

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
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*Si necesita ayuda para comprender esta informacion, por favor llame
503-588-6173*

REVISED

DECISION OF THE PLANNING ADMINISTRATOR

Subdivision / Urban Growth Area Preliminary Declaration Case No. SUB-UGA17-01

APPLICATION NO. : 16-122783-LD & 16-122784-LD

NOTICE OF DECISION DATE: APRIL 27, 2017

SUMMARY: A consolidated application for an 11-lot subdivision ("Illahe Forest") just north of the Bailey Ridge Park property, containing the following requests:

- 1) A subdivision tentative plan to divide approximately 2.09 acres into 11 lots ranging in size from approximately 6,000 square feet to approximately 8,530 square feet; and
- 2) An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to develop the proposed subdivision.

The subject property is approximately 2.09 acres in size, zoned RS (Single Family Residential), and located on the 3800 Block of Illahe Hill Road S (Marion County Assessor Map and Tax Lot Number: 083W06C00500).

APPLICANT: Trademark Enterprises LLC (Ryan L. Bloedel), Clear View II LLC (R. Dean Pickett, Richard Brandvold & Kenneth A. Coe)

LOCATION: 3800 Block of Illahe Hill Road SE

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

FINDINGS: The Findings are in the attached Order.

DECISION: The Planning Administrator **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of final plat approval, unless otherwise indicated:

- | | |
|---------------------|---|
| Condition 1: | Pay the Bailey Ridge Reimbursement District fee of \$1,305.45 per lot. |
| Condition 2: | Construct water, sewer, and storm infrastructure to serve all proposed lots and extend storm and sanitary sewer facilities in Illahe Hill Road S to the west line of the subject property. |
| Condition 3: | Construct the proposed internal cul-de-sac bulb to meet the right-of-way and curb radius standards set forth in SRC 803.025. The sidewalk may be constructed either along the curb line or the property line. |

- Condition 4:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all lots.
- Condition 5:** Construct a three-quarter street improvement, to local street standards, along the entire frontage of Illahe Hill Road S.
- Condition 6:** Construct a 10-foot-wide hard surface pedestrian pathway, within a 15-foot-wide access easement, from the proposed Illahe Court cul-de-sac to the southern boundary of the subject property. The pathway shall include removable bollards at the north end, installed to Public Works Department specifications, to prevent vehicle entry into the park.

The Urban Growth Preliminary Declaration of the facility improvements required to obtain an Urban Growth Area (UGA) Development permit for the subject property is APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions:

- Condition 7:** Construct a public water booster pump station to serve the domestic water needs for the proposed subdivision, pursuant to the Water System Master Plan policies and Public Works Design Standards as determined by the Public Works Director.

The rights granted by the attached decision must be exercised, or an extension granted, by May 16, 2019 or this approval shall be null and void.

A copy of the decision is attached.

Application Deemed Complete:	<u>January 20, 2017</u>
Notice of Decision Mailing Date:	<u>April 27, 2017</u>
Decision Effective Date:	<u>May 16, 2017</u>
State Mandate Date:	<u>July 19, 2017</u>

Case Manager: Chris Green, cgreen@cityofsalem.net

CSG
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., May 15, 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-UGA17-01)**

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

IN THE MATTER OF THE APPROVAL OF)	FINDINGS AND ORDER
CONSOLIDATED URBAN GROWTH)	
PRELIMINARY DECLARATION AND)	
TENTATIVE SUBDIVISION PLAN)	
CASE NO. SUB-UGA17-01;)	
3800 BLOCK OF ILLAHE HILL ROAD S)	APRIL 27, 2017

REQUEST

A consolidated application for an 11-lot subdivision ("Illahe Forest") just north of the Bailey Ridge Park property, containing the following requests:

- 1) A subdivision tentative plan to divide approximately 2.09 acres into 11 lots ranging in size from approximately 6,000 square feet to approximately 8,530 square feet; and
- 2) An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to develop the proposed subdivision.

The subject property is approximately 2.09 acres in size, zoned RS (Single Family Residential), and located on the 3800 Block of Illahe Hill Road S (Marion County Assessor Map and Tax Lot Number: 083W06C00500).

DECISION

- A. The tentative subdivision plan is APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of final plat approval, unless otherwise indicated:

- | | |
|---------------------|---|
| Condition 1: | Pay the Bailey Ridge Reimbursement District fee of \$1,305.45 per lot. |
| Condition 2: | Construct water, sewer, and storm infrastructure to serve all proposed lots and extend storm and sanitary sewer facilities in Illahe Hill Road S to the west line of the subject property. |
| Condition 3: | Construct the proposed internal cul-de-sac bulb to meet the right-of-way and curb radius standards set forth in SRC 803.025. The sidewalk may be constructed either along the curb line or the property line. |

- Condition 4:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all lots.
- Condition 5:** Construct a three-quarter street improvement, to local street standards, along the entire frontage of Illahe Hill Road S.
- Condition 6:** Construct a 10-foot-wide hard surface pedestrian pathway, within a 15-foot-wide access easement, from the proposed Illahe Court cul-de-sac to the southern boundary of the subject property. The pathway shall include removable bollards at the north end, installed to Public Works Department specifications, to prevent vehicle entry into the park.

- B. The Urban Growth Preliminary Declaration of the facility improvements required to obtain an Urban Growth Area (UGA) Development permit for the subject property is APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions:

- Condition 7:** Construct a public water booster pump station to serve the domestic water needs for the proposed subdivision, pursuant to the Water System Master Plan policies and Public Works Design Standards as determined by the Public Works Director.

PROCEDURAL FINDINGS

1. On December 20, 2016, an application for a Tentative Subdivision Plan was filed proposing to divide a 2.09 acre property in the 3800 Block of Illahe Hill Road S (Attachment B) into 11 lots.
2. The application was deemed complete for processing on January 20, 2017. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on January 24, 2017. The applicant has granted one extension of the state-mandated local decision deadline, to July 19, 2017.

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide the property into 11 lots for residential development (Attachment B), with lots ranging in size from 6,000 square feet to 8,530 square feet. All lots within the subdivision are proposed to take access directly from public streets, with Lots 1-5 lining the proposed Illahe Court cul-de-sac, Lots 6-9 fronting on the south side of Illahe Hill Road S, and Lots 10 and 11 fronting the west side of Tayside Road S. The applicant has proposed a 15-foot-wide access easement between Lots 3 and 4 to provide non-motorized connectivity to the Bailey Ridge Park property, just to the south.

The applicant has not proposed any specific phasing for the subdivision or residential development. The proposed configuration includes three corner lots and does not include any double frontage lots or flag lots. 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 lot, approximately 2.09 acres in size, at the southwest corner of Illahe Hill Road S and Tayside Street S, both local streets. The south boundary of the property abuts the undeveloped Bailey Ridge Park site. Both the subject property and the park site are forested in second or third-growth timber. With the exception of a gradual curve along the frontage of Tayside Street, the site is rectangular, approximately 389 feet in length from west to east, and approximately 225 feet from north to south. There are currently no structures on the subject property. The site slopes uphill from the Tayside Street frontage at the eastern boundary, rising from approximately 237 feet to 258 feet above sea level at the western boundary. Environmental resource and natural hazard maps show no areas of wetlands, floodplains, or steep slopes on the subject property.

The subject property was annexed into the City of Salem in 1976 as part of a 484.21-acre tract, and is near the center of a larger area of residential land at the far southwest corner of the Salem city limits and Urban Growth Boundary (UGB), on the north side of River Road S. Across Tayside Street from the subject property, the 91-lot Bailey Ridge No.1 subdivision was platted in 2005 and developed with single family residences in subsequent years. A series of Planned Unit Developments extend from just north of the subject property, across Illahe Hill Road S, to the Illahe Hills Country Club golf course. Lots within these PUDs generally average approximately one-half acre. The land within the UGB and located to the west of the subject property is sparsely developed, with single family residences on lots generally five acres or larger in size.

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 "Developing Residential" on the Salem Area Comprehensive Plan (SACP) Map. The surrounding properties are designated as follows:

North: (Across Illahe Hill Road S) Developing Residential

South: Developing Residential

East: (Across Tayside Street S) Developing Residential

West: Developing Residential

Zoning and Surrounding Land Use

The subject property is zoned RS (Single Family Residential) and is currently vacant. The surrounding properties are zoned and used as follows:

North: (Across Illahe Hill Road S) RS (Single Family Residential); single family dwellings

South: RS (Single Family Residential); Bailey Ridge Park site

East: (Across Tayside Street S) RS (Single Family Residential); single family dwellings

West: RA (Residential Agriculture); single family dwelling/large lot residential

Relationship to Urban Service Area

The subject property is outside of the City's Urban Service Area. The applicant has requested an Urban Growth Preliminary Declaration for the proposed subdivision as part of this consolidated application.

Infrastructure

Water: The subject property is located in the S-1 water service level. Currently, there are no available S-1 water service level mains adjacent to the subject property.

An 8-inch G-0 water service level main is located in Illahe Hill Road S at the northeast corner of the subject property.

A 12-inch G-0 water service level main is located in Tayside Street S.

Sewer: An 8-inch public sewer line is located in Illahe Hill Road S.

An 8-inch public sewer line is located in Tayside Street S, at the southeastern corner of the subject property.

The subject property is located within the Bailey Ridge Reimbursement District.

Storm Drainage: A 12-inch public storm main is located in Illahe Hill Road S.

A 10-inch public storm main is located in Tayside Street S and extends into the subject property.

Streets:

Ilaha Hill Road S abuts the northern boundary of the subject property. Ilaha Hill Road S is designated as a local street in the Salem TSP.

- The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- The abutting portion of Ilaha Hill Road S currently has an approximately 20-foot-wide improvement within a 60-foot-wide right-of-way.

Tayside Street S abuts the northern boundary of the subject property. Tayside Street is designated as a local street in the Salem TSP.

- The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- The abutting portion of Tayside Street currently has an approximately 30-foot-wide improvement within a 60-foot-wide right-of-way.

3. Land Use History

- **Partition Case No. 86-19MV (1986):** A 2-parcel partition which divided 43.48 acres into two parcels. Parcel 2 consisted of approximately 39.99 acres, including the subject property.
- **Bailey Ridge No. 1 Subdivision (SUB03-08; platted in 2005):** The first phase of SUB03-08, dividing approximately 18.3 acres into 91 lots for residential development, abutting the east boundary of the subject property.
- **Bailey Ridge No. 2 Subdivision (SUB03-08; platted in 2006):** The second phase of SUB03-08, dividing approximately 19.6 acres into 68 lots for residential development, as well as the Bailey Ridge park property, which abuts the south boundary of the subject property.

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 recommendation for plat approval. Their memorandum is included as Attachment D.

Fire Department - The Salem Fire Department submitted comments indicating that hydrants will be required to City standards and fire code. The comments also indicated that fire access could either be provided by a public street meeting City standards or a private street complying with fire code requirements.

Staff Response: The "Illahe Court" cul-de-sac has been proposed as a public street. Condition 3 requires that the cul-de-sac be constructed to meet minimum right-of-way and curb radius standards for as set forth in SRC Chapter 803.

Building and Safety Division – The Salem Community Development Department, Building and Safety Division, submitted comments indicating no concerns with the proposal at this time.

5. Neighborhood Association Comments

The subject property is within the Southwest Association of Neighbors (SWAN). Notice of the application was provided to the neighborhood association, 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 SWAN prior to the comment deadline.

6. Public Comments

All property owners within 250 feet of the subject property were mailed notification of the proposed subdivision. Two property owners in the vicinity of the site submitted comments prior to the comment deadline. One comment indicated general support for the proposal with no concerns. The other comment raised questions or expressed concerns with the following issues:

- **Water Service Requirements:** The comment expresses interest in the eventual water service zone of the development, and proposed measures to deliver water to the subject property.

Staff Response: The subject property is located within the S-1 water service level area; however, there are no S-1 mains available to serve the development. Condition 7, adopted under the requested Urban Growth Area Preliminary Declaration, requires the applicant to construct a public water booster pump station to serve the development.

- **Illahe Hill Road Improvements:** The comment expresses interest in frontage improvements along the south side of Illahe Hill Road S abutting the subject property, and traffic control changes at the intersection of Illahe Hill Road S and Chambers Avenue S.

Staff Response: Condition 5 requires construction of three-quarter improvements along the abutting frontage of Illahe Hill Road S. This will allow for a paved improvement allowing safe two-way travel, as well as curbs, sidewalks, and planting strips along the

south frontage. Chambers Avenue S, which intersects with Illahe Hill Road S just northwest of the subject property, is a private accessway within an easement benefitting properties to the west. Any public construction on Illahe Hill Road S will be reviewed to ensure that the accessway outlet onto Illahe Hill Road S remains in compliance with vision clearance standards set forth in SRC Chapter 805.

- **Future Sewer Service:** The comment expresses interest in new sewer service being configured to accommodate flows from future development to the north and west.

Staff Response: Condition 2 requires extension of water, sewer, and storm facilities in Illahe Hill Road to the western boundary of the subject property. This condition implements Public Works Design Standards requiring sewer mains to be extended to property boundaries if necessary to serve adjacent unserved parcels, such as the acreage lots to the west of the subject property.

- **Lot Size:** The comment expresses concern that lot sizes should be at least as large or larger than adjacent lots in Bailey Ridge to provide a transition to large lot development to the west.

Staff Response: The single family dwelling parcels proposed within the subdivision range from approximately 6,000 square feet to 8,530 square feet, which exceeds the minimum lot size requirement of 4,000 square feet. Their size and layout is consistent with the pattern of development permitted in the RA (Residential Agriculture) and RS (Single Family Residential) zones.

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.

SRC Chapter 511 (Single Family Residential): The proposed subdivision would divide the 2.09-acre property into 11 lots with no remainder. The minimum lot area requirements of the RS zone are established under SRC 511.010(a) as follows:

Lot Standards for RS zone (see SRC Chapter 511, Table 511-2)

Requirement	Minimum Standard
Lot Area (Single Family)	4,000 square feet
Lot Width	40 feet
Lot Depth (Single Family)	70 feet
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 6,000 square feet to 8,530 square feet in size. The proposed lots exceed minimum lot area, dimension, and frontage requirements and therefore conform to the applicable standards. The proposed lots within the subdivision are also of sufficient size and dimension to permit future development of uses allowed within the zone.

Setback Requirements: SRC Chapter 511 establishes the following setback standards for development within an RS (Single Family Residential) zone:

Front Yards and Yards Adjacent to Streets:

- Minimum 12 feet (minimum 20 feet when adjacent to a street designated 'Collector', 'Arterial', or 'Parkway')
- Minimum 20 feet for garages

Rear Yards:

- Minimum 14 feet (for any portion of a main building not more than one story in height); or
- Minimum 20 feet (for any portion of a main building greater than one story in height)

Interior Side Yards:

- Minimum 5 feet

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

The proposal conforms to the requirements of SRC Chapter 511.

SRC Chapter 800 (General Development Standards):

SRC 800.020 (Designation of Lot Lines): SRC 800.020 establishes front lot line designation requirements for corner lots, double frontage lots, flag lots, and all other lots. There are no double frontage lots or flag lots proposed within the subdivision. Lots 1, 6, and 9 are corner lots and meet the lot depth of 70 feet regardless of the street frontage designated as the front lot line. Therefore, the front lot line for Lots 1, 6, and 9 shall be the property designated by the building permit applicant at the time of future development.

Lots 3 and 4 have front lot lines abutting the proposed Illahe Court cul-de-sac, and each have two lot lines opposite the front lot line. Neither lot would meet the 70-foot minimum depth for lots in the RS zone if the south lot line were designated as the rear lot line. Therefore, the west boundary is the rear lot line of Lot 3 and the east boundary is the rear lot line of Lot 4, respectively.

The proposal conforms to the requirements of SRC Chapter 800.

(B) City Infrastructure Standards.

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.

SRC Chapter 71 (Stormwater): The proposed partition is subject to the stormwater requirements of SRC Chapter 71 and the revised Public Works Design Standards as adopted in Administrative Rule 109, Division 004. To demonstrate that the proposed parcels can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surface on all 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 Preliminary Declaration for the subject property is included as part of the consolidated application. As indicated by the Public Works Department, water, sewer, and stormwater infrastructure is available to serve the proposed development, subject to the requirements listed in the Urban Growth Preliminary Declaration. Pursuant to SRC 200.025(e), the developer must construct these improvements as a condition of approval for the tentative subdivision plan.

The subject property is located within the Bailey Ridge Reimbursement District and is therefore subject to a reimbursement district fee. In order to ensure that the reimbursement district fee is paid pursuant to SRC 200.355, the following condition shall apply:

Condition 1: Pay the Bailey Ridge Reimbursement District fee of \$1,305.45 per lot.

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

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that sewer infrastructure is available along the perimeter of the site and appears to be adequate to serve the proposed subdivision. Specifications for required public improvements are summarized in the Public Works Department memo dated April 6, 2017 (Attachment D).

SRC 802.015 requires development to be served by city utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards. The Schematic Utility Plan included in the proposal as application Exhibit C2 shows that each individual lot can be served by City utilities designed and constructed according to the applicable provisions of the SRC and PWDS. Pursuant to Public Works Design Standards (PWDS), all developments are required to provide public sewers to adjacent upstream parcels as a condition of sewer service. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way.

In order to ensure that appropriate public infrastructure is provided to each of the new lots created by the subdivision and extended to adjacent upstream parcels, the following condition shall apply:

Condition 2: Construct water, sewer, and storm infrastructure to serve all proposed lots and extend storm and sanitary sewer facilities in Illahe Hill Road S to the west line of the subject property.

As conditioned, and subject to the requirements of the corresponding Urban Growth Preliminary Declaration, the proposal is consistent with City infrastructure standards.

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

SRC 803.015 (Traffic Impact Analysis): The proposed 11-lot subdivision generates less than 200 average daily trips to Illahe Hill Road S and Tayside Street S, both classified as local streets. Therefore, a TIA is not required as part of the proposed subdivision submittal.

SRC 803.020 (Public and Private Streets): The applicant proposes for all internal streets within the subdivision to be public streets.

SRC 803.025 (Right-of-Way and Pavement Widths): Tayside Street S abuts the subject property on the east boundary and meets the applicable right-of-way and improvement width standards for a local street. Illahe Hill Road abuts the north boundary of the subject property and meets the minimum right-of-way width for a local street but does not meet applicable improvement width standards. In implementing boundary street requirements pursuant to SRC 803.040, Condition 5 requires the applicant to construct a three-quarter street improvement along the frontage of Illahe Hill Road along the north boundary of the site.

As conditioned, the proposal meets this requirement.

SRC 803.030 (Street Spacing): The subject property abuts two local streets, a City-owned park site to the south and a single family residence on an approximately 5-acre lot to the west. The subdivision plan proposes to provide street connectivity by an internal cul-de-sac ("Illahe Court") extending southward from a new intersection at Illahe Hill Road S and a pedestrian pathway extending southward from the cul-de-sac to provide access to the Bailey Ridge Park property. This street configuration does not preclude connections of existing or planned streets in the vicinity at distance greater than the maximum 600-foot interval set forth in SRC Chapter 803.

SRC 803.035 (Street Standards): Subsection (a) requires streets within the subdivision to provide connectivity to existing streets and undeveloped properties within the vicinity of the subject property. The applicant's statement contends, in summary, that the location of a house on the abutting property to the west makes a street connection to this property impracticable, and thus exempt from the standard pursuant to SRC 803.035(a)(2). While the existing house on the property to the west makes an immediate connection to that property impracticable, it does not preclude the need for future street connectivity to lot which is large enough to be developed in the future. The internal cul-de-sac and pedestrian pathway proposed by the applicant provides sufficient connectivity within and through the subject property for the foreseeable future, and does not preclude eventual extension of the existing street network with street connections at intervals less than the maximum 600-foot standard set forth in subsection (a).

Subsection (f) establishes standards for the maximum length, distance from intersections, and radius of cul-de-sacs. The proposed "Illahe Court" cul-de-sac shown on the tentative subdivision plan meets all applicable requirements under this subsection. In order to ensure that the cul-de-sac is constructed as shown on the site plan, and consistent with applicable street standards, the following condition shall apply:

Condition 3: Construct the proposed internal cul-de-sac bulb to meet the right-of-way and curb radius standards set forth in SRC 803.025. The sidewalk may be constructed either along the curb line or the property line.

Pursuant to subsection (n), public utility easements (PUEs) may be required for all streets. Comments from Portland General Electric, the franchise utility provider of electricity for the subject property, request a 10-foot-wide PUE on all street front lots. In order to ensure adequate access for the provision of electricity and other utilities, the following condition shall apply:

Condition 4: Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all lots.

As conditioned, the proposal conforms to applicable street standards.

SRC 803.040 (Boundary Streets): Tayside Street S and Illahe Hill Road S are boundary streets abutting the subject property. Tayside Street abuts the eastern boundary of the subject property and meets the right-of-way width and improvement standards for a local street. Illahe Hill Road S abuts the northern boundary of the subject property and meets the right-of-way width standard for a local street but does not meet requirements for improved width or frontage requirements such as curbs and sidewalks. In order to ensure that boundary street improvements are implemented consistent with the Transportation System Plan and Public Works Design Standards, the following conditions shall apply:

Condition 5: Construct a three-quarter street improvement, to local street standards, along the entire frontage of Illahe Hill Road S.

As conditioned, the proposal conforms to applicable boundary street requirements.

SRC 803.050 (Public Accessways): The tentative subdivision plan shows a 15-foot-wide public access easement between Lots 3 and 4, which would provide for a pedestrian connection from the proposed Illahe Court cul-de-sac and surrounding streets to the Bailey Ridge Park property. Staff finds, in the absence of street connections through the subject property, the pedestrian pathway is necessary to provide safe, convenient access to the future park. In order to ensure that the pathway is provided as necessary for public convenience, the following condition shall apply:

Condition 6: Construct a 10-foot-wide hard surface pedestrian pathway, within a 15-foot-wide access easement, from the proposed Illahe Court cul-de-sac to the southern boundary of the subject property. The pathway shall include removable bollards at the north end, installed to Public Works Department specifications, to prevent vehicle entry into the park.

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

SRC Chapter 808 (Preservation of Trees and Vegetation): The City's tree preservation ordinance protects Heritage Trees, Significant Trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet.

In addition, SRC 808.035(a) requires a Tree Conservation Plan for a development proposal involving the creation of lots or parcels to be used for the construction of single-family dwelling units, where trees are proposed for removal. A Tree Conservation Plan (TCP17-01) was submitted in conjunction with the subdivision tentative plan. TCP17-01 identifies 216 trees on the subject property, with 162 trees proposed for removal. The Tree Conservation Plan map demonstrates that trees proposed for removal are located within presumed building envelopes, street rights-of-way, and utility easements. A total of 54 trees, or 25 percent of the trees on the subject property are designated to be preserved.

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): City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, there are no areas of landslide susceptibility on the subject property.

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

Applicant Statement: The subdivision will divide a single lot of ± 2.09 acres into 11 lots for future single-family homes. As shown on the Tentative Subdivision Plan, future lots will meet or exceed minimum dimensional standards for the RS zone, have adequate

frontages on public roads, and be sized to allow for future residential uses allowed in the RS zone.

The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension to the west is not practicable, and the adjacent property will be best served with future access from Illahe Hill Road S. Therefore, the criteria are met.

Staff Response: Staff concurs with the applicant's statement. The subdivision provides suitable lots for development of allowed uses in the RS zone, and provides access to the subject property and future development on abutting properties. The proposal meets this criterion.

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

Finding: Sewer infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. The tentative subdivision plan shows public sewer extensions to adjacent upstream parcels. Conditions of approval require construction of water, sewer, and storm connections to serve each lot, street and cul-de-sac improvements, and dedication of a public utility easement to allow installation and maintenance of private utility infrastructure.

The Public Works Department reviewed the proposal for consistency with the Comprehensive Parks Master Plan Update and found that the subject property is served by the undeveloped Bailey Ridge Park property, which abuts the south boundary of the proposed subdivision. Conditions of approval require a pedestrian pathway to provide direct access from the subdivision to the Bailey Ridge park site. No park-related improvements are required as a condition of development.

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 parcels with City infrastructure shall be shown on the final plat.

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.

Applicant Statement: Illahe Hill Road S is designated as a local street in the Salem TSP and currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter-street improvements will be constructed in compliance with City standards for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

The project includes dedication of land and full-street improvements for a new, internal cul-de-sac that meets the applicable provisions of SRC 803.025. These frontage and internal street improvements will bring the street system adjacent to the project into conformance with the Salem TSP.

Staff Response: Staff concurs with the applicant's statement. As proposed and conditioned, the tentative subdivision plan meets this criterion.

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.

Applicant Statement: Illahe Hill Road S is designated as a local street in the Salem TSP and currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter improvements will be constructed in compliance with City standards for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

The project includes dedication of land and full-street improvements for a new, internal cul-de-sac that meets the applicable provisions of SRC 803.025. These frontage and internal street improvements are designed to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision. Therefore, the criteria are met.

Staff Response: Staff concurs with the applicant's statement. As proposed and conditioned, the tentative subdivision plan meets this criterion.

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.

Applicant Statement: All boundary and internal streets will be designed and improved in conformance with the Salem TSP to provide safe bicycle and pedestrian access within the subdivision and connection to adjacent residential areas. A 10-foot-wide, paved, shared-use pathway in a 15-foot-wide public access easement between Lots 3

and 4 will provide a connection from the subdivision south to the abutting, undeveloped City park (Bailey Ridge Property). Therefore, the criteria are met.

Staff Response: Staff concurs with the applicant's statement. The Bailey Ridge park site is the only neighborhood activity center located within one-half mile of the subject property. The shared-use pathway proposed by the applicant and required by Condition 6, as well as improvements to adjacent local streets, will provide safe and convenient bicycle and pedestrian access from within the subdivision to this neighborhood center.

The proposal meets this criterion.

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 Public Works Department has reviewed the proposal and finds that the 9-lot subdivision will generate less than 200 average daily vehicle trips to Illahe Hill Road S and Tayside Street S, both designated in the Transportation System Plan as local streets. Accordingly, a Transportation Impact Analysis is not required as part of the review of the tentative subdivision plan.

SRC 200.010(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 has been reviewed to ensure that adequate measures have been planned to alleviate natural or fabricated hazards and limitations to development, including topography and vegetation of the site. A total of 54 trees, or 25 percent of the trees on the subject property are designated to be preserved, meeting tree conservation requirements set forth in SRC Chapter 808. As shown on the Tree Conservation Plan map, all trees designated for preservation are either within side or rear yard setbacks of proposed lots, or within a few feet of those setbacks.

As described in findings above, the lot and street configuration proposed by the applicant meets applicable development standards without the need for any variances. No existing conditions of topography or vegetation have been identified on the site which would necessitate variances during future development of the property. The layout allows for reasonable development of all lots within the subdivision without variances from the UDC.

The proposal meets this criterion.

SRC 200.010(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.

Applicant Statement: The subject property generally slopes up from \pm 237 feet in elevation and the eastern boundary to \pm 258 feet at the western boundary. Vegetation consists primarily of coniferous trees scattered throughout the property. The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension is not practicable. Due to these abutting constraints, site access must be provided by a cul-de-sac, and the lots have been oriented in relation to the new and abutting streets to create the least amount of disruption to the site practicable. Therefore, the criteria are met.

Staff Response: As described in findings above, while the existing house on the property to the west makes an immediate connection to that property impracticable, it does not preclude the need for future street connectivity to that lot, which is large enough to be developed in the future. However, as indicated in the applicant's statement, the proposed cul-de-sac and pedestrian pathway provide adequate access to and across the site, and result in less disruption to the topography and vegetation of the site than a street connection crossing the property. In addition to reducing the overall area to be cleared, the cul-de-sac runs parallel, rather than perpendicular to the grade as an east-west extension of Dublin Avenue would. This reduces the grading necessary across the site, and the resulting disruption to natural topography. The proposal meets this criterion.

SRC 200.010(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 Preliminary Declaration is required prior to development of the subject property. An application for an Urban Growth 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 approved Urban Growth Preliminary Declaration will occur, as conditioned in Section 9 below.

8. Urban Growth Area Preliminary Declaration

The Urban Growth Management Program, detailed in SRC Chapter 200, requires that an Urban Growth Preliminary Declaration must be obtained prior to development of property outside the Salem Urban Service Area. An application for an Urban Growth Preliminary Declaration is included as part of this consolidated application. The Urban Growth 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 in SRC 200.055(b) 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 improvement for major streets, such as a designated collector. 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). Tayside Street meets local street standards and is an adequate linking street. Pursuant to the standards of SRC Chapter 803, Condition 5 requires construction of a three-quarter street improvement along the entire frontage of Illahe Hill Road S.

SRC 200.060 – Standards for Sewer Improvements

Finding: Standards for sewer improvements specify that 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. An adequate sewer is located in Illahe Hill Road S abutting the property. Condition 2 of the tentative subdivision plan requires the applicant to extend a sewer main to the west line of the subject property.

The applicant shall link the site to existing facilities that are defined as adequate under SRC 200.005(a).

SRC 200.065 – Standards for Storm Drainage Improvements

Finding: Standards for storm drainage improvements specify that 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. An adequate stormwater facility is located in Illahe Hill Road S abutting the property. Condition 2 of the tentative subdivision plan requires the applicant to extend stormwater facilities to the west line of the subject property.

SRC 200.070 – Standards for Water Improvements

Finding: Standards for water improvements specify that the proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pump stations that connect to such existing water service facilities. The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

The subject property is within the S-1 water service level area; however, there are no S-1 mains available to serve the development. The applicant proposes to extend the existing G-0 water main, located in Illahe Hill Road S, to the subject property and install individual water booster pumps for each lot. Based on concerns over static water pressure and ongoing maintenance, staff instead recommends use of a centralized Water Booster Pump Facility that would be owned and maintained by the City of Salem to serve the entire development, consistent with policies in the Water System Master Plan. The applicant shall design and construct a single Water Booster Pump Station to serve the development at a location and to specifications acceptable to the Public Works Director.

The applicant shall construct the *Water System Master Plan* improvements and link the site to existing facilities that are defined as adequate under SRC 200.005(a), as conditioned below:

Condition 7: Construct a public water booster pump station to serve the domestic water needs for the proposed subdivision, pursuant to the Water System Master Plan policies and Public Works Design Standards as determined by the Public Works Director.

SRC 200.075 – Standards for Park Sites

Finding: Standards for park sites specify that the applicant shall reserve for dedication prior to development property necessary for an adequate neighborhood park, access to such park, or recreational routes based upon the *Salem Comprehensive Park System Master Plan* (CPSMP). The CPSMP establishes park policies and requirements consistent with SRC 200.075. City Council adopted an update to the CPSMP on May 13, 2013. The Master Plan update shows that the subject property is served by an undeveloped park site, the Bailey Ridge park property, which abuts the southern boundary of the subject property. The applicant's proposal shows the network of existing streets and sidewalks, internal sidewalks along the proposed cul-de-sac, and

the proposed pedestrian pathway between Lots 3 and 4 provide direct street access to the park site. No park-related improvements are warranted as a condition of the tentative subdivision approval.

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

10. Conclusion

Based upon review of SRC Chapter 200, SRC 205.005, the findings contained under Sections 8 and 9 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 Preliminary Declaration Case No. SUB-UGA17-01, which includes the following requests:

- 1) A subdivision tentative plan to divide approximately 2.09 acres into 11 lots ranging in size from approximately 6,000 square feet to approximately 8,530 square feet; and
- 2) An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to develop the proposed subdivision.

On property zoned RS (Single Family Residential), and located on the 3800 Block of Illahe Hill Road S (Marion County Assessor Map and Tax Lot Number: 083W06C00500), shall be GRANTED as follows:

- A. The subdivision tentative plan is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the conditions of approval listed below, which must be completed prior to final plat approval, unless otherwise indicated:

- | | |
|---------------------|---|
| Condition 1: | Pay the Bailey Ridge Reimbursement District fee of \$1,305.45 per lot. |
| Condition 2: | Construct water, sewer, and storm infrastructure to serve all proposed lots and extend storm and sanitary sewer facilities in Illahe Hill Road S to the west line of the subject property. |
| Condition 3: | Construct the proposed internal cul-de-sac bulb to meet the right-of-way and curb radius standards set forth in SRC 803.025. The sidewalk may be constructed either along the curb line or the property line. |

- Condition 4:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all lots.
- Condition 5:** Construct a three-quarter street improvement, to local street standards, along the entire frontage of Illahe Hill Road S.
- Condition 6:** Construct a 10-foot-wide hard surface pedestrian pathway, within a 15-foot-wide access easement, from the proposed Illahe Court cul-de-sac to the southern boundary of the subject property. The pathway shall include removable bollards at the north end, installed to Public Works Department specifications, to prevent vehicle entry into the park.

B. The Urban Growth Area Preliminary Declaration of the facility improvements required to obtain an Urban Growth Area (UGA) Development Permit for the subject property is **APPROVED** subject to the applicable conditions of the Salem Revised Code, the findings contained herein, and the following conditions:

- Condition 7:** Construct a public water booster pump station to serve the domestic water needs for the proposed subdivision, pursuant to the Water System Master Plan policies and Public Works Design Standards as determined by the Public Works Director.



Christopher Green, AICP, Planning Administrator Designee

- Attachments: A. Vicinity Map
B. Tentative Subdivision Plan
C. Applicant's Written Statement on the Consolidated Application
D. City of Salem Public Works Department Revised Comments

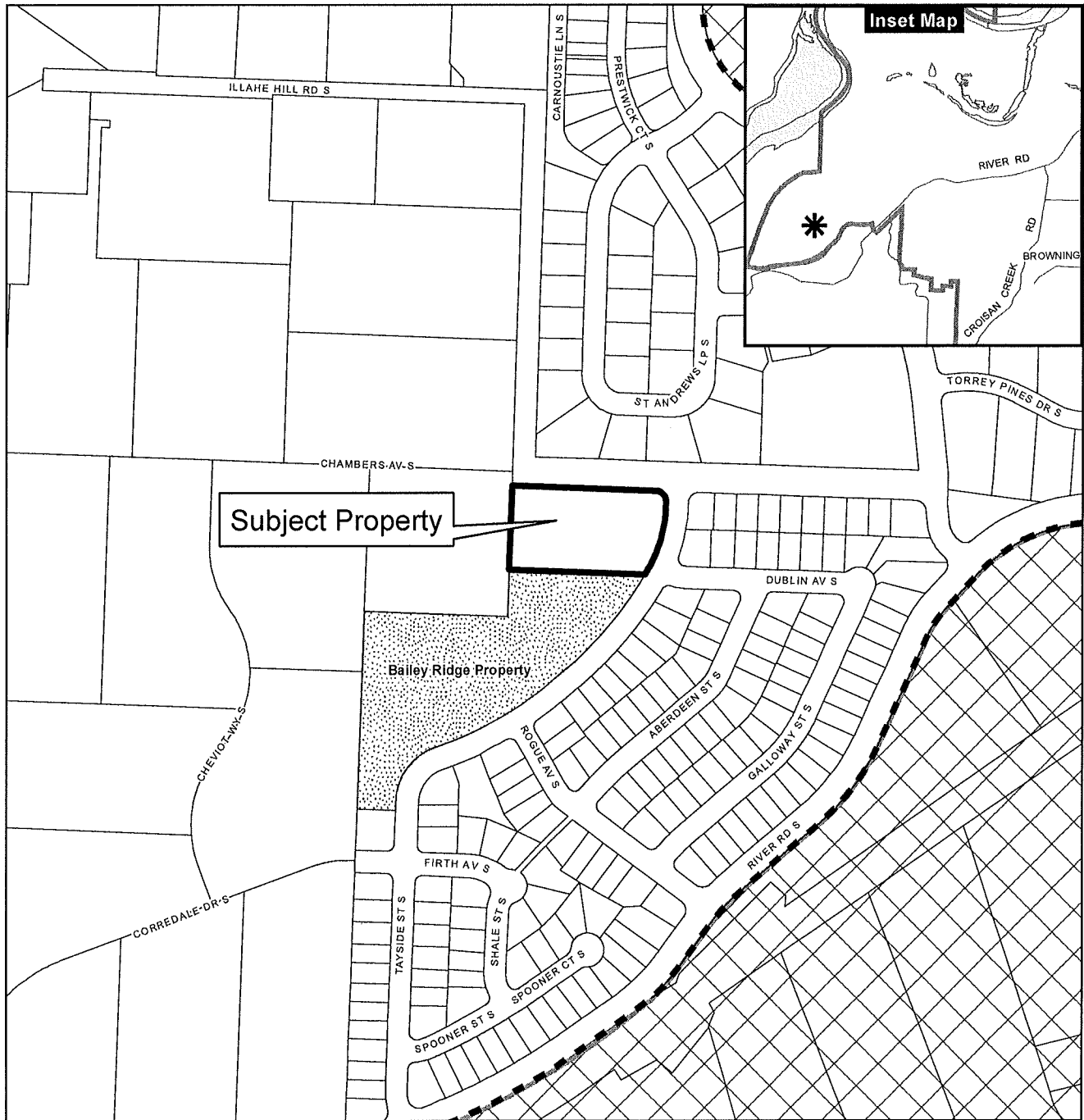
Application Deemed Complete: January 20, 2017
Notice of Decision Mailing Date: April 27, 2017
Decision Effective Date: May 13, 2017

The rights granted by this decision must be exercised or extension granted by May 13, 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 **Friday, May 12, 2017, 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 3800 Block of Illahee Hill Road S



Legend

Taxlots

Urban Growth Boundary

City Limits

Outside Salem City Limits

Historic District

Schools

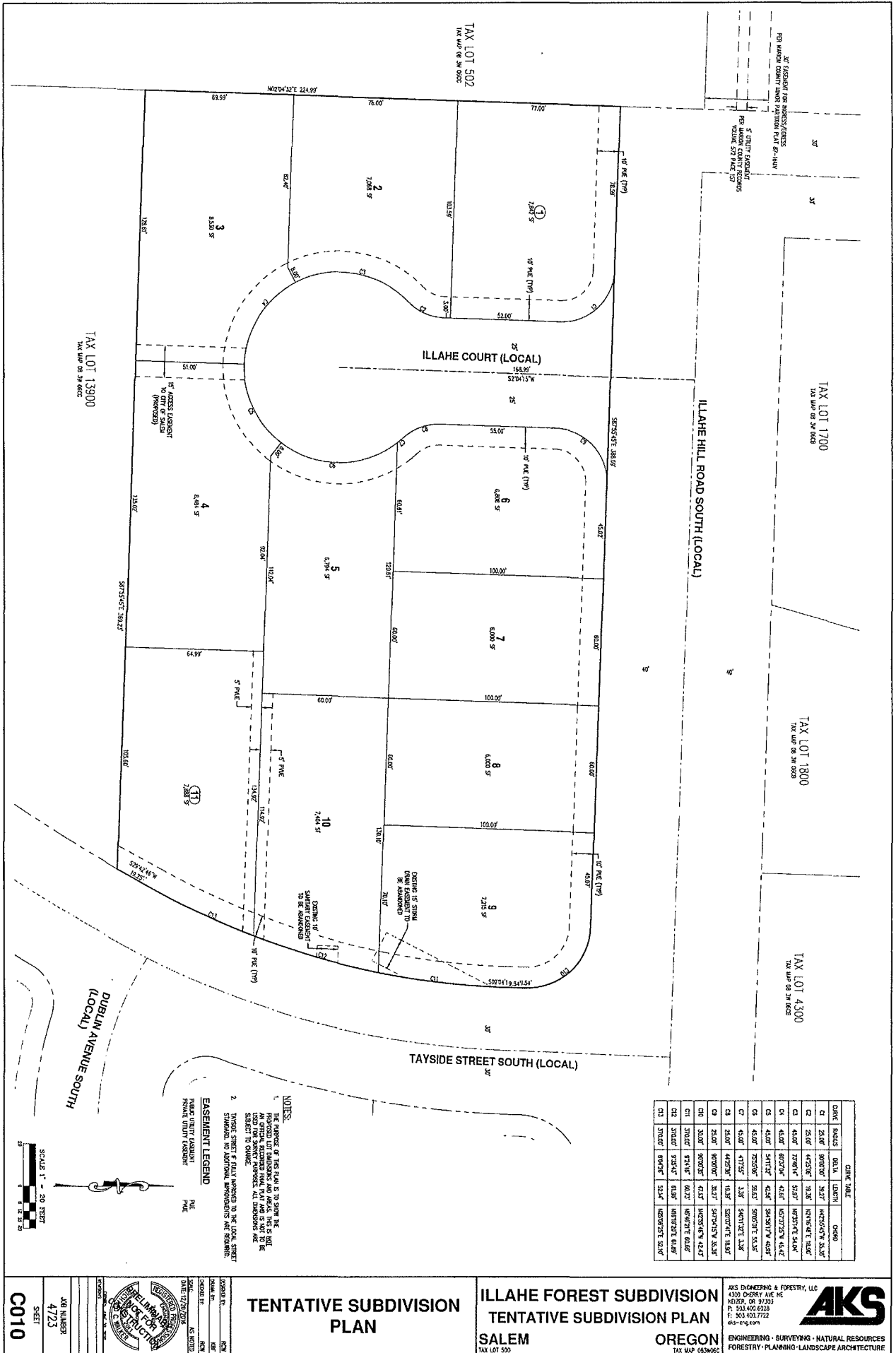
Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet





Land Use Application for Illahe Forest Subdivision

Date: December 20, 2016

Submitted to: City of Salem
555 Liberty Street SE, Room 305
Salem, OR 97301

Applicant: Trademark Enterprises, LLC
PO Box 5248
Salem, OR 97304



4300 Cherry Avenue NE
Keizer, OR 97303
(503) 400-6028

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Exhibits

Exhibit A: Application Forms and Checklists

Exhibit B: Recorded Deeds and Title Report

Exhibit C: Tentative Subdivision Plan

Exhibit D: Trip Generation Estimate Form

Exhibit E: Approved Subdivision Name

Exhibit F: Pre-Application Conference Reports

Exhibit G: Marion County Assesor/Vicinity Map

Land Use Application For Illahe Forest Subdivision

Submitted to:	City of Salem Planning Division 555 Liberty Street SE, Room 305 Salem, OR 97301
Applicant:	Trademark Enterprises, LLC PO Box 5248 Salem, OR 97304
Property Owner:	Clear View II, LLC 7070 SW Baylor Street Portland, OR 97223
Applicant's Consultant:	AKS Engineering & Forestry, LLC 4300 Cherry Avenue NE Keizer, OR 97303 Contact: Richard Walker, PE Email: richardw@aks-eng.com Phone: (503) 400-6028 Fax: (503) 400-7722
Site Location:	Southwest corner of Illahe Hill Road S and Tayside Street S
Site Size:	± 2.09 Acres
Assessor's Tax Map:	083W06C Tax Lot 500
Land Use Districts:	RS (Single-Family Residential)



I. Executive Summary

The applicant is pleased to submit this Subdivision application to divide a \pm 2.09-acre site into 11 lots for the future construction of detached, single-family homes. The subject property is zoned RS (Single-Family Residential). The plans and narrative necessary for an Urban Growth Area Development Permit are being provided concurrently with this Subdivision application.

The essential components of the Illahe Forest Subdivision application include:

- 11 lots that meet or exceed City standards for future detached, single-family homes.
- Integrated on-site stormwater management, including street-side swales along Illahe Hill Road S and Illahe Court.
- A public street system with improvement including sidewalks and landscaping strips.
- Three-quarter-street improvements along the Illahe Hill Road S frontage.
- Dedication of land and full-street improvements for a new cul-de-sac south of Illahe Hill Road S.
- A new pedestrian connection to the undeveloped park (Bailey Ridge Property) abutting the property to the south.
- A Tree Conservation Plan.

This written narrative, together with the Tentative Subdivision Plan and other documentation included in the application materials, establishes the application complies with all applicable approval criteria. As detailed throughout the application, this documentation represents substantial evidence and provides the basis for approval of the application by the City of Salem.

II. Site Description/Setting

The subject property is located in southwest Salem, at the southwest corner of the intersection of Illahe Hill Road S and Tayside Street S. The subject site consists of a single tax lot zoned RS (Single-Family Residential). A survey commissioned by the applicant found the site area to be \pm 2.09 acres. This is the site area used in the Tentative Subdivision Plan and throughout this analysis.

The subject property generally slopes up from \pm 237 feet in elevation at the eastern boundary to \pm 258 feet at the western boundary. The property is treed, primarily with coniferous species.

Properties to the north and east are also zoned RS, have been subdivided, and contain single-family homes. The property to the south is an undeveloped City park (Bailey Ridge Property) zoned RS. The property to the west contains a single-family home on a large lot zoned RS. Further west, properties are zoned RA (Residential Agriculture) and contain single-family homes on large lots.

III. Applicable Review Criteria

SALEM REVISED CODE

Title VII – Permits, Streets and Public Ways

CHAPTER 86 TREES ON CITY OWNED PROPERTY

86.065 Planting Trees on City Property.

- (a) Except as provided in this Chapter the City shall be responsible for planting City trees.
- (b) Any person required to or desiring to plant trees on City property must file a permit application with the City. Upon receipt of an application under this section, the Director shall investigate the location where the tree or trees are to be planted and may grant a permit only if the location will allow for the normal growth and development of each tree. The permit shall specify the location, variety, and grade of each tree and method of planting. The permit shall be valid for 180 days from date of issue.
- (c) Every property owner whose property abuts upon any street shall plant City trees conforming to the provisions of this Chapter as a condition of final occupancy for construction of any building located upon the property. Applications for tree planting shall be made at the time of application for building permits. An inspection shall be made to verify that trees have been planted at the time of the final inspection. In lieu of planting City trees, the applicant may elect to pay a fee for the City to install any required trees as set by resolution of the City Council.
- (d) Upon passing final inspection, trees planted on City property shall become the property of the City.

RESPONSE: As shown on the Tentative Subdivision Plan, construction of internal and boundary streets is planned to be consistent with the applicable provisions of the Salem Revised Code (SRC) and the Public Works Design Standards (PWDS). Applications for street tree plantings will be submitted at the same time as building permit applications. Therefore, the criteria are met.

Title X – Zoning

CHAPTER 205 LAND DIVISION AND RECONFIGURATION

205.010. Subdivision Tentative Plan.

- (a) Applicability. No land shall be divided into four or more lots within a calendar without receiving tentative subdivision plan approval as set forth in this section.
- (b) Procedure Type. A tentative subdivision plan is processed as a Type II procedure under SRC Chapter 300.
- (c) Submittal Requirements. In addition to the submittal requirements for a Type II application under SRC Chapter 300, an application for tentative subdivision plan shall include the information required in SRC 205.030.

RESPONSE: The project involves dividing the ± 2.09-acre site into 11 lots for the future construction of detached, single-family homes. Tentative Subdivision Plan are included with this



narrative as Exhibit C, as are other submittal requirements and the application required under SRC Chapter 300 and SRC 205.030. Therefore, the criteria are met.

(d) Criteria. A tentative subdivision plan shall be approved if all of the following criteria are met:

(1) The tentative subdivision plan complies with the 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,

RESPONSE: Each lot will be suitable for a single-family home. As shown on the Tentative Subdivision Plan, lots will meet the applicable provisions of the Unified Development Code (UDC). Lot standards, including dimensions and area, are further addressed below in the responses to SRC Chapter 511 RS – Single-Family Residential.

(B) City infrastructure standards.

RESPONSE: The subject property is located outside of the Urban Service Area. The City of Salem Public Works Recommendations for Pre-App No. 16-43 (16-108847) outlined the following issues and findings, which are addressed in the Tentative Subdivision Plan:

- **WATER:** The subject property is located within the S-1 water-service level. There is an 8-inch water line (typical flows of 500 to 1,000 gallons/minute) located in Illahe Hill Road S and a 12-inch water line (typical flows of 2,100 to 4,900 gallons/minute) located in Tayside Street S.
- **SEWER:** There is an 8-inch sewer line located in Illahe Hill Road S and an 8-inch sewer line located in Tayside Street S. The on-site system will be linked to existing facilities. The project site is part of the Bailey Ridge Sewer Reimbursement District, and fees are due at the time of final plat approval.
- **STORM:** There is a 12-inch storm line located in Illahe Hill Road S and a 10-inch storm line in Tayside Street S. An on-site stormwater system will be designed and constructed in compliance with the applicable provisions of the 2014 PWDS.
- **STREETS:** Illahe Hill Road S, designated as a local street in the Salem Transportation System Plan (TSP), currently consists of a ± 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter-street improvements will be constructed in compliance with the City standard for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.
- **PEDESTRIAN ACCESS:** A 10-foot-wide, paved, shared-use pathway in a 15-foot-wide public access easement between Lots 3 and 4 will provide a connection from the subdivision south to the abutting, undeveloped City park (Bailey Ridge Property).

With the existing infrastructure and planned improvements, the project will comply with City infrastructure standards.



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

RESPONSE: Per the Salem-Keizer Local Wetland Inventory (LWI), there are no mapped wetlands or waterways located on the subject property. City floodplain maps do not show flood hazards abutting the site. The City's adopted landslide hazard susceptibility maps do not show any hazard susceptibility points on the subject property; therefore, no geologic assessment is required. The City did not identify any other special development standards in the Pre-Application Report for Pre-App No. 16-43 (16-108847). Therefore, the criteria are met.

- (2) The tentative subdivision plan does not impede the future use or development of the property or adjacent land.

RESPONSE: The subdivision will divide a single tax lot of \pm 2.09 acres into 11 lots for future single-family homes. As shown on the Tentative Subdivision Plan, future lots will meet or exceed minimum dimensional standards for the RS zone, have adequate frontages on public roads, and be sized to allow future residential uses as allowed in the RS zone.

The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension to the west is not practicable, and the adjacent property will be best served with future access from Illahe Hill Road S. Therefore, the criteria are met.

- (3) Development within the tentative subdivision plan can be adequately served by City infrastructure.

RESPONSE: The subject property is located outside of the Urban Service Area. The City of Salem Public Works Recommendations for Pre-App No. 16-43 (16-108847) outlined the following issues and findings, which are addressed in the Tentative Subdivision Plan:

- **WATER:** The subject property is located within the S-1 water-service level. There is an 8-inch water line (typical flows of 500 to 1,000 gallons/minute) located in Illahe Hill Road S and a 12-inch water line (typical flows of 2,100 to 4,900 gallons/minute) located in Tayside Street S.
- **SEWER:** There is an 8-inch sewer line located in Illahe Hill Road S and an 8-inch sewer line located in Tayside Street S. The on-site system will be linked to existing facilities. The project site is part of the Bailey Ridge Sewer Reimbursement District, and fees are due at the time of final plat approval.
- **STORM:** There is a 12-inch storm line located in Illahe Hill Road S and a 10-inch storm line in Tayside Street S. An on-site stormwater system will be designed and constructed in compliance with the applicable provisions of the 2014 PWDS.
- **STREETS:** Illahe Hill Road S, designated as a local street in the Salem TSP, currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter-street improvements will be constructed in compliance with the City standard for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

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- **PEDESTRIAN ACCESS:** A 10-foot-wide, paved, shared-use pathway in a 15-foot-wide public access easement between Lots 3 and 4 will provide a connection from the subdivision south to the abutting, undeveloped City park (Bailey Ridge Property).

With the existing infrastructure and planned improvements, the project can be adequately served by City infrastructure.

- (4) The street system in and adjacent to the tentative subdivision plan conforms to the Salem Transportation System Plan.

RESPONSE: Illahe Hill Road S is designated as a local street in the Salem TSP and currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter-street improvements will be constructed in compliance with City standards for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

The project includes dedication of land and full-street improvements for a new, internal cul-de-sac that meets the applicable provisions of SRC 803.025. These frontage and internal street improvements will bring the street system adjacent to the project into conformance with the Salem TSP.

- (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.

RESPONSE: Illahe Hill Road S is designated as a local street in the Salem TSP and currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. No additional right-of-way is required, and three-quarter-street improvements will be constructed in compliance with the City standard for local streets. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

The project includes dedication of land and full-street improvements for a new, internal cul-de-sac that meets the applicable provisions of SRC 803.025. These frontage and internal street improvements are designed to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision. Therefore, the criteria are met.

- (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.

RESPONSE: All boundary and internal streets will be designed and improved in conformance with the Salem TSP to provide safe bicycle and pedestrian access within the subdivision and

connection to adjacent residential areas. A 10-foot-wide, paved, shared-use pathway in a 15-foot-wide public access easement between Lots 3 and 4 will provide a connection from the subdivision south to the abutting, undeveloped City park (Bailey Ridge Property). Therefore, the criteria are met.

- (7) The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.

RESPONSE: Improvements to the transportation system are described above in the responses to SRC 205.010(d)(1) through 205.010(d)(6). No traffic impact analysis is required.

- (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.

RESPONSE: No variances are planned. Therefore, the criteria do not apply.

- (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.

RESPONSE: The subject property generally slopes up from \pm 237 feet in elevation at the eastern boundary to \pm 258 feet at the western boundary. Vegetation consists primarily of coniferous trees scattered throughout the property. The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension to the west is not practicable. Due to these abutting constraints, site access must be provided by a cul-de-sac, and the lots have been oriented in relation to the new and abutting streets to create the least amount of disruption to the site practicable. Therefore, the criteria are met.

- (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.

RESPONSE: An Urban Growth Area Development Permit is necessary in conjunction with the Subdivision application. Infrastructure conditions and planned improvements are described above in the responses to SRC 205.010(d)(1) through 205.010(d)(5). No off-site improvements are required. Therefore, the criteria are met.

CHAPTER 511 RS – SINGLE- FAMILY RESIDENTIAL

511.005. Uses.

- (a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the RS zone are set forth in Table 511-1.

Table 511-1: Uses		
Use	Status	Limitations & Qualifications
Household Living		
Single Family	P	The following Single Family activities: <ul style="list-style-type: none"> ▪ Single family detached dwelling. ▪ Residential Home, as defined under ORS 197.660. ▪ Manufactured dwelling park, subject to SRC Chapter 235.
	S	The following Single Family activities: <ul style="list-style-type: none"> ▪ Manufactured home, subject to SRC 700.025. ▪ Townhouse, subject to SRC 700.080. ▪ Zero side yard dwelling, subject to SRC 700.090.
	N	All other Single Family.

RESPONSE: The project involves the creation of lots for the future construction of detached, single-family homes, a permitted use in the RS zone. Therefore, the criteria are met.

511.010. Development Standards.

Development within the RS zone must comply with the development standards set forth in this section.

- (a) Lot Standards. Lots within the RS zone shall conform to the standards set forth in Table 511-2.

Table 511-2: Lot Standards		
Requirement	Standard	Limitations & Qualifications
LOT AREA		
Single Family	Min. 4,000 sq. ft.	
Two Family	Min. 4,000 sq. ft.	Applicable to two family shared housing.
	Min. 7,000 sq. ft.	Applicable to all other Two Family.
All Other Uses	Min. 6,000 sq. ft.	
Infill Lot	Min. 5,500 sq. ft.	Applicable to all infill lots, unless a greater minimum lot area is required for the specific use.
LOT WIDTH		
All Uses	Min. 40 ft.	
LOT DEPTH		
Single Family and Two Family	Min. 70 ft.	
	Min. 120 ft.	Applicable to double frontage lots.
	Max. 300% of average lot width	

STREET FRONTAGE		
Single Family	Min. 40 ft.	
	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. In no case shall the lot width be less than 40 ft. at the front building setback line.

RESPONSE: The project involves the creation of lots for the future construction of detached, single-family homes. As shown on the Tentative Subdivision Plan, the planned lots will be more than 4,000 square feet in area, wider than 40 feet, deeper than 70 feet, and the depth of each lot will be less than 300% of its average width. All lots will have the required minimum street frontage, including the lots fronting the lone cul-de-sac. Therefore, the criteria are met.

(b) Setbacks. Setbacks within the RS zone shall be provided as set forth in Table 511-3.

Table 511-3: Setbacks		
Requirement	Standard	Limitations & Qualifications
ABUTTING STREET		
Buildings		
All Uses	Min. 12 ft.	
	Min. 20 ft.	Applicable along collector or arterial streets.
INTERIOR SIDE		
Buildings		
Single Family	Min. 5 ft.	Applicable to new buildings, other than zero side yard dwellings and townhouses.
	Min. 3 ft.	Applicable to existing buildings, other than zero side yard dwellings and townhouses.
	Per SRC 700.080	Applicable to townhouses.
	Per SRC 700.090	Applicable to zero side yard dwellings.
INTERIOR REAR		
Buildings		
All Uses	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.

RESPONSE: Setbacks will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable standards can be met.



- (c) Lot Coverage; Height. Buildings and accessory structures within the RS zone shall conform to the lot coverage and height standards set forth in Table 511-4.

Table 511-4: Coverage; Height		
Requirement	Standard	Limitations & Qualifications
LOT COVERAGE		
Buildings and Accessory Structures		
Single Family and Two Family	Max. 60%	
All Other Uses	Max. 35%	
REAR YARD COVERAGE		
Buildings		
All Uses	N/A	
HEIGHT		
Buildings		
Single Family and Two Family	Max. 35 ft.	Applicable to new buildings.
	Max. 28 ft. or existing building height, whichever is greater	Applicable to existing buildings.

RESPONSE: Lot coverage and height will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable standards can be met.

- (e) Garages Required.

- (1) Except as otherwise provided in SRC 700.025 for manufactured homes on individual lots, each dwelling constructed after February 8, 2006 within the RS zone shall have, at the time of original construction, a garage that is constructed of like materials and color as the dwelling. The garage may be attached to, or detached from, the dwelling. Nothing in this paragraph shall prevent subsequent removal or conversion of the garage, so long as the minimum number of required off-street parking spaces is maintained.
- (2) Exception to this standard may be made if, at the time of building permit review, the applicant can show that the construction of the dwelling is being provided by a not-for-profit organization to families at or below the City's 60 percent median income level, as defined by the U.S. Department of Housing and Urban Development; and provision is made for a minimum of 480 cubic feet of on-site storage within a portion of the dwelling unit, or within a detached accessory structure. Such exemption shall only be made for those dwellings built on lots created through a subdivision.

RESPONSE: Garages will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable standards can be met.

CHAPTER 800 GENERAL DEVELOPMENT STANDARDS

800.015. Lot Standards, Generally.

- (a) Buildings to be on a Lot. Every building or structure shall be entirely located on a lot. Where two or more lots are under single ownership to accommodate a single development, the entire combined area shall be considered as a single lot for purposes of the UDC. Buildings that are attached at a common property line, but which otherwise meet all requirements of SRC Chapter 56 as separate buildings shall be considered as separate buildings for purposes of this subsection.
- (b) Side Lot Lines. As far as is practicable, side lot lines shall run at right angles to the street upon which the lot faces, except that on curved streets they shall be radial to the curve.

RESPONSE: The subdivision is designed to accommodate a single-family home on each individual lot. The location of each home on its lot will be reviewed with building permit applications.

As shown on the Tentative Subdivision Plan, side lot lines will run at right angles to the street each lot fronts, as far as practicable. Side lot lines for lots on the cul-de-sac will be radial to the curve of the cul-de-sac. Therefore, the criteria are met.

800.020. Designation of Lot Lines.

- (a) Front Lot Line. The front lot line shall be designated as set forth in this subsection (see Figure 800-1).
 - (1) Interior Lot. For an interior lot, the front lot line shall be the property line abutting the street.
 - (2) Corner Lot. For a corner lot, the front lot line shall be the property line abutting a street designated by the building permit applicant, provided, however, that lot dimension standards are met.
 - (3) Double Frontage Lot. For a double frontage lot, the front lot line shall be the property line abutting a street designated by the building permit applicant, provided, however, that lot dimension requirements are met.
 - (4) Flag Lot. For a flag lot, the front lot line shall be the outside property line that is an extension of the flag lot accessway or the property line separating the flag portion of the lot from the lot between it and the street from which access is provided to the flag lot, unless the Planning Administrator otherwise directs, in which case the front lot line shall be set forth in the conditions of approval for the tentative plan of the plat, which shall be recorded on deeds conveying lots.
 - (5) Other Lots. In the case of any lot not covered by paragraphs (1) through (4) of this subsection, the front lot line shall be the property line that the architecturally designed front of the building faces.

RESPONSE: Front lot lines will be designated as set forth in this Section. For each corner and double-frontage lot within the subdivision, the front lot line will be the property line abutting the street designated by the building permit applicant. No flag lots are planned.

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- (b) Rear lot line. The rear lot line shall be designated as set forth in this subsection (see Figure 800-2).
- (1) Generally. For all lots, except those identified in paragraph (2) of this subsection, the rear lot line shall be the property line that is opposite and most parallel to, and located the greatest distance from, the front lot line.
- (2) Trapezoidal, Triangular, Diamond, or Other Shaped Lots. For trapezoidal, triangular, diamond, or other shaped lots with a distance between the side lot lines at the rear of the lot of less than 10 feet, the rear lot line for purposes of determining required setbacks shall be a line 10 feet in width drawn between the side lot lines and located parallel to and at the maximum distance from the front lot line (see Figure 800-3).
- (c) Side Lot Line. A side lot line is any lot line which is not a front or rear lot line.

RESPONSE: Rear and side lot lines will be designated as set forth in this Section. For cul-de-sac Lots 2 and 3, the rear lot line will be the westernmost lot line. For cul-de-sac Lots 4 and 5, the rear lot line will be the easternmost lot line.

800.025. Flag Lots.

Flag lots are allowed subject to the standards set forth in this section.

- (a) Lot Area. The lot area of a flag lot shall conform to the lot area standards of the UDC. Lot area shall be calculated exclusive of the flag lot accessway.
- (b) Lot Dimensions. The lot dimensions of a flag lot shall conform to the lot dimension standards of the UDC. Lot dimensions shall be calculated exclusive of the flag lot accessway.
- (c) Flag Lot Accessways. Flag lot accessways shall be developed and maintained in conformance with the standards set forth in Table 800-1 and this subsection.

RESPONSE: No flag lots are planned. Therefore, the criteria do not apply.

800.035. Setbacks.

- (a) Setbacks to be Unobstructed. Except as otherwise provided under subsection (b) of this section, required setbacks shall be unobstructed.
- (b) Permitted Projections into Required Setbacks. Permitted projections into required setbacks are set forth in Table 800-2.

RESPONSE: Setbacks will be evaluated with building permit applications. However, the lots have been designed to meet applicable dimensional standards and will accommodate single-family dwellings in compliance with applicable setback standards. Therefore, the criteria are met.

800.040. Special Setbacks.

- (a) Generally. To afford better light, air, and vision on public streets and to permit the eventual widening of streets without creating nonconforming structures, special setbacks are hereby established. No structures or paving, other than those identified under subsection (d) of this section, shall be placed within a special setback.

RESPONSE: No special setback requirements have been identified on the subject property. All required dedication of land for streets will be perfected upon recordation of the final subdivision plat. Therefore, the special setback criteria do not apply.

800.045. Height.

- (a) Generally. Unless otherwise provided under the UDC, standards relating to height shall apply to all buildings and structures. Height shall be measured as set forth in SRC Chapter 112.

RESPONSE: No buildings are planned at this time. The heights of single-family homes will be evaluated with building permit applications. Therefore, the height criteria do not apply.

CHAPTER 802 PUBLIC IMPROVEMENTS

802.015. Development to be served by City Utilities.

Except as provided under SRC 802.035 and SRC 802.040, all development shall be served by city utilities designed and constructed according to all applicable provisions of the Salem Revised Code and the Public Works Design Standards.

RESPONSE: As shown on the Schematic Utility Plan in Exhibit C, the subdivision and each individual lot will be served by City utilities designed and constructed according to the applicable provisions of the SRC and PWDS. Therefore, the criteria are met.

802.020. Easements.

Subject to any constitutional limitations, the conveyance or dedication of easements for city utilities may be required as conditions of development approval. Easements may be required that are necessary for the development of adjacent properties. Easements shall, where possible, be centered on, or abut property lines, and shall be not less than 10 feet in width. No building, structure, tree, or other obstruction other than landscaping shall be located within an easement required by this section.

RESPONSE: As shown on the Schematic Utility Plan in Exhibit C, 10-foot-wide public utility easements will be provided abutting street-side property lines. Therefore, the criteria are met.

802.025. Utilities to be Placed Underground.

- (a) Except as otherwise provided in this section, all utility service shall be provided by underground facilities.
- (b) In industrial and employment and commercial zones, electrical service may be provided by overhead wires where underground utility service is unavailable.
- (c) Stormwater management shall be provided by above-ground and below-ground facilities.

RESPONSE: As shown on the Schematic Utility Plan in Exhibit C, all utility service will be provided underground, except for the stormwater system, which will include above-ground and below-ground facilities. Therefore, the criteria are met.

CHAPTER 803 STREETS AND RIGHT-OF-WAY IMPROVEMENTS

803.010. Streets, Generally.

Except as otherwise provided in this Chapter, all streets shall be improved to include the following: adequate right-of-way, paving, curbing, bike lanes (where required), sidewalks, street lighting, stormwater facilities; utility easements, turnarounds, construction strips, landscape strips, parking lanes, adequate right-of-way geometry, paving width, grade, structural sections and monumentation, that conforms to the Public Works Design Standards.

RESPONSE: As shown on the Tentative Subdivision Plan, rights-of-way will be dedicated and streets improved to include facilities in conformance with Table 803-1, below, and the PWDS. Therefore, the criteria are met.

803.020. Public and Private Streets.

- (a) Public Streets. Except as provided in subsection (b) of this section, all streets shall be public streets.

RESPONSE: All boundary and internal streets of the Illahe Forest Subdivision are planned to be public streets. Therefore, the criteria are met.

803.025. Right-of-Way and Pavement Widths.

- (a) Except as otherwise provided in this Chapter, right-of-way width for streets and alleys shall conform to the standards set forth in Table 803-1.

Table 803-1: Right-of-Way Width		
Right-of-Way	Width	Limitations & Qualifications
Collector	Min. 60 ft.	
Local Street	Min. 60 ft.	
Cul-de-sac	Min. 50 ft.	Applicable to the stem of the cul-de-sac.
	Min. 45 ft. radius	Applicable to the turnaround of the cul-de-sac.

RESPONSE: As shown on the Tentative Subdivision Plan, rights-of-way will be dedicated in conformance with Table 803-1. Illahe Hill Road S and Tayside Street S are both designated as local streets in the TSP, and both have adequate right-of-way. The project includes dedication of land and full-street improvements for a new, internal cul-de-sac that meets the applicable provisions of SRC 803.025. Therefore, the criteria are met.

- (b) Except as otherwise provided in this Chapter, streets shall have an improved curb-to-curb pavement width as set forth in Table 803-2.

Table 803-2: Pavement Width		
Street Type	Width	Limitations & Qualifications
Collector	Min. 34 ft.	Applicable to a Type A collector.
	Min. 40 ft.	Applicable to a Type B collector.
	Min. 34 ft.	Applicable to a Type C collector.
Local Street	Min. 30 ft.	
Cul-de-sac	Min. 30 ft.	Applicable to the stem of the cul-de-sac.
	Min. 38 ft. radius	Applicable to the turnaround of the cul-de-sac.

RESPONSE: As shown on the Tentative Subdivision Plan, three-quarter-street improvements based on the local street standard will be constructed along the Illahe Hill Road S frontage. The new, internal cul-de-sac will be constructed with the appropriate pavement widths. Therefore, the criteria are met.

803.030. Street Spacing.

- (a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.

RESPONSE: As shown on the Tentative Subdivision Plan, all blocks will meet the required spacing standards.

- (b) Street spacing may be increased where one or more of the following exist:
- (1) Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.
 - (2) Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.
 - (3) An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.

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- (4) Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.

RESPONSE: An increase to the street spacing standards is not necessary. Therefore, the criteria do not apply.

803.035. Street Standards.

All public and private streets shall be improved as follows:

- (a) Connectivity. Local streets shall be oriented or connected to existing or planned streets, existing or planned schools, parks, shopping areas, transit stops, and employment centers located within one half mile of the development. Local streets shall be extended to adjoining undeveloped properties for eventual connection with the existing street system. Connections to existing or planned streets and adjoining undeveloped properties for eventual connection with the existing street system shall be provided at no greater than 600-foot intervals unless one or more of the following conditions exist:
- (1) Physical conditions or the topography, including, but not limited to, freeways, railroads, steep slopes, wetlands, or other bodies of water, make a street or public accessway connection impracticable.
 - (2) Existing development on adjacent property precludes a current or future connection, considering the potential and likelihood for redevelopment of the adjacent property; or
 - (3) The streets or public accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, that by their terms would preclude a current or future connection.

RESPONSE: The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension to the west is not practicable. Illahe Hill Road S is a boundary street to the north and Tayside Street S is a boundary street to the east. Due to these abutting constraints, site access via a cul-de-sac from Illahe Hill Road S is necessary. Therefore, the applicable criteria are met.

- (b) Improvements. All street improvements, including sub-base, base, pavement, curbs, sidewalks, and surface drainage shall conform to all provisions of the Salem Revised Code and the Public Works Design Standards.
- (c) Alignment and Grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed 6 percent. No grade of a collector street shall exceed 8 percent. No grade of a local street shall exceed 12 percent.

RESPONSE: Street improvements can and will conform to the applicable provisions of the SRC and PWDS. Therefore, the criteria are met.



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- (d) Dead-End Streets. When it appears necessary to provide connectivity into or through an abutting undeveloped area, a dead-end street shall be provided to the boundary of the undeveloped area. The street may be constructed and right-of-way may be dedicated without a turnaround unless the Planning Administrator finds that a turnaround is necessary.

RESPONSE: Due to existing and planned development on abutting properties, connectivity into or through abutting property is neither planned nor practicable. A cul-de-sac from Illahe Hill Road S is planned. Therefore, the criteria are not applicable.

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- (f) Cul-de-sacs.

- (1) Cul-de-sacs shall not exceed 800 feet in length.
- (2) No portion of a cul-de-sac shall be more than 400 feet from an intersecting street or cul-de-sac unless physical constraints make it impractical.
- (3) Cul-de-sacs shall have a turnaround with a property line radius of not less than that specified in SRC 803.025(a) from the center of the turnaround to the property lines.

RESPONSE: As shown on the Tentative Subdivision Plan, one cul-de-sac is planned. The cul-de-sac will comply with the applicable criteria.

- (g) Intersections; Property Line Radius.

- (1) Intersections shall conform to the Public Works Design Standards; provided, however, additional right-of-way and roadway improvements at or adjacent to the intersections of parkways, major arterials, minor arterials, and collector streets may be required for intersections and access points for high traffic generators, including, but not limited to, shopping centers, schools, major recreational sites, and office complexes.
- (2) The property line radius at intersections shall be not less than the curb line radius as set forth in the Public Works Standards.

RESPONSE: As shown on the Tentative Subdivision Plan, intersections conform or can conform to the applicable provisions of the PWDS. Therefore, the criteria are met.

- (h) Cut and Fill Slopes. Fill slopes shall begin no closer than two feet from the rear edge of the sidewalk, or if there is no sidewalk, from to the rear edge of the curb. Cut and fill slopes shall not exceed two horizontal to one vertical, provided that slopes not exceeding one to one may be approved upon certification by a qualified engineer or geologist that the slope will remain stable under foreseeable conditions.
- (i) Slope Easements. Slope easements shall be provided on both sides of the right-of-way where required by Public Works Design Standards.
- (j) Street Alignment. Consistent with good engineering practice, street alignment shall, so far as possible, avoid natural and constructed obstacles, including but not limited to mature trees.

RESPONSE: The subject property generally slopes up from \pm 237 feet in elevation at the eastern boundary to \pm 258 feet at the western boundary. Cut and fill slopes abutting sidewalks will not exceed two horizontal to one vertical, unless a qualified geological engineer certifies slopes will remain stable at greater ratios.

Slope easements are not anticipated to be necessary, but such easements may be provided on both sides of right-of-way where required by the PWDS.

The subject property abuts an undeveloped City park to the south (Bailey Ridge Property) and a single-family home on a large lot to the west. Based on the location of the home to the west, a street extension to the west is not practicable. Illahe Hill Road S is a boundary street to the north and Tayside Street S is a boundary street to the east. Due to these abutting constraints, site access via a cul-de-sac from Illahe Hill Road S is necessary. The street alignment avoids constructed obstacles significant trees. Therefore, the criteria are met.

- (k) **Street Trees.** Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC Chapter 86.

RESPONSE: Street trees are addressed in the response to SRC Chapter 86, above. Applications for street tree planting will be submitted with building permit applications. Therefore, the criteria are met.

(l) **Sidewalks.**

- (1) **Sidewalk Construction Required.** Sidewalks conforming to this Chapter, the Public Works Design Standards, the Americans with Disabilities Act, the Salem Transportation System Plan, and SRC Chapter 78 shall be constructed as a part of street improvement projects.

(2) **Sidewalk Location; Width.**

- (A) Sidewalks shall be located parallel to and 1-foot from the adjacent right-of-way; provided, however, on streets having a right-of-way of 50 feet or less, sidewalks shall be located parallel to and abutting the curb.
- (B) If topography or other conditions make the construction of a sidewalk impossible or undesirable in location required by this subsection, a different location may be allowed.
- (C) Except as otherwise provided in this paragraph, all sidewalks shall be a minimum of 5 feet in width.
- (D) Sidewalks connecting with the direct access to the primary entrance of a school shall be a minimum of 8 feet in width along the right-of-way for a distance of 600 feet from the point of connection.
- (E) Sidewalks shall have an unobstructed 4-foot wide clearance around street lights, signs, mailboxes, and other streetscape facilities.

RESPONSE: Sidewalk locations and widths are shown on the Schematic Utility Plan included in Exhibit C. Sidewalk designs and construction will conform to the applicable provisions of the SRC, PWDS, the Americans with Disabilities Act (ADA), and the Salem TSP. Therefore, the criteria are met.

- (m) **Bicycle Facility Standards.** Streets identified in the Salem Transportation System Plan Bicycle System Map as requiring a bicycle facility must conform to the designation of the Salem Transportation System Plan and the Public Works Design Standards.

RESPONSE: The Salem Transportation System Plan Bicycle System Map does not identify or propose bicycle facilities within or abutting the subject property. Therefore, the criteria do not apply. However, a 10-foot-wide, paved, shared-use pathway in a 15-foot-wide public access easement between Lots 3 and 4 will provide a connection from the subdivision south to the abutting, undeveloped City park (Bailey Ridge Property).

- (n) **Utility Easements.** Public utility easements may be required for all streets. Unless otherwise specified by the Public Works Director, public utility easements shall be a minimum of 10 feet in width on each side of the right-of-way.

RESPONSE: The Tentative Subdivision Plan and Schematic Utility Plan show a 10-foot-wide public utility easement abutting all streets. Therefore, the criteria are met.

- (o) **Street Lights.** All subdivisions and partitions, and all development on units of land for which site plan review is required, shall include underground electric service, light standards, wiring, and lamps for street lights that conform to the Public Works Design Standards. The developer shall install such facilities. Upon the City's acceptance of improvements, the street lighting system shall become the property of the City.
- (p) **Landscape Strips.** Landscape strips for signs, street lights, and shade trees shall be provided that conform to the Public Works Design Standards.

RESPONSE: Underground infrastructure for street lights will be provided. Landscape strips are shown on the Schematic Utility Plan. Therefore, the criteria are met.

- (q) **Landscaping.** Property owners shall cover at least 75 percent of the unimproved surface area within the right-of-way abutting the property with perennial living plant material which conforms to all other requirements of the UDC, and which is kept free of noxious vegetation.

RESPONSE: The majority of right-of-way within and bordering the subdivision will contain improved surface area. Street tree planting and other landscaping measures will be reviewed with building permit applications. Therefore, the criteria are met.

- (r) **Urban Growth Area Street Improvements.** Where a subdivision or partition is located in the Urban Growth Area or the Urban Service Area, and the construction of street improvements by the City has not yet occurred, the street improvements and dedications shall meet the requirements of SRC Chapter 66.

RESPONSE: An Urban Growth Area Development Permit is requested concurrently with the Subdivision application. Street improvements and dedication will meet all applicable provisions of the SRC and PWDS. Therefore, the criteria are met.

803.040. Boundary Streets.

- (a) Except as otherwise provided in this section, dedication of right-of-way for, and construction or improvement of, boundary streets of up to one-half of the right-of-way and improvement width specified in SRC 803.025 shall be required as a condition of approval for the following:
 - (1) Subdivisions;
 - (2) Partitions;
 - (3) Planned unit developments;
 - (4) Manufactured dwelling parks; and
 - (5) The construction or enlargement of any building or structure located on property abutting a boundary street and that requires a building permit under SRC Chapter 56.
- (b) Three-Quarter Street Improvement. If construction of a half-street improvement is insufficient to provide for a minimum of one 12-foot-wide travel lane in each direction or proper street grade, dedication of right-of-way for, and construction or improvement of, a three-quarter street improvement may be required.

RESPONSE: Illahe Hill Road S is designated as a local street in the Salem TSP and currently consists of a \pm 20-foot-wide improvement within an 80-foot-wide right-of-way. Local streets require a 30-foot-wide paved surface within a 60-foot-wide right-of-way. No additional right-of-way is required, and the Tentative Subdivision Plan show three-quarter-street improvements will be constructed to provide a 15-foot-wide travel lane in the eastbound direction and a 12-foot-wide travel lane in the westbound direction. Tayside Street S is also designated as a local street in the TSP, is fully improved, and does not require additional dedication of right-of-way or improvements.

CHAPTER 804 DRIVEWAY APPROACHES

804.015. Driveway Approach Permit Required.

- (a) Except as otherwise provided in this Chapter, a driveway approach permit shall be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.

RESPONSE: Driveway approaches will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable driveway standards can be met.

CHAPTER 805 VISION CLEARANCE

805.005. Vision Clearance Areas.

Vision clearance areas that comply with this section shall be provided at the corners of all intersections; provided, however, vision clearance areas are not required in the Central Business (CB) Zone.

- (a) Street Intersections. Vision clearance areas at street intersections shall comply with the following:
- (1) Uncontrolled Intersections. At uncontrolled intersections, the vision clearance area shall have 30-foot legs along each street (see Figure 805-1).
 - (2) Controlled Intersections. At controlled intersections, the vision clearance area shall have a 10-foot leg along the controlled street and a 50-foot leg along the uncontrolled street (see Figure 805-2).
 - (3) One-Way Streets. Notwithstanding paragraphs (1) and (2) of this subsection, at an uncontrolled or controlled intersection of a one-way street, no vision clearance area is required on the corners of the intersection located downstream from the flow of traffic (see Figure 805-3).

RESPONSE: As shown on the Tentative Subdivision Plan, street intersections have been designed to comply with vision clearance standards. Upon development of the subdivision streets and infrastructure, vision clearance areas will be kept free of prohibited obstructions from 2.5 feet to 8.5 feet above curb level. Therefore, the applicable criteria are met.

CHAPTER 806 OFF-STREET PARKING, LOADING, AND DRIVEWAYS

806.015. Amount Off-Street Parking.

- (a) Minimum Required Off-Street Parking. Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

Table 806-1: Minimum Off-Street Parking		
Use	Minimum Number of Spaces Required	Limitations & Qualifications
Single Family	2	Applicable to all Single Family, unless noted below.
	1	Applicable to Single Family located within the CSDP area.

RESPONSE: Off-street parking will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable off-street parking standards can be met.

806.030. Driveway Development Standards for Single Family and Two Family Uses or Activities.

Unless otherwise provided under the UDC, driveways for Single Family and Two Family uses or activities shall be developed and maintained as provided in this section.

- (a) Location. Driveways crossing from the lot line to a permitted off-street parking area by the shortest direct route shall be permitted within yards abutting streets.
- (b) Dimensions. Driveways shall conform to the minimum dimensions set forth in Table 806- 4. The minimum width of a driveway serving more than one parking space must meet the standard set forth in Table 806-4 for only the first 20 feet of depth behind the parking spaces served; beyond 20 feet, the minimum width may be reduced to 10 feet.

Table 806-4: Minimum Driveway Dimensions		
Number of Parking Spaces Served	Width	Depth
1 space	10 ft.	20 ft.
2 spaces	16 ft.	20 ft.
3 or more spaces	22 ft.	20 ft.

- (c) Surfacing.
 - (1) All driveways, except those serving developments on parcels within approved partitions located more than 300 feet from an available sewer, shall be paved with a hard surface material meeting the Public Works Design Standards. Driveways serving developments on parcels within approved partitions located more than 300 feet from an available sewer are not required to be paved.
 - (2) Access to vehicle storage areas shall be paved with a hard surface material meeting the Public Works Design Standards when such access is being utilized for parking.

RESPONSE: Driveways will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable driveway standards can be met.

CHAPTER 808 PRESERVATION OF TREES AND VEGETATION

808.030. Tree and Vegetation Removal Permits.

- (a) Applicability.
 - (1) Except as provided in paragraph (2) of this subsection, no trees or native vegetation protected under SRC 808.015, SRC 808.020, or SRC 808.025 shall be removed unless a Tree and Vegetation Removal Permit has been issued pursuant to this section.
 - (2) Exceptions. A Tree and Vegetation Removal Permit is not required for the removal of trees or native vegetation protected under SRC 808.015 SRC 808.020, or SRC 808.025 when the removal is:
(***)

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- (O) Undertaken pursuant to a Tree Conservation Plan, required in conjunction with any development proposal for the creation of lots or parcels to be used for Single Family or Two Family uses or activities, approved under SRC 808.035;

RESPONSE: The planned subdivision will create lots for future single-family homes. A Tree Conservation Plan meeting the requirements of SRC 808.035 is included with the Tentative Subdivision Plan in Exhibit C. Therefore, a Tree and Vegetation Removal Permit is not required.

808.035. Tree Conservation Plans.

- (a) **Applicability.** A Tree Conservation Plan is required in conjunction with any development proposal for the creation of lots or parcels to be used for Single Family or Two Family uses, if the development proposal will result in the removal of trees.
- (b) **Procedure Type.** A Tree Conservation Plan is processed as a Type I procedure under SRC Chapter 300.
- (c) **Submittal Requirements.** In addition to the submittal requirements for a Type I application under SRC Chapter 300, an application for a Tree Conservation Plan shall include the following:
 - (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
 - (A) The total site area, dimensions, and orientation relative to north;
 - (B) Proposed lot or parcel lines;
 - (C) Site topography shown at 2-foot contour intervals;
 - (D) Identification of slopes greater than 25 percent;
 - (E) The location of any existing structures on the site;
 - (F) Identification of the type, size, and location of all existing trees on the property;
 - (G) Identification of those trees proposed for preservation and those designated for removal;
 - (H) The location of all utilities and other improvements;
 - (I) Required setbacks for the proposed lots or parcels;
 - (J) The locations and descriptions of staking or other protective devices to be used during construction; and
 - (K) The site plan may contain a grid or clear delineation of phases that depict separate areas in which work is to be performed and identification of those trees proposed for preservation and those designated for removal with each phase.

RESPONSE: A Tree Conservation Plan meeting the requirements listed above is included with the Tentative Subdivision Plan in Exhibit C. Therefore, the site plan standards are met.



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- (2) In addition to the information required by paragraph (1) of this subsection, when a riparian corridor is located on the property, the tree conservation plan shall include:
- (A) A delineation of the boundaries of the riparian corridor on the site plan;
 - (B) A description of the vegetation within the riparian corridor;
 - (C) A tree and native vegetation replanting plan, in compliance with the standards set forth in SRC 808.055, if trees and native vegetation within the riparian corridor are proposed for removal.

RESPONSE: No riparian corridor has been identified on the property. Therefore, these requirements do not apply.

- (d) Approval Criteria. An application for a Tree Conservation Plan shall be granted if the following criteria are met:

- (1) No heritage trees are designated for removal;

RESPONSE: As shown on the Tree Conservation Plan, no heritage trees are designated for removal. Therefore, the criterion is met.

- (2) No significant trees are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees;

RESPONSE: Significant trees are defined in SRC 808.005 as "Rare, threatened, or endangered trees of any size, as defined or designated under state or federal law and included in the tree and vegetation technical manual, and Oregon white oaks (*Quercus garryana*) with a dbh of 24 inches or greater." As shown on the Tree Conservation Plan, no significant trees are designated for removal. Therefore, the criterion is met.

- (3) No trees or native vegetation in a riparian corridor are designated for removal, unless there are no reasonable design alternatives that would enable preservation of such trees or native vegetation;

RESPONSE: No riparian corridor has been identified on the property. Therefore, these requirements do not apply.

- (4) Not less than 25 percent of all trees located on the property are designated for preservation; provided, however, if less than 25 percent of all trees located on the property are designated for preservation, only those trees reasonably necessary to accommodate the proposed development shall be designated for removal.

RESPONSE: As shown on the Tree Conservation Plan, 216 on-site trees have been inventoried and ± 54 trees (25%) are designated for preservation. Therefore, the criteria are met.

808.050. Tree Planting Requirements.

- (a) Within development proposals for the creation of lots or parcels to be used for Single Family or Two Family uses, each lot or parcel shall contain, at a minimum, the number of trees set forth in Table 808-1.
- (b) If there are insufficient existing trees on a lot or parcel to satisfy the number of trees required under Table 808-1, additional trees sufficient to meet the requirement shall be planted. The additional trees shall be a minimum 1.5 inch caliper.

Table 808-1: Tree Planting Requirements	
Lot or Parcel Size	Minimum Trees Required
6,000 ft. or less	2
6,001 ft. to 7,000 ft.	3
7,001 ft. to 8,000 ft.	4
8,001 ft. to 9,000 ft.	5
Greater than 9,000 ft.	6

RESPONSE: As shown on the Tentative Subdivision Plan, the planned lots for single-family homes range in size from \pm 6,000 square feet to \pm 8,530 square feet. No heritage trees or significant trees are designated for removal, and \pm 54 trees will be preserved on the subject property. Landscaping and tree planting requirements for individual lots will be reviewed with building permit applications for single-family dwellings on the lots within the planned subdivision. The planned lots meet the applicable dimensional requirements for the RS zone, and, therefore, the applicable tree planting standards can be met.

CHAPTER 809 WETLANDS

809.010. Criteria for Identification.

Using the Local Wetlands Inventory, a functional and quality assessment of all inventoried wetlands within the city and the UGB, and the best available information, the Director shall identify local wetlands as Locally Significant or Non-Significant.

RESPONSE: Per the Salem-Keizer LWI, the subject property does not contain any mapped wetlands or waterways. Therefore, this Chapter does not apply.

CHAPTER 810 LANDSLIDE HAZARDS

810.005. Applicability.

This chapter applies to all areas of land designated as Moderate Landslide Hazard Risk or High Landslide Hazard Risk pursuant to this Chapter.

RESPONSE: Per the City of Salem's adopted landslide hazard susceptibility maps, the subject property does not include any areas mapped as landslide susceptibility points. Therefore, this Chapter does not apply.

IV. Conclusion

The required findings have been made, and this written narrative and the accompanying documentation demonstrate the application is consistent with the applicable provisions of the Salem Revised Code. The evidence in the record is substantial and supports approval of the application. Therefore, the applicant respectfully requests the City of Salem approve the Illahe Forest Subdivision application and concurrent Urban Growth Area Development Permit application.





MEMO

TO: Chris Green, Planner II
Community Development Department

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

DATE: April 6, 2017

SUBJECT: PUBLIC WORKS RECOMMENDATIONS (REVISED)
SUBDIVISION PLAT NO. SUB-UGA17-01 (16-122783-LD)
3800 BLOCK OF ILLAHE HILL ROAD S
11-LOT SUBDIVISION

PROPOSAL

A consolidated application for an 11-lot subdivision, Illahe Forest, just north of the Bailey Ridge Park property, containing the following requests:

1. A subdivision tentative plan to divide approximately 2.09 acres into 11 lots ranging in size from approximately 6,000 square feet to approximately 8,530 square feet; and
2. An Urban Growth Preliminary Declaration to determine the public facilities required under the Urban Growth Management Program to develop the proposed subdivision.

The subject property is approximately 2.09 acres in size, zoned RS (Single Family Residential), and located on the 3800 Block of Illahe Hill Road S (Marion County Assessor Map and Tax Lot Number: 083W06C00500).

RECOMMENDED CONDITIONS FOR UGA PRELIMINARY DECLARATION

1. Construct a public water booster pump station to serve the development pursuant to the Water System Master Plan policies and PWDS as determined by the Public Works Director.

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Provide City infrastructure needed to serve the proposed development as shown in the application materials in accordance with PWDS as summarized below:
 - a. Construct a three-quarter street improvement, to Local street standards, along the entire frontage of Illahe Hill Road S.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

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- b. Construct the internal cul-de-sac bulb to right-of-way and curb radius standards of SRC 803.025. The sidewalk may be constructed either along the curb line or property line.
 - c. Construct a 10-foot hard surface pedestrian pathway, within a 15-foot access easement, from the proposed Illahe Hill Road S cul-de-sac to the southern boundary of the subject property.
 - d. Construct water, sewer, and storm infrastructure to serve all proposed lots and extend facilities in Illahe Hill Road S to the west line of the subject property.
2. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
 3. Pay the Bailey Ridge Reimbursement District fee of \$1,305.45 per lot.

FACTS

1. Illahe Hill Road S

- a. Existing Conditions—This street has an approximate 20-foot improvement within an 80-foot-wide right-of-way abutting the subject property.
- b. Standard—This street is designated as a Local Street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

2. Tayside Street S

- a. Existing Conditions—This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
- b. Standard—This street is designated as a Local Street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

Storm Drainage

1. Existing Conditions

- a. A 12-inch public storm main is located in Illahe Hill Road S.
- b. A 10-inch public storm main is located in Tayside Street S and extends onto the subject property.

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Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level. Currently, there are no available S-1 water service level mains adjacent to the subject property.
- b. An 8-inch G-0 water service level main is located in Illahe Hill Road S at the northeast corner of the subject property.
- c. A 12-inch G-0 water service level main is located in Tayside Street S.

Sanitary Sewer

1. Existing Sewer

- a. An 8-inch public sewer line is located in Illahe Hill Road S.
- b. An 8-inch public sewer line is located in Tayside Street S, at the southeastern corner of the subject property.
- c. The subject property is located within the Bailey Ridge Reimbursement District.

CRITERIA AND FINDINGS - Preliminary Declaration

SRC 200.055—Standards for Street Improvements

Findings—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). 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 improvement for local streets SRC 200.055(b). Tayside Street S meets Local street standards and is an adequate linking street. As described in the conditions of approval, a three-quarter street improvement is required along the entire frontage of Illahe Hills Road S.

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. An adequate sewer is located in Illahe Hill Road S abutting the property. The applicant is required to extend a sewer main to the west line of the subject property.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). The proposed development will limit its stormwater discharge through implementation of green stormwater infrastructure pursuant to SRC Chapter 71. An adequate stormwater facility is located in Illahe Hill Road S abutting the property. The applicant is required to extend stormwater facilities to the west line of the subject property.

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. The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

The subject property is located within the S-1 water service level area; however, there are no S-1 mains available to serve the development. The applicant is proposing to extend the existing G-0 water main, located in Illahe Hill Road S, to the subject property and install individual water booster pumps for each lot. City staff has determined that the individual booster pump systems would not adequately provide the lots because the static pressure within the public main would be too close to the Oregon Health Standard of 20 psi. The City is not favorable to the individual pump systems due to the future maintenance and liability of the individual system for each homeowner. City staff is recommending the use of a centralized Water Booster Pump Facility that would be owned and maintained by the City of Salem to serve the entire development consistent with policies in the Water System Master Plan. The applicant shall design and construct a single Water Booster Pump Station to serve the development at a location and to the specifications acceptable to the Public Works Director.

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 Master Plan shows that the subject property is served by an undeveloped Bailey Ridge property. No park facilities are required in conjunction with the proposed development.

CRITERIA AND FINDINGS - Subdivision

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:

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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 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), and *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

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

Findings—Sewer infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan.

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. The tentative subdivision plan shows public sewer extensions to adjacent upstream parcels.

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 parcels 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 parcels with City infrastructure shall be shown on the final plat.

Chris Green, Planner II
April 6, 2017
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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—Illahe Hill Road S abuts the subject property and does not meet the current standard for a Local street. As identified in the conditions of approval, the applicant is required to construct a three-quarter improvement to Local street standards along the Illahe Hill Road S frontage. No additional right-of-way is required.

Tayside Street S abuts the subject property and currently does meet to standard of a Local street. No additional improvements are required for the Tayside Street S frontage.

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 Salem Comprehensive Parks System Master Plan shows that the subject property is served by an undeveloped Bailey Ridge property. No park facilities are required in conjunction with the proposed 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 proposed 11-lot subdivision generates less than 200 average daily vehicle trips to Illahe Hill Road S and Tayside Street S. Therefore, a Traffic Impact Analysis was not required as part of the proposed subdivision submittal.

Prepared by: Curt Pellatz, Project Coordinator
cc: File