conservation Plan identifies eight trees (42.1 percent) for preservation and 11 trees (57.9 percent) for removal. Of the 11 trees proposed for removal, two are significant trees with a dbh of at least 30 inches, which the applicant has identified for removal based on their location within either the future building envelopes of lots or adjacent to required street and/or sidewalk improvements. The Tree Conservation Plan is being reviewed by staff and, if approved, will be binding on the lots until final occupancy is granted.

In addition to the trees located on the subject property, there is also a tree located within the existing right-of-way for Dunbar Avenue SE. Tree Conservation Plans are required to identify and preserve the minimum required number of trees on private property, where trees located within existing right-of-way are not subject to the provisions of SRC Chapter 808 and are not counted toward the total number of trees on the site. These trees are instead considered trees on City owned property and subject to the provisions of SRC Chapter 86. As this tree is not currently shown on the applicant's plans, a condition of approval has been added to provide a plan showing the existing street trees and obtain any necessary Street Tree Removal Permits at the time of Public Construction Plan Review.

Wildlife: Comments received expressed concerns regarding impacts to wildlife.

Staff Response: The subject property is located within the Urban Growth Boundary and within Salem City Limits and is currently designated as "Developing Residential" in the Salem Comprehensive Plan and zoned as RA (Residential Agriculture). Per SRC 265.015(a)(2), property zoned RA automatically changes to RS (Single-Family Residential) with approval of a Tentative Subdivision Plan; therefore, the property is analyzed based on its future designation as "Single Family" in the Comprehensive Plan and zoning as RS. This designation anticipates existing or future residential development similar to the subdivision proposed with this application. Loss of wildlife habitat is not a criterion of approval for a Tentative Subdivision Plan.

Neighborhood Character and Building Height: Comments received expressed concerns regarding the height of new buildings and impacts to the existing neighborhood character.

Staff Response: The single-family dwelling parcels proposed within the subdivision range from 7,053 square feet in size to 8,600 square feet in size, which is consistent with the minimum lot size requirements for a single-family use per Table 511-2 in SRC 511.010(b). The maximum height for new buildings for single- through four-family uses is 35 feet per Table 511-4 in SRC 511.010(e). Their size and layout are consistent with the expected development pattern of properties in the RS (Single-Family Residential) zone, with all future development required to meet the applicable development standards of SRC 511.010 unless adjusted through a future land use action. These standards will be reviewed at the time of building permit submittal. There is no approval criterion or development standard which requires single-family residential development to resemble adjacent existing developments.

4. City Department Comments

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

City of Salem Fire Department - Reviewed the proposal and indicated that fire department access and water supply appear adequate for the proposed development.

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

5. Public Agency Comments

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

DECISION CRITERIA FINDINGS

6. Analysis of Tentative Subdivision Plan Approval Criteria

The Salem Revised Code (SRC), which includes the Unified Development Code (UDC), implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. SRC Chapter 205.010(d) sets forth the following criteria that must be met before approval can be granted to a Tentative Subdivision Plan.

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

SRC 205.010(d)(1): The Tentative Subdivision Plan complies with the standards of this Chapter and with all applicable provisions of the UDC.

Finding: The subject property is zoned RA (Residential Agriculture); however, per SRC 265.015(a)(2), property zoned RA is automatically converted to RS (Single-Family Residential) following the approval of a Tentative Subdivision Plan. Therefore, the proposed Tentative

Subdivision Plan was evaluated for complying with the applicable standards of the RS zone, along with all other applicable provisions of the UDC, as follows:

❖ **CITY PLATTING STANDARDS**

SRC Chapter 205 – Land Division and Reconfiguration

The intent of SRC Chapter 205 is to provide for orderly land development through the application of appropriate standards and regulations. The 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.

Finding: The applicant shall provide the required field survey and subdivision 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 based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

❖ **ZONING AND DEVELOPMENT STANDARDS**

▪ ***Existing Conditions***

The subject property is located at 182 Linn Haven Drive SE, is approximately one acre in size, and abuts Linn Haven Drive SE to the north, Rolletti Drive SE to the west, and Dunbar Avenue SE to the south. Both Rolletti Drive SE and Dunbar Avenue SE are Local Streets under the Salem Transportation System Plan (TSP), and Linn Haven Drive SE is a named Private Shared Accessway. The property is currently developed with a single-family dwelling and accessory structures.

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

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

Comprehensive Plan Map Designations of Surrounding Properties	
North	DR (Developing Residential)
South	Across Dunbar Avenue SE – SF (Single-Family Residential)
East	DR (Developing Residential)
West	Across Rolletti Drive SE – SF (Single-Family Residential)

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

Zoning of Surrounding Properties	
North	RA (Residential Agriculture)
South	Across Dunbar Avenue SE – RS (Single-Family Residential)
East	RA (Residential Agriculture)
West	Across Rolletti Drive SE – RS (Single-Family Residential)

SRC Chapter 511 – RS (Single-Family Residential) Zone

The subject property will be zoned RS (Single-Family Residential) following approval of the Tentative Subdivision Plan per SRC 265.015(a)(2). Development within the RS zone must meet the applicable standards included under SRC Chapter 511. The standards of the RS zone that are applicable to the proposed subdivision are as follows:

▪ Lot Standards

Lot size and dimension standards within the RS zone are established under SRC 511.010(b), Table 511-2. A summary of the lot size and dimension standards applicable to residential uses within the RS zone is provided in the following table:

RS Zone Residential Use Lot Standards		
Lot Area	Min. 1,500 sq. ft.	Applicable to townhouses
	Min. 4,000 sq. ft.	Applicable to all other single-family
	Min. 4,000 sq. ft.	Applicable to two-family uses
	Min. 5,000 sq. ft.	Applicable to three-family uses
	Min. 7,000 sq. ft.	Applicable to four-family uses and cottage clusters
Lot Width	Min. 20 ft.	Applicable to townhouses
	Min. 40 ft.	Applicable to all other uses
Lot Depth	Min. 70 ft.	Applicable to single-family and two-family
	Min. 80 ft.	Applicable to three-family uses, four-family uses, and cottage clusters
	Min. 120 ft.	Applicable to double frontage lots (<i>lots with front and rear lots lines abutting a street</i>)
	Max. 300% of average lot width	
Street Frontage	Min. 20 ft.	Applicable to townhouses
	Min. 40 ft.	Applicable to all other uses
	Min. 30 ft.	Applicable to lots fronting on the turnaround of a cul-de-sac street or the outside curve of a curved street having a radius of 200 feet or less and a direction change of 60 degrees or more.

RS Zone Residential Use Lot Standards		
		In no case shall the lot width be less than 40 ft. at the front building setback line.

Finding: As shown on the Tentative Subdivision Plan, the lot sizes of the proposed five-lot residential development range from approximately 7,053 square feet to 8,600 square feet. Each of the proposed lots are at least 60 feet wide, 119 feet deep, and have at least 40 feet of street frontage, which are suitable for single-family uses through four-family uses. All of the proposed lots within the subdivision are in compliance with the minimum lot area, lot dimension, and street frontage standards of the RS zone and are of sufficient size and dimension to permit future development of uses allowed within the zone.

▪ **Setbacks**

Setbacks for buildings and accessory structures within the RS zone are established under SRC 511.010(d), Table 511-3. A summary of the applicable required setbacks for residential uses within the RS zone are provided in the table below.

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

Off-Street Parking Setback: In addition to the setbacks identified above, SRC 806.025(b) requires off-street parking areas such as garages or carports to be setback a minimum of 20 feet from the street-abutting property line. This allows enough space for vehicles to park on the driveway without projecting into the street right-of-way or flag lot accessway.

Finding: Currently, there is a single-family dwelling, detached garage, and an accessory structure located on the property. The single-family dwelling is proposed to remain and will be located entirely on proposed Lot 2, with the other accessory structures to be demolished. The single-family dwelling will be setback approximately 15 feet from the new side property line to the north, 28 feet from the new side property line to the south, 15 feet from the new rear property line to the east, and 39 feet from the new front property line to the west abutting Rolletti. To ensure compliance with the setback standards, the following Condition applies:

Condition 1: Prior to Final Plat approval, the applicant shall obtain a demolition permit from the Building & Safety Division to remove the detached garage and other accessory structures.

Future development of the proposed lots will be reviewed for conformance with setback requirements at the time of building permit.

SRC Chapter 800 – General Development Standards

▪ *Designation of Lot Lines*

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

Finding: All of the proposed lots have frontage on Rolletti Drive SE (Local Street), with proposed Lot 1 also having frontage along Linn Haven Drive SE (Private Shared Accessway), and proposed Lot 5 having frontage along Dunbar Avenue SE (Local Street). To ensure compliance with the applicable setback standards and to reflect where roadway access is being obtained, the following condition applies:

Condition 2: The front lot line for Lots 1-5 shall be the property line abutting Rolletti Drive SE.

As the existing single-family dwelling will no longer have frontage on Linn Haven Drive SE, and will only have frontage along Rolletti Drive SE, the following condition also applies:

Condition 3: Prior to Final Plat approval, the existing single-family dwelling shall obtain a new address.

SRC Chapter 806 – Off-Street Parking, Loading, and Driveways

▪ *Off-Street Parking Standards for Single- through Four-Family Uses*

SRC 806.025 establishes standards for off-street parking and vehicle storage areas for single-family, two-family, three-family, and four-family uses. In general, off-street parking is only permitted within a garage or carport, on a driveway leading to an approved or former off-street parking area, or within a screened parking area meeting the standards of SRC 806.025(f). SRC 806.030 establishes standards for driveways for these uses and requires a minimum driveway depth of 20 feet along with leading to an approved off-street parking area by the shortest and most direct route.

Finding: The existing single-family dwelling has a driveway with access onto Linn Haven Drive SE, which is a Private Shared Accessway. As proposed and conditioned, the existing driveway will no longer be leading to an approved off-street parking area as the garage will be removed, and the driveway itself will no longer be located on the same lot as the existing single-family dwelling. Therefore, as access is proposed for the single-family dwelling off of Rolletti Drive SE, and the existing driveway will no longer be located on the property it serves or lead to an approved off-street parking area, the following condition applies:

Condition 4: At the time of demolition permit review for the removal of the garage, the driveway and driveway approach onto Linn Haven Drive SE shall be removed.

There is also an existing gravel driveway from Linn Haven Drive SE on the western side of the existing property, which will also be located on two separate properties following the subdivision and is not an approved off-street parking area. Therefore, the following condition also applies.

Condition 5: Prior to Final Plat approval, the existing gravel driveway on the western side of the property shall be removed.

❖ **CITY INFRASTRUCTURE STANDARDS**

SRC Chapter 200 – Urban Growth Management

▪ ***Urban Growth Preliminary Declaration***

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

Finding: The subject property is located outside of the City's Urban Service Area. However, as the proposed development does not precede construction of the required facilities, a UGA permit is not required.

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

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

Finding: As described in the analysis of SRC Chapter 803 below, right-of-way dedication is required along the boundary streets of the subject property. The title report provided as part of the application materials indicates there are existing easements on the subject property; however, they are not shown on the applicant's tentative plans. It is unclear if existing easements will conflict with required right-of-way dedication. Therefore, as a condition of approval, the applicant shall ensure required right-of-way is unencumbered and obtain quitclaims from private utility owners where there are conflicts, unless an exception is approved by the Director pursuant to the standard in SRC 200.050(d).

Condition 6: Prior to Final Plat approval, required right-of-way dedications shall be free and clear of encumbrances and liens unless otherwise approved by the Director pursuant to SRC 200.050(d).

SRC Chapter 71 – Stormwater

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

Finding: Pursuant to SRC 71.080, land divisions are required to provide stormwater flow control facilities and treatment facilities that are sized to serve the entire land division until fully developed. To demonstrate the proposed lots can meet the requirement of SRC Chapter 71 and the Public Works Design Standards (PWDS), the applicant shall submit a tentative stormwater design prior to Final Plat approval. For a tentative stormwater design, the applicant

shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities. The stormwater systems shall be tentatively designed to accommodate the future impervious surfaces on all proposed parcels within the subdivision.

Condition 7: Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.

Condition 8: Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the *Public Works Design Standards* to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.

SRC Chapter 802 – Public Improvements

▪ Existing Conditions

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

Utilities & Parks	
Type	Existing Conditions
Water	Water Service Level: S-3
	Eight-inch public water mains are located in Rolletti Drive SE and Dunbar Avenue SE.
Sanitary Sewer	Eight-inch sanitary sewer mains are located in Rolletti Drive SE and Dunbar Avenue SE.
Storm Drainage	A 30-inch storm main is located at the intersection of Rolletti Drive SE and Dunbar Avenue SE.
Parks	The proposed development is served by Bryan Johnston Park, located approximately one-half mile north of the subject property.

▪ Development to be Served by City Utilities

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

Finding: Private water, sewer, and storm services shall be constructed to serve each lot. Construction of facilities in the right-of-way is required prior to Final Plat except as authorized in an Improvement Agreement per SRC 205.035(c)(7)(B). 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)(7)(B) prior to Final Plat approval. The subdivision tentative plan will be served adequately by City water, sewer, and stormwater infrastructure upon completion of the conditions described in the analysis provided for each utility type.

Water – There are existing public water mains located in Rolletti Drive SE and Dunbar Avenue SE available to serve the proposed subdivision. The applicant's preliminary utility plan shows connections for each lot will be provided from Rolletti Drive SE. To provide water service to each lot, the following condition applies:

Condition 9: Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all lots created by the subdivision.

Sanitary Sewer – There are existing public sanitary sewer mains located in Rolletti Drive SE and Dunbar Avenue SE available to serve the proposed subdivision. The applicant's preliminary utility plan shows connections for each lot will be provided from Rolletti Drive SE. To provide sanitary sewer service to each lot, the following condition applies:

Condition 10: Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all lots created by the subdivision.

Stormwater – There is an existing 30-inch public stormwater main located at the intersection of Rolletti Drive SE and Dunbar Avenue SE. The applicant's preliminary utility plan shows a 12-inch public stormwater main will be extended in Rolletti Drive SE to provide an approved point of discharge for the on-lot stormwater management. To provide public stormwater service to each lot, the following conditions apply:

Condition 11: Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct a minimum 12-inch public storm main in Rolletti Drive SE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards to serve each lot.

Condition 12: Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct stormwater services in the public right-of-way to serve all lots created by the subdivision.

The applicant has not identified the location of the existing well and septic serving the existing single-family home. However; the applicant's preliminary plans show that the existing home located on the subject property will be connected to public utilities as required by SRC 802.015. As the existing systems may cross the new property lines, and the applicant proposes to connect the existing home to public services, a condition of approval requiring locating the existing well and septic as well as connecting the existing home to public water prior to Final Plat approval applies.

Condition 13: Prior to Final Plat approval, locate the existing well and septic system serving the existing single-family dwelling and disconnect the existing single-family home from the well and septic, and connect the existing structure to the public water and sewer system.

As conditioned, the proposed subdivision conforms to the public improvement standards of SRC Chapter 802.

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

▪ Existing Conditions

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

Streets			
Street Name		Right-of-Way Width	Improvement Width
Rolletti Drive SE (Local Street)	Standard:	60 feet	30 feet
	Existing Condition:	37 feet	28 feet
Dunbar Avenue SE (Local Street)	Standard:	60 feet	30 feet
	Existing Condition:	37 feet	28 feet

▪ Boundary Street Improvements

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

Finding: The subject property abuts Rolletti Drive SE along the western property boundary, Dunbar Avenue SE along the southern property boundary, and Linn Haven Drive SE along the northern property boundary.

Rolletti Drive SE and Dunbar Avenue SE are classified as Local streets according to the Salem Transportation System Plan (TSP). Rolletti Drive SE and Dunbar Avenue SE do not meet the current right-of-way width and improvement width standards for a Local Street. Per Table 803-1 and Table 803-2 in SRC 803.025, the ultimate right-of-way width for a Local Street is 60 feet, and the ultimate improvement width for a Local Street is 30 feet. Measured curb to curb, both Rolletti Drive SE and Dunbar Avenue SE have an improvement width of 28 feet and right-of-way width of 37 feet. The applicant has requested an Alternative Street Standard to allow the existing 28-foot improvement width to remain along both street frontages, though additional right-of-way dedication to accommodate property line sidewalks and landscape strips on the development side of the street are also proposed.

Rolletti Drive SE and Dunbar Avenue SE were constructed in their current configuration in 2007 as part of the Fernwood Glenn Subdivision, with the intention of being widened onto the subject property in the future. However, the additional two feet of pavement width would provide minimal benefit to the transportation system, as the existing street has adequate width to accommodate two-way travel and parking on one side of the street. Pursuant to SRC 803.065(a)(3), The Director authorizes an Alternative Street Standard to allow the existing width of Rolletti Drive SE and Dunbar Avenue SE to remain. As a condition of the Alternative Street Standard, the applicant is required to provide no-parking signage on the development

side of the street. Additionally, the applicant shall construct a 20-foot curb radius at the street intersection, provide ADA ramps on the development side of the street at the street intersection, and provide an eight-foot-wide landscape strip and five-foot-wide property line sidewalk.

Condition 14: On the Final Plat, dedicate 13 feet of right-of-way along Rolletti Drive SE and Dunbar Avenue SE, including a 20-foot property line radius at the street intersection.

Condition 15: Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), provide the following streetscape improvements along Rolletti Drive SE and Dunbar Avenue SE:

- A. A 20-foot curb radius at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
- B. ADA curb ramps at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
- C. An eight-foot landscape planter along both street frontages;
- D. A five-foot property line sidewalk along both street frontages.

Condition 16: Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), post no-parking signage along the development side of Rolletti Drive SE and Dunbar Avenue SE.

Linn Haven Drive SE is a named Private Shared Accessway. The applicant's written statement indicates that all access to the proposed subdivision will be provided from Rolletti Drive SE, with no access to Linn Haven Drive SE proposed. As this is a named Private Shared Accessway and access is not proposed, no boundary improvements are required for Linn Haven Drive SE.

▪ ***Street Trees***

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

Finding: As described in the written findings above, landscape planters will be provided along both Rolletti Drive SE and Dunbar Avenue SE to allow for street tree plantings. Street trees will be required as a condition of approval. Proposed Lot 2, which contains an existing dwelling, will be required to provide street tree planting prior to Final Plat; however, the remaining lots can provide street trees at the time of Building Permit review.

Condition 17: Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), install street trees to the maximum extent feasible along the frontage of proposed Lot 2.

Condition 18: At the time of building permit review for Lot 1, Lot 3, Lot 4, and Lot 5, install street trees to the maximum extent feasible.

Pursuant to SRC Chapter 86, Street Trees require a separate permit. There is an existing cherry tree along the frontage of Dunbar Avenue SE located in the public right-of-way. The

existing tree is not shown on the applicant's plans, and it is unclear if the existing tree will be impacted. At the time of Public Construction Plan Review approval, the applicant shall provide a plan showing existing street trees and obtain any necessary Street Tree Removal Permits.

Condition 19: Prior to Public Construction Permit issuance, provide an updated existing conditions plan showing existing street trees and obtain any necessary Street Tree Removal Permits pursuant to SRC Chapter 86.

▪ ***Public Utility Easements***

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

Finding: As a condition of approval, the applicant shall dedicate a ten-foot-wide PUE along the street frontage of Rolletti Drive SE and Dunbar Avenue SE.

Condition 20: On the Final Plat, provide a ten-foot-wide Public Utility Easement along the frontage of Rolletti Drive SE and Dunbar Avenue SE.

❖ **ENVIRONMENTAL FACTORS**

SRC Chapter 601 – Floodplain

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

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

SRC Chapter 808 – Preservation of Trees and Vegetation

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

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

Finding: A Tree Conservation Plan (TCP25-09) was submitted in conjunction with the Subdivision Tentative Plan identifying a total of 19 trees on the subject property, including two significant trees.

SRC 808.035(d)(1)(D) – Not less than 30 percent of all trees located on the property are designated for preservation, unless there are no reasonable design alternatives that would enable preservation of such trees.

Finding: The proposed Tree Conservation Plan identifies eight trees (42.1 percent) for preservation and 11 trees (57.9 percent) for removal. Of the 11 trees proposed for removal, two are significant trees with a dbh of at least 30 inches, which the applicant has identified for removal based on their location within either the future building envelopes of lots or adjacent to required street and/or sidewalk improvements. The Tree Conservation Plan is being reviewed by staff and, if approved, will be binding on the lots until final occupancy is granted. As more than 30 percent of all trees located on the property are designated for preservation, the mitigation measures of SRC 808.035(e) are not applicable.

SRC Chapter 809 – Wetlands

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers. State and Federal wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

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

SRC Chapter 810 – Landslide Hazards

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

Finding: According to the City's adopted Landslide Hazard Susceptibility Maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

SRC 205.010(d)(2): The Tentative Subdivision Plan does not impede future use or development of the property or adjacent land.

Finding: The proposed development abuts two existing public streets, Rolletti Drive SE and Dunbar Avenue SE. Rolletti Drive SE stubs to undeveloped property to the north and will provide future access to development on adjacent property, while property to the west has direct access to Dunbar Avenue SE. As the proposed land division does not impede future use or development of property or adjacent land, this criterion is met.

SRC 205.010(d)(3): Development within the Tentative Subdivision Plan can be served by City infrastructure.

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

SRC 205.020(d)(4): The street system in and adjacent to the Tentative Subdivision Plan conforms to the Salem Transportation System Plan.

Finding: As described in the findings above, the subject property is located adjacent to Rolletti Drive SE and Dunbar Avenue SE, which are classified as Local Streets under the City's Transportation System Plan (TSP). The conditions of approval established with this subdivision decision will require streetscape improvements along the boundary streets of the subject property. This criterion is met.

SRC 205.010(d)(5): The Tentative Subdivision Plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis (TIA), where applicable.

Finding: The proposed five-lot subdivision generates less than 200 average daily vehicle trips to the local street system. Therefore, per SRC 803.015(b)(1), a Traffic Impact Analysis (TIA) is not required as part of the proposed subdivision submittal and this criterion is not applicable.

SRC 205.010(d)(6): 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; therefore, as the proposed development does not precede construction of required facilities, an Urban Growth Area Development Permit is not required. This criterion is not applicable.

7. Conclusion

Based upon review of SRC 205.010(d), the findings contained under Section 6 above, and the comments described, the application for a Tentative Subdivision Plan complies with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

Tentative Subdivision Case No. SUB25-04 for property located at 182 Linn Haven Drive SE is hereby **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, requirements of development, and the conditions of approval listed below, which must be completed prior to Final Plat approval unless otherwise indicated:

Condition 1: Prior to Final Plat approval, the applicant shall obtain a demolition permit from the Building & Safety Division to remove the detached garage and other accessory structures.

- Condition 2:** The front lot line for Lots 1-5 shall be the property line abutting Rolletti Drive SE.
- Condition 3:** Prior to Final Plat approval, the existing single-family dwelling shall obtain a new address.
- Condition 4:** At the time of demolition permit review for the removal of the garage, the driveway and driveway approach onto Linn Haven Drive SE shall be removed.
- Condition 5:** Prior to Final Plat approval, the existing gravel driveway on the western side of the property shall be removed.
- Condition 6:** Prior to Final Plat approval, required right-of-way dedications shall be free and clear of encumbrances and liens unless otherwise approved by the Director pursuant to SRC 200.050(d).
- Condition 7:** Prior to Final Plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.
- Condition 8:** Prior to Final Plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the *Public Works Design Standards* to accommodate new impervious surfaces in rights-of-way and future impervious surfaces on all proposed lots.
- Condition 9:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), obtain permits for installation of water services to serve all lots created by the subdivision.
- Condition 10:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct sewer services in the public right-of-way to serve all lots created by the subdivision.

- Condition 11:** Prior to Final Plat approval or delayed pursuant to an Improvement Agreement per SRC 205.035(c)(7)(B), construct a minimum 12-inch public storm main in Rolletti Drive SE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards to serve each lot.
- Condition 12:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct stormwater services in the public right-of-way to serve all lots created by the subdivision.
- Condition 13:** Prior to Final Plat approval, locate the existing well and septic system serving the existing single-family dwelling and disconnect the existing single-family home from the well and septic, and connect the existing structure to the public water and sewer system.
- Condition 14:** On the Final Plat, dedicate 13 feet of right-of-way along Rolletti Drive SE and Dunbar Avenue SE, including a 20-foot property line radius at the street intersection.
- Condition 15:** Prior to Final Plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), provide the following streetscape improvements along Rolletti Drive SE and Dunbar Avenue SE:
- A. A 20-foot curb radius at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
 - B. ADA curb ramps at the intersection of Rolletti Drive SE and Dunbar Avenue SE;
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- Condition 18:** At the time of building permit review for Lot 1, Lot 3, Lot 4, and Lot 5, install street trees to the maximum extent feasible.
- Condition 19:** Prior to Public Construction Permit issuance, provide an updated existing conditions plan showing existing street trees and obtain any necessary Street Tree Removal Permits pursuant to SRC Chapter 86.
- Condition 20:** On the Final Plat, provide a ten-foot-wide Public Utility Easement along the frontage of Rolletti Drive SE and Dunbar Avenue SE.



Quincy Miller, AICP, Planner I



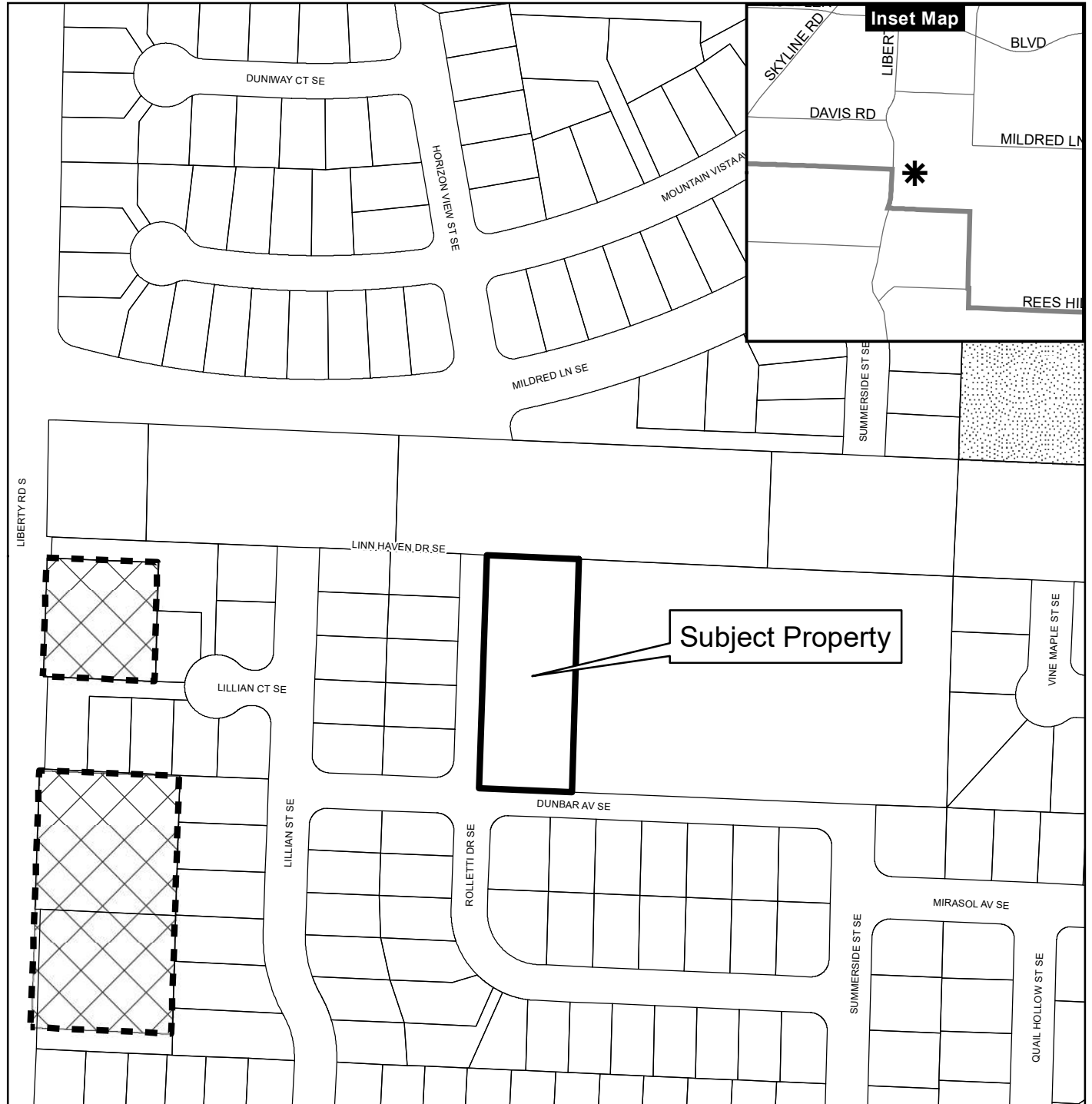
Laurel Christian, Infrastructure Planner III

On behalf of Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
B. Applicant's Tentative Subdivision and Development Plans
C. Salem-Keizer School District Memo
D. Public Comments Received

Vicinity Map

182 Linn Haven Drive SE



Legend

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

Parks



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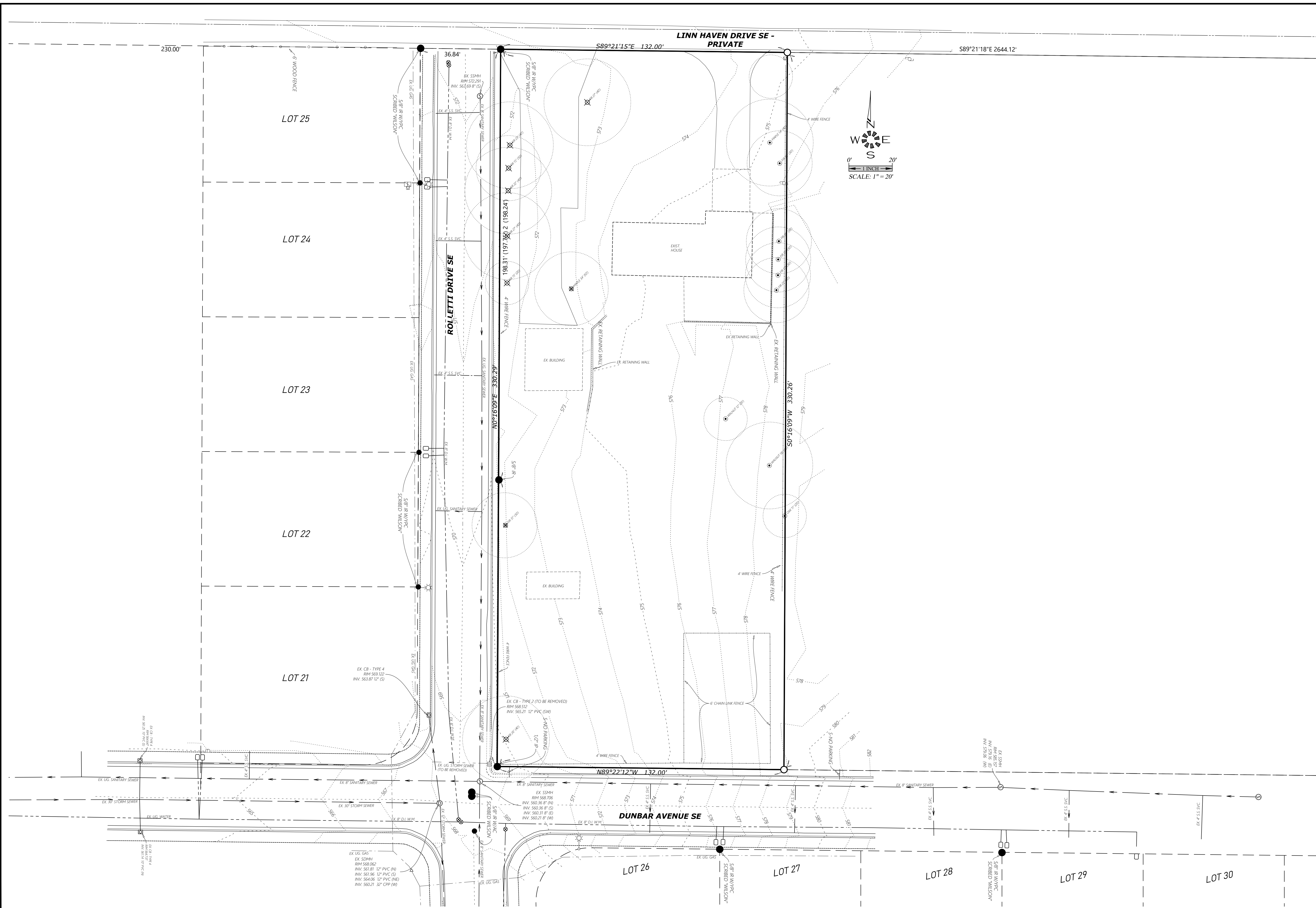
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Drawn: J.P.H.
Checked: B.M.G.
Issue Date: 7/14/25
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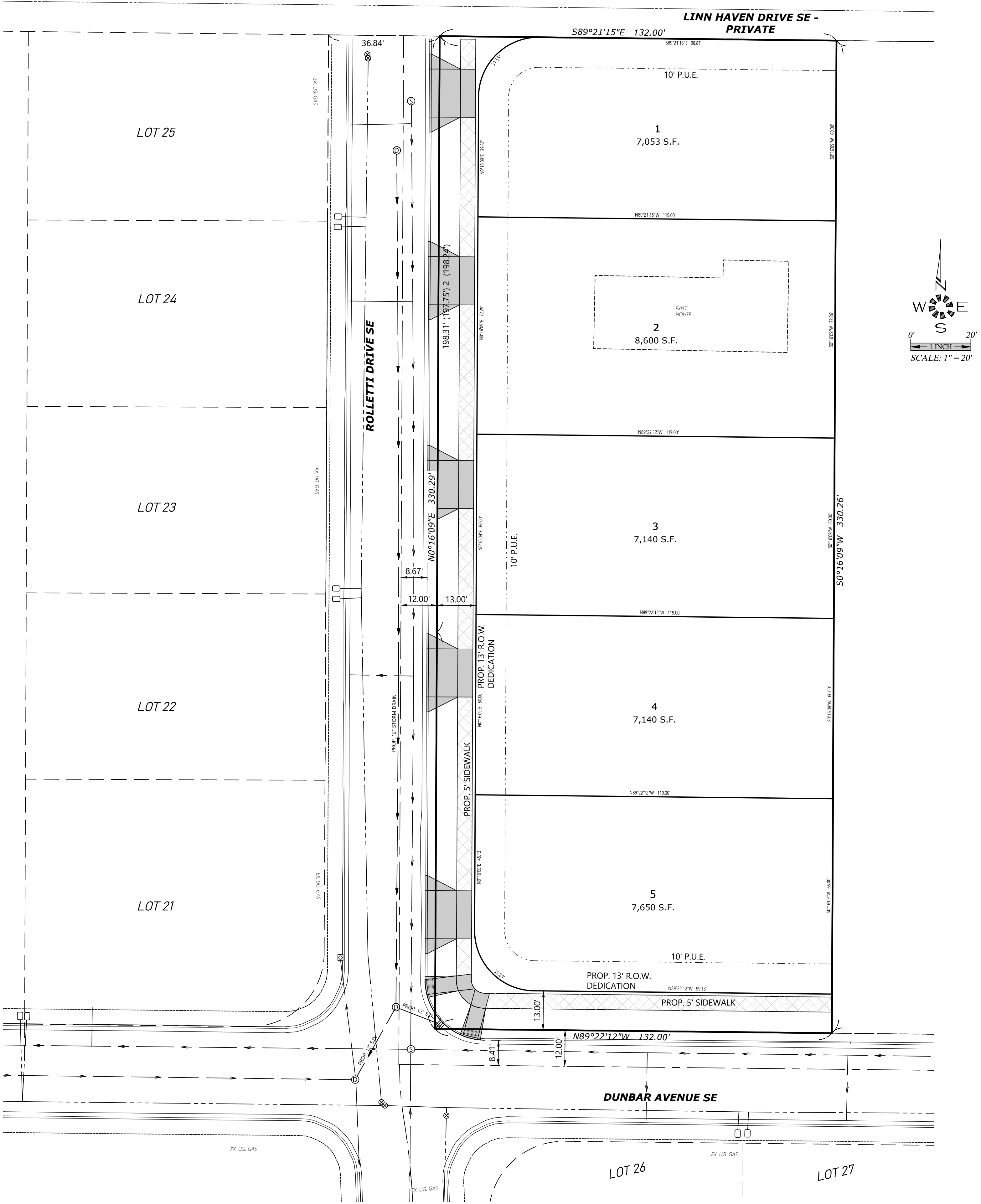
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JOB # 7728

P102



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ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
TEL: (503) 363-5277 FAX: (503) 364-7660
www.mtengr.com office@mtengr.com

TENTATIVE SITE PLAN

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77281 P103 SITE

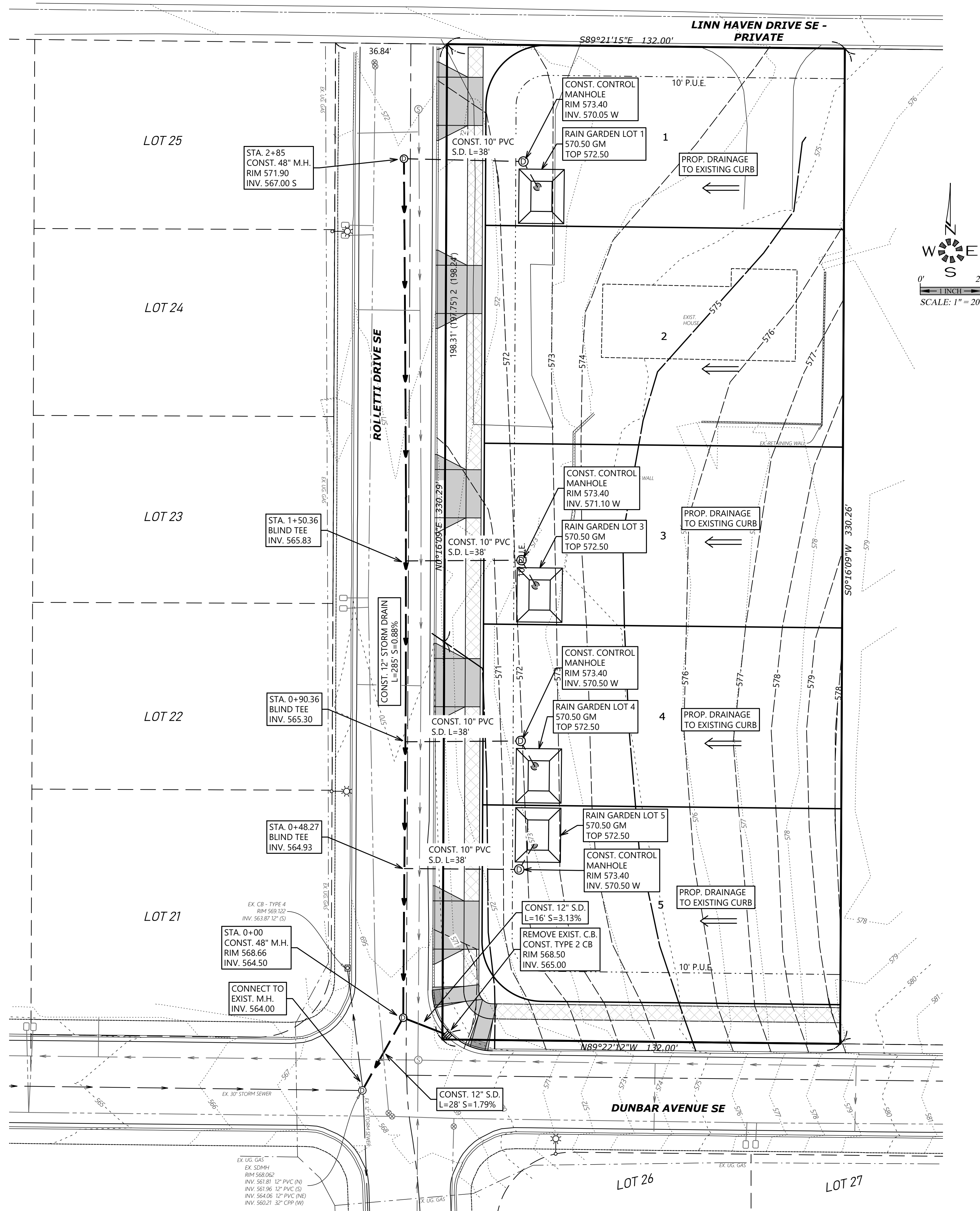
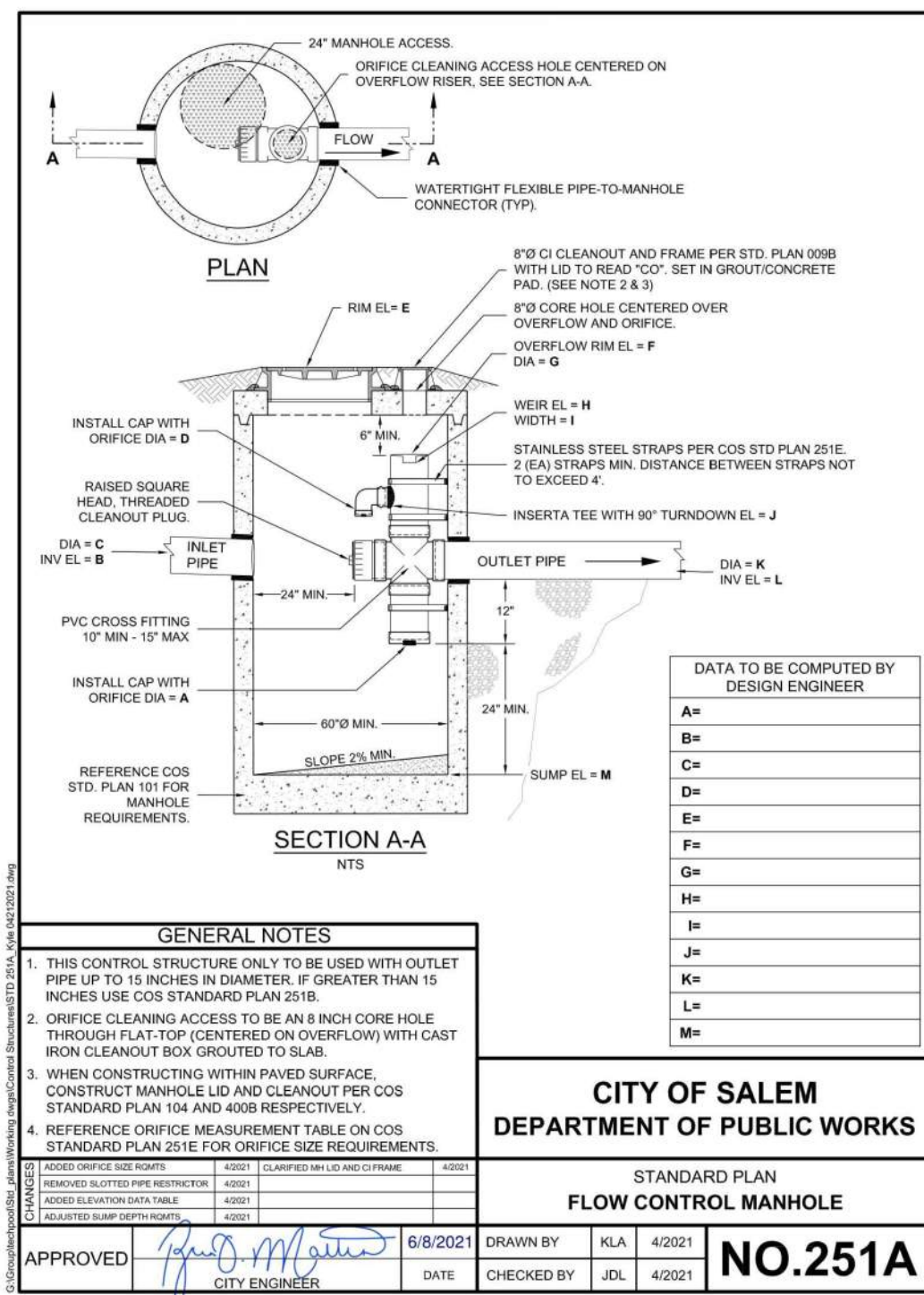
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Scale:	AS SHOWN
As-Built:	----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1978
MARK D. GENTRY

EXPIRES: 06-30-2027

JOB # 7728

P103



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SEC.21, T. 8 S., R. 3 W., W.M.

CITY OF SALEM



































MARION COUNTY, OREGON

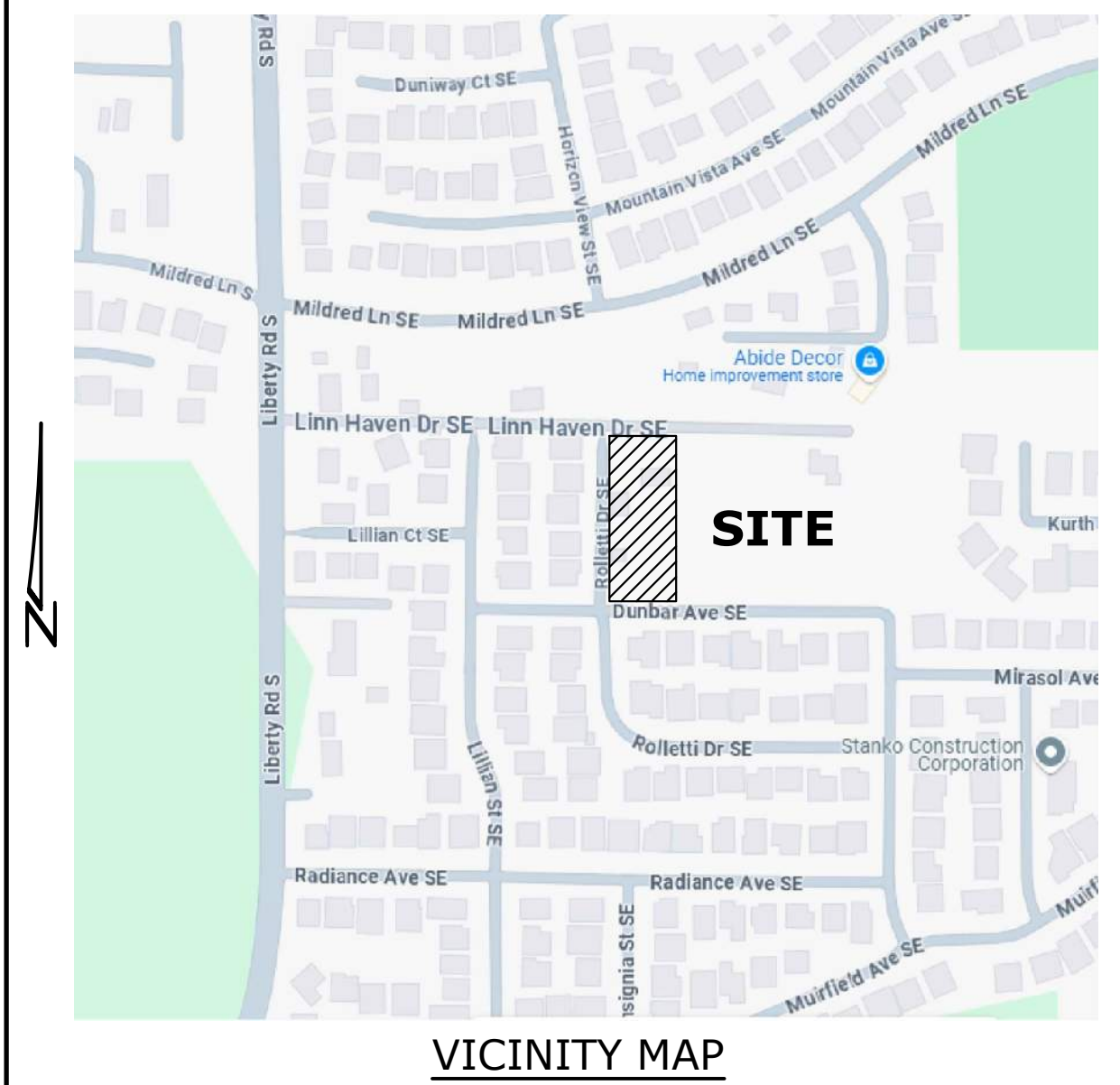
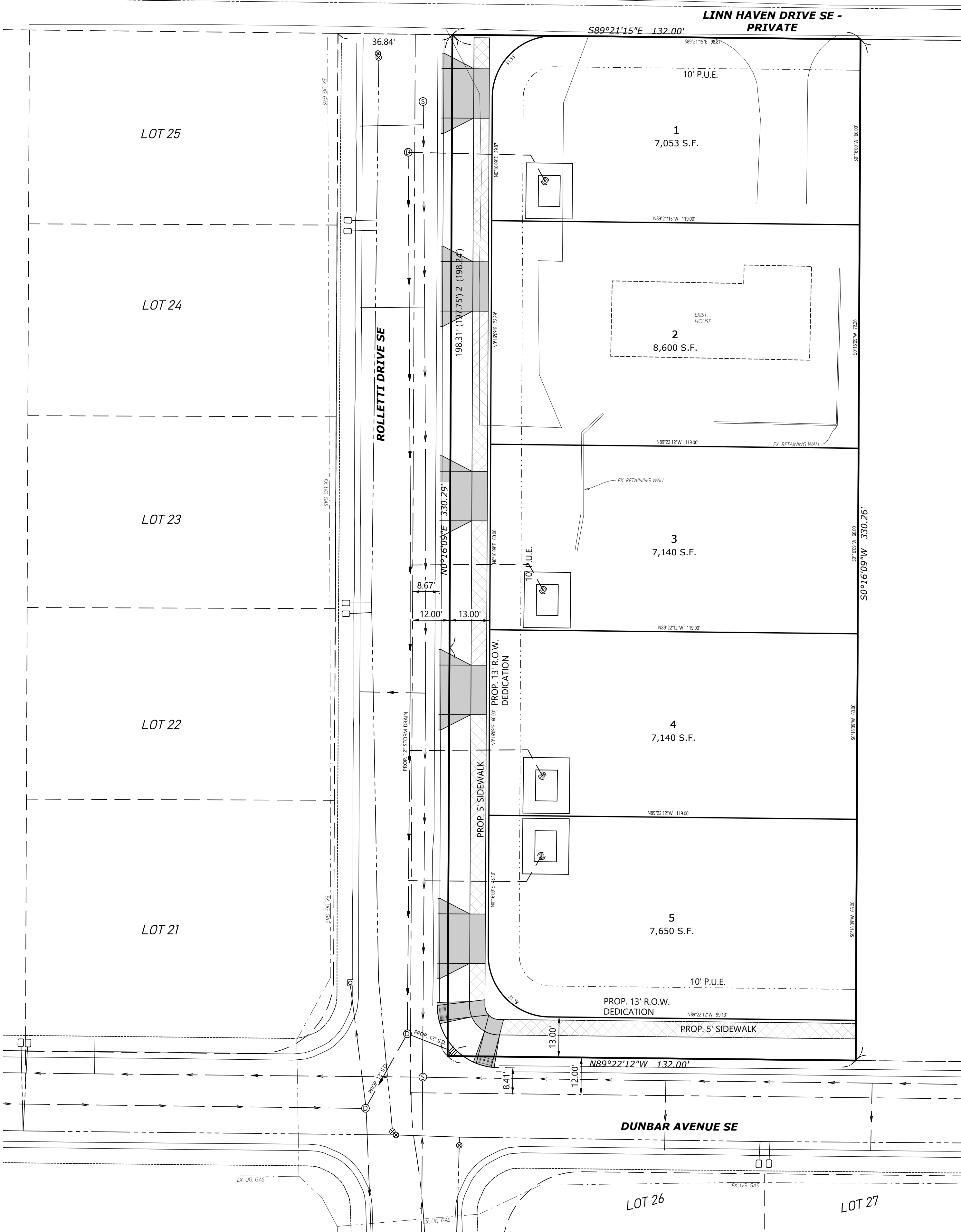
5 LOTS - 1.00 ACRES

ABBREVIATIONS

A.C.	ASPHALTIC CONCRETE	L	LENGTH, LINE
ACMP	ALUMINIZED CMP	L.P.	LIGHT POLE
ASSY.	ASSEMBLY	M	METER, MAIN
B.O.	BLOW OFF	M.H.	MANHOLE
B.V.F.	BUTTERFLY VALVE	MTL	METAL
C & G	CURB & GUTTER	O.H.	OVERHEAD
CATV	CABLE TELEVISION	PC	POINT OF CURVE
C.B.	CATCH BASIN	PCC	POINT OF CONTINUING CURVE
C.B.C.O.	CATCH BASIN CLEANOUT	PED.	PEDESTAL
C.B.I.	CATCH BASIN INLET	PRC	POINT OF REVERSE CURVE
CCR	COMPACTED CRUSHED ROCK	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC
C.O.	CLEANOUT	PUE	PUBLIC UTILITY EASMT.
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DWG	DRAWING	R	RADIUS
EASMT.	EASEMENT	R-	RIM
E.G.	EXIST, GRADE / GROUND	RD	ROAD
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	S.Q.F.	STORMWATER QUALITY FACILITY
F.D.C.	FIRE DEPT. CONNECTION	STA.	STATION
FT.	FEET	STD.	STANDARD
FF.	FINISH FLOOR	STL	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVC.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INST.	INSERT	U.G.	UNDERGROUND
INV. or I-	INVERT	VLT.	VAULT
		W.M.	WATER MAIN

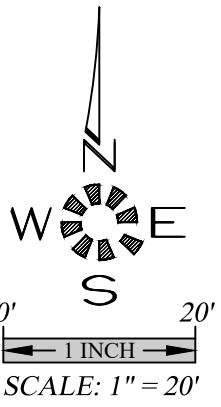
SYMBOLS

EX.	PROP.	EX.	PROP.
	BLOW OFF ASSY.		MANHOLE SAN. SEWER
	CATCH BASIN		MANHOLE STORM DRAIN
	CATCH BASIN CLEANOUT		2' DIA. C.O. / M.H.
	CATCH BASIN CURB INLET		MANHOLE TELEPHONE
	CATV PED. / BOX		MANHOLE WATER
	CLEANOUT		REDUCER / INCREASER
	ELEC. PED. / BOX		TEL. PED. / BOX
	FIRE HYDRANT		TRAFFIC PED. / BOX
	GAS LOCATION MARKER		UTILITY / POWER POLE
	GAS VALVE		WATER METER
	MAIL BOX		WATER VALVE
	CABLE TELEVISION		SANITARY SEWER EXIST.
	CENTERLINE		SANITARY SEWER EXIST.
	DITCH C.L.		STORM DRAIN EXIST.
	ELECTRICAL LINE		STORM DRAIN EXIST.
	GAS MAIN		WATER MAIN EXIST.
	TELEPHONE LINE		WATER MAIN EXIST.



B.M. 541.24

MARION COUNTY SURVEY CONTROL 8400
2" ALUMINUM CAP SET IN CONCRETE, SE
CORNER OF THE INTERSECTION OF MILDRED
LANE SE AND SAWGRASS LANE SE, AT THE
BEGIN DROP OF ADA RAMP, 6' W OF FHYD,
8' N OF CB, 37' SE OF MH



Owner / Developer:

CAMERON XUN LI
2659 COMMERCIAL ST. SE
SALEM, OREGON 97302

PARCEL SIZE:

<u>TOTAL AREA</u>	1.00 AC.
-------------------	----------

DEVELOPABLE AREA 1.00 AC.

NUMBER OF LOTS 5

DENSITY 5.00 UNITS/AC.

LARGEST LOT 8,600 S.F.

SMALLEST LOT 7,053 S.F.

AVERAGE 7,517 S.F.

UTILITIES:

CABLE	COMCAST CABLE SERVICES
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ELECTRIC PGE

PHONE LUMEN

GAS N.W. NATURAL

STORM DRAIN,

SANITARY SEWER,

WATER _____ CITY OF SALEM

SHEET INDEX

SHEET	P101	COVER SHEET
SHEET	P102	EXISTING CONDITIONS PLAN
SHEET	P103	TENTATIVE SITE PLAN
SHEET	P104	UTILITY PLAN
SHEET	P105	STORM DRAIN PLAN
SHEET	P106	LOT GRADING PLAN
SHEET	P107	TREE CONSERVATION PLAN
SHEET	P108	SIDEWALK AND DRIVEWAY PLAN



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COVER SHEET

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DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
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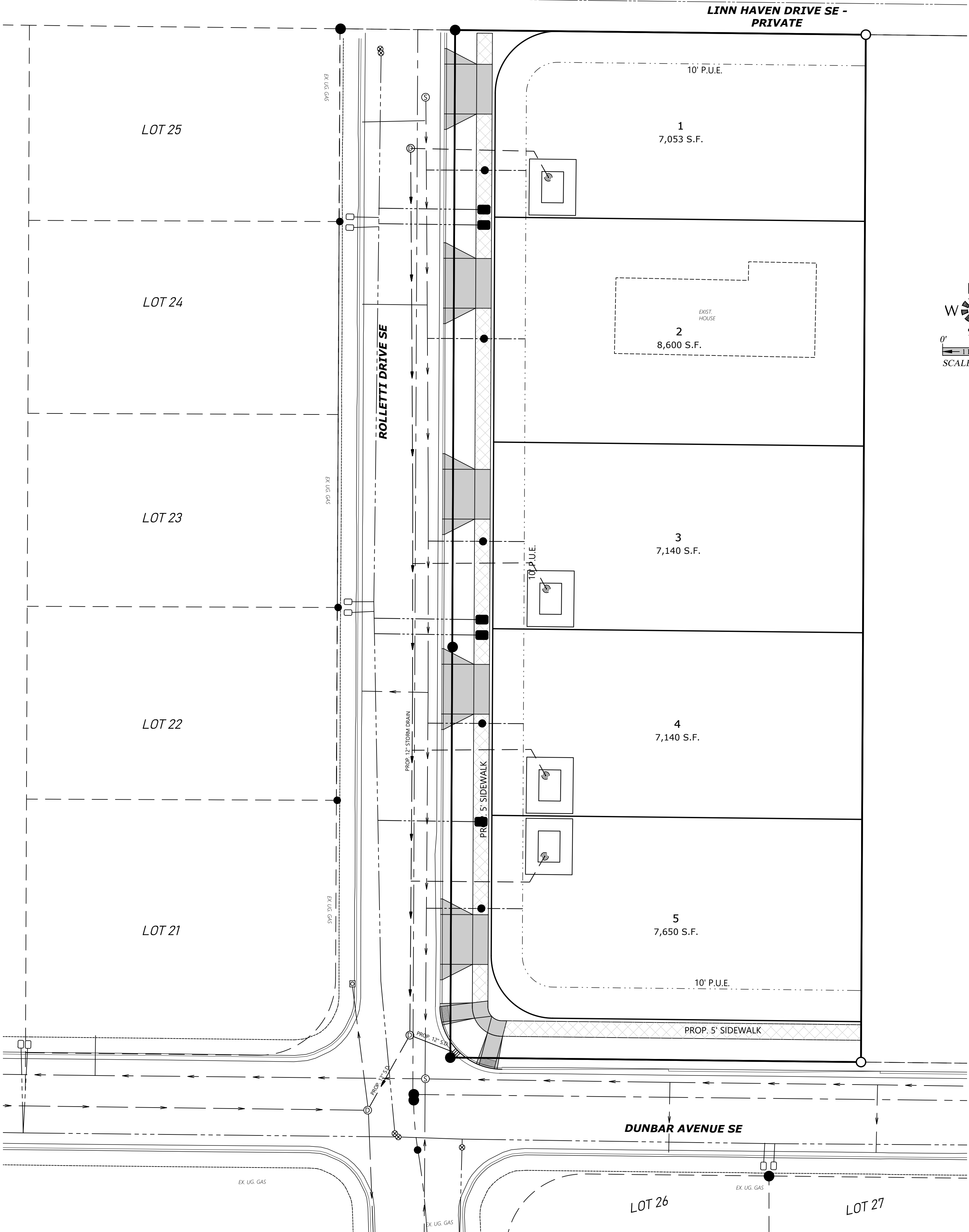
Design: M.D.G.
 Drawn: J.P.H.
 Checked: B.M.G.
 Issue Date: 7/14/25
 Scale: AS SHOWN
 As-Built: -----





EXPIRES: 06-30-2027

JOB # 7728

P101



 = 5' SIDEWALK LOCATION TO BE INSTALLED AT TIME OF HOME CONSTRUCTION

 = 5' SIDEWALK LOCATION TO BE INSTALLED AT TIME OF STREET CONSTRUCTION



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SIDEWALK AND DRIVEWAY PLAN

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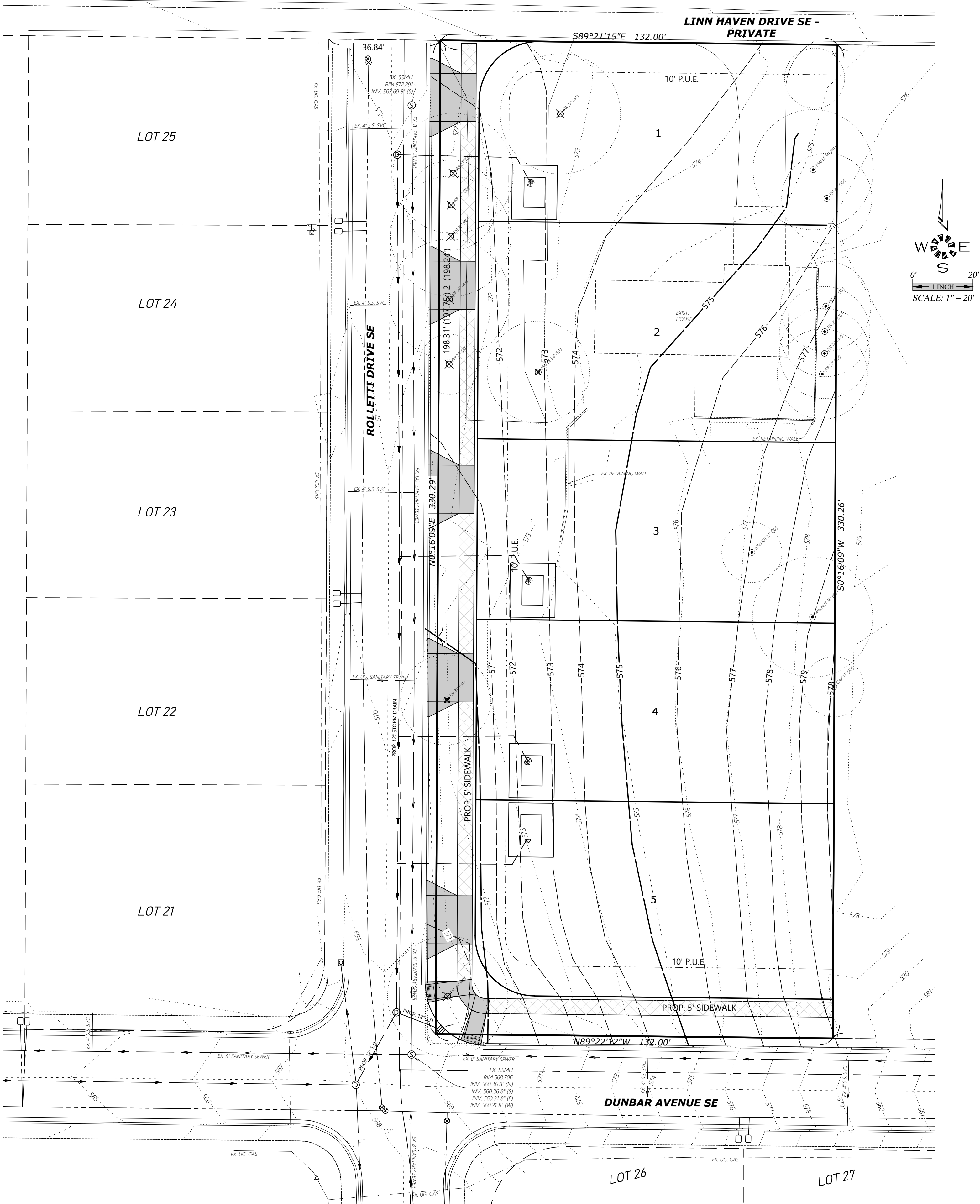


EXPIRES: 06-30-2027

JOB # 7728

P108

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TOTAL EXISTING TREES WITHIN BOUNDARY

● = EXISTING NON SIGNIFICANT TREE TO REMAIN

⊗ = EXISTING NON SIGNIFICANT TREE TO BE REMOVED

⊗ = EXISTING SIGNIFICANT WHITE OAK TREE 20"+ DIA. TO REMAIN

⊗ = EXISTING SIGNIFICANT WHITE OAK TREE 20"+ DIA. TO BE REMOVED

⊗ = EXISTING SIGNIFICANT NON WHITE OAK TREE 30"+ DIA. TO REMAIN

⊗ = EXISTING SIGNIFICANT NON WHITE OAK TREE 30"+ DIA. TO BE REMOVED

	REMAIN	REMOVE	TOTAL
SIGNIFICANT NON WHITE OAK 30"≥	0	2	2
SIGNIFICANT WHITE OAK 20"≥	0	0	0
NON SIGNIFICANT TREE	8	9	17
TOTAL TREES			19

MULTI/TECH

ENGINEERING SERVICES, INC.

1155 13TH ST. S.E. SALEM, OR. 97302
PH. (503) 363-5227 FAX (503) 364-1260
www.mttecheng.com office@mttecheng.com

TREE PLAN

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7728

7/28/2025

DESIGN: M.D.G.

DRAWN: J.P.H.

CHECKED: B.M.G.

ISSUE DATE: 7/14/25

SCALE: AS SHOWN

AS-BUILT: _____

REGISTERED PROFESSIONAL ENGINEER

MARK D. GRIFFIN

OR 0000000000

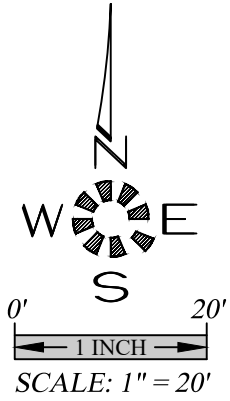
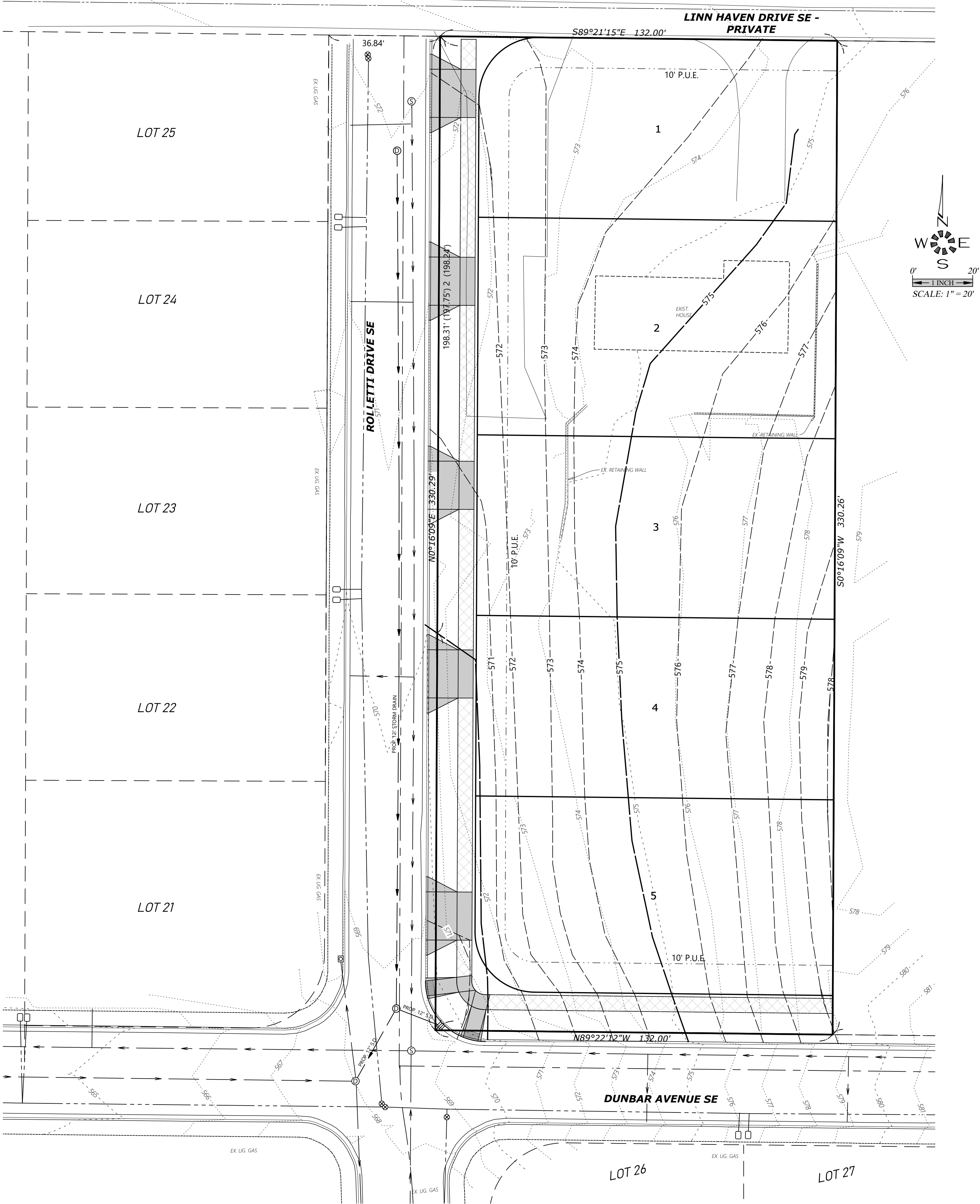
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EXPIRES: 06-30-2027

JOB # 7728

P107

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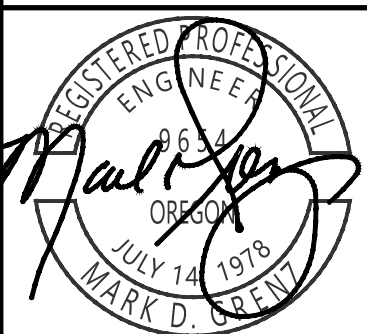


GRADING PLAN

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Checked: B.M.G.
Issue Date: 7/14/25
Scale: AS SHOWN
As-Built: ----



EXPIRES: 06-30-2027

JOB # 7728

P106



Business & Support Services
 2450 Lancaster Drive NE • PO Box 12024 • Salem, Oregon 97309
 503-399-3036 • FAX: 503-399-3407

Andrea Castañeda, Superintendent

July 31, 2025

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

RE: Land Use Activity Case No. SUB25-04, 182 Linn Haven Dr SE

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

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

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

School Name	School Type	Grades Served
Sumpter	Elementary	K thru 5
Crossler	Middle	6 thru 8
Sprague	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

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

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Sumpter	Elementary	450	579	78%
Crossler	Middle	784	944	83%
Sprague	High	1,685	2,248	75%

Table 2

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

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

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	5	SF	0.168	1
Middle			0.098	0
High			0.144	1

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

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

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Sumpter	Elem.	450	42	1	43	579	85%
Crossler	Mid.	784	86	0	86	944	92%
Sprague	High	1,685	88	1	89	2,248	79%

Table 4

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

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

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

School Name	School Type	Walk Zone or Eligible for School Transportation
Sumpter	Elementary	Eligible for School Transportation
Crossler	Middle	Eligible for School Transportation
Sprague	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	1	\$105,625	\$105,625
Middle	0	\$137,443	\$0
High	1	\$169,260	\$169,260
TOTAL			\$274,885

Table 6

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

Sincerely,

David Fridenmaker
Business and Support Services

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

Quincy Miller

From: Kurt Litvin <kurtlitvin@comcast.net>
Sent: Tuesday, July 22, 2025 8:06 PM
To: John Morgan
Cc: Quincy Miller
Subject: Re: [EXTERNAL] Re: Proposed development Sub 25-04

Thanks. I don't have developer info, but assume Quincy will.

On Jul 22, 2025, at 5:08 PM, John Morgan <john@morgancps.com> wrote:

Keep me posted on the answers to these questions which will help us submit any comments from the neighborhood association. Many of the questions should be answered by the developer so I encourage that direct contact.

John Morgan
 SGNA Land Use Chair
 Sent from my iPhone

On Jul 22, 2025, at 4:42 PM, Kurt Litvin <kurtlitvin@comcast.net> wrote:

My mistake: 5 lots, not 6

> On Jul 22, 2025, at 4:25 PM, Kurt Litvin <kurtlitvin@comcast.net> wrote:

>

> Gentlemen-

> Just saw the new posting nearest Rolletti & Dunbar, kitty-corner to my home. Appreciate the details & plot map. A few questions if I might:

>

> 1) When would potential construction start & end on these 6 home lots?

> 2) Would all be single level residential?

> 3) Can I assume the mature firs and cherry tree would be razed?

> 4) Would there be disruption to our utilities & sewer?

> 5) project full steam ahead after the comment period deadline?

>

> Thank you for your time & energy. We've loved it here the past four years, and know that development is inevitable.

>

> Kurt Litvin

> 6077 Rolletti Dr SE

> Salem, OR 97306

> 971-227-1151

Quincy Miller

From: Katherine Keppel <k2privacy@gmail.com>
Sent: Tuesday, July 22, 2025 6:40 PM
To: Quincy Miller
Subject: 182 Linn Haven Dr SE, Salem 97306

Hello Quincy,

My name is Katherine Keppel and I live at 134 Dunbar Ave SE. This is all new to me and I assumed when this lot was developed, Linn Haven Drive SE would be improved since that is the current access to 182 Linn Haven Drive SE. If I understand the maps and letters correctly, it is NOT planned to improve Linn Haven for this development. The five homes will use our development for access and services. Is that correct? If so, is this normal?

Also, there is a large, old cherry tree on the Dunbar Ave side of the property. I do not see that it is being address in the tree map. That may be because it is on an easement. I am just wondering about its fate. It is a messy but beautiful tree and the wildlife enjoy it.

Katherine Keppel

Quincy Miller

From: suzicote@comcast.net
Sent: Wednesday, July 30, 2025 3:56 PM
To: Quincy Miller
Subject: Notice of filing 25-110042-PLN Request for comments

Quincy Miller,

I live at 6017 Rolletti Dr SE, directly west of the proposed development. I have a couple of concerns about the plan.

#1 It appears Rolletti will not be widened to the required minimum of 30 feet to accommodate the increase in traffic. To make that side of the street no parking will just make the opposite side over used with double the need for on street parking.

#2 Would all the homes be single level residential?

#3 With the increase in traffic on a dead end street it should be a safety concern to replace the barricade at the end of the street which has only one cross member left intact(the city has been contacted to no avail).

Susan L. Cote
6017 Rolletti Dr SE
Salem, Or. 97306
503-931-4857

REQUEST FOR COMMENTS

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

REGARDING: Subdivision Tentative Plan Case No. SUB25-04

PROJECT ADDRESS: 182 Linn Haven Dr SE, Salem OR 97306

AMANDA Application No.: 25-110042-PLN

COMMENT PERIOD ENDS: August 4, 2025, at 5:00 p.m.

SUMMARY: An application for a five-lot subdivision.



REQUEST: A Subdivision Tentative Plan to divide an approximately one-acre property into a total of five lots, ranging in size from 7,053 to 8,600 square feet. The subject property is approximately one acre in size, zoned RA (Residential Agriculture), and located at 182 Linn Haven Drive SE (Marion County Assessors Map and Tax Lot Number: 083W21AB / 200).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request.

Comments received by 5:00 p.m., Monday, August 4, 2025, will be considered in the decision process. Comments received after this date will be not considered. Comments submitted are public record. This includes any personal information provided in your comment such as name, email, physical address and phone number. Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below, or submit comments online at <https://egov.cityofsalem.net/PlanningComments>

CASE MANAGER: Quincy Miller, Planner I, City of Salem, Planning Division; Mail: PO Box 14300, Salem OR 97309; Office: 440 Church St SE, Salem OR 97312; Phone: 503-584-4676; E-Mail: qmiller@cityofsalem.net.

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING THAT APPLY:

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

Name/Agency: BRUCE & SUSAN LANG
Address: 6056 LILLIAN ST SE, SALEM
Phone: 503-967-6106
Email: BLANGSLANG75@GMAIL.COM
Date: JULY 27, 2025

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

Case Number: SUB25-04

Permit Number:25 110042 00 PLN

Name: Kurt Litvin

Submission Date: 7/24/2025

Comment:

Now that I've had a chance to gain a little bit more knowledge about this project, I add the following:

- 1) It appears the developer appealed the plan to have a sidewalk on Rolletti, which I believe is a mistaken. We have many walkers, strollers, and children that use this area. The proposed properties should have sidewalks for safety purposes, and not force the new residents to just walk in the road. Skipping a sidewalk for economic reasons and assumptions of what this street can tolerate, are ill conceived. I urge the city to stick with the original plan, to include a sidewalk on the Dunbar frontage.
- 2) It appears the plot map labels the two large fir trees as "insignificant" to be removed. These trees service wildlife, including owls, and contribute greatly to the flavor the neighborhood- especially the corner one of Rolletti and Dunbar. Please consider a way to save this icon. I agree with another neighbor that the cherry tree doesn't appear to be addressed.
- 3) I'm assuming the five new homes would have driveways fronting Rolletti, with future street parking. Please confirm.
- 4) While in my earlier list of questions, I have to emphasize my belief that ONLY single level homes would be allowed on the 5 proposed lots. Anything larger would destroy the aesthetics & character of the already established neighborhood, and be a gigantic eyesore.
- 5) Finally, it's my firm belief that mandatory landscaping should be required on any new homes built on the proposed lots, preserving neighboring home values and not serving as a new distraction to our beautiful neighborhood.

Thank you.

Case Number: SUB25-04

Permit Number:25 110042 00 PLN

Name: BRIAN MORTENSEN

Submission Date: 8/3/2025

Comment:

The easement for the private drive Linn Haven Drive is for current residents. My concern is that there will be construction vehicles and employee vehicles tearing up our private drive accessing this project. I personally maintain this private drive. Existing landowners have a maintenance agreement for cost sharing to maintain the private drive. Per the proposed subdivision, access and use of the private drive is for the current resident only which is presumed to be revoked upon reconfiguration, modification or addition of additional dwellings. I would like confirmation that the lots will be developed with single family residences and not more multi family dwellings such as the newly built apartments at Mildred and Liberty Road S.