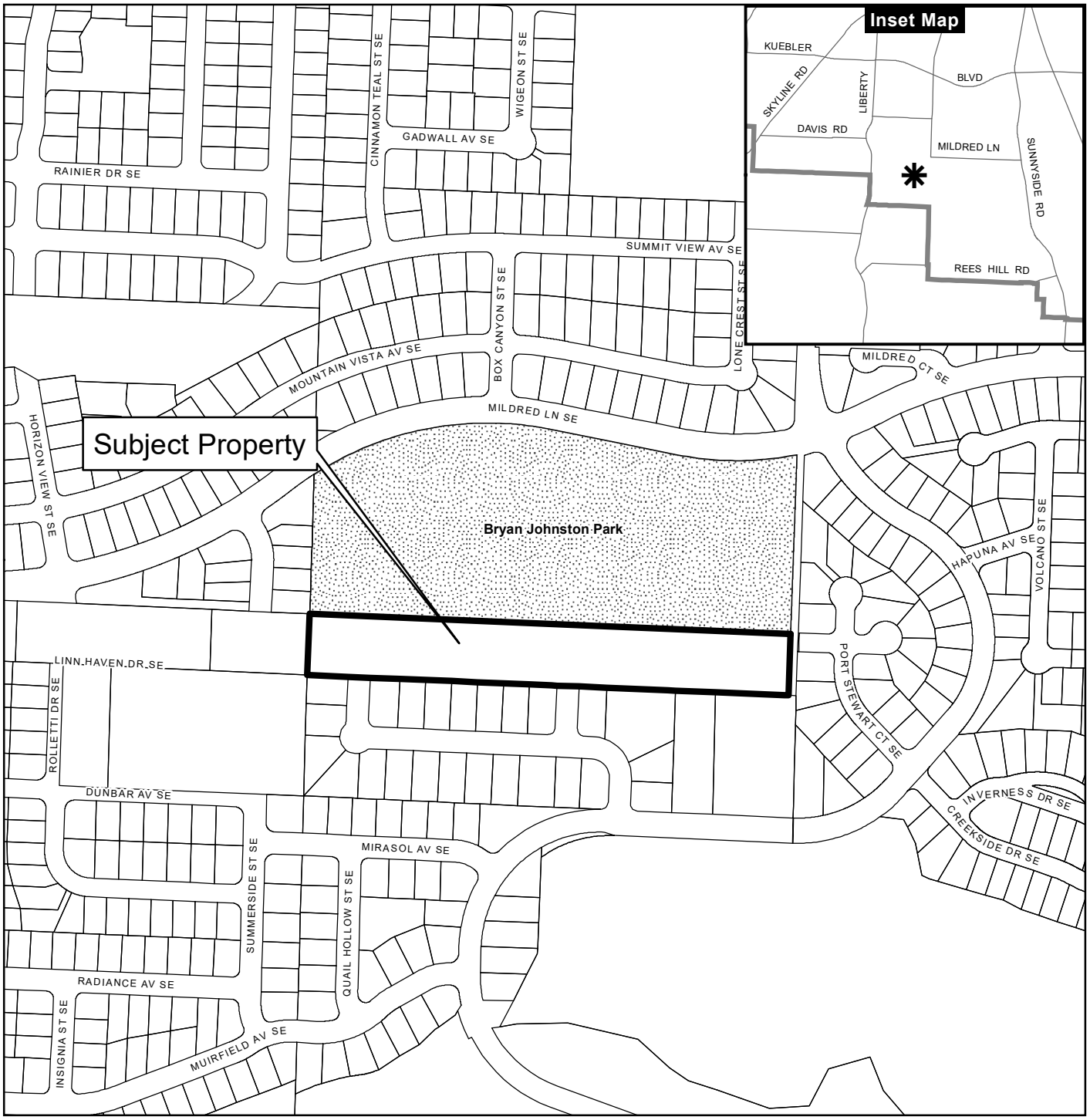
Vicinity Map
430 Turtle Bay Court SE



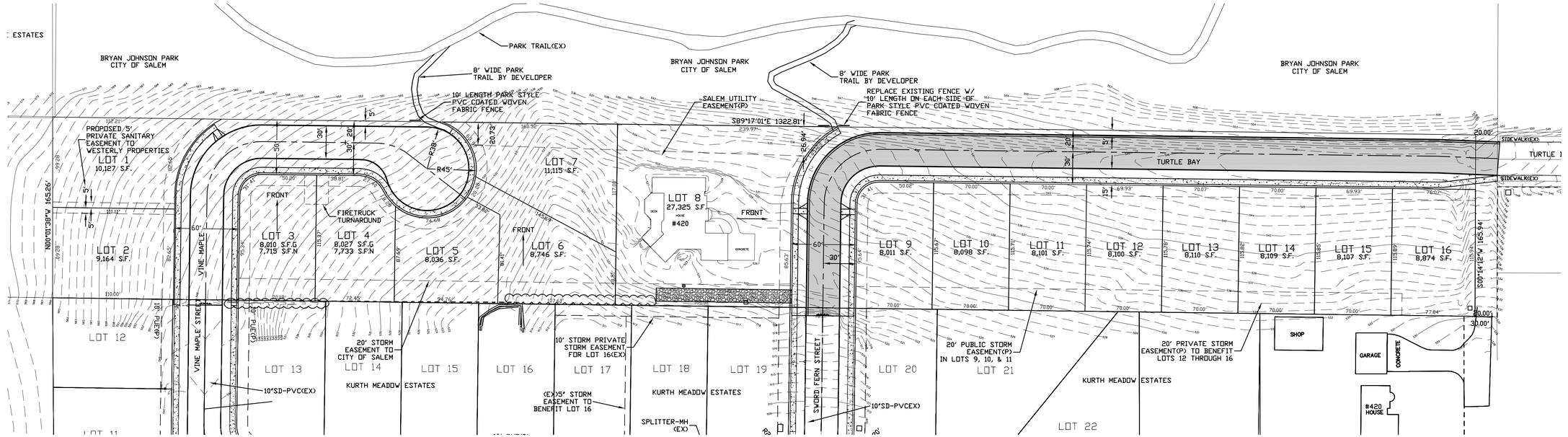
Legend

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

0 100 200 400 Feet

CITY OF Salem AT YOUR SERVICE
Community Development Dept.

G:\CD\PLANNING\Aaron\2021\Subdivision\430 Turtle Bay Court SE\VicinityMap.mxd - 3/22/2021 @ 2:33:21 PM



SITE PLAN

SCALE: 1"=50'

DRAWING LIST:

DEVELOPER

ROBERT NOYES AND MARIA NOYES
430 TURTLE BAY COURT SE
SALEM OR 97306

SUBDIVISION DATA:

TOWNSHIP 8S
RANGE 3W
SECTION 21
MARION COUNTY

LOT DATA:

LOTS - 16
AVERAGE S.F. - 9,170 SQUARE FEET
LOTS/ACRE - 3.19
TOTAL ACREAGE - 5.02 ACRES

SURVEY DATUM:

CITY OF SALEM 1/4 CORNER
083W15 BRASS DISK IN
MONUMENT BOX DOWN 14.5"
ELEVATION 439.016

ABBREVIATIONS:

AC – ASPHALTIC CONCRETE
AD – ALGEBRAIC DIFFERENCE
ALCSP – ALUMINIZED CORRUGATED STEEL PIPE
ASSY – ASSEMBLY
BVCE – BEGINNING V.C. ELEVATION
BVCS – BEGIN V.C. STATION
BO – BLOW OFF
BFV – BUTTERFLY VALVE
C&G – CURB AND GUTTER
CB – CATCH BASIN
CHDPE – CORRUGATED HIGH DENSITY POLYPROPELENE
CL – CENTERLINE
CMP – CORRUGATED METAL PIPE
CO – CLEANOUT
CONC – CONCRETE
COSSD – CITY OF SALEM STANDARD DRAWING
COKSD – CITY OF KEIZER STANDARD DRAWING
CUL – CULVERT
DI – DUCTILE IRON
DS – DOWN SPOUT
DWG – DRAWING
EG – EXISTING GROUND/GRADE
EP – EDGE OF PAVEMENT
ELEC – ELECTRIC
EL – ELEVATION
ER – ENTERING RADIUS
EVCE – ENDING V.C. ELEVATION
EVCS – ENDING V.C. STATION
FF – FINISH FLOOR
FG – FINISH GRADE
FH – FIRE HYDRANT
FM – FORCE MAIN
INT – INTERSECTION
INV – INVERT
K – DESIGN CONSTANT
L – LENGTH,LINE
LP – LIGHT POLE
NTS – NOT TO SCALE
MC – MARION COUNTY
MH – MANHOLE
M – METER
MJ – MECHANICAL JOINT
ML – MEGALUG JOINT
P – PROPOSED
PED – PEDESTAL
PVC – POLYVINYL CHLORIDE
PP – POWER POLE
PL – PROPERTY LINE
R – RADIUS
RD – ROOF DRAIN
ROW – RIGHT-OF-WAY
SS – SANITARY SEWER
S – SLOPE
SCH – SCHEDULE
ST – STATION
ST – STREET
STD – STANDARD
SD – STORM DRAIN
SVC – SERVICE
TC – TOP OF CURB
TEL – TELEPHONE
TYP – TYPICAL
VC – VERTICAL CURVE
WM – WATER MAIN
PC – POINT OF CURVE
PT – POINT OF TANGENT
PERF – PERFORATED

SYMBOLS:

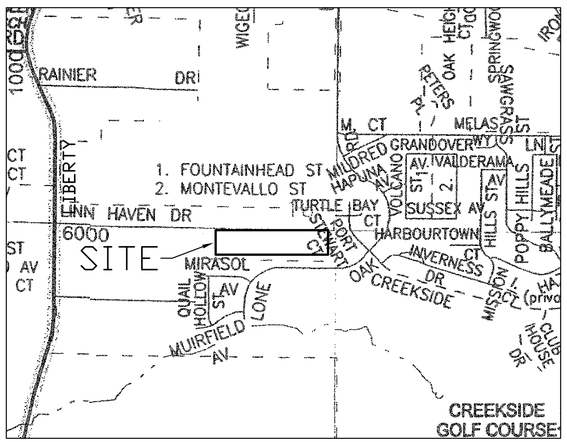
- EXISTING BLOW OFF ASSY.
- PROPOSED BLOW OFF ASSY.
- EXISTING CATCH BASIN
- PROPOSED TYPE 1 CATCH BASIN
- PROPOSED TYPE 2 CATCH BASIN
- PROPOSED TYPE 3 CATCH BASIN
- PROPOSED TYPE 4 CATCH BASIN
- PROPOSED CLEANOUT
- EXISTING CLEANOUT
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED GATE VALVE
- EXISTING GATE VALVE
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- EXISTING SEWER MANHOLE
- PROPOSED SEWERMANHOLE
- PROPOSED REDUCER/INCREASER
- EXISTING REDUCER/INCREASER
- PROPOSED STREET LIGHT
- EXISTING STREET LIGHT
- PROPOSED WATER METER
- EXISTING WATER METER
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- CENTER LINE
- EASEMENT LINE
- ELECTRICAL LINE
- GAS MAIN
- SANITARY SEWER
- STORM DRAIN
- TELEPHONE
- WATER MAIN
- FIBER OPTIC
- RIGHT OF WAY
- THRUST BLOCK

ASPHALT LEGEND

EXISTING ASPHALT
PROPOSED ASPHALT

SPECIAL INSTRUCTIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SALEM STANDARD CONSTRUCTION SPECIFICATIONS AND ANY SPECIAL PROVISIONS INCLUDED AS A PART OF THE APPROVED PLANS.
2. ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987.



VICINITY MAP

FOR APPLICATION
NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13,685
OREGON
JULY 16, 1987
GERALD P. HORNER
EXPIRES: JUNE 30, 2021

22x34 SCALE: 1"=40'
11x17 SCALE: 1"=80'

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR SALEM SUBDIVISION APPLICATION

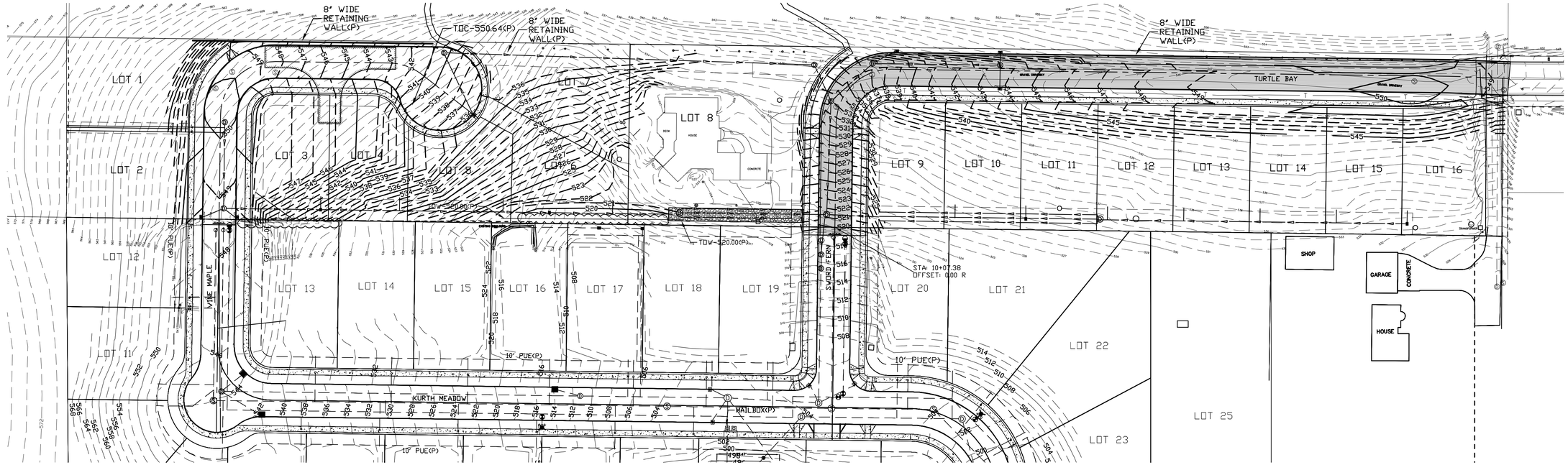
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

TITLE SHEET, VICINITY MAP, PROJECT DATA, DRAWING LIST, SYMBOLS, AND ABBREVIATIONS

QUAIL SPRING VILLAGE SUBDIVISION

430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-10-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C1
REV.	0



GRADING PLAN

SCALE: 1"=50'

GENERAL EARTHWORK SPECIFICATIONS:

1. ALL AREAS WHERE STRUCTURAL FILLS, FILL SLOPES, STRUCTURES OR ROADWAYS ARE TO BE CONSTRUCTED SHALL BE STRIPPED OF ORGANIC TOPSOIL AND CLEARED OF SURFACE AND SUBSURFACE DELETERIOUS MATERIAL, INCLUDING BUT NOT LIMITED TO VEGETATION, ROOTS, OR OTHER ORGANIC MATERIAL, UNDOCUMENTED FILL, CONSTRUCTION DEBRIS, SOFT OR UNSUITABLE SOILS AS DIRECTED BY THE GEOTECHNICAL ENGINEER OF RECORD. THESE MATERIALS SHALL BE REMOVED FROM THE SITE OR STOCKPILED IN A DESIGNATED LOCATION FOR REUSE IN LANDSCAPE AREAS IF SUITABLE FOR THAT PURPOSE. EXISTING UTILITIES AND STRUCTURES THAT ARE NOT TO BE USED AS PART OF THE PROJECT DESIGN OR BY NEIGHBORING FACILITIES, SHALL BE REMOVED OR PROPERLY ABANDONED, AND THE ASSOCIATED DEBRIS REMOVED FROM THE SITE.
2. UPON COMPLETION OF SITE STRIPPING AND CLEARING, THE EXPOSED SOIL AND/OR ROCK SHALL BE OBSERVED BY THE GEOTECHNICAL ENGINEER OF RECORD OR A DESIGNATED REPRESENTATIVE TO ASSESS THE SUBGRADE CONDITION FOR THE INTENDED OVERLYING USE. PITS, DEPRESSIONS, OR HOLES CREATED BY THE REMOVAL OF ROOT WADS, UTILITIES, STRUCTURES, OR DELETERIOUS MATERIAL SHALL BE PROPERLY CLEARED OF LOOSE MATERIAL, BENCHED AND BACKFILLED WITH FILL MATERIAL APPROVED BY THE GEOTECHNICAL ENGINEER OF RECORD COMPACTED TO THE PROJECT SPECIFICATIONS.
3. IN STRUCTURAL FILL AREAS, THE SUBGRADE SOIL SHALL BE SCARIFIED TO A DEPTH OF 4-INCHES, IF SOIL FILL IS USED, MOISTURE CONDITIONED TO WITHIN 2% OF THE MATERIALS OPTIMUM MOISTURE FOR COMPACTING, AND BLENDED WITH THE FIRST LIFT OF FILL MATERIAL. THE FILL PAVEMENT AND COMPACTION EQUIPMENT SHALL BE APPROPRIATE FOR FILL MATERIAL TYPE, REQUIRED DEGREE OF BLENDING, AND UNCOMPACTED LIFT THICKNESS. ASSUMING PROPER EQUIPMENT SELECTION, THE TOTAL UNCOMPACTED THICKNESS OF THE SCARIFIED SUBGRADE AND FIRST FILL LIFT SHALL NOT EXCEED 8-INCHES, SUBSEQUENT LIFTS OF UNCOMPACTED FILL SHALL NOT EXCEED 8-INCHES UNLESS OTHERWISE APPROVED BY THE GEOTECHNICAL ENGINEER OF RECORD. THE UNCOMPACTED LIFT THICKNESS SHALL BE ASSESSED BASED ON THE TYPE OF COMPACTION EQUIPMENT USED AND RESULTS OF INITIAL COMPACTION TESTING. FINE-GRAINED SOIL FILL IS GENERALLY MOST EFFECTIVELY COMPACTED USING A KNEADING STYLE COMPACTOR, SUCH AS A SHEEPS-FOOT ROLLER, WHERE AS GRANULAR MATERIALS ARE MORE EFFECTIVELY COMPACTED USING A SMOOTH, VIBRATORY ROLLER OR IMPACT STYLE COMPACTOR.
4. ALL STRUCTURAL SOIL FILL SHALL BE WELL BLENDED, MOISTURE CONDITIONED TO WITHIN 2% OF THE MATERIAL'S OPTIMUM MOISTURE CONTENT FOR COMPACTION AND COMPACTED TO AT LEAST 90% OF THE MATERIAL'S MAXIMUM DRY DENSITY AS DETERMINED BY ASTM METHOD D-1557, OR AN EQUIVALENT METHOD. SOIL FILL SHALL NOT CONTAIN MORE THAN 10% ROCK MATERIAL AND NO SOLID MATERIAL OVER 3-INCHES IN DIAMETER UNLESS APPROVED BY THE GEOTECHNICAL ENGINEER OF RECORD. ROCKS SHALL BE EVENLY DISTRIBUTED THROUGHOUT EACH LIFT OF FILL THAT THEY ARE CONTAINED WITHIN AND SHALL NOT BE CLUMPED TOGETHER IN SUCH A WAY THAT VOIDS CAN OCCUR.
5. ALL STRUCTURAL GRANULAR FILL SHALL BE WELL BLENDED, MOISTURE CONDITIONED AT OR UP TO 3% ABOVE OF THE MATERIAL'S OPTIMUM MOISTURE CONTENT FOR COMPACTION AND COMPACTED TO AT LEAST 95% OF THE MATERIAL'S MAXIMUM DRY DENSITY AS DETERMINED BY ASTM METHOD D-1557 OR AN EQUIVALENT METHOD. THE GRANULAR FILL SHALL NOT CONTAIN SOLID PARTICLES OVER 2-INCHES IN DIAMETER UNLESS SPECIAL DENSITY TESTING METHODS OR PROOF-ROLLING IS APPROVED BY THE GEOTECHNICAL ENGINEER OF RECORD. GRANULAR FILL IS GENERALLY CONSIDERED TO BE A CRUSHED AGGREGATE WITH A FRACTURE SURFACE OF AT LEAST 70% AND A MAXIMUM SIZE NOT EXCEEDING 1.5 INCHES IN DIAMETER, WELL-GRADED WITH LESS THAN 10%, BY WEIGHT, PASSING THE NO. 200 SIEVE.
6. STRUCTURAL FILL SHALL BE FIELD TESTED FOR COMPLIANCE WITH PROJECT SPECIFICATIONS FOR EVERY 2-FEET IN VERTICAL RISE OR 500 CUBIC YARD PLACED, WHICHEVER IS LESS. IN-PLACE FILL DENSITY TESTING SHALL BE PERFORMED BY A COMPETENT INDIVIDUAL TRAINED IN THE TESTING AND PLACEMENT OF SOIL AND AGGREGATE FILL PLACEMENT, USING EITHER ASTM METHOD D-1556/4959/4944 (SAND CONE), D-6938 (NUCLEAR DENSOMETER), OR D-2937/4959/4944 (DRIVE CYLINDER). SHOULD THE FILL MATERIALS NOT BE SUITABLE FOR TESTING BY THE ABOVE METHODS, THEN OBSERVATION OF PLACEMENT, COMPACTION AND PROOF-ROLLING WITH A LOADED 10 CUBIC YARDS DUMP TRUCK, OR EQUIVALENT GROUND PRESSURE EQUIPMENT, BY A TRAINED INDIVIDUAL MAY BE USED TO ASSESS AND DOCUMENT THE COMPLIANCE WITH STRUCTURAL FILL SPECIFICATIONS.

ROOF DRAIN LEGEND:

— - INDICATES 3" PVC SLEEVE THROUGH CURB FOR HOUSE ROOF DRAIN. ONE PER HOUSE LOTS 1, 10-19, & 20-23. ALL SLEEVES.

22x34 SCALE: 1"=40'
11x17 SCALE: 1"=80'

FOR APPLICATION

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER

EXPIRES: JUNE 30, 2021

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR SUBDIVISION APPLICATION

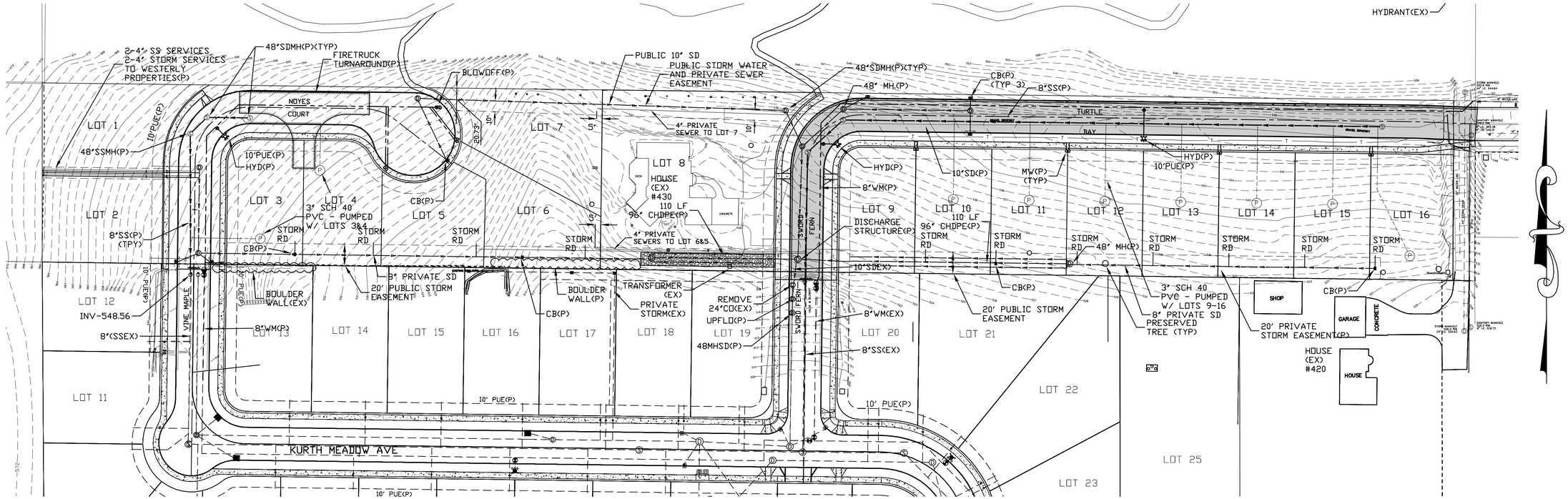
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

GRADING PLAN

QUAIL SPRING VILLAGE
SUBDIVISION

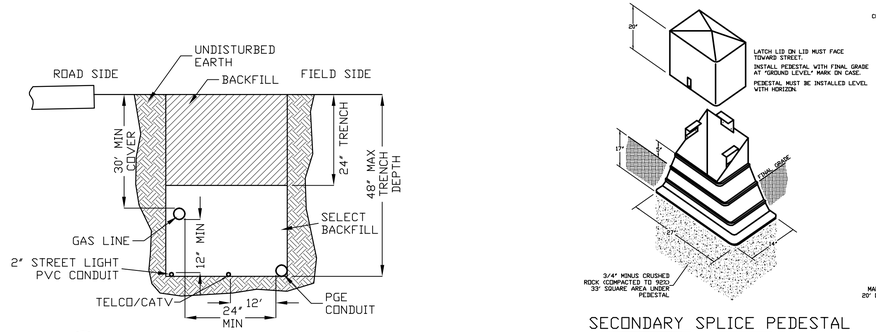
430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-10-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C2
REV.	0



UTILITY PLAN

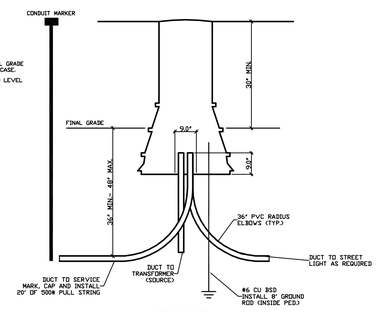
SCALE: 22x34 1"=50', 11x17 1"=100'



A / C3 JOINT USE MAINLINE TRENCH

SECONDARY SPLICE PEDESTAL

SCALE: 1" = 1'-0"



SECTION

SCALE: 1" = 1'-0"

ALL SECONDARY PEDESTALS (PF-300) TO BE INSTALLED ON PROPERTY LINES WITHIN THE UTILITY EASEMENT AND AT FINAL GRADE. ALTERNATE LOCATIONS MUST BE APPROVED BY PGE AND WILL BE NOTED ON THE SKETCH. COST FOR RELOCATIONS OR ADJUSTMENTS OF PEDESTALS WILL BE THE RESPONSIBILITY OF THE REQUESTING PARTY (BUILDER/DEVELOPER). PGE APPROVALS OF INSTALLATION WILL BE BASED ON FINAL GRADE AND LOCATION CRITERIA SET BY THE DEVELOPER OR HIS AGENT.

FOR APPLICATION

NOT FOR CONSTRUCTION

NG NORTHWEST NATURAL GAS
CL CENTURY LINK
COM COMCAST
PGE PORTLAND GENERAL ELECTRIC
L STREET LIGHT (CITY OF SALEM)

SHEET NOTES

1. CONTRACTOR SHALL INSTALL STREET CROSSINGS.
2. ALL CROSSINGS MUST BE INSPECTED BEFORE COVERING. CONTRACTOR SHALL CONTACT CITY OF SALEM FOR STREETLIGHT CROSSING AND ALL PRIVATE UTILITY COMPANIES FOR THEIR CONDUITS.

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER

EXPIRES: JUNE 30, 2021

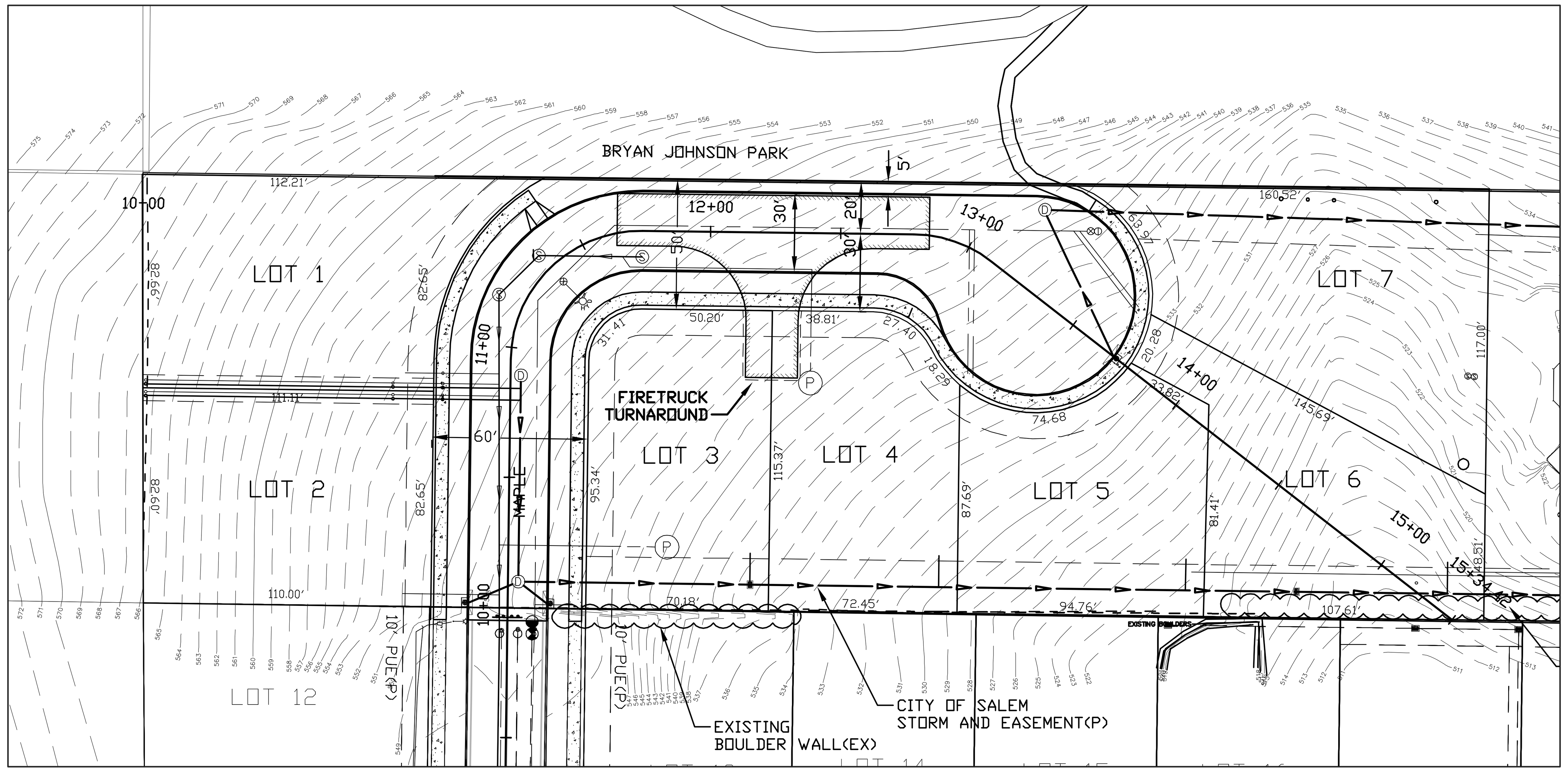
REV.	DATE	BY	DESCRIPTION
0	03-11-21	GPH	ISSUED FOR SUBDIVISION APPLICATION

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

QUAIL SPRING VILLAGE SUBDIVISION

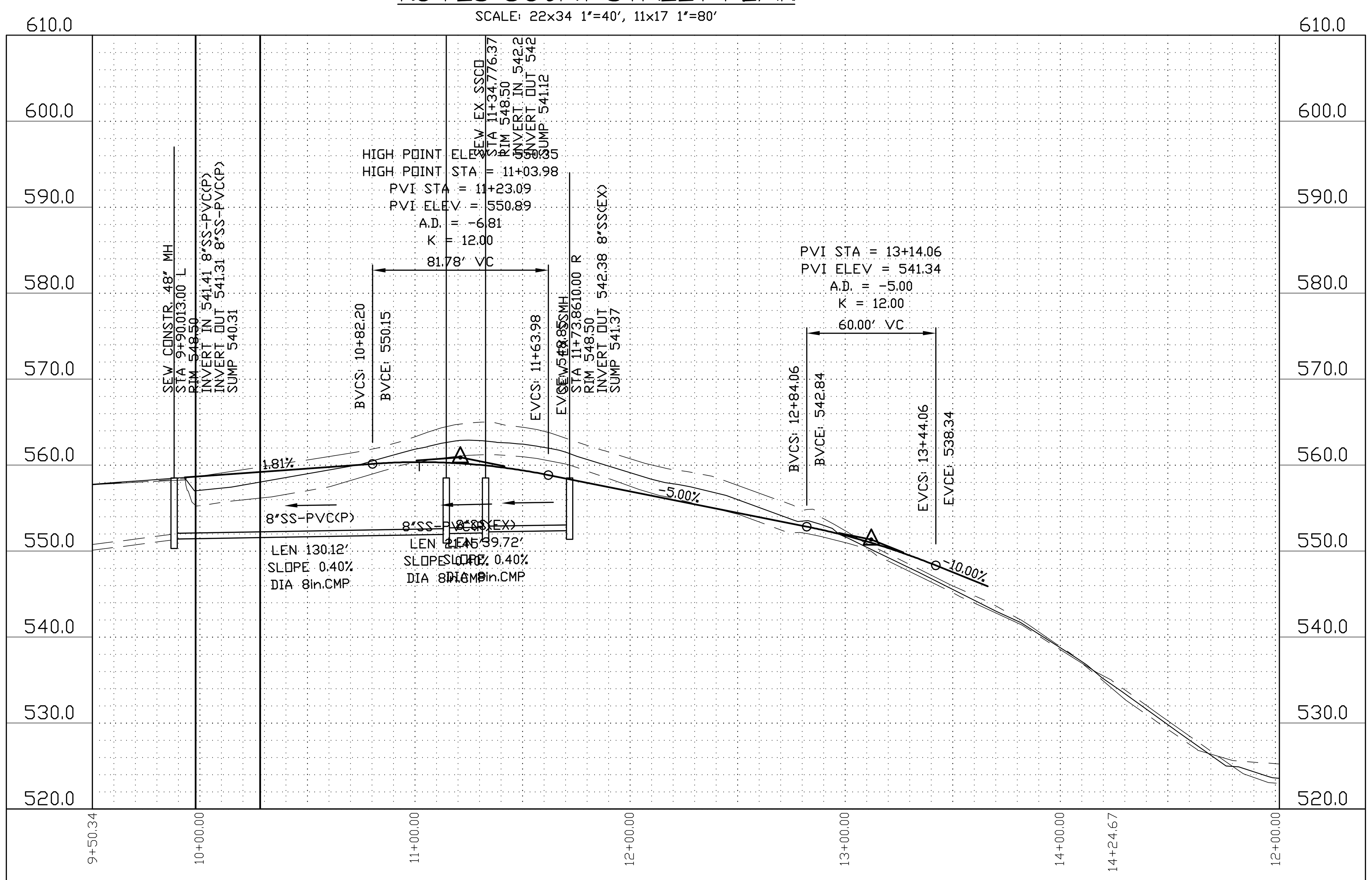
430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-11-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C3
REV.	0



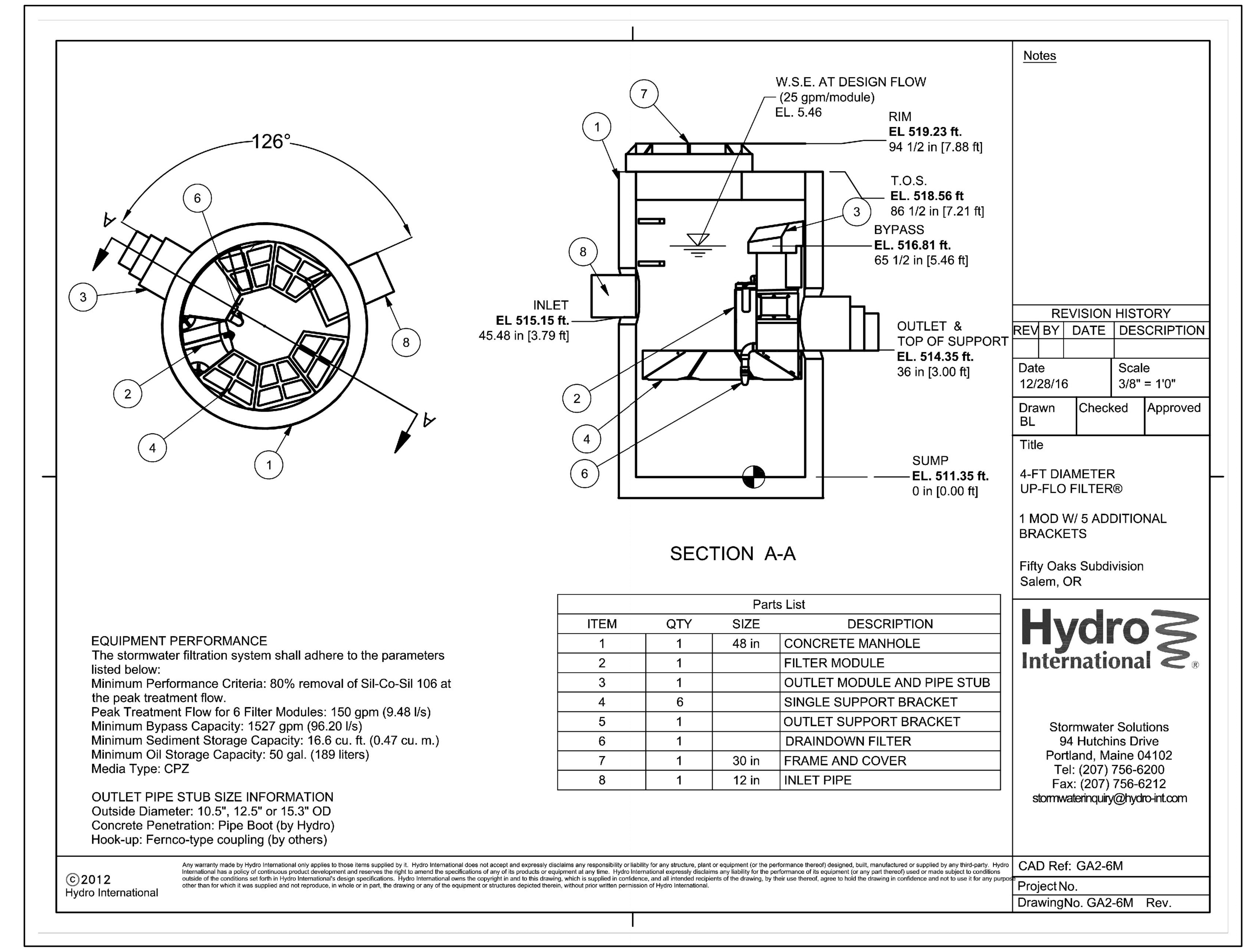
NOYES COURT STREET PLAN

SCALE: 22x34 1"=40', 11x17 1"=80'


HIGH POINT ELEV = 550.35
HIGH POINT STA = 11+03.98
PVI STA = 11+23.09
PVI ELEV = 550.89
A.D. = -6.81
K = 12.00
81.78' VC
PVI STA = 13+14.06
PVI ELEV = 541.34
A.D. = -5.00
K = 12.00
60.00' VC
SEW CONSTR. 48" MH
STA 9+90.01 3.00 L
INVERT IN 541.41 8"SS-PVC(P)
INVERT OUT 541.31 8"SS-PVC(P)
SUMP 540.31
BVCS: 10+82.20
BVCE: 550.15
EVCS: 11+63.98
BVCS: 12+84.06
BVCE: 542.84
EVCS: 13+44.06
EVCE: 538.34
1.81%
-5.00%
-10.00%
8"SS-PVC(P)
LEN 130.12'
SLOPE 0.40%
DIA 8in.CMP
610.0
600.0
590.0
580.0
570.0
560.0
550.0
540.0
530.0
520.0
9+50.34
10+00.00
11+00.00
12+00.00
13+00.00
14+00.00
14+24.67

NOYES COURT STREET PROFILE

HOR SCALE: 22x34 1"=40', 11x17 1"=80'
VER SCALE: 22x34 1"=10', 1x17 1"=20'


W.S.E. AT DESIGN FLOW (25 gpm/module) EL. 5.46
RIM EL. 519.23 ft. 94 1/2 in [7.88 ft]
T.O.S. EL. 518.56 ft 86 1/2 in [7.21 ft]
BYPASS EL. 516.81 ft. 65 1/2 in [5.46 ft]
INLET EL 515.15 ft. 45.48 in [3.79 ft]
OUTLET & TOP OF SUPPORT EL. 514.35 ft. 36 in [3.00 ft]
SUMP EL. 511.35 ft. 0 in [0.00 ft]
SECTION A-A
Parts List
ITEM QTY SIZE DESCRIPTION
1 1 48 in CONCRETE MANHOLE
2 1 FILTER MODULE
3 1 OUTLET MODULE AND PIPE STUB
4 6 SINGLE SUPPORT BRACKET
5 1 OUTLET SUPPORT BRACKET
6 1 DRAINDOWN FILTER
7 1 30 in FRAME AND COVER
8 1 12 in INLET PIPE
EQUIPMENT PERFORMANCE
The stormwater filtration system shall adhere to the parameters listed below:
Minimum Performance Criteria: 80% removal of Sil-Co-Sil 106 at the peak treatment flow.
Peak Treatment Flow for 6 Filter Modules: 150 gpm (9.48 l/s)
Minimum Bypass Capacity: 1527 gpm (96.20 l/s)
Minimum Sediment Storage Capacity: 16.6 cu. ft. (0.47 cu. m.)
Minimum Oil Storage Capacity: 50 gal. (189 liters)
Media Type: CPZ
OUTLET PIPE STUB SIZE INFORMATION
Outside Diameter: 10.5", 12.5" or 15.3" OD
Concrete Penetration: Pipe Boot (by Hydro)
Hook-up: Fernco-type coupling (by others)
©2012 Hydro International
Notes
REVISION HISTORY
Date 12/28/16
Scale 3/8" = 1'0"
Drawn BL
Title
4-FT DIAMETER UP-FLO FILTER®
1 MOD W/ 5 ADDITIONAL BRACKETS
Fifty Oaks Subdivision Salem, OR
Hydro International
Stormwater Solutions
94 Hutchins Drive
Portland, Maine 04102
Tel: (207) 756-6200
Fax: (207) 756-6212
stormwaterinquiry@hydro-int.com
CAD Ref: GA2-6M
DrawingNo. GA2-6M

SHEET NOTES:

1. PROVIDE FIVE(5) "CPZ" 0.056 CFS (25 GPM) FILTER MODULES.

FOR APPLICATION

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER 13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER
EXPIRES: JUNE 30, 2021

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR CITY OF SALEM SUBDIVISION APPLICATION

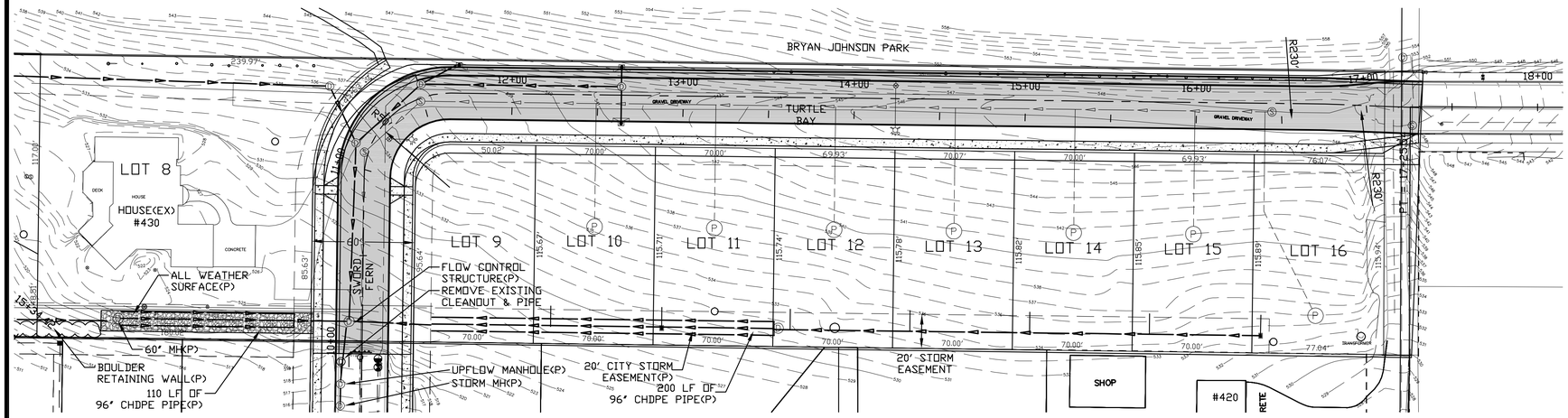
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

NOYES COURT AND VINE MAPLE STREET PLANS AND PROFILES AND UPFLOW DETAIL

QUAIL SPRING VILLAGE 15-LOT SUBDIVISION

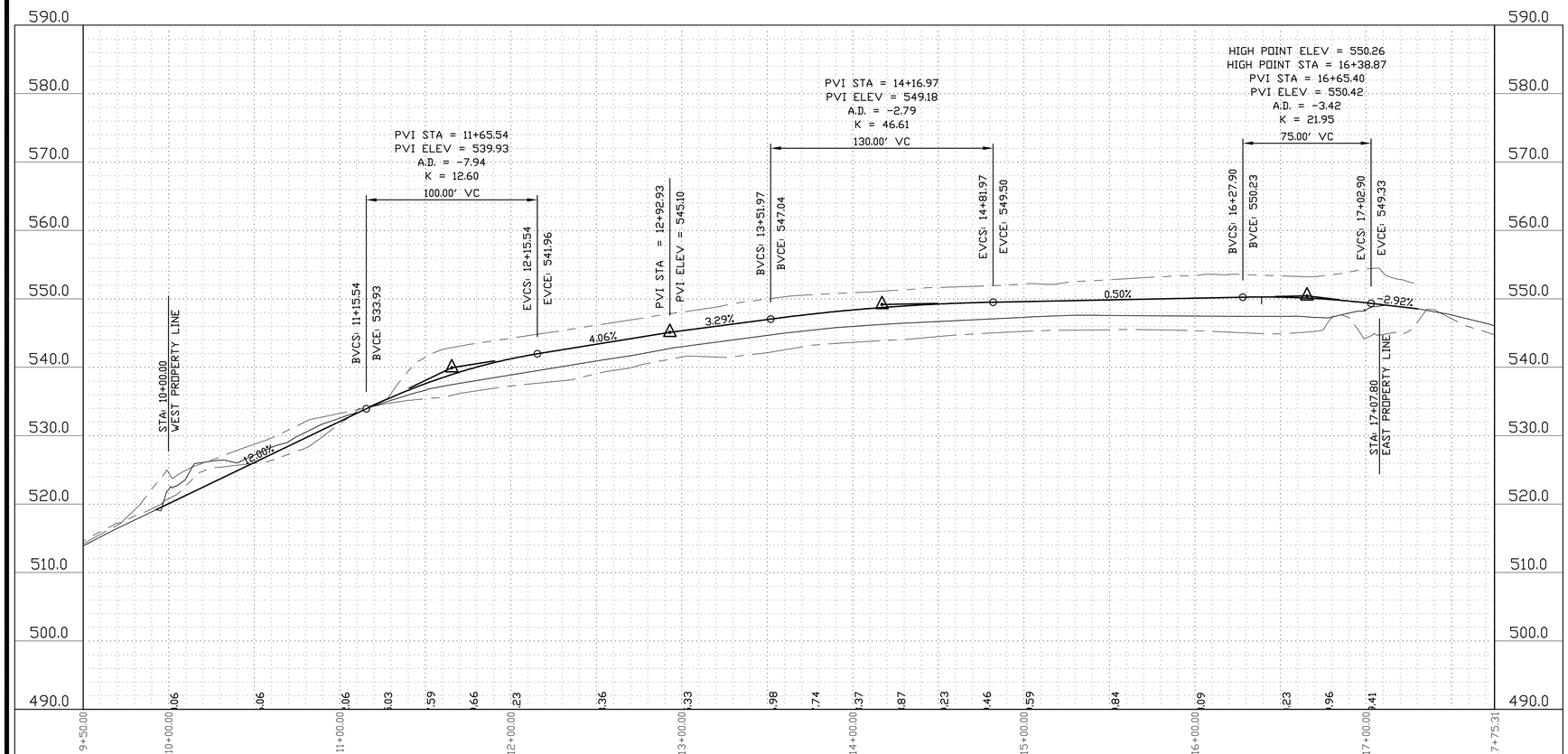
430 TURTLE BAY SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-10-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C4
REV.	0



TURTLE BAY STREET PLAN

SCALE: 22x34 1"=40', 11x17 1"=80'



TURTLE BAY STREET PROFILE

HOR SCALE: 22x34 1"=40', 11x17 1"=80'
VER SCALE: 22x34 1"=10', 1x17 1"=20'

FOR APPLICATION
NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER
EXPIRES: JUNE 30, 2021

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR CITY OF SALEM SUBDIVISION APPLICATION

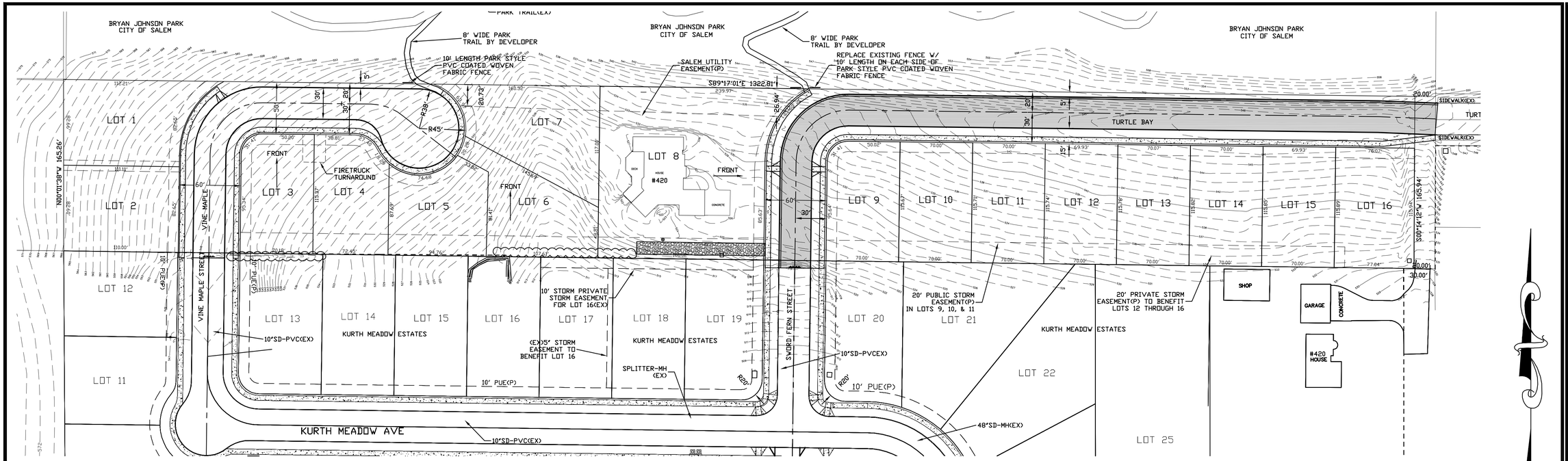
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

TURTLE BAY STREET PLAN AND PROFILE

QUAIL SPRING VILLAGE
15-LOT SUBDIVISION

430 TURTLE BAY SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	09-11-20
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C5
REV.	0



STORM WATER AREAS AND PRE-DEVELOPMENT TRAVEL TIME

SCALE: 1"=50'

SPRING QUAIL VILLAGE
PERVIOUS AND IMPERVIOUS AREAS

TOTAL SITE:	5.02 ACRES(218,881 SQUARE FEET)
EXISTING HOUSE AND APRONS:	4,700 SQUARE FEET
NEW STREETS:	27,750 SQUARE FEET
14 NEW HOUSES: 14 x 2,500 SQ. FEET	35,000 SQUARE FEET
14 NEW DRIVEWAYS: 14 x 30' x 25'	10,500 SQUARE FEET
14 NEW PATIOS: 14 x 20' x 20'	5,600 SQUARE FEET
SIDEWALKS	7,250 SQUARE FEET

TRAVEL TIME ON WEST SIDE

$\frac{564'-520'}{440'} = 10\%$

$T = \frac{0.93(300^{.6})(.30^{.6})}{(0.82^{.4})\ (0.10^{.3})} = 30$ MINUTES

I = 0.82" FOR 30 MINUTES

NORTH OFFSITE
PERVIOUS AND IMPERVIOUS AREAS

TOTAL SITE:	11.90 ACRES(518,170 SQUARE FEET)
EXISTING HOUSE AND APRONS: 261 SUMMERSIDE	3,500 SQUARE FEET
BRUSH AND GRASS:	514,670 SQUARE FEET

TRAVEL TIME ON NORTH OFFSITE

$\frac{596'-540'}{525'} = 10.7\%$

$T = \frac{0.93(300^{.6})(.30^{.6})}{(0.82^{.4})\ (0.107^{.3})} = 30$ MINUTES

I = 0.82" FOR 30 MINUTES

SPRING QUAIL VILLAGE
TREES

THERE ARE 21 EXISTING TREES TO BE SAVED AND AT LEAST TWO(2) TREES PLANTED PER LOT. THIS AMOUNTS TO A TOTAL POTENTIAL REDUCTION IN IMPERVIOUS AREA OF 1,610 SQUARE FEET OR 0.058 ACRES

14 LOTS – 14 x 2 x 20 SQUARE FEET = 560 SQUARE FEET.

21 TREES x 50 SQUARE FEET PER TREE = 1,050 SQUARE FEET

FOR APPLICATION

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER

EXPIRES: JUNE 30, 2021

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR SUBDIVISION APPLICATION

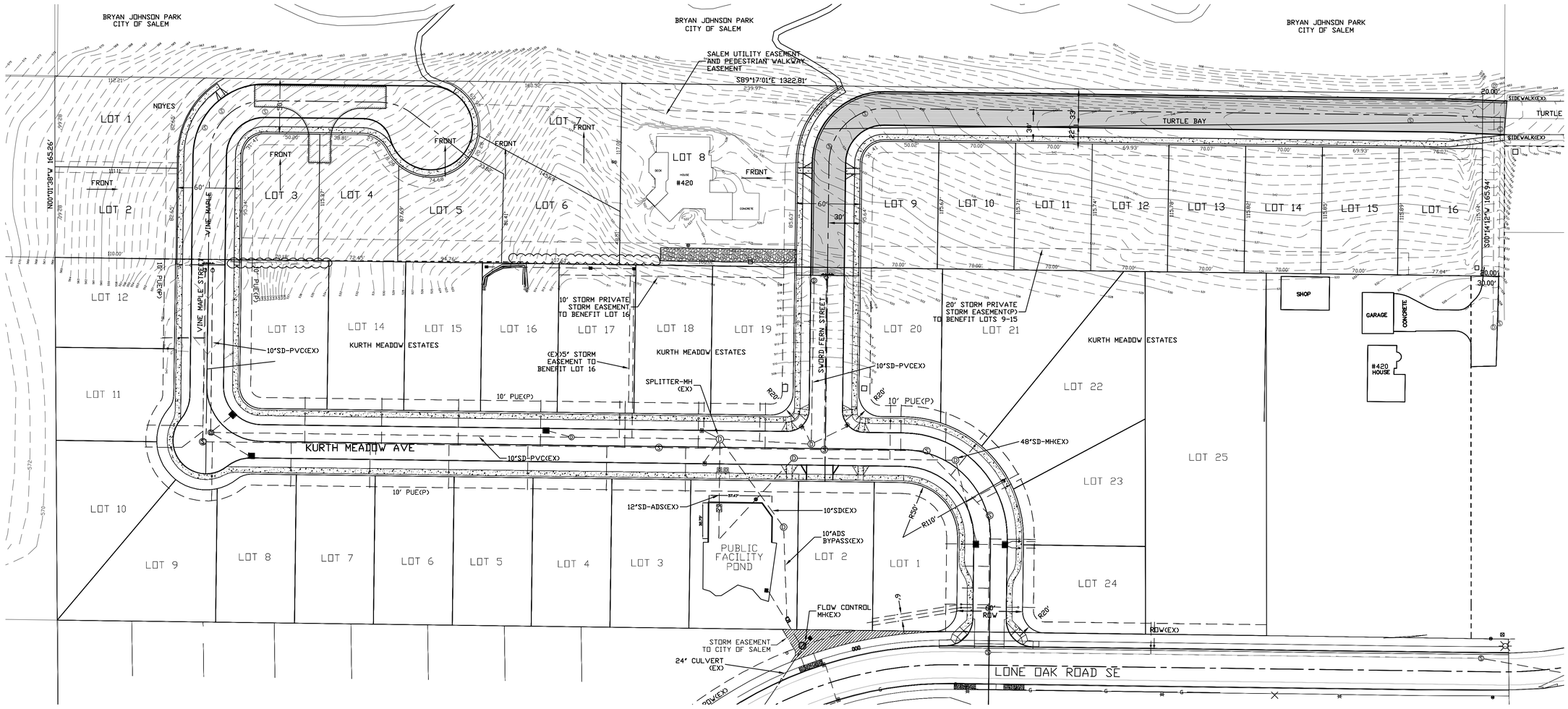
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

STORM WATER AREAS AND PRE-DEVELOPMENT TRAVEL TIME

SPRING QUAIL VILLAGE SUBDIVISION

430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-10-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C6
REV.	0



STORM WATER AREAS AND PRE-DEVELOPMENT TRAVEL TIME

SCALE: 1"=50'

SPRING QUAIL VILLAGE PERVIOUS AND IMPERVIOUS AREAS

TOTAL SITE:	5.02 ACRES(218,881 SQUARE FEET)
EXISTING HOUSE AND APRONS:	4,700 SQUARE FEET
NEW STREETS:	32,350 SQUARE FEET
14 NEW HOUSES: 14 x 2,500 SQ. FEET	35,000 SQUARE FEET
14 NEW DRIVEWAYS: 14 x 30' x 25'	10,500 SQUARE FEET
14 NEW PATIOS: 14 x 20' x 20'	5,600 SQUARE FEET
SIDEWALKS	14,000 SQUARE FEET

TRAVEL TIME ON WEST SIDE

$\frac{564'-520'}{440'} = 10\%$

$T = \frac{0.93(300^{.6})(.30^{.6})}{(0.82^{.4})(0.10^{.3})} = 30$ MINUTES

I = 0.82" FOR 30 MINUTES

NORTH OFFSITE PERVIOUS AND IMPERVIOUS AREAS

TOTAL SITE:	11.90 ACRES(518,170 SQUARE FEET)
EXISTING HOUSE AND APRONS: 261 SUMMERSIDE	3,500 SQUARE FEET
BRUSH AND GRASS:	514,670 SQUARE FEET

TRAVEL TIME ON NORTH OFFSITE

$\frac{596'-540'}{525'} = 10.7\%$

$T = \frac{0.93(300^{.6})(.30^{.6})}{(0.82^{.4})(0.107^{.3})} = 30$ MINUTES

I = 0.82" FOR 30 MINUTES

SPRING QUAIL VILLAGE TREES

THERE ARE 39 EXISTING TREES TO BE SAVED AND AT LEAST TWO(2) TREES PLANTED PER LOT. THIS AMOUNTS TO A TOTAL POTENTIAL REDUCTION IN IMPERVIOUS AREA OF 2,510 SQUARE FEET OR 0.058 ACRES

14 LOTS – 14 x 2 x 20 SQUARE FEET = 560 SQUARE FEET.

39 TREES x 50 SQUARE FEET PER TREE = 1,950 SQUARE FEET

FOR APPLICATION

NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY 16, 1987
GERALD P. HORNER
EXPIRES: JUNE 30, 2021

REV.	DATE	BY	DESCRIPTION
0	09-15-20	GPH	ISSUED FOR APPLICATION

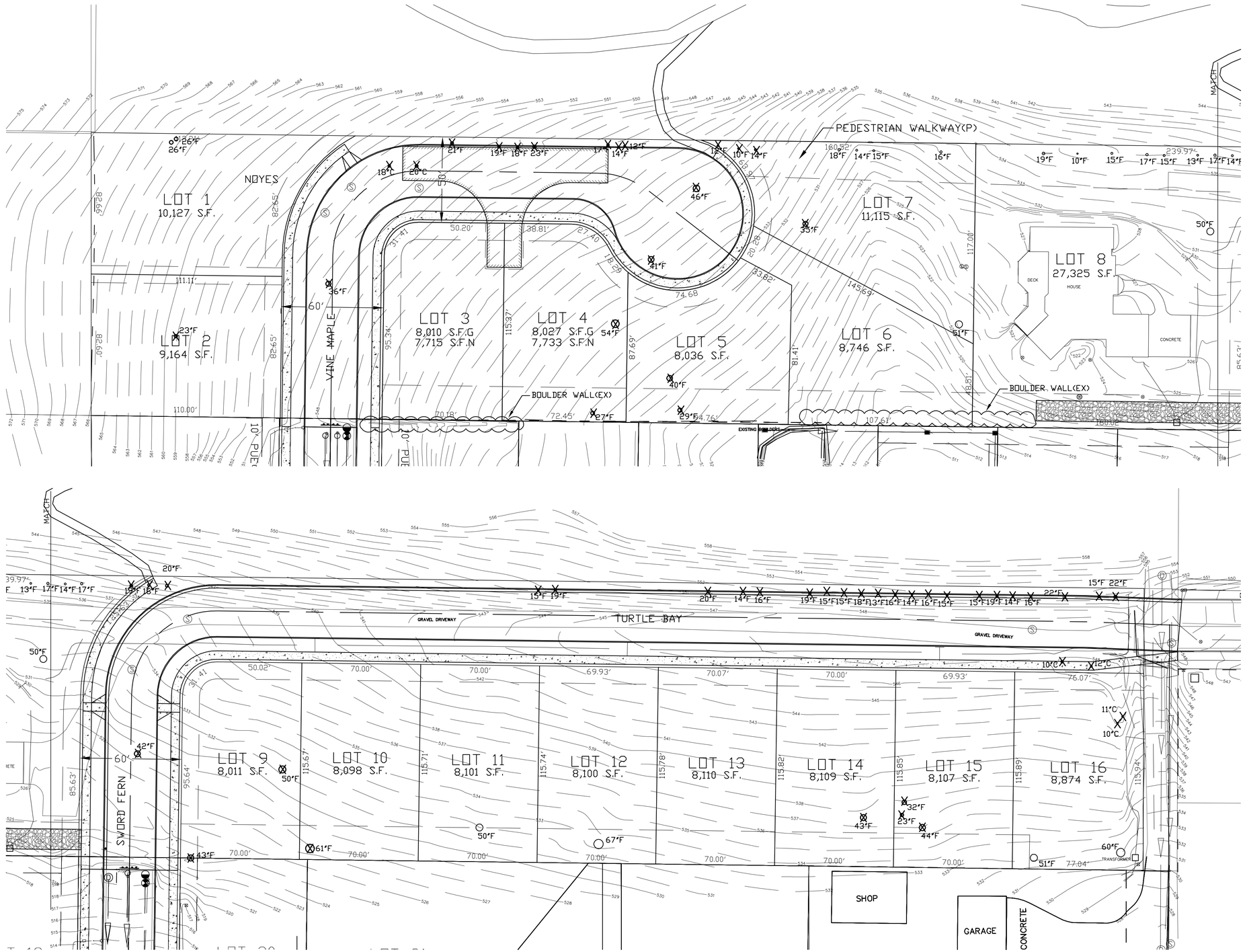
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

STORM WATER AREAS AND PRE-DEVELOPMENT TRAVEL TIME

SPRING QUAIL VILLAGE SUBDIVISION

430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	09-15-20
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	C1.0
REV.	0



OWNER/DEVELOPER

ROBERT & MARIA NOYES
430 TURTLE BAY CT SE
SALEM, OR 97306

TREE REMOVAL

TOTAL SITE TREES	– 79
SIGNIFICANT TREES	– 0
SITE TREES TO BE REMOVED	– 58
SIGNIFICANT TREES TO BE REMOVED	– 0
REMAINING TREES	– 21
PRECENT TO REMAIN	– 26.6%
PRECENT TO BE REMOVED	– 73.4%

LEGEND

C –CHERRY
F –FIR
X –INDICATES TREE TO BE REMOVED

TREE REPLANTING

THREE 1 1/2" TREES TO BE
REPLANTED ON ALL LOTS
PRIOR TO FINAL OCCUPANCY.

FOR APPLICATION
NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
13685
DIGITALLY SIGNED
OREGON
JULY16,1981
GERALD P.HORNER
EXPIRES: JUNE 30, 2021

TREE PRESERVATION PLAN

22x34 SCALE: 1"=30'
11x17 SCALE: 1"=60'

REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR SUBDIVISION APPLICATION

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

TREE PRESERVATION PLAN

QUAIL SPRING VILLAGE SUBDIVISION

430 TURTLE BAY CT SE
SALEM, OREGON 97306

DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	03-11-21
JOB NO.	2020-21
CLIENT NO.	
DRAWING NO.	T1
REV.	0

PROPOSED NOYES SUBDIVISION APPLICATION
TAX LOT 083W16DD00300, LOCATED AT 430 TURTLE BAY COURT SE
DISCUSSION ON DEVELOPMENT STANDARDS

Requirements of the SRC 205.010(d) have been considered in the preparation of this subdivision application.

1. The lot standards concerning minimum width, minimum depth, and minimum areas of the proposed lots meet City of Salem development standards.

2. Frontage requirements of the proposed lots also meet City of Salem development standards.

3. Most front and rear lot designations are obvious. However, here is a list of some lots with the front designated.

   Lot 1 – Front is to the east.
   Lot 3 – Front is to the north.
   Lot 8 – Front is to the east.

4. Existing City infrastructure has been reviewed. There will be two entrances to the subdivision. One is from Lone Oak and the 2nd is from Turtle Bay. These 2 exits for 15 lots meet the requirements of the City of Salem Fire Department.

5. The Salem water, sanitary, and storm water systems have capacity for the increased demands from the proposed residential subdivision. Sanitary sewer services however are not conventional. The subdivision has two sides (the west and the east). On the East side the proposed street extension of Vine Maple will have a sanitary sewer mainline extension. It will be limited in length due to topography. Therefore, sanitary services from some lots cannot be connected to the Westside new sanitary mainline. Following is a sanitary service list per lot.

   Lot 1 – Gravity service to new 8" mainline.
   Lot 2 – Gravity service to new 8" mainline.
   Lot 3 – Pump house sewer to new 8" mainline.
   Lot 4 – Pump house sewer to new 8" mainline.
   Lot 5 – Sanitary service will be routed through Lot 6 and 7 in a private sanitary sewer easement and connect to the new 8" sanitary sewer main constructed in Sword Fern.
   Lot 6 – Sanitary service will be routed through Lot 7 in a private sanitary sewer easement and connect to the new 8" sanitary sewer main constructed in Sword Fern.
   Lot 7 – Sanitary service will be routed through Lot 8 in a private sanitary sewer easement and connect to the new 8" sanitary sewer main constructed in Sword Fern.

Eastside- Sword Fern

Lot 7 - Gravity service to new 8" sanitary sewer.
Lot 8 - Gravity service to new 8" sanitary sewer.
Lot 9 – Pumped sewer service to new 8" sewer mainline.
Lot 10 – Pumped sewer service to new 8" sewer mainline.
Lot 11 – Pumped sewer service to new 8" sewer mainline.
Lot 12 – Pumped sewer service to new 8" sewer mainline.
Lot 13 – Pumped sewer service to new 8" sewer mainline.
Lot 14 – Pumped sewer service to new 8" sewer mainline.
Lot 15 – Pumped sewer service to new 8" sewer mainline.
Lot 16 – Pumped sewer service to new 8" sewer mainline.

For storm water detention buried pipe in Lot 8, 9, 10, and 11 is proposed. For water quality, an Up-Flo filter module system is proposed.

6. A geological and geotechnical investigation is being prepared and the requirements will be followed in the design and construction of the subdivision. There are no special setbacks or flood plain.

7. The land to the north is a City of Salem Park and vehicle access to this park is not required. Access to the west is desired, but real earth existing grades make meeting Salem street standards impossible. Exhibits "A" and "B" for potential westerly streets indicate that constructing a westerly street to connect to Summerview cannot be accomplished with the current City of Salem street standards. Therefore, this subdivision is presented without a street connection to the west.

   Another consideration for the westerly street connection is that there an existing house at the south end of Summerview Street SE dead end. This house address is 261 Linn Haven Dr SE. This house has an approximate construction value of $500,000. To construct Summerview through to connect at Dunbar Ave SE would require this house to be demolished. This would add approximately $500,000 to the investment evaluation for a developer to construct a development with a through street. Residential Streets are constructed by developers with their proposed development. The sale of land and onsite structures become part of the investment costs. The $500,000 throwaway expense for this Linn Haven house make a development and the Summerview street extension financially impossible. Without public money, a through street between the two Summerview dead ends will never happen. Therefore, this is another reason to not construct a westerly connection street. See Exhibit "C".

8. A pre-application meeting has been held with City of Salem Staff. All indications were that the proposed subdivision can be served by City of Salem infrastructure.

9. Generally speaking, the street system within the tentative subdivision and adjacent streets conform to the City of Salem Transportation System.

   a. Standard 6.4.1 – the tentative subdivision new streets are connecting to Turtle Bay, Vine Maple, and Sword Fern Streets and the proposed future street extension provide development to the undeveloped neighboring properties. This standard is met.

b. Standard 6.4.2 - the street arrangement follows the natural contours of the property. This standard is met.

c. Standard 6.4.3 - each street has access to an accepted city street. This standard is met.

d. Standard 6.4.4 - the street centerline spacings exceed 200'. This standard is met.

e. Standard 6.4.5 – all street intersections meet Salem Public Works street intersection standards. This standard is met.

f. Standard 6.4.6 – all street corners have a radius of 25' or more. This standard is met.

g. Standard 6.4.7 – all street curvatures exceed a minimum radius of 150'. This standard is met.

h. Standard 6.4.8 – street dead ends and cul-de-sac lengths. This cul-de-sac length is 228' from Vine Maple to the cul-de-sac center. This length does not exceed the maximum allowed. This standard is met.

i. Standard 6.4.9 and 10 - street names match existing names. This standard is met.

j. Street Right of Way Width – standard right of way width is 60. The east to west width of Turtle Bay has been reduced to 50' in this subdivision application.

1. The Salem Development Code Sec. 803.040.b - Boundary streets and three quarter street improvements - three-quarter street improvement. If construction of a half-street improvement is insufficient to provide for a minimum of one 12-foot-wide travel lane in each direction or proper street grade, dedication of right-of-way for, and construction or improvement of, a three-quarter street improvement may be required.

This boundary street and ¾ street improvement applies typically to areas where both sides of the street will be developed. However, this development has a city park along the north side. The park will not be developed. With typical development, Turtle Bay would be a three quarter street improvement which would be 45' of dedicated Right of Way with a 27' paved section, curb, and 5' sidewalk along the south side. The north side would be undeveloped until the north side of the street would be developed. Since, the park is existing, the north development will not happen. Therefore, we are proposing as an adjustment a 50' wide Right of Way with the city desired 8.5' wide landscape strip for tree canopy. The street section would be 30' wide with curb and gutters on both sides.

A 5' wide sidewalk 1' off the south Right of Way would be constructed. There would be no sidewalks on the north side paralleling Bryan Johnson Park.

All private trees in the street Right of Way would be removed. This would provide more light and space for the park trees.

Connectivity between the west lots and the east lots.

We also propose constructing pathways from the development sidewalks to the existing park pathways. The developer would construct these pathways at his own cost. This would meet pedestrian connectivity requirements between the east side and west side.

k. Salem connecting street requirements indicate that lot spacing is to be a maximum of 600' spacing between right of way lines. This is accomplished on the proposed development, except for extending Turtle Bay to the west. The length between intersections is 720 feet. The property to the north is a park and the property to the south is developed residential properties. A convenient location for an intersection is not available. Therefore, an exception to this standard is requested.

10. Several meetings have been held with City of Salem Staff. All indications are the tentative subdivision plan will provide safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

11. The streets and sidewalks on the tentative subdivision plan connect to the existing sidewalks and streets to the south and east. These connections and the existing system provide safe and convenient bicycle and pedestrian access to existing residential areas and transit stops.

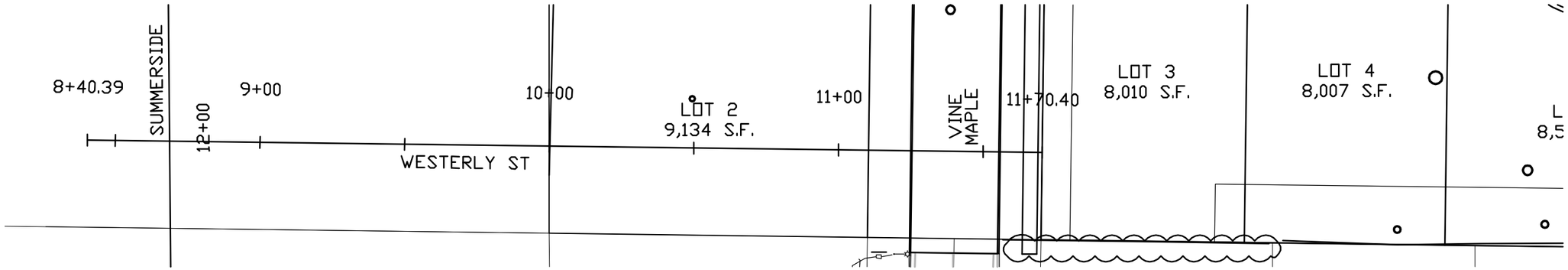
12. The tentative subdivision has taken into account the existing vegetation and topography to minimize variances. The street grades have been designed to not exceed 12%. The subdivision has been designed to retain the maximum amount of trees, while still providing a practical residential subdivision.

13. The site is a hilly terrain with grades up to 17%. This will require cuts and fills for the street and building lots. Salem Standards also have minimum street slope requirements at the ADA crossings. To accommodate these additional cuts and fills are required. However, every effort has been made in the tentative plan to incur the least disruption of the site, topography, and vegetation, while developing a residential subdivision.

14. An Urban Growth Preliminary Declaration is not required.

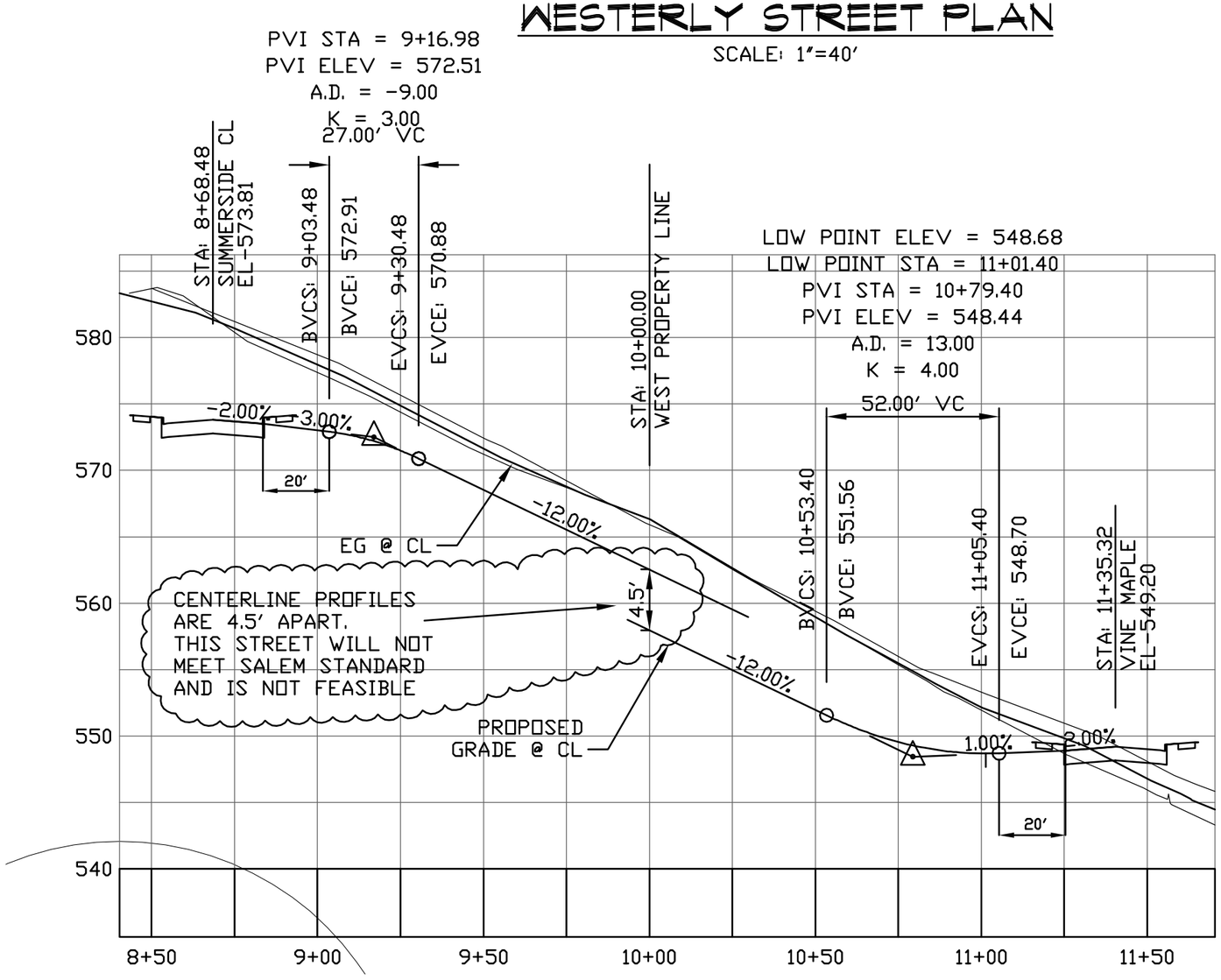
15. There are no Significant white oak trees 24" in diameter and larger. The Tree Preservation Plan indicates that the retained trees will be 27.8% of the original existing trees.

EXHIBIT "A"



WESTERLY STREET PLAN

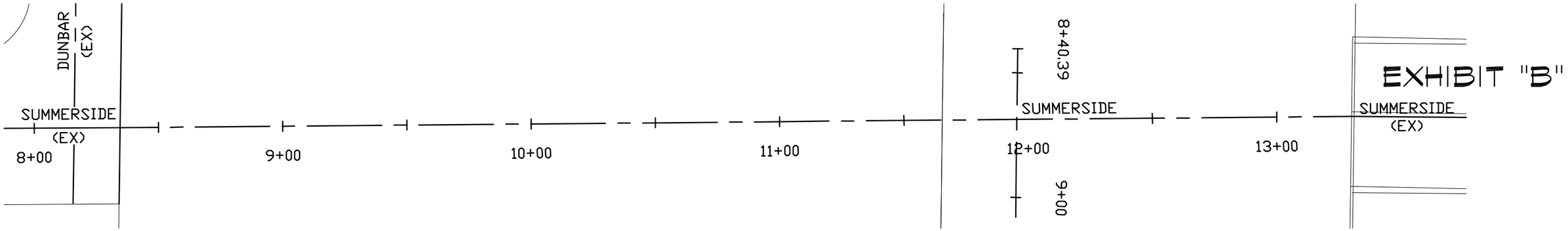
SCALE: 1"=40'



WESTERLY STREET PROFILE

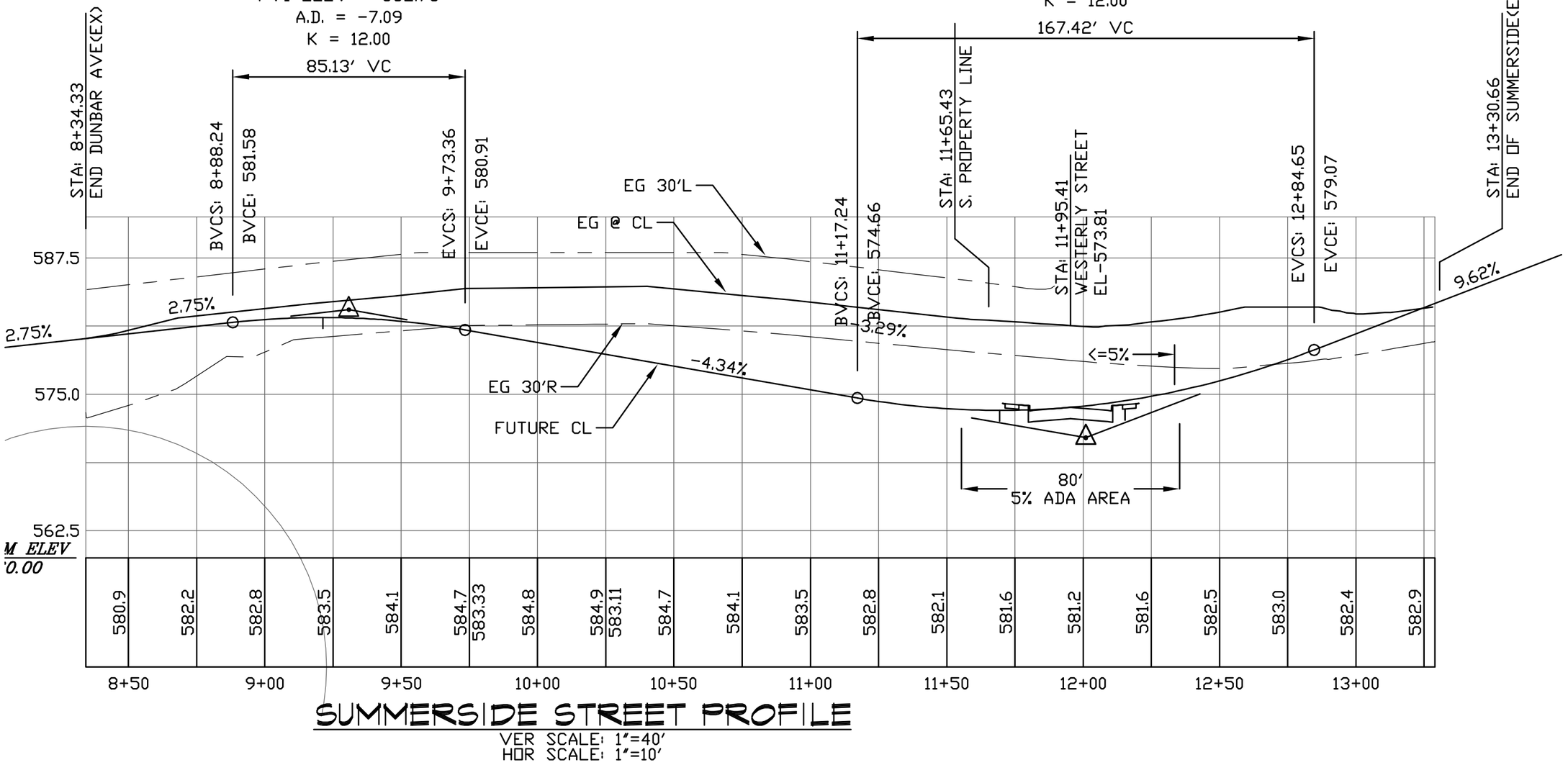
VER SCALE: 1"=40'
HOR SCALE: 1"=10'

EXHIBIT "B"



SUMMERSIDE STREET PLAN

SCALE: 1"=40'



SUMMERSIDE STREET PROFILE

VER SCALE: 1"=40'
HOR SCALE: 1"=10'

REFERENCE ONLY

EXHIBIT "C"

$500K HOUSE (EX)

WESTERLY STREET EXTENSION THAT DOES MEET SALEM STANDARDS

MOUNTAIN VISTA AV SE
MILDRED LN SE
LINN HAVEN DR SE
MIRASOL AV SE
ROLLETTI DR SE
SUMMERSIDE ST SE
LONE OAK RD SE
CREEKSIDE DR SE
STEWART ST SE
PORTLAND AV SE

2168 CS-EARTH
2169 CS-EARTH

Legend

Historic Districts
Parcel

Manhole
UnitType
Cleanout
FC Cleanout
Manhole
FC Manhole
WQ Manhole
WQ Tree
WQ Vault
Wier

Main - Active
UnitType
Main
Perforated Pipe
Piped Creek
Piped Detention

UnitType
Ditch
Storage Basin
City Outline
UGB
Creek

N

150 75 0 150 300 450 600
Feet

1 inch = 150 feet

SALEM•KEIZER PUBLIC SCHOOLS

DAVID FRIDENMAKER, Manager
Facility Rental, Planning, Property Services
3630 State Street, Bldg. C ● Salem, Oregon 97301-5316
503-399-3335 ● FAX: 503-375-7847

Christy Perry, Superintendent

April 13, 2021

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

RE: Land Use Activity Case No. SUB21-03, 430 Turtle Bay Ct SE

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

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

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

School Name	School Type	Grades Served
Sumpter	Elementary	K thru 5
Crossler	Middle	6 thru 8
Sprague	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

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

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Sumpter	Elementary	507	495	102%
Crossler	Middle	851	969	88%
Sprague	High	1,767	1,940	91%

Table 2

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

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

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	16	SF	0.194	3
Middle	16	SF	0.101	2
High	16	SF	0.143	2

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

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

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll. /Cap. Ratio
Sumpter	Elem.	507	18	3	21	495	107%
Crossler	Mid.	851	16	2	18	969	90%
Sprague	High	1,767	32	2	34	1,940	93%

Table 4

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

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

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

School Name	School Type	Walk Zone or Eligible for School Transportation
Sumpter	Elementary	Eligible for School Transportation
Crossler	Middle	Walk Zone
Sprague	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	3	$60,840	$182,520
Middle	2	$72,735	$145,470
High	2	$84,630	$169,260
TOTAL			$497,250

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2020 Second Quarter.

Sincerely,

David Fridenmaker

David Fridenmaker, Manager
Planning and Property Services

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

CITY OF Salem AT YOUR SERVICE

MEMO

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.

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. 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.

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cc: File