NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
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CITY OF Salem AT YOUR SERVICE

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

DECISION OF THE PLANNING ADMINISTRATOR

SUBDIVISION / URBAN GROWTH PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SUB-UGA-ADJ20-04

APPLICATION NO.: 20-101578-LD, 20-101577-LD, 20-109249-ZD

NOTICE OF DECISION DATE: JULY 29, 2020

REQUEST: A subdivision tentative plan and urban growth preliminary area declaration to divide approximately 14.17 acres into 31 lots. The applicant is requesting an alternative street standard to allow 52-foot right of way in lieu of 60-foot and to increase the block length of Eagle Claw Avenue NW from 600-feet to 1,200-feet and a Class 2 Adjustment to exceed the maximum lot width to depth of 300 percent to allow Lot 7 to be 553 percent and Lot 8 to be 769 percent.

The subject property is approximately 15 acres in size, zoned RA (Residential Agriculture), and located on the 500 Block of Doaks Ferry Road NW and 3100 Block of Eagle Ridge Avenue NW (Polk County Assessor Map and Tax Lot Number: 073W3 / 100).

APPLICANT: Andre Makarenko, Comfort Homes LLC (Andre Makarenko and Sergei Makarenko)

LOCATION: 3200 Eagle Ridge Avenue NW, Salem OR 97304

CRITERIA: Salem Revised Code (SRC) Chapters 205.010(d)(1) – Subdivision, 200.025(e) – Urban Growth Preliminary Declaration, 250.005(d)(2) – Class 2 Adjustment

FINDINGS: The findings are in the attached Decision dated July 29, 2020.

DECISION: The **Planning Administrator APPROVED** Subdivision / Urban Growth Preliminary Declaration / Class 2 Adjustment SUB-UGA-ADJ20-04 subject to the following conditions of approval:

Condition 1: Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

Condition 2: Dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

Condition 3: All City infrastructure proposed within the BPA easement shall be constructed pursuant to PWDS and meet the requirements of

all valid land use agreements approved by BPA.

Condition 4: The applicant shall convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.

Condition 5: The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. Sidewalks, street trees, and streetlights shall be designed to accommodate a future Major Arterial street. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. Turn lanes shall include storage and tapers as specified in PWDS. The applicant shall obtain applicable permit from Polk County as needed to construct tapers outside City limits.

Condition 6: Construct internal streets to Local street standards, with the following exception: Eagles Claw Avenue NW is authorized for a minimum 52-foot-wide right-of-way pursuant to SRC 803.065(a)(3).

Condition 7: Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

Condition 8: Applicable State and Federal permits shall be obtained as indicated by Department of State Lands (DSL).

Condition 9: A geotechnical report pursuant to SRC 810.030(b) shall be provided.

Condition 10: Construct the proposed sewer pump station and sewer mains designed with immediate capacity that is sufficient to serve the proposed development. In addition, be designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

Condition 11: Prior to final plat, obtain Site Plan Review approval pursuant to SRC Chapter 220, for the sewer pump station facility and lot dimensions.

Condition 12: The applicant shall provide a 20-foot easement to the abutting property to the south between the stormwater tract and Lot 12 on the tentative subdivision plan.

Condition 13: All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.

The rights granted by the attached decision must be exercised, or an extension granted, by August 14, 2022 or this approval shall be null and void.

Application Deemed Complete:	June 9, 2020
Notice of Decision Mailing Date:	July 29, 2020
Decision Effective Date:	August 14, 2020
State Mandate Date:	October 7, 2020

Case Manager: Olivia Dias, odias@cityofsalem.net, 503-540-2343

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division by 5:00 p.m., August 13, 2020. **PLEASE NOTE: Due to the COVID-19 pandemic, City of Salem Offices are closed to the public until further notice.** The notice of appeal can be submitted electronically at planning@cityofsalem.net. 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, 200, and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The 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. For access to case related documents during the closure of City Hall to the public because of the Covid-19 pandemic, please contact the Case Manager.

http://www.cityofsalem.net/planning

BEFORE THE PLANNING ADMINISTRATOR
OF THE CITY OF SALEM
(SUBDIVISION PLAT NO. 20-04)

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

IN THE MATTER OF THE	**)**	**FINDINGS AND ORDER**
APPROVAL OF TENTATIVE	**)**	
SUBDIVISION PLAT, URBAN GROWTH	**)**	
PRELIMINARY DECLARATION &	**)**	
ADJUSTMENT CASE NO. 20-04	**)**	
3100 BLOCK EAGLE RIDGE AVE NW	**)**	**JULY 29, 2020**

REQUEST

A subdivision tentative plan and Urban Growth Area Preliminary Declaration to divide approximately 14.17 acres into 31 lots. The applicant is requesting an alternative street standard to allow 52-foot right of way in lieu of 60-foot and to increase the block length of Eagle Claw Avenue NW from 600-feet to 1,200-feet and a Class 2 Adjustment to exceed the maximum lot width to depth of 300 percent to allow Lot 7 to be 553 percent and Lot 8 to be 769 percent.

The subject property is approximately 15 acres in size, zoned RA (Residential Agriculture), and located on the 500 Block of Doaks Ferry Road NW and 3100 Block of Eagle Ridge Avenue NW (Polk County Assessor Map and Tax Lot Number: 073W30 / 100).

DECISION

A. The 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: Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

Condition 2: Dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

Condition 3: All City infrastructure proposed within the BPA easement shall be constructed pursuant to PWDS and meet the requirements of all valid land use agreements approved by BPA.

Condition 4: The applicant shall convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.

Condition 5: The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. Sidewalks, street trees, and streetlights shall be designed to accommodate a future Major Arterial street. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. Turn lanes shall include storage and tapers as specified in PWDS. The applicant shall obtain applicable permit from Polk County as needed to construct tapers outside City limits.

Condition 6: Construct internal streets to Local street standards, with the following exception: Eagles Claw Avenue NW is authorized for a minimum 52-foot-wide right-of-way pursuant to SRC 803.065(a)(3).

Condition 7: Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

Condition 8: Applicable State and Federal permits shall be obtained as indicated by Department of State Lands (DSL).

Condition 9: A geotechnical report pursuant to SRC 810.030(b) shall be provided.

Condition 10: Construct the proposed sewer pump station and sewer mains designed with immediate capacity that is sufficient to serve the proposed development. In addition, be designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

Condition 11: Prior to final plat, obtain Site Plan Review approval pursuant to SRC Chapter 220, for the sewer pump station facility and lot dimensions.

Condition 12: The applicant shall provide a 20-foot easement to the abutting property to the south between the stormwater tract and Lot 12 on the tentative subdivision plan.

Condition 13: All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.

PROCEDURAL FINDINGS

1. On January 8, 2020, a consolidated application for a Subdivision Tentative Plan and Urban Growth Preliminary Declaration applications were filed for a proposal to divide an approximately 14-acre property on the 3200 Block Eagle Ridge Avenue NW (Attachment A) into 31 lots over the course of three phases.

2. After the applicant submitted additional information identified by staff and a Class 2 Adjustment application, the applications were deemed complete for processing on June 9, 2020. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on June 9, 2020.

3. The state-mandated local decision deadline is October 7, 2020.

SUBSTANTIVE FINDINGS

1. Proposal

The tentative plan proposes to divide 14.17 acres into 31 lots for residential development (Attachment B). The lots range in size from approximately 7,635 square feet to approximately 45,696 square feet. All lots take access directly from public streets. The applicant is requesting an alternative street standard to allow 52-foot right of way in lieu of 60-foot and to and increase the block length of Eagle Claw Avenue NW from 600-feet to 1,200-feet and a Class 2 Adjustment to exceed the maximum lot width to depth of 300 percent to allow Lot 7 to be 553 percent and Lot 8 to be 769 percent.

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

2. Existing Conditions

Site and Vicinity

The subject property contains approximately 14 acres and consists of a single tax lot, which extends approximately 760 feet eastward from Doaks Ferry Road and approximately 80 feet southward. The subject property is bounded by the City Limits along the southern and western boundaries.

The subject property consists of a hillside which peaks at approximately 490 feet in elevation near the northwest corner of the subject property. The subject property is primarily open and grassy, with a concentration of trees and shrubs near the center of the property.

The Eagle View No. 4 subdivision was platted to the east and developed with single family residences. The applicant extended eagle Ridge Avenue NW east to Doaks Ferry Road.

Salem Area Comprehensive Plan (SACP) Designation

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

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

North: Developing Residential

South: Outside City Limits and outside the UGB; Agriculture Resource

East: Developing Residential

West: (Across Doaks Ferry Road); Single Family Residential

Zoning and Surrounding Land Use

The subject property is zoned RA (Residential Agriculture) and is currently vacant. The surrounding properties are zoned and used as follows:

North: RA (Residential Agriculture); Existing Church,

South: Outside City Limits; Exclusive Farm Use.

East: (Across Doaks Ferry Road NW); RS (Single Family Residential), single family dwellings and vacant land.

West: RS (Single Family Residential) single family subdivision

Relationship to Urban Service Area

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

Infrastructure

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

An 8-inch W-2 water line is located in Doaks Ferry Road NW, Eagle Ridge Avenue NW, and Eagles Claw Avenue NW.

Sewer: An 8-inch sanitary sewer main is located on the northeast portion of the subject property.

Storm Drainage: A 10-inch storm drain line is located in Eagle Ridge Avenue NW and Eagles Claw Avenue NW.

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

- The standard for this street classification is a 68-foot improvement within a 96-foot-wide right-of-way.

- The abutting portion of Doaks Ferry Road NW currently an approximately 40-foot-wide improvement within a 80-foot-wide right-of-way.

Eagle Ridge Avenue NW currently terminates along the subject property eastern boundary. This segment of Eagle Ridge Avenue NW is designated as a Local street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 30-foot improvement within a 60-foot-wide right-of-way.

- The abutting portion of Landau Street SE currently has an approximately 30-foot-wide improvement within a 60-foot-wide right-of-way.

Eagle Claw Avenue NW currently terminates along the subject property eastern boundary. This segment of Eagle Claw Avenue NW is designated as a Local street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 30-foot improvement within a 60-foot-wide right-of-way.

- The abutting portion of Landau Street SE currently has an approximately 30-foot-wide improvement within a 60-foot-wide right-of-way.

3. Land Use History

- **Annexation 480:** A petitioner-initiated annexation for territory approximately 101.43 acres in size, rezoning to City of Salem RA (Residential Agriculture).

- **Urban Growth Preliminary Declaration Case No. UGA99-05:** An Urban Growth Preliminary Declaration to determine the public facilities required by the Urban Growth Management Program to develop a single-family subdivision. UGA Preliminary Declaration No. UGA99-05 was amended in 2005.

- **Subdivision No. 01-12A.** A Subdivision to create 405-lots over six phases. The amended subdivision expired on March 23, 2017.

- **Urban Growth Preliminary Declaration Case No. UGA05-06:** A amendment to Urban Growth Preliminary Declaration99-05 to redetermine the public facilities required by the Urban Growth Management Program to develop a single-family subdivision. UGA Preliminary Declaration No. UGA99-05 expired on June 30, 2001.

4. Public and Private Agency Review

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

Fire Department - The Salem Fire Department submitted comments that two separate and approved means of fire department access are required. Fire hydrants will be required to be provided within 600 feet of all structures.

Salem-Keizer Public Schools - Planning and Property Services staff for the school district reviewed the proposal and submitted comments indicating that sufficient school capacity exists at the elementary, middle school and high school levels to serve future development. The school district indicated that the subject property is outside of the "walk zone" of the assigned elementary, middle, and high schools and that students residing within the development would be eligible for transportation to assigned schools.

Portland General Electric (PGE) reviewed the proposal and indicated that development costs are determined by current tariff and service requirements and that a 10-foot public utility easement (PUE) is required on all front street lots

Salem Electric reviewed the proposal and indicated that service will be provided according to the rates and policies at the time of construction.

5. Neighborhood Association Comments and Public Comments

All property owners and tenants within 250 feet of the subject property were mailed notification of the proposed subdivision. The subject property is within the West Gateway Neighborhood Association. Notice of the application was provided to the neighborhood association, pursuant to SRC 300.620(b)(2)(B)(iii), which requires public notice to be sent to "any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property." West Gateway Neighborhood Association and eleven property owners or tenants provide comments prior to the comment period ending, which are summarized below:

A. **Safety of Doaks Ferry Road NW and connecting street.** Comments submitted express concern about the safety of Doaks Ferry Road NW with the connecting street located on a curve. Comments addressed speed limits, line of sight, request a TIA for

Doaks Ferry Road, Eola and HWY 22, the grade on Doaks Ferry Road and request no access to Doaks Ferry Road.

Staff Response: The proposed connection to Doaks Ferry NW meets spacing requirements and connectivity standards of SRC 803.030 and SRC 803.035. In addition, the connection will provide for adequate circulation, including future bus routes.

B. **Internal Streets.** Several comments received express concerns with the increase in block length and reduction of Right-Of-Way to 52 feet.

Staff Response: The Public Works Department has evaluated the proposal and submitted comments indicating that existing streets in the vicinity have adequate width for two-way vehicle traffic. The proposal will result in a boundary street improvement of Doaks Ferry Road NW and the extension of new local streets through the subdivision in conformance with current standards for vehicle, pedestrian, and bicycle facilities. These streets will align with existing streets which will eventually fill in gaps within the current street network. The City Traffic Engineer has determined that the proposed development does not generate traffic volumes sufficient to require a traffic impact analysis pursuant to SRC 803.015; therefore, off-site mitigation to the existing transportation system is not warranted as a condition of the proposed development.

C. **Adequate Notice.** Comments received express concern about adequate notice to affected residents.

Staff Response: Notice to surrounding property owners, tenants and West Gateway Neighborhood Association was mailed pursuant to Salem Revised Code on June 9, 2019. The subject property was posted pursuant to Salem Revised Code on June 10, 2019.

D. **Access to abutting property to the south.** Comments were received about the lack of connectivity to the large property south of the subject property, which is outside of the Urban Growth Boundary. Comments included that the previously approved subdivision was conditioned to provide access to the south. The comments indicate that lack of connection from the subdivision will “landlock” the property to the south.

Staff Response: The subject property has a considerable amount of topography and is unable to meet maximum block length in the general location where a street could be stubbed to the southern property. The property does not appear to be “landlocked”, since the property owner owns contiguous land that has access to Salem-Dallas Highway. Future Development could take access from Salem Dallas Highway and the property owner will be able to grant access via an easement or street in the future if developed or sold. There is considerable topography from Salem Dallas Highway to the property in question, to ensure the property can be accessed a condition of approval requiring a 20-foot access easement be shown on the final plat and granted to the property abutting the southern property line. The applicant has agreed to provide a 20-foot wide easement to the property abutting the southern property line, between the

stormwater tract and Lot 12. The easement will be shown on the plat and will not be developed. If the property owner to the south intends to use the easement, the responsibility for development, including Bonneville Power Administration land use agreements will be to the benefiting party.

E. **Stormwater and Erosion.** Comments raised concerns about groundwater detention in relation to the church north of the subject property. Comments indicated that groundwater modeling is necessary and that zero discharge from this site is encouraged. Adequately addressing Powerline Swale drainage and affects to neighboring properties. Protection of a natural swales and key features of the neighborhood.

Staff Response: Applicable development standards and conditions of approval require that the applicant design stormwater facilities in compliance with the Public Works Stormwater Management Design Standards prior to final plat approval, addressing feasibility for onsite drainage disposal and any necessary offsite facilities. The Stormwater Management Design Standards require the applicant's engineer to submit infiltration test results, an Engineering Method Report, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities. If the proposed parcel dimensions are not adequate to provide onsite stormwater facilities, in compliance with PWDS, a restricted building envelope or alternate engineering analysis will be required. In addition to required onsite stormwater facilities, the applicant is required to identify an approved overflow disposal point to accommodate large volumes of stormwater during high volume rain events.

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

F. **Height of future dwellings and Views.** Requesting a limit of 20-feet in height.

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

G. **Right of way Corridor:** Comments submitted expressing concerns of a future right of way across Lots 7, 8, 11, 12 and 22. Concerns that these lots are not buildable due to the easement.

Staff Response: The area in question is an existing Bonneville Power Administration easement and will not be developed as right of way.

6. Criteria for Granting a Subdivision Tentative Plan

The Salem Revised Code (SRC), which includes the Unified Development Code (UDC), implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. The subdivision process reviews development for compliance with City standards and requirements contained in the UDC, the Salem Transportation System Plan (TSP), and the Water, Sewer, and Storm Drain System Master Plans. A second review occurs for the created lots at the time of site plan review/building permit review to assure compliance with the UDC. Compliance with conditions of approval to satisfy the UDC is checked prior to city staff signing the final subdivision plat for each respective phase.

SRC 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 14.17-acre property into 31 lots and a public facility for stormwater treatment, with no remainder. The subject property is currently zoned RA (Residential Agriculture). SRC Chapter 265.015 provides that any land within an RA zone district that is subject to a subdivision approval shall automatically be re-classified to an RS zone district on the date the subdivision plat is recorded. This provision applies to the subject property. Because the zoning of the subject property will be changed to RS with the recording of the final plat for each respective phase, the following analysis of the subdivision for conformance with the requirements of the UDC is based upon the property being rezoned to RS (Single Family Residential). The minimum lot area requirements of the RS zone are established under SRC 511.010(a) as follows:

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

Requirement	Minimum Standard
Lot Area (Single Family)	4,000 square feet
Lot Width	40 feet
Lot Depth (Single Family)	70 feet
Lot Depth (Double frontage lots)	120 feet
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 7,635 square feet to 45,696 square feet in size. two proposed lots exceed maximum lot depth standards, set forth in

SRC Chapter 511, Table 511-2.[1] The applicant has requested a Class 2 Adjustment which is addressed below in Section 8. The remaining proposed lots exceed minimum lot area, dimension, and frontage requirements and therefore conform to the applicable standards. The proposed lots within the subdivision are also of sufficient size and dimension to permit future development of uses allowed within the zone.

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

Front Yards and Yards Adjacent to Streets:

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

Rear Yards:

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

Interior Side Yards:

- Minimum 5 feet

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. Provided that lot dimension requirements are met, the front lot line for a corner lot shall be the property line abutting a street provided by the building permit applicant.

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

The proposal conforms to the requirements of SRC Chapter 800.

(B) City Infrastructure Standards.

[1] Proposed lots 7 and 8, exceed the Lot Depth maximum 300% average lot width.

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

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

Prior to final plat, the applicant shall provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director. The applicant shall dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

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

Condition 1: Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

Condition 2: Dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

Condition 3: All City infrastructure proposed within the BPA easement shall be constructed pursuant to PWDS and meet the requirements of all valid land use agreements approved by BPA.

As conditioned, the proposal meets the requirements of SRC Chapter 71.

SRC Chapter 200 (Urban Growth Management): The Urban Growth Management Program requires that an Urban Growth Area (UGA) Development Permit must be obtained prior to development of property outside the Salem Urban Service Area. The subject property is located outside of the Urban Service Area and the applicant has applied for an Urban Growth Preliminary Declaration Permit, which is addressed below.

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 dated July 20, 2020 (Attachment D).

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

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

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

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

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

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

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

Condition 4: The applicant shall convey right of way to equal 48 feet from centerline entire frontage of Doaks Ferry Road NW.

Condition 5: The Doaks Ferry Road NW frontage of the subject property shall be constructed to a minimum 23-foot-wide half-street improvement to interim

Minor Arterial standards. Sidewalks, street trees, and streetlights shall be designed to accommodate a future Major Arterial street. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. Turn lanes shall include storage and tapers as specified in PWDS. The applicant shall obtain applicable permit from Polk County as needed to construct tapers outside City limits.

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

Condition 6: Construct internal streets to Local street standards, with the following exception: Eagles Claw Avenue NW is authorized for a minimum 52-foot-wide right-of-way pursuant to SRC 803.065(a)(3).

As conditioned, the proposal meets this requirement.

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

Finding: Due to existing steep topography and development, the proposed subdivision is precluded from meeting the 600-foot intervals for block length on both sides of Eagle Claw Avenue NW between Eagle Ridge Avenue NW and Eagle Court NW. The applicant is proposing 1,200-feet spacing between two streets, within in subdivision. The steep topography and street locations will meet the exemption of SRC 803.030(b)(1) to exceed the 600-foot intervals.

SRC 803.035 (Street Standards): Subsection (a) requires streets within the subdivision to provide connectivity to existing streets and undeveloped properties within the vicinity of the subject property.

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

The tentative subdivision plat shows property line sidewalks, which is consistent with SRC 803.035(l). Generally, sidewalks along the frontage of lots platted for single family residential development are installed at the time of home construction. This allows

eventual building permit applicants for single family dwellings to select driveway alignment and apron placement along the lot frontage prior to installing sidewalks.

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

Condition 7: Dedicate a 10-foot-wide public utility easement (PUE) along the street frontage of all internal streets.

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

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

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

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

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

SRC Chapter 808 (Preservation of Trees and Vegetation): The City's tree preservation ordinance protects Heritage Trees, Significant Trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet.

In addition, SRC 808.035(a) requires a Tree Conservation Plan for a development proposal involving the creation of lots or parcels to be used for the construction of single-family dwelling units, where trees are proposed for removal. A Tree Conservation

Plan (TCP20-06) was submitted in conjunction with the subdivision tentative plan. TCP20-06 identifies 57 trees on the subject property, with 57 trees proposed for preservation. The applicant is proposing to preserve 100% of the trees on-site.

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

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

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

Condition 8: Applicable State and Federal permits shall be obtained as indicated by Department of State Lands (DSL).

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

A geologic assessment prepared with the previous subdivision is still valid. Since the previous geologic assessment required mitigation measures necessary to safely develop the property, the following condition applies:

Condition 9: A geotechnical report pursuant to SRC 810.030(b) shall be provided.

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

Finding: The lots within the proposed subdivision, as proposed and conditioned, are of sufficient size and dimensions to permit future development of one single family

dwelling each, or development of other SRC Chapter 511 "permitted," "special," or "conditional" uses. There is no evidence that the subdivision and subsequent development of the lots will adversely affect public services to any surrounding properties. Approval of the subdivision does not impede future use of the subject property or access to abutting properties.

As conditioned, the proposal meets this criterion.

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

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

The subject property has limited sewer infrastructure to serve the development. The applicant proposes a sewer pump station and sewer mains on the subject property, as depicted on the Wastewater Management Master Plan. As mentioned below as a requirement of the Urban Growth Preliminary Declaration, the applicant shall construct the proposed sewer pump station designed with immediate capacity that is sufficient to serve the proposed development and designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

The nearest available sewer main is in Eagle Ridge Avenue NW abutting the eastern property line. As discussed below, the Wastewater Management Master Plan requires the development provide a sewer pump to serve the development and provide a sewer extension to adjacent upstream parcels. The applicant’s tentative subdivision plan shows public sewer extensions to adjacent upstream parcels. To ensure the requirements of the Urban Growth Preliminary Declaration are met the following condition applies:

Condition 10: Construct the proposed sewer pump station and sewer mains designed with immediate capacity that is sufficient to serve the proposed development. In addition, be designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

Condition 11: Prior to final plat, obtain Site Plan Review approval pursuant to SRC Chapter 220, for the sewer pump station facility and lot dimensions.

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

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

As conditioned above, the proposal meets this criterion.

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

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

The proposed subdivision requires a boundary street improvement, the applicant shall construct a southbound to eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. The turn lanes shall include storage and tapers as specified in PWDS. Off-site pavement widening may be needed in order to provide adequate lane widths and taper lengths pursuant to PWDS. As conditioned below, the proposal will meet the requirements of the Urban Growth Preliminary Declaration permit and applicable criterion:

Condition 10: 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 11: As an Alternative Street, Doaks Ferry Road NW frontage of the subject property, shall be construct a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. Future development may not be approved for alternative street standards.

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

The applicant’s proposal includes a request to construct Eagles Claw Avenue NW with right-of-way width of 50 feet. A 52-foot right-of-way width minimizes the impact of the existing topography of the site while still allowing adequate width in the landscape strip for street trees abutting the street improvement and otherwise meets the street

standard. Due to the topography of the site, Eagles Claw Avenue NW is authorized with an alternative street standard for a reduced right-of-way width to 52 feet pursuant to SRC 803.065(a)(3). All other standards for a local street shall be met.

The property located to the south is outside of the Urban Growth Boundary and the applicant is not proposing a connection to the undeveloped property. Due to the subject property having a considerable amount of topography it is not feasible to stub a street to the undeveloped property to the south. The property to the south does not appear to be "landlocked" since the property owner owns contiguous land that has access to Salem-Dallas Highway. Future Development could take access from Salem Dallas Highway and the property owner will be able to grant access via an easement or street in the future if developed or sold. There is considerable topography from Salem Dallas Highway to the property in question, to ensure the property can be accessed a condition of approval requiring a 20-foot access easement be shown on the final plat and granted to the property abutting the southern property line. The applicant has agreed to provide a 20-foot wide easement to the property abutting the southern property line, between the stormwater tract and Lot 12. The easement will be shown on the plat and will not be developed. If the property owner to the south intends to use the easement, the responsibility for development, including Bonneville Power Administration land use agreements will be to the benefiting party.

Condition 12: The applicant shall provide a 20-foot easement to the abutting property to the south between the stormwater tract and Lot 12 on the tentative subdivision plan.

Condition 13: All necessary (existing and proposed) access and utility easements must be shown on the final plat and recorded on the deeds to individual lots affected by such easements.

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

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

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

The proposed network of boundary and internal streets serving the subdivision provides direct access to all lots within the subdivision. The subdivision, as proposed and conditioned, is served with adequate transportation infrastructure. The street system adjacent to the subdivided property will conform to the Salem Transportation System Plan, and provide for safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

The proposal meets this criterion.

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

Finding: The proposed subdivision is situated within one-half mile of two neighborhood activity centers:

- Eagle View Park, a five-acre public park located at 400 Eagles Wings St NW, approximately 1,200 feet east of the subject property.

- Bus stops and routes along Eola Drive NW, at its intersection with Eagle Feather Street NW.

The proposed subdivision is and extension of a subdivision which has access to existing minor arterial and major arterial street. The subject property will provide internal streets with safe and convenient bicycle and pedestrian access and provide boundary street improvements connecting northward to existing bicycle and pedestrian facilities to Eola Drive and Doaks Ferry Road.

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

The proposal meets this criterion.

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

Finding: The proposed subdivision has been reviewed to ensure that adequate measures have been planned to alleviate natural or fabricated hazards and limitations to development, including topography and vegetation of the site. A number of existing natural and built conditions on the subject property are considered in the street and lot configuration proposed by the applicant. Limiting factors include steep slopes, the extension of Eagle Claw Avenue NW, and the Urban Growth Boundary/City Limits just to the south of the subject property.

As described in findings above, the lot and street configuration proposed by the applicant meets applicable development standards, with the adjustments for maximum street grade as requested. No existing conditions of topography or vegetation have been identified on the site which would necessitate further variances during future development of the property. The layout allows for reasonable development of all lots within the subdivision without variances from the UDC.

The proposal meets this criterion.

SRC 205.010(d)(9): The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

Finding: The tentative subdivision plan configures lots and streets to allow single family residential development of the site while minimizing disruptions to topography and vegetation. In particular, the shift from the east-west oriented block pattern of developments to the east to a north-south block orientation within the proposed subdivision allows streets and lot configuration to align more closely with the slope across 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 outside of the Urban Service Area, therefore a UGA Preliminary Declaration is needed for the proposed development. The UGA criterion is addressed below.

7. Urban Growth Area Preliminary Declaration

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

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

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

(1) The required facilities necessary to fully serve the development;

(2) The extent to which the required facilities are in place or fully committed.

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

SRC 200.055 – Standards for Street Improvements

Finding: An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Minor and Major Arterial streets (SRC 200.055(b)). Doaks Ferry Road NW abutting the subject property is an adequate linking street.

Doaks Ferry Road NW abutting the subject property is an adequate linking street.

The abutting section of Doaks Ferry Road NW is currently underdeveloped and the current demand on the street does not require a full Major Arterial street. Pursuant to SRC 803.065(a)(1), the current physical constrains would make a Major Arterial half street improvement unsafe until the remaining properties are developed. The applicant will be required to dedicate the entire half width for a Major Arterial, but an alternative street section is approved for the development of an interim minor arterial standard. The alternative street will provide for safe flow of traffic until the remaining area is developed, which will require the Major Arterial standard.

The Salem TSP shows a shared use path to be located in the BPA easement located east of the subject property. No path improvements are warranted for this development.

SRC 200.060 – Standards for Sewer Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch distribution line located in Eagles Ridge Avenue NW within the proposed subdivision. A portion of the proposed development lacks adequate sewer facilities. The applicant shall construct the Salem Area Wastewater Management Master Plan

improvements and link the site to existing facilities that are defined as adequate under SRC 200.005

All developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. The applicant's utility plan indicates a sewer main extended

The applicant proposes a sewer pump station on the subject property as depicted on the Wastewater Management Master Plan. The applicant shall be required to construct the proposed sewer pump station designed with immediate capacity that is sufficient to serve the proposed development and also designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

SRC 200.065 – Standards for Storm Drainage Improvements

Finding: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The location of the nearest adequate public storm system is the Power Station Swale, located on the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

SRC 200.070 – Standards for Water Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing W-2 water system and the existing 8-inch W-2 water mains in Doaks Ferry Road NW, Eagle Ridge Avenue NW, and Eagles Claw Avenue NW are adequate linking facilities.

SRC 200.075 – Standards for Park Sites

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

The Comprehensive Park System Master Plan shows that the proposed development is served by the future Eagles View Park, an acquired but underdeveloped neighborhood park site located within one half-mile of the subject property.

Criteria for Granting a Class 2 Adjustment

Because of limitations on access to the subject property, and because of the property's overall size and dimensions, the applicant has requested two Class 2 Adjustments with the subdivision.

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

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

(i) Clearly inapplicable to the proposed development; or

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

Findings:

Maximum lot depth from 300 percent of average lot width:

The intent and purpose of the maximum lot depth standard is to provide for future buildable lots, which can maintain property line setbacks. The maximum lot depth is 300 percent of the average width of the lot, which prevents narrow lots which can have adequate open space on the side yard, maintain side yard setback and to consider future development of potential lots.

The existing configuration, exiting Bonneville Power Administration (BPA) easement and topography of the tract makes it difficult to meet the required maximum lot depth standard. Proposed Lot 7 will be 553 percent and proposed Lot 8 will be 769 percent, both contain steep topography to the south along with a BPA easement, which is not buildable. The configuration of the tract would provide for a dwelling to be built on the property and retain many of the trees on the southern portion. Lot 7 is proposed to be 40,382 square feet in size and Lot 8 is proposed to be 45,696 square feet in size which could potentially be further developed. The southern portion of both lots are hilly terrain exceeding a 20% slope and currently does not have any reasonable path for obtaining access to a public road, except through the subject property. Since the southern portion of the property is proposed to remain in its natural state and is not likely to develop, the proposed configuration of Lot 7 and Lot 8 equally or better meets the intent of the code.

The proposal meets this 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:

Maximum lot depth from 300 percent of average lot width:

The proposed adjustment will not unreasonably impact the existing or potential uses or development in the surrounding area. The proposal is to create lots for a single-family dwelling. The existing configuration, topography and Bonneville Power Administration easement makes it difficult to meet the required maximum lot depth standard. The configuration of the tract would provide for a dwelling to be built on the property and retain many of the trees on the southern portion. Lot 7 is proposed to be 40,382 square feet in size and Lot 8 is proposed to be 45,696 square feet in size which could potentially be further developed.

As condition, the proposal meets this 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: The two adjustments requested by the applicant both relate to configuration of the existing property and accommodate steep slopes in the vicinity. The adjustments allow the subject property to be developed with a single-family residential subdivision. Therefore, the cumulative effect of the adjustments is to allow development which is consistent with the overall purpose of the RS (Single Family Residential) zone.

8. Conclusion

Based upon review of SRC Chapters 205, 200 and 250, the findings contained above, and the comments described, the Tentative Subdivision Plan, Urban Growth Preliminary Declaration and Class 2 Adjustment applications comply with the requirements for an affirmative decision. Approval will not adversely affect the safe and healthful development and access to any adjoining lands.

IT IS HEREBY ORDERED

That Tentative Subdivision Plan, Urban Growth Preliminary Declaration and Class 2 Adjustment Case No. 20-04, for property zoned Ra (Residential Agriculture), and located at the 500 Block of Doaks Ferry Road NW and 3100 Block of Eagle Ridge Avenue NW (Polk County Assessor Map and Tax Lot Number: 073W30 / 100), is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the conditions of approval listed below, which must be completed prior to final plat approval, unless otherwise indicated:

Olivia Glantz, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

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

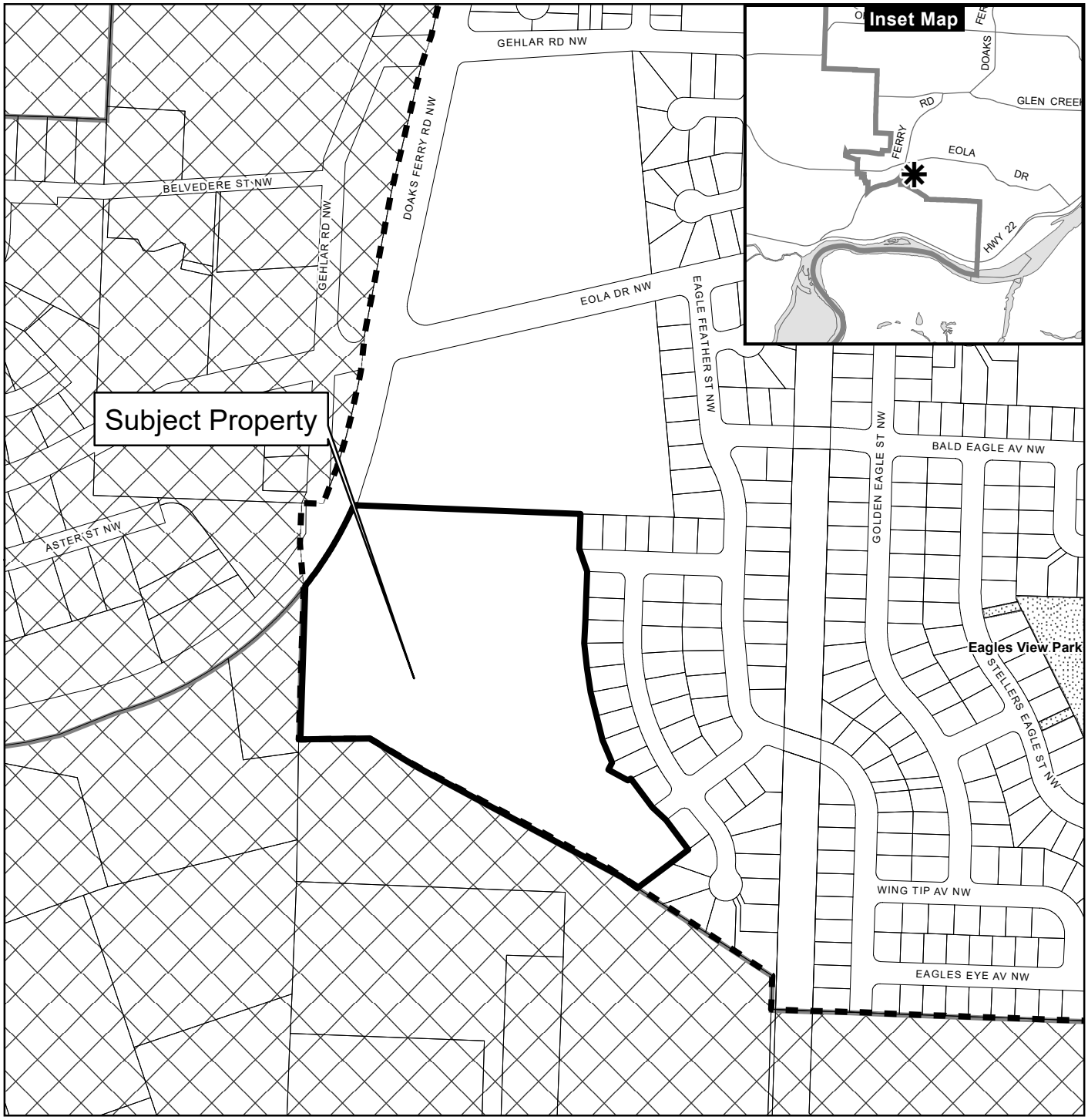
Application Deemed Complete:	June 9, 2020
Notice of Decision Mailing Date:	July 29, 2020
Decision Effective Date:	August 14, 2020
State Mandated Decision Date:	October 7, 2020

The rights granted by this decision must be exercised or extension granted by August 14, 2022 or this approval shall be null and void.

A copy of the complete Case File is available for review during regular business hours at the Planning Division office, 555 Liberty Street SE, Room 305, Salem OR 97301.

This decision is final unless written appeal from a party with standing to appeal, along with an appeal fee, is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem, Oregon 97301, no later than **Thursday, August 13, 2020, 5:00 p.m.** The notice of appeal must contain the information required by SRC 300.1020. The notice of appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. The Planning Commission may amend, rescind, or affirm the action or refer the matter to staff for additional information.

Vicinity Map
3200 Eagles Ridge Avenue NW



Legend

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

0 100 200 400 Feet

CITY OF Salem AT YOUR SERVICE
Community Development Dept.

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

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ATTACHMENT B

OVERALL PARCEL SIZE:

TOTAL AREA	617,399 S.F. (14.17 Ac.)
TRACT AREA	33,838 S.F. (0.78 Ac.)
DEVELOPABLE AREA	617,399 S.F. (14.17 Ac.)
NUMBER OF UNITS	31
DENSITY	1.27 UNITS/ACRE
LARGEST	45,696 S.F.
SMALLEST	7,635 S.F.
AVERAGE	15,595 S.F.

DOAKS FERRY RD. N.W.
(ALIGNMENT APPROX.)

EAGLE RIDGE AVE. N.W.

EAGLES CLAW CT. N.W.

EAGLE CLAW AVE. N.W.

EAGLET ST. N.W.

EAGLE FEATHER ST. N.W.

EAGLES CLAW AVE. N.W.

TRACT
33,838 S.F.

VACANT

SEWER LINE EASEMENT

10' P.U.E.

A.C. RAMP

0' 50'
1 INCH
SCALE: 1" = 50'

N
W E
S

SDR3

JOB # 6846

EXPIRES: 06-30-2021

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

6846b SDR3-SITE

Design: M.D.G.
Drawn: C.D.S.
Checked: B.M.G.
Date: JUNE 2019
Scale: AS SHOWN

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

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

EAGLES VIEW PHASE 6

PRELIMINARY SITE PLAN

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

Eagles View Phase 6

Subdivision Application

Revised-June 2, 2020

PROPOSAL:

The subject property is about 14.17 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide 14.17 acres of the subject property into 31 single-family residential lots, and a Tract for water quality.

Adjustment:
The applicant is requesting a Class-2 Adjustment to lot depth. See attached Adjustment application and findings.

Alternative Street Standards Requested:
-Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).
-Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).

SITE VICINITY and CHARACTERISTICS:

The subject property is located west of Doaks Ferry Road and south of Eola Drive. The subject property is identified as 073W30/Tax Lot 100. The subject property is located within the City limits and the Urban Growth Boundary.

The surrounding properties are zoned and used as follows:

North: RA (Residential Agriculture); existing church
East: RS (Single-Family Residential); existing single-family dwellings
South: RA (Residential Agriculture); vacant land and existing single-family dwellings
West: Polk County SR (Suburban Residential); vacant land

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 require an adjustment to the lot to depth ratio development standard specified in the Code.

Minimum Lot Area and Dimensions:

The subject property is about 14.17 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide 14.17 acre of the subject property into 31 single family residential lots.

As shown on the site plan, all 31 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, except for Lots 7 and 8. Lots 7 and 8 exceed the lot to depth ratio requirements.

*Lot 7= (Proposed) 89' by 492' (Maximum Allowed) 89' by 267'
*Lot 8= (Proposed) 65' by 500' (Maximum Allowed) 65' by 195'

The applicant has requested an adjustment to the lot standards in Table 510-2.

The proposed lots range in size from 7,635 square feet to 45,696 square feet in size, with and average lot size of 15,595 square feet.

Lots 7, 8, 12, 22, and 24 are all a half acre or larger in size. Therefore, requiring a future development plan. All five (5) of these lots will be developed with a detached single-family dwelling. In order to provide street connections and circulation, the size and layout of the lots in the subdivision had to be taken into consideration. Due to the location of the BPA lines, topography, and the location of trees, Lots 7, 8, 12, 22, and 24 can't and won't be allowed to be further divided. Dividing these lots is not feasible.

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.

(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 or floodplains located on the subject property.

A geological assessment was done and approved for the entire Eagles View subdivision. The original approval geological assessment is filed with the City of Salem Public Works Department. 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 proposed development in this area.

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 31 lots. As shown on the site plan. Therefore, a shadow plan is not required.

Street connections to existing development has been provided to the east. All surrounding properties have direct access onto the existing internal street system. All 31 lots will have direct access onto the proposed and 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 Tract located in southwestern portion of the site has been identified for detention. See attached Site Plan and Drainage Plan.

The detention area is located within the BPA Easement, something that has been done in past developments. The applicant will work with BPA prior to development of the site. Therefore, the applicant proposes the following Condition of Approval:

> ***Condition:*** *Provide a Land Use Agreement with BPA that allows the stormwater facilities within their easement or relocate the facilities to a location outside of the easement.*

(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 and phases of Eagles View. Doaks Ferry Road located to the east of the site will provide access into the development. Doaks Ferry Road is designated as a 'major arterial' on the Salem Transportation System Plan. Eagle Ridge Avenue located to the northeast of the site will provide access into the development per street connections. Eagle Ridge Avenue is designated as a 'local' street on the Salem Transportation System Plan.

The proposed subdivision will provide street connections to the existing street system, Eagle Ridge Avenue to the northeast and Eagles Claw Avenue to the southeast. These street connections will 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.

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

The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The applicant is also requesting an alternative street standard to allow the proposed internal streets to be 52 feet in width where a 60-foot width is required. However, the proposed internal streets will be designed to street standards.

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

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

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

The 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.

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.

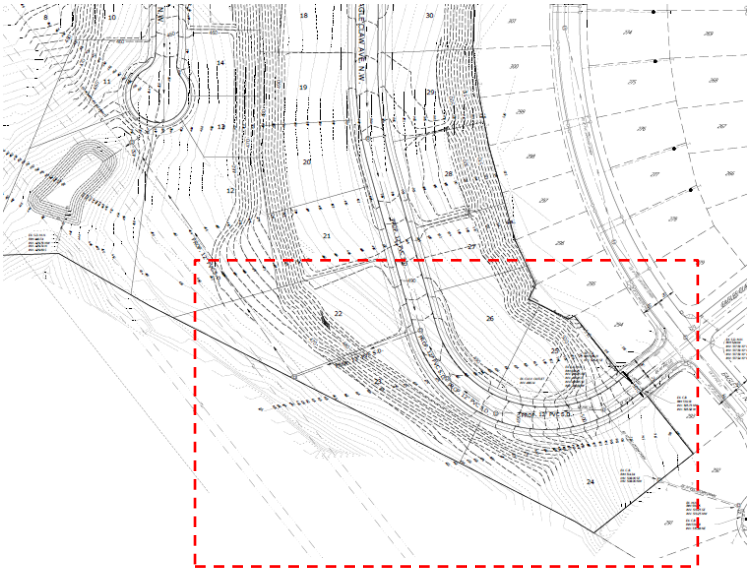
In conclusion, the development will provide bicycle and pedestrian facilities on-site to encourage people to walk and reduce vehicle trips. The development on the property will allow residents to reduce vehicle usage, by the convenience of bicycle and pedestrian paths to and from the uses and existing 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.

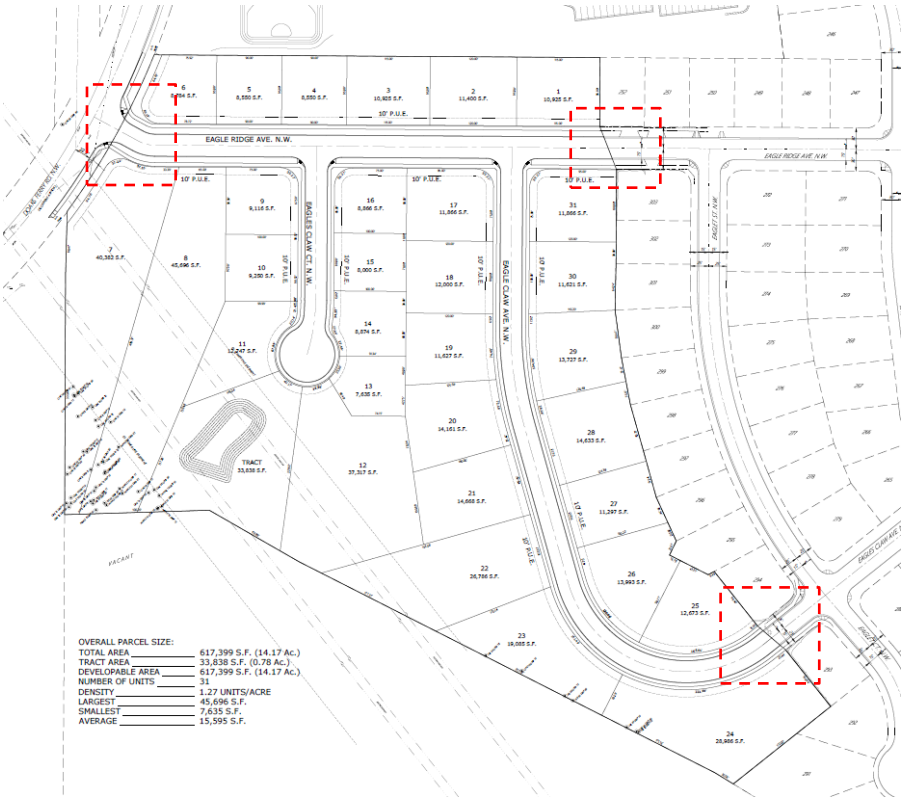
Block Length: Blocks shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout. There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

Dues to the existing developments to the east and north, additional street connections are not feasible. The topography of the site to the south is to steep to provide a street connection that will be safe and efficient. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.



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

Street Connections:
East: Street Connection to Eagle Ridge Avenue
Street Connection to Eagles Claw Avenue
West: Street Connection to Doaks Ferry Road



A street connection cannot be made to the south to break up the block lengths. Due to the topography to the south and the location of the BPA line, a street connection to the south is not feasible. Nor is it needed due to the street connections provided as shown on the site plan. A connection to the south would also result in the loss of trees, which is something the applicant is wanting to avoid. Therefore, as addressed above, the proposal meets the criteria under Section 803.065 (a)(1), (2), and (3).

As shown on the site plan, the proposed subdivision provides a safe an 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 31 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.

Street Connections:
East: Street Connection to Eagle Ridge Avenue
Street Connection to Eagles Claw Avenue
West: Street Connection to Doaks Ferry Road

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 31-lot subdivision. The size of the proposed subdivision does not warrant the need for a Traffic Impact Analysis. The proposed subdivision plan

mitigates impacts to transportation system by providing adequate access and circulation for all 31 lots. Therefore, this criterion has been met.

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

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 57 trees located within the boundary of the site. All 57 trees are designated for preservation. The existing trees on the site are located within the southwest corner and southern property line. Therefore, removal of those trees is no necessary at this time.

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 outside the Urban Service Area (USA). An Urban Growth Preliminary Declaration is required and has been requested. Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

There are 57 trees located within the boundary of the site. All 57 trees are designated for preservation.

Therefore, preserving 100% of the trees within the boundary of the site.

803.065 ALTERNATIVE STREET STANDARDS

-Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).
-Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).

Criteria:

(a) The Director may authorize the use of one or more alternative street standards:

(1) Where existing development or physical constraints make compliance with the standards set forth in this chapter impracticable;
(2) Where the development site is served by fully developed streets that met the standards in effect at the time the streets were originally constructed; or
(3) Where topography or other conditions make the construction that conforms to the standards impossible or undesirable.

Findings (Street Spacing 803.030): 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.

Dues to the existing developments to the east and north, additional street connections are not feasible. The topography of the site to the south is to steep to provide a street connection that will be safe and efficient. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

A street connection cannot be made to the south to break up the block lengths. Due to the topography to the south and the location of the BPA line, a street connection to the south is not feasible. Nor is it needed due to the street connections provided as shown

on the site plan. A connection to the south would also result in the loss of trees, which is something the applicant is wanting to avoid. Therefore, as addressed above, the proposal meets the criteria under Section 803.065 (a)(1), (2), and (3).

As shown on the site plan, the proposed subdivision provides a safe an 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.

Findings (Street Width-803.025): The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The applicant is also requesting an alternative street standard to allow the proposed internal streets to be 52 feet in width where a 60-foot width is required. The proposed internal streets will be designed to street standards and consistent with the existing connecting streets.

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

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

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

The 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.

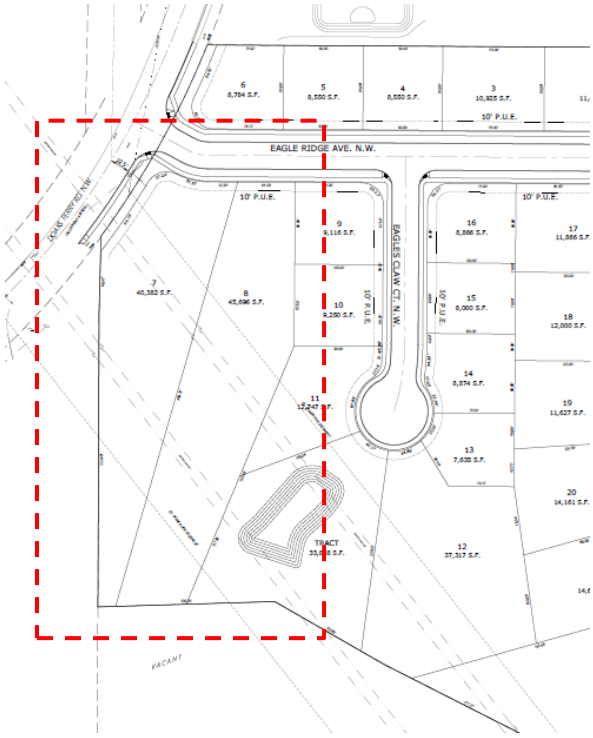
Eagles View Phase 6 Subdivision

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

Proposal:

An adjustment to lot to depth ratio is being requested for Lots 7 and 8. Lots 7 and 8 exceed the lot to depth ratio requirements:

*Lot 7= (Proposed) 89' by 492' (Maximum Allowed) 89' by 267'
*Lot 8= (Proposed) 65' by 500' (Maximum Allowed) 65' by 195'



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 BPA lines, the southern portion of Lots 7 and 8 cannot be developed and creating additional lots to meet this standard is not feasible due to the BPA lines. Therefore, Lots 7 and 8 exceed the maximum requirement.

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

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots. Therefore, 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, south, and west are all zoned RS (Single Family Residential). 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 avoid the BPA lines, provide street connections and circulation, the size and layout of the lots had to be taken not consideration. Due to the BPA lines and required street extensions near these lots, creating smaller lots is not feasible.

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

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

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

CITY OF Salem AT YOUR SERVICE

MEMO

TO: Olivia Dias, Planner III
Community Development Department

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

DATE: July 28, 2020

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SUB-UGA-ADJ20-04 (20-101578-LD)
3200 EAGLE RIDGE AVENUE NW
31-LOT SUBDIVISION WITH UG PRELIMINARY DECLARATION

PROPOSAL

A subdivision tentative plan and urban growth preliminary declaration to divide approximately 14.17 acres into 31 lots. The applicant is requesting an alternative street standard to allow a 52-foot right-of-way in lieu of 60-foot, to and increase the block length of Eagle Claw Avenue NW from 600 feet to 1,200 feet, and a Class 2 Adjustment to exceed the maximum lot width to depth of 300 percent to allow Lot 7 to be 553 percent and Lot 8 to be 769 percent. The subject property is located on the 500 Block of Doaks Ferry Road NW and 3100 Block of Eagle Ridge Avenue NW (Polk County Assessor Map and Tax Lot Number: 073W3 / 100).

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Convey land for dedication of right-of-way to equal a half-width of 48 feet from the centerline along the entire frontage of Doaks Ferry Road NW.

2. Along the Doaks Ferry Road NW frontage of the subject property, construct a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. Sidewalks, street trees, and streetlights shall be designed to accommodate a future Major Arterial street. The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. The turn lanes shall include storage and tapers as specified in PWDS. The applicant shall obtain applicable permits from Polk County as needed to construct tapers outside City limits.

3. Construct internal streets to Local street standards, with the following exception: Eagles Claw Avenue NW is authorized for a minimum 52-foot-wide right-of-way pursuant to SRC 803.065(a)(3).

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).

4. All City infrastructure proposed within the BPA easement shall be constructed pursuant to PWDS and meet the requirements of all valid land use agreements approved by the Bonneville Power Administration (BPA).

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

6. Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

7. Dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

8. Construct the proposed sewer pump station and sewer mains designed with immediate capacity that is sufficient to serve the proposed development and also designed with the capability of ultimately serving the entire sewer basin pursuant to the *Wastewater Management Master Plan* and PWDS. If the design of the sewer pump station requires a Site Plan Review approval pursuant to SRC Chapter 220, the applicant shall obtain Site Plan Review approval of the pump station facility and lot dimensions prior to final plat.

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

10. The applicant shall provide a geotechnical report pursuant to SRC 810.030(b).

11. Applicable State and Federal permits shall be obtained as indicated by the Department of State Lands (DSL).

FACTS AND FINDINGS

Water

1. Existing Conditions

   a. The subject property is located within the W-2 water service levels.

   b. There are 8-inch W-2 water mains located in Doaks Ferry Road NW, Eagle Ridge Avenue NW, and Eagles Claw Avenue NW.

Sanitary Sewer

1. Existing Conditions

    a. An 8-inch sewer main is located on the northeast portion of the subject property.

Storm Drainage

1. Existing Conditions

    a. There are 10-inch storm mains located on the subject property, and in Eagle Ridge Avenue NW and Eagles Claw Avenue NW.

    b. Power Station Swale is located on the subject property.

Streets

1. Doaks Ferry Road NW

    a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.

    b. Existing Condition—This street has an approximate 40-foot improvement within an 80-foot-wide right-of-way abutting the subject property.

2. Eagle Ridge 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—This street has an approximate 30-foot improvement within a 60-foot right-of-way abutting the subject property.

3. Eagles Claw Avenue NW

    c. 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.

    d. Existing Condition—This street has an approximate 30-foot improvement within a 50-foot right-of-way abutting the subject property.

Natural Resources

1. Wetlands—There are Salem-Keizer Local Wetland Inventory linear channel wetlands mapped on the subject property.

2. Floodplain—There are no floodplain or floodway areas mapped on the subject property.

3. Landslide Hazards—City records show there are 2-, 3-, and 5-point landslide hazard areas mapped on the subject property.

Parks

The subject property is served by the future Eagle's View Park property, which is an acquired but underdeveloped park site within one-half mile of the subject property.

CRITERIA AND FINDINGS

URBAN GROWTH PRELIMINARY DECLARATION

The subject property is located outside the Urban Service Area in an area without adequate facilities as defined in SRC Chapter 200. Analysis of the subject property based on relevant standards in SRC 200.035 through SRC 200.075 is as follows:

SRC 200.055—Standards for Street Improvements

Findings—An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Minor and Major Arterial streets (SRC 200.055(b)). Doaks Ferry Road NW abutting the subject property is an adequate linking street.

Doaks Ferry Road NW is authorized as an interim alternative street standard in order to be built to Minor Arterial standards, but within a Major Arterial width right-of-way pursuant to SRC 803.065(a)(3) because construction to a Major Arterial pavement width is an undesirable use of developer and SDC funds for improvements that provide no short- or long-term benefit to the transportation system. An alternate street standard of a 23-foot-wide half-street improvement is acceptable due to the existing configuration of Doaks Ferry Road NW in the vicinity of the subject property. The Minor Arterial standard includes provisions for three travel lanes and two bike lanes. The sidewalk and street trees along Doaks Ferry Road NW shall be installed according to the Major Arterial standard.

SRC 200.060—Standards for Sewer Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch distribution line located in Eagles Ridge Avenue NW abutting the proposed subdivision. A portion of the proposed development lacks adequate sewer facilities. The applicant shall construct the *Salem Area Wastewater Management Master Plan* improvements and link the site to existing facilities that are defined as adequate under SRC 200.005.

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. The applicant's utility plan shows a sewer main extended to Doaks Ferry Road NW in compliance with this condition.

The applicant proposes a sewer pump station and sewer mains on the subject property as depicted on the Wastewater Management Master Plan. The applicant shall be required to construct the proposed sewer pump station designed with immediate capacity that is sufficient to serve the proposed development and also designed with the capability of ultimately serving the entire sewer basin pursuant to the Wastewater Management Master Plan and PWDS.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The location of the nearest adequate public storm system is the Power Station Swale, located on the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director.

SRC 200.070—Standards for Water Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing 8-inch W-2 water mains in Doaks Ferry Road NW, Eagle Ridge Avenue NW, and Eagles Claw Avenue NW are adequate linking facilities. As a condition of water service, all developments will be required to provide public water mains to adjacent upstream parcels. The applicant's utility plan shows a water main extended to Doaks Ferry Road NW in compliance with this condition.

SRC 200.075—Standards for Park Sites

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

The *Comprehensive Park System Master Plan* shows that the proposed development is served by the future Eagles View Park, an acquired but underdeveloped neighborhood park site located within one-half mile of the subject property.

SUBDIVISION

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

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. Wetland notice was sent to the Oregon Department of State Lands (DSL) pursuant to SRC 809.025. The response received from DSL indicates that wetlands may be present, and an onsite inspection by a qualified wetland consultant is recommended. Both state and federal permits may be required. The PWDS require that all applicable state and federal permits be acquired as a condition of permit approval. Therefore, the following condition applies:

> Applicable State and Federal permits shall be obtained as indicated by Department of State Lands (DSL).

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are 2-, 3-, and 5-point mapped landslide hazard areas on the subject property indicating a moderate landslide hazard risk. A geological assessment dated October 25, 2000, by Redmond and Associates, was submitted with the original Eagle's View development and is still valid. The geological assessment states, 'we strongly recommend that [a geotechnical engineer] be consulted as the planning for the project evolves such that a more detailed investigation and evaluation of the proposed roadways and residential lots can be performed." Therefore, the applicant shall provide a geotechnical report pursuant to the standards described in SRC 810.030(b).

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

Findings—Water infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. The existing 8-inch W-2 water mains in Doaks Ferry Road NW, Eagle Ridge Avenue NW, and Eagles Claw Avenue NW are adequate linking facilities. As a condition of water service, all developments will be required to provide public water mains to adjacent upstream parcels. The applicant's utility plan shows a water main extended to Doaks Ferry Road NW in compliance with this condition.

The nearest available sewer facility is an 8-inch distribution line located in Eagles Ridge Avenue NW abutting the proposed subdivision. A portion of the proposed development lacks adequate sewer facilities. The applicant proposes a sewer pump station and sewer mains on the subject property as depicted on the *Wastewater Management Master Plan*. Pursuant to SRC 200.060, the applicant shall be required to construct the proposed sewer pump station designed with immediate capacity that is sufficient to serve the proposed development, and also designed with the capability of ultimately serving the entire sewer basin pursuant to the *Wastewater Management Master Plan* and PWDS.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant provided an engineered tentative stormwater design

to accommodate future impervious surface on all proposed lots. Prior to final plat, the applicant shall provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets. Public stormwater facilities proposed within the BPA easement must be permanent except as authorized by the Public Works Director. The applicant shall dedicate a drainage easement pursuant to SRC 205.080 and PWDS along Power Station Swale.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(7)(B) prior to final plat approval. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

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

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

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

The applicant shall be required to convey land for dedication of right-of-way to equal a half-width of 48 feet from the centerline along the entire frontage of Doaks Ferry Road NW pursuant to SRC 803.040.

As an Alternative Street, along the Doaks Ferry Road NW frontage of the subject property, the applicant shall be required to construct a minimum 23-foot-wide half-street improvement to interim Minor Arterial standards. Sidewalks, street trees, and streetlights shall be designed to accommodate a future major arterial street.

The Doaks Ferry Road NW improvements shall include a southbound-to-eastbound left-turn lane at the intersection of Doaks Ferry Road NW and Eagle Ridge Avenue NW. The turn lanes shall include storage and tapers as specified in PWDS.

Construct internal streets to Local street standards, with the following exception: Eagles Claw Avenue NW is authorized for a minimum 52-foot-wide right-of-way pursuant to SRC 803.065(a)(3). The applicant does not propose street connections to the south line of the property. This proposal is acceptable because the southerly neighboring property is located outside the Urban Growth Boundary and has an average ground slope of approximately 30 percent. An access easement may be required to the south line of the subject property based on the existing access located on the property.

There are existing 1-foot reserve strips at the western terminus of both Eagle Ridge Avenue NW and Eagles Claw Avenue NW that are owned by City of Salem. The reserve strips shall be dedicated as right-of-way by the City of Salem prior to final plat.

The applicant's proposal includes a request to construct Eagles Claw Avenue NW with right-of-way width of 52 feet. A 52-foot right-of-way width minimizes the impact of the existing topography of the site while still allowing adequate width in the landscape strip for street trees, and otherwise meets the street standard. Due to the topography of the site, Eagles Claw Avenue NW is authorized with an alternative street standard for a reduced right-of-way width to 52 feet pursuant to SRC 803.065(a)(3). Also, pursuant to SRC 803.030(b)(1), street spacing may be increased due to physical constraints. Due to existing topography of the site, the proposed block length of proposed Eagles Claw Avenue NW is acceptable.

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 subject property is served by a future neighborhood park known as Eagles View Park, which is an acquired but underdeveloped park site within a half-mile of the subject property. Access to the park is available through the existing transportation system.

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

RESPONSE TO PUBLIC COMMENTS:

1. **Street Access/Impeding Future Development of Adjacent Land**—The property owner abutting the proposed development along the southern boundary has expressed concern over the lack of street connectivity for his property. The neighboring property is located outside of City limits and outside the Urban Growth Boundary Area. Due to the topography of the neighboring site and the subject property, street connectivity that meets City standards for grade is not possible. The recommended conditions of approval specify that all required access easements shall be shown on the final plat.

2. **Access to Doaks Ferry Road NW**—The neighborhood association has expressed concern about connecting the subdivision to Doaks Ferry Road NW because of increased use of the Major Arterial. The school District has expressed support of the connection because future bus routes could utilize this connection. The proposed development meets the street spacing and connectivity standards as required in SRC 803.030 and 803.035(a).

3. **Stormwater and Power Station Swale**—Green stormwater infrastructure is required for flow control and treatment of impervious surfaces pursuant to PWDS. A drainage easement is required along Power Station Swale pursuant to PWDS.

4. **Landslide Hazards and Groundwater**—The property owner along the southern boundary is concerned about "slumping." The neighborhood association has expressed concerns about groundwater. These issues will be addressed through a geotechnical report. The recommended conditions of approval specify that a geotechnical report is required pursuant to SRC 810.025(b)(2).

Prepared by Jennifer Scott, Program Manager
cc: File