

NOTICE OF DECISION

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

DECISION OF THE PLANNING ADMINISTRATOR

SUBDIVISION / CLASS 2 ADJUSTMENT CASE NO. SUB-ADJ17-06

APPLICATION NO. : 17-107976-LD & 17-112860-ZO

NOTICE OF DECISION DATE: AUGUST 23, 2017

SUMMARY: A subdivision to divide 1.42 acres into 7 lots ranging in size from approximately 4,456 square feet to approximately 15,507 square feet, with a two Class 2 Adjustments:

- To increase the percentage of flag lots allowed in a subdivision from a maximum of 15 percent, to 71 percent of all lots; and
- To increase the maximum lot depth from 300 percent of average lot width for Lot 7 to 331 percent of the average lot width.

The existing single family dwelling would remain on proposed Lot 3 and retain the existing flag lot accessway on the western side of the subject property. Proposed Lots 4-7 would be served by a private access easement. The property is zoned RS (Single Family Residential) and is located at 655 Idylwood Drive SE (Marion County Assessor's Map and Tax Lot Number: 083W10AC02600, 083W10AC02500, and 083W10AC03000).

APPLICANT: 3 G's Construction

LOCATION: 655 Idylwood Drive SE

CRITERIA: Salem Revised Code 205.010(d) and 250.005(d)(2)

FINDINGS: The Findings are in the attached Order dated August 23, 2017.

DECISION: The Planning Administrator **APPROVED** Subdivision / Class 2 Adjustment SUB-ADJ17-06 subject to the following conditions of approval:

- | | |
|---------------------|---|
| Condition 1: | Prior to final plat approval, the applicant shall obtain a demolition permit and remove the existing detached garage on proposed Lot 4. |
| Condition 2: | Prior to issuance of building permits for development, "NO PARKING – FIRE LANE" signs shall be posted on any segment of curblin abutting the proposed accessway that is a fire apparatus roadway. "NO PARKING" signs shall be posted on all remain segments of curblin abutting the proposed accessway. |
| Condition 3: | Provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements. |
| Condition 4: | Construct water and sewer systems to serve each lot. |
| Condition 5: | Pay water and sewer connection fees prior to plat approval. |

- Condition 6:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of Idylwood Drive SE.
- Condition 7:** The applicant shall install one streetlight located along the frontage of the subject property.
- Condition 8:** Prior to issuance of a building permit, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for proposed Lots 1, 2, and 7 earthwork and addresses the geotechnical considerations for those individual building lots.
- Condition 9:** In order to ensure that adequate access is provided, an access easement shall be provided where existing access to neighboring properties and proposed Lot 3 is located within the subject property.
- Condition 10:** In order to ensure that adequate access is provided, an access easements shall be provided for proposed Lots 4-7 served by a common access location.
- Condition 11:** At the time of building permit application, a 12-foot setback to the north property lines of Lots 6 and 7 shall be provided.
- Condition 12:** The applicant shall construct within the flaglot accessway, consistent with City street design standards, a minimum 5-foot-wide public access easement over the pedestrian pathway. The public access easement shall extend from proposed Lot 7, over the sidewalk on the west side of the flag lot accessway to the Idylwood Drive SE right-of-way.

The rights granted by the attached decision must be exercised, or an extension granted, by September 8, 2019 or this approval shall be null and void.

Application Deemed Complete:	<u>July 5, 2017</u>
Notice of Decision Mailing Date:	<u>August 23, 2017</u>
Decision Effective Date:	<u>September 8, 2017</u>
State Mandate Date:	<u>November 9, 2017</u>

Case Manager: Olivia Glantz, OGlantz@cityofsalem.net 

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., September 7, 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 205 and 250. 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.

**BEFORE THE PLANNING ADMINISTRATOR
OF THE CITY OF SALEM
(SUBDIVISION PLAT NO. 17-06)**

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

IN THE MATTER OF THE)	FINDINGS AND ORDER
APPROVAL OF TENTATIVE)	
SUBDIVISION PLAT AND)	
CLASS 2 ADJUSTMENT CASE NO.)	
NO. 17-06; 655 IDYLWOOD DRIVE SE)	AUGUST 23, 2017

REQUEST

Summary: A subdivision to divide 1.42 acres into 7 lots ranging in size from approximately 4,456 square feet to approximately 15,507 square feet, with a two Class 2 Adjustments:

- To increase the percentage of flag lots allowed in a subdivision from a maximum of 15 percent, to 71 percent of all lots; and
- To increase the maximum depth from 300 percent of average lot width for Lot 7 to 331 percent of the average lot width.

The existing single family dwelling would remain on proposed Lot 3 and retain the existing flag lot accessway on the western side of the subject property. Proposed Lots 4-7 would be served by a private access easement. The property is zoned RS (Single Family Residential) and is located at 655 Idylwood Drive SE (Marion County Assessor's Map and Tax Lot Number: 083W10AC02600, 083W10AC02500, and 083W10AC03000).

DECISION

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:** Prior to final plat approval, the applicant shall obtain a demolition permit and remove the existing detached garage on proposed Lot 4.
- Condition 2:** Prior to issuance of building permits for development, "NO PARKING – FIRE LANE" signs shall be posted on any segment of curblin abutting the proposed accessway that is a fire apparatus roadway. "NO PARKING" signs shall be posted on all remaining segments of curblin abutting the proposed accessway.
- Condition 3:** Provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Construct stormwater

facilities that are proposed in the public right-of-way and in public storm easements.

Condition 4: Construct water and sewer systems to serve each lot.

Condition 5: Pay water and sewer connection fees prior to plat approval.

Condition 6: Dedicate a 10-foot public utility easement (PUE) along the street frontage of Idylwood Drive SE.

Condition 7: The applicant shall install one streetlight located along the frontage of the subject property.

Condition 8: Prior to issuance of a building permit, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for proposed Lots 1, 2, and 7 earthwork and addresses the geotechnical considerations for those individual building lots.

Condition 9: In order to ensure that adequate access is provided, an access easement shall be provided where existing access to neighboring properties and proposed Lot 3 is located within the subject property.

Condition 10: In order to ensure that adequate access is provided, an access easements shall be provided for proposed Lots 4-7 served by a common access location.

Condition 11: At the time of building permit application, a 12-foot setback to the north property lines of Lots 6 and 7 shall be provided.

Condition 12: The applicant shall construct within the flag lot accessway, consistent with City street design standards, a minimum 5-foot-wide public access easement over the pedestrian pathway. The public access easement shall extend from proposed Lot 7, over the sidewalk on the west side of the flag lot accessway to the Idylwood Drive SE right-of-way.

PROCEDURAL FINDINGS

1. On April 10, 2017, an application for a Tentative Subdivision Plan was filed proposing to divide a 1.42 acres development site at 655 Idylwood Drive SE (Attachment B) into 7 lots.
2. The application was deemed complete for processing on July 5, 2017. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on July 5, 2017 and revised notice was sent on July 14, 2017. The state-mandated local decision deadline is November 2, 2017.

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide the property into 7 lots for residential development (Attachment B), with lots ranging in size from 4,456 square feet to 15,507 square feet. Two lots within the subdivision are proposed to take access directly from Idylwood Drive SE, an abutting public street. Four lots are proposed to take access from a new flag lot accessway on the east side of the subject property and Lot 3 is proposed to use an existing flag lot accessway¹ on the west property line.

SRC 800.025(e) limits the maximum number of flag lots within a subdivision to 15 percent of the proposed lots. The five proposed flag lots are approximately 71 percent of total proposed lots within the subdivision and therefore exceed the 15 percent maximum. In order to address this issue, the applicant has requested a Class 2 Adjustment with the subdivision seeking approval to exceed the 15 percent maximum.

SRC 511.011(a), Table 511-2 limits lot depth to a maximum of 300 percent of the average lot width. Lot 7 is approximately 216 feet in depth and 63 feet wide. The proposed Lot 7 exceeds the 300 percent maximum. In order to address this issue, the applicant has requested a Class 2 Adjustment with the subdivision seeking approval to exceed the 300 percent maximum ratio of lot depth to width.

The analysis of the requested Class 2 Adjustments for conformance with the applicable approval criteria is included in Section 7 of this report.

The applicant has not proposed any specific phasing for the subdivision or residential development. The proposed configuration does not include any corner lots.

2. Existing Conditions

Site and Vicinity

The subject property consists of three adjoining taxlots forming a 1.45-acre, irregularly shaped site. The abutting property to the north was created by deed prior to 1968. Lots of the previously platted Pringle Creek Park Addition define the east and west borders. The site is irregular, the southern portion is approximately 150 feet in length from east to west, and approximately 280 feet from north to south. The northern portion of the site is approximately 315 feet from east to west and 60 feet from north to south. Idylwood Drive SE, designated as a collector in the Salem Transportation System Plan (TSP), parallels the southern property boundaries.

One single-family dwelling, constructed in 1947, is currently located on the western portion of the site. The residence currently takes access from a private access easement which connects to Idylwood Drive SE at the south property line. The applicant

¹ Lots 3, 4, 5, 6, and 7 are proposed to take access from flag lot accessways.

plans to retain this dwelling, and will retain the existing easement crossing proposed Lot 1 and the abutting property to the west.

The vicinity is primarily characterized by single family residences and a planned unit development. Overall elevation change on the site ranges from approximately 366 feet to 394 feet above sea level, across a hilly terrain. Environmental resource and natural hazard maps show no areas of wetlands or floodplains. According to the City's Landslide Hazard Maps, the northern portion of the subject property has potential landslide susceptibility (2 points). The site is mostly forested with Oregon White Oaks and various conifers clustered on the property.

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

North: Single Family Residential

South: (Across Idylwood Drive SE) Single Family Residential

East: Single Family Residential

West: Single Family Residential

Zoning and Surrounding Land Use

The subject property is zoned RS (Single Family Residential) and is currently occupied by a single family residence. The surrounding properties are zoned and used as follows:

North: RS (Single Family Residential); single family dwellings

South: (Across Idylwood Drive SE) RS (Single Family Residential); single family dwellings

East: RS (Single Family Residential); single family dwellings

West: RS (Single Family Residential); single family dwellings

Relationship to Urban Service Area

The subject property is within the City's Urban Service Area.

Infrastructure

- Water:* A 4-inch public water main is located in Idylwood Drive SE. The subject property is located in the S-2 water service level.
- Sewer:* A 27-inch public sewer line is located Idylwood Drive SE at the southern boundary of the subject property.
- Storm Drainage:* A 10-inch public storm main is located in Idylwood Drive SE, south of the subject property.
- Streets:* Idylwood Drive SE abuts the subject property on the southern boundary of the site. This segment of Idylwood Drive is designated as a Collector street in the Salem Transportation System Plan (TSP).
- The standard for this street classification is a 34-foot improvement within a 60-foot right-of-way.
 - The abutting portion of Idylwood Drive SE is currently 26-foot to 30-foot wide improvement within a 60-foot-wide right-of-way.

3. 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 there is no concern with the subdivision. At time of plans submittal for Building Permits, Lots 4, 5, 6, & 7 shall be required to be equipped with fire sprinklers in accordance with National Fire Protection Association 13D. This is due to the private access road having a grade exceeding the Oregon Fire Code. This was an alternate method approved by Fire Code. The private access road shall also be required to be signed with "NO PARKING - FIRE LANE."

Salem-Keizer Public Schools – Planning and Property Services staff for the school district reviewed the proposal and submitted comments indicating that sufficient school capacity exists at the elementary and high schools level to serve future development within the proposed subdivision but not at the middle school level. The school district indicated that the subject property is within the "walk zone" of the assigned elementary and middle schools. The subject property is eligible for transportation for the high school.

Portland General Electric reviewed the proposal and commented, "Development cost per current tariff and service requirements. 10' PUE required on all front street lots."

4. Neighborhood Association Comments

The subject property is within the Faye Wright Neighborhood Association. 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 Faye Wright Neighborhood Association prior to the comment deadline.

5. Public Comments

All property owners within 250 feet of the subject property were mailed notification of the proposed subdivision. Four property owners in the vicinity of the site submitted comments prior to the comment deadline. Comments expressed concerns with the following issues:

- **Traffic Safety:** Comments expressed concern that traffic safety in the vicinity will be impacted by the proposed subdivision. Existing traffic is greatly increased after the construction of the median located at the southwest corner of Commercial Street and Hilfiker Street. The subdivision will increase traffic in the already impacted area.

Staff Response: The Salem Transportation System Plan (TSP) designates Idylwood Drive as a collector street abutting the subject property. The six new lots proposed to take access onto Idylwood Drive would generate a relatively small number of trips. The impacts of the proposed development do not warrant a traffic impact analysis to address off-site traffic deficiencies. Therefore, the subdivision is not conditioned to install these measures prior to final plat approval.

- **Storm Water:** Comments discuss the need for some type of storm water system to be in place to curb the potential damage to properties downstream as a result of an increase in runoff associated with the subdivision.

Staff Response: The proposed subdivision is subject to the stormwater requirements of SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004. The applicant is required to demonstrate that the proposed lots can meet the PWDS. The applicant will provide an engineered tentative stormwater design to accommodate future impervious surface on all lots, as conditioned below.

- **Density:** Adjacent property owners expressed concern about the amount of lots being proposed.

Staff Response: The proposed subdivision approximately 4,456 square feet to 15,507 square feet, which exceeds the minimum lot size requirement of 4,000 square feet. The applicant is providing a wide range of lot sizes, all of which meet the minimum and

provide land for housing consistent with the Comprehensive Plan designation of the site.

- **Increased noise, dust, pollution and privacy:** The seven dwellings will increase noise, dust and pollution during and after construction.

Staff response: The seven lots proposed by the applicant could potentially result in a net increase of six single family homes, with one residence already existing on the subject property. At full build-out, the subject property would be developed at approximately five dwelling units per acre, a similar density to surrounding residential developments. A Trip Generation Estimate determined that the proposed development will generate a net increase of 67 Average Daily Trips, below the 200 Average Daily Trip threshold for requiring a Traffic Impact Analysis. Noise and air pollution impacts from future residences in the proposed subdivision are not expected to exceed what would occur from the presumed development of land within the City zoned for single family residential development.

- **Trees and wildlife:** Comments received requested particular trees to be retained, citing benefits such as shade and protection from sun. Comments contend that the proposal will destroy the entire ecosystem of the area and will remove many animals' habitat.

Staff Response: The applicant has submitted an application for tree conservation plan approval in conjunction with the subdivision application (TCP17-06). The applicant has proposed to retain 34 of 123 trees on the subject property, or approximately 27% of the trees on the subject property. Proposed Lot 7 is a large property that will likely remain undeveloped. Due to the size of Lot 7 the applicant's proposal leaves an unusually large stand of trees and swath of habitat greater than what is usually found in most Single Family development. The subject property is designated for single family residential development and zoned Single Family Residential (RS). The proposed development is consistent with the Plan designation and zoning for the property.

- **Livability or appearance of the residential area:** Residents of "The Woods, Two" Planned Unit Development just to the north of the subject property provided concerns about the proposed dwellings on Lots 6 and 7 being located too close to the existing sidewalk within the community. Comments included a request for additional setback requirements to the north property line. The neighboring property owners object to the west property line of Lot 6 being the front property line.

Staff Response: The northern property lines of Lots 6 and 7 are approximately 5-10 feet from the existing sidewalk in the development to the north. The sidewalk located near the north property line of Lots 6 and 7 are similar to a lot abutting a street. Based on the configuration of the proposed lots, the front property line of Lot 6 is the western property and the front of Lot 7 is the eastern property. The north property

line would be a side yard setback requirement of 5 feet. Since the current sidewalk is located close in proximity to the northern property line, the lot lines would be similar to a front yard abutting a street, requiring a 12-feet to that property line. As conditioned below a 12-foot setback will be required abutting the north property line of Lots 6 and 7.

6. Criteria for Granting a Tentative Subdivision

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 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 1.45-acre property into 7 lots with no remainder. The site is currently zoned RS (Single Family Residential). 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
	5,500 square feet (Infill lot)
Lot Width	40 feet

Lot Depth (Single Family)	70 feet
	Max. 300% of average lot width
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 4,456 square feet to 15,507 square feet in size. The proposed lots meet lot area, dimension, and frontage requirements, except for Lot 7 which exceeds the maximum ratio of 300 percent lot depth to width. The analysis of the requested Class 2 Adjustment for conformance with the applicable approval criteria for Lot 7 is included in Section 9 of this report. 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

The existing single family dwelling will remain on the subject property, on Lot 3. The applicant's site plan shows the footprint of the existing residence and demonstrates that its location will continue to meet all applicable setback standards once the boundaries of Lot 3 are recorded.

The applicant proposes to remove a shop building in the approximate area of proposed Lot 4. In the event that the garage were not removed, the proposed subdivision would result in the existing residence and shop being located on separate lots. The shop is only permitted in the RS zone as an accessory use, and is not permitted to be located on a lot (such as proposed Lot 4) without a primary residential use. In order to ensure that the subdivision does not result in a non-conforming accessory structure, the following condition shall apply:

Condition 1: Prior to final plat approval, the applicant shall obtain a demolition permit and remove the existing detached garage on proposed Lot 4.

Setback requirements for future development on proposed Lots 1, 2 and 4-7 will be reviewed at the time of application for building permits on those individual lots.

SRC Chapter 800 (General Development Standards):

SRC 800.015(a) (Buildings to be on a Lot): Pursuant to SRC 800.015(a), every building or structure shall be entirely located on a lot. The subject property is primarily undeveloped, except for a single family residence on the eastern portion of the property. The applicant plans to retain this dwelling as part of the proposed development. Relative to the tentative subdivision plan, the existing house would be situated entirely within Lot 3, and meet all applicable setbacks relative to the proposed lot boundaries.

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 corner lots, or double frontage lots. There are several flag lots proposed within the subdivision. The west lot line of Lot 3 is designated the front property line. The north lot lines of Lots 4 and 5 are designated the front lot lines and the west lot line of Lot 6 would be designated the front lot line.

SRC 800.025 (Flag Lots): Proposed Lots 3-7 are flag lots. Subsections (a) and (b) specify that minimum lot area and dimensions for a flag lot shall be calculated exclusively of the flag lot accessway. All proposed flag lots exceed the minimum lot area and dimensions exclusive of the flag lot accessway.

Subsection (c) establishes standards for flag lots and flag lot accessways. Pursuant to SRC Chapter 800, Table 800-1, flag lot accessways serving the lots must be a minimum of 25 feet in overall width and must be paved to a minimum width of 20 feet. Plans submitted by the applicant indicate a 20-foot-wide paved width within a 33-foot-wide access easement, in conformance with the standard set forth in subsection (c).

Subsection (d) prohibits parking on flag lot accessways. As a condition of approval, in order to ensure that resident and emergency access remains unobstructed, a condition that "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segments of the proposed flag lot accessway that are fire apparatus roadways and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.

Condition 2: Prior to issuance of building permits for development, "NO PARKING – FIRE LANE" signs shall be posted on any segment of curblin abutting the proposed accessway that is a fire apparatus roadway. "NO PARKING" signs shall be posted on all remaining segments of curblin abutting the proposed accessway.

Subsection (e) limits the maximum number of flag lots within a subdivision to 15 percent of the proposed lots. The proposed subdivision includes four flag lots (Lots 3-7), or approximately 71 percent of the total proposed lots. The applicant has requested an adjustment to this standard and is addressed in Section 7 below.

As conditioned, and subject to the consolidated Class 2 Adjustments, the proposal conforms to the requirements of SRC Chapter 800.

The proposal conforms to the requirements of SRC Chapter 800.

SRC Chapter 806 (Off-Street Parking, Loading, and Driveways):

SRC 806.030 (Driveway Development Standards for Single Family and Two Family Uses or Activities): The existing residence to remain on Lot 3 has been served by a driveway that crosses over an easement across the subject property and adjacent property. The existing driveway connects a driveway leading to an attached garage at the residence.

The proposal conforms to the requirements of SRC Chapter 806.

(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 subdivision 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. In order to ensure that the proposed lots can meet the PWDS, the following condition shall apply:

Condition 3: Provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots.
Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.

As conditioned, the proposal meets the requirements of SRC Chapter 71.

SRC Chapter 200 (Urban Growth Management): The Urban Growth Management Program requires that an Urban Growth Area (UGA) Development Permit must be obtained prior to development of property outside the Salem Urban Service Area. The

subject property is inside of the Urban Service Area. Therefore, a UGA permit is not required and the proposal conforms to the requirements of SRC Chapter 200.

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that water and 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 August 11, 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 (PWDS). 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 PWDS. The conceptual water and sewer plan included in the application shows that each individual lot can be served by City utilities designed and constructed according to the applicable provisions of the Salem Revised Code and PWDS.

In order to ensure that water and sewer infrastructure are provided to the new lots created by the subdivision, and that appropriate connection fees are paid, the following conditions of approval shall apply:

Condition 4: Construct water and sewer systems to serve each lot.

Condition 5: Pay water and sewer connection fees prior to plat approval.

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

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

SRC 803.015 (Traffic Impact Analysis): The proposed 7 lot subdivision generates less than 1,000 average daily vehicle trips to Idylwood Drive SE, a collector street. Therefore, a TIA is not required as part of the proposed subdivision submittal.

SRC 803.020 (Public and Private Streets): The applicant does not propose any internal public or private streets.

Idylwood Drive SE abuts the subject property and does not meet the current improvement width standards for a Collector street. Idylwood Drive SE is improved with curb and gutter along the entire frontage of the subject property. Additional widening is not warranted due to existing development constraints within the right of way and topographical constraints in the area which makes the maximum improvement width impractical. However, Idylwood Drive lacks street lights along the property frontage, which is required for a boundary street improvement standard. In implementing boundary street requirements pursuant to SRC 803.040, the applicant shall install one streetlight located along the frontage of the subject property.

The proposal meets this requirement.

SRC 803.030 (Street Spacing): The subject property consists of three contiguous tax lots surrounded by existing single family residential subdivisions to the north, west, and east. With the configuration of the subdivision, the proposal would not result in any changes to existing street spacing or block lengths. Based on the existing development pattern in the vicinity, the proposed subdivision is precluded from making connections to adjacent properties within 600-foot intervals, and is excepted from this requirement under SRC 803.030(a)(2).

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 subject property abuts residential properties to the east and west, The Woods Two planned unit development to the north and the right-of-way of Idylwood Drive SE to the south. Therefore, there are no opportunities to provide connectivity from the subject property to streets or undeveloped properties in the vicinity of the subject property.

Subsection (f) establishes standards for the maximum length, distance from intersections, and radius of cul-de-sacs. The proposal does not include a new or extended public or private road.

Subsection (m) requires streets identified in the Salem Transportation System Plan (TSP) Bicycle System Map as requiring a bicycle facility to conform to the designation of the TSP and Public Works Design Standards. The TSP Bicycle Map designates Idylwood Drive SE at the location of the subject property as a "Proposed Shared Lane Markings" route.

Pursuant to subsection (n), public utility easements (PUEs) may be required for all streets. Portland General Electric, the franchise utility provider of electricity for the subject property, typically requests 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 6: Dedicate a 10-foot public utility easement (PUE) along the street frontage of Idylwood Drive SE.

As conditioned, the proposal conforms to applicable street standards.

SRC 803.040 (Boundary Streets): Idylwood Drive SE abuts the subject property and does not meet the current improvement width standards for a Collector street. Idylwood Drive SE is improved with curb and gutter along the entire frontage of the subject property. Additional widening is not warranted due to existing development constraints within the right of way and topographical constraints in the area which makes the maximum improvement width impractical. However, Idylwood Drive lacks street lights along the property frontage, which is required for a boundary street improvement standard. In implementing boundary street requirements pursuant to SRC 803.040, the applicant shall install one streetlight located along the frontage of the subject property.

Condition 7: The applicant shall install one streetlight located along the frontage of the subject property.

(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. The applicant has submitted an application for tree conservation plan approval in conjunction with the subdivision application (TCP17-06). The applicant has proposed to retain 34 of 123 trees on the subject property, or approximately 27% of the trees on the subject property. Proposed Lot 7 is a large property that will likely remain undeveloped. Due to the size of Lot 7 the applicant's proposal leaves an unusually large stand of trees and swath of habitat greater than what is usually found in most Single Family development. SRC 808.035(d)(4) requires in relevant part that an application for a Tree Conservation Plan shall be granted if "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 on the property are designated for preservation, only those trees reasonably necessary to accommodate the development proposal shall be designated for removal."

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): The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, the subject property has a section of the property mapped with 2 landslide hazard susceptibility points. There are 3 activity points

associated with the proposed subdivision. The applicant is not proposing work in the area of potential landslide hazard. A "Geotech and Geologic Assessment," prepared by MultiTech Engineering Services Inc. and dated June 1, 2017, was submitted to the City of Salem. This assessment demonstrates the subject property could be subdivided and developed with single-family dwellings without increasing the potential for slope hazard on the site or adjacent properties. As a condition of building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for Lots 1, 2, and 7 earthwork and address the geotechnical considerations for each of those individual building lot.

Condition 8: Prior to issuance of a building permit, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for proposed lots 1, 2, and 7 earthwork and addresses the geotechnical considerations for those individual building lots.

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

Finding: The proposed subdivision would divide a 1.45-acre property into 7 lots and a new flag lot accessway. Lot 7 is proposed to be 15,507 square feet in size which could potentially be further developed. The western portion of Lot 7 has hilly terrain exceeding a 15% slope and does not have any reasonable path to obtain alternative access to a public road. The proposed flag lot accessway is not likely to serve additional lots, since the accessway is already proposed to serve the maximum amount of lots pursuant to SRC 800.025, subject to a Class 2 Adjustment. In summary, development on the western portion of Lot 7 is already severely constrained by existing topography and surrounding development, and is not further impeded by the proposed subdivision.

The lots within the proposed subdivision, are of sufficient size and dimensions to permit future development of one single family dwelling each, or development of other SRC Chapter 511 "permitted," "special," or "conditional" uses. There is no evidence that the subdivision and subsequent development of the lots will adversely affect public services to any surrounding properties. Approval of the subdivision does not impede future use of the subject property or access to abutting properties.

This criterion has been met.

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

Finding: Water and 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. Developments are required to extend public utility services to serve upstream and neighboring properties; the tentative utility plan appears to meet that requirement. Conditions of approval require construction of water and sewer systems to serve each lot, an engineered stormwater design to accommodate future impervious

surfaces, 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 Woodmansee Park, which is 300 feet south of the proposed subdivision. Sidewalk connections are available from the subject property to Woodmansee Park. 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.

As part of final plat approval SRC 205.035(g) requires that where a flag lot accessway serving more than one lot or parcel a reciprocal and irrevocable access rights for all lots served by the flag lot accessway shall be included on the final plat and in the deeds for the individual lots or parcels. Maintenance of the flag lot accessway shall be shared between the owners of the properties served by the flag lot accessway and an agreement requiring maintenance of the flag lot accessway shall be recorded in the deeds for the individual lots.

The applicant is proposing to provide an access for the existing dwelling, located on proposed Lot 3, by way of the existing access easement to the west of the subject property. The access easement was established with the recording of Marion County Partition Plat 2006-32. Easement rights for Lot 3 must be granted by all property owners holding rights to the existing easement prior to Final Plat.

The existing driveway that serves the neighboring parcels within Partition Plat 2006-32 appears to be encroaching on to the subject property, across proposed Lot 1. The applicant will need to provide a legal access easement granting rights to all property owners that will utilize the easement for access. Any easements needed to serve the proposed lots with City infrastructure shall be shown on the final plat.

Condition 9: In order to ensure that adequate access is provided, an access easement shall be provided where existing access to neighboring properties and proposed Lot 3 is located within the subject property.

Condition 10: In order to ensure that adequate access is provided, an access easements shall be provided for proposed Lots 4-7 served by a common access location.

The proposal meets this criterion.

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

Finding: Idylwood Drive SE, a designated collector, abuts the subject property at the south property boundary. The applicant proposes to provide access to the existing street network for Lots 4-7 via a 33-foot wide paved private access easement with a 5-foot sidewalk on the west side. The proposed access easement and sidewalk provides an adequate connection to the existing street network via Idylwood Drive SE.

The portion of Idylwood Drive SE abutting the subject property does not meet the current standard for a collector street, as established by the Salem Transportation System Plan (TSP). Idylwood Drive SE is improved with curb and gutter along the entire frontage of the subject property. Additional widening is not warranted due to existing development constraints in the area which makes the maximum improvement width impractical. However, Idylwood Drive lacks street lights along the property frontage. As conditioned above, the applicant shall install one streetlight located along the frontage of the subject property.

As proposed and conditioned, the internal street extensions serving the subdivision conform to the TSP. The proposal 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.

Finding: The applicant's proposal includes a private access way rather than a public street to serve the proposed flag lots. The existing dwelling (Lot 3) would continue to use an existing flag lot accessway on the western side of the property. A public street is impractical for the proposed development based on the existing conditions of the surrounding street network. The planned unit development property to the north and residential development to the east and west do not provide linking points that would allow for internal street connectivity. The private access proposed by the applicant would provide pedestrian, bicycle, and vehicular access to the proposed lots. In order to ensure that resident and emergency access on the private accessway remains unobstructed, a condition of approval noted above that "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segment of the proposed accessway that is a fire apparatus roadway and "NO PARKING" signs shall be posted on both sides of the remainder of the accessway.

The proposed Lots 6 and 7 abuts a sidewalk and private road to the north. The north lot line of Lots 6 and 7 are similar to a lot abutting a street. Based on the configuration of the proposed lots, the front property line of lot 6 is the western property and the front of Lot 7 is the eastern property. The north property line would be a side yard setback requirement of 5 feet. Since the current sidewalk is located close in proximity to the northern property line, the lot lines would be similar to a front yard abutting a street, requiring a 12-feet to that property line.

Condition 11: At the time of building permit application, a 12-foot setback to the north property lines of Lots 6 and 7 shall be provided.

As conditioned, the proposal 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.

Finding: The proposed subdivision is situated within one-half mile of eight neighborhood activity centers:

- Stops for Cherriots Route #21, near the intersection of Sunnyside Road and Hilfiker Lane SE.
- Stops for Cherriots Route #18, near the intersection of Idylwood Drive and Jones Road.
- Judson Middle School, a public elementary school abutting the western boundary of the proposed subdivision, located at 4512 Jones Road SE.
- Several major shopping centers on Commercial Street SE, including Cherry City Center and other commercial centers anchored by major retailers such as Walgreen's, Trader Joe's, and Winco
- Woodmansee Park, approximately 300 feet south of the closest lots within the subdivision, located at 4635 Sunnyside Road SE.

The proposed subdivision is accessed by a collector street abutting the subject property.

In addition, the City of Salem Comprehensive Parks System Master Plan policies identify the desire to provide park access utilizing public right-of-way corridors, public owned land, access easements, and other means as necessary (Goal 3.4).

A portion of Idylwood Drive SE, approximately 200 feet east of the subject property, provides connections to Woodmansee Park and other neighborhood activity centers via the existing street network.

The proposal will provide internal access with safe and convenient bicycle and pedestrian access, and provide boundary street improvements where necessary in order to connect multi-modal transportation facilities with the existing transportation system. A combination of present and future school campuses, parks, and mixed-use areas will provide a variety of destinations that can be accessed from the proposed subdivision by a variety of modes.

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 7-lot subdivision will generate less than 1,000 average daily vehicle trips to Idlywood Drive SE, designated in the Transportation System Plan as a collector. 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. The southern portion of the subject property has some elevation gain and is generally flat where the proposed home sites are located. The northwest portion of the property slopes down in the rear of Lot 7, which would make further development of Lot 7 impracticable. The applicant has submitted an application for tree conservation plan approval in conjunction with the subdivision application (TCP17-06). There are 123 trees on the subject properties, 34 of which the applicant proposes to retain. The 89 trees proposed for removal are generally within the footprint of building envelopes, the proposed accessway, or close to building envelopes in areas with a high risk of damage during future construction. The tree conservation plan proposes retention of several trees at the north and south perimeters of the site where construction is unlikely to occur.

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.

Finding: The tentative subdivision plan configures lots to allow single family residential development of the site while minimizing disruptions to topography and vegetation. The lots make efficient use of the sloped terrain, heavily vegetated property. The applicant has submitted an application for tree conservation plan approval in conjunction with the subdivision application (TCP17-06). The applicant has proposed to retain 34 of 123 trees on the subject property, or approximately 27% of the trees on the subject property. The Tree Conservation Plan primarily retains trees on lot 7 which is due to the existing terrain will not be developed and within the setback areas of Lots 3-6, where construction is unlikely to occur.

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 within the Urban Service Area. Therefore, this criterion does not apply.

7. Criteria for Granting a Class 2 Adjustment

Because of limitations on access to the subject property, and because of the property's overall size and dimensions, the applicant has requested two Class 2 Adjustments with the subdivision.

Pursuant to SRC 250.005(d)(2), an application for a Class 2 Adjustment shall be granted if the following criteria are met:

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

- (i) Clearly inapplicable to the proposed development; or**
- (ii) Equally or better met by the proposed development.**

Findings:

No more than 15 percent of the lots within a subdivision may be flag lots:

SRC 800.025(e) provides that no more than 15 percent of the lots within a subdivision may be flag lots. This requirement serves in part to ensure that the lot configuration of a new subdivision provides orderly and efficient circulation, with the majority of lots fronting on public streets and to reduce the number of flag lot accessways intersecting with the City street network. The applicant has proposed 5 flag lots within a 7 lot subdivision, or 71% of the total lots.

Lots 3-7 will have access onto Idylwood Drive via one of two access easements along the east and west property lines of the site. The proposal creates 5 flag lots in the proposed subdivision where only one flag lot is allowed under the 15 percent standard. There is an existing single family dwelling located on Lot 3 that will remain and have access via a flag lot accessway on the western property line and abutting properties to the west. Due to the width of the lot and the location of the existing house, a public access is not feasible, therefore, this is the only way this site can be developed and provide needed access. Infill lots like this one are typically narrow in width and include an existing structure that will remain.

Due to the dimensions of the subject property and existing developments, including the planned unit development to the north, any new single family residential development on the site would require access terminating in a dead end on the property. The subject property has a total frontage of 155 feet, with an existing residence extending approximately 55 feet westward from the east property line. These constraints more or less dictate alignment of a street or private access easement along the eastern property line.

The proposed lots are large, private lots that are set off of the street, that are of adequate size and configuration to obtain building permits without the need for a variance or adjustments to setbacks. The larger private lots will enhance the livability of the residential area. The access easement with a 5-foot sidewalk will provide pedestrian and bicycle access to the lots.

The applicant has proposed a 33-foot-wide lot accessway which includes 22 feet paved width and a 5-foot-wide sidewalk, well in excess of the 20-foot paved width required for a flag lot accessway under SRC 800.025(c). Lots 4-7 would have consistent frontage along the accessway, and the arrangement of lots and design of the accessway would resemble the layout of subdivision lots along a street. On the subject property, this orderly configuration of lots would not be possible under the land constraints posed by dedicating land for a public street and cul-de-sac. The proposal equally meets the purpose underlying the development standards proposed for adjustment. This criterion is met.

Maximum lot depth from 300 percent of average lot width:

The intent and purpose of the maximum lot depth standard is to provide for future buildable lots, which can maintain property line setbacks. The maximum lot depth is 300 percent of the average width of the lot, which prevents narrow lots which can have adequate open space on the side yard, maintain side yard setback and to consider future development of potential lots.

The existing configuration of the tract makes it difficult to meet the required maximum lot depth standard. The existing property is narrow and long on the northern portion of the property and currently has a lot depth of 313 feet which is approximately 497% of the existing lot width. The configuration of the tract would provide for a dwelling to be built on the property and retain many of the trees on the western portion. Lot 7 is proposed to be 15,507 square feet in size which could potentially be further developed. The western portion of Lot 7 has hilly terrain exceeding a 15% slope and currently does not have any reasonable path for obtaining access to a public road, except through the subject property. The proposed flag lot accessway is not likely to serve additional lots, since the access way is proposed to serve the maximum amount of lots pursuant to SRC 800.025. Since the western portion of the property is proposed to remain in its natural state and is not likely to develop with the limitations on the accessway, the proposed configuration of Lot 7 equally or better meets the intent of the code.

The proposal meets this criterion.

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

Finding:

No more than 15 percent of the lots within a subdivision may be flag lots:

The proposed lots are large, private lots that are set off of the street, that are of adequate size and configuration to obtain building permits without the need for a variance or adjustments to setbacks. The access easement with a 5-foot sidewalk will provide a pedestrian and bicycle friendly access way to the lots.

Pursuant to SRC 800.025(d), no parking is permitted on a flag lot access way. The proposed lots are each large enough to provide adequate off-street parking for residents and guests. A minimum of two off-street parking spaces is required in a garage and/or driveway.

In order to ensure that the proposed flag lot accessway will not detract from the livability or appearance of the residential area and provide for multi-modal access between the proposed lots and Idylwood Drive, the following condition shall apply:

Condition 12: The applicant shall construct within the flag lot accessway, consistent with City street design standards, a minimum 5-foot-wide public access easement over the pedestrian pathway. The public access easement shall extend from proposed Lot 7, over the sidewalk on the west side of the flag lot accessway to the Idylwood Drive SE right-of-way.

The 5-foot sidewalk will be part of the flag lot accessway and is subject to SRC 205.030(g), which requires a flag lot accessway serving more than one lot or parcel is included within a development, reciprocal and irrevocable access rights for all lots or parcels served by the flag lot accessway shall be included on the final plat and in the deeds for the individual lots or parcels. As conditioned above, maintenance of the flag lot accessway shall be shared between the owners of the properties served by the flag lot accessway and an agreement requiring maintenance of the flag lot accessway shall be recorded in the deeds for the individual lots or parcels.

Maximum lot depth from 300 percent of average lot width:

The proposed adjustment will not unreasonably impact the existing or potential uses or development in the surrounding area. The proposal is to create an additional lots for a single family dwelling. The existing configuration of the tract makes it difficult to meet the required maximum lot depth standard. The northern portion of the property is currently long and narrow. The existing lot depth is 313 feet which is approximately 497 percent of the existing lot width. The configuration of the tract would provide for a dwelling to be built and still retain many of the trees on the western portion of the

property. Lot 7 is proposed to be 15,507 square feet in size which could potentially be further developed. The western portion of Lot 7 has hilly terrain exceeding a 15 percent slope and currently does not have existing or future access to a public road. The applicant has provided a written statement that Lot 7 is likely not to be developed due to the slope and lack of access.

As condition, the proposal meets this criterion.

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

Finding: The two adjustments requested by the applicant both relate to configuration of the existing property, and accommodate steep slopes in the vicinity. The adjustments allow the subject property to be developed with an internal flag lot accessway with a single family residential subdivision. Therefore, the cumulative effect of the adjustments is to allow development which is consistent with the overall purpose of the RS (Single Family Residential) zone.

8. Conclusion

Based upon review of SRC 205.005, the findings contained under Section 6 and 7 above, and the comments described, the tentative subdivision plan 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 Tentative Subdivision Plan – Class 2 Adjustment Case No. 17-06, on property zoned RS (Single Family Residential), and located at 655 Idylwood Drive SE (Marion County Assessor's Map and Tax Lot Number: 083W10AC02600, 083W10AC02500, and 083W10AC03000), 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: | Prior to final plat approval, the applicant shall obtain a demolition permit and remove the existing detached garage on proposed Lot 4. |
| Condition 2: | Prior to issuance of building permits for development, "NO PARKING – FIRE LANE" signs shall be posted on any segment of curblin abutting the proposed accessway that is a fire apparatus roadway. "NO PARKING" signs shall be posted on all remaining segments of curblin abutting the proposed accessway. |
| Condition 3: | Provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Construct stormwater |

facilities that are proposed in the public right-of-way and in public storm easements.

Condition 4: Construct water and sewer systems to serve each lot.

Condition 5: Pay water and sewer connection fees prior to plat approval.

Condition 6: Dedicate a 10-foot public utility easement (PUE) along the street frontage of Idylwood Drive SE.

Condition 7: The applicant shall install one streetlight located along the frontage of the subject property.

Condition 8: Prior to issuance of a building permit, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for proposed Lots 1, 2, and 7 earthwork and addresses the geotechnical considerations for those individual building lots.

Condition 9: In order to ensure that adequate access is provided, an access easement shall be provided where existing access to neighboring properties and proposed Lot 3 is located within the subject property.

Condition 10: In order to ensure that adequate access is provided, an access easements shall be provided for proposed Lots 4-7 served by a common access location.

Condition 11: At the time of building permit application, a 12-foot setback to the north property lines of Lots 6 and 7 shall be provided.

Condition 12: The applicant shall construct within the flag lot accessway, consistent with City street design standards, a minimum 5-foot-wide public access easement over the pedestrian pathway. The public access easement shall extend from proposed Lot 7, over the sidewalk on the west side of the flag lot accessway to the Idylwood Drive SE right-of-way.



Olivia Glantz, Planning Administrator Designee

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

Application Deemed Complete: July 5, 2017
Notice of Decision Mailing Date: August 23, 2017

Decision Effective Date: September 8, 2017
State Mandated Decision Date: November 9, 2017

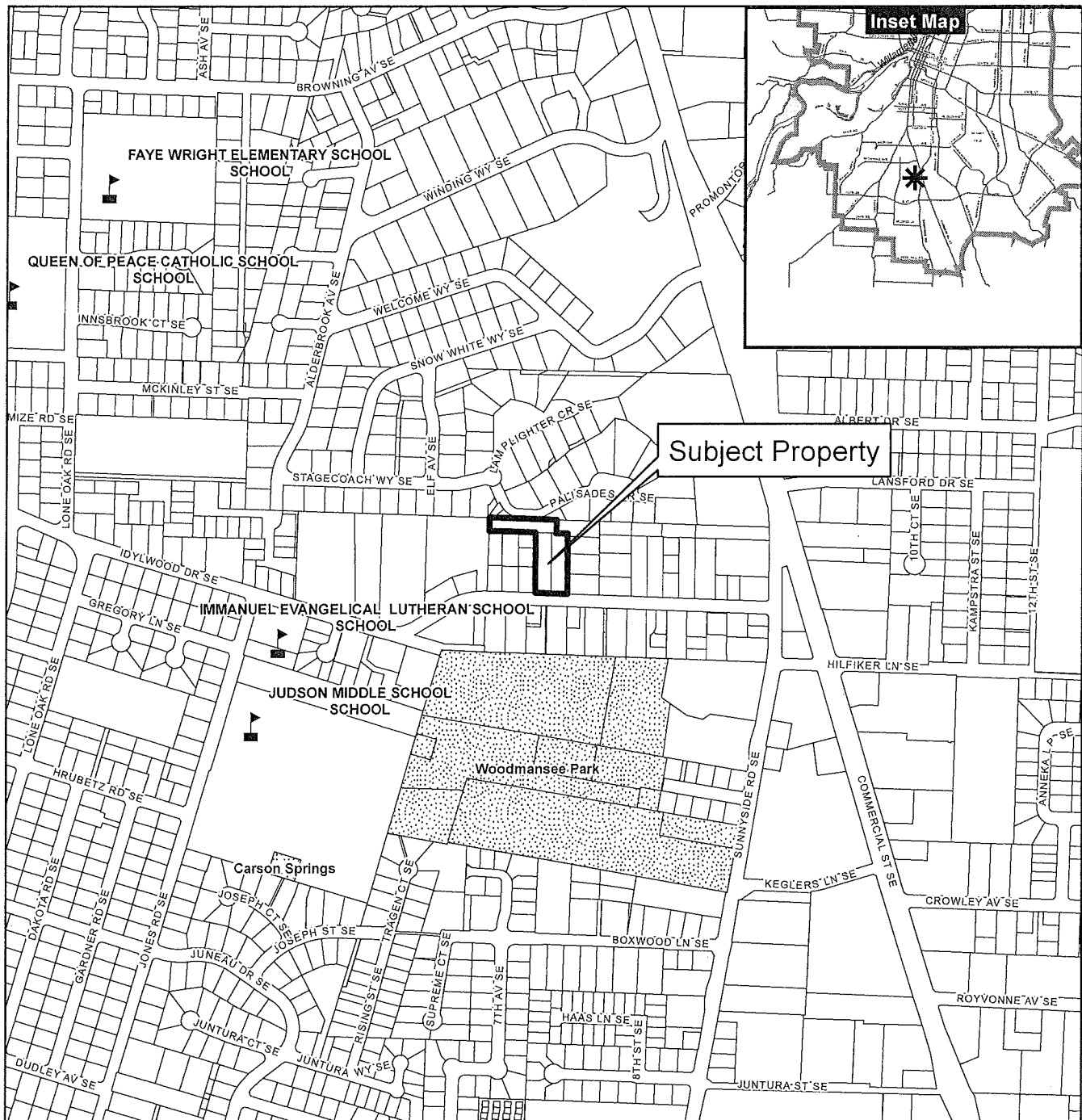
The rights granted by this decision must be exercised or extension granted by September 8, 2019 or this approval shall be null and void.

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 **Thursday, September 7, 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

655 Idylwood Drive SE



Legend

Taxlots

Urban Growth Boundary

City Limits

Outside Salem City Limits

Historic District

Schools

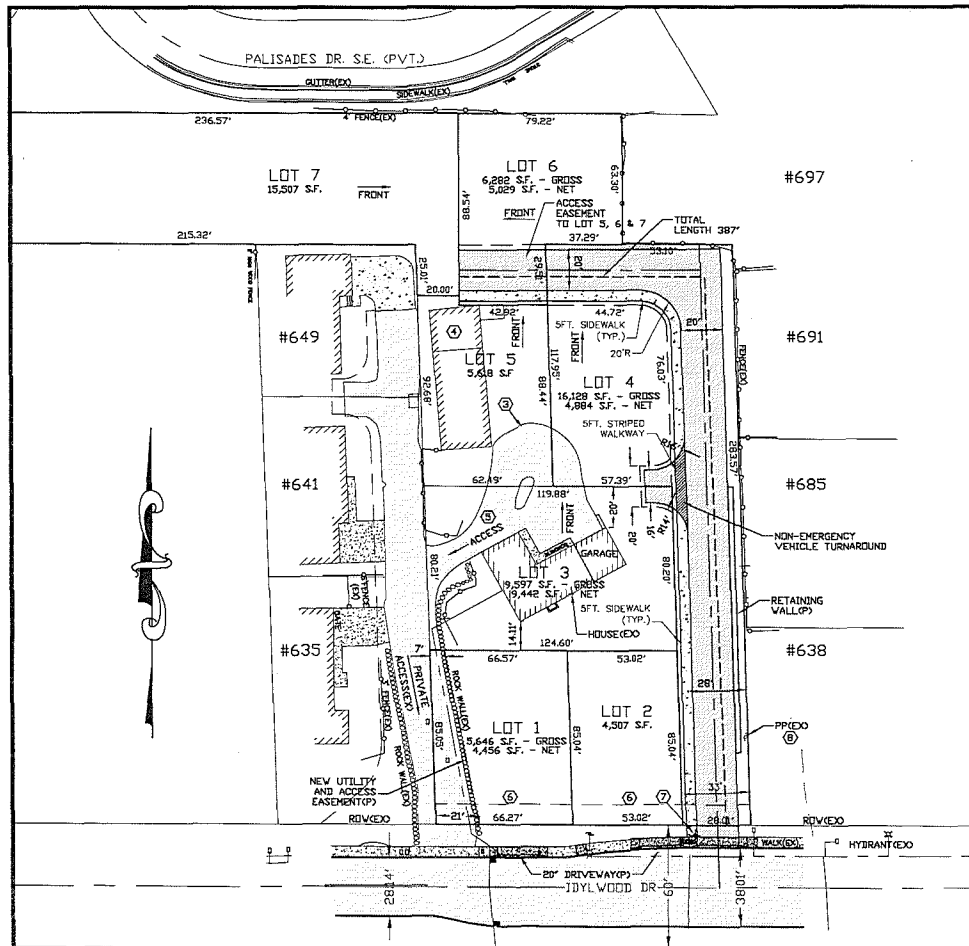
Parks

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Community Development Dept.

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0 100 200 400 Feet



**DEVELOPER:**

ROGER GRISWOLD
PO BOX 85
SALEM, OR 97308

SITE NOTES:

1. RAIN GARDENS FOR HOUSES AND DRIVEWAYS WILL BE PERMITTED WITH THE HOUSE PERMIT, BUT DESIGN IS SHOWN ON "C12".
2. HOUSE TO REMAIN.
3. PORTION OF PAVED ACCESS TO BE REMOVED.
4. SHOP TO BE REMOVED.
5. LOT 3 ACCESS IS TO EXISTING WEST ACCESS.
6. LOTS 1 AND 2 DRIVEWAYS ARE FROM IDYLWOOD.
7. HOUSE NUMBER AND STOP SIGN.
8. POWER POLE AND METER TO BE REMOVED.

LOT DATA:

AREA - 1.45 ACRES
LOTS
AVERAGE SQ. FT. - 9,041 S.F.
LOTS/ACRE - 4.83

SUBDIVISION DATA

SECTION - 29AB
TOWNSHIP - 7 SOUTH
RANGE - 3 WEST POLK COUNTY
TOTAL ACREAGE - 1.05 ACRES

SURVEY DATUM:

CITY OF SALEM BENCHMARK #2009
ELEV 441.83' NVGD 25

LOCATION DESCRIPTION:
THE INTERSECTION OF SALEM HEIGHTS AVE.
S AND VINOLA AVE. S. IN THE WEST
CURB OF VINOLA, 14' +/- SOUTH OF THE
SOUTHEAST CURB RETURN.

DRAWING LIST:

- C1 TITLE SHEET, SITE PLAN, ABBREVIATIONS AND GENERAL NOTES
C2 EXISTING SITE CONDITIONS NOT INCLUDED WITH APPLICATION
C3 COMPOSITE UTILITY PLAN
C4 IDYLWOOD FRONTAGE IMPROVEMENTS NOT INCLUDED WITH APPLICATION
C5 PRIVATE DRIVE PLAN AND PROFILE
C6 HAMMERHEAD PLAN AND PROFILE
C7 RETAINING WALL, PROFILE, AND SECTIONS
C8 RETAINING WALL SECTIONS AND DETAILS NOT INCLUDED WITH APPLICATION
C9 SANITARY SEWER PLAN DETAILS AND NOTES
C10 DOMESTIC WATER PLAN DETAILS AND NOTES
C11 DRAINAGE PLAN NOT INCLUDED WITH APPLICATION
C12 RAIN GARDEN PLAN
C13 EROSION CONTROL PLAN AND NOTES NOT INCLUDED WITH APPLICATION
C14 EROSION CONTROL NOTES, SYMBOLS, AND ABBREVIATIONS NOT INCLUDED WITH APPLICATION
C15 EROSION CONTROL DETAILS NOT INCLUDED WITH APPLICATION
C16 CITY OF SALEM STANDARD DETAILS NOT INCLUDED WITH APPLICATION
C17 CITY OF SALEM STANDARD DETAILS NOT INCLUDED WITH APPLICATION

ABBREVIATIONS:

- AC - ASPHALT CONCRETE
AD - ALGEBRAIC DIFFERENCE
ALSP - ALUMINUM CORRUGATED
STEEL PIPE
ASSY - ASSSEMBLY
BVC - BEGINNING V.C. ELEVATION
BVS - BEGIN V.C. STATION
BS - BLOW OFF
BVF - BUTTERFLY VALVE
CB - CATCH BASIN
CHOP - CORRUGATED HIGH DENSITY POLYPROPYLENE
CL - CENTERLINE
CMP - CORRUGATED METAL PIPE
CS - CLEANOUT
CONC - CONCRETE
COSD - CITY OF SALEM STANDARD
DRAWING
COSD - CITY OF KEEZER STANDARD
DRAWING
CUL - CULVERT
DI - DUCTILE IRON
DS - DOWN SPOUT
DNG - DRAINAGE
E - EXISTING
EO - EXISTING GROUND/GRADE
ELC - ELECTRIC
EL - ELEVATION
EVCE - EXISTING V.C. ELEVATION
EVCS - EXISTING V.C. STATION
EX - EXISTING
GR BK - GRADE BREAK
INT - INTERSECTION
INV - INVERT
K - DESIGN CONSTANT
L - LENGTH/LINE
LP - LIGHT POLE
NTS - NOT TO SCALE
MC - MARION COUNTY
MI - MARION
M - METER
MJ - MECHANICAL JOINT
ML - MESSALGO JOINT
MW - METER WATER
P - PROPOSED
PED - PEDESTAL
PVC - POLYVINYL CHLORIDE
PP - POWER POLE
PL - PROPERTY LINE
R - RADIUS
RD - ROOF DRAIN
ROW - RIGHT-OF-WAY
SS - SANITARY SEWER
S - SCHEDULE
SCH - SCHEDULE
ST - STREET
STD - STANDARD
SD - STORM DRAIN
SVC - SERVICE
TC - TOP OF CURB
TEL - TELEPHONE
TYP - TYPICAL
VC - VERTICAL CURVE
WM - WATER MAIN
PC - POINT OF CURVE
PT - POINT OF TANGENT
PREF - PREFORMED

SYMBOLS:

- BLOW OFF ASSY. EXISTING
○ BLOW OFF ASSY. PROPOSED
□ CATCH BASIN EXISTING
□ CATCH BASIN PROPOSED
■ CATCH BASIN CLEANOUT EXISTING
■ CATCH BASIN CLEANOUT PROPOSED
○ CLEANOUT EXISTING
○ CLEANOUT PROPOSED
○ FIRE HYDRANT EXISTING
○ FIRE HYDRANT PROPOSED
○ GATE VALVE EXISTING
○ GATE VALVE PROPOSED
○ GAS VALVE
○ HANDLE STORM DRAIN EXISTING
○ HANDLE STORM DRAIN PROPOSED
○ HANDLE SAN. SEWER EXISTING
○ HANDLE SAN. SEWER PROPOSED
○ REDUCER/INCREASER
○ STREET LIGHT EXISTING
○ STREET LIGHT PROPOSED
○ 3/4"-1" WATER METER EXISTING
○ 3/4"-1" WATER METER PROPOSED
○ UTILITY/POWER POLE
--- CENTER LINE
--- EASEMENT LINE
--- ELECTRICAL LINE
--- GAS MAIN
--- SANITARY SEWER
--- STORM DRAIN
--- TELEPHONE
--- WATER MAIN
▽ THRUST BLOCK
○ GATE VALVE

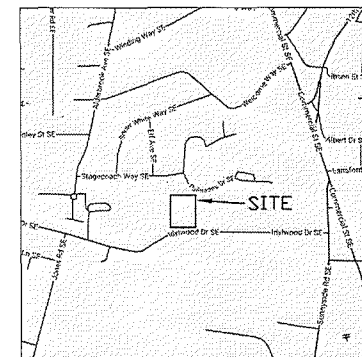
SUBDIVISION PLAN

22x34: SCALE: 1"=30'

11x17: SCALE: 1"=60'

PAVEMENT LEGEND

- CONCRETE (EX)
- CONCRETE (NEW)
- ASPHALT (EXISTING)
- ASPHALT (PROPOSED)

**FOR APPLICATION VICINITY MAP**

REV.	DATE	BY	DESCRIPTION
0	06-06-17	GPH	ISSUED FOR PLAN CHECK

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

**TENTATIVE SUBDIVISION PLAN,
TITLE SHEET, SITE PLAN,
ABBREVIATIONS, AND
GENERAL NOTES**

**ELLIE JANE
7 LOT PARTITION**

655 IDYLWOOD DRIVE SE
SALEM, OREGON 97302

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE:
DATE:

**PROPOSED ELLIE JANE SUBDIVISION APPLICATION
655 IDYLWOOD STREET SE, SALEM OR 97302
DISCUSSION ON DEVELOPMENT STANDARDS**

Requirements of the SRC 205.010(d) have been considered in the preparation of this subdivision application.

1. The lot standards concerning minimum width, minimum depth, and minimum areas of the proposed lots meet City of Salem development standards.
2. Frontage requirements of the proposed lots also meet City of Salem development standards.
3. Lots 1 and 2 frontage will face Idylwood.
Lot 3 front will face north.
Lot 4 front will face south.
Lot 5 face will east.
Lot 6 will face south.
Lot 7 will face east.
No lots exceed 0.5 Acres.

Lot 2 driveway is adjacent to proposed access. This should be reviewed by Public Works Traffic Engineers.

4. Existing City infrastructure has been reviewed. The primary entrance to the subdivision is the new access lane. The development will produce 4 new dwelling units from the access. Therefore, one entrance with Fire Truck Turnaround meets the requirements of the City of Salem Fire Department.

The Salem water, sanitary, and storm water systems have capacity for the increased demands from the proposed residential subdivision.

5. There is an area designated on Lot 1 and 2 to have a low geological hazard. See attached statement from the Engineer. There are no special setbacks or flood plain.
6. The tentative subdivision is accessed from Idylwood Street. Adjacent properties are already developed or the easterly properties have access from other streets. There is not need to provide connectivity to adjacent properties. Future Development is not impeded.
7. A shadow lot arrangement is presented to indicate future development for the property east of the proposed development. Access can be accomplished from Lone Oak. This indicates that a street extension to the east is not required.
8. A pre-application meeting has been held with City of Salem Staff. All indications were that the proposed subdivision can be served by City of Salem infrastructure.

9. Generally speaking, the street system within the tentative subdivision and adjacent streets conform to the City of Salem Transportation System. There appears to be no need to connect any adjacent streets except to Idylwood Street SE.
10. All indications are the tentative subdivision plan will provide safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.
11. The access way on the tentative subdivision plan connect to the existing sidewalks and streets to the south along Idylwood Street. This connection and the existing system provides safe and convenient bicycle and pedestrian access to existing residential areas and transit stops.
12. The Traffic Impact Study has not indicated any required mitigation to the City of Salem Transportation System.
14. The tentative subdivision has taken into account the existing vegetation and topography to minimize variances. Due to the steep grade and significant excavations, the access grade has been designed to be 15%. The subdivision has been designed to retain the maximum amount of trees, while still providing a practical residential subdivision.
15. The site is a hilly terrain with grades of up to 30%. This will require cuts and fills to the access way and building lots. However, every effort has been made in the tentative plan to incur the least disruption of the site, topography, and vegetation.

Willamette Engineering, Inc.

PO Box 9032, Salem, OR 97305 Ph (503) 304-0905 Fax (503) 304-9512

June 28, 2017

City of Salem
Community Development Dept.
555 Liberty St SE / Room 305
Salem, Oregon 97301

ATT: Olivia Glantz

Subject: Ellie Jane Proposed 7 Lot Subdivision
2655 Idlywood Drive SE
Salem, Or

Dear Ms. Glantz:

This letter provides the explanation for our adjustment requests to Chapter 800 General Development Standards for the proposed Ellie Jane subdivision.

Section 800.025C, stipulates the maximum number of lots served by flag lot arrangement is 4 lots. In the proposed Ellie Jane site plan Lots 1 and 2 have access to Idylwood Drive. Lot 3 has access to the existing west side flag access way. Lots 4, 5, 6, and 7 are accessed by the proposed access way. Therefore, the proposed site plan meets the requirement of section 800.025.1.

Section 800.025.e stipulates the maximum number of flag lots in a subdivision must be 15% or less. The proposed Ellie Jane subdivision site plan has 4 lots that are flag lots. These are Lots 4, 5, 6, and 7. The proposed Ellie Jane subdivision has numerous constraints that make meeting the requirement impractical.

West property is a developed partition. East property is developed residential lots. The 3 lots are approximately 14,000 square feet in size. The north property is "The Woods" PUD. The adjacent properties are developed and extension of streets into them is not needed. Hence, the private access is proposed.

The intent of the Chapter 800 General Development Standards is to provide safe pedestrian and vehicle circulation. This is accomplished by the proposed sidewalk on the access way west side and the non-emergency turnaround at lots 3 and 4.

Willamette Engineering, Inc.

PO Box 9032, Salem, OR 97305 Ph (503) 304-0905 Fax (503) 304-9512

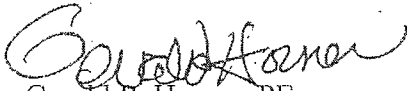
The proposed site plan provides safe and practical pedestrian and vehicle circulation to accommodate this steep and limited property. For the above reasons, the developer and I request an adjustment to Paragraph 800.025.e, to allow 71.4% of the lots to be flag lots.

Section 800.025C2 and C3 stipulate grade and turnaround requirements. An alternate method of installing a Loop Sprinkler System meeting NFPA 13D to the houses on Lots 4, 5, 6, and 7 has been submitted and approved by the City of Salem Fire Department.

One last item to address is Lot 7 shadow platting. As noted above there is no access to this lot from other properties; therefore, future development of this lot which exceeds $\frac{1}{4}$ acre is impractical. We request an adjustment to the shadow plat requirement by dropping this requirement.

If you should have any questions, please contact me at phone number 503-304-0905.


Sincerely,



Gerald P. Horner, PE
Project Engineer

CC: Roger Griswald

TO: Olivia Glantz, Planner II
Community Development Department

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

DATE: August 18, 2017

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS (REVISED)**
SUBDIVISION PLAT NO. SUB-ADJ17-06 (17-107976-LD)
655 IDYLWOOD DRIVE SE
7-LOT SUBDIVISION

PROPOSAL

A subdivision to divide 1.42 acres into 7 lots ranging in size from approximately 4,456 square feet to approximately 15,507 square feet, with two Class 2 Adjustments.

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Install a street light along the frontage of the subject property.
2. Provide access easements where multiple lots are served by a common access location.
3. Provide an access easement where existing access to neighboring property is located within the subject property.
4. Provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.
5. Construct water and sewer systems to serve each lot.
6. Dedicate a 10-foot public utility easement along the street frontage of Idylwood Drive SE.
7. As a condition of building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for lots 1, 2, and 7 earthwork and address the geotechnical considerations for each of those individual building lots.
8. Pay water and sewer connection fees prior to plat approval per SRC Chapter 21.

FACTS

Idylwood Drive SE

1. **Existing Condition**—This street has a varying 26- to 30-foot-wide improvement within a 60-foot-wide right-of-way abutting the subject property.
2. **Standard**—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

Storm Drainage

Existing Condition—A 10-inch storm main is located in Idylwood Drive SE.

Water

Existing Conditions

1. The subject property is located in the S-2 water service level.
2. A 4-inch public water line is located in Idylwood Drive SE.

Sanitary Sewer

Existing Sewer—A 27-inch sewer line is located in Idylwood Drive SE.

CRITERIA AND FINDINGS

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

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

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

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

The applicant is proposing to provide an access for the existing dwelling, located on proposed Lot 3, by way of the existing access easement to the west of the subject property. The access easement was established with the recording of Marion County Partition Plat 2006-32. Easement rights for Lot 3 must be granted by all property owners holding rights to the existing easement prior to Final Plat.

The existing driveway that serves the neighboring parcels within Partition Plat 2006-32 appears to be encroaching on to the subject property, across proposed Lot 1. The applicant will need to provide a legal access easement granting rights to all property owners that will utilize the easement for access.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 Landslide Hazards, there are areas of landslide susceptibility on the subject property. However, no work is proposed in the area of potential landslide hazard. A Geotech and Geologic Assessment, prepared by MultiTech Engineering Services Inc., dated June 1, 2017, was submitted to the City of Salem. This assessment demonstrates the subject property could be subdivided and developed with single-family dwellings, without increasing the potential for slope hazard on the site or adjacent properties. As a condition of building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for lots 1, 2, and 7 earthwork and address the geotechnical considerations for each of those individual building lots.

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

Findings—Water and 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. The proposed lots within the development will be served by individual private facilities, connected to the existing public infrastructure in Idylwood Drive SE. Parcels adjacent to the subject property are all fully developed, therefore extending public facilities to serve upstream parcels is not required.

The applicant has provided a preliminary stormwater design that proposes separate on-site treatment for each lot. The applicant is advised that the use of pervious pavement is generally limited to ground slopes not exceeding six percent. 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.

The subject property is subject to water and sewer connection fees pursuant to SRC Chapter 21. The connection fee due at the time of final plat approval are as follows: \$11,267.24 for water based on 24,494 net square feet at \$0.46 per square foot of unassessed development area; and \$17,616.48 for sewer based on 25,531 net square feet at \$0.69 per square foot of unassessed development area.

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 TSP*. 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—Idylwood Drive SE abuts the subject property and is improved with curb and gutter along the entire frontage. The existing street does not meet the ultimate width for Collector streets, but additional widening is not warranted because of the existing topographical and existing development constraints in the area make the maximum improvement impractical. However, Idylwood Drive SE lacks street lights along the property frontage, which is required of a boundary street improvements. The boundary street improvement shall be limited to the installation of one streetlight located along the frontage of the subject property. No additional right-of-way dedication is needed.

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

Findings—The Comprehensive Parks Master Plan Update shows that the subject property is served by developed parks. Woodmansee Park is a developed park approximately one half mile southeast of the proposed development: pedestrian sidewalk connections are available from the subject property to the park. No park related improvements are recommended as a condition of development.

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

Findings—The proposed 11-lot subdivision generates less than 1,000 average daily vehicle trips to Idylwood Drive SE. Therefore, a TIA was not required as part of the proposed subdivision submittal.

RESPONSE TO CITIZEN COMMENTS:

1. **Traffic Safety:** Comments expressed concern that will be impacted by the proposed subdivision. Existing traffic is greatly impacted after the construction of the median located at the southwest corner of Commercial Street SE and Hilfiker Lane SE. The subdivision will increase the already impacted area.

Staff Response: The impacts of the proposed development do not warrant a traffic impact analysis to address off-site traffic deficiencies. Off-site impacts are addressed through payment of Systems Development Charges at the time of building permit issuance.

2. **Storm Water:** Comments discuss the need for some type of storm water system to be in place to curb the potential damage to properties downstream as a result of an increase in runoff associated with the subdivision.

Staff Response: The applicant's engineer is required to provide a stormwater design in compliance with SRC Chapter 71 that provides flow control and stormwater facilities that minimize impacts to downstream properties. The tentative stormwater design proposes to construct individual facilities on each building lot at the time of building construction.

Prepared by: Curt Pellatz, Project Coordinator
cc: File