

# 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 / CLASS 2 ADJUSTMENT CASE NO.: SUB-ADJ21-05**

**APPLICATION NO.: 21-106960-LD, 21-106962-ZO**

**NOTICE OF DECISION DATE:** June 1, 2021

**SUMMARY:** A 27 Lot subdivision.

**REQUEST:** A subdivision tentative plan to divide approximately nine acres into 27 lots and one water quality and detention facility. The applicant is requesting an alternative street standard to allow the grade of Buzz Street to exceed 12%, exceed the 600-foot maximum block length and to reduce the street width from 60-feet to 50-feet and a Class 2 Adjustments to exceed the maximum lot width to depth of 300 percent to 500percent for Lot 12 and to allow Lot 3 to reduce the minim lot depth for a double frontage lot from 120 feet to 112 feet.

The subject property is approximately nine acres in size, zoned RA (Residential Agriculture), and located on the 2230 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Number: 073W17 / 3803).

**APPLICANT:** Brandie Dalton, Multi-Tech Engineering, on behalf of Ryan Bloedel

**LOCATION:** 2230 Doaks Ferry Rd NW, Salem OR 97304

**CRITERIA:** Salem Revised Code (SRC) Chapters 205.015(d) – Phased Subdivision Tentative Plan; 250.005(d)(2) – Class 2 Adjustments

**FINDINGS:** The findings are in the attached Decision dated June 1, 2021.

**DECISION:** The **Planning Administrator APPROVED** Subdivision / Class 2 Adjustment Case No. SUB-ADJ21-05 subject to the following conditions of approval:

- Condition 1:** The flag lot accessway shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1. "NO PARKING—FIRE LANE" signs shall be posted on both sides of that segment of the flag lot accessway that is a fire apparatus roadway and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.
- Condition 2:** Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.
- Condition 3:** Convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.

- Condition 4:** The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS.
- Condition 5:** Construct internal streets to Local Street standards, except proposed Buzz Street NW may exceed 12% grade and Woody Court NW may be 52-feet in width, pursuant to SRC 803.065(a)(3).
- Condition 6:** Fire Sprinklers shall be installed in all structures on Lots 1 and 25-28.
- Condition 7:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.
- Condition 8:** All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.
- Condition 9:** The trees designated for removal on the south side of Wilark Brook on Lot 9 (11 trees) and Lot 12 (six trees) shall be preserved.
- Condition 10:** Prior to issuance of building permits on Lot 8, the applicant shall plant two (2) big leaf maple (*Acer macrophyllum*) trees with a minimum 1.5" caliper, five (5) vine maple (*Acer circinatum*) with a minimum height of 24-36", and ten (10) 1-gallon sword ferns (*Polystichum munitum*). These trees and vegetation are in addition to requirements of SRC 808.050.
- Condition 11:** Any construction or grading on Lots 8, 9, 12 and 13 shall remain within the building footprints shown on the tentative subdivision plan.
- Condition 12:** Obtain applicable State and Federal permits as indicated by Department of State Lands (DSL).
- Condition 13:** Provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.
- Condition 14:** Extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.
- Condition 15:** Design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. Construct the walkway from Woody Street NW to the north line of the subject property. The applicant has the option of constructing the walkway from the north line of the subject property to Woodhaven Street NW or paying a fee-in-lieu of improvements for the construction costs of the walkway.
- Condition 16:** Grading within the 50-foot riparian area shall not occur under the drip line of any tree designated for preservation. Grading plans shall provide fencing and protection for all native vegetation and trees, including under the drip line.

**Condition 17:** No trees or native vegetation within the riparian zone shall be removed through a Tree Conservation Plan Adjustment. Any future removal shall only be authorized through an approved Tree Removal Permit (SRC 808.030).

The rights granted by the attached decision must be exercised, or an extension granted, by June 17, 2023, or this approval shall be null and void.

Application Deemed Complete:	<u>April 16, 2021</u>
Notice of Decision Mailing Date:	<u>June 1, 2021</u>
Decision Effective Date:	<u>June 17, 2021</u>
State Mandate Date:	<u>August 14, 2021</u>

Case Manager: Olivia Dias, [odias@cityofsalem.net](mailto:odias@cityofsalem.net), 503-540-2343

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m. Wednesday, June 16, 2021. 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 and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. After the hearing, the Salem Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, 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. 21-05)**

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

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

**IN THE MATTER OF THE  
APPROVAL OF TENTATIVE  
SUBDIVISION PLAT &  
ADJUSTMENT CASE NO. 21-05  
2230 DOAKS FERRY ROAD NW**

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**FINDINGS AND ORDER**

**June 1, 2021**

**REQUEST**

A subdivision tentative plan to divide approximately nine acres into 27 lots and one water quality and detention facility. The applicant is requesting an alternative street standard to allow the grade of Buzz Street to exceed 12%, exceed the 600-foot maximum block length and to reduce the street width from 60-feet to 50-feet and a Class 2 Adjustments to exceed the maximum lot width to depth of 300 percent to 500 percent for Lot 12 and to allow Lot 3 to reduce the minimum lot depth for a double frontage lot from 120 feet to 112 feet.

The subject property is approximately nine acres in size, zoned RA (Residential Agriculture), and located on the 2230 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Number: 073W17 / 3803).

**DECISION**

The phased subdivision tentative 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:** The flag lot accessway shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1. "NO PARKING—FIRE LANE" signs shall be posted on both sides of that segment of the flag lot accessway that is a fire apparatus roadway and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.
- Condition 2:** Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.
- Condition 3:** Convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.
- Condition 4:** The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS.

- Condition 5:** Construct internal streets to Local Street standards, except proposed Buzz Street NW may exceed 12% grade and Woody Court NW may be 52-feet in width, pursuant to SRC 803.065(a)(3).
- Condition 6:** Fire Sprinklers shall be installed in all structures on Lots 1 and 25-28.
- Condition 7:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.
- Condition 8:** All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.
- Condition 9:** The trees designated for removal on the south side of Wilark Brook on Lot 9 (11 trees) and Lot 12 (six trees) shall be preserved.
- Condition 10:** Prior to issuance of building permits on Lot 8, the applicant shall plant two (2) big leaf maple (*Acer macrophyllum*) trees with a minimum 1.5" caliper, five (5) vine maple (*Acer circinatum*) with a minimum height of 24-36", and ten (10) 1-gallon sword ferns (*Polystichum munitum*). These trees and vegetation are in addition to requirements of SRC 808.050.
- Condition 11:** Any construction or grading on Lots 8, 9, 12 and 13 shall remain within the building footprints shown on the tentative subdivision plan.
- Condition 12:** Obtain applicable State and Federal permits as indicated by Department of State Lands (DSL).
- Condition 13:** Provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.
- Condition 14:** Extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.
- Condition 15:** Design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. Construct the walkway from Woody Street NW to the north line of the subject property. The applicant has the option of constructing the walkway from the north line of the subject property to Woodhaven Street NW or paying a fee-in-lieu of improvements for the construction costs of the walkway.
- Condition 16:** Grading within the 50-foot riparian area shall not occur under the drip line of any tree designated for preservation. Grading plans shall provide fencing and protection for all native vegetation and trees, including under the drip line.
- Condition 17:** No trees or native vegetation within the riparian zone shall be removed through a Tree Conservation Plan Adjustment. Any future removal shall only be authorized through an approved Tree Removal Permit (SRC 808.030).

## **PROCEDURAL FINDINGS**

1. On August 28, 2020, a consolidated application for a Phased Subdivision Tentative Plan, Urban Growth Preliminary Declaration and Class 2 Adjustment applications were filed for a proposal to divide an approximately nine acre property on the 2230 Doaks Ferry Road NW (Attachment A) into 29 lots.
2. After the applicant submitted additional information, the applications were deemed complete for processing on November 30, 2020. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on November 30, 2020. The property was posted pursuant to SRC 300.
3. The applicant and staff determined that Urban Growth Preliminary Declaration permit is not needed, therefore the applicant has withdrawn that application.
4. The state-mandated local decision deadline is April 13, 2021

## **SUBSTANTIVE FINDINGS**

### **1. Proposal**

The tentative plan proposes to divide nine acres into 29 lots for residential development (Attachment B). The lots range in size from approximately 4,945 square feet to approximately 59,217 square feet. All lots take access directly from public streets, except for Lots 18 and 19 which will be served by a flag-lot accessway. The applicant is requesting an alternative street standard to allow 52-foot right of way in lieu of 60-foot and to and increase the block length of Woody Court from 600-feet to 1,200-feet, to increase the grade to 15 percent for Buzz Street where 12 percent is the maximum and a Class 2 Adjustment to exceed the maximum lot width to depth of 300 percent to 500 percent for Lot 12 and to allow Lot 3 to reduce the minimum lot depth for a double frontage lot from 120 feet to 112 feet.

The applicant requested an urban growth preliminary declaration permit, which was determined to not be necessary since the property is within the Urban Service Area.

The applicant has not proposed a phased subdivision.

### **2. Existing Conditions**

#### Site and Vicinity

The subject property contains approximately nine acres and consists of a single tax lot, which extends approximately 760 feet eastward from Doaks Ferry Road and approximately 550 feet southward. The subject property is bounded by a residential subdivision to the north, elementary school to the east and large acreage to the south and west.

The subject property consists of steep grades with the highest elevation approximately 270 feet near the west property line of the subject property. The subject property is primarily a concentration of trees and Wilark Brook, which dissects the property.

### Salem Area Comprehensive Plan (SACP) Designation

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

*Comprehensive Plan Map:* The subject property is designated “Developing Residential” on the Salem Area Comprehensive Plan (SACP) Map. The surrounding properties are designated as follows:

North: Single Family Residential

South: Developing Residential

East: Developing Residential

West: (Across Doaks Ferry Road); Single Family Residential and Polk County Urban Reserve

### Zoning and Surrounding Land Use

The subject property is zoned RA (Residential Agriculture) and is currently contains a single family dwelling. The surrounding properties are zoned and used as follows:

North: RS (Single Family Residential) single family subdivision

South: RA (Residential Agriculture); large lot residential

East: RA (Residential Agriculture); Existing Elementary School.

West: (Across Doaks Ferry Road NW); RA (Residential Agriculture) and Polk County SR (Suburban Residential); large lot residential

### Relationship to Urban Service Area

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

### Infrastructure

*Water:* The subject property is within two water service levels, W-2 and G-0.

An 16-inch G-0 water main is located in Woodhaven Court NW.

An 18-inch W-2 water main is located in Doaks Ferry Road NW

*Sewer:* An 8-inch sanitary sewer main is located approximately 50-feet east of the northeast corner of the subject property.

*Storm Drainage:* Willard Brook is located on the subject property.

**Streets:** Doaks Ferry Road NW currently abuts the subject property along the west boundary. This segment of Doaks Ferry Road NW is designated as a Minor Arterial street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 68-foot improvement within a 96-foot-wide right-of-way.
- The abutting portion of Doaks Ferry Road NW currently an approximately 40-foot-wide improvement within an 80-foot-wide right-of-way.

### 3. Land Use History

- **Annexation 24-263:** A petitioner-initiated annexation for territory approximately 101.43 acres in size, rezoning to City of Salem RA (Residential Agriculture).

### 4. Public and Private Agency Review

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

**Fire Department** - The Salem Fire Department submitted comments noting street grades shall not exceed 15 percent and grades over 12% for more than 200-feet in length will require fire sprinklers in all abutting structures. Fire hydrants are required to be provided within 600 feet of all portions of the structures (as measured along an approved path). An approved Fire Department turnaround is required where fire department access exceeds 150 feet and is a dead end. All measurements are made along an approved route as determined by the fire code official.

**Salem-Keizer Public Schools** – Planning and Property Services staff for the school district reviewed the proposal and submitted comments indicating that sufficient school capacity exists at the elementary, middle school and high school levels to serve future development. The school district indicated that the subject property is outside of the “walk zone” of the assigned elementary, middle, and high schools and that students residing within the development would be eligible for transportation to assigned schools. However, if the applicant develops the 15-foot access easement between the subject property and Woodhaven Court, as proposed by the applicant, the property would be within the walk zone for all three schools. This is addressed in Section 6.

**Salem Electric** reviewed the proposal and indicated that service will be provided according to the rates and policies at the time of construction. A 15-foot access easement between Lots 15 and 16 is needed to provide service.

### 5. Neighborhood Association Comments and Public Comments

On August 27, 2020, the applicant notified the Neighborhood Association of the application to subdivide the subject property. The applicant met the requirements of SRC 300.310, which requires the applicant for a proposed subdivision contact the affected neighborhood

association(s). The applicant has indicated that the property is not within a Home Owners Association.

All property owners and tenants within 250 feet of the subject property were mailed notification of the proposed subdivision. The subject property is within the West Salem Neighborhood Association. Notice of the application was provided to the neighborhood association, pursuant to SRC 300.620(b)(2)(B)(iii), which requires public notice to be sent to “any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property.”

West Salem Neighborhood Association and eight property owners or tenants provided comments prior to the comment period ending, which are summarized below:

- A. **Wildlife:** Construction would impact the existing wildlife in the area. The previous use could have contaminated the soils and stream.

**Staff Response:** In regard to impacts to wildlife habitat, the subject property has not been identified as a significant wildlife habitat by state wildlife management agencies or by the City. The subject property is located within the Urban Growth Boundary and incorporated limits of the City of Salem and has been designated on the City of Salem Comprehensive Plan Map as “Single Family Residential,” which anticipates existing or future residential development similar to the subdivision proposed by the applicant. Loss of wildlife habitat that has not been identified as significant is not a criterion under the Salem Revised Code for granting or denying a phased tentative subdivision approval.

A soil analysis is not required by Code for previously used farmland. The Oregon Department of Environmental Quality (DEQ) would regulate any contamination and/or clean up if necessary. The City has not reviewed any comments or concerns from DEQ.

- B. **Safety of Doaks Ferry Road NW and connecting street.** Comments submitted express concern about the safety of Doaks Ferry Road NW with the connecting street located on a hill. Connection with Buzz Street is hazardous.

**Staff Response:** The proposed connection to Doaks Ferry NW meets spacing requirements and connectivity standards of SRC 803.030 and SRC 803.035. In addition, the connection will provide for adequate circulation. Additional transportation related findings are addressed below.

- C. **Internal Streets and Pedestrian Paths.** Comments that the proposed pedestrian easement would impact property values and that children no longer walk to school. Several comments received express concerns with the increase in block length and reduction of Right-Of-Way to 52 feet.

**Staff Response:** The Public Works Department has evaluated the proposal and submitted comments indicating that existing streets in the vicinity have adequate width for two-way vehicle traffic. The proposal will result in a boundary street improvement of Doaks Ferry Road NW, including construction of sidewalks along the property boundary and the extension of new local streets through the subdivision in conformance with current standards for vehicle, pedestrian, and bicycle facilities. These streets will align with existing streets which will eventually fill in gaps within the current street network.

The proposal to reduce one local street width from 60-feet to 52-feet is due to the grade on the subject property. The travel lanes will still meet the adopted code; the reduction is in the planter strips on each side of the street. However, the planter strips will be wide enough to allow the planting of street trees. The City Traffic Engineer has determined that the proposed development does not generate traffic volumes sufficient to require a traffic impact analysis pursuant to SRC 803.015; therefore, off-site mitigation to the existing transportation system is not warranted as a condition of the proposed development.

There is an existing 10-foot right-of-way strip from the Woodhaven Court that is dedicated to public access. It has always been intended that the path will be completed and provide a safe and expeditious walking route to the nearby school. No evidence has been submitted that demonstrates that “children no longer walk to school” however, we do have testimony submitted by Salem-Keizer School District that without this path the children in the proposed subdivision will have to be bussed to school, despite the proximity of the school. The construction of the pedestrian path addresses the need for safe and orderly circulation. Property values are not an approval criterion for a land use proposal.

- D. **Type of dwelling unit, size of lots, height and fencing:** Comments were received concerned about multi-family units or taller dwellings which may block views. In addition, comments concerning the need for fencing abutting existing dwellings were received.

**Staff Response:** Views of adjacent property owners are not regulated or protected under the City of Salem zoning code. Future development will be reviewed for conformance with zoning requirements, including lot size and layout, maximum height, and minimum landscaping requirements.

- E. **Pedestrian access to Woodhaven Court NW.** Comments were received about the lack of connectivity and need for pedestrian access to the existing schools in the area.

**Staff Response:** The applicant is required to design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. The applicant will be constructing the walkway from Woody Street NW to the north line of the subject property and will be paying a fee-in-lieu of improvements for the construction costs of the walkway from the north line of the subject property to Woodhaven Street NW. The northern half of the walkway will likely be constructed by the City of Salem.

- F. **Stormwater and Erosion.** Comments raised concerns about groundwater in relation to adjacent properties. Concerns with possible permeable concrete for driveways and the effects on the stormwater system. Comments include a request for more information in the stormwater final report and need more details.

**Staff Response:** Applicable development standards and conditions of approval require that the applicant design stormwater facilities in compliance with the Public Works Stormwater Management Design Standards prior to final plat approval, addressing feasibility for onsite drainage disposal and any necessary offsite facilities. The Stormwater Management Design Standards require the applicant's engineer to submit infiltration test results, an Engineering Method Report, and a preliminary site plan showing the building envelope and tentative

location of stormwater facilities. If the proposed parcel dimensions are not adequate to provide onsite stormwater facilities, in compliance with PWDS, a restricted building envelope or alternate engineering analysis will be required. In addition to required onsite stormwater facilities, the applicant is required to identify an approved overflow disposal point to accommodate large volumes of stormwater during high volume rain events.

The proposed development is subject to the requirements of Salem Revised Code Chapter 75 (Erosion Prevention and Sedimentation Control) and Chapter 82 (Clearing and Grading). Permits are required for grading work that exceeds minimum thresholds, and all grading work shall meet prescribed codes and standards.

- G. **Tree Removal:** Concerns about the removal of trees, especially those within the Riparian Corridor, on the subject property. Concerns about future site work and the preservation of the trees on site, especially those near Wilark Brook.

**Staff Response:** According to the applicant's Tree Conservation Plan application and site plan, two 20-inch Oregon White Oak trees are proposed to be removed. One within the future right-of-way of Doaks Ferry Road and the other would be within the building footprint of a new single-family dwelling. The applicant is proposing to remove two trees and minimal native vegetation within the 50-foot riparian area abutting Wilark Brook. The applicant is preserving more than 25% of the total amount of trees located on the subject property, which meets the Salem Revised Code for preservation. Removal of trees and vegetation will be mitigated as detailed below.

- H. **Wilark Brook and Wetlands:** Comments were submitted providing great concern with the building footprint of Lots 8, 9 and 12, in relation to Wilark Brook. Concerns about the need to fill the Brook/wetland for development was emphasized with a requested condition of approval for a setback for all structures to be equal to the depth of the brook. In addition, comments related to the direct impacts to Wilark Brook abutting the proposed development due to slope instability and indirect impacts to Wilark Brook downstream of the proposed development due to potential hydromodification.

**Staff Response:** Regarding direct impacts to Wilark Brook, the applicant submitted a geological assessment and geotechnical report that concludes the following: "Based on the results of our field explorations, laboratory testing, and engineering analyses, it is our opinion that the site is presently stable and suitable for the proposed new Doaks Ferry Road Subdivision single-family residential development and its associated site improvements provided that the recommendations contained within this report are properly incorporated into the design and construction of the project." Compliance with the report is required pursuant to SRC Chapter 810.

Regarding indirect impacts downstream, the applicant is required to mitigate downstream impacts by complying with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.

The request for a condition of approval for setbacks of structures within the riparian area cannot be applied. The Salem Revised Code has provisions for activity and use within the riparian area, which is 50-feet from the top of bank of Wilark Brook, and those standards

and requirements do not limit structures to be built in the area. The applicant has proposed to remove two trees within the 50-foot riparian area and as a condition of approval additional plantings are required.

## **6. Criteria for Granting a Subdivision Tentative Plan**

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 for each respective phase.

SRC Chapter 205.015(d) sets forth the criteria that must be met before approval can be granted to a phased 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 205.015(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 205.015(d)(1): The tentative phased subdivision meets all of the criteria for tentative subdivision plan approval set forth in SRC 205.010(d).**

**Finding:** Compliance with the criteria for tentative subdivision plan approval, as set forth in SRC 205.010(d), is addressed within the findings below.

### **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 9.35-acre property into 29 lots and a public facility for stormwater treatment, with no remainder. The subject property is currently zoned RA (Residential Agriculture). SRC Chapter 265.015 provides that any land within an RA zone district that is subject to a subdivision approval shall automatically be re-classified to an RS zone district on the date the subdivision plat is recorded. This provision applies to the subject property. Because the zoning of the subject property will be changed to RS with the recording of the final plat for each respective phase, 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
Lot Depth (Double frontage lots)	120 feet
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 4,945 square feet to 59,217 square feet in size. The applicant requested an adjustment for two lots. Lot 25 is proposed lots exceed maximum lot depth standards and Lot 3 is proposed to reduce the minimum lot depth for a double frontage lot, set forth in SRC Chapter 511, Table 511-2. The applicant has requested a Class 2 Adjustment which is addressed below in Section 8.

The remaining proposed lots exceed minimum lot area, dimension, and frontage requirements and therefore conform to the applicable standards. The proposed lots within the subdivision are also of sufficient size and dimension to permit future development of uses allowed within the zone.

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

Front Yards and Yards Adjacent to Streets:

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

Rear Yards:

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

Interior Side Yards:

- Minimum 5 feet

The applicant has proposed to not remove any vegetation or trees within the riparian corridor, except two Fir trees on Lot 9. Since the applicant isn't proposing to remove any trees or native vegetation within the riparian corridor, Lots 8, 9 and 12 will be limited in their building envelope for a single-family dwellings. At building permit the applicant will have to provide evidence that

the grading required for the buildings will not remove any native vegetation nor trees within the Riparian Corridor while still maintaining setback of the RS zone to property lines.

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

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. Corner lots are lots located at the intersection of two streets, typically with street frontage on two sides. Four of the proposed lots in the subdivision 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.

Those lots abutting Doaks Ferry Road NW will not have access to the existing major arterial and will be required to access to the local street.

The proposal conforms to the requirements of SRC Chapter 800.

Flag Lots:

SRC 800.025 establishes the following development standards for flag lot accessways serving residentially zoned lots:

<b>Flag Lot Accessway Standards (Residential Zones)</b>		
	<b>1 to 2 Lots Served by Accessway</b>	<b>3 to 4 Lots Served by Accessway</b>
<b>Length</b>	150 ft. Max.	400 ft. Max.
<b>Width</b>	Min. 20 ft.	25 ft. Min.
<b>Paved Width</b>	Min. 15 ft.	20 ft. Min.
<b>Parking</b>	Not Allowed	Not Allowed
<b>Turnaround</b>	Required for flag lot accessways greater than 150 feet in length. <i>(Unless the buildings served by the flag lot accessway are equipped with approved automatic fire sprinkler systems or where geographic features make it impractical and an alternative means of fire protection is provided and approved by the Fire Marshal)</i>	

Lots 14, 18, 19 and 20 are flag lots. As shown on the applicant's tentative subdivision plan, the flag lot accessway serving Lots 18, 19 and 20 is approximately 144 feet in length, and located within a 25-foot wide easement, in conformance with the standards for flag lot accessways serving up to four lots.

In order to ensure the proposed flag lot accessway serving Lots 18, 19 and 20 conforms to the requirements of SRC 800.205, the following condition of approval shall apply:

**Condition 1:** The flag lot accessway shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1. "NO PARKING—FIRE LANE" signs shall be posted on both sides of that segment of the flag lot accessway that is a fire apparatus roadway and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.

Subsection (c) establishes standards for flag lots and flag lot accessways. Pursuant to SRC Chapter 800, Table 800-1, flag lot accessways serving 3 to 4 lots must be a minimum of 25 feet in overall width and must be paved to a minimum width of 20 feet.

**(B) City Infrastructure Standards.**

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

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

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

**Condition 2:** Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.

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 inside of the Urban Service Area and is served by adequate City utilities.

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

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards. The Schematic Utility Plan included in the proposal as application shows that each

individual lot can be served by City utilities designed and constructed according to the applicable provisions of the SRC and PWDS.

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

*SRC 803.015 (Traffic Impact Analysis):* Because the proposed subdivision is projected to less than 1,000 daily trips onto Doaks Ferry Road NW, a Major Arterial street, therefore a TIA is not required.

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

*SRC 803.025 (Right-of-Way and Pavement Widths):* The applicant is required to convey land for right-of-way along Doaks Ferry Road NW.

**Finding:** Doaks Ferry Road NW abuts the subject property and does not meet the current right-of-way or improvement width standards for a Major Arterial. In implementing boundary street requirements pursuant to SRC 803.040, conditions below require the applicant to dedicate additional right-of-way and convey 48-feet from centerline of Doaks Ferry Road NW. Since the surrounding area is mostly undeveloped, a Minor Arterial improvement width is sufficient to ensure safe and efficient travel in the area. With the Alternative Street standard of a 23-foot-wide half street travel width improvement, the ultimate location for sidewalks and street trees shall be installed to meet a Major Arterial Standard. The location of sidewalk and street trees in the ultimate location for the applicable street classification will ensure the pavement width can be expanded without jeopardizing the street trees and property line sidewalks.

In addition to the boundary improvement, the applicant shall construct a southbound to eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS. Off-site pavement widening may be needed in order to provide adequate lane widths and taper lengths pursuant to PWDS.

**Condition 3:** Convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.

**Condition 4:** The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS.

The applicant is proposing 52-foot right of way instead of 60-foot right-of-way for one street within in the subdivision, Woody Court NW. A 52-foot right-of-way width minimizes the impact of the existing topography of the site while still allowing adequate width in the landscape strip for street trees and otherwise meets the street standard. Due to the topography of the site, Woody Court NW is authorized with an alternative street standard for a reduced right-of-way width to 52 feet pursuant to SRC 803.065(a)(3).

The applicant is proposing Buzz Street to exceed 12% grade. Due to the topography of the site, Buzz Street NW is authorized with an alternative street standard to increase the grade to a maximum of 15 percent pursuant to SRC 803.065(a)(3). The Salem Fire Department commented that they do not object to the increase in grade, although if any section of street exceeds 12% for more than 200 feet that all structures shall be installed with Fire Sprinklers. The section of Buzz Street will exceed 12% for more than 200 feet in length, therefore Lots 1 and 25-28 will require Fire Sprinklers to be installed at building permit.

**Condition 5:** Construct internal streets to Local Street standards, except proposed Buzz Street NW may exceed 12% grade and Woody Court NW may be 52-feet in width, pursuant to SRC 803.065(a)(3).

**Condition 6:** Fire Sprinklers shall be installed in all structures on Lots 1 and 25-28.

As conditioned, the proposal meets this requirement.

*SRC 803.030 (Street Spacing):* The street spacing requirements specifies maximum block lengths of 600 feet along one axis, and between 120 feet minimum and 400 feet maximum along the other axis. Street spacing may be increased based on one or more of the conditions set forth in subsection (b).

**Finding:** Due to existing steep topography and development, the proposed subdivision is precluded from meeting the 600-foot intervals for block length on both sides of Woody Court NW. The applicant is proposing to cul-de-sac Woody Court NW beyond the 600-foot block length. The proposal would not provide a cross street within in subdivision. The steep topography and street locations will meet the exemption of SRC 803.030(b)(1) to exceed the 600-foot intervals.

*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 abutting subdivision to the north has an existing right-of-way dedicated for a pedestrian path. The path appears to be an effort to meet the standards for block-length and connectivity to undeveloped properties. If a stub street was provided, the applicant would be required to continue the street, therefore, the applicant is proposing to connect to the pedestrian path in order to connect and create pedestrian connectivity.

Subsection (l) requires sidewalks to be constructed parallel to and one foot from the adjacent right-of-way and the construction of sidewalks as part of street improvement projects. The tentative subdivision shows all internal sidewalks will be constructed to meet the standard.

The tentative subdivision plat shows property line sidewalks, which is consistent with SRC 803.035(l). Generally, sidewalks along the frontage of lots platted for single family residential development are installed at the time of home construction. This allows eventual building permit applicants for single family dwellings to select driveway alignment and apron placement along the lot frontage prior to installing sidewalks.

Pursuant to subsection (n), public utility easements (PUEs) may be required for all streets. Comment 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 7:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

**Condition 8:** All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.

*SRC 803.040 (Boundary Streets):* Doaks Ferry Road NW are boundary streets, running along the entire northern frontage of the subject property.

**Finding:** Doaks Ferry Road NW abuts the subject property and do not meet the current right-of-way or improvement width standards for a Major Arterial. In implementing boundary street requirements pursuant to SRC 803.040, conditions below require the applicant to dedicate additional right-of-way and convey 48-feet from centerline of Doaks Ferry Road NW. Since the surrounding area is mostly undeveloped, a Minor Arterial improvement width is warranted to ensure safe and efficient travel in the area. With the Alternative Street standard of a 23-foot-wide half street travel width improvement, the ultimate location for sidewalks and street trees shall be installed to meet a Major Arterial Standard. The location of sidewalk and street trees in the ultimate location for the applicable street classification will ensure the pavement width can be expanded without jeopardizing the street trees and property line sidewalks.

In addition to the boundary improvement, the applicant shall construct a southbound to eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS. Off-site pavement widening may be needed in order to provide adequate lane widths and taper lengths pursuant to PWDS.

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

**(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 (TCP20-09) was submitted in conjunction with the phased subdivision tentative plan. TCP20-09 identifies 733 trees on the subject property, with 181 trees proposed for preservation. The applicant is proposing to preserve 24.69% of the trees on-site. The applicant is proposing to remove 11 trees on the south side of Lot 9 and six trees on the south side of Lot 12. The south side of each of these lots would require crossing the wetland and is not part of the building envelope provided by the applicant. Therefore, the 11 trees on the south side of Lot 9 and the six trees

on the south side of Lot 12 designated for removal shall be preserved. Adding these trees will increase the overall percentage preserved to 27%, or 198 trees designated for preservation.

**Condition 9:** The trees designated for removal on the south side of Wilark Brook on Lot 9 (11 trees) and Lot 12 (six trees) shall be preserved.

The applicant is proposing to remove two trees within the Riparian Area.

The subject property has extreme topographic features with an elevation change 86 feet in just 700 feet of width. It has an average slope from west to east of approximately 12% and isolated slopes in excess of 25%. The property is surrounded by development on the northern and east boundaries, with no street connections provided to it during those previous developments. With no previous street connections provided accessing the site requires a street connection to Doaks Ferry Road as well as the requirement to provide street connectivity to the undeveloped property to the south.

In order to minimize the impacts of site grading activities, the current site layout has large lots resulting in a low net density. Even with the current site layout, development of the property requires the use of alternative street standards, and several design exceptions to the Public Works Design Standards (PWDS) including: reduced centerline radius; street grade; and the elimination of an ADA crossing. The results of that analysis as well as multiple iterations of street design, is that the current development proposal results in the smallest impact to the site topography, riparian corridor, and other natural features of the site while utilizing the site for single family development.

The subject property is impacted by approximately 61,000 square feet of riparian corridor, which is completely within four proposed Lots (Lots 8, 9, 12 and 13). Under normal development constraints 61,000 square feet with an average development density of six lots per acre would result in eight single family lots. The combined proposed impact of approximately 1,500 square feet with the building footprints represents a mere 2.5% of that total riparian area. Considering all of the proposed impacts are within the outer 25' of the riparian corridor suggests that much of the proposed impacts will have no impact to native vegetation. With the proposed impact to the riparian corridor of 1,500 square feet, less than the average building footprint, spread over four lots.

As mitigation for removal of native vegetation in the riparian corridor of Lot 8, which includes two Douglas Fir trees and a mix of native and non-native understory vegetation. The following shall be planted within the same lot: two (2) big leaf maple (*Acer macrophyllum*) trees with a minimum 1.5" caliper, five (5) vine maple (*Acer circinatum*) with a minimum height of 24-36", and ten (10) 1-gallon sword ferns (*Polystichum munitum*).

The above mitigation is for removal of the two Douglas fir trees on Lot 8 indicated for removal in the "Lot Grading and Tree Conservation Plan" only. Any additional tree removal within the riparian corridor shall require a Tree Conservation Plan Adjustment and be review based on submittal and approval of an arborist report.

**Condition 10:** Prior to issuance of building permits on Lot 8, the applicant shall plant two (2) big leaf maple (*Acer macrophyllum*) trees with a minimum 1.5" caliper, five (5)

vine maple (*Acer circinatum*) with a minimum height of 24-36", and ten (10) 1-gallon sword ferns (*Polystichum munitum*). These trees and vegetation are in addition to requirements of SRC 808.050.

**Condition 11:** Any construction or grading on Lots 8, 9, 12 and 13 shall remain within the building footprints shown on the tentative subdivision plan.

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 identify wetlands on the subject property. Notice of the proposal was provided to the Department of State Lands (DSL), pursuant to SRC 809.025. DSL indicates that wetlands may be present, and an onsite inspection by a qualified wetland consultant is recommended. State and Federal permits may be required. The Public Works Design Standards require that all applicable state and federal permits be acquired as a condition of permit approval. As conditioned below, the tentative subdivision plan conforms to all applicable SRC Chapter 809 requirements.

**Condition 12:** Obtain applicable State and Federal permits as indicated by Department of State Lands (DSL).

**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 two, three and five landslide hazard susceptibility points. The proposed subdivision adds three activity points to the proposal, which results in a total of eight points. Pursuant to SRC Chapter 810, Table 810-1E, the proposed subdivision is classified as a moderate landslide risk and requires a geologic assessment.

A geotechnical report dated October 30, 2020, by Redmond and Associates, was submitted with the subdivision application. This report states that the site is presently stable and suitable for the proposed development and its associated site improvements.

**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 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. 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:** Water and sewer infrastructure is available along the perimeter of the site. Developments are required to extend public utility services to serve upstream and neighboring properties; the tentative utility plan appears to meet that requirement.

The subject property is located in both the G-0 and W-1 water service areas. W-1 water service is available in Doaks Ferry Road NW abutting the property. G-0 water service is available in Doaks Ferry Road NW approximately 300 feet north of the subject property. The applicant shall provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.

**Condition 13:** Provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.

The nearest sewer available to serve the proposed development is located on the Kalapuya Elementary School property on the easterly neighboring property. The applicant shall extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.

**Condition 14:** Extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.

Conditions of approval require construction of water and sewer systems to serve each lot, an engineered stormwater design to accommodate future impervious surfaces, and dedication of a public utility easement to allow installation and maintenance of private utility infrastructure.

The 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 provided an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Prior to final plat, the applicant shall 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. Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

As conditioned above, 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:** The applicant is required to dedicate right-of-way and construct half-street improvements on the Doaks Ferry Road NW frontage consistent with TSP standards for a Major Arterial street. The abutting section of Doaks Ferry Road NW is currently underdeveloped and the current demand on the street does not require a full Major Arterial street. Pursuant to SRC 803.065(a)(1), the current physical constraints would make a Major Arterial half street improvement unsafe until the remaining properties are developed. The applicant will be required to dedicate the entire half width for a Major Arterial, but an alternative street section is approved for the development of an interim minor arterial standard. The alternative street will provide for safe flow of traffic until the remaining area is developed, which will require the Major Arterial standard.

The proposed subdivision requires a boundary street improvement, the applicant shall construct a southbound to eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS. Off-site pavement widening may be needed in order to provide adequate lane widths and taper lengths pursuant to PWDS, as conditioned above.

Due to topographic constraints the proposed subdivision is precluded from meeting the 600-foot intervals for block length on the east and west sides of Woody Court NW. Other internal streets, except Woody Court NW (discussed below), will meet the Local Street standard with 60-foot-wide rights-of-way and 30-foot-wide improvements.

The applicant is proposing 52-foot right of way instead of 60-foot right-of-way for one street within in the subdivision, Woody Court NW. A 52-foot right-of-way width minimizes the impact of the existing topography of the site while still allowing adequate width in the landscape strip for street trees and otherwise meets the street standard. Due to the topography of the site, Woody Court NW is authorized with an alternative street standard for a reduced right-of-way width to 52 feet pursuant to SRC 803.065(a)(3).

The applicant is proposing Buzz Street to exceed 12% grade, due to the topography of the site, Buzz Street NW is authorized with an alternative street standard to increase the grade to a maximum of 15 percent pursuant to SRC 803.065(a)(3). The Salem Fire Department commented that they do not object to the increase in grade, although if any section of street exceeds 12% for more than 200 feet that all structures shall be installed with Fire Sprinklers. The section of Buzz Street will exceed 12% for approximately 240 feet in length, therefore Lots 1 and 25-28 will require Fire Sprinklers to be installed at building permit.

All other standards for a local street shall be met.

As proposed and conditioned, the subdivision conforms to the TSP. The proposal meets this criterion.

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

**Finding:** Conditions above implement required boundary street improvements along the abutting portions of Doaks Ferry Road NW.

The proposed network of boundary and internal streets serving the subdivision provides direct 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:

- Straub Nature Park, a ten-acre public park located at 2087 Doaks Ferry Road NW, approximately 300 feet south of the subject property.
- Brush College Park, an eight acre public park located at 2015 Brush College Road, approximately 0.34-mile north of the subject property.
- Robert W Straub Middle School located 1920 Wilmington Avenue NW, abutting the subject property to the south.
- West Salem High School, located 1,500 feet south of the subject property at 1776 Titan Drive NW.
- Kalapuya Elementary School located 2085 Wilmington Avenue NW, abutting the subject property to east.
- Bus stop located at Doaks Ferry Road and Gibsonwoods Court and local routes along Doaks Ferry Road NW.

The subject property will provide internal streets with safe and convenient bicycle and pedestrian access and provide boundary street improvements connecting to existing bicycle and pedestrian facilities along Doaks Ferry Road.

Kalapuya Elementary School and Straub Middle School are located adjacent to the subject property to be accessed through a future pedestrian walkway connecting to Woodhaven Court

NW as conditioned below. To ensure adequate access to the existing schools and expressed by Salem Keizer School District the following condition applies:

**Condition 15:** Design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. Construct the walkway from Woody Street NW to the north line of the subject property. The applicant has the option of constructing the walkway from the north line of the subject property to Woodhaven Street NW or paying a fee-in-lieu of improvements for the construction costs of the walkway.

The portion of the walkway outside the subject property (within Wilark Park West No. 7 subdivision) is eligible for fee-in-lieu of construction pursuant to SRC 200.415.

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 proposed 29-lot subdivision generates less than 1,000 average daily vehicle trips to Doaks Ferry Road NW, a Major Arterial street. Therefore, a Traffic Impact Analysis is not required as part of the proposed subdivision submittal.

The proposal meets this criterion.

**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. A number of existing natural and built conditions on the subject property are considered in the street and lot configuration proposed by the applicant. Staff is concerned that the lot lay out of Lots 8 and 9 will require tree or vegetation removal in addition to potential grading and fill within the riparian corridor to build a dwelling. Comments were submitted that it would be detrimental to the existing wetland (Wilark Brook) to add soil or fill within the 50-foot riparian zone. The applicant has provided a geotechnical analysis which does not include the area within the 50-foot riparian zone, where the topography dramatically changes in slope towards the waterway. In addition, the applicant has provided site plans and a tree conservation plan indicating no removal of vegetation or trees within the 50-foot riparian corridor beyond those previously discussed on Lot 8. Since the applicant has not proposed any addition removal of trees and/or vegetation within 50-feet of the existing waterway and evidence has not been provided that the subdivision considered the drastic topography nor vegetation this area, the following condition applies:

**Condition 16:** Grading within the 50-foot riparian area shall not occur under the drip line of any tree designated for preservation. Grading plans shall provide fencing and protection for all native vegetation and trees, including under the drip line.

**Condition 17:** No trees or native vegetation within the riparian zone shall be removed through a Tree Conservation Plan Adjustment. Any future removal shall only be authorized through an approved Tree Removal Permit (SRC 808.030).

Salem Revised Code 808 protects vegetation and trees within 50-feet of the top of the bank, which would include the area listed above in a stormwater easement. The applicant has not proposed any removal under the concurrent tree conservation plan. Therefore, any future removal would be required to obtain a tree removal permit pursuant to SRC 808.

As described in findings above and conditioned, the lot and street configuration proposed by the applicant meets applicable development standards, with the adjustments for maximum street grade as requested. As conditioned, no existing conditions of topography or vegetation have been identified on the site which would necessitate further 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 205.010(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 applicant has provided a geotechnical analysis and a tree conservation plan indicating no removal of vegetation or trees within the 50-foot riparian corridor. Compliance with those plans, adopted regulations as discussed in this report and conditions of approval meet this criterion.

**SRC 205.010(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 inside of the Urban Service Area. Compliance with the City's growth management plan and availability of infrastructure is addressed above in this report. This criterion has been met.

## **7. Class 2 Adjustment**

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

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

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

## **Findings:**

### **Maximum lot depth from 300 percent of average lot width:**

The intent and purpose of the maximum lot depth standard is to provide for future buildable lots, which can maintain property line setbacks. The maximum lot depth is 300 percent of the average width of the lot, which prevents narrow lots which may not have adequate open space on the side yard, maintain side yard setback and to consider future development of potential lots.

Staff determined that Lot 12 does exceed the maximum 300% Lot Width, when measurements are taken pursuant to SRC 112.045, despite the applicant's assertion.

The existing configuration, existing waterway (Wilark Brook), topography of the property and required street connections of the area makes it difficult to meet the required maximum lot depth standard. The applicant's finding state that the lot would be 500 percent of the lots width, although when measurements are taken pursuant to SRC 112.045, proposed Lot 12 will be 315 percent. The configuration of the tract would provide for a dwelling to be built on the property and provide for less grading near the waterway. The lot are proposed to be greater than the minimum parcel size and provide for the single family residence to be located further away from a busy street (Doaks Ferry Road), the proposed configuration of Lot 12 equally or better meets the intent of the code.

The proposal meets this criterion.

### **Minimum lot depth from 120 feet for double frontage lot:**

Within the RS (Single Family Residential) zone, double frontage lots with street frontage adjacent to both their front and rear property lines are required to have a minimum lot depth of 120 feet pursuant to SRC 511.010(a), Table 511-2. The underlying purpose of this standard is to ensure that lots that have street frontage adjacent to both their front and rear property lines have an increased lot depth to provide potential for additional privacy and separation from the street, which is of greater importance for lots abutting collector and arterial streets which convey greater levels of traffic.

Staff determined that Lot 3 has a 112-feet of lot depth, when measurements are taken pursuant to SRC 112.045, despite the applicant's assertion.

In the written statement provided by the applicant (**Attachment C**) it is explained that in order to provide the required connections of streets and the existing grade in the area it is necessary based on the existing geometry.

Staff concurs with the findings included in the applicant's written statement. The requested adjustment is needed based on the proposed street configuration, which is influenced by the topography of the site and the location of existing streets on the perimeter of the property.

Lot 3 is a double frontage lot with frontage on two streets: Doaks Ferry Road adjacent to the rear and the proposed Buzz Street adjacent to the front. The reduced approximate 112-foot depth of Lot 3 satisfies the underlying purpose of the minimum 120-foot lot depth standard by

providing a lot depth that, while not meeting the minimum 120-foot depth standard, still provides sufficient depth to allow for separation and privacy from Doaks Ferry Road.

The requested adjustment satisfies this approval criterion.

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

**Finding:** The proposed adjustment will not unreasonably impact the existing or potential uses or development in the surrounding area. The proposal is to create lots for a single-family dwelling. The existing configuration, topography and creek makes it difficult to meet the required maximum lot depth standard. The northern portion of the property is currently long and narrow. The proposed lots will accommodate a single-family dwelling and create additional buffer to Doaks Ferry Road.

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

**Finding:** The two adjustments requested by the applicant both relate to creation of two separate lots for single family and accommodate steep slopes in the vicinity. The adjustments allow the subject property to be developed with a single-family residential subdivision. Therefore, the cumulative effect of the adjustments is to allow development which is consistent with the overall purpose of the RA (Residential Agriculture) zone.

## **8. Conclusion**

Based upon review of SRC 205.005, the findings contained under Sections 7 above, and the comments described, the consolidated application complies with the requirements for an affirmative decision.

### **IT IS HEREBY ORDERED**

That consolidated Subdivision and Class 2 Adjustment Case No. 21-05, which includes the following requests:

1. A subdivision tentative plan to divide nine acres into 27 lots and one water quality and detention facility. An alternative street standard to allow the grade of Buzz Street to exceed 12%, exceed the 600-foot maximum block length and to reduce the street width from 60-feet to 50-feet
2. Zoning Adjustment application to increase the Maximum Lot Depth standard of 300% the width for Lot 12 to approximately 315%, adjust Lot Depth for double frontage lot 3 from 120-feet to 112-feet;

On property zoned RA (Residential Agriculture), and located at 2230 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Number: 073W17 / 3803), shall be GRANTED as follows:

- A. The subdivision tentative plan and Class 2 Adjustment are **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:** The flag lot accessway shall be paved in accordance with the requirements of SRC 800.025(c), Table 800-1. "NO PARKING—FIRE LANE" signs shall be posted on both sides of that segment of the flag lot accessway that is a fire apparatus roadway and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.
- Condition 2:** Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.
- Condition 3:** Convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.
- Condition 4:** The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS.
- Condition 5:** Construct internal streets to Local Street standards, except proposed Buzz Street NW may exceed 12% grade and Woody Court NW may be 52-feet in width, pursuant to SRC 803.065(a)(3).
- Condition 6:** Fire Sprinklers shall be installed in all structures on Lots 1 and 25-28.
- Condition 7:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.
- Condition 8:** All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.
- Condition 9:** The trees designated for removal on the south side of Wilark Brook on Lot 9 (11 trees) and Lot 12 (six trees) shall be preserved.
- Condition 10:** Prior to issuance of building permits on Lot 8, the applicant shall plant two (2) big leaf maple (*Acer macrophyllum*) trees with a minimum 1.5" caliper, five (5) vine maple (*Acer circinatum*) with a minimum height of 24-36", and ten (10) 1-gallon sword ferns (*Polystichum munitum*). These trees and vegetation are in addition to requirements of SRC 808.050.
- Condition 11:** Any construction or grading on Lots 8, 9, 12 and 13 shall remain within the building footprints shown on the tentative subdivision plan.

- Condition 12:** Obtain applicable State and Federal permits as indicated by Department of State Lands (DSL).
- Condition 13:** Provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.
- Condition 14:** Extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.
- Condition 15:** Design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. Construct the walkway from Woody Street NW to the north line of the subject property. The applicant has the option of constructing the walkway from the north line of the subject property to Woodhaven Street NW or paying a fee-in-lieu of improvements for the construction costs of the walkway.
- Condition 16:** Grading within the 50-foot riparian area shall not occur under the drip line of any tree designated for preservation. Grading plans shall provide fencing and protection for all native vegetation and trees, including under the drip line.
- Condition 17:** No trees or native vegetation within the riparian zone shall be removed through a Tree Conservation Plan Adjustment. Any future removal shall only be authorized through an approved Tree Removal Permit (SRC 808.030).



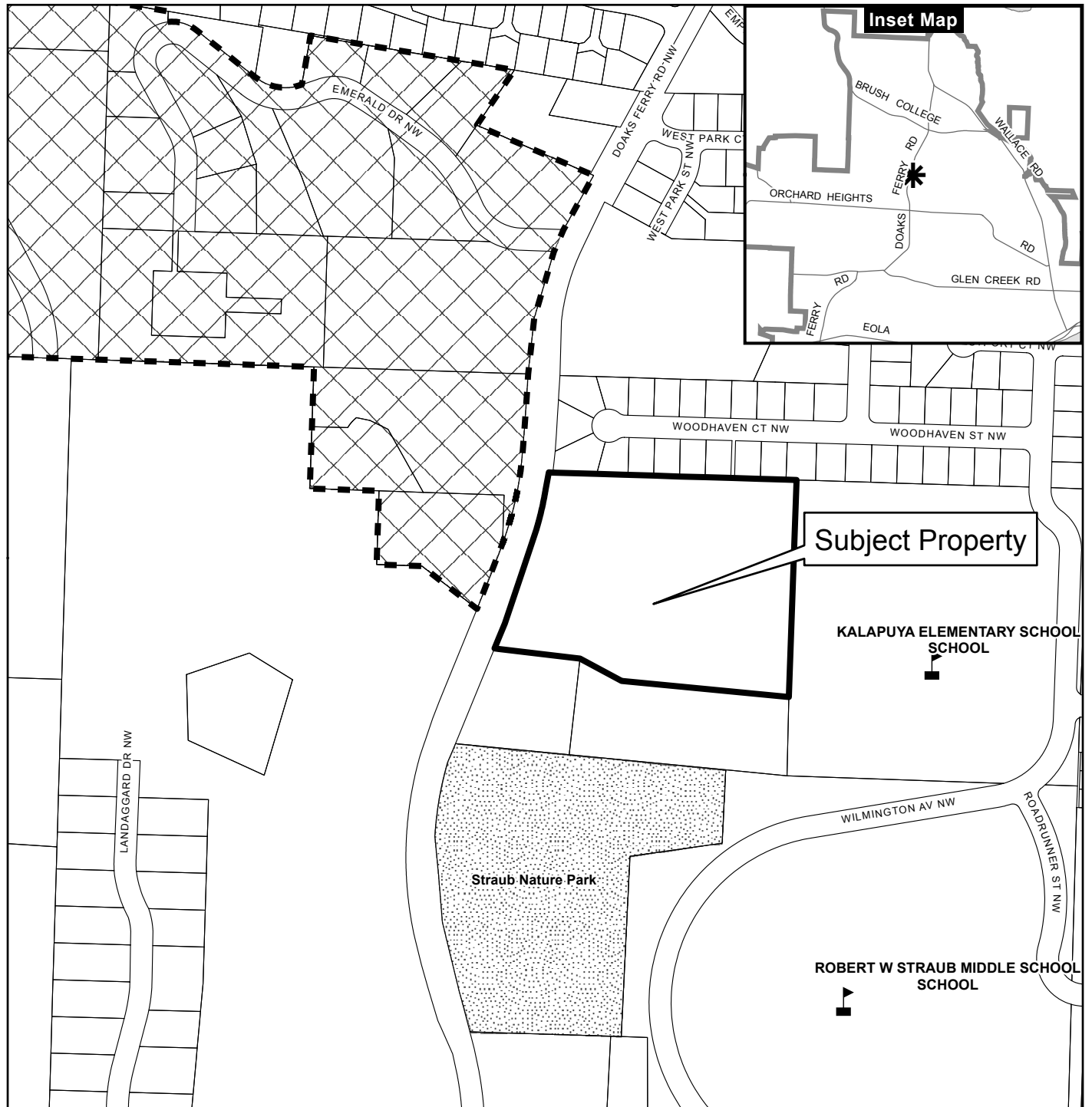
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Olivia Dias, Current Planning Manager, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

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

# Vicinity Map

## 2230 Doaks Ferry Road NW



### Legend

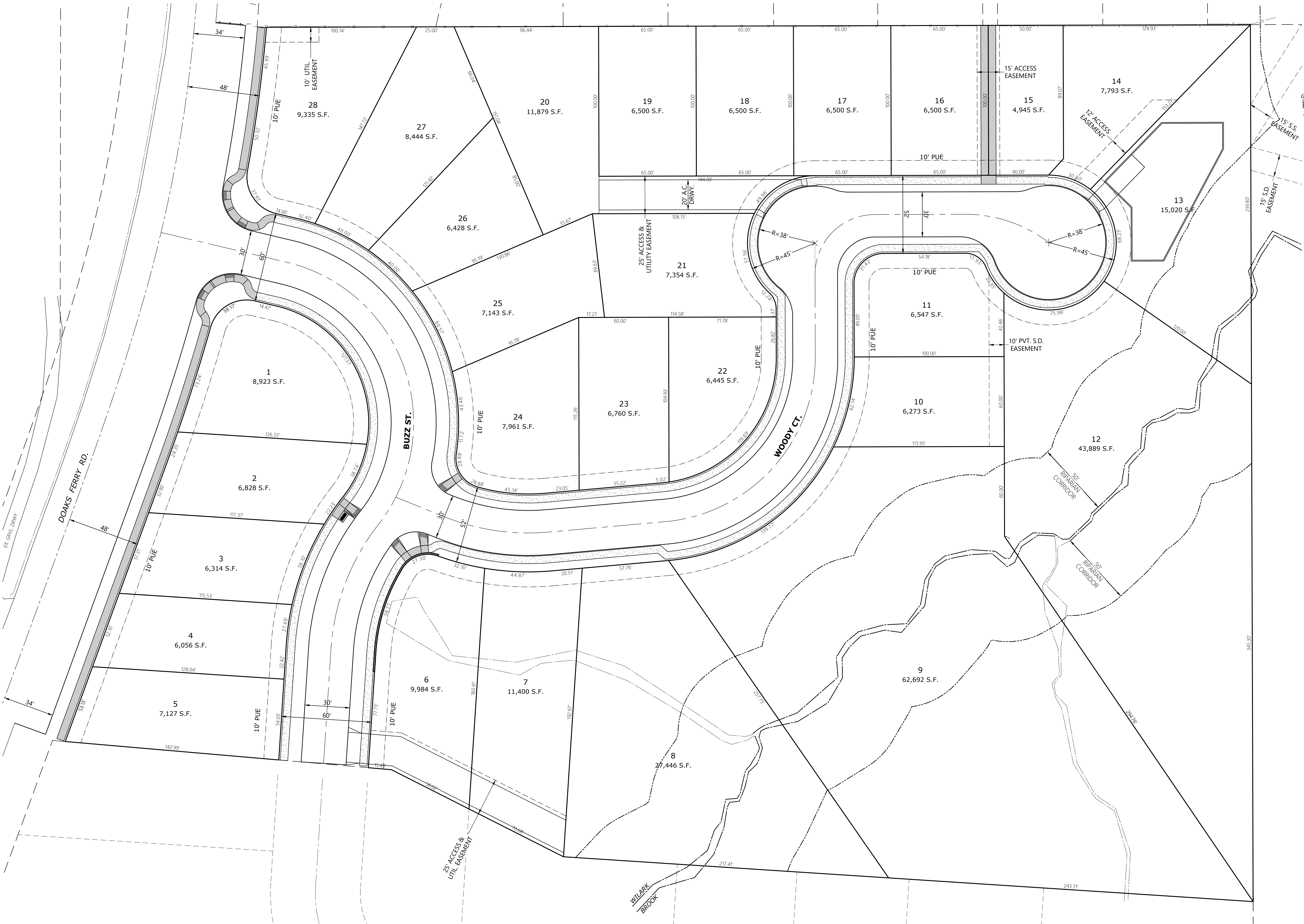
- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks

0 100 200 400 Feet



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Community Development Dept.

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www.mteengineering.net emteengineering.net

LOT DIMENSIONS & SIDEWALK PLAN

2230 DOAKS FERRY ROAD

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

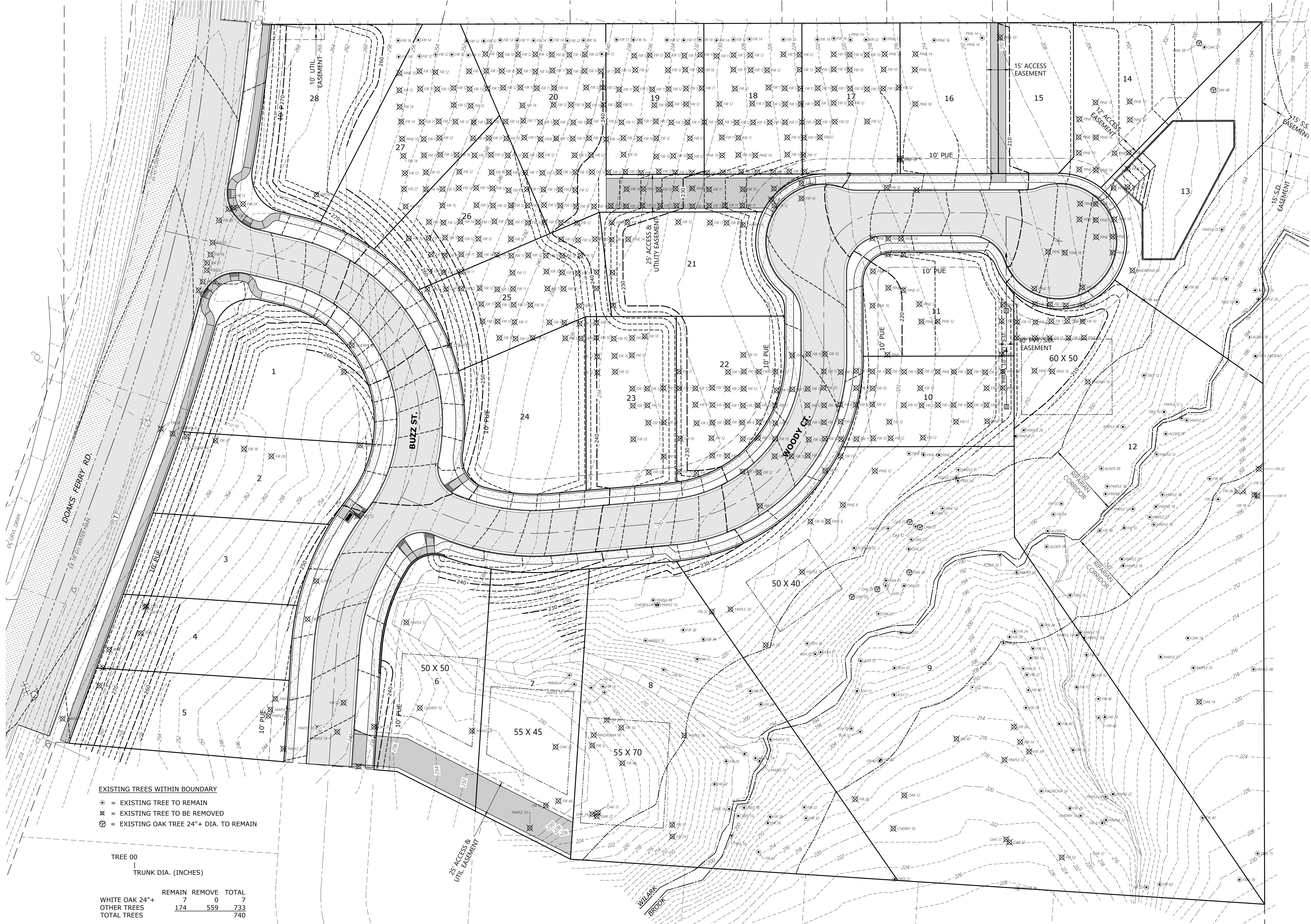
Design:	M.D.G.
Drawn:	D.G.G.
Checked:	J.J.G.
Date:	JAN. 2020
Scale:	AS SHOWN
As-Built:	----



EXPIRES: 06-30-2021

JOB # 6951

J:\893\6951 - Doaks Ferry\Tsdmark\0.dwg 2/21/2021 4:17:10 PM 10x14



EXISTING TREES WITHIN BOUNDARY

- = EXISTING TREE TO REMAIN
- ✕ = EXISTING TREE TO BE REMOVED
- ⊗ = EXISTING OAK TREE 24"+ DIA. TO REMAIN

TREE 00			
TRUNK DIA. (INCHES)			
	REMAIN	REMOVE	TOTAL
WHITE OAK 24"+	7	0	7
OTHER TREES	174	559	733
TOTAL TREES			740

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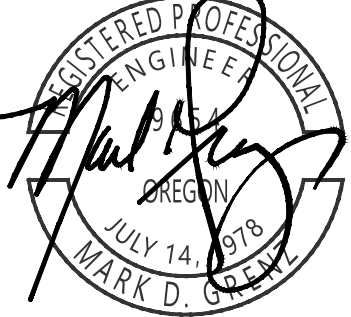
ENGINEERING SERVICES, INC.  
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LOT GRADING &  
TREE CONSERVATION  
PLAN

2230 DOAKS FERRY ROAD

NO CHANGES, MODIFICATIONS  
OR REVISIONS SHALL BE  
MADE TO THESE DRAWINGS  
WITHOUT WRITTEN  
AUTHORIZATION FROM THE  
DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE  
PRECEDENCE OVER  
GRAPHICAL REPRESENTATION.

Design:	M.D.G.
Drawn:	D.G.G.
Checked:	J.J.G.
Date:	JAN. 2020
Scale:	AS SHOWN
As-Built:	----



EXPIRES: 06-30-2021  
JOB # 6951

# **Doaks Ferry Road**

## **Subdivision Application**

Revised-April 9, 2021

### **BACKGROUND:**

The subject property is approximately 9.35 acres in size and located at 2230 Doaks Ferry Road (073W17/Tax Lot 3803). The subject property is zoned RA.

On September 30, 2019, a pre-application conference (PRE-AP19-99) was held with City of Salem staff to discuss development of the subject property.

### **PROPOSAL:**

The subject property is 9.35 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 28-lots, with Lot 13 being designated for water quality/detention.

An adjustment to lot width to depth ratio is being requested for Lot 12.

An adjustment to lot depth for double frontage lots has been requested for Lot 3.

Alternative Street Standards Requested:

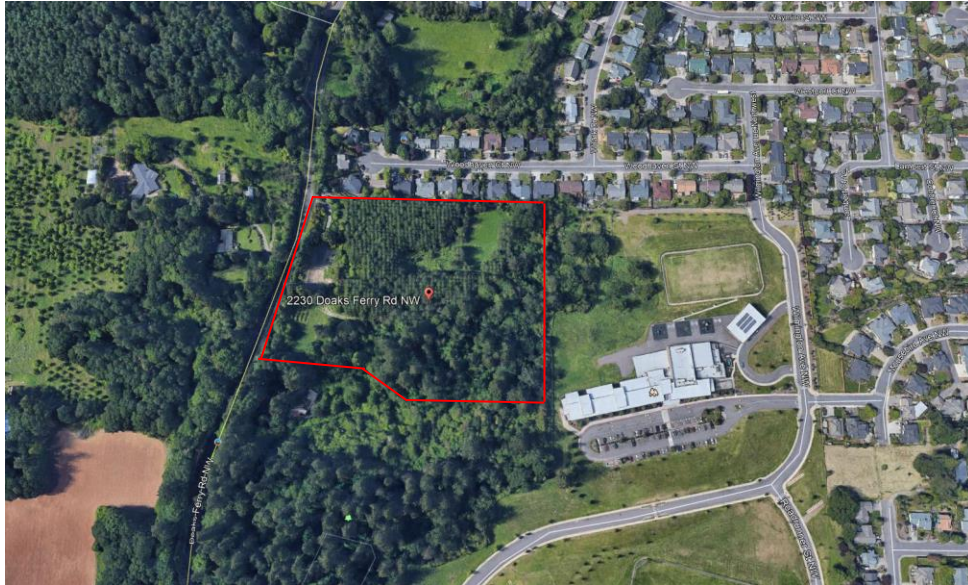
- Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).

- Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).

- Alternative street standard to allow Buzz Street (See Sheet P5) to exceed a 12-percent street grade.

### **SITE VICINITY and CHARACTERISTICS:**

The subject property is located at 2230 Doaks Ferry Road and identified as 073W17/Tax Lot 3803.



The subject property is located on the east side of Doaks Ferry Road. The vicinity map is shown above. The surrounding land uses within the vicinity are zoned and used as follows and as shown:

North: RS (Single-Family Residential); existing single-family dwellings  
East: RA (Residential Agriculture); Kalapuya Elementary School  
South: RA (Residential Agriculture); existing single-family dwellings and vacant land  
West: Across Doaks Ferry Road, RA (Residential Agriculture); existing single-family dwellings vacant land, and land within Polk County

#### **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: An adjustment to lot width to depth ratio is being requested for Lot 12.

An adjustment to lot depth for double frontage lots has been requested for Lot 3.

The applicant is proposing to divide the subject property into 28-lots, with Lot 13 being designated for water quality/detention.

The applicant is allowed to have 4 flag lots within the proposed subdivision. There are 4 flag lots proposed, Lots 14, 18, 19, and 20. All four lots meet the required flag lot dimensions as required in Code.

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.

Prior to development of the site, stormwater detention will be designated on Lot 13 and designed on the lots. A Preliminary Drainage Report dated August 24, 2020, has been provided.

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.**

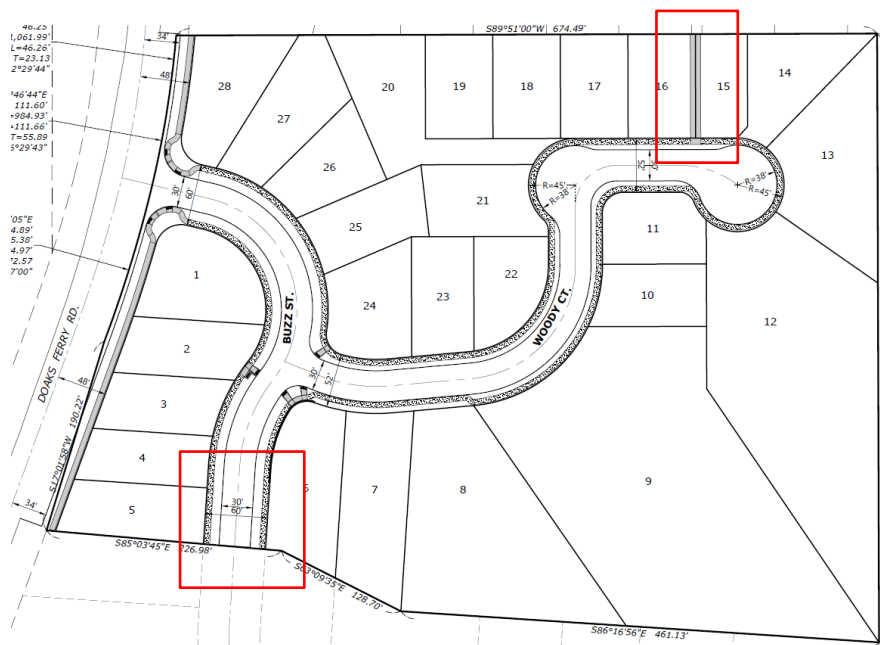
Findings: There are no wetlands or floodplains located on the subject property.

A geological assessment dated October 30, 2020, has been provided. This criteria will be met.

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

Findings: The purpose of this subdivision is to create a mixed housing development, with 27 lots designated for single-family dwellings and with Lot 13 designated for water quality/detention. The tentative subdivision does not impede the future use or development of the property or adjacent land. The applicant has provided a redevelopment plan for the larger lots (Lots 9 and 12) within the property subdivision. The redevelopment plan shows how those lots can be further developed and within compliance with the Code. See Sheet P9.

Stub connections to adjacent properties has been provided for existing and proposed development. Access to the north existing neighborhood is provided via 15' access easement located between Lots 15 and 16. A stub street connection has been provided to the south as shown on the site plan.



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

Therefore, 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 several park areas:

- \*Kalapuya Elementary School-located directly to the east (0.25 miles)
- \*Straub Middle School-located directly to the southeast (0.25 miles)
- \*West Salem High School-located to the southwest (0.25 miles)

The subject property is also near several other parks:

- \*Chapman Hill Elementary School-located to the south (0.58 miles)
- \*Chapman Hill School Park-located to the south (0.58 miles)
- \*Orchard Heights City Park-located to the southeast (1.20 miles)

Therefore, the subject property is served by parks.

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. On-site detention and a pump station are being provided within the proposed subdivision, se Lot 13.

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: Stormwater quality and quantity are required for this development. 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 exact system will be determined at the time of design. Any proposed technique will meet City of Salem Stormwater Management standards in means and methods to provide all aspects of Stormwater management.

A Preliminary Drainage Report dated August 24, 2020 has been provided as part of this submittal. Lot 13 within the subdivision has been designated for water quality/detention.

### ***(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. Doaks Ferry road is located to the west and designated as a 'major arterial' 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 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.

Stub connections to adjacent properties has been provided for existing and proposed development. Access to the north existing neighborhood is provided via 15' access easement located between Lots 15 and 16. A stub street connection has been provided to the south as shown on the site plan.

### **Alternative Street Standards Requested:**

- Alternative street standard to allow Buzz Street (See Sheet P5) to exceed a 12-percent street grade.
- Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).
- Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).

Street Grade: The applicant is also requesting an alternative street standard to allow Buzz Street (See Sheet P5) to exceed a 12-percent street grade. However, the proposed internal streets will be designed to street standards.

The applicant is requesting an alternative street standard to street grade. As shown on the street sections provided, Buzz Street will have a 15% street grade. Due to the topography of the site and the proposed street alignments with existing streets, this proposed street within the subdivision exceeds the street grade allowed.

The intent of the maximum street grade is to allow vehicles to climb and descend the street safely in all conditions. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, there is only certain sections of each street that will exceed the allowed street grade. All streets within the proposed subdivision will be designed to provide safe and efficient conditions.

There are several access points provided throughout the proposed subdivision which provide alternative access options.

The intent of the standard is being met; therefore, the proposal equally meets the intent of the maximum street grade standard.

**Street Width:** 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 applicant is also requesting an alternative street standard to allow the proposed internal streets to be 52 feet in width where a 60-foot width is required. However, the proposed internal streets will be designed to street standards.

The applicant is requesting an alternative street standard to street width and location. Due to the topography of the site and the proposed street alignments with existing streets, these proposed streets within the subdivision do not meet the required 60-foot street width. The applicant has requested an alternative street design to allow 52-foot street widths.

The intent of the street wide is to allow vehicles to maneuver the streets safely. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, the street connect to existing streets that are under the 60-foot width currently. The 52-foot street widths provide adequate width. Due to the topography of the site and the location of the existing street connections, additional street width is not feasible. Additional street width would require additional cuts, which is not safe or feasible. All streets within the proposed subdivision will be designed to provide safe and efficient conditions.

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.

When developed, the development on the lots will provide bicycle and pedestrian facilities on-site to encourage people to walk and reduce vehicle trips. There is currently one bus route that runs along Doaks Ferry Road, (Route 22/Brush College Loop), this will help to reduce vehicle usage and encourage other modes of transportation to and from the site, when developed.

***(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 area where improved streets and sidewalks exist. At the time of development, all internal local streets serving the development will provide the necessary connections and access to the local streets and circulation system serving this neighborhood.

Block Length: Blocks shall be a maximum of 600 feet between street centerlines. Stub connections to adjacent properties has been provided for existing and proposed development. Access to the north existing neighborhood is provided via 15' access easement located between Lots 15 and 16. A stub street connection has been provided to the south as shown on the site plan. Due to the existing developments to the east (existing school) and north (existing single-family dwellings), additional street connections are not feasible. The topography of the site to the southeast is too steep and has Wilark Brook running through it north/south. Therefore, providing a street connection would require the removal of trees within the riparian corridor and would not be safe and efficient. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

In order to break the block lengths up, street connections have been provided to adjacent properties as well as efficient circulation within the subdivision.

#### Street Connections:

North: 15-foot width Pedestrian Connection between Lots 15 and 16

South: Street Connection to property to the south for future development

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

The subject property only has street frontage on the west side of the property along Doaks Ferry Road. The main access point for the subdivision is proposed off of Doaks Ferry Road.

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 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.

Therefore, this criterion has been or will be 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. There are internal street and pedestrian connections throughout the site and to adjacent properties. Stub connections to adjacent properties has been provided for existing and proposed development. Access to the north existing neighborhood is provided via 15' access easement located between Lots 15 and 16. A stub street connection has been provided to the south as shown on the site plan.

Therefore, via existing paved streets, a 15-foot pedestrian path, and sidewalks, safe and convenient bicycle and pedestrian access will be provided 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 28-lot subdivision. The subdivision is not large enough to warrant a Traffic Impact Analysis. The proposed subdivision plan mitigates impacts to the transportation system by providing adequate access and circulation for all 28-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: An adjustment to lot width to depth ratio is being requested for Lot 12.

An adjustment to lot depth for double frontage lots has been requested for Lot 3.

The applicant is proposing to divide the subject property into 28 lots, with Lot 13 being designated for water quality/detention. 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.

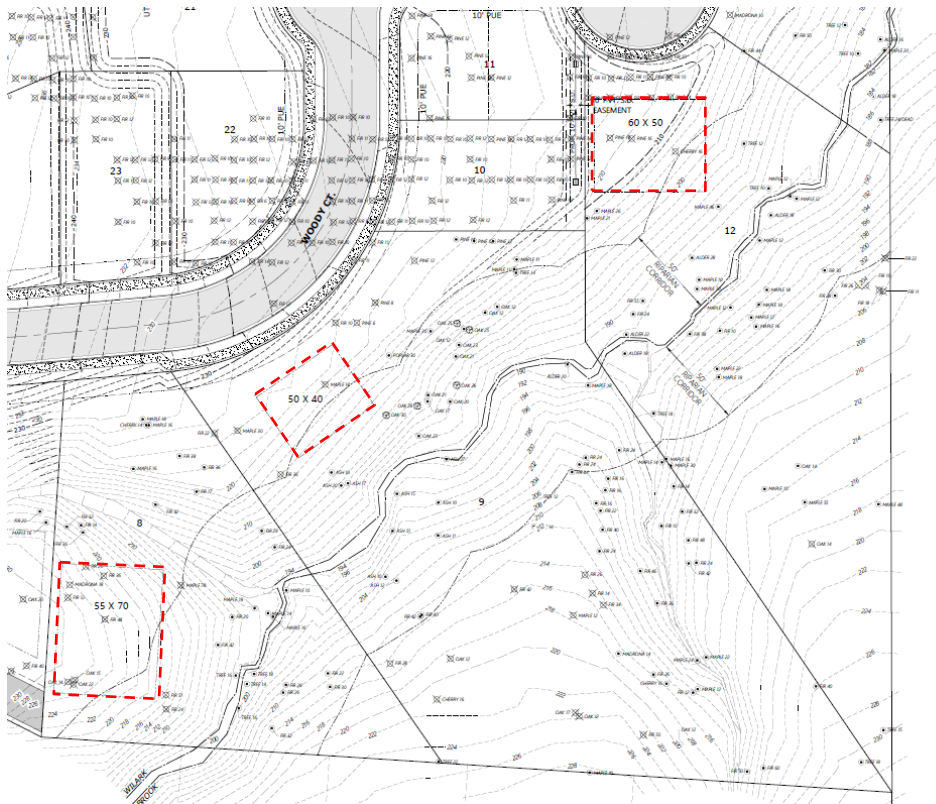
The subdivision plan takes into consideration the topography and vegetation of the site. The proposed lots are of sufficient size and dimensions to permit future development. The lot dimensions are illustrated on the tentative site plan. Final conformance to minimum lot size and buildable lot area will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

There are 740 (seven hundred and forty) trees located throughout the proposed subdivision, as shown on the tree plan. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction. See Sheet P7.

There are 7 (seven) Oregon White Oaks that are significant. All seven trees are proposed for preservation.

A total of 186 (one-hundred and eighty-six) trees are designated for preservation. Therefore, 25% of the trees on site will be preserved.

A Tree Memo dated March 23, 2021, and a Tree Report dated April 4, 2021, have been provided to identify vegetation within the riparian corridor boundary. The building envelopes for Lots 8, 9, and 12, are located within the riparian corridor. This will require the removal of vegetation as shown on the tree plan. However, as noted in the Tree Report all vegetation that will need to be removed will be replanted at a 2 to 1 ratio. A mitigation plan is outlined in the Tree Report. Per the report (page 1), "During construction if the trees are damaged the owner will replace two trees for each one damaged with a 1½"- 2" caliper size balled and burlap. For the *Oemleria cerasiformis* Indian Plum they will be replaced with five-gallon container two shrubs for each one damaged."



Only vegetation within the building envelopes will be removed.

Prior to development, protective measures will be in place to assure that no damage is done to vegetation within the riparian corridor that is not being removed. All protective measures will be in place prior to development.

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 are located inside the Urban Service Area (USA). However, a UGA is required. The applicant is requesting an Urban Growth Area Preliminary Declaration (UGA).

Therefore, this criterion has been met.

### **TREE CONSERVATION/REMOVAL PLAN**

There are 740 (seven hundred and forty) trees located throughout the proposed subdivision, as shown on the tree plan. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction. See Sheet P7.

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A total of 186 (one-hundred and eighty-six) trees are designated for preservation. Therefore, 25% of the trees on site will be preserved.

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Only vegetation within the building envelopes will be removed.

Prior to development, protective measures will be in place to assure that no damage is done to vegetation or significant trees within the riparian corridor. All protective measures will be in place prior to development.

# **Doaks Ferry Road-Subdivision**

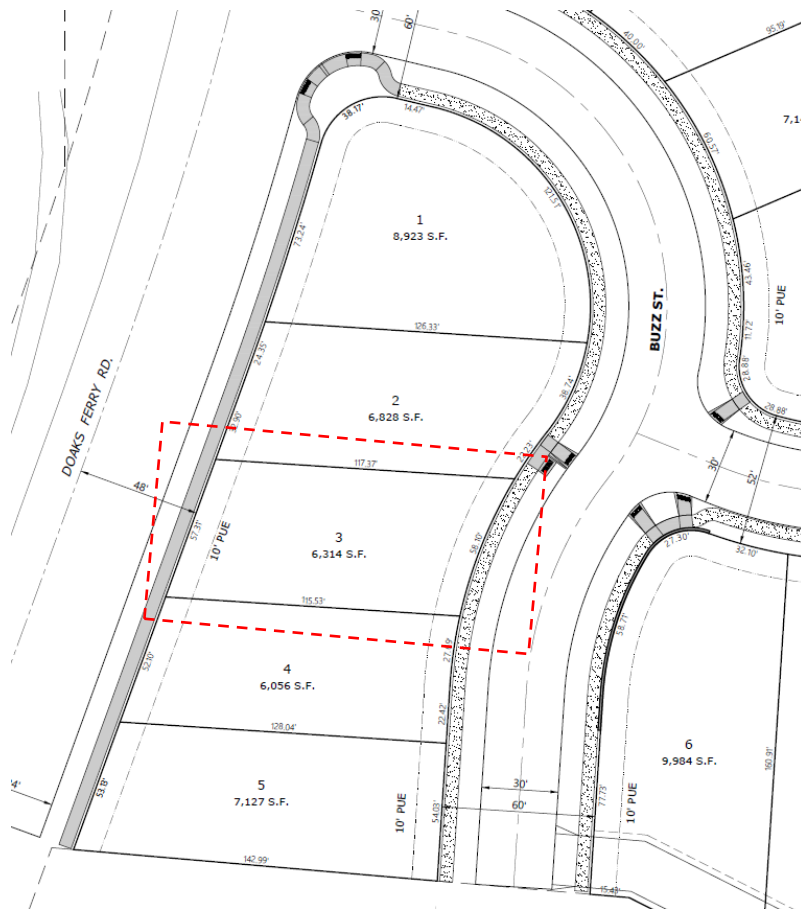
Adjustment Class-2 Application  
Table 511-2 (Lot Standards)

## **Proposal:**

An adjustment to lot to depth is being requested for Lot 3. This lot is a double frontage lot, with frontage along the proposed interior local street and frontage along Doaks Ferry Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lot 3 does not meet this minimum.

\*Lot 3=116.45 feet in depth

The applicant is requesting an adjustment to the lot depth required for double frontage lots.



## **Adjustment Criteria-SRC 250.005(d)(2) Criteria**

***(A) The purpose underlying the specific development standard proposed for adjustment is:***

***(i) Clearly inapplicable to the proposed development; or***

***(ii) Equally or better met by the proposed development.***

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

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

Applicant's Reasons:

(A) The applicant is requesting a zoning adjustment to Table 5111-2. An adjustment to lot to depth is being requested for Lot 3. This lot is a double frontage lot, with frontage along the proposed interior local street and frontage along Doaks Ferry Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lot 3 does not meet this minimum.

\*Lot 3=116.45 feet in depth

The applicant is requesting an adjustment to the lot depth for double frontage lots.

In order to provide street connections and circulation, the size and layout of the lots had to be taken not consideration. Due to the location of the required street connection along the west property line to Doaks Ferry Road, the required right-of-way dedication along Doaks Ferry Road, and the internal street (Buzz Street), the required 120-foot lot depth for Lot 3 could not be met.

Therefore, meeting this standard is not feasible due to required street connections and right-of-way dedication.

The purpose of this requirement is to avoid creating lots with two frontages that would be affected by streets on two side, which could create homes too close to the right-of-way. As stated above, in order to provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to required street connections and right-of-way dedication, creating all lots that meet the 120-foot lot depth is not feasible.

This one lot does not affect the rest of the subdivision or the proposed lots. All lots including Lot 3, will provide large setbacks and open space areas on the lots.

Therefore, the proposed adjustment equally or better meets the standard.

(B) The subject property is zoned RA and is located in a residential area. The properties to the north, east, and south are all zoned RA and RS.

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

East: RA (Residential Agriculture); Kalapuya Elementary School

South: RA (Residential Agriculture); existing single-family dwellings and vacant land

West: Across Doaks Ferry Road, RA (Residential Agriculture); existing single-family dwellings vacant land, and land within Polk County

The RA zone allows for this property to be subdivided.

The proposal will have little to no impact on the surrounding neighborhood. The purpose of this requirement is to avoid creating undevelopable lots. As stated above, in order to provide the required street connections and right-of-way dedication, the size and layout of the lots had to be taken into consideration. Due to the location of the required street connection and the interior streets, the required 120-foot lot depth for Lot 3 could not be met.

This lot does not affect the rest of the subdivision or the proposed lots. The lots will all meet setbacks and provide open space areas on the lots. Therefore, this proposal will not detract from the livability or appearance of the residential area.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

- (C) The proposed adjustment will not affect surrounding existing or proposed development. The applicant is requesting more than one adjustment.

# **Doaks Ferry Road-Subdivision**

## **Adjustment Class-2 Application Table 511-2 (Lot Standards)**

### **Proposal:**

The subject property is 9.35 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 30-lots, with Lot 13 being designated for water quality/detention.

An adjustment to lot width to depth ratio is being requested for Lot 12. This lot exceeds the lot to depth ratio requirements:

\*Lot 12= (Proposed) 76' by 380' (Maximum Allowed) 76' by 228'

The minimum lot width required for lots in the RS zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum.

### **Adjustment Criteria-SRC 250.005(d)(2) Criteria**

***(A) The purpose underlying the specific development standard proposed for adjustment is:***

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

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

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

### **Applicant's Reasons:**

- (A) The applicant is requesting a zoning adjustment to Table 5111-2. The minimum lot width required for lots in the RA zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum. In order to provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to the location of trees and required street connections, the lots within the subdivision are long. Therefore, Lot 12 exceeds the maximum requirement.

The purpose of this requirement is to avoid creating long narrow lots. As stated above, in order to provide street connections and preserve trees, the size and layout of the lots had to be taken into consideration. Due to the required street connections, circulation, and the location of trees, creating smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots, along with preserving trees. Therefore, the proposed adjustment equally or better meets the standard.

- (B) The subject property is zoned RA and is located in a residential area, with several public schools located within the vicinity. The properties to the north, east, south, and west are all zoned RS and RA. The RA zone allows for this property to be subdivided.

The proposal will have little to no impact on the surrounding neighborhood. The purpose of this requirement is to avoid creating long narrow lots. As stated above, the longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots, along with preserving trees. Due to these issues, creating smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots. Therefore, this proposal will not detract from the livability or appearance of the residential area.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

- (C) The proposed adjustment will not affect surrounding existing or proposed development. The applicant is not requesting more than one adjustment.



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**DATE:** March 23, 2021  
**TO:** Jeremy Grenz, Multi-Tech Engineering Services, Inc.  
**FROM:** Tim Jones, ISA Certified Arborist, ISA Qualified Tree Risk Assessor  
**RE:** Vegetation/tree identification of riparian corridor

Date of Assessment

March 12, 2021

Scope of Work

You contacted our company to assist in identifying native vegetation and an assessment of select trees located within a riparian corridor and requested I provide a summary of my observations and recommendations.

Location

See area marked in red on attached sheet

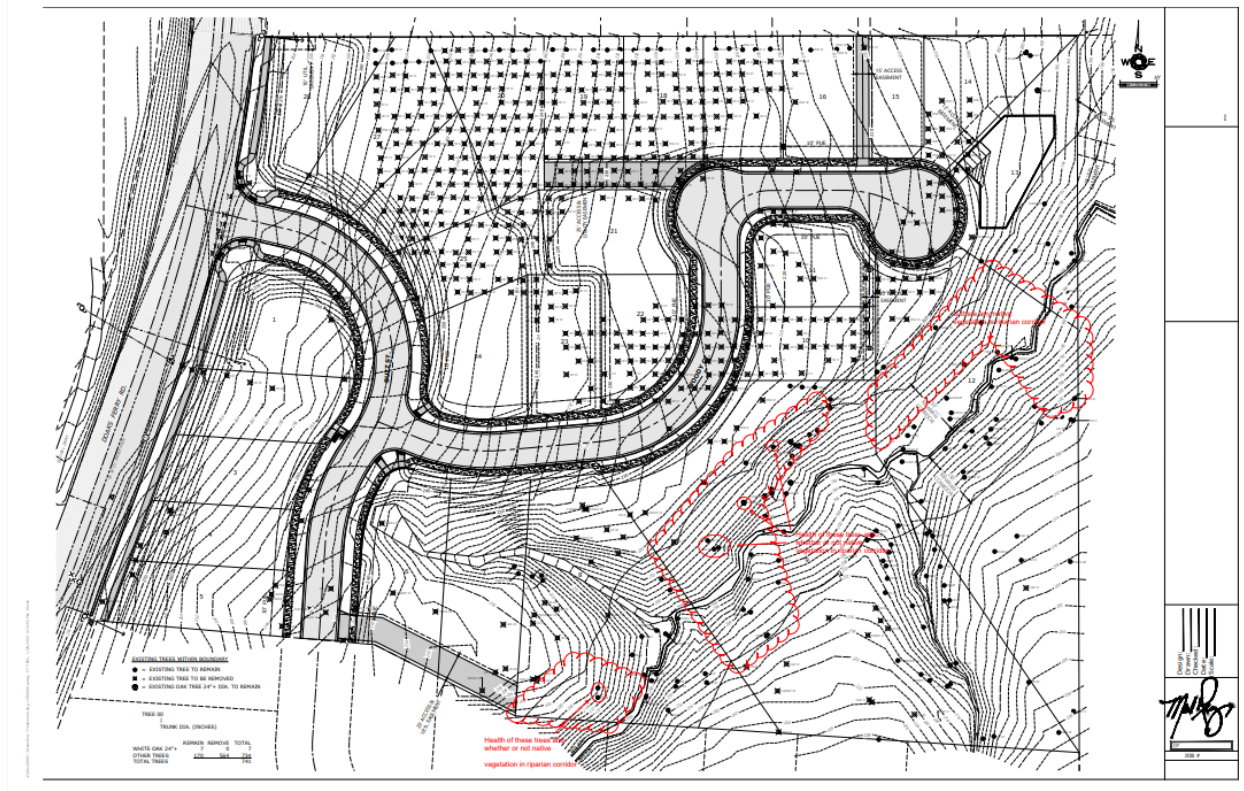
Observations

The vast majority of ground foliage within the area identified as “Location” above consists of blackberry, *Rubus armeniacus*, a Himalayan blackberry native to Armenia and northern Iran, English ivy, *Hedera helix*, a non-regulated Class C noxious weed vine known for weighting down and smothering trees thereby causing a decline in health, and shrub, *Oemleria cerasiformis*, native to the pacific coast and ranges of North America.

The majority of the standing forest consists of Douglas fir, *Pseudotsuga menziesii*, big leaf maple, *Acer macrophyllum*, red alder, *Alnus rubra*, and Oregon ash, *Fraxinus latifolia*. Due to the recent ice storm event, many of the deciduous trees sustained substantial damage. Although this more than likely will not endanger the life of these trees, the damage can alter the structural integrity and increase the likelihood of failure during future weather events.

# R & R TREE SERVICE *Inc.*

(map/drawing below provided by Multi-Tech)





**Landscape Design & Consultants LLC**

**620 Wormwood SE  
Salem, OR 97306  
503.551.8590**

April 4, 2021

To: Mr. Jeremy Grenz, Project Coordinator  
Multi/Tech Engineering Services  
1155 13th Street SE  
Salem, OR 97302  
(503)363-9227

**Subject: Riparian Corridor Replacement 2230 Doaks Ferry Rd. Salem Oregon**

Dear Mr. Grenz:

We have reviewed the Certified Arborist report from R & R Tree Services. As indicated within the report there are shrubs *Oemleria cerasiformis* Indian Plum and trees *Pseudotsuga menziesii* Doug Fir, *Acer macrophyllum* Big Leaf Maple, *Alnus rubra* Red Alder, *Fraxinus latifolia* Oregon Ash which are native and indigenous to the Pacific Northwest.

**Replacement of plant material within the riparian corridor:**

During construction if the trees are damaged the owner will replace two trees for each one damaged with a 1½"- 2" caliper size balled and burlap. For the *Oemleria cerasiformis* Indian Plum they will be replaced with five-gallon container two shrubs for each one damaged.

**Time of year for Planting Riparian Vegetation:**

Planting shall be installed between February 1<sup>st</sup> and March 30<sup>th</sup> or between October 1<sup>st</sup> and November 15<sup>th</sup>. If planting is installed outside these times frames, additional measures may need to be taken by providing a watering truck to ensure establishment and survival of the plant materials during the summer months.

Plant material shall be transported to the sit in a timely manner to minimize on-site storage. Where storage is required, all plants shall be kept moist and shaded.

Please review the above information and feel free to contact me should you have any questions.


Sincerely,

Thomas E. Kaffun, Principle  
620 Wormwood St. SE  
Salem, OR 97306  
503-551-8590  
[lac.thomas@comcast.net](mailto:lac.thomas@comcast.net)



## MEMO

**TO:** Olivia Dias, Current Planning Manager  
Community Development Department

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

**DATE:** May 27, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
SUB-UGA-ADJ20-06 (21-106960-LD)  
2230 DOAKS FERRY ROAD NW  
27-LOT SUBDIVISION**

**PROPOSAL**

A subdivision tentative plan to divide approximately nine acres into 27 lots and one water quality and detention facility. The applicant is requesting an alternative street standard to allow the grade of Buzz Street NW to exceed 12 percent, exceed the 600-foot maximum block length, and to reduce the street width from 60 feet to 50 feet; and Class 2 Adjustments. The subject property is approximately nine acres in size, zoned RA (Residential Agriculture), and located at 2230 Doaks Ferry Road NW (Polk County Assessor Map and Tax Lot Number: 073W17 03803).

**RECOMMENDED CONDITIONS OF PLAT APPROVAL**

1. Convey land for dedication of right-of-way to equal a half-width of 48 feet from the centerline along the entire frontage of Doaks Ferry Road NW.
2. Along the Doaks Ferry Road NW frontage of the subject property, construct a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW. The turn lanes shall include storage and tapers as specified in PWDS.
3. Construct internal streets to Local street standards, with the following exception: (proposed) Buzz Street NW is authorized to exceed 12 percent grade pursuant to SRC 803.065(a)(3). Woody Court NW may be 52 feet in width, pursuant to SRC 803.065(a)(3).

4. Design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. Construct the walkway from Woody Street NW to the north line of the subject property. The applicant has the option of constructing the walkway from the north line of the subject property to Woodhaven Street NW or paying a fee-in-lieu of improvements for the construction costs of the walkway.
5. Extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.
6. Provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.
7. All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.
8. Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20;
9. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
10. Obtain applicable State and Federal permits as indicated by the Department of State Lands (DSL).

## **FACTS AND FINDINGS**

### **Water**

#### **1. Existing Conditions**

- a. The subject property is located within the G-0 and W-1 water service levels.
- b. A 16-inch G-0 water main is located in Woodhaven Court NW.
- c. An 18-inch W-1 water main is located in Doaks Ferry Road NW.

### **Sanitary Sewer**

#### **1. Existing Conditions**

- a. The nearest sewer main is an 8-inch main located approximately 50 feet east of the northeast corner of the subject property.

## **Storm Drainage**

### **1. Existing Conditions**

- a. Willard Brook is located on the subject property.

## **Streets**

### **1. Doaks Ferry Road NW**

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 40-foot improvement within a 80-foot-wide right-of-way abutting the subject property.

## **Natural Resources**

1. Wetlands—There are Salem-Keizer Local Wetland Inventory linear channel wetlands mapped on the subject property.
2. Floodplain—There is no floodplain or floodway areas mapped on the subject property.
3. Landslide Hazards—City records show there are 2-, 4-, and 5-point landslide hazard areas mapped on the subject property.

## **Parks**

The proposed development is served by Brush College Park north of the subject property.

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

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 Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. Wetland notice was sent to the Oregon Department of State Lands (DSL) pursuant to SRC 809.025. The response comments that a state permit may be required. The PWDS require that all applicable state and federal permits be acquired as a condition of permit approval.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are 2-, 4-, and 5-point mapped landslide hazard areas on the subject property indicating a moderate landslide hazard risk on the property. A geotechnical report dated October 30, 2020, by Redmond and Associates, was submitted with the subdivision application. This report states that the site presently stable and suitable for the proposed development and its associated site improvements.

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

**Findings**—Water infrastructure is available in the vicinity of the site and appears to be adequate to serve the property. The subject property is located in both the G-0 and W-1 water service areas. W-1 water service is available in Doaks Ferry Road NW abutting the property. G-0 water service is available in Doaks Ferry Road NW approximately 300 feet north of the subject property. The applicant shall provide water service to the G-0 service area within the subject property from the existing G-0 water system, except where service from the W-1 water system is authorized by the Public Works Director.

The nearest sewer available to serve the proposed development is located on the Kalapuya Elementary School property on the easterly neighboring property. The applicant shall extend an 8-inch sewer main through the easterly neighboring property to serve the proposed development pursuant to PWDS.

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 provided an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. Prior to final plat, the applicant shall 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. Provide stormwater facilities pursuant to SRC 71 in compliance with current stormwater requirements pursuant to City Ordinance Bill No. 8-20.

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**—Doaks Ferry Road NW abuts the subject property and does not meet the current right-of-way or improvement width standards for a Major Arterial. In implementing boundary street requirements pursuant to SRC 803.040, the applicant shall be required to convey land for dedication of right-of-way to equal a half-width of 48 feet from the centerline along the entire frontage of Doaks Ferry Road NW pursuant to SRC 803.040.

An alternate street improvement width that meets Minor Arterial standards is warranted pursuant to SRC 803.065(a)(1) because adjacent portions of Doaks Ferry Road NW will not accommodate two northbound through lanes. The applicant shall construct a 23-foot-wide half street travel width improvement along the property frontage. In addition, the applicant shall construct a southbound to eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Buzz Street NW and the turn lanes shall include storage and tapers as specified in PWDS. Off-site pavement widening may be needed in order to provide adequate lane widths and taper lengths pursuant to PWDS.

Construct internal streets to Local street standards, with the following exception: (proposed) Buzz Street NW is authorized to exceed 12 percent grade pursuant to SRC 803.065(a)(3). Also, the applicant is proposing to construct (proposed) Woody Court NW with a 52-foot-wide right-of-way and property line sidewalks to accommodate for street trees. Woody Court NW may be 52 feet in width, pursuant to

SRC 803.065(a)(3).

**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**—Kalapuya Elementary School and Straub Middle School are located adjacent to the subject property to be accessed through a future pedestrian walkway connecting to Woodhaven Court NW. The subject property is served by Brush College Park located north of the subject property.

The portion of the walkway outside the subject property (within Wilark Park West No. 7 subdivision) is eligible for fee-in-lieu of construction pursuant to SRC 200.415.

**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 27-lot subdivision generates less than 1,000 average daily vehicle trips to Doaks Ferry Road NW, a Major Arterial street. Therefore, a TIA is not required as part of the proposed subdivision submittal.

## **RESPONSE TO PUBLIC COMMENTS:**

1. **Impacts to Wilark Brook**—The Glenn and Gibson Creeks Watershed Council submitted testimony regarding direct impacts to Wilark Brook abutting the proposed development due to slope instability and indirect impacts to Wilark Brook downstream of the proposed development due to potential hydromodification.
  - a. Regarding direct impacts to Wilark Brook, the applicant submitted a geological assessment and geotechnical report that concludes the following: “Based on the results of our field explorations, laboratory testing, and engineering analyses, it is our opinion that the site is presently stable and suitable for the proposed new Doaks Ferry Road Subdivision single-family residential development and its associated site improvements provided that the recommendations contained within this report are properly incorporated into the design and construction of the project.” Compliance with the report is required pursuant to SRC Chapter 810.

- b. Regarding indirect impacts downstream, the applicant is required to mitigate downstream impacts either by: (1) complying with current stormwater requirements pursuant to City Ordinance Bill No. 8-20; or (2) comply with stormwater requirements in effect prior to the ordinance by performing a downstream capacity analysis and by providing capacity improvements or additional on-site detention needed to mitigate the downstream impacts.
2. **Stormwater Standards**—Property owners and West Salem Neighborhood Association expressed concern about the effectiveness of stormwater standards and flow control facilities for addressing local drainage problems. The applicant is required to comply with SRC Chapter 71 and the City's PWDS promulgated under Administrative Rule 109-001 to 007. The SRC was recently modified under City Ordinance Bill No. 8-20 to increase flow control standards.
3. **Pedestrian Access**—The Salem Keizer School District expressed concern about pedestrian access from the proposed development to local schools. The applicant is required to design a mid-block pedestrian walkway from Woody Street NW to Woodhaven Street NW. The applicant will be constructing the walkway from Woody Street NW to the north line of the subject property and likely will be paying a fee-in-lieu of improvements for the construction costs of the walkway from the north line of the subject property to Woodhaven Street NW. The northern half of the walkway will likely be constructed by the City's Engineering Division.

Prepared by: Jennifer Scott, Program Manager  
cc: File