


TO: Aaron Panko, Planner III
Community Development Department

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

DATE: May 19, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SUB21-03 (20-119160-LD)
430 TURTLE BAY COURT SE
16-LOT SUBDIVISION**

PROPOSAL

A subdivision tentative plan to divide approximately 4.96 acres into 16 lots with lots ranging in size from 8,010 square feet to 27,325 square feet. The applicant is requesting an alternative street standard to reduce the street right-of-way width from 60 feet to 50 feet. The subject property is approximately 4.96 acres in size, zoned RA (Residential Agriculture), and located at 430 Turtle Bay Court SE - 97306 (Marion County Assessor Map and Tax Lot number: 083W16DD 00300).

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Construct internal streets to Local street standards, with the following exception: Turtle Bay Court SE is authorized to remain within a 50-foot-wide right-of-way abutting the City park property pursuant to SRC 803.065(a). The north/south portion of Vine Maple Street SE meets the local street standard right-of-way width of 60 feet, and the east/west portion of Vine Maple Street SE meets the cul-de-sac standard right-of-way width of 50 feet.
2. Construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple Street SE) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern Street SE) to the nearest existing trail systems in Bryan Johnston Park. These connections shall be constructed according to Architectural Barriers Act guidelines published by the US Access Board. The proposed trail connection shown extending into the park from the cul-de-sac of Vine Maple Street SE is not required.
3. Construct stormwater flow control and treatment facilities pursuant to SRC Chapter 71 and PWDS.

4. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
5. Provide easements on the final plat pursuant to the widths and alignments specified in PWDS.
6. Change the physical street address for the existing residence on lot 8.

FACTS AND FINDINGS

Water

1. Existing Conditions

- a. The subject property is located within the S-3 water service level.
- a. A 20-inch water main is located in the unimproved right-of-way for Lone Oak Road SE.
- b. A 16-inch water main is located in Turtle Bay Court SE.
- c. There are 8-inch water mains located in Sword Fern Street SE and Vine Maple Street SE.

Sanitary Sewer

1. Existing Conditions

- a. There are 8-inch sanitary sewer mains located in in the unimproved right-of-way for Lone Oak Road SE, Sword Fern Street SE, and Vine Maple Street SE.

Storm Drainage

2. Existing Conditions

- a. A proposed 24-inch stormwater main is located in the unimproved right-of-way for Lone Oak Road SE.
- b. 10-inch stormwater mains are located in Sword Fern Street SE and Vine Maple Street SE.

Streets

1. Turtle Bay Court SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Condition—This street has an approximate 30-foot improvement within a 50-foot-wide right-of-way abutting the subject property.
2. Sword Fern Street SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Condition—This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
3. Vine Maple Street SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Condition—This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Natural Resources

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

Parks

The proposed development is served by Bryan Johnston Park north of the subject property.

CRITERIA AND FINDINGS

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

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

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

Findings—The subject property is located outside of the Urban Service Area but does not precede City construction of required facilities. Pursuant to SRC 200.020, no Urban Growth Preliminary Declaration is required.

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

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

A 10-foot-wide public utility easement is required along the frontage of all proposed internal streets pursuant to SRC 803.035(n).

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

City records show that the subject property may be located within a landslide hazard area. The applicant's engineer submitted findings demonstrating that the proposed development is a low landslide hazard risk based on SRC Chapter 810.

The existing dwelling on the subject property is currently addressed 430 Turtle Bay Court SE. The address of the existing dwelling shall be changed pursuant to addressing standards in SRC Chapter 255.

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

Findings—Water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property.

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. Because of topographic constraints, the applicant is proposing the use of non-GSI facilities for stormwater flow control. A design exception request was approved by the City Engineer on 03/30/2021 to modify the GSI requirement pursuant to PWDS Appendix 4E.

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

The nearest major streets adjacent to the subject property are Lone Oak Road SE, a Collector street located to south and east, and Mildred Lane SE, a Minor Arterial street located to the north. The proposed street system within the proposed development is limited to local streets in conforming with the Salem TSP.

SRC 205.0010(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.

Findings—The easterly boundary of the subject property abuts an unimproved portion of Lone Oak Road SE. Turtle Bay Court SE, Sword Fern Street SE, and Vine Maple Street SE currently abut the subject property and meet the current right-of-way or improvement width standards for Local streets. Prior to plat, the City shall remove the reserve strip at the current terminus of Turtle Bay Court SE.

Construct internal streets to Local street standards, with the following exception: Turtle Bay Court SE is authorized as a 50-foot-wide right-of-way abutting the City park property pursuant to SRC 803.065(a). The north/south portion of Vine Maple Street SE

meets the local street standard right-of-way width of 60 feet, and the east/west portion of Vine Maple Street SE meets the cul-de-sac standard right-of-way width of 50 feet.

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 Bryan Johnston Park and abuts this park along the northern boundary of the subject property. The applicant shall construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple Street SE) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern Street SE) to the nearest existing trail systems in Bryan Johnston Park. These connections shall be constructed according to Architectural Barriers Act guidelines published by the US Access Board. The proposed trail connection shown extending into the park from the cul-de-sac of Vine Maple is not required.

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 16-lot subdivision generates less than 200 average daily vehicle trips to Turtle Bay Court SE, Sword Fern Street SE, and Vine Maple Street SE, all Local streets. Therefore, a TIA is not required as part of the proposed subdivision submittal.

RESPONSE TO CITIZEN COMMENTS:

Comment: Park access should be restricted.

Finding: Bryan Johnston Park is classified in the Comprehensive Parks System Master Plan as a Neighborhood Park, meaning it serves the surrounding neighborhood, providing local access to basic recreation resources for nearby residents, and is located within walking or bicycling distance of most users. The trail connections from the subdivision into the park are needed to expand the park service area and provide park access to the neighbors to the south of the park.

Automobiles are not the primary transportation mode for neighborhood parks, but for those who do drive, on-street parking is provided on Mildred Lane SE. Staff's opinion is that only a very small minority of park users would choose to drive to the park and then park on the neighborhood streets. Nonetheless, Local streets are designed for on-street parking on both sides of the street.

Public parks are fenced only if there is a safety issue stemming from play such as a playground close to a street or parking lot. The applicant's proposal conforms to the following CPSMP policies:

- Policy 3.1: Access barriers to existing parks and open spaces shall be evaluated and prioritized for removal or mitigation to provide equitable service to all residents of the community.
- Policy 3.4: Park access shall be provided utilizing public right-of-way corridors, publicly owned land, access easements, and other means as necessary.
- Policy 3.5: Pedestrian and bicycle access shall be considered the primary transportation modes for neighborhood parks. For facilities with larger service areas, public transit and automobiles should also provide access. New facilities should be located near transit, when possible, to minimize traffic impacts and to provide equitable access by all city residents.

Prepared by: Jennifer Scott, Program Manager
cc: File