

NOTICE OF DECISION

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



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

DECISION OF THE PLANNING ADMINISTRATOR

SUBDIVISION / URBAN GROWTH PRELIMINARY DECLARATION CASE NO.:
SUB-UGA19-04

APPLICATION NO. : 19-105472-LD and 19-105454-LD

NOTICE OF DECISION DATE: MAY 24, 2019

REQUEST: A tentative subdivision plan and urban growth preliminary declaration to divide approximately 4.2 acres into 22 lots ranging in size from 4,000 square feet to 19,403 square feet.

The subject properties are a total of approximately 4.2 acres in size, zoned RA (Residential Agriculture), and located at the 5500 Block of Skyline Road SE (Marion County Assessor Map and Tax Lot Number 083W17AC03100 and 083W17DB00100).

APPLICANT: Willamette Engineering, Inc. on behalf of Pacific Nationals Development, Inc.

LOCATION: 5500 Skyline Rd S

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

FINDINGS: The findings are in the attached Decision dated May 24, 2019.

DECISION: The **Planning Administrator APPROVED** Subdivision SUB-UGA19-04 subject to the following conditions of approval:

Condition 1: Prior to Final Plat approval, the flag lot accessway serving Lot 18 shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1, for a residential flag lot accessway serving 1 to 2 lots.

Condition 2: Lots 17 and 19 shall not have access to the proposed access easement.

Condition 3: "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 4: Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.

Condition 5: Construct water and sewer systems to serve each lot.

Condition 6: As a condition of development in the S-3 water service level, the applicant shall either:

- a. Construct Skyline #2 reservoir (S-3) as specified in the Water System Master Plan; or
- b. Pay a temporary access fee of \$2,000 per lot pursuant to SRC 200.080(a).

Condition 7: Provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.

Condition 8: Construct internal streets to Local street standards. Required modifications and approved alternative to the internal street designs are as follows:

- The landscape strip along Quail Run Lane S shall have a minimum dimension of 8.5 feet. The pavement width may be reduced to 24 feet west of Mountain Quail Drive S.
- The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.
- The turnaround for fire at the terminus of Mountain Quail Drive S shall have no parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.

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

Condition 10: Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Skyline Road S.

Condition 11: Construct a northbound to westbound left turn lane on Skyline Road S at Quail Run Lane S.

Condition 12: Construct a 10-foot-wide shared use path along Skyline Road S from the north line of the subject property to the existing sidewalk approximately 200 feet to the north.

Condition 13: The applicant has two options for providing park facilities to serve the subject property:

- a. Convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26); or
- b. Pay a temporary access fee of \$101,495.90 as a condition of final plat approval. The temporary access fee shall be credited toward the Parks SDCs due for each lot at the time of building permit issuance.

The rights granted by the attached Site Plan Review decision must be exercised, or an extension granted, by June 11, 2023 or this approval shall be null and void. The rights granted by the attached Urban Growth Preliminary Declaration decision must be exercised, or an extension granted, by June 11, 2023 or this approval shall be null and void.

Application Deemed Complete:	<u>May 2, 2019</u>
Notice of Decision Mailing Date:	<u>May 24, 2019</u>
Decision Effective Date:	<u>June 11, 2019</u>
State Mandate Date:	<u>August 30, 2019</u>

Case Manager: Olivia Glantz, OGlantz@cityofsalem.net, 503-540-2343

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., Monday, June 10, 2019. 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 200. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

**BEFORE THE PLANNING ADMINISTRATOR
OF THE CITY OF SALEM
(SUBDIVISION PLAT NO. 19-04)**

*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
CONSOLIDATED SUBDIVISION PLAT
AND URBAN GROWTH PRELIMINARY
DECLARATION NO. 19-04;
5500 BLOCK SKYLINE ROAD S**

)
)
)
)
)
)

FINDINGS AND ORDER

MAY 24, 2019

REQUEST

A tentative subdivision plan and urban growth preliminary declaration to divide approximately 4.2 acres into 22 lots ranging in size from 4,000 square feet to 19,403 square feet.

The subject properties are a total of approximately 4.2 acres in size, zoned RA (Residential Agriculture), and located at the 5500 Block of Skyline Road S (Marion County Assessor Map and Tax Lot Number 083W17AC03100 and 083W17DB00100).

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 flag lot accessway serving Lot 18 shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1, for a residential flag lot accessway serving 1 to 2 lots.
- Condition 2:** Lots 17 and 19 shall not have access to the proposed access easement.
- Condition 3:** "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 4:** Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.
- Condition 5:** Construct water and sewer systems to serve each lot.

- Condition 6:** As a condition of development in the S-3 water service level, the applicant shall either:
- a. Construct Skyline #2 reservoir (S-3) as specified in the Water System Master Plan; or
 - b. Pay a temporary access fee of \$2,000 per lot pursuant to SRC 200.080(a).
- Condition 7:** Provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.
- Condition 8:** Construct internal streets to Local street standards. Required modifications and approved alternative to the internal street designs are as follows:
- The landscape strip along Quail Run Lane S shall have a minimum dimension of 8.5 feet. The pavement width may be reduced to 24 feet west of Mountain Quail Drive S.
 - The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.
 - The turnaround for fire at the terminus of Mountain Quail Drive S shall have no parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.
- Condition 9:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.
- Condition 10:** Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Skyline Road S.
- Condition 11:** Construct a northbound to westbound left turn lane on Skyline Road S at Quail Run Lane S.
- Condition 12:** Construct a 10-foot-wide shared use path along Skyline Road S from the north line of the subject property to the existing sidewalk approximately 200 feet to the north.
- Condition 13:** The applicant has two options for providing park facilities to serve the subject property:

- a. Convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26); or
- b. Pay a temporary access fee of \$101,495.90 as a condition of final plat approval. The temporary access fee shall be credited toward the Parks SDCs due for each lot at the time of building permit issuance.

PROCEDURAL FINDINGS

1. On February 19, 2019, Willamette Engineering, on behalf of Pacific National Development Inc (Serge Serdsev), filed an application for a Tentative Subdivision Plan and Urban Growth Preliminary Declaration proposing to divide a 4.2 acre property at the 5500 Block of Skyline Road S (Attachment B) into 22 lots.
2. After the applicant submitted additional required information, the application was deemed complete for processing on May 2, 2019. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on May 2, 2019.
3. The state-mandated local decision deadline is August 30, 2019.

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide the property into 22 lots and ONE storm water lot which will be dedicated to the City (Attachment B). The lots range in size from approximately 4,050 square feet to approximately 19,403 square feet. All lots, except Lot 18, take access directly from public streets. Lot 18 would take access from a flag lot accessway extending to the right-of-way of Mountain Quail Drive.

The applicant has not proposed any specific phasing for the subdivision or residential development.

2. Existing Conditions

Site and Vicinity

The subject properties are on a hillside which slopes downward to the south and east. The peak of the hill is located to the western side of the subject property, with a peak approximately 614 feet above sea level. The subject property ranges in elevation from approximately 576 feet above sea level at its western boundary to approximately 610 feet above sea level at the southeastern corner. The properties include an existing easement (Quail Run), which serves parcels north and west of the subject area. Environmental resource show no areas of wetlands or floodplains on the subject property. The property is located within a landslide hazard area, which is addressed below.

The southern boundary is the City limits with large properties with homes surrounding the proposal on the north east and west property lines. Skyline Road S borders the property to the south.

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 Skyline Road S) Single Family Residential & Developing Residential

East: Developing Residential

West: Developing Residential

Zoning and Surrounding Land Use

The subject property is zoned RA (Residential Agriculture) and is occupied by a single family residence. The surrounding properties are zoned and used as follows:

North: RA (Residential Agriculture); single family dwellings

South: (Across Skyline Road S) RS (Single Family Residential); platted home sites for single family dwellings

East: RA (Residential Agriculture); single family dwelling

West: Marion County Urban Transition (UT-5); single family dwelling

Relationship to Urban Service Area

The subject property is located outside of the Urban Service Area. The applicant has applied for an Urban Growth Preliminary Declaration Permit, findings can be found below in Section 8.

Infrastructure

Water: The subject property is located within the S-3 water service level.

Existing 12-inch public water mains are located in Skyline Road S.

- Sewer:** Existing 8-inch public sewer mains are located in Quail Run S and Skyline Road S.
- Storm Drainage:** A ditch is located along the subject property in Skyline Road S.
- The subject property is within the Battle Creek Drainage Basin.
- Streets:** Skyline Road S currently abuts the subject property along the southern boundary. This segment of Rainier Drive is designated as a Minor Arterial street in the Salem Transportation System Plan (TSP).
- The standard for this street classification is a 46-foot improvement within a 72-foot right-of-way.
 - The abutting portion of Skyline Road S currently has an approximate 22-foot-wide improvement within a 50-foot-wide right-of-way.
 - The frontage of the subject property has a special setback equal to 36 feet from centerline of Skyline Road S.
- Quail Run Lane currently abuts the subject property along the eastern boundary. Quail Run Lane designated as a private street.
- The standard for this street classification is a 30-foot improvement within a 60-foot right-of-way.
 - The existing portion of Quail Run Lane is currently an approximate 12 foot-wide gravel improvement within a 24-foot-wide access easement.

3. Land Use History

Annexation Case No. A-723 (2018): Petitioner-initiated annexation of the subject property into the City of Salem.

PAR16-09: Partition of tax lot 3100 into three parcels (Expired)

4. Public and Private Agency Review

Public Works Department - The City of Salem Public Works Department, Development Services Section, reviewed the proposal and has provided their comments and recommendation for plat approval. Their memorandum is included as Attachment D.

Marion County Public Works - The Marion County Public Works commented that the abutting section of Skyline Road S is under the County maintenance and Marion County permitting is required.

Staff Responses: The abutting sections of Skyline Road will be reviewed by the City of Salem, although there may be a need to taper the street beyond City jurisdiction. The applicant will be advised that any construction along Skyline Road outside of the City jurisdiction will require permits from Marion County Public Works.

Fire Department - The Salem Fire Department submitted comments indicating that Fire Department access is required to be provided within 150 feet of all portions of the structures. Dead end fire department access roads that exceed 150 feet requires an approved turnaround unless all homes served off of the road have fire sprinklers. The turnaround by Lot 15 does not meet the turnaround requirements. Fire hydrants are required to be located within 600 feet of single family dwellings. All measurements are made along an approved route. Conditions of approval listed below, address Fire Department access.

5. Neighborhood Association Comments

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

6. Public Comments

All property owners within 250 feet of the subject property were mailed notification of the proposed subdivision. Comments from five property owners within the vicinity of the subject property were submitted prior to the close of the public comment period deadline. Concerns and opposition received can be summarized into the following main categories:

- A. **Safety of Skyline Road.** The majority of the comments submitted express concern about the safety of Skyline Road and the impact of adding traffic from 22 additional lots onto a narrow and under-improved street that is already heavily trafficked by vehicles and pedestrians. Specific concerns raised relating to vehicular, bike, and pedestrian safety on Skyline Road include the following:
- Narrowness of roadway;
 - Lack of sidewalks and bike lanes;
 - Prevalent speeding;
 - Poor visibility from Maplewood and Quail Run Road; and
 - Alternative access to Skyline Road

Staff Response: As indicated in the comments from the Public Works Department (Attachment D), Skyline Road is an under-improved minor arterial street that does not meet current standards for right-of-way and improvement widths, curbs, and sidewalks. In order to conform to the City's Transportation System Plan (TSP) and the street improvements required in conjunction with subdivisions under SRC Chapter 803 (Streets and Right-of-Way Improvements), all streets within and abutting the proposed subdivision will be required to conform to TSP standards for right-of-way and improvement width, including provision of sidewalks. On Skyline Road, additional right-of-way will be required to be dedicated along the property's frontage and the street will be widened to accommodate a half-street improvement which will include a sidewalk and bike lane.

Improvement of Salem Heights Avenue along the frontage of the property and construction of the internal streets within the subdivision will increase the number of streets with sidewalks in the vicinity, and fill in gaps in the existing pedestrian network. The applicant is proposing to construct a link between the subject property new sidewalks and the existing sidewalks 200-feet north. These new streets will partially address the existing lack of bicycle and pedestrian connections. Because the proposed subdivision will not generate sufficient traffic volumes to require a Traffic Impact Analysis (TIA) under SRC 803.015, off-site mitigation to the existing transportation system is not warranted as a condition of the proposed development.

- B. Impact on Neighborhood Character and Adjacent Properties.** Several comments received expressed concern about the impact the proposed subdivision will have on adjacent properties and the character of the existing neighborhood due to a higher density development with smaller lots sizes and homes which are inconsistent with the sizes of lots and homes in the surrounding area.

Staff Response: The single family dwelling parcels proposed within the subdivision range from approximately 5,251 square feet to approximately 22,034 square feet in size, which exceeds the minimum lot size requirement of 4,000 square feet. Their size and layout is consistent with the expected development pattern of properties in the "Single Family Residential" Comprehensive Plan Map designation and RS (Single Family Residential) zone. There is no approval criterion or development standard which requires single family residential lots to resemble adjacent existing developments. Goal E.b (Residential Development) of the Salem Area Comprehensive Plan (SACP) states that "residential development shall provide housing opportunities for Salem's diverse population." Variation of lot sizes is one means of providing diversity of housing opportunities within the detached single family residential submarket.

7. 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 4.24-acre property into 22 lots and street rights-of-way and a public facility. 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. Because the zoning of the 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
	120-feet (double frontage)
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 4,050 square feet to 19,403 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. Lots 1-8 are double frontage lot meeting the dimensions and area required pursuant to Table 511-2.

Street Frontage: Except for flag lots, the RS zone, pursuant to SRC 511.010(a), Table 511-2, requires lots that will be used for the construction of single family dwellings to have a minimum of 40 feet of frontage on a street. SRC Chapter 800 (General Development Standards) allows lots to be created without the minimum required frontage on a street when they are developed in conformance with the flag lot development standards set forth in SRC 800.025.

As shown on the applicant's tentative subdivision plan, the proposed lots, with exception of the proposed flag lot (Lot 18), exceed the minimum 40-foot street frontage requirement. Proposed Lot 18 is a flag lot without the minimum frontage on a street. These proposed lots conform to the flag lot standards of SRC 800.025.

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 property contains a single family dwelling on the north side of Quail Run Lane, which meets all applicable setbacks. The property south of Quail Run Lane is currently vacant, setback requirements for future development on the proposed Lots will be reviewed at the time of application for building permits on those individual parcels.

The proposal meets the requirements of SRC Chapter 511.

SRC Chapter 800 (General Development Standards):

SRC 800.020 (Designation of Lot Lines): SRC 800.020 establishes front lot line designation requirements for corner lots, double frontage lots, flag lots, and all other lots. For lots that have frontage on a public street, other than corner lots, the front lot line shall be the property line that has frontage on the public street. Corner lots are lots located at the intersection of two streets, typically with street frontage on two sides. Proposed Lots 8, and 9 are corner lots. Provided that lot dimension requirements are met, the front lot line for a corner lot shall be the property line abutting a street provided by the building permit applicant. Double frontage lots generally have frontage on two streets that do not intersect at the lots boundaries. Proposed Lot 1-8 are double frontage lots.

In order to further clarify the front lot line designations for the proposed corner lots, double frontage lots and flag lots within the subdivision, and to ensure that, based on the proposed lot configurations and location of existing structures, the proposed lots and structures on them meet applicable SRC requirements, except as otherwise may be allowed through a variance or adjustment, the following front lot line designations for will apply:

- Lots 1-8: The front lot lines shall be the west property line (Mountain Quail Dr).
- Lot 9: The front lot line shall be the north property line.
- Lot 18: The front lot line shall be the east property line.

SRC 800.025 (Flag Lots): Proposed Lot 18 is a flag lot. 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 1 to 2 lots must be a minimum of 20 feet in overall width and must be paved to a minimum width of 15 feet. The accessway is proposed to serve Lot 18. Lot 17 and 19 abut the accessway and if used would exceed the allowed amount of lots to be served. The tentative plan show an easement width of at least 20-fet wide, but plans do not indicated the paved width of each accessway, therefore the following condition shall apply:

Condition 1: Prior to Final Plat approval, the flag lot accessway serving Lot 18 shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1, for a residential flag lot accessway serving 1 to 2 lots.

Condition 2: Lots 17 and 19 shall not have access to the proposed access easement.

Subsection (d) prohibits parking on flag lot accessways. In order to ensure that resident and emergency access remains unobstructed, the following condition shall apply:

Condition 3: "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.

Subsection (e) limits the maximum number of flag lots within a subdivision to 15 percent of the proposed lots. The proposed subdivision includes one flag lot, or approximately five percent of the total proposed lots, therefore meeting the standard provided in SRC 800.025(e).

As conditioned, the proposal conforms to the requirements of SRC Chapter 800.

(B) City Infrastructure Standards.

The Public Works Department reviewed the proposal for compliance with the City's public facility plans pertaining to provision of water, sewer, and storm drainage facilities. While SRC Chapter 205 does not require submission of utility construction plans prior to tentative subdivision plan approval, it is the responsibility of the applicant to design and construct adequate City water, sewer, and storm drainage facilities to serve the proposed development prior to final plat approval without impeding service to the surrounding area.

SRC Chapter 71 (Stormwater): The proposed partition is subject to the stormwater requirements of SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004. The applicant has not demonstrated that the proposed stormwater facility meets the sizing requirement needed to serve the proposed development, and its adjustment may affect adjacent lot sizes. To demonstrate the proposed parcels can meet the PWDS, the applicant shall provide an engineered stormwater design at the time of plat to accommodate future impervious surface on all proposed lots, including new street improvements. In order to ensure that stormwater infrastructure is implemented, the following condition shall apply:

Condition 4: Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. 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 located outside of the Urban Service Area and the applicant has applied for a Urban Growth Preliminary Declaration Permit, which is addressed below.

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that sewer and storm infrastructure is available along the perimeter of the site and appears to be adequate to serve the proposed subdivision. The sewer service does not provide public sewer to adjacent parcels. As conditioned below, the applicant will provided the extension of the sewer main to service adjacent parcels. Specifications for required public improvements are summarized in the Public Works Department memo dated May 23, 2019 (Attachment D).

The subject property is within the S-3 water service area. The existing S-3 water infrastructure is lacking adequate reservoir capacity to serve the proposed development. In order to meet the minimum Water System Master Plan requirements as a condition of development in the S-3 water service level, the applicant shall be required to construct the Skyline #2 Reservoir. Alternatively, temporary capacity is available in the Champion Hill Reservoir through payment of a temporary access fee pursuant to SRC 200.080(a). In lieu of constructing the Skyline #2 Reservoir, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem, paying a temporary access fee as described in the Urban Growth Preliminary Declaration findings above, and connecting to the existing S-3 public water main located in Skyline Road S.

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. 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). 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 SRC and PWDS.

Condition 5: Construct water and sewer systems to serve each lot.

Condition 6: As a condition of development in the S-3 water service level, the applicant shall either:

- a. Construct Skyline #2 reservoir (S-3) as specified in the Water System Master Plan; or
- b. Pay a temporary access fee of \$2,000 per lot pursuant to SRC 200.080(a).

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 22-lot subdivision generates less than 1,000 average daily vehicle trips to Skyline Road S, a minor arterial 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 internal streets within the subdivision to be private street (Quail Run Lane S) and public street (Mountain Quail Drive).

SRC 803.025 (Right-of-Way and Pavement Widths): Skyline Road S, designated as a Minor Arterial street in the TSP, abuts the southern boundary of the subject property. Currently, Skyline Road S does not meet Minor Arterial standards. The applicant will be required to convey for dedication half-width right-of-way equal to 36 feet from center line and construct a half-street improvement along the entire frontage to a Minor Arterial standard. This street improvement shall include a northbound to westbound left turn lane from Skyline Road S at Quail Run Lane S. The Urban Growth Preliminary Declaration Permit (UGA permit) below identified Skyline Road S as a linking street. In order to meet the linking street requirement, an offsite pedestrian connection is proposed along the northside of Skyline Road S to connect the proposed development to the existing sidewalk approximately 200 feet northeast of the subject property.

The applicant is proposing to locate stormwater facilities within the right-of-way, to ensure the street standard is met, street trees shall be provided to the maximum extent feasible pursuant to SRC 86.015(e). To ensure the standard is met the following condition applies:

Condition 7: Provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.

Quail Run Lane, is proposed to be a private street build to a local street standards, with a three-quarter improvement west of Mountain Quail Drive S. The three-quarter street section shall have an improvement width of 24 feet to accommodate the standard 8.5-foot-wide landscape strip along the southern border of the street. The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.

Mountain Quail Drive S is proposed as a public, local street and will be constructed to Local street standards. The turnaround for fire at the terminus of Mountain Quail Drive S shall have no parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.

Pursuant to SRC 803.065(a)(3), the Director may authorize the use of one or more alternate street standards where topography or other conditions make the construction that conforms to the standards impossible or undesirable. All internal streets will be constructed to Local Street standards as specified in the Salem TSP, with the exception Quail Run Lane S west of Mountain Quail Road. There are several large lots along the north side of Quail Run Lane, which may be developed in the future. The alternative

street standard is approved in the interim until additional right-of-way can be dedicated to meet the local street standard.

The alternative street section shall have a curb-to-curb improvement width of 24 feet to accommodate two 12-foot-wide travel lanes with no parking signs posted along both sides. The improvement shall be aligned to provide the standard 15-foot section between curb and property-line along the southern boundary. The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.

Condition 8: Construct internal streets to Local street standards. Required modifications and approved alternative to the internal street designs are as follows:

The landscape strip along Quail Run Lane S shall have a minimum dimension of 8.5 feet. The pavement width may be reduced to 24 feet west of Mountain Quail Drive S.

The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.

The turnaround for fire at the terminus of Mountain Quail Drive S shall have no parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.

As conditioned, the proposal meets this requirement.

SRC 803.030 (Street Spacing): The subject property consists of two taxlots forming a 4.24 acre site that is bordered by large residential lots to the north and west, and Skyline Road S to the south. The proposed subdivision has provided street spacing less than 600-foot intervals, and is consistent with the requirement under SRC 803.030(a).

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 a platted residential subdivision to the north with street connection to the subject property. The proposed subdivision plan provides internal street connectivity by creating a private street along the existing easement known as Quail Run Lane. The proposal provides two connections, on to the west via the private easement of Quail Run Lane and one to the south to the undeveloped abutting property. Quail Run Lane will connect to Skyline Road S near the existing easement connection; these internal streets in turn provide several points of connection to these existing boundary streets and the surrounding street network.

The street connection is approximately 200 feet apart, ensuring that properties to the east and west can be developed in the future and also meet the 600-foot maximum block length set forth in SRC 803.030(a).

Subsection (b) requires that all street improvements, including sub-base, base, pavement, curbs, sidewalks, and surface drainage shall conform to all provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

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

Condition 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): Skyline Road S, designated as a Minor Arterial street in the TSP, abuts the southern boundary of the subject property. As noted above, Skyline Road S is also a linking street for the UGA permit consolidated with the application. The existing 50-foot-wide right-of-way of the abutting the proposed subdivision does not meet the standard for a Minor Arterial Street. In order to ensure that boundary and linking street improvements are implemented consistent with the Transportation System Plan and Public Works Design Standards, the following conditions shall apply:

Condition 10: Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Skyline Road S.

Condition 11: Construct a northbound to westbound left turn lane on Skyline Road S at Quail Run Lane S.

Condition 12: Construct a 10-foot-wide shared use path along Skyline Road S from the north line of the subject property to the existing sidewalk approximately 200 feet to the north.

As conditioned, the proposal meets the requirements of SRC 803.040.

(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 (TCP19-05) was submitted in conjunction with the subdivision tentative plan. TCP19-05 identifies 81 trees on the subject property, with 50 trees proposed for removal, including one significant Oregon White Oaks. Trees proposed for removal are primarily located within presumed building envelopes, street rights-of-way, and utility easements. The TCP describes 31 other trees, mostly on the eastern portion of the property, which are located in rear or side yard setbacks.

The applicant submitted a written statement describing the only way to widen Quail Run Lane is to remove the one significant Oregon White Oaks proposed to be removed. The applicant indicates that necessary grading and paving is likely to damage the root systems of the significant tree identified. Based on review of the proposed tree plan, staff has determined that streets and lots are designed to preserve trees to the extent possible, in compliance with SRC 808.

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

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

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

SRC Chapter 810 (Landslide Hazards): City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, there are areas on the subject property assigned 2 landslide hazard susceptibility points. The proposed subdivision adds three activity points to the proposal, which results in a total of 5 points. Pursuant to SRC Chapter 810, Table 810-1E, the proposed phased subdivision is classified as a moderate landslide risk and requires a geologic assessment.

A geologic assessment, prepared by Branch Engineering and dated March 25, 2019, was submitted to the City of Salem. This assessment demonstrates that the site could

be subdivided and developed without increasing the potential for slope hazards on the site or adjacent properties.

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 4.2-acre property into 22 lots and rights-of-way for boundary and internal streets. Access to lots within the proposed subdivision is provided by new private internal streets and improved boundary streets, with one lot served by a flag lot accessway. The subject property abuts a larger lot, single family dwellings to the north, vacant land outside of the City Limits to the south and west, and a residential subdivision across Skyline Road to the west. The proposal provides street and pedestrian connections to abutting properties to the north, south and west. The proposal would not limit or interfere with the established use or future redevelopment of these properties.

The lots within the proposed subdivision, as proposed and conditioned, 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. The existing street network in the vicinity of the subject property and proposed streets within the subdivision are sufficient to provide access to each of the proposed lots. 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.

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: The subject property is located outside of the designated Urban Service Area and has applied for a Urban Growth Preliminary Declaration permit to determine what master plan facilities are required for the proposed development. Comments from the Public Works Department indicate that this infrastructure appears to be adequate to serve the property as shown on the applicant's preliminary utility plan and conditioned above. 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 green stormwater infrastructure to accommodate future impervious surfaces, and dedication of public and private utility easements to allow for 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 not served by a park. The applicant as noted in the UGA permit is required to convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26). As an alternate, the applicant has the option of paying a temporary access fee pursuant

to SRC 200.080(a). To ensure compliance with the Comprehensive Parks Master Plan Update and UGA permit below the following condition applies:

- Condition 13:** The applicant has two options for providing park facilities to serve the subject property:
- Convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26); or
 - Pay a temporary access fee of \$101,495.90 as a condition of final plat approval. The temporary access fee shall be credited toward the Parks SDCs due for each lot at the time of building permit issuance.

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.

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: Skyline Road S abutting the subject property does not meet the improvement and right-of-way widths for a minor arterial classification as shown in the Salem Transportation System Plan (TSP). Boundary street improvements are required. As identified in the conditions of approval, the applicant is required to dedicate right-of-way and construct half-street improvements, along the entire frontage of the subject property on Skyline Road.

As described in findings above, due to ownership constraints of the existing private street and specifications of existing streets, Quail Run Lane will be constructed to alternative street standards approved pursuant to SRC 803.065 past Mountain Quail Road. Other internal streets will meet the Local Street standard with 60-foot-wide rights-of-way and 30-foot-wide improvements. As proposed and conditioned, the existing and future streets serving the subdivision conform to the TSP. The tentative plan meets this criterion.

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

Finding: Conditions 7-12 implement required boundary street improvements along the Skyline Road S. In addition to the boundary improvement, internal circulation would be provided by Quail Run Lane (private) and Mountain Quail Road (public). Access to Lot 18 is provided by a flag lot accessway.

The proposed network of boundary and internal streets serving the subdivision provides access to all lots within the subdivision. 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 two neighborhood activity centers:

- Sprague High School, a public high school located at 2373 Kuebler Road S, approximately 2,200 feet north of the closest lots within the proposed subdivision. Sprague-Skyline Park, a 43-acre park located at 2373 Kuebler Road S, abuts the school campus to the south and west.
- Secor Park, an 8.44-acre neighborhood park is located approximately 2,500 feet east of the closest lots within the proposed subdivision, at 5453 Liberty Road.

The nearest transit service available to the subject property is on Redleaf Drive S and Elmwood Drive S, by way of Salem Keizer Transit's Route 8 bus line. There are continuous sidewalk access is available across Skyline Road between the subject property and Secor Park, via existing streets and sidewalks developed as part of existing subdivisions.

The subject property will provide internal streets with safe and convenient bicycle and pedestrian access, and provide boundary street improvements along the south and east boundaries of the subject property, connecting existing multi-modal transportation facilities with the existing transportation system. Although the immediate vicinity of the subject property includes sloping topography and large undeveloped properties, existing bicycle and pedestrian access to neighborhood activity centers is safe and convenient. The bicycle and pedestrian network in the vicinity is likely to improve as development occurs on surrounding properties.

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 22-lot subdivision will generate less than 1,000 average daily vehicle trips to Skyline Road S, designated in the Transportation System Plan as a Minor Arterial. Accordingly, a Transportation Impact Analysis is not required as part of the review of the tentative subdivision plan.

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

Finding: The proposed subdivision 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 applicant has proposed a street network that allows designed street grades to meet City standards. The proposed streets will be typical of residential development in Salem in areas with relatively steep natural topography.

Despite constraints imposed by the sloping topography the layout allows for reasonable development of all lots within the subdivision without variances from the UDC. 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. Preservation of the existing residence minimizes disruptions to vegetation and topography that would result from building demolition and regrading of that portion of the site.

The extensions of Quail Run Lane as internal streets provide a logical extension of the existing street network and allow an arrangement of home sites that takes into account the existing topography. The tree conservation plan submitted in conjunction with the tentative subdivision plan proposes to retain 31 trees, or approximately 38 percent of the 81 trees identified on the subject property. The applicant is proposing to remove one significant tree located on site. The tree is located next to the currently alignment of

Quail Run Lane. Any type of widening of Quail Run Lane to meet City Standards require the tree to be removed. The majority of trees designated for retention are within rear or side yard setbacks of proposed lots within the subdivision.

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 and has applied for an Urban Growth Area Preliminary Declaration, which is addressed below.

8. Urban Growth Area Preliminary Declaration

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

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

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

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

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

SRC 200.055 – Standards for Street Improvements

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

Skyline Road S currently has a 22-foot-wide improvement within a 50-foot-wide right-of-way, and does not meet the requirement of an adequate linking street. In order to meet the linking street requirement, an offsite pedestrian connection is proposed along the northside of Skyline Road S to connect the proposed development to the existing sidewalk approximately 200 feet northeast of the subject property.

The applicant shall be required to dedicate right-of-way on the development side to equal a half-width of 36 feet from centerline of Skyline Road S and construct a minimum 23-foot-wide half-street improvement on the development side of Skyline Road S to Minor Arterial street standards.

SRC 200.060 – Standards for Sewer Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch main located in Quail Run Lane S within the proposed subdivision.

All developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003).

SRC 200.065 – Standards for Storm Drainage Improvements

Finding: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The nearest available public storm system appears to be located in Skyline Road S along the frontage of the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005.

SRC 200.070 – Standards for Water Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing S-3 water system is lacking adequate reservoir capacity. In order to meet the minimum Water System

Master Plan requirements as a condition of development in the S-3 water service level, the applicant shall be required to construct the Skyline #2 Reservoir.

Alternatively, temporary capacity is available in the Champion Hill Reservoir through payment of a temporary access fee pursuant to SRC 200.080(a). In lieu of constructing the Skyline #2 Reservoir, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem and paying a temporary access fee. The temporary access fee for this area is based on the water-rate-funded portion of the Skyline #2 reservoir, which was \$1,200,000. This component total was divided by the number of remaining lots that can temporarily be served by the Skyline #2 reservoir, which is estimated to be 600 lots, equaling \$2,000 per lot. The applicant shall provide linking water mains consistent with the Water System Master Plan adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

SRC 200.075 – Standards for Park Sites

Finding: The Comprehensive Park System Master Plan shows that the subject property lacks adequate parks facilities. The applicant will reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Park System Master Plan (SRC 200.075(a)).

The applicant shall be required to convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26). As an alternate, the applicant has the option of paying a temporary access fee pursuant to SRC 200.080(a). The temporary access fee of \$101,495.90 is based on the Parks SDC of \$4,613.45 per lot multiplied by 22 lots. This temporary access fee shall be due at the time of plat and shall be credited towards the total Parks SDCs due for each lot at the time of building permit issuance.

9. Conclusion

Based upon review of SRC 205.005 and SRC 200.025, the findings contained under Section 7 and 8 above, and the comments described, the tentative subdivision plan and urban growth preliminary declaration 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. 19-04, on property zoned RA (Residential Agriculture), and located at the 5500 Block of Skyline Road S (Marion County Assessor Map and Tax Lot Number 083W17AC03100 and 083W17DB00100), 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 flag lot accessway serving Lot 18 shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1, for a residential flag lot accessway serving 1 to 2 lots.
- Condition 2:** Lots 17 and 19 shall not have access to the proposed access easement.
- Condition 3:** "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 4:** Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.
- Condition 5:** Construct water and sewer systems to serve each lot.
- Condition 6:** As a condition of development in the S-3 water service level, the applicant shall either:
- c. Construct Skyline #2 reservoir (S-3) as specified in the Water System Master Plan; or
 - d. Pay a temporary access fee of \$2,000 per lot pursuant to SRC 200.080(a).
- Condition 7:** Provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.
- Condition 8:** Construct internal streets to Local street standards. Required modifications and approved alternative to the internal street designs are as follows:
- The landscape strip along Quail Run Lane S shall have a minimum dimension of 8.5 feet. The pavement width may be reduced to 24 feet west of Mountain Quail Drive S.
 - The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and no parking signs shall be posted along both sides of Quail Run Lane S.

- The turnaround for fire at the terminus of Mountain Quail Drive S shall have no parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.

- Condition 9:** Dedicate a 10-foot public utility easement (PUE) along the street frontage of all internal streets.
- Condition 10:** Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Skyline Road S.
- Condition 11:** Construct a northbound to westbound left turn lane on Skyline Road S at Quail Run Lane S.
- Condition 12:** Construct a 10-foot-wide shared use path along Skyline Road S from the north line of the subject property to the existing sidewalk approximately 200 feet to the north.
- Condition 13:** The applicant has two options for providing park facilities to serve the subject property:
- c. Convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26); or
 - d. Pay a temporary access fee of \$101,495.90 as a condition of final plat approval. The temporary access fee shall be credited toward the Parks SDCs due for each lot at the time of building permit issuance.



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:	<u>May 2, 2019</u>
Notice of Decision Mailing Date:	<u>May 24, 2019</u>
Decision Effective Date:	<u>June 11, 2019</u>
State Mandated Decision Date:	<u>August 30, 2019</u>

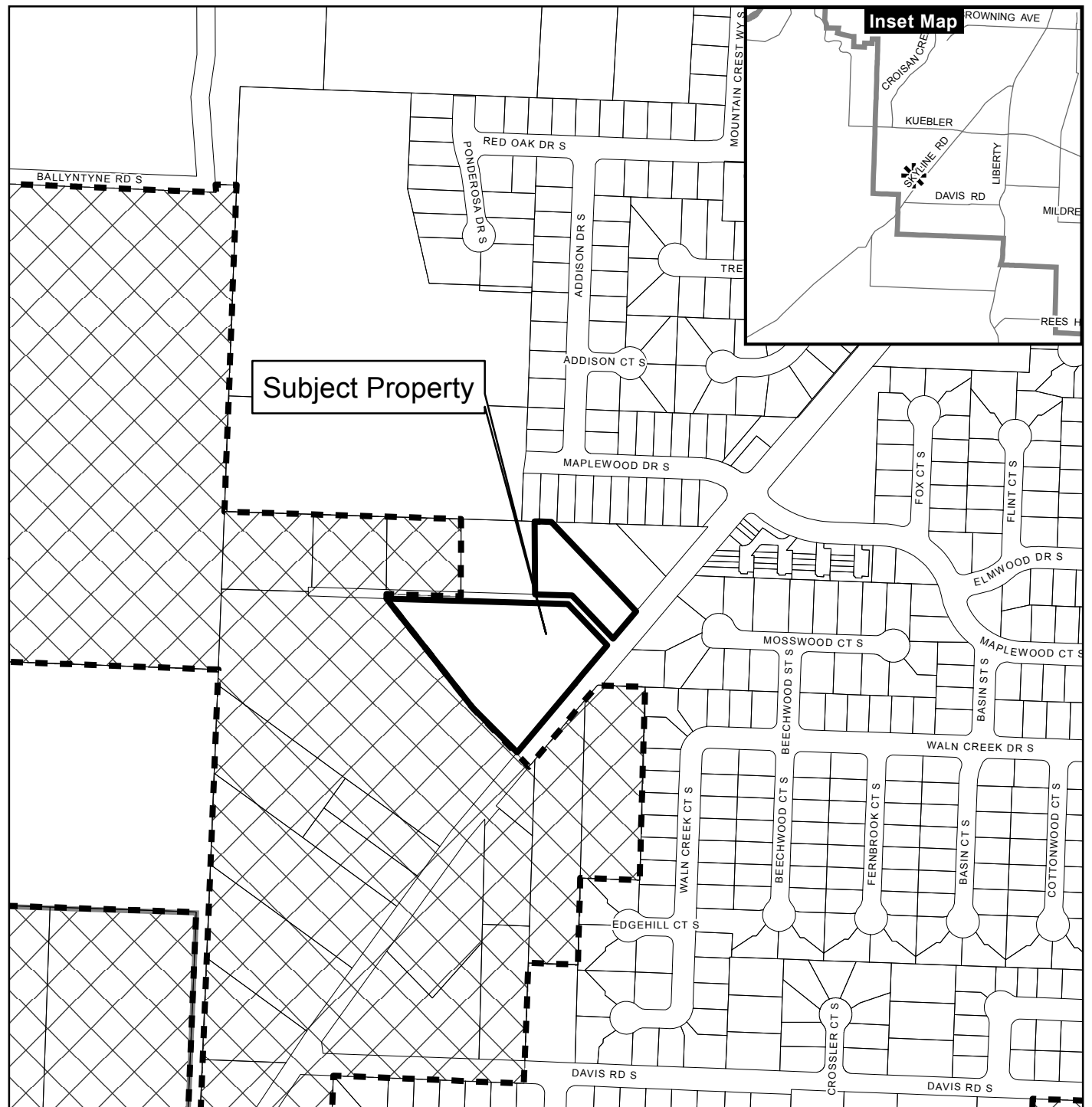
The rights granted by this decision must be exercised or extension granted by June 11, 2021 or this approval shall be null and void.

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 **Monday, June 10, 2019, 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

5500 Block Skyline Road



Legend

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

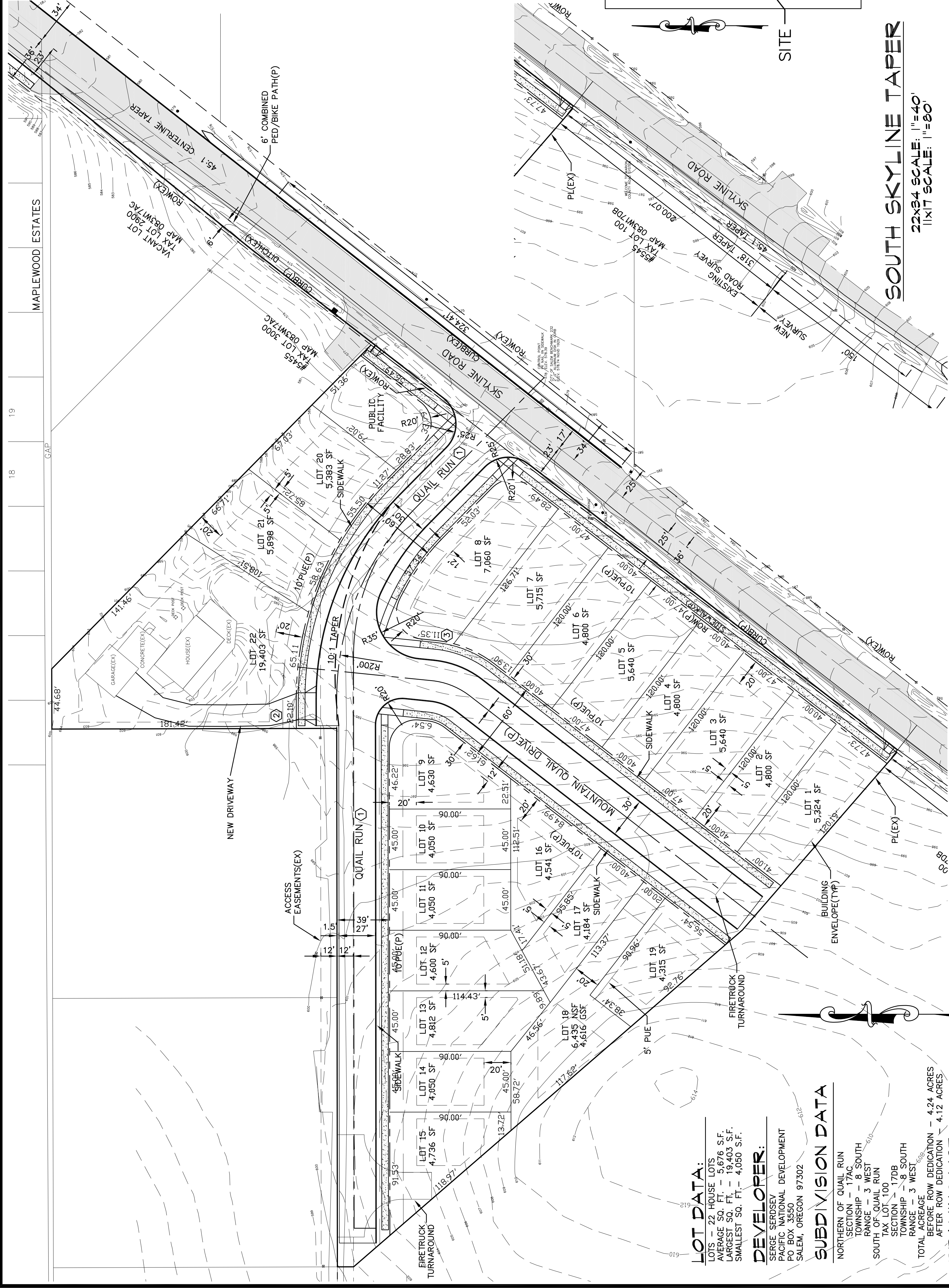
Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

0 100 200 400 Feet





LOT DATA:
LOTS = 22 HOUSE LOTS
AVERAGE SQ. FT. = 5,676 S.F.
LARGEST SQ. FT. = 19,403 S.F.
SMALLEST SQ. FT. = 4,050 S.F.

DEVELOPER:
SERGE SERDSEV
PACIFIC NATIONAL DEVELOPMENT
PO BOX 3550
SALEM, OREGON 97302

SUBDIVISION DATA

NORTHERN OF QUAIL RUN
SECTION - 17AC
TOWNSHIP - 8 SOUTH
RANGE - 3 WEST
SOUTH OF QUAIL RUN
TAX LOT 100
SECTION - 17DB
TOWNSHIP - 8 SOUTH
RANGE - 3 WEST
TOTAL ACREAGE
BEFORE ROW DEDICATION - 4.24 ACRES
AFTER ROW DEDICATION - 4.12 ACRES

DRAWING LIST:

- C1 TENTATIVE SITE PLAN
- C2 EXISTING CONDITIONS SURVEY
- C3 COMPOSITE UTILITY PLAN
- C4 QUAIL RUN STREET PLAN AND PROFILE
- C5 QUAIL RUN STREET PLAN AND PROFILE
- C6 MOUNTAIN QUAIL STREET PLAN AND PROFILE
- T1 TREE PRESERVATION PLAN

NORTHERN QUAIL RUN SUBDIVISION SITE PLAN

22x34 SCALE: 1"=40'
11x17 SCALE: 1"=80'

FOR SUBDIVISION APPLICATION
NOT FOR CONSTRUCTION

ABBREVIATIONS:

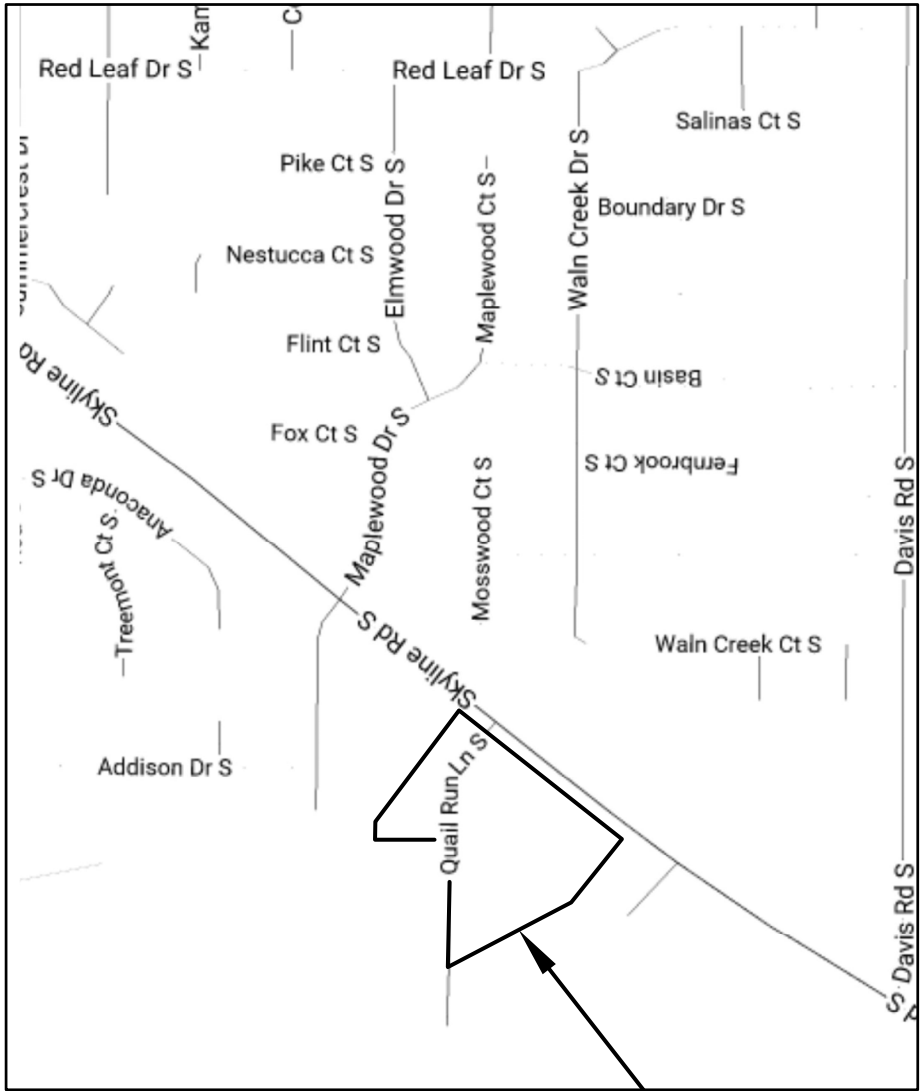
- AC - ASPHALTIC CONCRETE
- AD - ALGEBRAIC DIFFERENCE
- ALCSP - ALUMINIZED CORRUGATED STEEL PIPE
- ASSY - ASSEMBLY
- BVCE - BEGINNING V.C. ELEVATION
- BVCS - BEGINNING V.C. STATION
- BFV - BUTTERFLY VALVE
- C&G - CURB AND GUTTER
- CB - CATCH BASIN
- CHDPE - CORRUGATED HIGH DENSITY POLYPROPYLENE
- CMP - CORRUGATED METAL PIPE
- CO - CLEANOUT
- CONC - CONCRETE
- COSSO - CITY OF SALEM STANDARD DRAINAGE
- COKSD - CITY OF SALEM STANDARD DRAINAGE KEELER STANDARD DRAINAGE
- CUL - CULVERT
- DI - DUCTILE IRON
- DS - DOWN SPOUT
- DWG - DRAINING
- EG - EXISTING GROUND/GRADE
- E - EXISTING ELEVATION
- ELEC - ELECTRIC
- EL - ELEVATION
- ER - ENTERING RADIUS
- EVS - EXISTING V.C. STATION
- FG - FINISH GRADE
- FH - FIRE HYDRANT
- FM - FORCE MAIN
- INT - INTERSECTION
- INV - INVERT
- K - DESIGN CONSTANT
- L - LENGTH-LINE
- LP - LIGHT POLE
- MS - MASONRY
- MH - MANHOLE
- M - METER
- MJ - MECHANICAL JOINT
- ML - MEGALUG JOINT
- MS - MASONRY
- PVC - POLYVINYL CHLORIDE
- PP - POWER POLE
- PL - PROPERTY LINE
- R - RADIUS
- RD - ROAD
- RO - ROOF DRAIN
- RS - ROOF DRAIN
- SS - SANITARY SEWER
- S - SLOPE
- SCH - SCHEDULE
- ST - STATION
- STD - STANDARD
- STD - STANDARD
- SD - STORM DRAIN
- SVC - SERVICE
- TC - TOP OF CURB
- TEL - TELEPHONE
- VC - VERTICAL CURVE
- VM - WATER MAIN
- PC - POINT OF CURVE
- PT - POINT OF TANGENT
- PERF - PERFORATED

BENCHMARK DATUM:

CITY OF SALEM BENCHMARK 232 2"
ALUMINUM DISK APPROXIMATELY 48"
SOUTH OF QUAIL RUN AND SKYLINE
INTERSECTION, ON THE EAST SIDE OF
THE ROAD IN THE CURB.
ELEV. 578.74 NGVD 1929

OSHEET NOTES:

- 1. ENTIRE QUAIL RUN STREET IS
PROPOSED AS A PRIVATE ROAD
STANDARDS TO CITY OF SALEM
- 2. NEW DRIVEWAY FOR LOT 22.
- 3. NEW DRIVEWAY FOR LOT 8.



VICINITY MAP

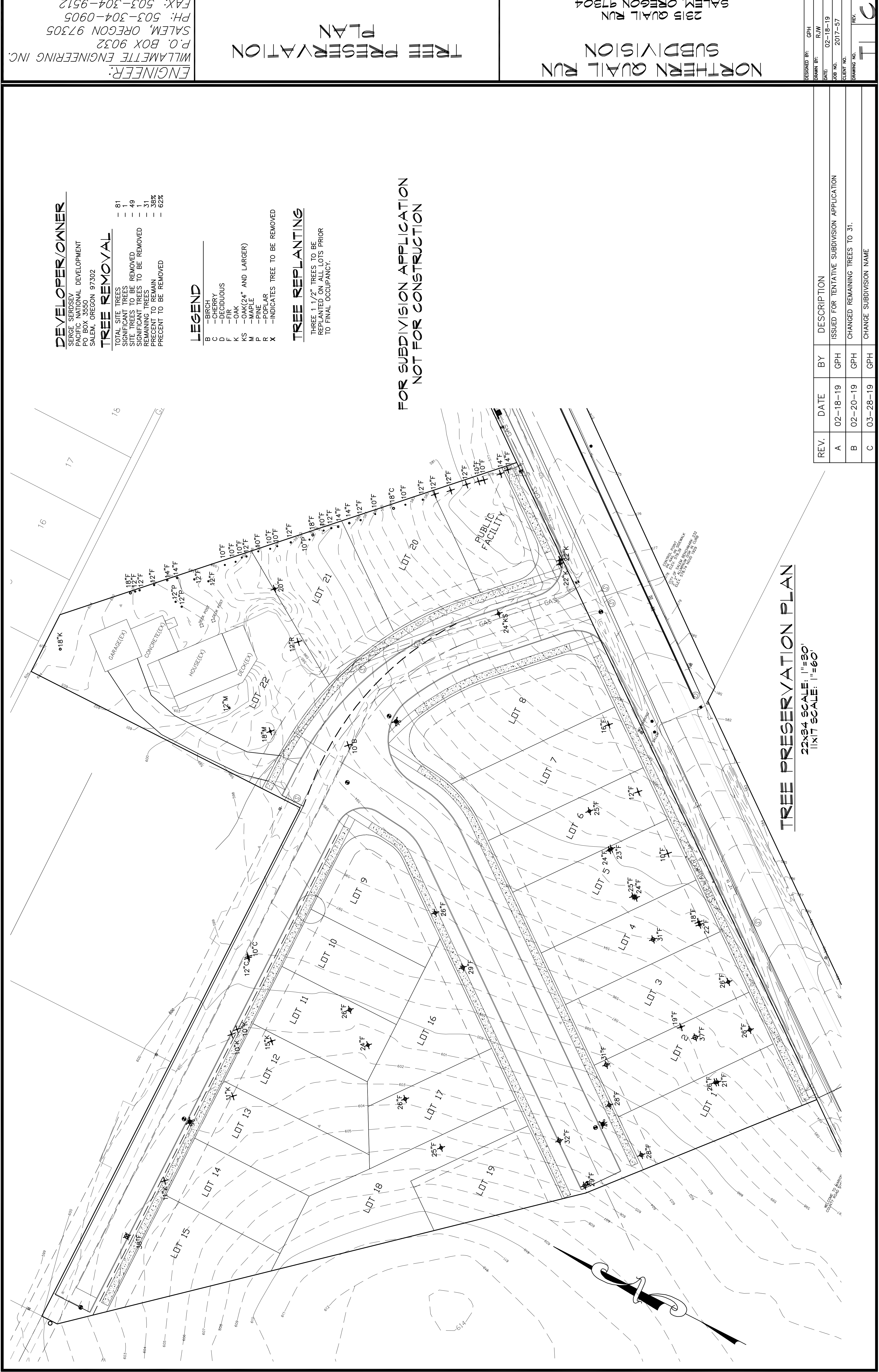
SOUTH SKYLINE TAPER

22x34 SCALE: 1"=40'
11x17 SCALE: 1"=80'

**NORTHERN QUAIL RUN
SUBDIVISION**
2315 QUAIL RUN
SALEM, OREGON 97304

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

DESIGNED BY:	GPH
DRAWN BY:	RJW
DATE:	03-25-19
SUB NO.	2017-57
CLIENT NO.	
DRAWING NO.	
REV.	



DEVELOPER/OWNER

SERGE SERDSEV
PACIFIC NATIONAL DEVELOPMENT
PO BOX 3550
SALEM, OREGON 97302

TREE REMOVAL

TOTAL SITE TREES - 81
SIGNIFICANT TREES - 1
SITE TREES TO BE REMOVED - 49
SIGNIFICANT TREES TO BE REMOVED - 1
REMAINING TREES - 31
PERCENT TO REMAIN - 38%
PERCENT TO BE REMOVED - 62%

LEGEND

- B - BIRCH
- C - CHERRY
- D - DECIDUOUS
- F - FIR
- K - OAK
- KS - OAK(24" AND LARGER)
- M - MAPLE
- P - PINE
- R - POPLAR
- X - INDICATES TREE TO BE REMOVED

TREE REPLANTING

THREE 1 1/2" TREES TO BE REPLANTED ON ALL LOTS PRIOR TO FINAL OCCUPANCY.

FOR SUBDIVISION APPLICATION
NOT FOR CONSTRUCTION

TREE PRESERVATION PLAN

22x34 SCALE: 1"=30'
11x17 SCALE: 1"=60'

REV.	DATE	BY	DESCRIPTION
A	02-18-19	GPH	ISSUED FOR TENTATIVE SUBDIVISION APPLICATION
B	02-20-19	GPH	CHANGED REMAINING TREES TO 31.
C	03-28-19	GPH	CHANGE SUBDIVISION NAME

NORTHERN QUAIL RUN
SUBDIVISION
2315 QUAIL RUN
SALEM, OREGON 97304

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

DESIGNED BY:	GPH
DRAWN BY:	RJW
DATE:	02-18-19
JOB NO.	2017-57
CLIENT NO.	
DRAWING NO.	
REV.	

**PROPOSED QUAIL RUN SUBDIVISION APPLICATION
2315 QUAIL RUN, TAX LOT 200 MAP 8S3W17AC AND TAX LOT 200 OF
TAX LOT 83W17DB, LOCATED AT QUAIL RUN AND THE
SOUTHWEST CORNER OF THE INTERSECTION OF QUAIL RUN
ROAD AND SKYLIN ROAD S.
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. Most front and rear lot designations are obvious. The front of Lot 9 will face Quail Run. The front of Lot 18 will face Mountain Quail Drive.
4. There is 1 flag lot of the proposed 22 lots for 4.5%, well below the allowed 15%.
5. Existing City infrastructure has been reviewed. The Salem water, sanitary, and storm water systems have capacity for the increased demands from the proposed residential subdivision.
6. The primary entrance to the subdivision is Quail Run off of Skyline Road. There is only one entrance, which is allowed by the Salem Fire Department. The total residences accessed from the Quail Run intersection is below 30.
6. A geological and geotechnical investigation is prepared and the requirements will be followed in the design and construction of the subdivision. There are no special setbacks or flood plain.
7. The tentative subdivision provides street extensions to the west with Quail Run and the south with Mountain Quail. Future development is not impeded.
8. A pre-application meeting have 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.
 - a. Standard 6.4.1 – the tentative subdivision new streets are connecting to Skyline Road and the proposed future street extensions provide development to the undeveloped neighboring properties. This standard is met.

- b. Standard 6.4.2 - the street arrangement follows the natural contours of the property. This standard is met.
 - c. Standard 6.4.3 - each street has access to an accepted city street. This standard is met.
 - d. Standard 6.4.4 - the street centerline spacings exceed 200'. This standard is met.
 - e. Standard 6.4.5 – all street intersections meet Salem Public Works street intersection standards. This standard is met.
 - f. Standard 6.4.6 – all street corners have a radius of 25' or more. This standard is met.
 - g. Standard 6.4.7 – all street curvatures match or exceed a minimum radius of 150'. This standard is met.
 - h. Standard 6.4.8 – street dead ends and cul-de-sac lengths. This standard is does not apply.
 - i. Standard 6.4.9 and 10 - street names match existing names. This standard is met.
 - j. Street Right of Way Width – standard right of way width requirement is 60. This standard is met.
 - k. Salem connecting street requirements indicate that block spacing is to be a maximum of 600' spacing between right of way lines. This standard is met.
10. Several meetings have been held with City of Salem Staff. 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 streets and sidewalks on the tentative subdivision plan connect to the new sidewalks to construct along Skyline Road. These connections and the existing system provide safe and convenient bicycle and pedestrian access to the improved Skyline Road.
 12. The main connection of the proposed subdivision is to Skyline Road. The new generated trips of the subdivision is below the 1,000 requirement for connecting to an Arterial which would trigger a Traffic Impact Study. Therefore, a Traffic Impact Study is not required.
 13. The tentative subdivision has taken into account the existing vegetation and topography to minimize variances. The street grades have been designed to not exceed 12%. The subdivision has been designed to retain the maximum amount of trees, while still providing a practical residential subdivision.

14. The site is a sloped terrain with grades of approximately 8%. The cuts and fills will be typical for street and utility construction and for the street and building lots. Salem Standards also have minimum street slope requirements at the ADA crossings. To accommodate these additional cuts and fills are required. However, every effort has been made in the tentative plan to incur the least disruption of the site, topography, and vegetation, while developing a residential subdivision.
15. An Urban Growth Preliminary Declaration is required and application has been submitted.
17. There are one Significant white oak trees 24" in diameter and larger. This one 24" white oak is in the path of the new Quail Run expanded street construction. The tree needs to be removed.

The Tree Preservation Plan indicates that the retained trees will be 38% of the original existing trees.

18. Lot Front Orientation – Salem code requires that the if the street frontage is not obviously at the street frontage, the house front should be designated in the Subdivision Application. For the following lots, an Adjustment is requested:

Lot 9 – Front is facing north.

Lot 18 – Front is facing southeast toward Mountain Quail.

19. The new Quail Run Street is being presented and constructed as a private street constructed to City of Salem Standards. The new Quail Run Estates Subdivision will prepare a homeowners association and one of the covenants will be to maintain the private Quail Run street to City of Salem standards and the Quail Run Estates Association will be responsible for all the associated costs.



MEMO

TO: Olivia Glantz, Planner III
Community Development Department

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

DATE: May 24, 2019

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SUB-UGA19-04 (19-105454-LD; 19-105472-LD)
5515 SKYLINE ROAD S
22-LOT SUBDIVISION (NORTHERN QUAIL RUN)

PROPOSAL

A tentative subdivision plan and urban growth preliminary declaration to divide approximately 4.2 acres into 22 lots ranging in size from 4,000 square feet to 19,403 square feet. The subject properties are a total of approximately 4.2 acres in size, zoned RA (Residential Agriculture), and located at the 5500 Block of Skyline Road SE (Marion County Assessor Map and Tax Lot Number 083W17AC03100 and 083W17DB00100).

URBAN GROWTH PRELIMINARY DECLARATION REQUIREMENTS

1. Along the entire frontage of Skyline Road S, construct a 23-foot-wide half street improvement to Minor Arterial standards within a minimum 36-foot-wide half-width right-of-way.
2. Construct a 10-foot-wide shared use path along Skyline Road S from the north line of the subject property to the existing sidewalk approximately 200 feet to the north.
3. As a condition of development in the S-3 water service level, the applicant shall either:
 - a. Construct Skyline #2 reservoir (S-3) as specified in the Water System Master Plan; or
 - b. Pay a temporary access fee of \$2,000 per lot pursuant to SRC 200.080(a).
4. The applicant has two options for providing park facilities to serve the subject property:

- a. Convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26); or
- b. Pay a temporary access fee of \$101,495.90 as a condition of final plat approval. The temporary access fee shall be credited toward the Parks SDCs due for each lot at the time of building permit issuance.

RECOMMENDED SUBDIVISION CONDITIONS

1. Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Skyline Road S.
2. Construct a northbound to westbound left turn lane on Skyline Road S at Quail Run Lane S.
3. Construct internal streets to Local street standards. Required modifications and approved alternatives to the internal street designs are as follows:
 - a. Construct Quail Run Lane S west of Mountain Quail Drive S with a curb-to-curb improvement width of 24 feet with no parking signs posted along both sides. The improvement shall be aligned to provide the standard 15-foot section between curb and property line along the southern boundary.
 - b. The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and No Parking signs shall be posted along both sides of Quail Run Lane S.
 - c. The turnaround for fire at the terminus of Mountain Quail Drive S shall have No Parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.
4. Provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.
5. Construct water and sewer systems to serve each lot.
6. Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Construct stormwater facilities that are proposed in the public right-of-way and in public storm easements.

7. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.

FACTS

Streets

1. Skyline Road S

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 22-foot improvement within a 50-foot-wide right-of-way abutting the subject property.
- c. Special Setback—The frontage of the subject property has a special setback equal to 36 feet from centerline of Skyline Road S.

2. Quail Run Lane S (private)

- a. Standard—This street is designated as a Private street. Private streets shall conform to SRC Chapter 803 and PWDS pursuant to SRC 803.020(b)(2). The standard for a Local street is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 12-foot gravel improvement within a 24-foot-wide access easement within the subject property.

Storm Drainage

1. Existing Conditions

- a. A ditch is located along the property frontage in Skyline Road S.
- b. The subject property is within the Battle Creek Drainage Basin.

Water

1. Existing Conditions

- a. The subject property is located in the S-3 water service level.

- b. A 12-inch S-3 public water main is located in Skyline Road S.
- c. The existing S-3 system has inadequate capacity to serve the proposed development. See Urban Growth Preliminary Declaration findings.

Sanitary Sewer

1. Existing Sewer

- a. An 8-inch sewer main is located in Quail Run Lane S and Skyline Road S.

Parks

No existing parks facilities are available within ½ mile of the subject property. The *Comprehensive Parks System Master Plan* shows that a future Neighborhood Park (either NP-18 or N- 26) is planned near the subject property.

URBAN GROWTH PRELIMINARY DECLARATION FINDINGS

The subject property is located outside the Urban Service Area in an area without adequate facilities as defined in SRC Chapter 200. Analysis of the subject property based on relevant standards in SRC 200.055 through SRC 200.075 is as follows:

SRC 200.055—Standards for Street Improvements

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

Skyline Road S currently has a 22-foot-wide improvement within a 50-foot-wide right-of-way, and does not meet the requirement of an adequate linking street. In order to meet the linking street requirement, an offsite pedestrian connection is proposed along the northside of Skyline Road S to connect the proposed development to the existing sidewalk approximately 200 feet northeast of the subject property.

The applicant shall be required to dedicate right-of-way on the development side to equal a half-width of 36 feet from centerline of Skyline Road S, and construct a minimum 23-foot-wide half-street improvement on the development side of Skyline Road S to Minor Arterial street standards. The applicant is advised that permits from Marion County Public Works are required for work proposed along that portion of Skyline Road S located outside of city limits.

SRC 200.060—Standards for Sewer Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch main located in Quail Run Lane S within the proposed subdivision.

All developments are required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003).

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The nearest available public storm system appears to be located in Skyline Road S along the frontage of the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005.

SRC 200.070—Standards for Water Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing S-3 water system is lacking adequate reservoir capacity. In order to meet the minimum *Water System Master Plan* requirements as a condition of development in the S-3 water service level, the applicant shall be required to construct the Skyline #2 Reservoir.

Alternatively, temporary capacity is available in the Champion Hill Reservoir through payment of a temporary access fee pursuant to SRC 200.080(a). In lieu of constructing the Skyline #2 Reservoir, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem and paying a temporary access fee. The temporary access fee for this area is based on the water-rate-funded portion of the Skyline #2 Reservoir, which was \$1,200,000. This component total was divided by the number of remaining lots that can temporarily be served by the Champion Hill Reservoir, which is estimated to be 600 lots, equaling \$2,000 per lot. The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

SRC 200.075—Standards for Park Sites

Findings—The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the *Salem Comprehensive Park System Master Plan* (SRC 200.075(a)).

The *Comprehensive Park System Master Plan* shows the subject property lacks adequate parks facilities. The applicant shall be required to convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26). As an alternate, the applicant has the option of paying a temporary access fee pursuant to SRC 200.080(a). The temporary access fee of \$101,495.90 is based on the Parks SDC of \$4,613.45 per lot multiplied by 22 lots. This temporary access fee shall be due at the time of plat and shall be credited toward the total Parks SDCs due for each lot at the time of building permit issuance.

CRITERIA AND FINDINGS - SUBDIVISION

The following Code references indicate the criteria 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 subdivision plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the subdivision plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h),

672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

The existing condition of Skyline Road S lacks adequate right-of-way for its classification of street (Minor Arterial) pursuant to the *Salem TSP*. The property is subject to a special setback equal to 36 feet from centerline of Skyline Road S.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point landslide hazard areas on the subject property. The proposed activity of a subdivision adds 3 activity points to the proposal, which results in a total of 5 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geotechnical Engineering Investigation, prepared by Branch Engineering Inc. and dated March 25, 2019, was submitted to the City of Salem. This assessment demonstrates the subject property could be developed 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—The existing S-3 water infrastructure is lacking adequate reservoir capacity to serve the proposed development. In order to meet the minimum *Water System Master Plan* requirements as a condition of development in the S-3 water service level, the applicant shall be required to construct the Skyline #2 Reservoir. Alternatively, temporary capacity is available in the Champion Hill Reservoir through payment of a temporary access fee pursuant to SRC 200.080(a). In lieu of constructing the Skyline #2 Reservoir, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem, paying a temporary access fee as described in the Urban Growth Preliminary Declaration findings above, and connecting to the existing S-3 public water main located in Skyline Road S.

Sewer and stormwater infrastructure are available along the perimeter of the site and are adequate to serve the property as shown on the applicant's composite utility plan. All developments are required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. The tentative

subdivision composite utility plan shows public sewer and stormwater main extensions to adjacent upstream parcels.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. The applicant's engineer submitted a preliminary stormwater report in compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The applicant has not demonstrated that the proposed stormwater facility meets the sizing requirement needed to serve the proposed development, and its adjustment may affect adjacent lot sizes. To demonstrate the proposed parcels can meet the PWDS, the applicant shall provide an engineered stormwater design at the time of plat to accommodate future impervious surface on all proposed lots, including new street improvements.

All public and private City infrastructures proposed to be located in the public right-of-way shall be constructed or secured pursuant SRC 205.035(c)(7)(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 applicant is advised that permits from Marion County Public Works are required for work proposed along that portion of Skyline Road S located outside of city limits.

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

Finding—Skyline Road S abuts the subject property and does not meet the current standard for a Minor Arterial street. As identified in the conditions of approval, the applicant is required to convey for dedication a half-width right-of-way equal to 36 feet from centerline of Skyline Road S and construct a half-street improvement along the entire frontage of Skyline Road S to Minor Arterial standards. This street improvement shall include a northbound to westbound left turn lane from Skyline Road S at Quail Run Lane S. Street trees shall be provided to the maximum extent feasible pursuant to SRC 86.015(e). At the time of plat, the applicant shall provide a street tree plan that demonstrates the provision of street trees to the maximum extent feasible along all street frontages.

Quail Run Lane S shall be constructed as a Private street to Local street standards, with an interim alternative improvement west of Mountain Quail Drive S. The interim alternative is approved until the additional right-of-way along the northern boundary can be obtained to complete the street to Local street standards. The alternative street section shall have a curb-to-curb improvement width of 24 feet to accommodate two 12-foot-wide travel lanes with No Parking signs posted along both sides. The improvement shall be aligned to provide the standard 15-foot section between curb and

property line along the southern boundary. The turnaround for fire at the terminus of Quail Run Lane S shall be modified to meet the dimension requirements of the Oregon Fire Code and No Parking signs shall be posted along both sides of Quail Run Lane S.

Mountain Quail Drive S shall be constructed as a public street to Local street standards. The turnaround for fire at the terminus of Mountain Quail Drive S shall have No Parking signs posted on both sides of the flag lot accessway and along one side of Mountain Quail Drive S.

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* shows that the subject property is not served by developed parks. The applicant shall be required to convey or acquire property for dedication of a neighborhood park facility (either NP-18 or NP-26). As an alternate, the applicant has the option of paying a temporary access fee pursuant to SRC 200.080(a).

An offsite pedestrian connection is proposed along the northside of Skyline Road S to connect the proposed development to the existing sidewalk approximately 200 feet northeast of the subject property.

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 22-lot subdivision generates less than 1,000 average daily vehicle trips to Skyline Road S. Therefore, a TIA was not required as part of the proposed subdivision submittal.

Prepared by: Jennifer Scott, Program Manager
cc: File

