

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 CASE NO.: SUB19-01

APPLICATION NO. : 18-124610-LD

NOTICE OF DECISION DATE: March 8, 2019

REQUEST: A tentative subdivision plan to divide approximately 1.91 acres into 12 lots ranging in size from 4,647 square feet to 7,584 square feet.

The subject property is approximately 1.91 acres in size, zoned RS (Single Family Residential) within the Airport Overlay Zone, and located directly to the west of 1515 Boone Road SE / 97306 1515 Boone Road SE (Marion County Assessor Map and Tax Lot Numbers 083W11CD / 401).

APPLICANT: Rod Ashford and John Loney

LOCATION: 1500 Block of Boone Road SE / 97306

CRITERIA: Subdivision: SRC 205.010(d)

FINDINGS: The findings are in the attached Order dated March 8, 2019.

DECISION: The Planning Administrator **APPROVED** the Subdivision Case No. SUB19-01 subject to the following conditions of approval:

- Condition 1:** Design and construct stormwater facilities, as needed, to accommodate all new and replaced impervious surfaces pursuant to SRC Chapter 71 and Public Works Design Standards.
- Condition 2:** Prior to the issuance of building permits, the subject property shall have a favorable Airport Overlay zone height variance.
- Condition 3:** Construct a half street improvement along the frontage of Boone Road SE to Local street standards.
- Condition 4:** Sidewalks shall be located parallel to and one foot from the adjacent right-of-way along the frontage of Boone Road SE and abutting the curb along the internal cul-de-sac street pursuant to PWDS.
- Condition 5:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 6:** Between proposed Lot 4 and Lot 5, a shared use path (pedestrian) connection for public use shall be stubbed to the property to the west, a minimum 15-foot easement with a minimum 10-foot-wide paved path, consistent with Public Works Design Standards, shall be provided.

Condition 7: Construct water and sewer systems to serve each lot.

Condition 8: Prior to final plat approval, all public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured, pursuant to SRC 205.035(c)(7)(B). Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

The rights granted by the attached decision must be exercised, or an extension granted, by **March 26, 2021** or this approval shall be null and void.

Application Deemed Complete:	<u>January 23, 2019</u>
Notice of Decision Mailing Date:	<u>March 8, 2019</u>
Decision Effective Date:	<u>March 26, 2019</u>
State Mandate Date:	<u>May 23, 2019</u>

Case Manager: Britany Randall, brandall@cityofsalem.net

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., March 25, 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 Chapter(s) 205. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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

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

**BEFORE THE PLANNING ADMINISTRATOR
OF THE CITY OF SALEM
(CASE NO. SUB 19-01)**

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

IN THE MATTER OF THE)	FINDINGS AND ORDER
TENTATIVE APPROVAL OF)	
SUBDIVISION PLAT NO. 19-01;)	
1500 BLOCK BOONE ROAD SE)	MARCH 8, 2019

REQUEST

A tentative subdivision plan to divide approximately 1.91 acres into 12 lots ranging in size from 4,647 square feet to 7,584 square feet.

The subject property is approximately 1.91 acres in size, zoned RS (Single Family Residential) within the Airport Overlay Zone, and located directly to the west of 1515 Boone Road SE - 97306 (Marion County Assessor Map and Tax Lot Numbers 083W11CD / 401).

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 approval:

- Condition 1:** Design and construct stormwater facilities, as needed, to accommodate all new and replaced impervious surfaces pursuant to SRC Chapter 71 and Public Works Design Standards.
- Condition 2:** Prior to the issuance of building permits, the subject property shall have a favorable Airport Overlay zone height variance.
- Condition 3:** Construct a half street improvement along the frontage of Boone Road SE to Local street standards.
- Condition 4:** Sidewalks shall be located parallel to and one foot from the adjacent right-of-way along the frontage of Boone Road SE and abutting the curb along the internal cul-de-sac street pursuant to PWDS.
- Condition 5:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 6:** Between proposed Lot 4 and Lot 5, a shared use path (pedestrian) connection for public use shall be stubbed to the property to the west, a minimum 15-foot easement with a minimum 10-foot-wide paved path, consistent with Public Works Design Standards, shall be provided.

Condition 7: Construct water and sewer systems to serve each lot.

Condition 8: Prior to final plat approval, all public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured, pursuant to SRC 205.035(c)(7)(B). Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

PROCEDURAL FINDINGS

1. On December 18, 2018, Brandie Dalton of Multi-Tech Engineering, on behalf of applicants Rod Ashford and John Loney, filed an application for a Tentative Subdivision Plan proposing to divide a 1.91 acre property located at the 1500 Block of Boone Road SE (**Attachment A**) into 12 lots.
2. After the applicant submitted additional required information, the application was deemed complete for processing on January 23, 2019. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on January 25, 2019.
3. The state-mandated local decision deadline is May 23, 2019.

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide the property into 12 lots, with no remainder, for the future development of single family dwellings (**Attachment B**). The proposed lots range in size from approximately 4,559 square feet to 7,584 square feet. All 12 lots, with the exception of lot 5, are proposed to take access directly from a public street.

2. Existing Conditions

Site and Vicinity

The subject property consists of one tax lot (Tax Lot 401), which slopes downward to the east. The topography of the subject property ranges from 406 feet above sea level to 393 feet above sea level. Environmental resource and natural hazard maps show no areas of wetlands, floodways, or floodplains on the subject property.

Historically, the subject property was part of the abutting church property. A tentative partition plan application to divide the church property into two parcels was approved on July 14, 2017 and the partition plat was recorded in early 2018 which created the subject parcel. Condition 3 of the tentative partition plan application included construction of a half-street improvement along the unimproved portions of Boone Road SE abutting the subject property. The applicant satisfied Condition 3 by entering into a Street Construction Deferral Agreement with the City which is recorded in Marion County as Instrument No. Reel 4007, Page 480. The subject property is abutting the easterly boundary of Sky Meadow Estates, a 20-lot subdivision which received land use

approval on November 20, 2018. The subdivision plat for the abutting property has not been recorded at the time of this decision. Abutting the subject property to the north is the Cambridge Meadows, Phase 5 subdivision. Each of the abutting lots have been developed with single-family dwellings. Abutting the subject property to the east is a portion of the church property from which the subject property was partitioned and a 0.41 acre property which is developed with a single-family dwelling that was constructed in 1945, according to Marion County Assessor's Records. This property, identified as 1515 Boone Road SE, is subject to a deferral agreement for construction of street improvements. Staff anticipates City Council may require these improvements be completed concurrently with the street improvements for the subject property.

The property is within the "Horizontal Surface" section of the Airport Overlay zone. Within the Horizontal Surface portion of the overlay, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation.

Salem Area Comprehensive Plan (SACP) Designation

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

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

North: Single Family Residential

South: (Across Boone Road SE) Single Family Residential

East: Single Family Residential

West: Single Family Residential

Zoning and Surrounding Land Use

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

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

South: (Across Boone Road SE) RS (Single Family Residential); single family dwellings and RA (Residential Agriculture); single family dwellings

East: RS (Single Family Residential); single family dwelling and church property

West: RA (Residential Agriculture); vacant

Relationship to Urban Service Area

The subject property is located inside of the City's Urban Service Area.

Infrastructure

- Water:* The subject property is located within the S-2 water service level.
- An existing 20-inch public water line is located in Boone Road SE. Mains of this size generally convey flows of 5,900 to 13,700 gallons per minute.
- A 12-inch water main is located within a public water easement (Reel 499, Page 164) along the eastern boundary of the subject property.
- Sewer:* An 8-inch sewer line is located in Boone Road SE.
- Storm Drainage:* A 10-inch storm main is located in Boone Road SE.
- Streets:* Boone Road SE currently abuts the subject property along the southern boundary. This segment of Boone Road SE is designated as a Local street in the Salem Transportation System Plan (TSP).
- The standard for this street classification is a 30-foot improvement within a 60-foot right-of-way.
 - The abutting portion of Boone Road SE currently has a varying width improvement of 20 to 30 feet wide within a half-width right-of-way of 30 feet abutting the subject property.

3. Land Use History

TCP17-05: A tree conservation plan in conjunction with a tentative partition plan application which designated 100 percent of the trees on site, 4 trees, for preservation.

PAR17-03: A tentative partition plan to partition the property into two parcels.

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 C**.

Fire Department - The Salem Fire Department submitted comments indicating no concerns at this time, but that the 12 lot sub-division will require 1 means of fire department access. A fire hydrant will be required to be provided at the intersection for the cul-de-sac and is required to be provided within 600 feet of all portions of the structures.

Portland General Electric PGE – PGE Submitted comments stated development costs per current tariff and service requirements. A 10-foot PUE [Public Utility Easement] is required on all street front lots.

5. Neighborhood Association Comments

The subject property is within the Morningside 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 Morningside 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. One property owner in the vicinity of the site submitted comments prior to the comment deadline, which is summarized below:

Number of lots proposed:

A comment was received from a neighbor that the proposal includes too many houses in too small of an area.

Staff Response: The proposed subdivision is for property within the RS (Single Family) zone. As proposed, each of the 12 lots within the proposed subdivision meets the development standards as outlined in SRC Chapter 511.010, without any variance or adjustment from the zoning requirements. These development standards include lot area, lot width, lot depth, and street frontage. Setbacks for the future single-family homes will be reviewed at the time of building permit for each dwelling.

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.

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

When the subdivision plat is recorded, each of the 12 lots will consist of vacant land for the future development of single family dwellings. Each of the lots meets the minimum requirement for area, lot width, and lot depth to meet the setback requirements of the RS zone. Each proposed dwelling unit will be reviewed at the time of building permit to ensure conformance with setback requirements.

Parking Requirements: SRC Chapter 806 establishes parking standards for single family dwellings:

All single family uses are required to have a minimum of two off-street parking spaces, those parking spaces shall be developed pursuant to SRC 806.025. Off-street parking requirements will be reviewed for each proposed single family dwelling at the time of building permit.

(B) City Infrastructure Standards.

SRC Chapter 71 (Stormwater): The proposed subdivision is subject to the stormwater requirements of SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed lots can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surfaces on all proposed lots. In order to ensure that green stormwater infrastructure is implemented, the following condition shall apply:

Condition 1: Design and construct stormwater facilities, as needed, to accommodate all new and replaced impervious surfaces pursuant to SRC Chapter 71 and Public Works Design Standards.

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 inside of the Urban Service Area, therefore a UGA permit is not required.

SRC Chapter 602 (Airport Overlay Zone): The property is within the “Horizontal Surface” section of the Airport Overlay zone. Within the Horizontal Surface portion of the overlay, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane of 150 feet above the airport elevation. The maximum height for structures within the RS (Single Family Residential) zone is 35 feet. The Salem Airport elevation is 210 feet above sea level. The highest elevation on the subject property is approximately 406 feet, which exceeds the 150-foot elevation limit within the “Horizontal Surface” overlay for the airport. Pursuant to SRC 602.025, an Airport Overlay Zone height variance is required to erect or increase the height in excess of the height limitations listed above. Each structure within the proposed subdivision will exceed the allowable elevation within the “Horizontal Surface”, for that reason the following condition shall apply:

Condition 2: Prior to the issuance of building permits, the subject property shall have a favorable Airport Overlay zone height variance.

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that water and sewer infrastructure is available along the perimeter and through the site and appears to be adequate to serve the proposed subdivision.

Specifications for required public improvements are summarized in the Public Works Department memo dated March 7, 2019 (**Attachment C**).

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

SRC 803.015 (Traffic Impact Analysis): The proposed 12-lot subdivision generates less than 200 average daily vehicle trips to Boone Road SE, a local street. Therefore, a TIA is not required as part of the proposed subdivision submittal.

SRC 803.020 (Public and Private Streets): The applicant is proposing the internal street, within the subdivision, to be a public street which would terminate at the cul-de-sac.

SRC 803.025 (Right-of-Way and Pavement Widths): Boone Road SE abuts the southern boundary of the subject property and does not meet the minimum right-of-way width or improvement width for a local street. In implementing boundary street requirements pursuant to SRC 803.040, Condition 4, below, requires the applicant to construct a half-street improvement along the frontage of Boone Road SE to local street standards.

SRC 803.030 (Street Spacing): The application shows the internal street proposed as a cul-de-sac with a shared-use (pedestrian) path connecting to the currently undeveloped lot to the west. The dimensions of the subject property are approximately 244 feet by 346 feet. Pursuant to SRC 803.030, streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis. No additional street extensions are warranted in conjunction with the proposed subdivision.

SRC 803.035 (Street Standards): Boone Road SE abuts the subject property and does not meet the current standard for a Local street. The applicant is required to construct a half-street improvement along the entire frontage of Boone Road SE. Pursuant to subsection (n), public utility easements (PUEs) may be required for all streets. Portland General Electric, the franchise utility provider of electricity for the subject property, submitted comments stating a 10-foot PUE is required on all street front lots. To ensure these standards are met, the following conditions of approval shall apply:

Condition 3: Construct a half street improvement along the frontage of Boone Road SE to Local street standards.

Condition 4: Sidewalks shall be located parallel to and one foot from the adjacent right-of-way along the frontage of Boone Road SE and abutting the curb along the internal cul-de-sac street pursuant to PWDS.

Condition 5: Dedicate a 10-foot public utility easement along the street frontage of all internal streets.

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

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

Finding: The proposed subdivision would divide a 1.91-acre property into 12 lots and right-of-way for an internal street and pedestrian connection. Access to lots within the proposed subdivision is provided by the new internal street. The subject property abuts a vacant property to the west. However, the property to the west has land use approval for a 20-lot subdivision which includes a pedestrian connection to the subject property along the westerly boundary. The proposed subdivision is bound by a subdivision to the north, which has been fully built out with single family dwellings. To the east, the proposed subdivision abuts a developed church property and a parcel which is developed with a single family dwelling. As proposed, the subdivision includes 12-lots that are of substantial size, width, and depth to support development of single family dwellings in the future. To ensure the pedestrian path is developed in conformance with the approval of the subdivision to the west (SUB-UGA18-01), the following condition of approval shall apply:

Condition 6: Between proposed Lot 4 and Lot 5, a shared use path (pedestrian) connection for public use shall be stubbed to the property to the west, a minimum 15-foot easement with a minimum 10-foot-wide paved path, consistent with Public Works Design Standards, shall be provided.

As conditioned, the proposed subdivision plan does not impede the future use or development of the subject property or adjacent land.

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

Water and sewer infrastructure is available along the perimeter of the site and is adequate to serve the property as shown on the applicant's preliminary utility plan. Developments are required to extend public utility services to serve upstream and neighboring properties; the tentative utility plan appears to meet that requirement.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(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.

To ensure these standards are met, the following conditions of approval shall apply:

Condition 7: Construct water and sewer systems to serve each lot.

Condition 8: Prior to final plat approval, all public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured, pursuant to SRC 205.035(c)(7)(B). Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

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

Finding: Boone Road SE abuts the subject property along the southerly boundary and does not meet the current standard for local streets. As required by Condition 3, the applicant shall construct a half-street improvement to local street standards along the entire frontage of Boone Road SE. The proposed subdivision plan provided by the applicant shows a new local street which would come off of Boone Road SE and terminate at a cul-de-sac. The proposed new street would be developed to local street standards. The applicant provided a plan indicating the new street will have the appropriate right-of-way width of 60-feet for a local street.

As conditioned, the proposal meets this criterion.

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

Finding: The abutting portions of Boone Road SE is designated as a local street and is currently substandard. As conditioned above, the applicant shall construct a half-street improvement to local street standards along the entire frontage of Boone Road SE. The applicant is proposing internal circulation which would be provided by a local street that will terminate at a cul-de-sac, and a pedestrian connection to the property abutting to the east.

As conditioned, the proposal meets this criterion.

8. Conclusion

Based upon review of SRC 205.005, the findings contained under Section 7 above, and the comments described, the tentative subdivision plan complies with the requirements for an affirmative decision. Approval will not adversely affect the safe and healthful development and access to any adjoining lands.

IT IS HEREBY ORDERED

Tentative Subdivision Plan Case No. 19-01, to divide a 1.91 acre lot into 12 lots ranging in size from 4,647 square feet to 7,584 square feet, for property zoned RA (Residential Agriculture) within the Airport Overlay Zone, and located within the 1500 Block of Boone Road SE (Marion County Assessor Map and Tax Lot Numbers 083W11CD / 401) is hereby **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of approval, which must be completed prior to final plat approval, unless otherwise indicated:

- Condition 1:** Design and construct stormwater facilities, as needed, to accommodate all new and replaced impervious surfaces pursuant to SRC Chapter 71 and Public Works Design Standards.
- Condition 2:** Prior to the issuance of building permits, the subject property shall have a favorable Airport Overlay zone height variance.
- Condition 3:** Construct a half street improvement along the frontage of Boone Road SE to Local street standards.
- Condition 4:** Sidewalks shall be located parallel to and one foot from the adjacent right-of-way along the frontage of Boone Road SE and abutting the curb along the internal cul-de-sac street pursuant to PWDS.
- Condition 5:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 6:** Between proposed Lot 4 and Lot 5, a shared use path (pedestrian) connection for public use shall be stubbed to the property to the west, a minimum 15-foot easement with a minimum 10-foot-wide paved path, consistent with Public Works Design Standards, shall be provided.
- Condition 7:** Construct water and sewer systems to serve each lot.
- Condition 8:** Prior to final plat approval, all public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured, pursuant to SRC 205.035(c)(7)(B). Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.



Britany Randall, 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: January 23, 2019
Notice of Decision Mailing Date: March 8, 2019
Decision Effective Date: March 26, 2019
State Mandated Decision Date: May 23, 2019

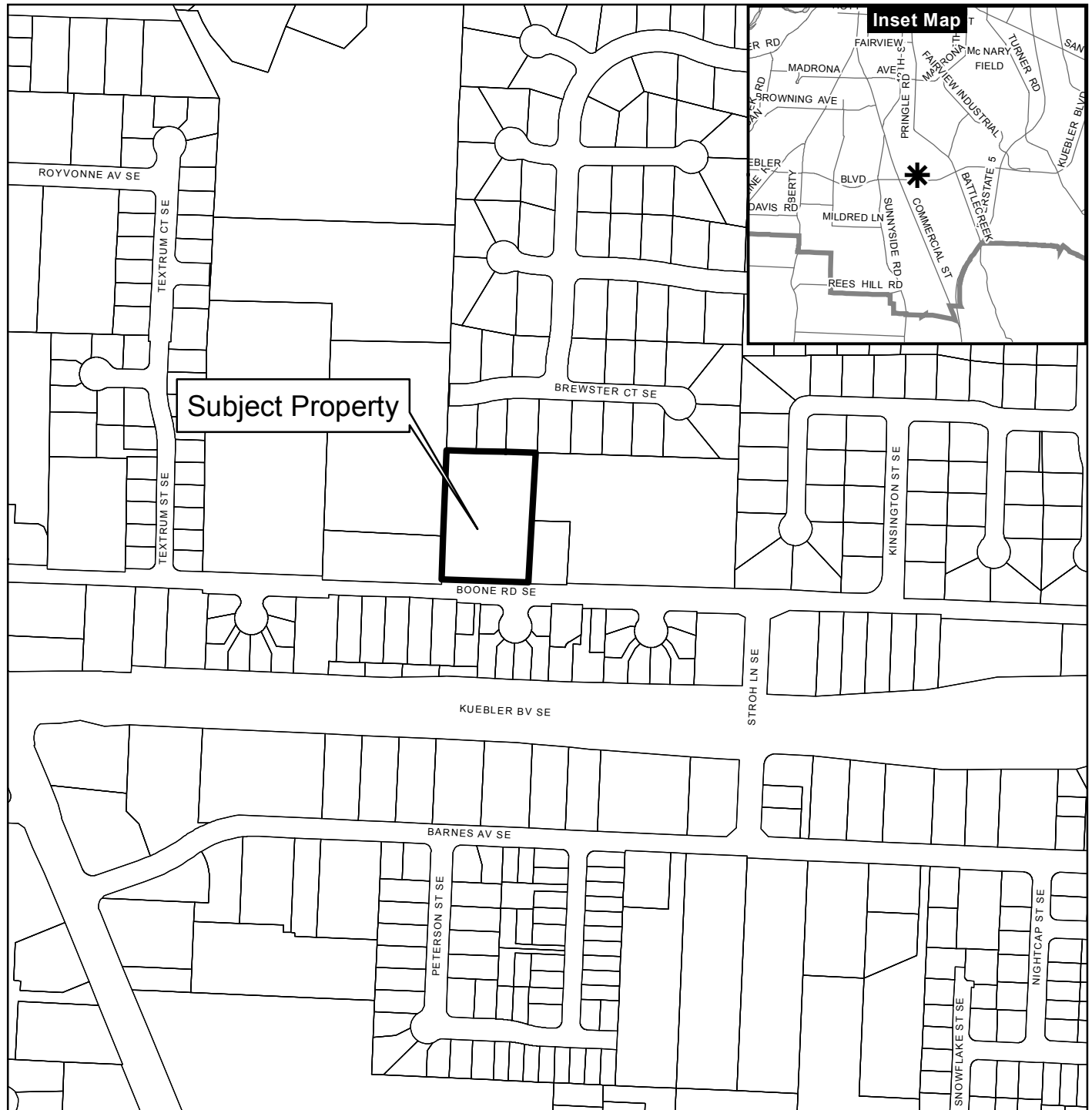
The rights granted by this decision must be exercised or extension granted by **March 26, 2021** or this approval shall be null and void.

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, March 25, 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

1500 Block of Boone Rd SE



Legend

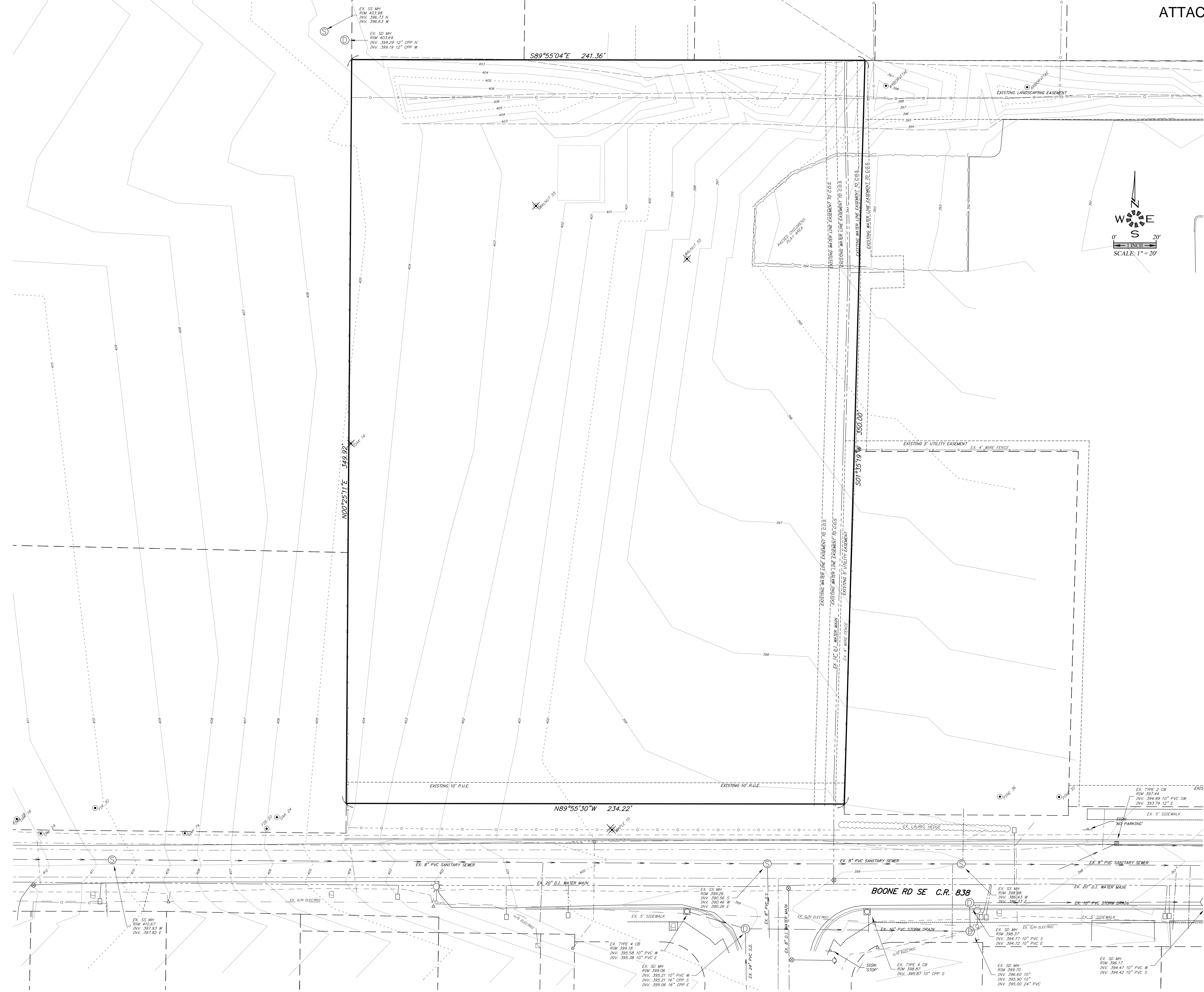
-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks

0 100 200 400 Feet



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.



EXISTING CONDITIONS
PLAN

WOODCREST ESTATES
PRELIMINARY PLAN

MULTI/TECH ENGINEERING EXEMPT FROM
LIABILITY IF NOT STAMPED APPROVED

NOT FOR
CONSTRUCTION
UNLESS STAMPED
APPROVED HERE

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: P.H.S.
ProjMgr: J.J.G.
Date: OCT. 2018
Scale: AS SHOWN
As-Built: ----

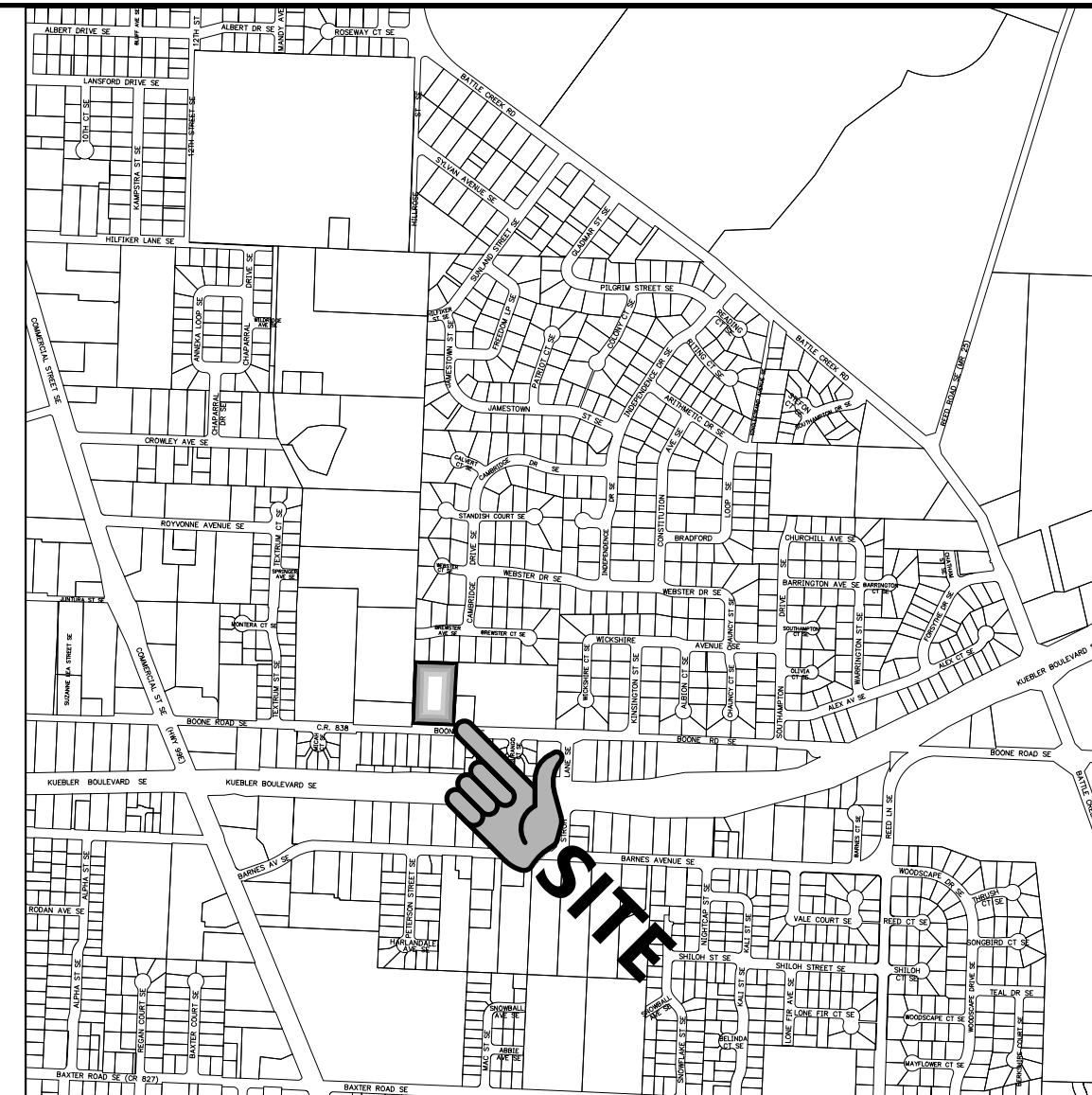
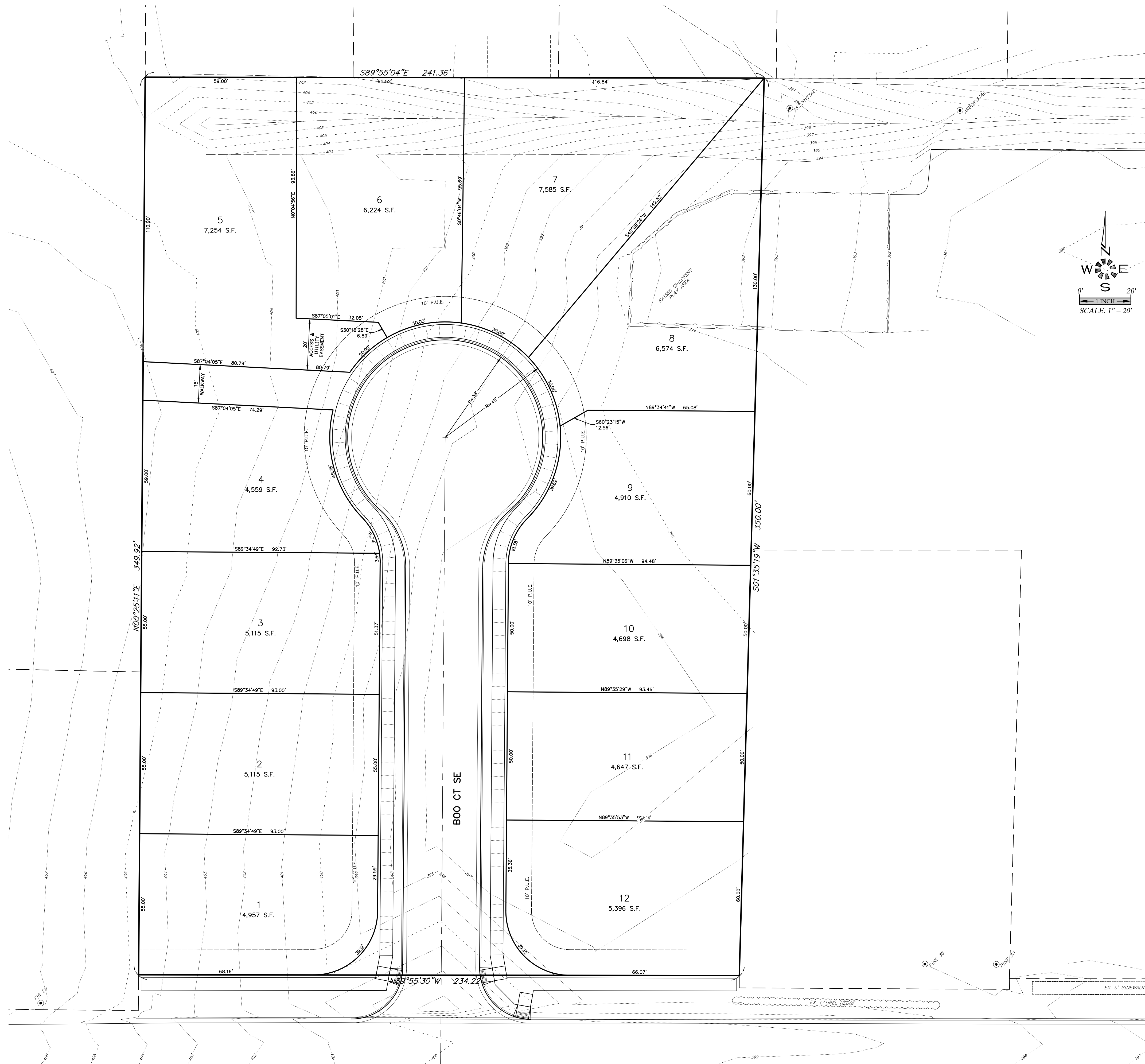
REGISTERED PROFESSIONAL
ENGINEER
JULY 14, 1978
MARK D. GREEN
EXPIRES: 06-30-2019

JOB # 6673

P201

**3325 AUGUSTA NATIONAL DR.
SALEM, OREGON 97302**

SEC. 11, T. 8 S., R. 3 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

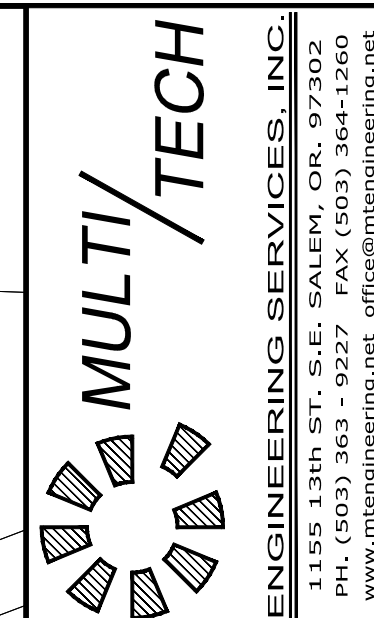


VICINITY MAP

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

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

SHEET	101	COVER SHEET
SHEET	201	EXISTING CONDITIONS PLAN
SHEET	301	UTILITY PLAN ————— SANITARY SEWER & PUBLIC WATER
SHEET	402	TREE CONSERVATION PLAN



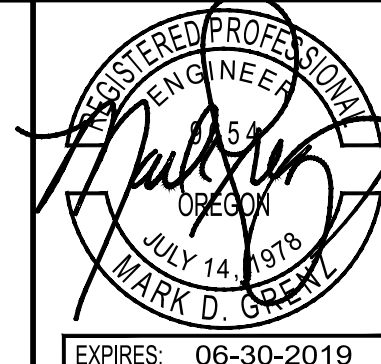
COVER SHEET

**WOODCREST ESTATES
PRELIMINARY PLAN**

NOT FOR
CONSTRUCTION
UNLESS STAMPED
APPROVED HERE

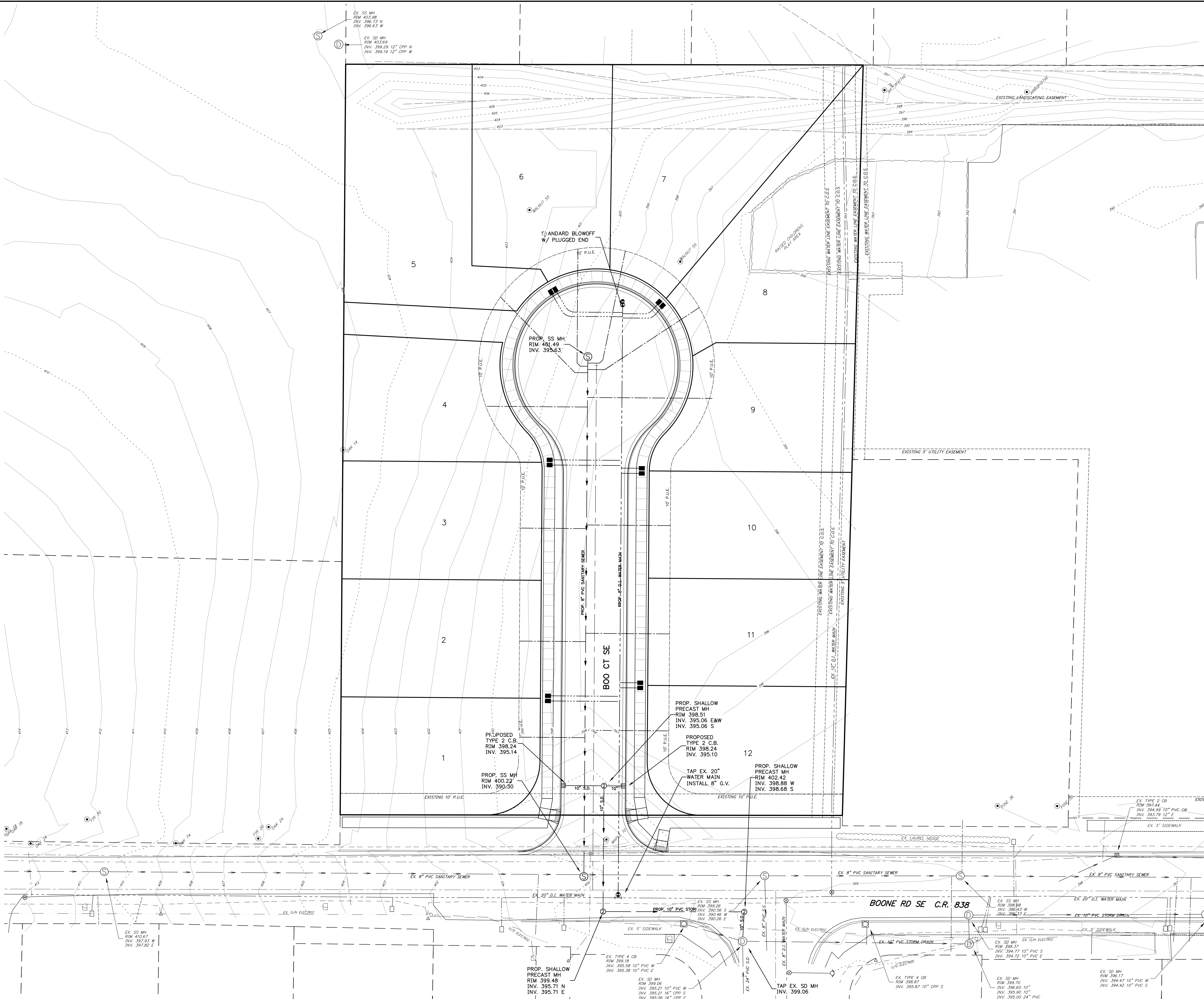
M REVIEW.	P.H.S.
NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.	DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design:	M.D.G.
Drawn:	P.H.S.
ProjMgr:	J.J.G.
Date:	OCT. 2018
Scale:	AS SHOWN
As-Built:	----



P101

J:\800-6669\6673-WoodcrestEstates(BooneRoadEstates)\Orig - 18 6673.dwg, P301.U1, 1/18/2019 11:28:53 AM, P301.U1



1. REVISED PER CITY OF SALEM REVIEW P.H.S. 01/18/2019 6673- 2801UT

Design:	M.D.G.
Drawn:	P.H.S.
ProjMgr:	J.L.G.
Date:	OCT-2018
Scale:	AS SHOWN
As-Built:	----

REGISTERED PROFESSIONAL ENGINEER
MARK D. GREEN
NO. 165
EXPIRES 06-30-2019

JOB # 6673

MULTITECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED

NOT FOR CONSTRUCTION UNLESS STAMPED APPROVED HERE

WOODCREST ESTATES PRELIMINARY PLAN

MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
WWW.MULTITECHENGINEERING.COM

Woodcrest Estates

Subdivision Application

December 18, 2018

BACKGROUND:

In 2017 the subject property was partitioned into two parcels. The subject property is Parcel 2 of Partition Case No. 17-03. Partition 17-03 has been platted and recorded.

A pre-application conference (PRE-AP18-52) was held on April 26, 2018, to discuss the development of the subject property.

PROPOSAL:

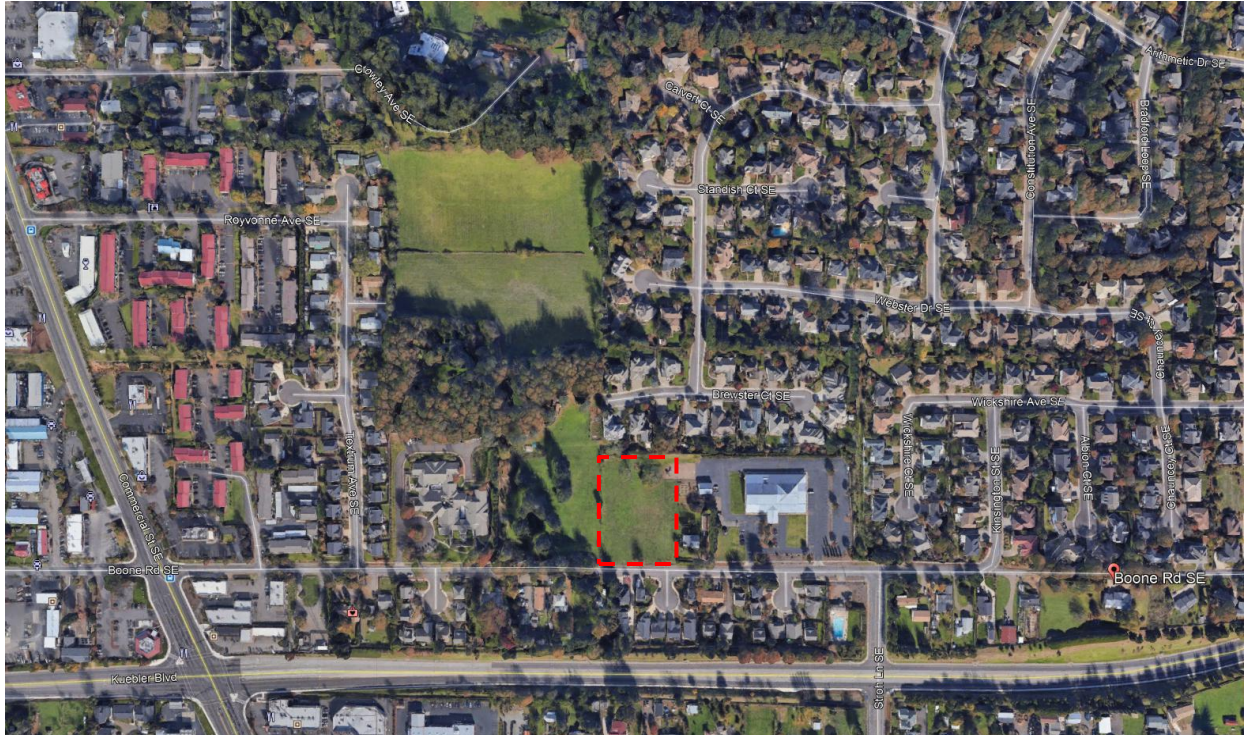
The subject property is about 1.91 acres in size and zoned RS (Single-Family Residential). The applicant is proposing to divide the subject property into 12 single family residential lots.

Lot 1: 4,957sq.ft.
Lot 2: 5,115sq.ft.
Lot 3: 5,115sq.ft.
Lot 4: 4,559sq.ft.
Lot 5: 7,251sq.ft. (6,631sq.ft. excluding access easement)
Lot 6: 6,224sq.ft.
Lot 7: 7,584sq.ft.
Lot 8: 6,574sq.ft. (children's play area to be removed)
Lot 9: 4,910sq.ft.
Lot 10: 4,698sq.ft.
Lot 11: 4,647sq.ft.
Lot 12: 5,396sq.ft.

The proposed lots range in size from 4,559 square feet to 7,584 square feet, with an average lot size of 5,586 square feet.

SITE VICINITY and CHARACTERISTICS:

The subject property is located in the 1500 block Boone Road, on the north side of Boone Road. The subject property is identified as 083W11CD/Tax Lot 401.



The surrounding properties are zoned and used as follows:

North: RS (Single-Family Residential); existing single-family dwellings
East: RS (Single Family Residential); existing church, and existing single-family dwelling
South: Across Boone Road, RA (Residential Agriculture); existing single-family dwellings
West: RS (Single-Family Residential): proposed single-family dwelling subdivision

CRITERIA AND APPLICANT'S REASONS ADDRESSING UDC 205.010(d)(1):

The intent of the subdivision code is providing for orderly development through the application of appropriate rules and regulations. Pursuant to the application of the current enabling statutes, these regulations are those cited in UDC 205.010(d) and UDC 205.015(d). The decision criteria for subdivisions without a concurrent variance under UDC 205.010(d) and UDC 205.015(d) must be found to exist before an affirmative decision may be made for a subdivision application.

(1) The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to, the following:

Findings: The Salem Revised Code (SRC), which includes the Salem Zoning Code, 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 Subdivision Code, Zoning Code, Salem TSP and the Water, Sewer and Storm Drain System Master Plans, and adopted design documents applicable to residential development. The proposed meets all applicable provisions of the Salem Revised Code.

(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.

Findings: The proposal does not require any variances to lot development standards specified in the Code.

Minimum Lot Area and Dimensions: As shown on the site plan, all 12 lots meet lot size (4,000 square feet) and lot dimension (40' by 70'/30' by 70') standards for all frontage including cul-de-sac frontage, as required under UDC Chapters 510 and 511.

The subject property is about 1.91 acres in size and zoned RS (Single-Family Residential). The applicant is proposing to divide the subject property into 12 single family residential lots.

Lot 1: 4,957sq.ft.
Lot 2: 5,115sq.ft.
Lot 3: 5,115sq.ft.
Lot 4: 4,559sq.ft.
Lot 5: 7,251sq.ft. (6,631sq.ft. excluding access easement)
Lot 6: 6,224sq.ft.
Lot 7: 7,584sq.ft.
Lot 8: 6,574sq.ft. (children's play area to be removed)
Lot 9: 4,910sq.ft.
Lot 10: 4,698sq.ft.
Lot 11: 4,647sq.ft.
Lot 12: 5,396sq.ft.

The proposed lots range in size from 4,559 square feet to 7,584 square feet, with an average lot size of 5,586 square feet.

Additional reviews occur at the time of building permits to assure compliance with the zoning code. Compliance with conditions of approval to satisfy the subdivision ordinance is also checked prior to city staff signing the final subdivision plat.

The proposal can conform to applicable conditions imposed as necessary to ensure that development conforms to the standards of the subdivision code and with existing

development and public facilities. The proposed subdivision is in compliance with lot standard requirements and required access. Therefore, this criteria has been met.

(B) City infrastructure standards.

Findings: Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth Boundary. The proposal encourages the efficient use of developable residential land. Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services. Therefore, this criteria has been met.

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

Findings: There are no wetlands or floodplains located on the subject property.

A geological assessment is not required for this site. There are no landslide hazards identified on the site. This criteria has been met.

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

Findings: The proposal is for the entire subject property and will be developed into 12 lots. As shown on the site plan. Therefore, a shadow plan is not required.

The abutting properties to the north and east are developed. The property to the west has subdivision approval (SUB-UGA18-01). Per Condition 10 of SUB/UGA 18-01:

“Condition 10: Between proposed Lots 16 and 17, a shared-use path (pedestrian) connection for public use shall be stubbed to the undeveloped property to the east, at least a 15-foot easement with 10-feet in pavement width, consistent with Public Works Design Standards.”

A 15-foot wide pedestrian walkway is being provided between proposed Lots 4 and 5. The pedestrian walkway between Lots 4 and 5 will connect to the pedestrian walkway between Lots 16 and 17 located within the subdivision to the west. Therefore, providing circulations to and from adjacent land.

All surrounding properties have direct access onto the existing internal street system. All 12 lots will have direct access onto the existing street system as well. The subdivision does not impede the future use of the property or adjacent land.

This criteria has been met.

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

Findings: Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth Boundary. The proposal encourages the efficient use of developable residential land. Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services.

The subject property is within ½ mile from Hilfiker Park to the north. Therefore, the subject property is served by a park.

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines.

In conclusion, the location and design of the proposed subdivision allows for public sanitary sewer, water service, and storm drainage to be conveniently provided. Therefore, this criterion has been satisfied.

Proposed StormWater Management System:

Findings: If stormwater quality and quantity are required for this development, the applicant will provide a stormwater report. An LID (low impact development) stormwater technique will be used to mitigate the increase in pollutants contributed from development. This system may also be used to provide storage and water quantity control. The proposed stormwater system will meet City of Salem stormwater Management standards in means and methods to provide all aspects of stormwater management.

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

Findings: The major street system is in place due to prior development. Boone Road located to the south of the site will provide access into the development. Boone Road

is designated as a 'local street' on the Salem Transportation System Plan

The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process, and regulated through the Conditions of Approval. The proposed internal streets will be designed to street standards. Therefore, meeting the requirements of a subdivision.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision.

Therefore, the existing street system and proposed street improvements will be in compliance with the STSP.

Transportation Planning Rule Review:

The City of Salem's TPR encourages a reduction in automobile trips by capitalizing on transit opportunities and by creating an environment that encourages people to walk. The proposed subdivision is a "limited land use decision" pursuant to Oregon Revised Statute (ORS) 197.015, and has therefore been reviewed for consistency with the State's TPR multi-modal connectivity requirements.

In conclusion, the development will provide bicycle and pedestrian facilities on-site to encourage people to walk and reduce vehicle trips. The development on the property will allow residents to reduce vehicle usage, by the convenience of bicycle and pedestrian paths to and from the uses and existing sidewalk system. Therefore, the proposed subdivision is in compliance with the intent of the TPR to reduce vehicle usage and encourage other modes of transportation to and from the site.

(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.

Findings: The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local streets and circulation system serving this residential neighborhood.

Block Length: Blocks shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout.

The abutting properties to the north and east are developed. The property to the west

has subdivision approval (SUB-UGA18-01). Per Condition 10 of SUB/UGA 18-01:

“Condition 10: Between proposed Lots 16 and 17, a shared-use path (pedestrian) connection for public use shall be stubbed to the undeveloped property to the east, at least a 15-foot easement with 10-feet in pavement width, consistent with Public Works Design Standards.”

A 15-foot wide pedestrian walkway is being provided between proposed Lots 4 and 5. The pedestrian walkway between Lots 4 and 5 will connect to the pedestrian walkway between Lots 16 and 17 located within the subdivision to the west. Therefore, providing circulations to and from adjacent land.

There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

As shown on the site plan, the proposed subdivision provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

Access to, within, and from the development must be consistent with applicable requirements of the Transportation Planning Rule Requirements (TPR) that requires that development provide connectivity between land uses and transportation. Under the Rule, developments are responsible for providing for the safe and efficient circulation of vehicles, bicycles, and pedestrians into, through, and out of a development. The proposal develops the subject property within an established residential area where local and arterial streets and mass transit facilities exist. These facilities connect the transportation system to the surrounding residential neighborhoods.

By providing these the pedestrian pathway connection to the west, block length and connectivity have been met.

The proposal develops the subject property within an established residential area where local and arterial streets and mass transit facilities exist. These facilities connect the transportation system to the surrounding residential neighborhoods.

The Public Works Department will address the level of street improvements that are roughly proportional to assure conformance to the development to subdivision code and applicable transportation system plan requirements. Completion of conditions of approval prior to the signing of the final plat will satisfy this criterion for the subdivision application.

In conclusion, the proposed street plan provides the best economic, safe, and efficient circulation of traffic possible under the circumstances. The proposed subdivision demonstrates this review criterion can be met. Therefore, this criterion has been satisfied.

(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 subdivision is served with adequate transportation infrastructure and the street system adjacent the property conforms to the Transportation System Plan and provides for safe, orderly, and efficient circulation of traffic into, through, and out of the subject property on to the public street system.

The abutting properties to the north and east are developed. The property to the west has subdivision approval (SUB-UGA18-01). Per Condition 10 of SUB/UGA 18-01:

“Condition 10: Between proposed Lots 16 and 17, a shared-use path (pedestrian) connection for public use shall be stubbed to the undeveloped property to the east, at least a 15-foot easement with 10-feet in pavement width, consistent with Public Works Design Standards.”

A 15-foot wide pedestrian walkway is being provided between proposed Lots 4 and 5. The pedestrian walkway between Lots 4 and 5 will connect to the pedestrian walkway between Lots 16 and 17 located within the subdivision to the west. The subject property is within ½ mile from Hilfiker Park to the north. The pedestrian pathway to the west, will help provide circulation to adjacent neighborhoods and activity centers, like Hilfiker Park.

There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

Paved streets and sidewalks, also provide safe and convenient bicycle and pedestrian access to the site and to adjacent neighborhoods. Therefore, this criteria has been met.

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

Findings: The proposal is for a 12-lot subdivision. The size of the proposed subdivision does not warrant the need for a Traffic Impact Analysis. The proposed subdivision plan mitigates impacts to transportation system by providing adequate access and safe circulation for all 12-lots. Therefore, this criterion has been met.

(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.

Findings: All lots are in compliance with the UDC/SRC. Therefore, no variances have been requested.

(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.

Findings: The subdivision code requires City approval of lots be suitable for the general purpose for which they are likely to be developed. No lots can be of such a size or configuration that is detrimental to public health, safety, or welfare or sanitary needs of users of the parcel or lot.

The subdivision plan takes into consideration the topography and vegetation of the site. The proposed lots are of sufficient size and dimensions to permit future development. The lot dimensions are illustrated on the tentative site plan and are in conformance to the minimum standards in UDC 510 and 511. Final conformance to minimum lot size and buildable lot area will be confirmed when the final plat is submitted to the City for review and approval.

There are four (4) trees located within the boundary of the site:

10" Maple
14" Oak
55" Walnut
55" Walnut

All four (4) trees are proposed for removal. Trees designated for removal are within the right-of-way (10" Maple tree/right-of-way), the building envelope (both 55" Walnut trees/Lots 6 & 7) or within an area close to the building envelope (14" Oak tree/Lot 4) but have the potential of being damaged during grading and construction. Therefore, the removal of these 4 trees is necessary for development of the site.

There are no significant or heritage trees located on the subject property.

The layout of the lots takes into consideration the topography and vegetation of the site. All lots are in compliance with the UDC. Therefore, no variances have been requested. Therefore, this criteria has been met.

10) When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.

Findings: The property and development is located inside the Urban Service Area (USA). Therefore, an Urban Growth Preliminary Declaration (UGA) is not required. Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

There are four (4) trees located within the boundary of the site:

10" Maple
14" Oak
55" Walnut
55" Walnut


All four (4) trees are proposed for removal. Trees designated for removal are within the right-of-way (10" Maple tree/right-of-way), the building envelope (both 55" Walnut trees/Lots 6 & 7) or within an area close to the building envelope (14" Oak tree/Lot 4) but have the potential of being damaged during grading and construction. Therefore, the removal of these 4 trees is necessary for development of the site.

There are no significant or heritage trees located on the subject property.



MEMO

TO: Britany Randall, Planner II
Community Development Department

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

DATE: March 7, 2019

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SUB19-01 (18-124610-LD)
MARION COUNTY MAP AND TAX LOT 083W11CD00401
12-LOT SUBDIVISION

PROPOSAL

A tentative subdivision plan to divide approximately 1.91 acres into 12 lots ranging in size from 4,647 square feet to 7,584 square feet. The subject property is located directly to the west of 1515 Boone Road SE (Marion County Assessor Map and Tax Lot Number 083W11CD / 401).

RECOMMENDED SUBDIVISION CONDITIONS

1. Construct a half-street improvement along the frontage of Boone Road SE to Local street standards.
2. Sidewalks shall be located parallel to and one foot from the adjacent right-of-way along the frontage of Boone Road SE and abutting the curb along the internal cul-de-sac street pursuant to PWDS.
3. Construct water and sewer systems to serve each lot.
4. Design and construct stormwater facilities as needed to accommodate all new and replaced impervious surfaces pursuant to SRC Chapter 71 and PWDS. Construct stormwater facilities that are proposed in the public right-of-way.
5. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.

FACTS

Streets

1. Boone Road SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Condition—This street has a varying width improvement of 20 to 30 feet wide within a half-width right-of-way of 30 feet abutting the subject property.

Storm Drainage

1. Existing Condition
 - a. A 10-inch storm main is located in Boone Road SE.

Water

1. Existing Conditions
 - a. The subject property is located in the S-2 water service level.
 - b. A 20-inch water main is located in Boone Road SE. Mains of this size generally convey flows of 5,900 to 13,700 gallons per minute.
 - c. A 12-inch water main is located within a public water easement (Reel 499 Page 164) along the eastern boundary of the subject property.

Sanitary Sewer

1. Existing Sewer
 - a. An 8-inch sewer line is located in Boone Road SE.

CRITERIA AND FINDINGS

The following code references indicate the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

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

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

Findings—The applicant shall provide the required field survey and subdivision plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC.

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.

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 no mapped landslide hazard areas on the subject property.

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

Findings—Water and sewer infrastructure are available along the perimeter of the site and are adequate to serve the property as shown on the applicant's preliminary utility plan. Developments are required to extend public utility services to serve upstream and neighboring properties; the tentative utility plan appears to meet that requirement.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surfaces on all proposed lots.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(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.

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—Boone Road SE abuts the subject property and does not meet the current standard for a Local street. As identified in the conditions of approval, the applicant is required to construct a half-street improvement along the entire frontage of Boone Road SE.

The application shows the internal street proposed as a cul-de-sac with a shared-use path connecting to the currently undeveloped lot to the west. The dimensions of the subject property are approximately 244 feet by 346 feet. Pursuant to SRC 803.030, streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis. No additional street extensions are warranted in conjunction with the proposed subdivision.

Pursuant to SRC 803.035(l)(2)(A), sidewalks shall be located parallel to and one foot from the adjacent right-of-way; provided, however, on streets having a right-of-way of 50 feet or less, sidewalks shall be located parallel to and abutting the curb.

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 proposed shared-use path between lots 4 and 5 will provide for safe and convenient access to adjacent residential areas and neighborhood activity centers. The proposed sidewalk along Boone Road SE will contribute to the completion of sidewalk along the north side of Boone Road SE. These improvements contribute to the safe and convenient connectivity for residents walking and biking to neighborhood activity centers.

The adjacent parcel to the east, addressed 1515 Boone Rd SE, is subject to a deferral agreement for construction of street improvements. Staff anticipates City Council will require the neighboring property owner to construct the deferred improvements concurrently with the street improvements for 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 12-lot subdivision generates less than 200 average daily vehicle trips to Boone Road SE. Therefore, a TIA was not required as part of the proposed subdivision submittal.

Prepared by: Jennifer Scott, Program Manager
cc: File