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503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

SUBDIVISION / CLASS 2 ADJUSTMENT CASE NO.: SUB-ADJ21-08

APPLICATION NO.: 21-109983-LD, 21-109984-ZO

NOTICE OF DECISION DATE: September 10, 2021

REQUEST: A subdivision tentative plan to divide approximately 11.85 acres into 30 lots with lots ranging in size from 4,950 square feet to 4.1 acres. The applicant is requesting alternative street standards to increase the street spacing and connectivity standards in SRC Chapter 803 to allow Trillion Street NW to exceed the 600 foot block length standard and for proposed New Avenue NW to exceed the 600 foot connectivity standard along Doaks Ferry Road NW, and the applicant has requested Class 2 Adjustments to:

- 1) Reduce the double frontage lot depth from 120 feet as provided in Table 511-2 to 95 feet for lots 15-17; and
- 2) Increase the lot depth ratio for Lot 30 from a maximum of 300 percent as provided in Table 511-2 to approximately 505 percent.

The subject property is approximately 11.85 acres in size, zoned RA (Residential Agriculture), and located at 1684 Doaks Ferry Road NW - 97304 (Polk County Assessor Map and Tax Lot numbers: 073W17D / 01200, 01201, and 01300).

APPLICANT: Brandie Dalton, Multi-Tech Engineering Services Inc., on behalf of Titan Village LLC (George Jennings, Patricia Stineff, GEOFOX LLC(George Jennings, Connie Jennings), EDGE CO LLC(George Jennings, Patricia Stineff, Judy Vivier))

LOCATION: 1684 Doaks Ferry Road NW, Salem OR 97304

CRITERIA: Salem Revised Code (SRC) Chapters 205.010(d) – Subdivision Tentative Plan; 250.005(d)(2) – Class 2 Adjustment

FINDINGS: The findings are in the attached Decision dated September 10, 2021.

DECISION: The **Planning Administrator APPROVED** Subdivision / Class 2 Adjustment Case No. SUB-ADJ21-08 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: The applicant shall dedicate a public access easement and

NOTICE OF DECISION

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



construct a pedestrian pathway extending from the proposed flag lot accessway to Doaks Ferry Road NW near the northwest corner of the subject property.

- Condition 3:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.
- Condition 4:** The finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.
- Condition 5:** Acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south.
- Condition 6:** Design and construct a storm drainage system at the time of development for areas of replaced and new impervious surface. The tentative plan application shall include findings that demonstrate how the proposed development will comply with Public Works Design Standards (PWDS) Appendix 4E related to Green Stormwater Infrastructure (GSI).
- Condition 7:** Show all necessary access and utility easements on the plat.
- Condition 8:** 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.
- Condition 9:** Install property-line sidewalk and street trees along the frontage of Doaks Ferry Road NW.
- Condition 10:** Provide street trees to the maximum extent feasible along the frontage of Orchard Heights Road NW.
- Condition 11:** Construct internal streets to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW.
- Condition 12:** Provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

The rights granted by the attached decision must be exercised, or an extension granted, by September 28, 2023, or this approval shall be null and void.

Application Deemed Complete:	<u>August 2, 2021</u>
Notice of Decision Mailing Date:	<u>September 10, 2021</u>
Decision Effective Date:	<u>September 28, 2021</u>
State Mandate Date:	<u>November 30, 2021</u>

Case Manager: Aaron Panko, APanko@cityofsalem.net, 503-540-2356

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, no later than 5:00 p.m. Monday, September 27, 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, 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 Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review 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. 21-08)**

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. 21-08
1684 DOAKS FERRY ROAD NW**

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FINDINGS AND ORDER

SEPTEMBER 10, 2021

REQUEST

A subdivision tentative plan to divide approximately 11.85 acres into 30 lots with lots ranging in size from 4,950 square feet to 4.1 acres. The applicant is requesting alternative street standards to increase the street spacing and connectivity standards in SRC Chapter 803 to allow Trillion Street NW to exceed the 600 foot block length standard and for proposed New Avenue NW to exceed the 600 foot connectivity standard along Doaks Ferry Road NW, and the applicant has requested Class 2 Adjustments to:

- 1) Reduce the double frontage lot depth from 120 feet as provided in Table 511-2 to 95 feet for lots 15-17; and
- 2) Increase the lot depth ratio for Lot 30 from a maximum of 300 percent as provided in Table 511-2 to approximately 505 percent.

The subject property is approximately 11.85 acres in size, zoned RA (Residential Agriculture), and located at 1684 Doaks Ferry Road NW - 97304 (Polk County Assessor Map and Tax Lot numbers: 073W17D / 01200, 01201, and 01300).

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:** The applicant shall dedicate a public access easement and construct a pedestrian pathway extending from the proposed flag lot accessway to Doaks Ferry Road NW near the northwest corner of the subject property.
- Condition 3:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

- Condition 4:** The finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.
- Condition 5:** Acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south.
- Condition 6:** Design and construct a storm drainage system at the time of development for areas of replaced and new impervious surface. The tentative plan application shall include findings that demonstrate how the proposed development will comply with Public Works Design Standards (PWDS) Appendix 4E related to Green Stormwater Infrastructure (GSI).
- Condition 7:** Show all necessary access and utility easements on the plat.
- Condition 8:** 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.
- Condition 9:** Install property-line sidewalk and street trees along the frontage of Doaks Ferry Road NW.
- Condition 10:** Provide street trees to the maximum extent feasible along the frontage of Orchard Heights Road NW.
- Condition 11:** Construct internal streets to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW.
- Condition 12:** Provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

PROCEDURAL FINDINGS

1. On June 2, 2021, a consolidated application for a Phased Subdivision Tentative Plan and Class 2 Adjustment were filed for a proposal to divide an approximately 11.85 acres located at 1684 Doaks Ferry Road NW (Attachment A) into 30 lots.
2. After the applicant submitted additional information, the applications were deemed complete for processing on August 2, 2021. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on August 2, 2021. 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 November 30, 2021

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide approximately 11.85 acres into 30 lots for residential development (Attachment B). The lots proposed for residential development range in size from approximately 4,950 square feet to approximately 8,795 square feet. All lots take access directly from public streets, except for Lots 18, 19, 20, and 21 which will be served by a flag-lot accessway. The applicant is requesting alternative street standards to increase the street spacing and connectivity standards in SRC Chapter 803 to allow Trillion Street NW to exceed the 600 foot block length standard and for proposed New Avenue NW to exceed the 600 foot connectivity standard along Doaks Ferry Road NW and Class 2 Adjustments to reduce the minimum lot depth standard for a double frontage lot from 120 feet to 95 feet and to exceed the maximum lot width to depth ratio from 300 percent to approximately 505 percent.

2. Existing Conditions

Site and Vicinity

The subject property contains three separate parcels with a combined size of approximately 11.85 acres, which extends approximately 1,076 feet north/south along Doaks Ferry Road NW and approximately 480 feet east/west along Orchard Heights Road NW. The subject property is bounded by a residential subdivision to the east (Heights and Heights No. 2 Subdivisions), RA (Residential Agriculture) zoned property to the south, Doaks Ferry Road to the west and Orchard Heights Road NW to the north.

The subject property is sloped with the highest elevation approximately 430 feet near the center of the subject property falling to approximately 380 feet near Orchard Heights Road to the north and approximately 360-380 feet along the southern boundary.

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: (Across Orchard Heights Road NW) Developing Residential

South: Developing Residential

East: Developing Residential

West: (Across Doaks Ferry Road); Developing Residential

Zoning and Surrounding Land Use

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

North: (Across Orchard Heights Road NW), RA (Residential Agriculture); single family dwelling, Straub Middle School

South: RA (Residential Agriculture); single family dwelling

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

West: (Across Doaks Ferry Road NW); RA (Residential Agriculture), West Salem High School

Relationship to Urban Service Area

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

Infrastructure

Water: The subject property is within the W-1 and W-2 water service levels.

18-inch W-1 water mains are located in Doaks Ferry Road NW and Orchard Heights Road NW.

8-inch W-1 water mains are located in Opaque Avenue NW, Mullusk Avenue NW, and Trillion Street NW.

Sewer: 8-inch sanitary sewer mains are located in Opaque Avenue NW, Mullusk Avenue NW, and Trillion Street NW.

Storm Drainage: A 10-inch storm main is located in Doaks Ferry Road NW at the southern boundary of the property.

Two 12-inch storm mains are located in Orchard Heights Road NW; one is located at the north-western corner of the property and one is located at the north-eastern corner of the property.

A 10-inch storm main is located in Opaque Avenue NW approximately 120 feet east of the subject parcels.

A 15-inch storm main is located in Chapman Hill Drive NW, south of the subject parcel approximately 200 feet.

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

- The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
- The abutting portion of Doaks Ferry Road NW has an approximate 48-foot improvement within a right-of-way that varies in width from approximately 76 feet to 100 feet along the frontage abutting the subject property.

Orchard Heights Road NW abuts the subject property along the north boundary and is designated as a Minor Arterial street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- This street has an approximate 50-foot improvement within a right-of-way that varies in width from approximately 96 feet to 116 feet along the frontage abutting the subject property.

Opaque Avenue NW abuts the subject property to the east and is designated as a local street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 30-foot improvement within a 60-foot-wide right-of-way.
- This street has an approximate 30-foot improvement within a 60-foot right-of-way along the frontage abutting the subject property.

Mullusk Avenue NW abuts the subject property to the east and is designated as a local street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 30-foot improvement within a 60-foot-wide right-of-way.
- This street has an approximate 30-foot improvement within a 60-foot right-of-way along the frontage abutting the subject property.

3. Land Use History

- **Annexation C-591:** A City-initiated enclave annexation of territory approximately 13.72 acres in size located at 1604, 1684, and 1712 Doaks Ferry Road NW, and rezoning to City of Salem RA (Residential Agriculture).
- **Subdivision Case No. SUB07-17 (Expired):** To subdivide two existing parcels of land totaling approximately 6.18 acres into 40 lots ranging from 4,108 square feet to 8,383 square feet.

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 comments included in full as Attachment D.

Fire Department – The Salem Fire Department submitted comments noting that fire hydrants will be required within 600 feet of all portions of the structures.

Building and Safety Division – The Building and Safety Division has reviewed the proposal and indicated no concerns.

Salem-Keizer Public Schools – Planning and Property Services staff for the Salem-Keizer School District reviewed the proposal and submitted comments included in full as Attachment E.

5. Neighborhood Association Comments and Public Comments

The subject property is located within the boundaries of the West Salem Neighborhood Association (WSNA).

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On May 26, 2021, the applicant contacted the WSNA Chair and Land Use Chair informing them of the proposed project.

Homeowners Association

The subject property is not located within a Homeowners Association.

Neighborhood Association and Public Comment: Notice of the application was provided to WSNA pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. Notice was provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property, posted notice was also provided on each street frontage during the comment periods pursuant to SRC 300.520(b)(2). West Salem Neighborhood Association and five public comments were provided prior to the comment period ending, which are summarized below:

- A. **Pedestrian Access:** Comments received indicate concern for the lack of pedestrian connections to Doaks Ferry Road NW, suggesting that pedestrian access should be provided in the proximity of the driveway to West Salem High School.

Staff Response: Staff concurs with the assessment that pedestrian access is lacking and can be improved. As a condition of approval, the applicant is required to extend the pedestrian pathway that is shown on the tentative plan abutting lots 20 and 21 all the way

to Doaks Ferry Road NW in a location near the northwest corner of the site in order to improve pedestrian access and connectivity throughout the subdivision.

- B. Adjustments to Lot Standards Should not be Allowed.** Comments submitted express concern for the adjustments to lot standards requested by the applicant, questioning the need for these adjustments.

Staff Response: Complete findings addressing the applicant's request for adjustments to lot depth standards are found in Section 7 of this report. In summary, the request to reduce the lot depth standard for proposed lots 15-17 abutting Orchard Heights Road NW is needed due to the location of Opaque Avenue NW and the existing right-of-way width along Orchard Heights Road NW. The request to increase the lot depth standard for proposed lot 30 is warranted because this lot is not proposed for development at this time. Lot 30 is a sufficient size and dimension to allow for future development in compliance with applicable development and street connectivity standards.

- C. Tree Removal along Orchard Heights Road NW.** Comments submitted expressed concern for the removal of trees along Orchard Heights Road NW, stating the trees provide protection from winds as well as provide a natural privacy screen.

Staff Response: The applicant has provided a tree conservation plan identifying all trees on the subject property. The Tree Conservation Plan identifies a total of 168 trees on the property and proposed to preserve 42 of the trees (25 percent), in compliance with preservation requirements of SRC Chapter 808. The tree conservation plan indicates some of the trees along Orchard Heights Road NW will need to be removed due to grading and construction of a stormwater detention facility; however, 18 existing trees along Orchard Heights Road NW are proposed for preservation. In addition, as a condition of approval the applicant will be required to plant street trees to the maximum extent feasible along Orchard Heights Road NW.

- D. Traffic Safety, TIA, Right-in/Right-out:** Comments were received concerned regarding cumulative traffic impacts of several subdivisions recently approved in the area that individually do not require a traffic impact analysis. Request that New Avenue NW be restricted to right-in/right-out traffic movements.

Staff Response: There are no engineering or safety reasons to restrict the turn movements to right-in/right-out at the intersection of New Avenue NW and Doaks Ferry Road NW. The intersection will be located over 500 feet to the south of the West Salem High School driveway, and the applicant provided a sight-distance analysis in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines that shows there is adequate sight distance in both directions along Doaks Ferry Road NW. Doaks Ferry Road NW is improved to Minor Arterial standards and includes a two-way left-turn lane along the entire length between Orchard Heights Road NW and Coho Avenue NW. Left turning inbound vehicles will have sufficient room to vacate the travel lane to turn into the development due to the distance between the existing driveway for West Salem High School and the proposed intersection. Left turning outbound vehicles have adequate sight distance in both directions, as well as have an opportunity to turn into the two-way-left-lane and wait to proceed south on Doaks Ferry Road.

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, the City cannot require a traffic impact analysis for this application.

- E. **Need for Alternative Street Standards.** Concerns were indicated with the request for alternative street standards with this subdivision. Request that staff provide a detailed rationale and documentation in support of the applicant's request.

Staff Response: Complete findings addressing the applicant's request for alternative street standards are found in Section 6 of this report. In summary, the request to increase street interval spacing along Doaks Ferry Road NW is needed due to the topography of the street and sight distance requirements and the request to increase street interval spacing on Trillion Street NW is needed due to the existing block length established by the abutting subdivision between Opaque Avenue NW and Mullusk Avenue NW which exceeds the 600 foot standard.

- F. **Supportive of housing but should be approving Multi-Family Residential.** One comment was received indicating support for more housing but suggesting that the City should be approving more units or multi-family housing for this site which West Salem is lacking.

Staff Response: The subject property is currently zoned RA (Residential Agriculture), which does not permit multi-family residential uses. While the community is in need of more diverse housing options, including multi-family residential development, the City has to evaluate land use applications for conformance with approval criteria and development standards and cannot require an applicant to develop a use that is not permitted under current zoning regulations.

- G. **Cell Tower.** One comment was received indicating concern for the existing cell tower located on the property, with questions regarding whether the Salem Revised Code allows residential uses to be located in proximity of an existing tower, and whether the tower will be removed.

Staff Response: The applicant's plans appear to indicate that the existing cell tower will remain and will be located on proposed lot 24. SRC Chapter 703 (Wireless Communications Facilities) does not provide guidance for locating new residential uses in proximity of an existing tower. However, alterations or enlargement of the existing tower would be subject to the provisions of SRC Chapter 703.

- H. **Stormwater Impacts and Ownership of Detention Lots.** A concern was received regarding stormwater impacts and also a question regarding who will eventually own the two stormwater detention basins.

Staff Response: To demonstrate that the proposed lots can meet the Public Works Design Standards, the applicant is required to submit a preliminary stormwater report at the time of tentative subdivision review, and then required to submit a final stormwater design demonstrating how the proposed development complies with applicable stormwater

standards prior to final plat approval. The tentative plan shows two stormwater detention basins, these basins will be owned by the City.

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 approval of the final subdivision plat.

SRC Chapter 205.010(d) sets forth the criteria that must be met before approval can be granted for a subdivision tentative plan request. The following subsections are organized with approval criteria shown in bold, followed by findings of fact upon which the Planning Administrator's decision is based. The requirements of SRC 205.010(d) are addressed within the specific findings which evaluate the proposal's conformance with the applicable criteria. Lack of compliance with the following criteria is grounds for denial of tentative plan or for the issuance of conditions of approval to more fully satisfy the criteria.

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

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.

SRC Chapter 511 (Single Family Residential): The proposed subdivision would divide the 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 development standards of the RS zone are established under SRC 511.010 and are addressed as follows:

Lot Standards for RS zone (SRC Chapter 511, Table 511-2)

Requirement	Standard
Lot Area (Single Family)	4,000 square feet
Lot Width	40 feet

Lot Depth (Single family and two family)	Min. 70 feet, max. 300% of av. lot width
Lot Depth (Double frontage lots)	Min. 120 feet, max. 300% of av. lot width
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 4,950 square feet to 178,562 square feet in size. The applicant requested an adjustment to reduce the minimum lot depth for lots 15, 16 and 17 which are double frontage lots and an adjustment to increase the maximum lot depth for proposed Lot 30. Findings addressing the requested adjustments to the lot standards of SRC Chapter 511 are addressed in Section 7 of this report.

The remaining proposed lots are in compliance with applicable minimum lot area, dimension, and frontage 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

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. Proposed lots 1, 3, and 14 are corner lots. Provided that lot dimension standards are met, the front lot line for a corner lot shall be the property line abutting a street designated by the building permit applicant. The front lot line for proposed lot 1 may be designated by the building permit applicant. Due to lot dimensions, the front lot line for proposed lot 3 shall be the

southern property line abutting Mullusk Avenue NW and the front lot line for proposed lot 14 shall be the western property line abutting Trillion Street NW.

Proposed lots 18-21 take access from a flag lot. The front lot line for lots 18 and 19 shall be the southern property line abutting the flag lot accessway. The front lot line for lots 20 and 21 shall be the northern property line abutting the flag lot accessway.

Those double frontage lots abutting Orchard Heights Road NW will not have access to this major arterial street 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:

Flag Lot Accessway Standards (<i>Residential Zones</i>)		
	1 to 2 Lots Served by Accessway	3 to 4 Lots Served by Accessway
Length	150 ft. Max.	400 ft. Max.
Width	Min. 20 ft.	25 ft. Min.
Paved Width	Min. 15 ft.	20 ft. Min.
Parking	Not Allowed	Not Allowed
Turnaround	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>	

Proposed lot 20 is a flag lot. The proposed flag lot accessway serving lot 20 will also be used to access lots 18, 19 and 21 serving a total of four lots. As shown on the applicant's tentative subdivision plan, the flag lot accessway is approximately 114 feet in length, and located within a 35-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, 20 and 21 conforms to the requirements of SRC 800.025, 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.

(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 submit a tentative stormwater design prior to final plat approval. For a tentative stormwater design, the applicant shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative located of stormwater facilities.

As conditioned below, 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): The proposed subdivision is projected to generate less than 1,000 daily trips onto major and minor arterial streets; 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): Right-of-way width for streets shall conform to the standards set forth in Table 803-1.

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. Orchard Heights Road NW abuts the subject property to the north and complies with applicable right-of-way and improvement width standards for a Minor Arterial.

Proposed internal local streets, Opaque Avenue NW, Trillion Street NW, Mullusk Avenue NW, and New Avenue NW comply with applicable standards for local street right-of-way and pavement width as specified in SRC 803.025.

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: The subject property abuts the Heights Subdivision to the east. Existing streets Opaque Avenue NW and Mullusk Avenue NW in the Heights Subdivision were stubbed to the subject property at a spacing interval of approximately 775 feet, exceeding the spacing requirement in SRC 803.030.

Due to existing street locations, the subdivision is precluded from meeting the 600-foot interval for block length for proposed Trillion Street NW. The applicant is proposing to connect to the existing stub streets resulting in the length of Trillion Street NW being as close to the spacing requirement as possible but exceeding the 600-foot block length. SRC 803.030(b)(3) provides that street spacing may be increased where existing public streets terminating at the boundary of the development site exceed the spacing requirements, that the block length may exceed 600 feet but shall be as close to the standard as practicable. The proposal complies with this exception.

In addition, the location of proposed New Avenue NW does not comply with the 600-foot interval for block length onto Doaks Ferry Road NW, New Avenue NW is located approximately 1,015 feet from the intersection of Orchard Heights Road NW. The increased street spacing is needed in this case due to the topography of Doaks Ferry Road NW. New Avenue NW was reviewed for potential sight distance obstructions, and is proposed in a location that maximizes visibility in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines. The proposal complies with this exception.

SRC 803.035 (Street Standards): All public and private streets are subject to the street standards in this section.

Finding: Subsection (a) requires streets within the subdivision to provide connectivity to existing streets and undeveloped properties within the vicinity of the subject property. The proposed subdivision connects to existing stub streets to the east and provides a street to the abutting property to the south in compliance with SRC 803.035(a). A pedestrian pathway is shown on the tentative plan abutting lots 20 and 21, however, due to the increased street interval spacing along Doaks Ferry Road NW, staff is requiring as a condition of approval that the applicant extend this pedestrian pathway all the way to Doaks Ferry Road NW to improve pedestrian access and connectivity throughout the subdivision.

Condition 2: The applicant shall dedicate a public access easement and construct a pedestrian pathway extending from the proposed flag lot accessway to Doaks Ferry Road NW near the northwest corner of the subject property.

The tentative subdivision plat shows property line sidewalks for all proposed internal local streets, 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.

A 10-foot-wide public utility easement is required along all internal street frontages pursuant to SRC 803.035(n).

Condition 3: Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

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

Finding: Doaks Ferry Road NW abuts the subject property and does not meet the current right-of-way or improvement standard 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, provide sidewalk, and street trees along Doaks Ferry Road NW.

Orchard Heights Road NW abuts the subject property and does not meet the current standard for a Minor Arterial street and is currently lacking street trees. In addition, the existing sidewalk on Orchard Heights Road NW is located at the curb line and does not comply with applicable sidewalk development standards. The Public Works Department memorandum indicates that the sidewalk location is warranted due to the topography, and that the existing sidewalk may remain. In implementing boundary street requirements pursuant to SRC 803.040, conditions below require the applicant to provide street trees along Orchard Heights Road NW to the maximum extent feasible.

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 601 (Floodplain Overlay Zone): The Public Works Department 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.

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 single-family or two-family uses where trees are proposed for removal. A Tree Conservation Plan was submitted in conjunction with the subdivision tentative plan identifying a total of 168 trees on the subject property, with 42 trees proposed for preservation, or 25 percent of the trees on-site and is proposing to remove 126 trees, or 75 percent of the trees on-site. No significant trees or riparian trees are identified on the subject property. The proposal is consistent with the criteria for approval of a tree conservation plan in SRC 808.035(d) and Chapter 808.

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

The Salem-Keizer Local Wetland Inventory (LWI) does not identify wetlands or hydric soils on the subject property.

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 and SRC Chapter 810 (Landslide Hazards), there are mapped 2, 3, and 5-point landslide hazard areas on the subject property. The proposed activity of a subdivision adds 3 activity points to the proposal, which results in a total of 5 to 8 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment and/or geotechnical report.

A preliminary geotechnical report, prepared by GeoPacific Engineering, Inc. and dated February 3, 2021, was submitted with the subdivision application. The preliminary report states that the proposed development is geotechnically feasible provided that the recommendations in the report are incorporated into the design and sufficient geotechnical monitoring is incorporated into the construction phases of the project. The engineer shall provide a technical report prior to construction pursuant to SRC Chapter 82 (Clearing and Grading).

Final Plat:

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. The applicant is advised that the subject property appears to have several easements that shall be either shown on the final plat or the interest released prior to final plat. 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).

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 permitted, special, or conditional uses in the RS (Single Family Residential) zone SRC Chapter 511. There is no evidence that the subdivision and subsequent development of the lots will adversely affect public services to any surrounding properties. Approval of the subdivision does not impede future use of the subject property or access to abutting properties.

As conditioned, the proposal meets this criterion.

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

Finding: The subject property is located within the W-1 and W-2 water service levels. The applicant has proposed to not develop within the W-2 water service level area. As such an Urban Growth Preliminary Declaration is not required as all services for the proposed development are currently available. Because the maximum service elevation of the W-1 water service level is 412 feet, the finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.

Condition 4: The finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.

W-1 water, sewer, and stormwater infrastructure are available along the perimeter of the site and appear to be adequate to serve the property as shown on the applicant's preliminary subdivision plan. The applicant has proposed to connect sewer and stormwater mains discharging to the south to existing mains located in Trillium Avenue NW. The applicant shall acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south. Private water, sewer, and storm services shall be constructed to serve each lot as a condition of plat approval. Construction of facilities in the right-of-way is required prior to final plat except as authorized in an improvement agreement per SRC 205.035(c)(7)(B).

Condition 5: Acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant shall submit a tentative stormwater design prior to final plat approval. For

a tentative stormwater design, the applicant shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities.

Condition 6: Design and construct a storm drainage system at the time of development for areas of replaced and new impervious surface. The tentative plan application shall include findings that demonstrate how the proposed development will comply with Public Works Design Standards (PWDS) Appendix 4E related to Green Stormwater Infrastructure (GSI).

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.

Condition 7: Show all necessary access and utility easements on the 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: Doaks Ferry Road NW abuts the subject property and does not meet the current standard for a Major Arterial street. It is lacking adequate right-of-way and street improvements. However, Doaks Ferry Road NW has been previously approved to be constructed as an interim Minor Arterial street improvement. Therefore, no additional street improvement is required at this time. As identified in the conditions of approval, the applicant is required to convey land for dedication of right-of-way equal to 48 feet measured from centerline and install sidewalk and street trees in their ultimate locations for a Major Arterial street along the entire frontage of Doaks Ferry Road NW.

Condition 8: 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.

Condition 9: Install property-line sidewalk and street trees along the frontage of Doaks Ferry Road NW.

Orchard Heights Road NW abuts the subject property and does not meet the current standard for a Minor Arterial street. It is currently lacking street trees. As identified in the conditions of approval, the applicant is required to provide street trees to the maximum extent feasible along the entire frontage of Orchard Heights Road NW. Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)); however, due to the existing slope along the frontage of the subject property, the sidewalk may remain located along the curb line pursuant to SRC 803.035(l)(2)(B).

Condition 10: Provide street trees to the maximum extent feasible along the frontage of Orchard Heights Road NW.

Internal streets shall be constructed to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW. Block length and connectivity standards are limited in this area due to existing developments and slope of the subject property. The applicant submitted a sight-distance analysis in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines to ensure the placement of the New Avenue NW connection to Doaks Ferry Road NW provides for adequate sight and stopping distance given the curvature of the roadway. The Assistant City Traffic Engineer has reviewed this analysis and concurs with its findings.

Condition 11: Construct internal streets to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW.

The applicant's shadow plan shows extension of Opaque Avenue NW to the west to ultimately connect to future Clarity Street NW in Lot 30. The applicant shall provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

Condition 12: Provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

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 streets.

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 Comprehensive Parks Master Plan Update shows that the subject property is served by developed parks. Straub Nature Park is a developed park approximately 570 feet north of the proposed development and West Salem Highschool Park is a developed park approximately 1,000 feet west of the proposed development. Pedestrian connections are available from the subject property to both developed parks. No park-related improvements are recommended as a condition of development.

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 30-lot subdivision generates less than 1,000 average daily vehicle trips to a Major Arterial street system. 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. The configuration of lots on the subject property makes logical use of developable land. As described in findings, the lot configuration proposed by the applicant meet applicable development standards minimizing the need for any variances. No existing conditions of topography or vegetation have been identified on the site which would necessitate variances during future development of the property. The layout allows for reasonable development of all lots within the subdivision without variances from the UDC. Proposed lot 30 may be further divided or developed and will be evaluated for conformance with applicable standards of the UDC at the time a future land use application is submitted.

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 tentative subdivision plan configures lots and streets to allow for residential development of the site while minimizing disruptions to topography and vegetation. The City's tree preservation standards require that a minimum of 25 percent of existing trees with a diameter at breast height (dbh) of 10 inches or more, the applicant is proposing to retain 42 of the 168 existing trees on site, approximately 25 percent of the total trees. There are no riparian trees or vegetation, or significant trees located on the subject property. The proposal meets 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.

Finding The applicant is requesting a Class 2 Adjustment to reduce the double frontage lot depth standard from 120 feet as provided in Table 511-2 to 95 feet for lots 15-17 and to increase the lot depth ratio for Lot 30 from a maximum of 300 percent as provided in Table 511-2 to approximately 505 percent.

Reduce minimum lot depth for lots 15-17:

Within the RS (Single Family Residential) zone, double frontage lots which have frontage on two streets that do not intersect at the lots boundaries 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.

In the written statement provided by the applicant (Attachment C) it is explained that in order to provide street connections and circulation given the existing location of Opaque Avenue, Lots 15-17 cannot meet the minimum lot depth requirement and therefore the adjustment is necessary based on existing conditions beyond the applicant's control.

Lots 15-17 are double frontage lots which range from 95 feet to 107 feet in depth. Orchard Heights Road NW along the frontage of the subject property is wider than required, and approximately 26 feet wider than the abutting subdivision to the east (Heights Subdivision). Because of this difference, the double frontage lots on Orchard Heights and Opaque in the Heights Subdivision have extra depth and appear to meet the double frontage standard. However, in order for the subject property to have the minimum 120 feet necessary, Opaque

Avenue would have to immediately shift approximately 25 feet to the south, which is physically impossible.

Orchard Heights Road NW has an approximate width of 112 feet in this location, which greatly exceeds the minimum standard of 72 feet. The extra width for the street provides a setback and vegetative buffer that separates development of the proposed lots from Orchard Heights Road NW, and thereby satisfies the underlying purpose of providing greater lot depths on double frontage lots. The proposed lot depth is sufficient in size to allow for development of the lots in compliance with minimum setback requirements.

The requested adjustment satisfies this approval criterion.

Increase maximum lot depth for Lot 30:

The intent and purpose of the maximum lot depth standard is to ensure that each lot is buildable to the maximum extent feasible while maintaining space for minimum 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.

The applicant indicates that the proposed Lot 30 is shaped the way it is due to required location of street connections, and the size and layout of the other lots proposed within the subdivision. Lot 30 is approximately 4.1 acres in size and is not proposed to be developed at this time. The applicant has provided a shadow plan showing how Lot 30 could be developed in the future in compliance with applicable subdivision standards. In addition, as a condition of approval for this subdivision the applicant is required to provide a 60-foot wide public access easement extending Opaque Avenue NW for future connection to Lot 30. Because Lot 30 is a size and shape that can be developed or further divided in the future in compliance with all applicable development standards, the purpose underlying the lot depth standard is equally or better met by the proposed development. 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: As indicated above, the requested adjustments allow for the reasonable division of land. No further adjustments or variances to development standards, such as setbacks or lot coverage, are needed to further develop the subject property. The requested adjustments do not unreasonably impact the livability or appearance of existing or potential uses in the surrounding area, and therefore satisfy this approval criterion.

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

Finding: Two Adjustments have been requested with this development. Each of the adjustments has been evaluated separately for conformance with the Adjustment approval

criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the RS (Single Family Residential) zone.

8. Conclusion

Based upon review of SRC Chapters 205 and 250, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Subdivision Tentative Plan and Class 2 Adjustment Case No. SUB-ADJ21-08 is hereby **APPROVED** subject to SRC Chapters 205 and 250, 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:** The applicant shall dedicate a public access easement and construct a pedestrian pathway extending from the proposed flag lot accessway to Doaks Ferry Road NW near the northwest corner of the subject property.
- Condition 3:** Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.
- Condition 4:** The finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.
- Condition 5:** Acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south.
- Condition 6:** Design and construct a storm drainage system at the time of development for areas of replaced and new impervious surface. The tentative plan application shall include findings that demonstrate how the proposed development will comply with Public Works Design Standards (PWDS) Appendix 4E related to Green Stormwater Infrastructure (GSI).
- Condition 7:** Show all necessary access and utility easements on the plat.
- Condition 8:** 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.

- Condition 9:** Install property-line sidewalk and street trees along the frontage of Doaks Ferry Road NW.
- Condition 10:** Provide street trees to the maximum extent feasible along the frontage of Orchard Heights Road NW.
- Condition 11:** Construct internal streets to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW.
- Condition 12:** Provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

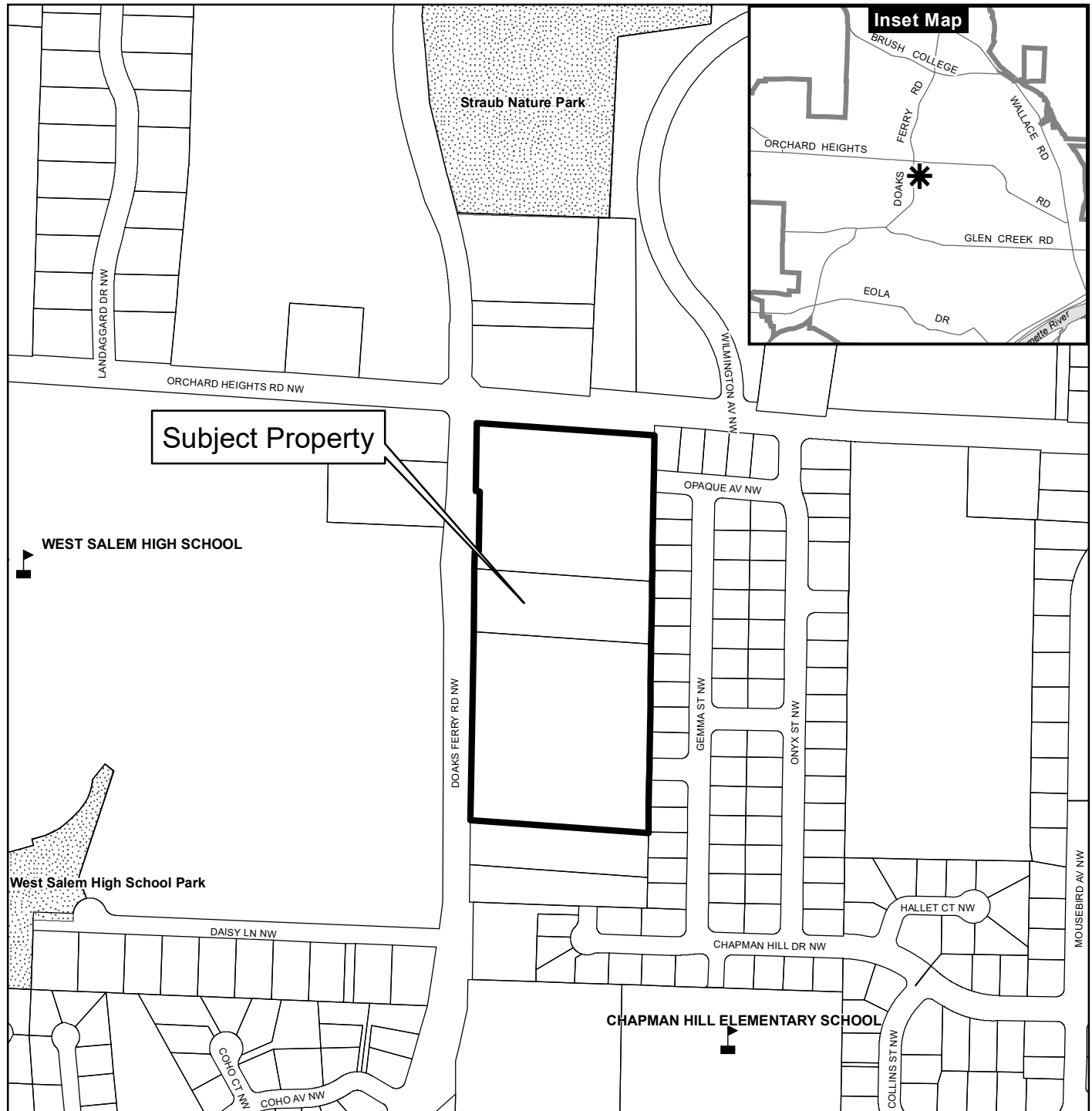


Aaron Panko, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

- Attachments: A. Vicinity Map
B. Tentative Subdivision Plan
C. Applicant's Written Statement
D. City of Salem Public Works Department Memo
E. Salem-Keizer Public Schools Comments Dated August 12, 2021

Vicinity Map

1684 Doaks Ferry Road NW



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet



PARCEL SIZE:
DEVELOPABLE AREA 11.82 Ac.
NUMBER OF UNITS 30
DENSITY 2.54 UNITS/Ac.
LARGEST LOT 208,238 S.F.
SMALLEST LOT 4,950 S.F.
AVERAGE 12,700 S.F.

UTILITIES:
CABLE COMCAST CABLE SERVICES
ELECTRIC SALEM ELECTRIC
PHONE FRONTIER COMMUNICATIONS
GAS N.W. NATURAL
STORM DRAIN,
SANITARY SEWER,
WATER CITY OF SALEM

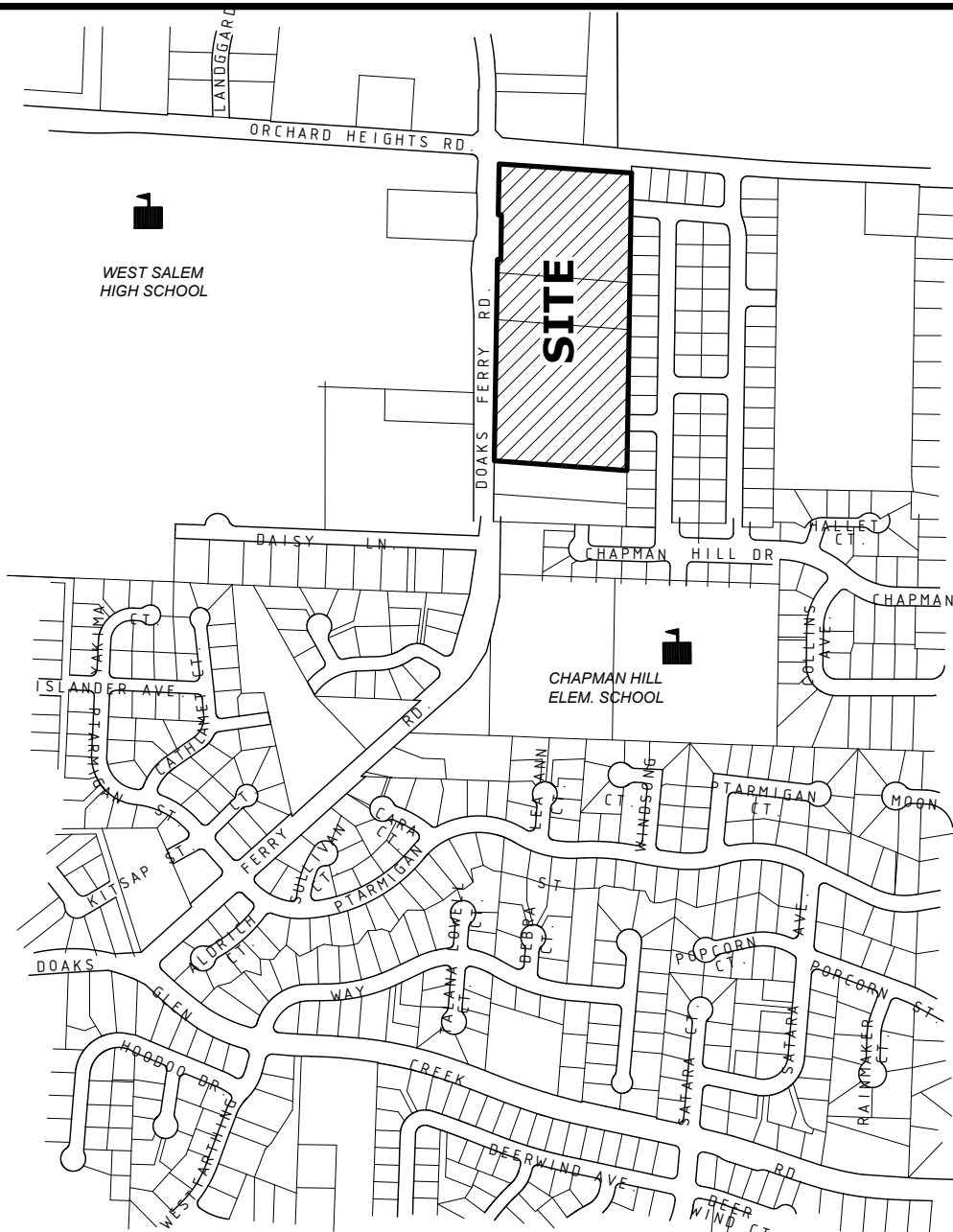
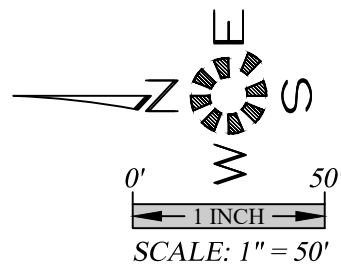
TITAN VILLAGE
SEC. 17, T. 7 S., R. 3 W., W.M.
CITY OF SALEM
POLK COUNTY, OREGON

Attachment B

Owner / Developer:

EDGE CO LLC

3563 BURNING TREE DR. S.
SALEM, OR 97302



VICINITY MAP



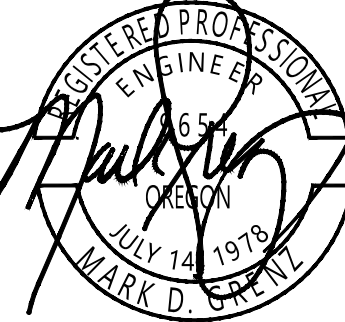
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.multiengineering.net office@multiengineering.net

SITE PLAN

TITAN VILLAGE

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

Design: M.D.G.
Drawn: D.G.G.
Checked: M.D.G.
Date: DEC. 2019
Scale: AS SHOWN
As-Built: ---



EXPIRES: 06-30-2021

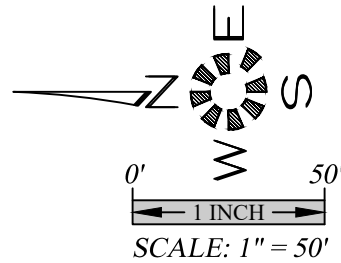
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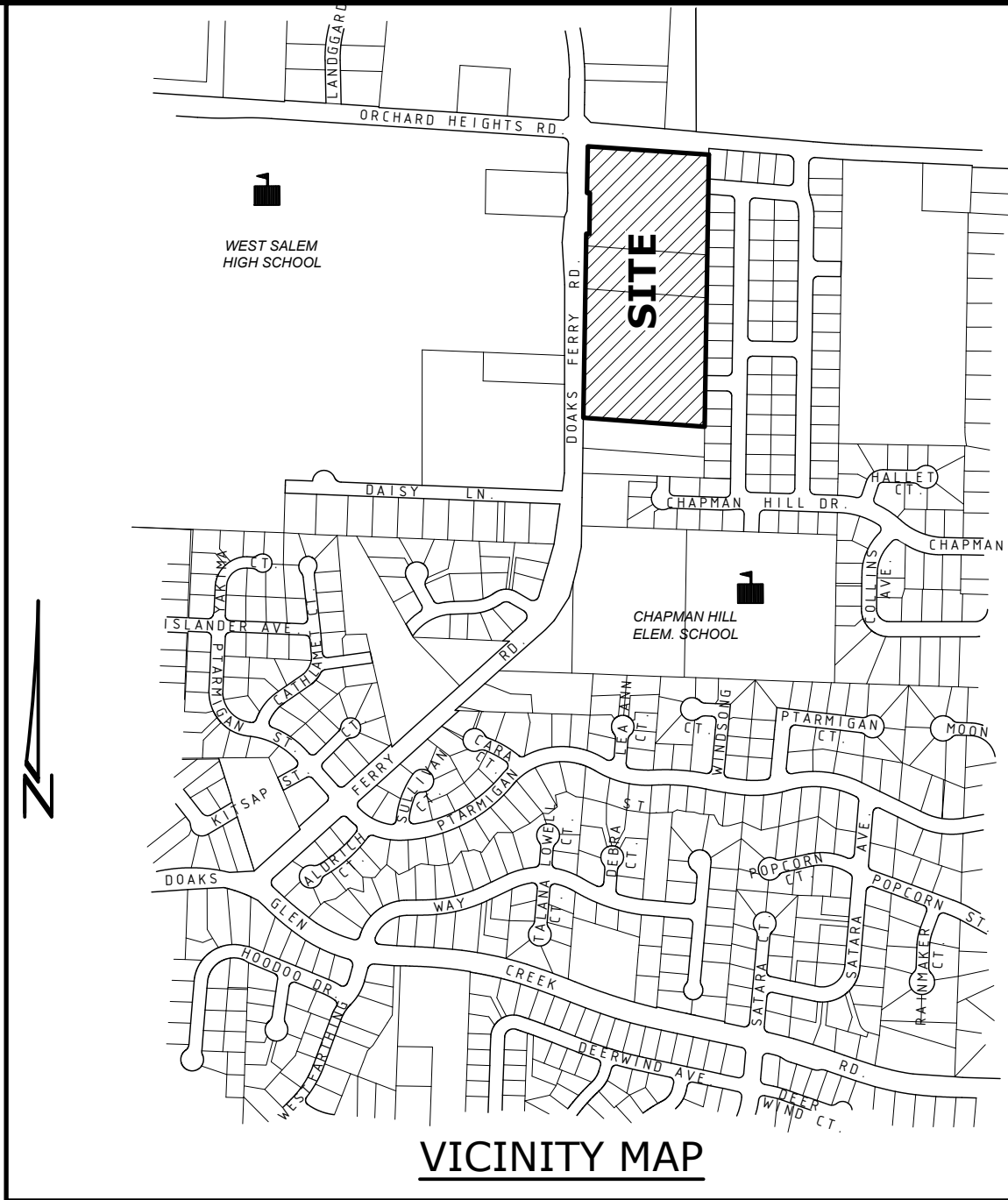
PARCEL SIZE:
DEVELOPABLE AREA 11.82 Ac.
NUMBER OF UNITS 47
DENSITY 3.98 UNITS/AC.
LARGEST LOT 8,795 S.F.
SMALLEST LOT 4,950 S.F.
AVERAGE 7,126 S.F.

UTILITIES:
CABLE COMCAST CABLE SERVICES
ELECTRIC SALEM ELECTRIC
PHONE FRONTIER COMMUNICATIONS
GAS N.W. NATURAL
STORM DRAIN,
SANITARY SEWER,
WATER CITY OF SALEM

TITAN VILLAGE
SEC. 17, T. 7 S., R. 3 W., W.M.
CITY OF SALEM
POLK COUNTY, OREGON



Owner / Developer:
EDGE CO LLC
3563 BURNING TREE DR. S.
SALEM, OR 97302



MULTI/TECH

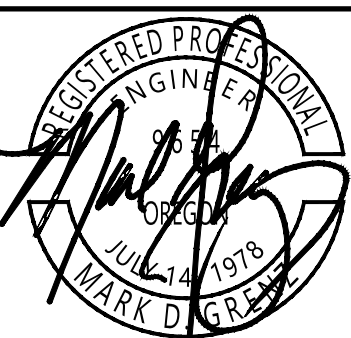
ENGINEERING SERVICES, INC.
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www.esengineering.net office@esengineering.net

SHADOW PLAN

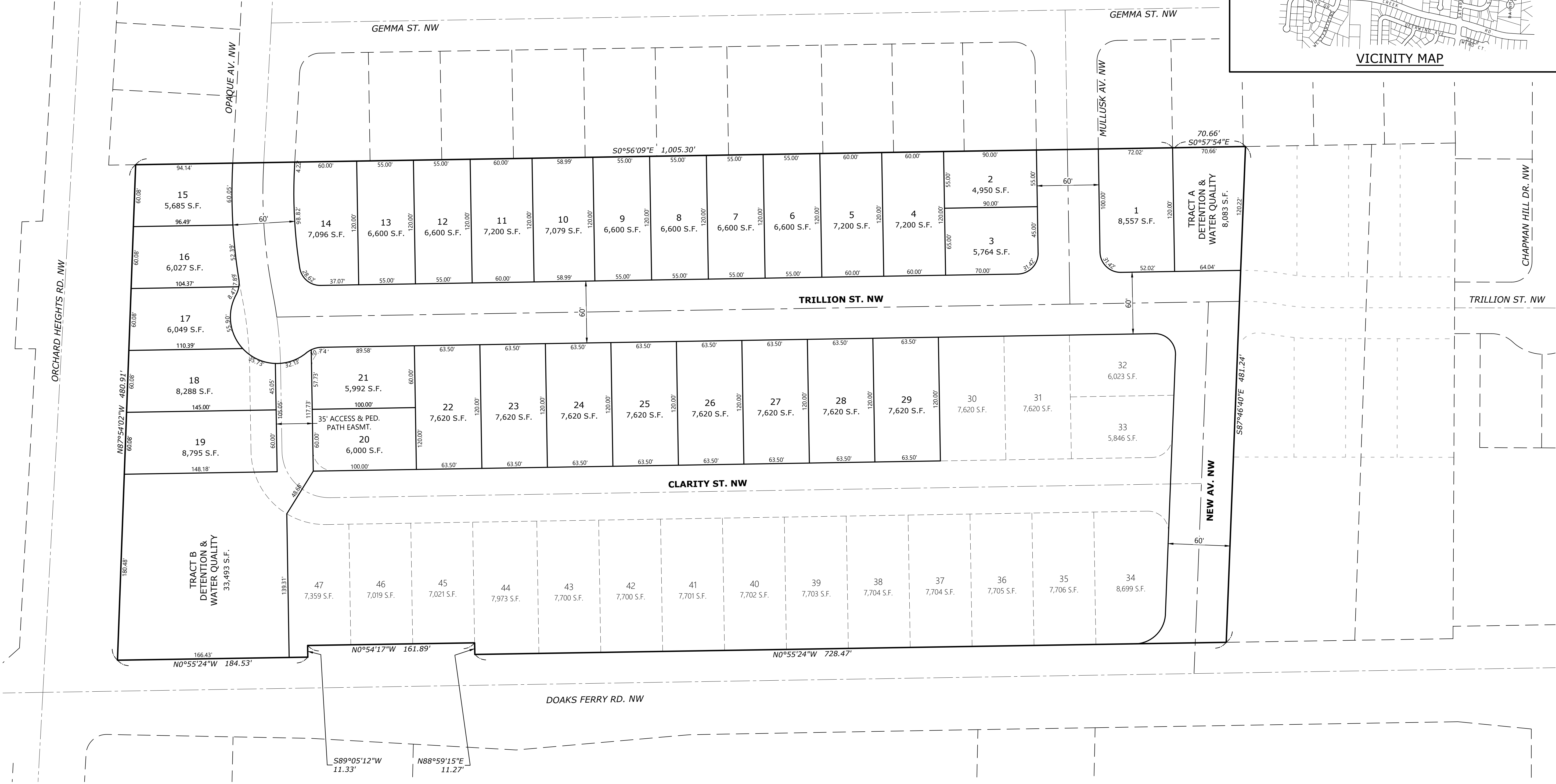
TITAN VILLAGE

NO CHANGES, MODIFICATIONS
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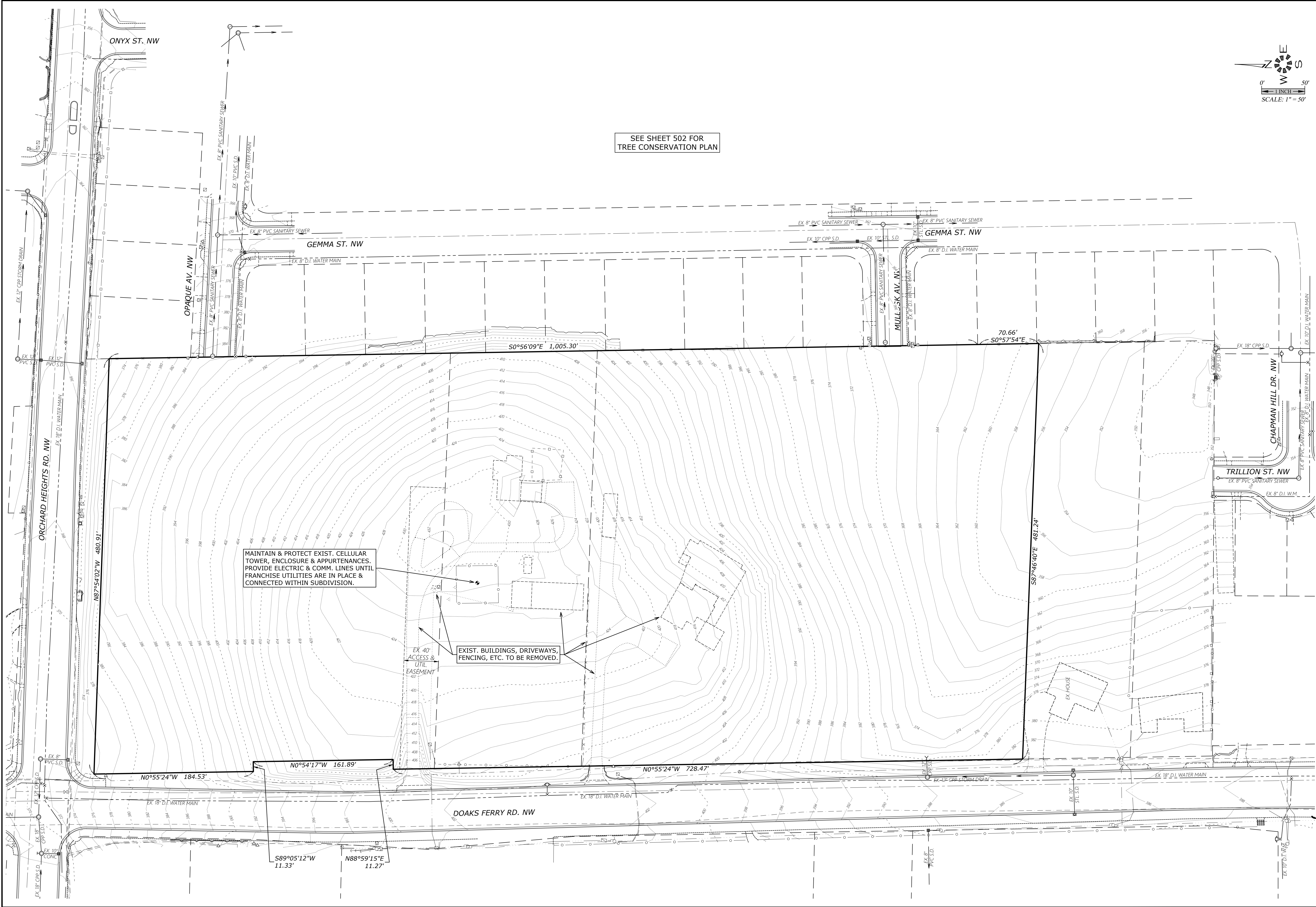
Design:	M.D.G.
Drawn:	D.G.G.
Checked:	M.D.G.
Date:	DEC. 2019
Scale:	AS SHOWN
As-Built:	----



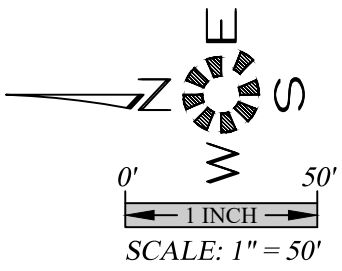
EXPIRES: 06-30-2021
JOB # 6853



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SEE SHEET 502 FOR
TREE CONSERVATION PLAN



MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-5227 FAX (503) 364-7660
www.mtengr.com office@mtengr.com

EXISTING CONDITIONS
& DEMOLITION
PLAN

TITAN VILLAGE

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

6853P 201-KCDND

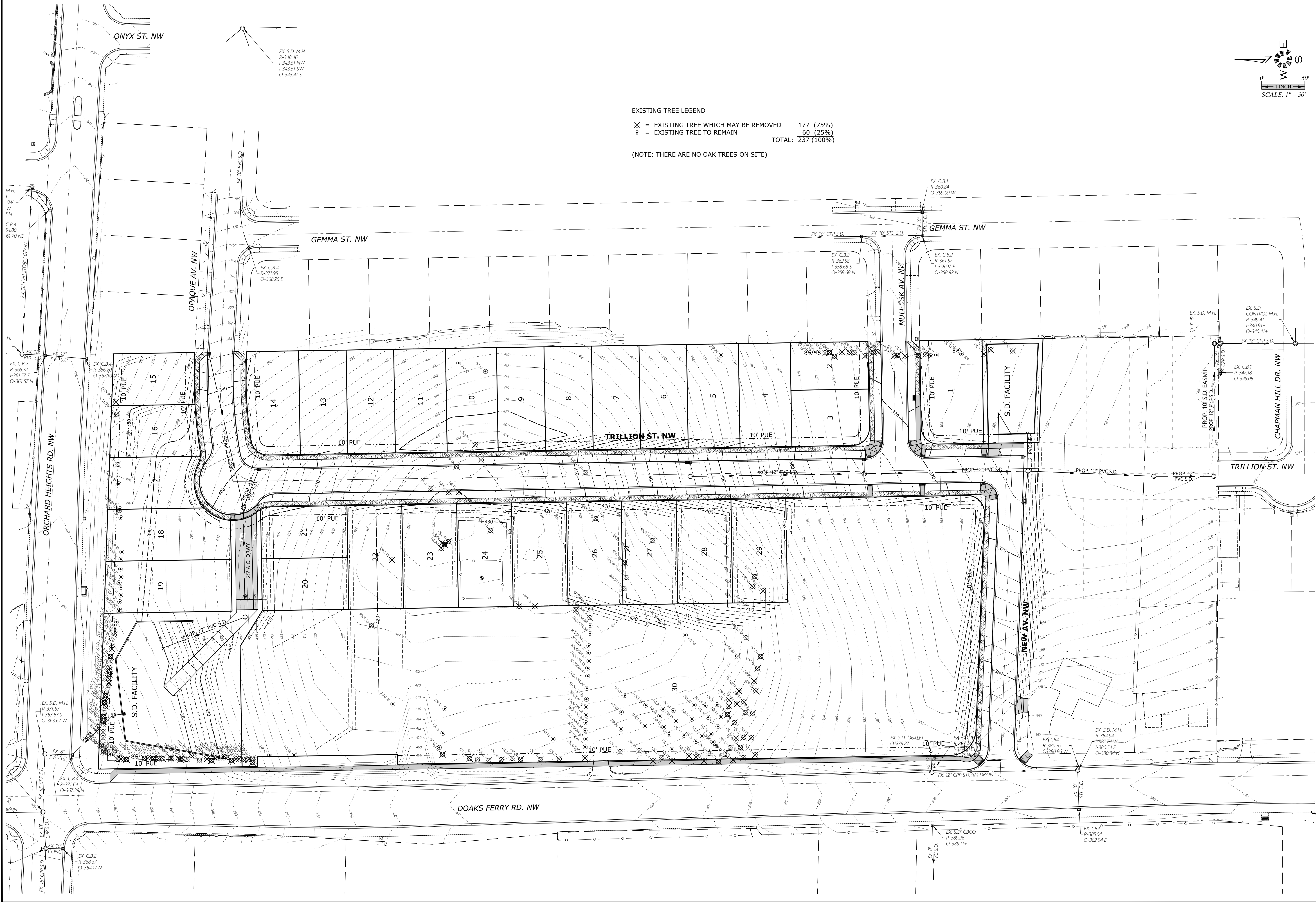
Design:	M.D.G.
Drawn:	D.G.G.
Checked:	M.D.G.
Date:	DEC. 2019
Scale:	AS SHOWN
As-Built:	----

REGISTERED PROFESSIONAL ENGINEER
MARK D. GALLOWAY
JULY 1, 2021
EXPIRES: 06-30-2021

JOB # 6853

201

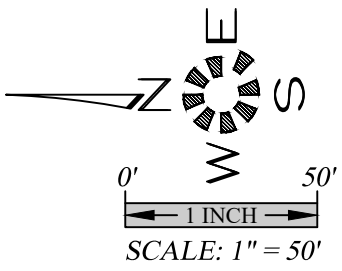
J:\88x\6853-TitanVillage\0.dwg 2016853.dwg 502-PRC 5/26/2021 10:57:32 AM Broule



EXISTING TREE LEGEND

✕	= EXISTING TREE WHICH MAY BE REMOVED	177 (75%)
○	= EXISTING TREE TO REMAIN	60 (25%)
		TOTAL: 237 (100%)

(NOTE: THERE ARE NO OAK TREES ON SITE)



MULTI/TECH

ENGINEERING SERVICES, INC.

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www.mtengr.com office@mtengr.com

TREE CONSERVATION
PLAN

TITAN VILLAGE

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.

6853 502-TREE

Design:	M.D.G.
Drawn:	D.G.G.
Checked:	M.D.G.
Date:	DEC. 2019
Scale:	AS SHOWN
As-Built:	----

REGISTERED PROFESSIONAL
ENGINEER
9854
OREGON
JUN 14, 2018
MARK D. GREVEL

EXPIRES: 06-30-2021

JOB # 6853

502

Titan Village

Subdivision Application

May 26, 2021

BACKGROUND:

On January 20, 2020, the applicant's representatives, Mark Grenz and Brandie Dalton, attended the West Salem Neighborhood Association Meeting to discuss the development.

On February 6, 2020, Pre-AP20-06 was held with City Staff and the applicant's representatives to discuss the development of the subject property.

PROPOSAL:

The subject property is about 11.82 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 29 single family residential lots, 2 tracts for water quality (Tract A and B), and Lot 30 for future development (see attached shadow plan).

SITE VICINITY and CHARACTERISTICS:

The subject property is located west of Doaks Ferry Road and north of Orchard Heights Road. The subject property is identified as 073W17D/Tax Lots 1200, 1201 and 1300. The subject property is located within the City limits and the Urban Growth Boundary.



The surrounding properties are zoned and used as follows:

North: Across Orchard Heights Road, RA (Residential Agriculture); existing single-family dwellings
East: RS (Single-Family Residential); existing single-family dwellings
South: RA (Residential Agriculture); existing single-family dwellings
West: Across Doaks Ferry Road, PE (Public Education); West Salem High School

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:

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.

The proposal does not require any variances to lot development standards specified in the Code. Adjustments have been requested.

Minimum Lot Area and Dimensions:

The subject property is about 11.82 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 29 single family residential lots, 2 tracts for water quality (Tract A and B), and Lot 30 for future development. A shadow plan for Lot 30 has been provided.

As shown on the site plan, all 30 lots meet the lot size (4,000 square feet) requirements within the RA zone and lot dimension (40' by 70') standards as required under UDC

Chapters 510 and 511. Lot 30 does exceed the lot width to depth ratio and an adjustment has been request.

*Lot 30: Allowed lot depth-564 feet Proposed lot depth-908 feet

An adjustment to lot to depth is being requested for Lots 15, 16, and 17. These three (3) lots are double frontage lots, with frontage along the proposed interior local street and frontage along Orchard Heights Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lots 15, 16, and 17 do not meet this minimum.

*Lot 15: 95 feet in depth

*Lot 16: 100 feet in depth

*Lot 17: 107 feet in depth

The proposed single-family lots range in size from 4,950 square feet to 8,795 square feet in size. Lot 30 is a larger lot that will be developed at a later time.

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.

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

A Preliminary Drainage Report dated June 1, 2020 has been provided as part of this application.

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

There are no identified wetlands located on the subject property.

A Geological Assessment for the entire site was done in 2007 and approved on November 14, 2007. A revised Geological Assessment dated February 3, 2021, has been provided as part of this proposal.

The assessment outlines the nature, distribution of underlying geology, and the physical and chemical properties of existing soils; an opinion as to stability of the site, and conclusions regarding the effect of geologic conditions on the proposed development as required.

This criteria has been met.

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

The proposal is for the entire subject property and will be developed into 30 residential lots. As shown on the site plan, Lot 30 is a larger lot that will be developed at a later time. Therefore, shadow plans for Lot 30 has been provided.

A stub street for future development has been provided to the south. Street connections have been provided to the existing streets to the east and west. These street connections provide access to the existing neighborhood to the east and south of the property. All surrounding properties have direct access onto the existing internal street system.

All 30 lots will have direct access onto the existing street system as well. The subdivision does not impede the future use of the property or adjacent land.

Therefore, this criteria has been met.

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

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.

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

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

Proposed Stormwater Management System:

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 June 1, 2020 has been provided as part of this application.

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

The major street system is in place due to prior development. Doaks Ferry Road located to the west of the site will provide access into the development. Doaks Ferry Road is designated as a 'major arterial' on the Salem Transportation System Plan. Orchard Heights Road located to the north of the site. There is no direct access onto Orchard Heights Road proposed. Orchard Heights Road is designated as a 'minor arterial' street on the Salem Transportation System Plan.

The proposed subdivision will also have a street connection to Opaque Avenue located along the northwest property line, Mullusk Avenue located along the southwest property line, and a stub street to the south for future development. Opaque Avenue and Mullusk Avenue are both designated as 'local' streets. These street connections help to provide circulation through the neighborhood, existing and proposed.

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

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

All 30 lots will have direct access onto the proposed and existing surrounding street system.

A Traffic Impact Analysis dated April 1, 2021, has been provided as part of this submittal.

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

Transportation Planning Rule Review:

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

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

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

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

Block Length: Blocks shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout. There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

Due to existing development to the east, additional vehicle and/or pedestrian

connections cannot be made.

When Lot 30 is developed, additional connections will be provided.

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:

East: 2 provided

South: 1 provided

West: 1 provided

An adjustment to block length has been requested.

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

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

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

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

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

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.

All 30 lots will have direct access onto the proposed and existing surrounding street system.

In order to break the block lengths up, street connections have been provided to adjacent properties as well as provide efficient circulation within the subdivision and to adjacent neighborhoods. Due to existing development to the east and west, additional vehicle and/or pedestrian connections cannot be made.

Street Connections:

East: 2 provided

South: 1 provided

West: 1 provided

Therefore, via paved streets 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.

The proposal is for a 30-lot subdivision. A Traffic Analysis dated April 1, 2021, has been provided as part of this submittal. The proposed subdivision plan mitigates impacts to transportation system by providing adequate access and circulation for all 30 lots and for future development of Lot 30. 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.

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

(9) The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

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

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

There are 237 trees located within the boundary of the site. One-hundred and seventy-seven (177) trees are designated for removal. Trees designated for removal are within the required right-of-way, the building envelopes or within an area close to the building envelope but have the potential of being damaged during grading and construction. Therefore, the removal of these 177 trees is necessary for development of the site.

There are no Oregon White Oaks located on the subject property.

The layout of the lots takes into consideration the topography and vegetation of the site. All lots are in compliance with the UDC. No variances have been requested.

Therefore, this criteria has been met.

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

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

TREE CONSERVATION/REMOVAL PLAN

There are 237 trees located within the boundary of the site. One-hundred and seventy-seven (177) trees are designated for removal. Trees designated for removal are within the required right-of-way, the building envelopes or within an area close to the building

envelope but have the potential of being damaged during grading and construction. Therefore, the removal of these 177 trees is necessary for development of the site.

There are no Oregon White Oaks located on the subject property.

Sixty (60) trees are proposed to remain on the site as shown on the tree plan provided. Therefore, preserving 25% of the trees within the boundary of the site.

Orchard Heights Subdivision

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

Proposal:

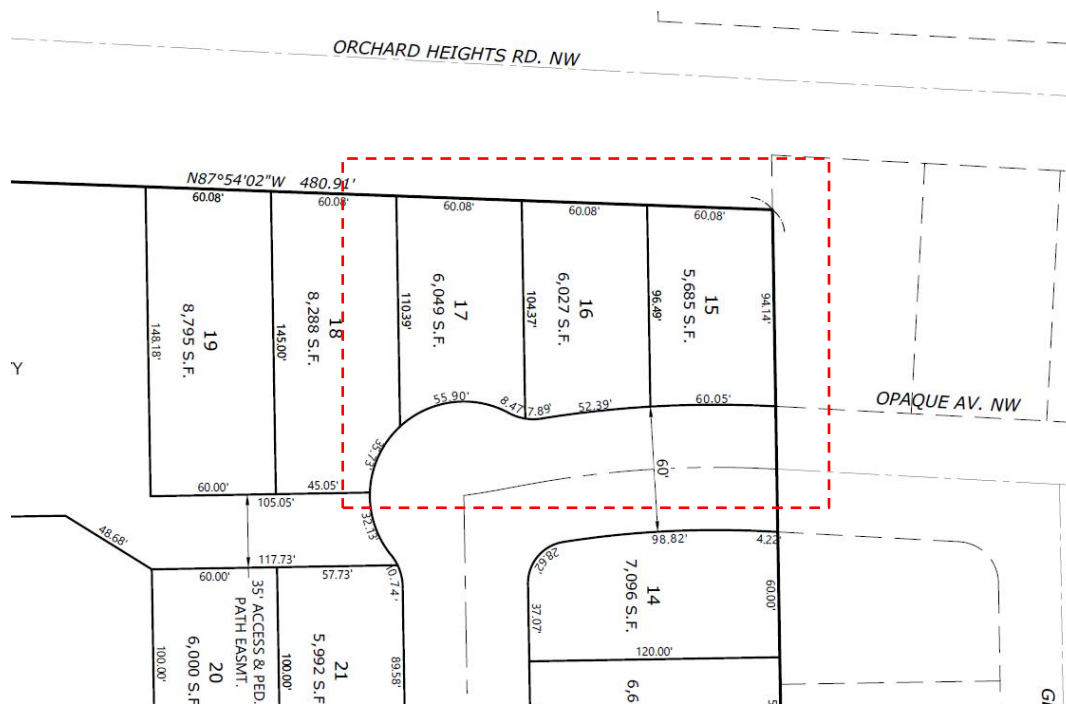
An adjustment to lot to depth is being requested for Lots 15,16, and 17. These (3) lots are double frontage lots, with frontage along the proposed interior local street and frontage along Orchard Heights Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lots 15, 16, and 17 do not meet this minimum.

*Lot 15=95 feet in depth

*Lot 16=100 feet in depth

*Lot 17=107 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 Lots 15, 16, and 17. These three (3) lots are double frontage lots, with frontage along the proposed interior local street and frontage along Orchard Heights Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lots 15, 16, and 17 do not meet this minimum.

*Lot 15=95 feet in depth

*Lot 16=100 feet in depth

*Lot 17=107 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 into consideration. Due to the location of the required street connection along the east property line to Opaque Avenue, and the required right-of-way dedication along Orchard Heights Road, the required 120-foot lot depth for Lots 15, 16, and 17 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 sides, 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 lots that meet the 120-foot lot depth is not feasible.

These three (3) lots do not affect the rest of the subdivision or the proposed lots. The lots will still 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.

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 along the east property line to Opaque Avenue, and the required right-of-way dedication along Orchard Heights Road, the required 120-foot lot depth for Lots 15, 16, and 17 could not be met.

These lots do not affect the rest of the subdivision or the proposed lots. The lots will 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.

Titan Village Subdivision

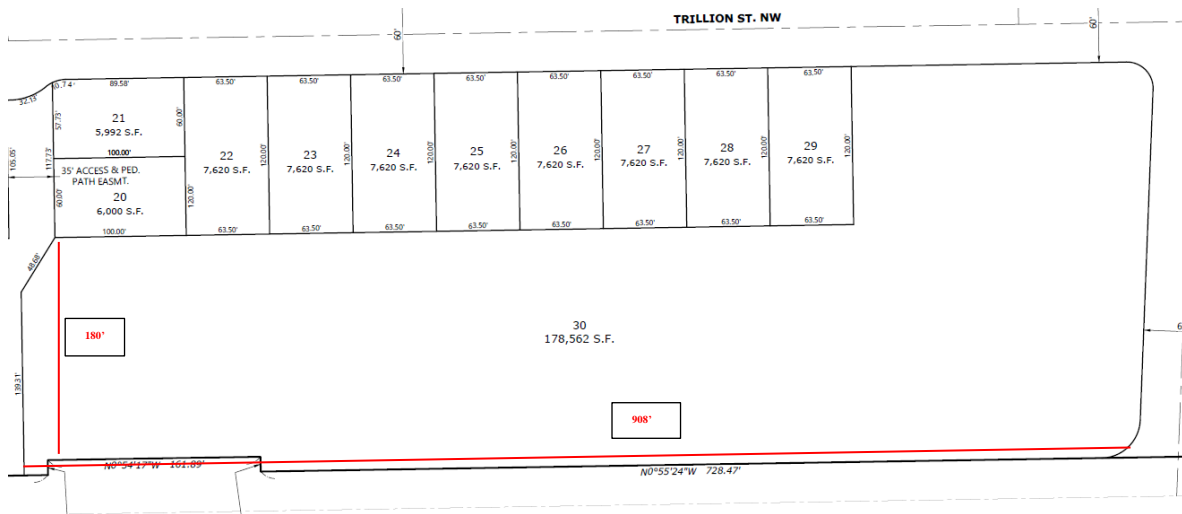
Adjustment Class-2 Application Table 511-2 (Lot Standards)

Proposal:

An adjustment to lot to depth ratio is being requested for Lot 30. Lot 30 exceeds the lot to depth ratio requirements:

*Lot 30= (Proposed) 180' by 908'

(Maximum Allowed) 180' by 540'



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 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. 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 the lots and streets, the narrow lot was created. Lot 30 is not being developed at this time. However, a shadow plan showing how the lot can be developed to code has been provided.

The purpose of this requirement is to avoid creating long narrow lots. As stated above, in order to provide for future development of the lot and street connection, the layout of the lots had to be taken into consideration.

The longer lot does not affect the rest of the subdivision or the proposed lots. The longer lot actually provides a buffer from Doaks Ferry Road. The longer lots will also allow for adequate development of Lot 30 in the future. Therefore, the proposed adjustment equally or better meets the standard.

- (B) The subject property is zoned RS and is located in a residential area. The properties to the north, east, and west are all zoned RS (Single Family Residential). The property to the south is West Salem High School. The RS 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, in order to provide street connections and circulation and an adequate subdivision layout, the size and layout of the lots had to be taken into consideration. Due to the location of Lot 30, topography and required street extensions, creating a shorter lot depth is not feasible.

The longer lot does not affect the rest of the subdivision or the proposed lots. In order to meet the lot to depth ratio the proposed lots to the north would have to be reduced in size. The creation of Lot 30 allows the proposed lots to the north to meet code requirements and street requirements. Therefore, due to the larger lots being proposed to the north, along with adequate street circulation, 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.



MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: September 9, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SUB-ADJ21-08 (21-109983-LD)
1684 DOAKS FERRY ROAD NE
30-LOT SUBDIVISION**

PROPOSAL

A subdivision tentative plan to divide approximately 11.85 acres into 30 lots ranging in size from 4,950 square feet to 4.1 acres. The applicant is requesting alternative street standards in SRC Chapter 803 to allow Trillion Street NW to exceed the 600-foot block length standard and for proposed New Avenue NW to exceed the 600-foot connectivity standard along Doaks Ferry Road NW. The subject property is approximately 11.85 acres in size, zoned RA (Residential Agriculture), and located at 1684 Doaks Ferry Road NW - 97304 (Polk County Assessor Map and Tax Lot numbers: 073W17D / 01200, 01201, and 01300).

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. Install property-line sidewalk and street trees along the frontage of Doaks Ferry Road NW.
3. Provide street trees to the maximum extent feasible along the frontage of Orchard Heights Road NW.
4. Construct internal streets to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard, and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

5. Provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.
6. The finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.
7. Design and construct a storm drainage system at the time of development for areas of replaced and new impervious surface. The tentative plan application shall include findings that demonstrate how the proposed development will comply with PWDS Appendix 4E related to Green Stormwater Infrastructure (GSI).
8. Acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south.
9. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
10. Show all necessary access and utility easements on the plat.

FACTS AND FINDINGS

Water

1. Existing Conditions

- a. The subject property is located within the W-1 and W-2 water service levels.
- b. There are 18-inch W-1 water mains located in Doaks Ferry Road NW and Orchard Heights Road NW.
- c. There are 8-inch W-1 water mains located in Opaque Avenue NW, Mullusk Avenue NW, and Trillion Street NW.

Sanitary Sewer

1. Existing Conditions

- a. There are 8-inch sewer mains located in Opaque Avenue NW, Mullusk Avenue NW, and Trillion Street NW.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located in Doaks Ferry Road NW at the southern boundary of the property.
- b. Two 12-inch storm mains are located in Orchard Heights Road NW; one is located at the north-western corner of the property and one is located at the north-eastern corner of the property.
- c. A 10-inch storm main is located in Opaque Avenue NW approximately 120 feet east of the subject parcels.
- d. A 15-inch storm main is located in Chapman Hill Drive NW, south of the subject parcel approximately 200 feet.

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—The street has an approximate 48-foot improvement within a right-of-way that varies in width from approximately 76 feet to 100 feet along the frontage abutting the subject property.

2. Orchard Heights Road NW

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Condition—The street has an approximate 50-foot improvement within a right-of-way that varies in width from approximately 96 feet to 116 feet along the frontage abutting the subject property.

3. Opaque Avenue NW

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—The street has an approximate 30-foot improvement within a 60-foot right-of-way along the frontage abutting the subject property.

4. Mullusk Avenue NW

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—The street has an approximate 30-foot improvement within a 60-foot right-of-way along the frontage abutting the subject property

Parks

1. The site is served by Straub Nature Park, a developed park approximately 570 feet north of the site.
2. The site is served by West Salem High School Park, a developed park approximately 1,000 feet west of the site.

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. The applicant is advised that the subject property appears to have several easements that shall be either shown on the final plat or the interest released prior to final plat. 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.

A 10-foot-wide public utility easement is required along all internal street frontages pursuant to SRC 803.035(n).

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

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-, 3-, and 5-point landslide hazard areas on the subject property. The proposed activity of a subdivision adds 3 activity points to the proposal, which results in a total of 5 to 8 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment and/or geotechnical report. A preliminary geotechnical report, prepared by GeoPacific Engineering, Inc. and dated February 3, 2021, was submitted with the subdivision application. The preliminary report states that the proposed development is geotechnically feasible provided that the recommendations in the report are incorporated into the design and sufficient geotechnical monitoring is incorporated into the construction phases of the project. The engineer shall provide a technical report prior to construction pursuant to SRC Chapter 82 (Clearing and Grading).

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

Findings—The subject property is located within the W-1 and W-2 water service levels. The applicant has proposed to not develop within the W-2 water service level area. As such, an Urban Growth Preliminary Declaration is not required as all services for the proposed development are currently available. Because the maximum service elevation of the W-1 water service level is 412 feet, the finish elevation of the first floor of any buildings within the development shall be no higher than 412 feet as a condition of being served by the W-1 water system except as authorized under SRC 72.103.

W-1 water, sewer, and stormwater infrastructure are available along the perimeter of the site and appear to be adequate to serve the property as shown on the applicant's preliminary partition plan. The applicant has proposed to connect sewer and stormwater mains discharging to the south to existing mains located in Trillium Avenue NW. The applicant shall acquire public sewer and storm easements from the southerly adjacent property owner(s) pursuant to PWDS for the sewer and storm mains proposed to the south. Private water, sewer, and storm services shall be constructed to serve each lot as a condition of plat approval. Construction of facilities in the right-of-way is required prior to final plat except as authorized in an improvement agreement per SRC 205.035(c)(7)(B).

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant shall submit a tentative stormwater design prior to final plat approval. For a tentative stormwater design, the applicant shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities.

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.

Findings—Doaks Ferry Road NW abuts the subject property and does not meet the current standard for a Major Arterial street. It is lacking adequate right-of-way and street improvements. However, Doaks Ferry Road NW has been previously approved to be constructed as an interim Minor Arterial street improvement. Therefore, no additional street improvement is required at this time. As identified in the conditions of approval, the applicant is required to convey land for dedication of right-of-way equal to 48 feet measured from centerline, and install sidewalk and street trees in their ultimate locations for a Major Arterial street along the entire frontage of Doaks Ferry Road NW.

Orchard Heights Road NW abuts the subject property and does not meet the current standard for a Minor Arterial street. It is currently lacking street trees. As identified in the conditions of approval, the applicant is required to provide street trees to the maximum extent feasible along the entire frontage of Orchard Heights Road NW. Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)); however, due to the existing slope along the frontage of the subject property, the sidewalk may remain located along the curb line pursuant to SRC 803.035(l)(2)(B).

Internal streets shall be constructed to Local street standards, with the following exception: Trillion Street NW may exceed the 600-foot block length standard, and proposed New Avenue NW may exceed the 600-foot connectivity standard along Doaks Ferry Road NW. Block length and connectivity standards are limited in this area due to existing developments and slope of the subject property. The applicant submitted a sight-distance analysis in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines to ensure the placement of the New Avenue NW connection to Doaks Ferry Road NW provides for adequate sight and stopping distance given the curvature of the roadway. The Assistant City Traffic

Engineer has reviewed this analysis and concurs with its findings.

The applicant's shadow plan shows extension of Opaque Avenue NW to the west to ultimately connect to future Clarity Street NW in Lot 30. The applicant shall provide a 60-foot-wide public access easement, extending Opaque Avenue NW to Lot 30 as shown on the applicant's shadow plan, that is transferrable to right-of-way upon redevelopment of Lot 30.

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

Findings—The Comprehensive Parks Master Plan Update shows that the subject property is served by developed parks. Straub Nature Park is a developed park approximately 570 feet north of the proposed development and West Salem Highschool Park is a developed park approximately 1,000 feet west of the proposed development. Pedestrian connections are available from the subject property to both developed parks. No park-related improvements are recommended as a condition of development.

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

Findings—The proposed 30-lot subdivision generates less than 1,000 average daily vehicle trips to the Major Arterial street system. Therefore, a TIA is not required as part of the proposed subdivision submittal.

RESPONSE TO CITIZEN COMMENTS

The City received a request to restrict the intersection of New Avenue NW at Doaks Ferry Road NW to right-in/right-out turning movements only.

Staff response: There are no engineering or safety reasons to restrict the turn movements to right-in/right-out at the intersection of New Avenue NW and Doaks Ferry Road NW. The intersection will be located over 500 feet to the south of the West Salem High School driveway, and the applicant provided a sight-distance analysis in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines that shows there is adequate sight distance in both directions along Doaks Ferry Road NW. Doaks Ferry Road NW is improved to Minor Arterial standards and includes a two-way left-turn lane along the entire length between Orchard Heights Road NW and Coho Avenue NW. Left turning inbound vehicles will have sufficient room to vacate the travel lane to turn into the development due to the distance between the existing driveway for West Salem High School and the proposed

intersection. Left turning outbound vehicles have adequate sight distance in both directions, as well as have an opportunity to turn into the two-way-left-lane and wait to proceed south on Doaks Ferry Road NW.

Prepared by: Jennifer Scott, Program Manager



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Christy Perry, Superintendent

August 12, 2021

Aaron Panko, Planner III
 Planning Division, City of Salem
 555 Liberty Street SE, Room 305
 Salem OR 97301

RE: Land Use Activity Case No. SUB-ADJ21-08, 1684 Doaks Ferry Rd. NW

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Chapman Hill	Elementary	K thru 5
Straub	Middle	6 thru 8
West Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Chapman Hill	Elementary	360	503	72%
Straub	Middle	627	956	66%
West Salem	High	1,767	1,797	98%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	28	SF	0.194	5
Middle			0.101	3
High			0.143	4

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Chapman Hill	Elem.	360	0	5	5	503	73%
Straub	Mid.	627	3	3	6	956	66%
West Salem	High	1,767	9	4	13	1,797	99%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Chapman Hill	Elementary	Walk Zone
Straub	Middle	Walk Zone
West Salem	High	Walk Zone

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	5	\$60,840	\$304,200
Middle	3	\$72,735	\$218,205
High	4	\$84,630	\$338,520
TOTAL			\$860,925

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2021 First Quarter.

Sincerely,



David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Director – Custodial, Property and Auxiliary Services, T.J. Crockett, Director of Transportation