

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 CASE NO. SUB17-04

APPLICATION NO. : 17-105550-LD

NOTICE OF DECISION DATE: AUGUST 24, 2017

SUMMARY: An application for a 6-lot subdivision ("Lieutenant Ridge Estates") just east of the West Meadows Estates 2.

REQUEST: A subdivision tentative plan to divide approximately 1.8 acres into 6 lots ranging in size from approximately 5,850 square feet to approximately 14,901 square feet. The existing residence would remain on lot 5.

The subject property is approximately 1.8 acres in size, zoned RA (Residential Agriculture), and located on the 1311 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Number: 073W20BA01400 and 073W20BA10700).

APPLICANT: Dale Van Lydegraf

LOCATION: 1311 Doaks Ferry Road NE NW

CRITERIA: Salem Revised Code Chapter 205.010(d)

FINDINGS: The Findings are in the attached Order dated August 24, 2017.

DECISION: The Planning Administrator **APPROVED** Subdivision SUB17-04 subject to the following conditions of approval:

- Condition 1:** Prior to plat approval, construct a driveway from the garage of the existing residence on Lot 5 to Kitsap Street NW, be consistent with the development standards established in SRC Chapter 806.030.
- Condition 2:** The applicant shall provide at least 2 off-street parking spaces for the existing residence on proposed Lot 5, in compliance with the applicable development standards established in Salem Revised Code 806.025.
- Condition 3:** For stormwater treatment and flow control, the applicant shall either:
 - a. Construct a stormwater facility within the proposed development as shown in the application materials. The stormwater facility shall be dedicated to the City of Salem for maintenance, and an all-weather access shall be provided pursuant to PWDS; or
 - b. Modify the existing public stormwater facility adjacent to the subject property to provide treatment and flow control for the proposed development pursuant to PWDS.

- Condition 4:** Any easements needed to serve the proposed parcels with City infrastructure shall comply with current Public Works design Standards and shall be shown on the final plat.
- Condition 5:** Construct the extension of Kitsap Street NW through the subject property as shown on the tentative subdivision plan with a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- Condition 6:** Between the curb line and the right-of-way line along the frontage of Doaks Ferry Road NW, construct the incomplete portion of the half street improvement including the construction of sidewalk, street trees, and other appurtenances behind the existing curb line.
- Condition 7:** Convey land for dedication to equal 48 feet from the centerline of Doaks Ferry Rd NW.
- Condition 8:** Prior to acceptance of public improvements, construct sidewalks along the entire frontage of Doaks Ferry Road NW and along the entire frontage of Lot 5 along Kitsap Street NW.
- Condition 9:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.
- Condition 10:** Prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.
- Condition 11:** Install a stop sign on Kitsap Street NW at the intersection of Ptarmigan Street NW.

The rights granted by the attached decision must be exercised, or an extension granted, by September 9, 2019 or this approval shall be null and void.

Application Deemed Complete:	<u>April 26, 2017</u>
Notice of Decision Mailing Date:	<u>August 24, 2017</u>
Decision Effective Date:	<u>September 9, 2017</u>
State Mandate Date:	<u>November 6, 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., Friday, September 8, 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 Chapter 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 Salem Planning Commission will review the appeal at a public hearing. After the hearing, the Salem 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
(SUBDIVISION PLAT NO. 17-04)**

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

**IN THE MATTER OF THE
TENTATIVE APPROVAL OF
SUBDIVISION PLAT NO. 17-04;
1311 DOAKS FERRY ROAD NW**

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FINDINGS AND ORDER

AUGUST 24, 2017

REQUEST

A tentative subdivision plan to divide approximately 1.8 acres into 6 lots ranging in size from 5,850 square feet to 14,901 square feet.

The subject property is approximately 1.8 acres in size, zoned RA (Residential Agriculture), and located at 1311 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Numbers 073W16BA01400 and 10700).

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 plat approval, construct a driveway from the garage of the existing residence on Lot 5 to Kitsap Street NW, be consistent with the development standards established in SRC Chapter 806.030.
- Condition 2:** The applicant shall provide at least 2 off-street parking spaces for the existing residence on proposed Lot 5, in compliance with the applicable development standards established in Salem Revised Code 806.025
- Condition 3:** For stormwater treatment and flow control, the applicant shall either:
- a. Construct a stormwater facility within the proposed development as shown in the application materials. The stormwater facility shall be dedicated to the City of Salem for maintenance, and an all-weather access shall be provided pursuant to PWDS; or

- b. Modify the existing public stormwater facility adjacent to the subject property to provide treatment and flow control for the proposed development pursuant to PWDS.

- Condition 4:** Any easements needed to serve the proposed parcels with City infrastructure shall comply with current Public Works design Standards and shall be shown on the final plat.
- Condition 5:** Construct the extension of Kitsap Street NW through the subject property as shown on the tentative subdivision plan with a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- Condition 6:** Between the curb line and the right-of-way line along the frontage of Doaks Ferry Road NW, construct the incomplete portion of the half street improvement including the construction of sidewalk, street trees, and other appurtenances behind the existing curb line.
- Condition 7:** Convey land for dedication to equal 48 feet from the centerline of Doaks Ferry Rd NW.
- Condition 8:** Prior to acceptance of public improvements, construct sidewalks along the entire frontage of Doaks Ferry Road NW and along the entire frontage of Lot 5 along Kitsap Street NW.
- Condition 9:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.
- Condition 10:** Prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.
- Condition 11:** Install a stop sign on Kitsap Street NW at the intersection of Ptarmigan Street NW.

PROCEDURAL FINDINGS

1. On March 8, 2017, an application for a Tentative Subdivision Plan was filed proposing to divide a 1.8 acre property at 1311 Doaks Ferry Road NW (Attachment B) into 6 lots.
2. The application was deemed complete for processing on April 26, 2017. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on April 26, 2017. The state-mandated local decision deadline is November 6, 2017.

SUBSTANTIVE FINDINGS

1. Background

The subject property was annexed into the City of Salem in 1999 as part of a 63.07-acre tract. Several single family residential subdivisions in the vicinity formed the eventual boundary, with abutting subdivisions recorded in 1992 (Doaks Ferry Estates, Phase I) and 2004 (West Meadows Estates No. 2).

In 2006, an 8-lot tentative subdivision plan (SUB06-21) and tree conservation plan (TCP06-36) were approved on the subject property. The configuration of SUB06-21 resembled the subject tentative subdivision plan, with very similar lot and street configuration. In 2010, a two-year extension was granted for SUB06-21, and the approval expired in 2012.

2. Proposal

The tentative plan proposes to divide the property into 6 lots for residential development (Attachment B), with lots ranging in size from 5,850 square feet to 14,901 square feet. The applicant submitted a revised tentative subdivision plan that proposed to divide the property into 6 lots. The proposed stormwater facility has been removed and the square footage of Lots 4-6 have changed slightly (Attachment C). All lots within the subdivision are proposed to take access directly from public streets, with the lots being on either side of the Kitsap Street NW extension.

The applicant has not proposed any specific phasing for the subdivision or residential development. The proposed configuration does not include any corner lots. The tentative subdivision plan shows an area at the southwest corner of the subject property, and east of Lot 6 as dedicated to the City.

3. Existing Conditions

Site and Vicinity

The subject property consists of two taxlots forming a 1.8-acre site. The property was created by deed prior to 1979, which includes both tax lots. Single family residential subdivisions platted in previous decades define the north, west, and east borders, and Doaks Ferry Road abuts the south property line. The site is generally rectangular, approximately 212 feet in length from west to east, and between approximately 385 feet from north to south. Doaks Ferry Road NW, designated as a Major Arterial in the Salem Transportation System Plan (TSP), abuts the southern property line. Kitsap Street NW, designated as a local street in the Salem Transportation System Plan (TSP), dead-ends at the east and west property boundaries.

One single-family dwelling, constructed in 1995, is currently located on the southern portion of the site. The residence currently takes access from a driveway which connects to Doaks Ferry Road NW at the south property line. The applicant plans to

retain this dwelling, but relocate driveway access to connect to an extension of Kitsap Street NW.

The vicinity is primarily characterized by built-out single family residential subdivisions. Overall elevation change on the site ranges from approximately 296 feet to 264 feet above sea level, across a gentle slope. Environmental resource and natural hazard maps show no areas of wetlands, or floodplains on the subject property. The northern portion of the property is in an area of high landslide susceptibility.

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: Developing Residential

South: Across Doaks Ferry Road NW - Single Family Residential

East: Developing Residential

West: Developing Residential

Zoning and Surrounding Land Use

The subject property is zoned RA (Residential Agriculture) 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 Doaks Ferry Road NW - 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 located outside of the Urban Service Area. However, comments from the Public Works Department indicate that the proposed subdivision does not precede construction of required facilities, and adequate utilities are available at the perimeter of the site. Therefore, a UGA permit is not required.

Infrastructure

- Water:* The subject property is located within the W-1 water service level. An existing 8-inch public water main is located in Kitsap Street NW right-of-way which terminates to the east and west of the subject property.
- There is an 18-inch public water line in Doaks Ferry Road NW right of way.
- Sewer:* An 8-inch public sewer line is located in Kitsap Street NW, which terminates at the east and west property lines of the subject property.
- An 18-inch public sewer line is located in Doaks Ferry Road NW at the southern boundary of the subject property.
- Storm Drainage:* A 15-inch public storm main is located in Kitsap Street NW, east and west of the subject property.
- A 18-inch public storm main is located in Doaks ferry Road NW, south of the subject property.
- Streets:* Kitsap Street NW currently abuts the subject property at dead-ends on the east and west boundaries of the site. This segment of Kitsap Street NW is designated as a local street in the Salem Transportation System Plan (TSP).
- The standard for this street classification is a 30-foot improvement within a 60-foot right-of-way.
 - The abutting portions of Kitsap Street NW currently have an approximately 30-foot wide improvement within a 60-foot-wide right-of-way on the east side of the subject property.
 - The abutting portions of Kitsap Street NW currently have an approximately 30-foot wide improvement within a 55-foot-wide right-of-way on the west side of the subject property.
- Doaks Ferry Road NW currently abuts the subject property on the south boundary of the subject property, and is designated as a major arterial in the TSP.
- The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.

- The abutting portion of Doaks Ferry Road NW has an approximate 52-foot-wide improvement within a varied 72 to 82 foot-wide right-of-way.

4. Land Use History

- **Subdivision Case No. SUB06-21:** Tentative subdivision approval for an 8-lot subdivision on the subject property with a similar configuration to the subject proposal. A two-year extension was granted to SUB06-21 in 2010, and the subdivision approval expired in 2012.
- **Tree Conservation Plan No. TCP06-36:** A Tree Conservation Plan submitted in conjunction with SUB06-21, identifying 19 trees on the subject property, with 14 trees to be removed. There is no expiration date for TCP06-36.

5. 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 E.

Fire Department - The Salem Fire Department submitted comments indicating that access and water supply will be verified at the time of building permit review.

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 middle school level to serve future development within the proposed subdivision but not at the elementary or high school level. The school district indicated that the subject property is within the “walk zone” of the assigned middle, and high schools but is eligible for transportation to the elementary school.

6. Neighborhood Association Comments

The subject property is within the West Salem 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 West Salem Neighborhood Association prior to the comment deadline.

7. Public Comments

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

- **Traffic Safety:** Two comments expressed concern that through traffic in the area would increase once Kitsap Street was connected across the subject property. The comments describe concerns of increased traffic on Kitsap Street, which may be used as a short-cut to West Salem High School and Chapman Hill Elementary School in the vicinity. The route would provide alternatives for many trying to avoid the back up on Titan Drive during arrival and release of school and school activities. Comments suggest traffic calming measures such as installation of a speed bumps to slow traffic on Kitsap Street.

Staff Response: According to the Public Works Department, the Salem Transportation System Plan (TSP) designates Kitsap Street as a local street crossing the subject property to provide relatively continuous east-west access through the subject property and adjacent neighborhoods. While the six new lots that would take access onto Kitsap Street would generate a relatively small number of trips, the completion of Kitsap Street as a local street may change traffic patterns in the general vicinity. Kitsap Street was always intended to be connected to provide internal street connectivity for the neighborhood. When the connection is completed, it is anticipated that traffic will increase due to residents using the new alternate route through the neighborhood. However, it is unlikely that this route would be used as a “cut through” for the schools since Ptarmigan Street NW and Islander Drive NW route would be more convenient. It would be out-of-direction to drive Kitsap Street NW and West Meadows Drive NW when the ultimate destination would be the parking lot or drop off areas on Titan Drive NW or Doaks Ferry Road NW.

For local streets to qualify for speed bumps, the existing traffic volume must exceed 600 vehicles per day and more than 50 percent of the vehicles must exceed 25 miles per hour. It is not the City’s policy to install speed bumps as a preemptive measure; traffic conditions must meet applicable warrants.

Given that the connect of Kitsap Street NW will provide a through route for vehicles between Titan Drive NW and Ptarmigan Street NW (both collector streets), the City agrees that the placement of a stop sign is appropriate on Kitsap Street NW at the intersection of Ptarmigan Street NW as conditioned below.

- **Erosion along banks of Glen Creek:** Comments request that the developer of the proposed 6 lot subdivision should pay into a fund that will protect the property owners along Glen Creek. These comments state that Glen Creek has eroded the banks increasing the width of the creek substantially, and that the proposed development would cause excess water to be discharged into Glen Creek causing additional damage to property.

Staff Response: According to Public Works, the applicant will be required to design and construct a complete storm drainage system at the time of development. The applicant will be required to design and construct a complete storm drainage system at the time of development that mitigates the impacts of the proposed subdivision. The

applicant is required to provide an analysis that includes capacity calculations, detention requirements, and evaluation of the connection to the approved point of disposal. Conformance with SRC Chapter 71 and Public Works Design Standards for stormwater treatment and flow control will be required.

- **City Infrastructure:** Comments raise concerns about future water, sewer and storm water needs that need to be met. The property abuts a storm water detention area maintained by the Doaks Ferry Estates Subdivision. The development should be responsible to contribute a fair amount towards that maintenance.

Staff Response: As discussed below, according to Public Works 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 development proposes to extend the water and sewer system to serve all parcels. The applicant will be required to design and construct a complete storm drainage system at the time of development that mitigates the impacts of the proposed subdivision.

- **City services:** Comments raised concerns of city services such as fire and police that should be increased.

Staff Response: Public safety services are provided to properties within the City limits and are not applicable criterion for approving/denying a tentative subdivision plan.

8. 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 1.77-acre property into 6 lots with no remainder. The subject property is currently zoned RA (Residential Agriculture). SRC Chapter 265.015 provides that any land within an RA zone district that is subject to a subdivision approval shall automatically be re-classified to an RS zone district on the date the subdivision plat is recorded. This provision applies to the subject property. Because the zoning of the entire subject property will be changed to RS with the recording of the plat, the following analysis of the subdivision for conformance with the requirements of the UDC is based upon the property being rezoned to 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
Lot Width	40 feet
Lot Depth (Single Family)	70 feet
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 5,738 square feet to 13,424 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

The existing single family dwelling will remain on the subject property, on Lot 5. 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 5 are recorded.

Setback requirements for future development on proposed Lots 1-4 and 6 will be reviewed at the time of application for building permits on those individual parcels.

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 5, 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 flag lots proposed within the subdivision. Lots 4-6 are double frontage lots and are indicated that the front lot line will be abutting Kitsap Street NW.

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 5 is served by a driveway that connects to Doaks Ferry Road. The existing dwelling currently does not have two off-street parking spaces in compliance with Salem Revised Code 806.025. The existing driveway will be removed under the proposed subdivision. In order to ensure that the existing residence maintains adequate driveway access and off-street parking, the following conditions shall apply:

- Condition 1:** Prior to plat approval, construct a driveway from the garage of the existing residence on Lot 5 to Kitsap Street NW, be consistent with the development standards established in SRC Chapter 806.030.
- Condition 2:** The applicant shall provide at least 2 off-street parking spaces for the existing residence on proposed Lot 5, in compliance with the applicable development standards established in Salem Revised Code 806.025

As conditioned, 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 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 a Preliminary Drainage Report, demonstrating conformance with SRC Chapter 71.

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.

Pursuant to SRC 71.085, all proposed lots shall be designed and constructed with green stormwater infrastructure. In order to ensure that the partition can accommodate required stormwater facilities, the following condition of plat approval shall apply:

- Condition 3:** For stormwater treatment and flow control, the applicant shall either:
- a. Construct a stormwater facility within the proposed development as shown in the application materials. The stormwater facility shall be dedicated to the City of Salem for maintenance, and an all-weather access shall be provided pursuant to PWDS; or
 - b. Modify the existing public stormwater facility adjacent to the subject property to provide treatment and flow control for the proposed development pursuant to PWDS.

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.

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. A new 8-inch water main is proposed to be extended in the Kitsap Street NW to serve the subdivision. An existing 8-inch public sewer line is proposed to be extended in Kitsap Street NW right-of-way through the subject property, to serve Lots 1 through 3 but due to topographic constraints Lots 4 through 6 are proposed to connect to an 18-inch sewer line in Doaks Ferry Road NW.

SRC 802.020 requires dedication of easements where necessary for development of the subject property or adjacent properties. In order to ensure that the easements are provided consistent with Public Works Design Standards, the following conditions shall apply:

Condition 4: Any easements needed to serve the proposed parcels with City infrastructure shall comply with current Public Works design Standards and shall be shown on the final plat.

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 6-lot subdivision generates less than 1,000 average daily vehicle trips to Doaks Ferry Road NW, a Major Arterial, and less than 200 average daily trips to Kitsap Street NW, a local street. 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): The applicant proposes to extend Kitsap Street NW, designated as a local street in the TSP, across the center portion of the subject property in order to connect existing segments which currently dead-end at the east and west site boundaries. The new segment of Kitsap Street NW, the applicant is indicating narrowing the improved width on the western side of the subject property to match the existing width of Kitsap Street west of the property. Kitsap Street is designated a local street in the TSP and should meet the minimum widths for a local street in the TSP. The applicant is also proposing to construct the new segment with

curbline sidewalks, which match the configuration of the abutting portions of Kitsap Street. Shifting from the curbline sidewalk to a property line sidewalk and back would be impractical within the short remaining segment of Kitsap Street through the subject property. Therefore, the proposed curbline sidewalk meets the criteria for an alternative street standard pursuant to SRC 803.065.

In order to ensure that Kitsap Street is extended through the site, providing connections to the existing dead-end stubs at the east and west boundaries and consistent with the alternative street section proposed, the following condition shall apply:

Condition 5: Construct the extension of Kitsap Street NW through the subject property as shown on the tentative subdivision plan with a 30-foot-wide improvement within a 60-foot-wide right-of-way.

Doaks Ferry Road NW abuts the subject property on the south boundary. The abutting portion of the Doaks Ferry Road NW right-of-way is varied from 72 to 82 feet wide, which is 14 to 24 feet narrower than the minimum right-of-way width for a major arterial street. The applicant is also proposing to construct the new segment with curbline sidewalks, which match the configuration of the abutting portions of Doaks Ferry Road. Shifting from the curbline sidewalk to a property line sidewalk and back would be impractical within the short remaining segment of Doaks Ferry Road through the subject property. Therefore, the proposed curbline sidewalk meets the criteria for an alternative street standard pursuant to SRC 803.065.

In order to be consistent with sidewalk configuration abutting the subject property, curbline sidewalks are allowed as shown in the applicant's tentative plan. In order to ensure that the abutting portion of Doaks Ferry Road NW meets right-of-way and pavement width standards for a Major Arterial street, the following conditions shall apply:

Condition 6: Between the curb line and the right-of-way line along the frontage of Doaks Ferry Road NW, construct the incomplete portion of the half street improvement including the construction of sidewalk, street trees, and other appurtenances behind the existing curb line.

Condition 7: Convey land for dedication to equal 48 feet from the centerline of Doaks Ferry Road NW.

As conditioned, the proposal meets this requirement.

SRC 803.030 (Street Spacing): The subdivision consists of contiguous tax lots which together form a rectangular shaped site that is surrounded by existing single family residential subdivisions. With the configuration of the subdivision, the block length on Kitsap Street between West Meadows Drive NW and Ptarmigan Street NW would not exceed the 600-foot minimum established in subsection (a). On the west side of Kitsap Street, the existing block lengths from the west property line to Titan Drive NW already exceeds 600 feet. 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 platted and built-out residential subdivisions to the north, east and west. The proposed subdivision plan includes an extension of the nearby street network into and through the subject property, with an east-west extension of Kitsap Street NW through the center of the property, closing an approximately 200-foot-long gap in this designated local street.

Subsection (l) requires construction of sidewalks as part of street improvement projects. Generally, sidewalks along the frontage of lots platted for single family residential development are installed at the time of home construction. This allows eventual building permit applicants for single family dwellings to select driveway alignment and apron placement along the lot frontage prior to installing sidewalks.

However, the existing residence on Lot 5 will remain, and therefore no future homebuilding is expected to take place on the lot. In addition, conditions of approval require the applicant to provide a driveway to Kitsap Street from the existing residence on Lot 5. Therefore, a driveway alignment for Lot 5 will already be determined prior to construction of the street. In order to ensure that sidewalks are constructed on portions of the street frontage where future home construction is uncertain, the following condition shall apply:

Condition 8: Prior to acceptance of public improvements, construct sidewalks along the entire frontage of Doaks Ferry Road NW and along the entire frontage of Lot 5 along Kitsap Street NW.

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 Ptarmigan Street NW, approximately 120 feet east of the subject property as a Tier 3 (approximately 15-20 years or longer) priority for a Family-Friendly Bikeway. The extension of Kitsap Street NW through the subject property will provide connectivity from West Meadows Drive NW to the future Family-Friendly Bikeway.

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 9: Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.

As conditioned, the proposal conforms to applicable street standards.

SRC 803.040 (Boundary Streets): Doaks Ferry Road NW abuts the subject property and does not meet the current right-of-way or improvement width standards of a major arterial street. In implementing boundary street requirements pursuant to SRC 803.040, Conditions 5, 6 and 7 require the applicant to dedicate additional right-of-way and construct a 23-foot-wide half street improvement, consistent with the applicable requirements for the segment of Doaks Ferry Road abutting the development.

(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 submitted in conjunction with SUB06-21, identifying 19 trees on the subject property, with 14 trees to be removed. There is no expiration date for TCP06-36 and the trees proposed to be preserved appear to be reasonably preserved with the proposed new subdivision plan. 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): 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 is a portion of the area of high landslide susceptibility on the subject property. There are 5 mapped site points for the property pursuant to SRC Chapter 810. The proposed subdivision adds three activity points to the proposal, which results in a total of 8 points.

Therefore, the proposed subdivision is classified as a moderate landslide risk and requires a geologic assessment. A geotechnical investigation and geologic assessment, prepared by Redmond Geotechnical Associates and dated March 31, 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. To ensure compliance with SRC Chapter 810, the following condition shall apply:

Condition 10: Prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

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 1.77-acre property into 6 lots and rights-of-way for an internal street (Kitsap Street NW). The subject property abuts Doaks Ferry Road to the south, None of the proposed lots will have direct access to Doaks Ferry Road.

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.

As conditioned, the proposal meets this criterion.

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

Finding: Water 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 Straub Nature Park, which is less than one-half mile west of the proposed subdivision. 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.

Finding: Kitsap Street NW, a designated local street, abuts the subject property with dead-ends at the east and west property boundaries. The applicant proposes to extend Kitsap Street through the subject property, providing a connection between the two existing dead-ends. The abutting portions of Kitsap Street NW include a 30-foot-wide paved improvement within a 55-foot-wide right-of-way on the east property line and 60-foot-wide right-of-way on the west property line. The new segment of Kitsap Street NW, the applicant is indicating narrowing the improved width on the western side of the subject property to match the existing width of Kitsap Street west of the property. Kitsap Street is designated a local street in the TSP and should meet the minimum widths for a local street in the TSP, as conditioned above.

The applicant proposes a curblin sidewalk consistent with the existing abutting portions to the east and west. Although a property line sidewalk is the standard for a local street, realigning the sidewalk to the property line and the back to the curblin within the relatively short segment of street left to be completed (approximately 200 feet in length), where three lot frontages are proposed on either side of the street makes construction of a property line sidewalk undesirable. Comments from the Public Works Department recommend granting the use of an alternative street standard on this portion of Kitsap Street.

Doaks Ferry Road NW abuts the subject property on the south boundary. The abutting portion of the Doaks Ferry Road NW right-of-way is varied from 72 to 82 feet wide, which is 14 to 24 feet narrower than the minimum right-of-way width for a major arterial street. The applicant is also proposing to construct the new segment with curblin sidewalks, which match the configuration of the abutting portions of Doaks Ferry Road. Shifting from the curblin sidewalk to a property line sidewalk and back would be impractical within the short remaining segment of Doaks Ferry Road through the subject property. Therefore, the proposed curblin sidewalk meets the criteria for an alternative street standard pursuant to SRC 803.065. Condition 8 ensures that sidewalks will be constructed along the portions of the road that are not certain to be constructed at the time of new home development.

Comments were received about the traffic on Kitsap Street when connected through the subject property. According to the Public Works Department, the Salem Transportation System Plan (TSP) designates Kitsap Street as a local street crossing the subject property to provide relatively continuous east-west access through the subject property and adjacent neighborhoods. While the six new lots that would take access onto Kitsap Street would generate a relatively small number of trips, the completion of Kitsap Street as a local street may change traffic patterns in the general vicinity. Kitsap Street was always intended to be connected to provide internal street connectivity for the neighborhood. When the connection is completed, it is anticipated that traffic will increase due to residents using the new alternate route through the neighborhood. However, it is unlikely that this route would be used as a “cut through” for the schools since Ptarmigan Street NW and Islander Drive NW route would be more convenient. It would be out-of-direction to drive Kitsap Street NW and West Meadows Drive NW when the ultimate destination would be the parking lot or drop off areas on Titan Drive NW or Doaks Ferry Road NW.

For local streets to qualify for speed bumps, the existing traffic volume must exceed 600 vehicles per day and more than 50 percent of the vehicles must exceed 25 miles per hour. It is not the City’s policy to install speed bumps as a preemptive measure; traffic conditions must meet applicable warrants.

Given that the connect of Kitsap Street NW will provide a through route for vehicles between Titan Drive NW and Ptarmigan Street NW (both collector streets), the City agrees that the placement of a stop sign is appropriate on Kitsap Street NW at the intersection of Ptarmigan Street NW as conditioned below.

Condition 11: Install a stop sign on Kitsap Road NW at the intersection of Ptarmigan Street NW.

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: Existing streets which currently dead-end at the perimeter of the property will be extended through the site as internal streets serving lots within the subdivision. All proposed lots will have frontage and take access directly from these internal streets. The extension of Kitsap Street provides a direct connection to the local street network in the vicinity, is predominantly built out as a result of residential development on surrounding properties. Kitsap Street intersects with Ptarmigan Street NW, a designated collector, approximately 137 feet east of the subject property and West Meadows Drive NW, a local road, approximately 140 feet west of the property. Conditions of approval ensure that the internal streets will be constructed to meet applicable development standards.

The subdivision, as proposed and conditioned, is served with adequate transportation infrastructure. The street system adjacent to the subdivided property will conform to the Salem Transportation System Plan, and provide for safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

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 three neighborhood activity centers:

- Chapman Hill Elementary School, a public elementary school approximately 1,675 feet east of the closest lots within the proposed subdivision, located at 1500 Doaks Ferry Road NW.
- West Salem High School, a public high school and park located approximately 1,100 feet north of the nearest lots within the proposed subdivision, located at 1776 Titan Drive NW.
- Chapman Hill School Park, a 5 acre neighborhood Park located at 1490 Doaks Ferry Road NW, approximately 1,675 feet east of the closest lot within the proposed subdivision.

The proposed subdivision is accessed by extensions of local and collector streets into and through the subject property. The proposal will provide internal streets 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.

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 6-lot subdivision will generate less than 1,000 average daily vehicle trips to Doaks Ferry Road NW, designated in the Transportation System Plan as a major arterial, and less than 200 average daily trips to Kitsap Street NW, designated as a local street.

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 dimensions of the subject property, largely predetermined by the configuration of abutting developments.

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.

Finding: The tentative subdivision plan configures lots and streets to allow single family residential development of the site while minimizing disruptions to topography and vegetation. The lots make efficient use of the gradually sloped property. A Tree Conservation Plan submitted in conjunction with SUB06-21, identifying 19 trees on the subject property, with 14 trees to be removed. There is no expiration date for TCP06-36 and the trees proposed to be preserved appear to be reasonably preserved with the proposed new subdivision plan. The Tree Conservation Plan primarily retains trees on Lot 5 which is currently developed and within the setback areas of Lots 1 and 4, 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 outside of the Urban Service Area. However, comments from the Public Works Department indicate that the proposed subdivision

does not precede construction of required facilities, and adequate utilities are available at the perimeter of the site. Therefore, a UGA permit is not required.

9. Conclusion

Based upon review of SRC 205.005, the findings contained under Section 8 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 Case No. 17-04, on property zoned RA (Residential Agriculture), and located at 1311 Doaks Ferry Road NW (Polk County Assessor's Map and Tax Lot Numbers 073W20BA / 01400; and 10700), 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 plat approval, construct a driveway from the garage of the existing residence on Lot 5 to Kitsap Street NW, be consistent with the development standards established in SRC Chapter 806.030.
- Condition 2:** The applicant shall provide at least 2 off-street parking spaces for the existing residence on proposed Lot 5, in compliance with the applicable development standards established in Salem Revised Code 806.025.
- Condition 3:** For stormwater treatment and flow control, the applicant shall either:
- a. Construct a stormwater facility within the proposed development as shown in the application materials. The stormwater facility shall be dedicated to the City of Salem for maintenance, and an all-weather access shall be provided pursuant to PWDS; or
 - b. Modify the existing public stormwater facility adjacent to the subject property to provide treatment and flow control for the proposed development pursuant to PWDS.
- Condition 4:** Any easements needed to serve the proposed parcels with City infrastructure shall comply with current Public Works design Standards and shall be shown on the final plat.
- Condition 5:** Construct the extension of Kitsap Street NW through the subject property as shown on the tentative subdivision plan with a 30-foot-wide improvement within a 60-foot-wide right-of-way.

- Condition 6:** Between the curb line and the right-of-way line along the frontage of Doaks Ferry Road NW, construct the incomplete portion of the half street improvement including the construction of sidewalk, street trees, and other appurtenances behind the existing curb line.
- Condition 7:** Convey land for dedication to equal 48 feet from the centerline of Doaks Ferry Rd NW.
- Condition 8:** Prior to acceptance of public improvements, construct sidewalks along the entire frontage of Doaks Ferry Road NW and along the entire frontage of Lot 5 along Kitsap Street NW.
- Condition 9:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.
- Condition 10:** Prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.
- Condition 11:** Install a stop sign on Kitsap Street NW at the intersection of Ptarmigan Street NW.



Olivia Glantz, Planning Administrator Designee

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

Application Deemed Complete:	<u>April 26, 2017</u>
Notice of Decision Mailing Date:	<u>August 24, 2017</u>
Decision Effective Date:	<u>September 9, 2017</u>
State Mandated Decision Date:	<u>November 6, 2017</u>

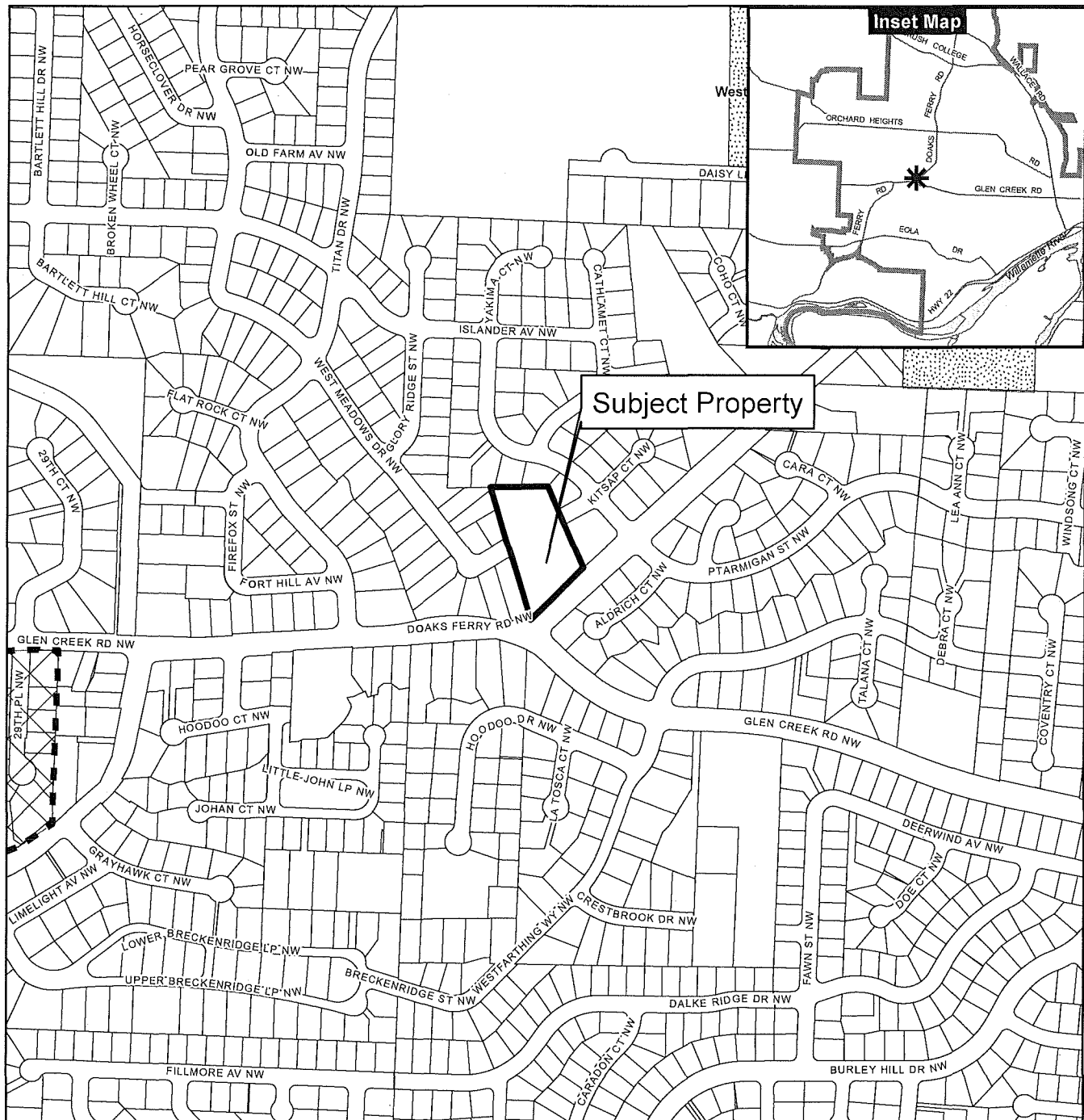
The rights granted by this decision must be exercised or extension granted by **September 9, 2019** or this approval shall be null and void.

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, September 8, 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

1311 Doaks Ferry Road NW



Legend

Taxlots

Urban Growth Boundary

City Limits

Outside Salem City Limits

Historic District

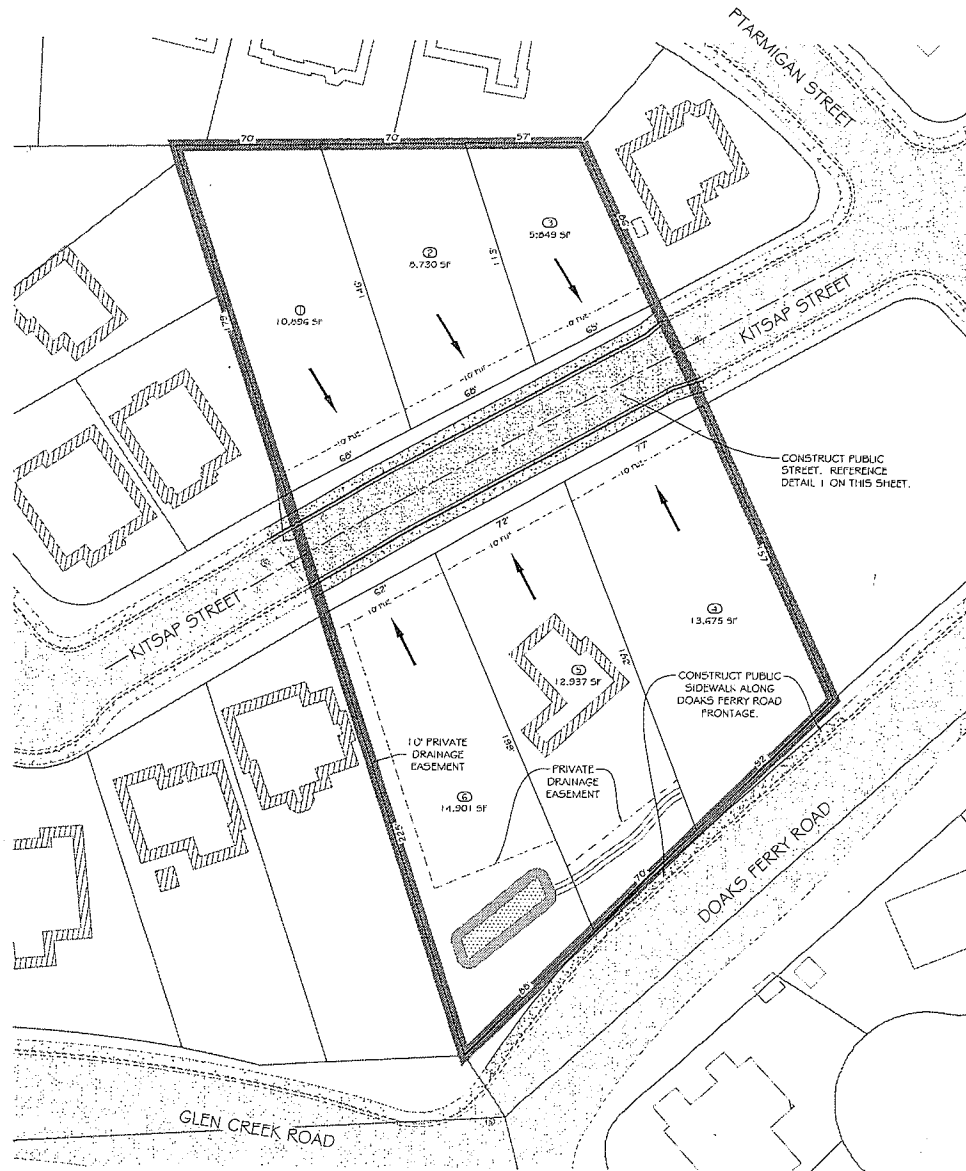
Schools

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

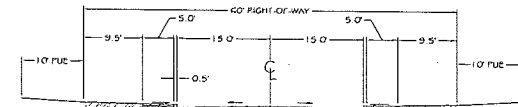


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LEGEND

DRIVEWAY ACCESS DIRECTION



① TYPICAL SECTION
SCALE: HTS



DATE: 10.10.17

DALE VAN DYEGRAF DOAKS FERRY SUBDIVISION SALIN, OREGON

SCALE NOTE:

DWP IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

NO.	REVISION	DATE

LOT AND STREET LAYOUT

C-1.05



DATE SIGNED:

DALE VAN LYDEGRAF
DOAKS FERRY ROAD
SUBDIVISION
SALEM, OREGON

SCALE NOTE:

1" = 10'
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

PROJECT NO:	17030	REVISIONS		NO.	DESCRIPTION	DATE	BY
HORIZ DATUM:	NAD 83 (2011) EPOCH 2010						
VERT DATUM:	NGVD 29						
HORIZ SCALE:	AS SHOWN						
VERT SCALE:	AS SHOWN						
DRAWN:	JM						
DESIGN:	KW						
APPROVED:	KW						

SHEET TITLE:

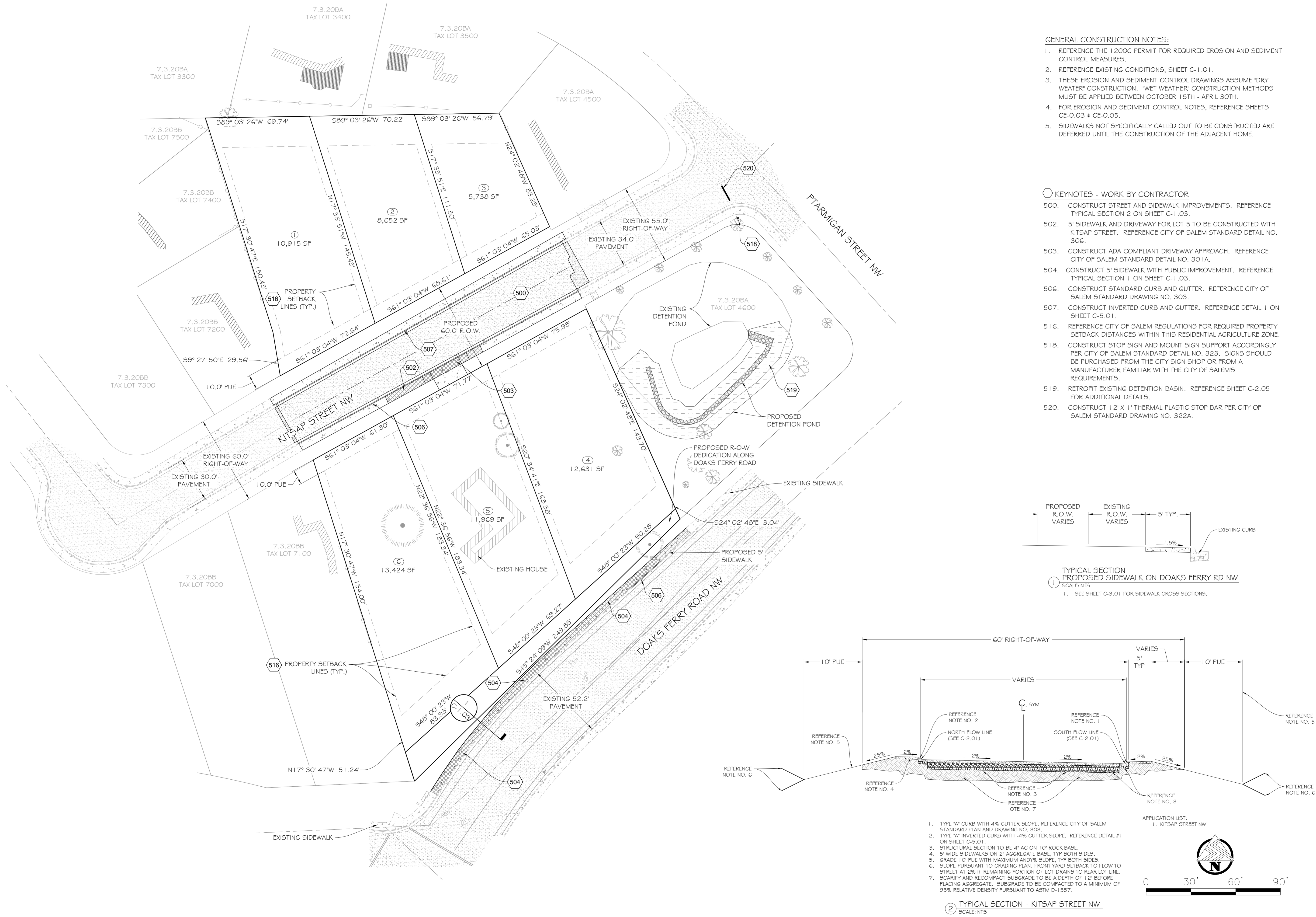
SITE PLAN

C-1.03

Attachment C

Revised Tentative Plan

P:\2017 Projects\17030 - 1311 Doaks Ferry Subdivision\The CAD\CivilImprovement Drawings\17030_Site Plan.dwg 8/10/2017 11:34:50 AM





LIEUTENANT RIDGE ESTATES APPLICATION NARRATIVE

March 8, 2017

SITE INFORMATION. The site is generally located northwest of Doaks Ferry Road NW, west of Ptarmigan Street NW, and north of Glen Creek Road NW. The site address is 1311 Doaks Ferry Road NW Salem, Polk County, Oregon. The site is made up of one assessor tax lot, in Polk County. The tax lot number is 7320BA 01400. The property is zoned Residential Agriculture (RA) and has a comprehensive plan designation of Developing Residential (DR). Salem Revised Code (SRC) Chapter 265.015(a)(2) describes zone changes by operation of law and states the following: “the automatic conversion of property zoned Residential Agriculture (RA) to Single Family Residential (RS) upon either of the following, when the property is subject to an approved tentative subdivision plan or manufactured dwelling park permit: (A) the date of the recording of the final subdivision plat with the county clerk; or (B) issuance of a final occupancy permit for a manufactured dwelling park permit issued pursuant to SRC Chapter 235.” This property will be rezoned from RA to RS at the time of recordation of the subdivision plat. Therefore, the following narrative will conform to the standards of SRC Chapter 511 for the RS zone.

The site is irregularly shaped but generally rectangular and encompasses approximately 1.77-acres. The topography of the site is hilly with slopes ranging from 3-50-percent, according to a web soil survey, presenting some challenges for site development. Some of the site is indicated on the City of Salem landslide hazard map, therefore, a geotechnical report is required for site development. The Applicant has engaged Dan Redmond of Redmond Geological Services to perform the necessary study. A copy of the report will be made available to the City of Salem once it has been completed. It is anticipated the report will be available by March 28, 2017.

The Applicant is proposing a 6-lot, single-family, subdivision. The proposed density for this development is approximately 3.4-units per gross acre. The largest lot proposed is 14,901-square-feet and the smallest lot proposed is 5,849-square-feet. The minimum lot size allowed in the RS zone is 4,000-square-feet. The Applicant is not proposing any flag lots within this development.

WRITTEN STATEMENT. The following is a written statement describing the applicant’s proposal and how it meets the requirements for a Subdivision Tentative Plan (SRC 205.010(d)).

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:
 - 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.
 - City infrastructure standards.

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

Applicant's Response to Item 1: *The proposed tentative subdivision plan complies with the applicable provisions of the SRC in regards to the lot area and dimensions (SRC 511.010. (a)). The minimum lot areas required for a single-family lot in the RS zone is 4,000 square-feet, excluding the area of an access way, except for infill lots, in which the minimum lot area shall be 5,500 square-feet, excluding the area of an access way. Each single-family lot will have a building envelope which complies with the setbacks in the RS zone (SRC 511.010. (b)). At the time of construction, the builder will comply with the rules for lot coverage and building height within the RS zone (SRC 511.010. (c)).*

Lot number 6 is 62-feet wide along the frontage of Kitsap Street NW and 225-feet deep along its westerly (longest) property line. However, lot 6 is shaped irregularly, due to the current configuration of the parcel to be subdivided, and must be measured using the rules in Chapter 112 of the SRC. Section 112.045 of the SRC provides details regarding measurement of lot dimensions. When a lot is irregular in shape, its length and width should be measured using a "halfway point". When measuring lot 6 using this rule, it is 72-feet wide and 216-feet deep which meets the width and depth standards for the RS zone.

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

Applicant's Response to Item 2: *Included with this application submittal package is a proposed site plan for this development. As shown on the attached site plan, the development will consist of six single-family lots, with no remainder. Each of the lots is less than one-half-acre which satisfies SRC 205.030(a)(12)(g) and the proposal does not require a future development plan. The surrounding properties have been developed with single-family homes and Kitsap Street NW has been stubbed to both the westerly and easterly property lines of the subject site. This development will complete the Kitsap Street connection which will aide in the connectivity and circulation of the surrounding developments. This development will not impede the future use or redevelopment of the property or adjacent land.*

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

Applicant's Response to Item 3: *The proposed development can be adequately served by the City of Salem infrastructure. Water connections are stubbed to the site in Kitsap Street NW. The Applicant proposes to extend the water line through the development and connect laterals to serve each lot. The sanitary sewer stubbed to the site is sufficient to serve lots 1-3 of the proposed subdivision but the sewer is not deep enough to serve lots 4-6. To serve lots 4-6, the Applicant will extend the sanitary sewer line through Doaks Ferry*

Road NW and bring laterals to lots 4-6 along their southerly property lines. The Applicant is proposing to maintain the natural drainage patterns of the site to the greatest extent possible. To do so, a detention pond is proposed to be constructed on the southwesterly corner of the site. The pond will be constructed in the back of lot 6. Additional information regarding the management of stormwater is included in the engineered stormwater management report submitted with this tentative subdivision application package.

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

Applicant's Response to Item 4: *The attached site plan details the proposed street system within the development. Kitsap Street NW is stubbed to both the westerly and easterly property lines of the development site. The Applicant is proposing to construct approximately 210-feet of street to connect both terminuses of Kitsap Street. The street improvements will conform to the Salem Transportation System plan and the design requirements for a local street with a 60-foot right-of-way. The Applicant will construct a sidewalk along the development frontage of Doaks Ferry Road NW. None of the proposed lots are to have access to Doaks Ferry Road NW. Each lot will take access from the newly constructed Kitsap Street NW.*

Completing the connection of Kitsap Street NW provides connectivity to the previously constructed developments adjoining and adjacent to the subject site. The Applicant will add sidewalks along Doaks Ferry Road NW, where the site has frontage, to provide for pedestrian connectivity along Doaks Ferry Road.

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's Response to Item 5: *The proposed tentative subdivision plan provides for safe, orderly, and efficient circulation of traffic into, through and out of the subdivision. The existing conditions show the current configuration of the subject site. Kitsap Street NW is stubbed to the westerly and easterly property lines of the subject site. Due to the size and shape of the site, as well as the stubbed infrastructure, a large network of streets is not required for the development of the site. The Applicant will complete the Kitsap Street NW connection which will improve the neighborhood's street network and thus provide for the safe, orderly, and efficient circulation of traffic into, through and out of the subdivision.*

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's Response to Item 6: *The street system through the development and neighboring development is comprised of a network of local streets which include sidewalks on both sides. The connection of Kitsap Street NW will aid in the circulation and connectivity of vehicular traffic. The completed street will also complete the sidewalk connection through the development which will provide clear and direct walking paths for pedestrians to maneuver through the development and connect residents to neighborhood activity centers. In addition to connecting Kitsap Street NW, the Applicant will construct a public sidewalk along the development frontage of Doaks Ferry Road which will complete the sidewalk connection and improve circulation for pedestrians. The street system in and adjacent to the development site is designated so as to provide for the safe, orderly, and efficient circulation of traffic into, through and out of the subdivision.*

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

Applicant's Response to Item 7: *According to the Institute of Transportation Engineer's Trip Generation Manual, single-family homes generate approximately 9.52 trips per day. The proposed subdivision consists of six new single-family homes which will generate an estimate of 57.12 trips per day. Chapter 803.015 of the SRC discusses the purpose, applicability, and exception for a traffic impact analysis. A traffic impact analysis is required when the proposed development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Along the development frontage, Doaks Ferry Road NW is designated as a Major Arterial by the City of Salem Transportation System Plan. The new lots will not have access to Doaks Ferry Road NW, instead, all six lots will have access to Kitsap Street NW. The Applicant will complete the connection of Kitsap Street NW through the development. Kitsap Street NW is designated as a local street by the City of Salem Transportation System Plan and will be improved to City of Salem local street standards. This development does not require a Traffic Impact Analysis due to its size and the adjacent street network. Additionally, this development will aid in the circulation pattern of the neighborhood for bicycle, pedestrian and vehicular traffic by connecting Kitsap Street NW.*

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.

Applicant's Response to Item 8: *The Applicant is not asking for any variances to develop the site. The proposed development has taken the site's natural topography and vegetation into consideration. To retain as much of the site's natural drainage patterns as possible, a detention pond is proposed to be constructed in the southwesterly corner of the site for stormwater management. The site has 10 trees, native, and nonnative*

vegetation, and a variety of field grasses. In order to fully utilize the site in a manner which is consistent with the zoning code and surrounding developments, some grading is required. The applicant is proposing to preserve 5 trees on the site, or 50-percent. A tree conservation plan is included with this tentative subdivision submittal. It is anticipated the tree conservation plan will be processed concurrently with the tentative subdivision application.

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's Response to Item 9: *The Applicant made every effort to work with the natural topography and vegetation on the site, as well as the circulation and design standards requirements of the City, in an effort to minimize the disruption of the site. However, Kitsap Street NW is stubbed to both the easterly and westerly property lines of the development site. The Applicant is unable to modify the alignment of the street to preserve three of the trees centrally located on the site. As stated above, the Applicant will preserve 50-percent of the trees on the site and has minimized the disruption of the site to the greatest extent practicable. A tree conservation plan and grading plan are included with this submittal package.*

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.

Applicant's Response to Item 10: *The proposed subdivision falls within the Urban Service Area and does not require an Urban Growth Preliminary Declaration. The development site does not precede construction of required facilities, thereby eliminating the requirement for an Urban Growth Preliminary Declaration, pursuant Chapter 200 of the SRC.*

TO: Olivia Glantz, Planner II
Community Development Department

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

DATE: August 24, 2017

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS (REVISED)**
SUBDIVISION PLAT NO. 17-04 (17-105550-LD)
1311 DOAKS FERRY ROAD NW
6-LOT RESIDENTIAL SUBDIVISION



PROPOSAL

To divide approximately 1.8 acres into a 6-lot subdivision, with lots ranging in size from approximately 5,850 square feet to approximately 14,901 square feet; located just east of the West Meadows Estates 2, to be known as Lieutenant Ridge Estates.

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Between the curb line and the right-of-way line along the frontage of Doaks Ferry Road NW, construct the incomplete portion of the half-street improvement including the construction of sidewalk, street trees, and other appurtenances behind the existing curb line.
2. Convey land for dedication to equal 48 feet from the centerline of Doaks Ferry Road NW.
3. For stormwater treatment and flow control, the applicant shall either:
 - a. Construct a stormwater facility within the proposed development as shown in the application materials. The stormwater facility shall be dedicated to the City of Salem for maintenance, and an all-weather access shall be provided pursuant to PWDS; or
 - b. Modify the existing public stormwater facility adjacent to the subject property to provide treatment and flow control for the proposed development pursuant to PWDS.
4. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.

5. Prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.
6. Any easements needed to serve the proposed parcels with City infrastructure shall comply with current PWDS and shall be shown on the final plat.
7. Install a stop sign on Kitsap Road NW at the intersection of Ptarmigan Street NW.

FACTS

Urban Growth Area Development Permit

The subject property is located outside the Urban Service Area, but does not precede City construction of required facilities. No Urban Growth Area Development Permit is required pursuant to SRC 200.020(a).

Streets

1. Doaks Ferry Road NW
 - a. Existing Condition—Doaks Ferry Road NW has an approximate 52-foot improvement within a varied right-of-way of 72 to 82 feet.
 - b. Standard—Doaks Ferry Road NW is designated as a major arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
2. Kitsap Street NW (West of Subject Property)
 - a. Existing Condition—Kitsap Street NW has a 30-foot-wide improvement within a 60-foot-wide right-of-way. A 1-foot reserve strip is located along the easterly terminus of the existing right-of-way.
 - b. Standard—Kitsap Street NW 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.
3. Kitsap Street NW
 - a. Existing Condition—Kitsap Street NW has a 34-foot-wide improvement within a 55-foot-wide right-of-way. A 1-foot reserve strip is located along the westerly terminus of the existing right-of-way.

- b. Standard—Kitsap Street NW 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. An 18-inch storm main is located in Doaks Ferry Road NW.
- b. A 15-inch storm main is located to the north and east of the subject property.

Water

1. Existing Conditions

- a. The subject property is located in the W1 water service level.
- b. There is an 18-inch public water line in Doaks Ferry Road NW.
- c. There are 8-inch public water lines in Kitsap Street NW that terminate to the east and west of the subject property.

Sanitary Sewer

1. Existing Sewer

- a. There are existing 8-inch sewer lines that terminate in Kitsap Street NW to the east and west of the subject property. Because of topographic constraints it appears that portions of the subject property may not be served by these lines.
- b. There is an existing 18-inch sewer line in Doaks Ferry Road NW. The sewer line terminates at the intersection of Doaks Ferry Road NW and Glen Creek.

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).

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. There are five mapped site points for the property pursuant to SRC Chapter 810. The proposed subdivision adds three activity points to the proposal, which results in a total of eight points. Therefore, the proposed subdivision is classified as a moderate landslide risk and requires a geologic assessment. A geotechnical investigation and geologic assessment, prepared by Redmond Geotechnical Associates and dated March 31, 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.

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 development proposes to extend the water and sewer system to serve all 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 has provided a Preliminary Drainage Report, demonstrating how the requirements of SRC Chapter 71 are being met.

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.

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—Doaks Ferry Road NW abuts the subject property and does not meet the current standard for a major arterial street. Pursuant to SRC 803.040, the applicant is required to dedicate right-of-way to equal a half-width of 48 feet and complete the half-street improvement through construction of sidewalk, street trees, and other appurtenances behind the existing curb line.

All internal streets will be constructed to local street standards as specified in SRC Chapter 803. The proposed internal street connection of Kitsap Street NW warrants placement of a stop sign on Kitsap Street NW, at the intersection of Ptarmigan Street NW, to control circulation of traffic through the proposed subdivision.

The applicant is requesting to construct a curb line sidewalk along the internal street connection and Doaks Ferry Road NW frontage, consistent with the existing street configurations to the east and west of the subject property. In order to be consistent with sidewalk configuration abutting the subject property, curblin sidewalks are allowed as shown in the applicant's tentative plan.

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 Chapman Hill School Park and West Salem High School 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, where applicable

Findings—The proposed 6-lot subdivision generates less than 200 average daily vehicle trips to Kitsap Street NW. Therefore, a Traffic Impact Analysis was not required as part of the proposed subdivision submittal.

RESPONSE TO CITIZEN COMMENTS

Staff received comments from a local residents regarding potential impacts from the proposed subdivision. The following information is provided in response to the citizens concerns.

Traffic Safety: Comments received were related to requirement for the Kitsap Street NW connection, creating a through way, as part of the development. Comments were specifically concerning the potential for speeding cars on Kitsap Street NW, vehicles using a cut through to West Salem High School and Chapman Hill Elementary School, and general traffic control measures in the area.

Kitsap Street NW is a local street that currently terminates at the east and west boundary of the subject property. Kitsap Street NW was always intended to be connected to provide internal street connectivity for the neighborhood. When the connection is completed, it is anticipated that traffic will increase due to residents using the new alternate route through the neighborhood. However, it is unlikely that this route would be used as a cut through for the schools since Ptarmigan Street NW and Islander Drive NW route would be more convenient. It would be out-of-direction to drive Kitsap Street NW and West Meadows Drive NW when the ultimate destination would be the parking lot or drop off areas on Titan Drive NW or Doaks Ferry Road NW.

For local streets to qualify for speed bumps, the existing traffic volume must exceed 600 vehicles per day and more than 50 percent of the vehicles must exceed 25 miles per hour. It is not the City's policy to install speed bumps as a preemptive measure, the speed bumps must meet the warrants.

Given that the connect of Kitsap Street NW will provide a through route for vehicles between Titan Drive NW and Ptarmigan Street NW (both collector streets), the City agrees that the placement of a stop sign is appropriate on Kitsap Street NW at the intersection of Ptarmigan Street NW.

Glen Creek: The developer of the proposed 6-lot subdivision should pay into a fund that will protect the property owners along Glen Creek. The banks of Glen Creek have eroded increasing the width of the creek substantially. The proposed development would cause excess water to be discharged into Glen Creek causing additional damage to property.

Response: The applicant will be required to design and construct a complete storm drainage system at the time of development that mitigates the impacts of the proposed subdivision. The applicant is required to provide an analysis that includes capacity calculations, detention requirements, and evaluation of the connection to the approved point of disposal. Conformance with SRC Chapter 71 and Public Works Design standards for stormwater treatment and flow control will be required.

Prepared by: Curt Pellatz, Project Coordinator
cc: File