

# NOTICE OF DECISION

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



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

## DECISION OF THE PLANNING ADMINISTRATOR

**SUBDIVISION CASE NO.:** SUB21-03

**APPLICATION NO.:** 20-119160-LD

**NOTICE OF DECISION DATE:** May 20, 2021

**REQUEST:** 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 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).

**APPLICANT:** Gerald Horner, Willamette Engineering Inc., on behalf of Robert and Maria Noyes

**LOCATION:** 430 Turtle Bay Court SE, Salem OR 97306

**CRITERIA:** Salem Revised Code (SRC) Chapter 205.010(d) – Subdivision Tentative Plan

**FINDINGS:** The findings are in the attached Decision dated May 20, 2021.

**DECISION:** The **Planning Administrator APPROVED** Subdivision SUB21-03 subject to the following conditions of approval:

- Condition 1:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 2:** Change the physical street address for the existing residence on lot 8.
- Condition 3:** Construct stormwater flow control and treatment facilities pursuant to Salem Revised Code Chapter 71 and PWDS.
- Condition 4:** Provide easements on the final plat pursuant to the widths and alignments specified in PWDS.
- Condition 5:** 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.

**Condition 6:** Construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern) 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.

The rights granted by the attached decision must be exercised, or an extension granted, by June 5, 2023, or this approval shall be null and void.

Application Deemed Complete:	<u>March 29, 2021</u>
Notice of Decision Mailing Date:	<u>May 20, 2021</u>
Decision Effective Date:	<u>June 5, 2021</u>
State Mandate Date:	<u>July 27, 2021</u>

Case Manager: Aaron Panko, Planner III, [APanko@cityofsalem.net](mailto:APanko@cityofsalem.net), 503-540-2356

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m., Friday, June 4, 2021. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter 205. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. After the hearing, the Salem Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

**BEFORE THE PLANNING ADMINISTRATOR  
OF THE CITY OF SALEM  
(SUBDIVISION PLAT NO. 21-03)**

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

**IN THE MATTER OF THE  
TENTATIVE APPROVAL OF  
SUBDIVISION PLAT NO. 21-03;  
430 TURTLE BAY COURT SE**

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**FINDINGS AND ORDER**

**MAY 20, 2021**

**REQUEST**

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 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).

**DECISION**

The tentative subdivision 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:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 2:** Change the physical street address for the existing residence on lot 8.
- Condition 3:** Construct stormwater flow control and treatment facilities pursuant to Salem Revised Code Chapter 71 and PWDS.
- Condition 4:** Provide easements on the final plat pursuant to the widths and alignments specified in PWDS.
- Condition 5:** 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.
- Condition 6:** Construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern) 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.

## **PROCEDURAL FINDINGS**

1. On December 16, 2020, an application for a Tentative Subdivision Plan was filed proposing to divide a 19.89-acre property at 430 Turtle Bay Court SE (Attachment B) into 16 lots.
2. After the applicant submitted additional required information, the application was deemed complete for processing on March 29, 2021. Public notice and request for comments was mailed pursuant to the requirements of Salem Revised Code on March 29, 2021.
3. The state-mandated local decision deadline is July 27, 2021.

## **SUBSTANTIVE FINDINGS**

### **1. Proposal**

The tentative plan proposes to divide the property into 16 lots, ranging in size 8,010 to 27,325 square feet (Attachment B). There is an existing home on the subject property that will remain, this home will be located on proposed lot 8.

### **2. Existing Conditions**

#### Site and Vicinity

The subject property consists of one rectangular tax lot extending approximately 1,300 feet eastward from the connection with Lone Oak Road frontage. Bryan Johnston Park, classified as a Neighborhood Park, abuts the subject property to the north. To the south and east of the subject property have been previously subdivided and are developed with existing single-family dwellings. Adjacent to the west is property that is approximately one acre in size that is developed with a single-family dwelling; this property is large enough that it may be further divided in the future.

Overall elevation changes on the site ranges from approximately 569 feet above sea level at the western end of the site downward to the east toward the middle of the property to a low point of approximately 514 feet. The property also slopes downward from the northeast end of the site at approximately 553 feet above sea level, downwards to the south and toward the middle of the property. Environmental resource and natural hazard maps show no areas of wetlands, or floodplains on the subject property. Mapped landslide hazards are present on the property.

#### Salem Area Comprehensive Plan (SACP) Designation

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



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

North:	Developing Residential
South:	Developing Residential
East:	Developing Residential
West:	Developing Residential

#### Zoning and Surrounding Land Use

The subject property is zoned RA (Residential Agriculture) and is currently occupied by a single-family residence. The surrounding properties are zoned and used as follows:

North:	RA (Residential Agriculture); Bryan Johnston Park
South:	RS (Single Family Residential); Kurth Meadows Estates Subdivision, single family dwellings
East:	Across public alley; RS (Single Family Residential); Golf Club Estates at Creekside Phase 9 (Planned unit development/subdivision), single family dwellings
West:	RA (Residential Agriculture); single family dwelling

#### Relationship to Urban Service Area

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

#### Infrastructure

<i>Water:</i>	The subject property is located within the S-3 water service level. A 20-inch water main is located in the unimproved right-of-way for Lone Oak Road SE. A 16-inch water main is located in Turtle Bay Court SE and 8-inch water mains are located in Sword Fern Street SE and Vine Maple Street SE.
<i>Sewer:</i>	8-inch sanitary sewer mains are located in the unimproved right-of-way for Lone Oak Road SE, Sword Fern Street SE, and Vine Maple Street SE.
<i>Storm Drainage:</i>	A proposed 24-inch stormwater main is located in the unimproved right-of-way for Lone Oak Road SE. 10-inch stormwater mains are located in Sword Fern Street SE and Vine Maple Street SE.
<i>Streets:</i>	Turtle Bay Court SE – This street is designated as a local street in the Salem Transportation System Plan (TSP). The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way. This street has an approximate 30-foot improvement within a 50-foot-wide right-of-way.

Sword Fern Street SE – 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. This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Vine Maple Street SE – 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. This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

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

### 3. Land Use History

There are no previous land use actions identified for the subject property.

### 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 comments are included as Attachment D.

**Fire Department** - The Salem Fire Department has reviewed the proposal and submitted comments indicating no concerns.

**Building and Safety Division** - The Salem Building and Safety Division submitted comments indicating no concerns.

**Portland General Electric (PGE)** reviewed the proposal and indicated that the planned 10' public utility easement (PUE) throughout the proposed development appears adequate for PGE service.

**Salem-Keizer Public Schools** reviewed the proposal and provided comments on the impact of the proposed land use change on the Salem-Keizer School District. Their comments are included as Attachment E.

### 5. Neighborhood Association Comments and Public Comments

The subject property is located within the boundaries of the South Gateway Neighborhood Association (SGNA).

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On September 16, 2020,

the applicant's representative contacted SGNA to provide details about the proposal, satisfying the requirements for neighborhood association contact.

#### Neighborhood Association Comment

After the application was deemed complete for processing, the City provided a notice of filing and request for comments to SGNA pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this staff report, no comments have been received from SGNA.

#### Public Comment

Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. Posted notice signs for the tentative subdivision was placed at each street frontage of the subject property and remained in place throughout the comment period as required by SRC 300.520(b)(2).

Eight public comments were received during the comment period, one comment is supportive of the proposal to provide pathways connecting existing neighborhoods to Bryan Johnston Park, and seven of the comments indicated objections to the proposal. A summary of the concerns raised, followed by a staff response is included below.

1. Concerns were raised regarding the loss of wildlife habitat, removal of 58 of the existing trees from the subject property, lot size, and loss of quality of life. Concerns were also raised regarding impacts of dust during construction.

**Staff Response:** The City does not require applicants to provide an Environmental Impact Statement to document impacts on wildlife with tentative subdivision applications. The City's tree preservation standards require that a minimum of 25 percent of existing trees with a diameter at breast height (dbh) of 10 inches or more are preserved, and provides for further protection of significant trees (Oregon White Oaks 24 inches dbh or greater in diameter) and trees and vegetation within riparian corridors. The applicant is proposing to retain 21 of the 79 existing trees on site, approximately 27 percent of the total trees. There are no riparian trees or vegetation, or significant trees located on the subject property.

Loss of quality of life is not a criterion under the Salem Revised Code for granting or denying a tentative subdivision approval. The single-family lots proposed within the partition range from approximately 8,010 square feet to 27,325 square feet, which exceeds the minimum lot size requirement of 4,000 square feet. Their size and layout are consistent with the pattern of the surrounding neighborhood, which has predominantly been developed with single family residences.

Dust abatement is a requirement for construction and is reviewed and enforced with grading and erosion control permits.

2. Concerns were raised regarding potential stormwater impacts from developing this property on the adjacent subdivision to the south which is at a lower elevation.

**Staff Response:** The applicant is required to demonstrate that the proposed subdivision can be designed to accommodate stormwater runoff from future impervious surfaces on all proposed lots and for the new internal streets. SRC Chapter 71 requires that post-development flow quantities do not exceed pre-development flows; therefore, the proposed development should not result in additional stormwater impacts on surrounding properties.

3. Objections were raised regarding the proposed foot path connections between sidewalks on the east and west ends of the proposed subdivision and Bryan Johnston Park. Requests for pathways to be removed, or construction of fencing with locking gates.

**Staff Response:** Bryan Johnston Park is classified in the Comprehensive Parks System Master Plan as a Neighborhood Park (CPSMP), 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. Generally, only a very small minority of park users 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 and are available for public use.

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.

Additionally, the approval criteria for a subdivision requires that the development "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 purpose of this criterion, neighborhood

activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers” (SRC 205.010(d)(6)).

Access to neighborhood parks from nearby residential areas is a long-standing City goal as detailed in the Salem Area Comprehensive Plan, the Parks Master Plan, the Transportation System Plan and the development code. The applicant’s proposal, as conditioned in this decision, complies with those plans and codes.

4. Objections to reduced street width and emergency vehicle access.

**Staff Response:** Turtle Bay Court SE is authorized as a 50-foot-wide right-of-way abutting Bryan Johnston Park to the north. This alternative street standard is authorized because sidewalks are not needed along the north portion of the street abutting the park, therefore the extra portion of right-of-way is not needed. The width of the street improvement will meet the 30-foot minimum standard for a local street and will provide adequate width for two-way traffic, on-street parking and emergency vehicle access. The Fire Department has reviewed the proposal and finds that the proposed streets will comply with all applicable access requirements, Turtle Bay will be extended and become a through street, and the cul-de-sac on Vine Maple will provide a turnaround meeting the emergency vehicle access standards.

Homeowners Association

The subject property is not located within a Homeowners Association.

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

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.

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

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

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

SRC Chapter 511 (Single Family Residential): The proposed subdivision would divide the 4.96-acre property into 16 lots and street rights-of-way with no remainder. The subject property is currently zoned RA (Residential Agriculture). Pursuant to SRC 265.015(a)(2), the automatic conversion of property zoned RA (Residential Agriculture) to RS (Single Family Residential) will occur on the date of the recording of the final subdivision plat.

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
Street Frontage	40 feet

Proposed lots in the subdivision range from approximately 8,010 square feet to 27,325 square feet. The 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 adjacent to a local street (minimum 20 feet when adjacent to a street designated 'Collector', 'Arterial', or 'Parkway')
- Minimum 20 feet for garages

Rear Yards:

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

Interior Side Yards:

- Minimum 5 feet

The subject property is mostly undeveloped but does contain an existing single-family dwelling near the center. The existing home will remain with the subdivision and will be part of proposed Lot 8 and will comply with all setback requirements when the subdivision plat is recorded.

Setbacks for future development on the proposed lots will be evaluated at the time of building permit.

The proposal meets the requirements of SRC Chapter 511.

SRC Chapter 800 (General Development Standards):

*SRC 800.015(a) (Buildings to be on a Lot):* Pursuant to SRC 800.015(a), every building or structure shall be entirely located on a lot. The subject property is primarily undeveloped but does contain an existing single-family residence. The dwelling will be entirely located on proposed Lot 8, in compliance with SRC 800.015(a).

*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. The tentative plan does not propose double frontage lots or flag lots. Proposed lots 3 and 9 are corner lots which meet the minimum depth and width for each frontage in either orientation. For a corner lot, the front lot line shall be the property line abutting a street designated by the building permit applicant. The proposal conforms to the requirements of SRC Chapter 800.

**(B) City Infrastructure Standards.**

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

SRC Chapter 71 (Stormwater): The proposed partition is subject to the stormwater requirements of SRC Chapter 71 and the revised Public Works Design Standards (PWDS) 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 lots.

Public Works staff has reviewed the tentative stormwater design. 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. As conditioned, the proposal meets the requirements of SRC Chapter 71.

SRC Chapter 200 (Urban Growth Management): The subject property is located outside 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 proposal meets the requirements of SRC Chapter 200.

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that water and sewer infrastructure will be available to 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 May 19, 2021 (Attachment D).

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

*SRC 803.015 (Traffic Impact Analysis)*: 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 which are designated as local streets. Therefore, a TIA is not required for the proposed tentative subdivision.

*SRC 803.020 (Public and Private Streets)*: The applicant proposes for all internal streets within the subdivision to be public streets, including an extension of Vine Maple Street SE into a cul-de-sac and the extension of Turtle Bay Court SE to Sword Fern Street SE.

*SRC 803.025 (Right-of-Way and Pavement Widths)*: The north/south portion of the proposed extension for 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. 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).

*SRC 803.030 (Street Spacing)*: The subject property consists of one tax lot which abuts a developed city park (Bryan Johnston Park) to the north, a previously approved subdivision (Kurth Meadows Subdivision) to the south, RA zoned property to the west and a previously approved subdivision (Golf Club Estates at Creekside Phase 9) to the east.

Street connections through Bryan Johnston to the north are not warranted per SRC 803.035(a)(2). Street connections to abutting subdivisions to the south and east are provided consistent with the standards for connectivity in SRC Chapter 803. Due to topography constraints, a street connection to the west cannot be made, street grades would need to be at least 13-14 percent, and may approach up to 19 percent, exceeding the maximum 12 percent standard for local streets.

*SRC 803.035 (Street Standards)*: The proposed alignment of streets within the subdivision does not result in street spacing in excess of the maximum lengths established in subsection (a). Subsection (a) requires streets within the subdivision to provide connectivity to existing streets and undeveloped properties within the vicinity of the subject property. Street connections through Bryan Johnston to the north are not warranted per SRC 803.035(a)(2). Street connections to abutting subdivisions to the south and east are provided consistent with the standards for connectivity in SRC



Chapter 803. Due to topography constraints, a street connection to the west cannot be made. The proposed internal streets provide several points of connection to existing boundary streets and the surrounding street network.

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

As conditioned, the proposal conforms to applicable street standards.

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

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).

SRC Chapter 255 (Street Naming, Addressing and Vacation of Public Property): The existing dwelling on the subject property is currently addressed 430 Turtle Bay Ct SE. After the subdivision is platted, the dwelling will no longer be located on Turtle Bay Court SE; therefore, the address of the existing dwelling shall be changed pursuant to addressing standards in SRC Chapter 255.

**Condition 2:** Change the physical street address for the existing residence on lot 8.

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. There are no significant trees identified on the subject property, and the property is not in the vicinity of a riparian corridor.

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 (TCP21-01) was submitted in conjunction with the subdivision tentative plan. The Tree Conservation Plan identifies a total of 78 trees on the subject property, with 57 trees proposed for removal and 21 trees proposed for preservation for a preservation rate of 26.9 percent, in compliance with the approval criteria in SRC 808.035(d). 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 not identify any wetlands on the subject property.

SRC Chapter 810 (Landslide Hazards): The 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 of mapped landslide susceptibility equal to 2 points on the subject property. In addition, a subdivision is assigned 3 activity points. A total of 5 points indicates a moderate landslide hazard risk, a geological assessment is required for this proposal.

The applicant has provided a geotechnical investigation from Branch Engineering Inc. dated January 27, 2021 indicating that the site has a low risk of landsliding and there are no geologic impacts that preclude the proposed site from development.

**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 subject property consists of one tax lot surrounded by developed land to the north, south, and east. The proposed configuration of the subdivision provides for street connections to existing streets stubbed to the subject property to the south and to the east. The proposal will extend the public sidewalk system from the south, through the subject property and connect to Bryan Johnston Park to the north. A future street connection cannot be made to the west due to topography and existing conditions.

**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 in the vicinity of the site and appears 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.

**Condition 3:** Construct stormwater flow control and treatment facilities pursuant to Salem Revised Code Chapter 71 and PWDS.

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

**Condition 4:** Provide easements on the final plat pursuant to the widths and alignments specified in PWDS.

**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 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 205.010(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:** 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 to provide for the extension 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 proposal to extend Turtle Bay to serve Lots 9-16, is approved at a lesser right-of-way width in order to limit impacts on the trees in Bryan Johnston Park by removing the requirement for sidewalk on the north side of the street. In lieu of constructing this sidewalk, the applicant will be building two trails into the park to connect to existing park trails.

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.

**Condition 5:** 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.

**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 subject property is served by Bryan Johnston Park and abuts this park along the northern boundary of the subject property. The applicant's proposal to construct trails into the park instead of sidewalks along the northern property line of the streets will provide needed access to the neighborhood park. However, staff finds that the proposed trail at the end of lot 7 will provide a less direct access to the parking and a better suited location for this trail would be at the end of lot 1.

Therefore, the applicant shall construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern) 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.

**Condition 6:** Construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern) 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, where applicable.**

**Finding:** The Public Works Department has reviewed the proposal and finds that the proposed 16-lot subdivision will generate less than 200 average daily vehicle trips to abutting local streets Turtle Bay Court SE, Sword Fern Street SE, and Vine Maple Street SE. Therefore, a Transportation Impact Analysis is not required as part of the review of the tentative subdivision plan, pursuant to SRC 803.015(b).

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

**Finding:** The proposed subdivision has been reviewed to ensure that adequate measures have been planned to alleviate natural or fabricated hazards and limitations to development, including topography and vegetation of the site. The configuration of lots on the subject property makes logical use of developable land. As described in findings above, the lot configuration proposed by the applicant meets applicable development standards without the need for any variances. No existing conditions of topography or vegetation have been identified on the site which would necessitate variances during future development of the property. The layout allows for reasonable development of all lots within the subdivision without variances from the UDC.

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. The City's tree preservation standards require that a minimum of 25 percent of existing trees with a diameter at breast height (dbh) of 10 inches or more, the applicant is proposing to retain 21 of the 79 existing trees on site, approximately 27 percent of the total trees. There are no riparian trees or vegetation, or significant trees located on the subject property. The proposal meets this criterion.

**SRC 205.010(d)(10): When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.**

**Finding:** The subject property is located 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.

As proposed and conditioned, the tentative phased subdivision plan meets all applicable approval criterion contained in SRC Chapter 205.

## **8. Conclusion**

Based upon review of SRC 205.005, the findings contained under Section 7 above, and the comments described, the tentative subdivision plan complies 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 Case No. 21-02, for property 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), 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:

- Condition 1:** Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 2:** Change the physical street address for the existing residence on lot 8.
- Condition 3:** Construct stormwater flow control and treatment facilities pursuant to Salem Revised Code Chapter 71 and PWDS.
- Condition 4:** Provide easements on the final plat pursuant to the widths and alignments specified in PWDS.
- Condition 5:** 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.
- Condition 6:** Construct trail connections from the northerly terminus of the sidewalk abutting proposed lot 1 (Vine Maple) and from the northerly terminus of the sidewalk abutting lot 8 (Sword Fern) 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.



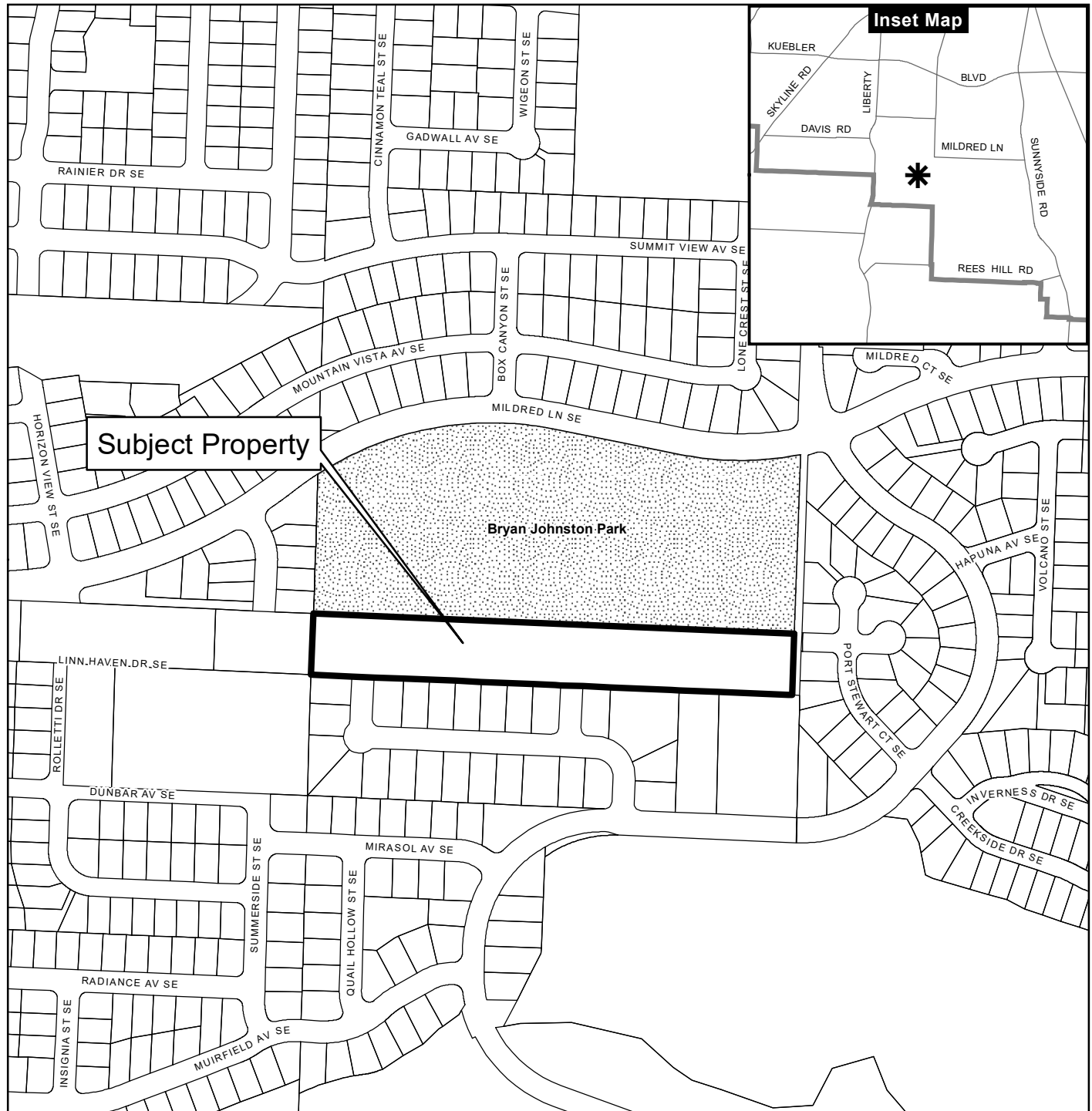
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Aaron Panko, Planner III, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

- Attachments: A. Vicinity Map  
B. Tentative Subdivision Plan  
C. Applicant's Written Statement  
D. City of Salem Public Works Department Memorandum  
E. SKSD Comments

# Vicinity Map

## 430 Turtle Bay Court SE



### Legend

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

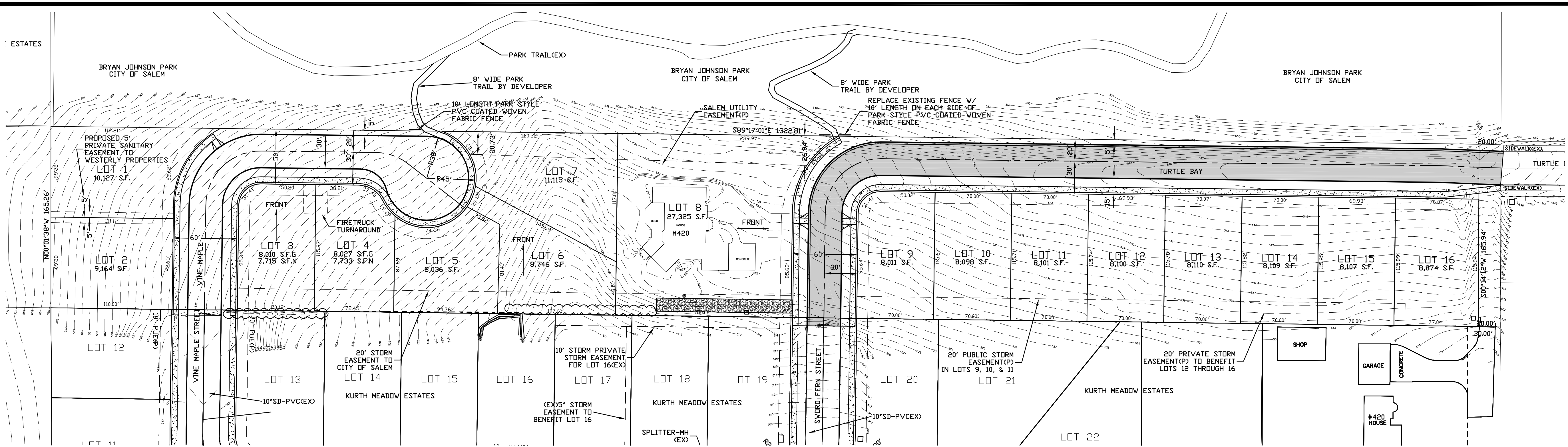
0 100 200 400 Feet



**CITY OF Salem**  
AT YOUR SERVICE  
Community Development Dept.

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SITE PLAN

SCALE: 1"=50'

DRAWING LIST:

- C1 TITLE SHEET, VICINITY MAP, PROJECT DATA, DRAWING LIST, SYMBOLS AND ABBREVIATIONS
- C2 GRADING PLAN
- C3 COMPOSITE UTILITY PLAN AND DETAILS
- C4 NOYES COURT AND VINE MAPLE STREET PLAN AND PROFILE
- C5 TURTLE BAY STREET PLAN AND PROFILE
- C6 STORM WATER AREAS AND PRE-DEVELOPMENT TRAVEL TIME
- T1 TREE PRESERVATION PLAN

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 POLYPROPYLENE  
CL - CENTERLINE  
CMP - CORRUGATED METAL PIPE  
CO - CLEANOUT  
CONC - CONCRETE  
COSSD - CITY OF SALEM STANDARD DRAINAGE  
COKSD - CITY OF KEIZER STANDARD DRAINAGE  
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  
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:

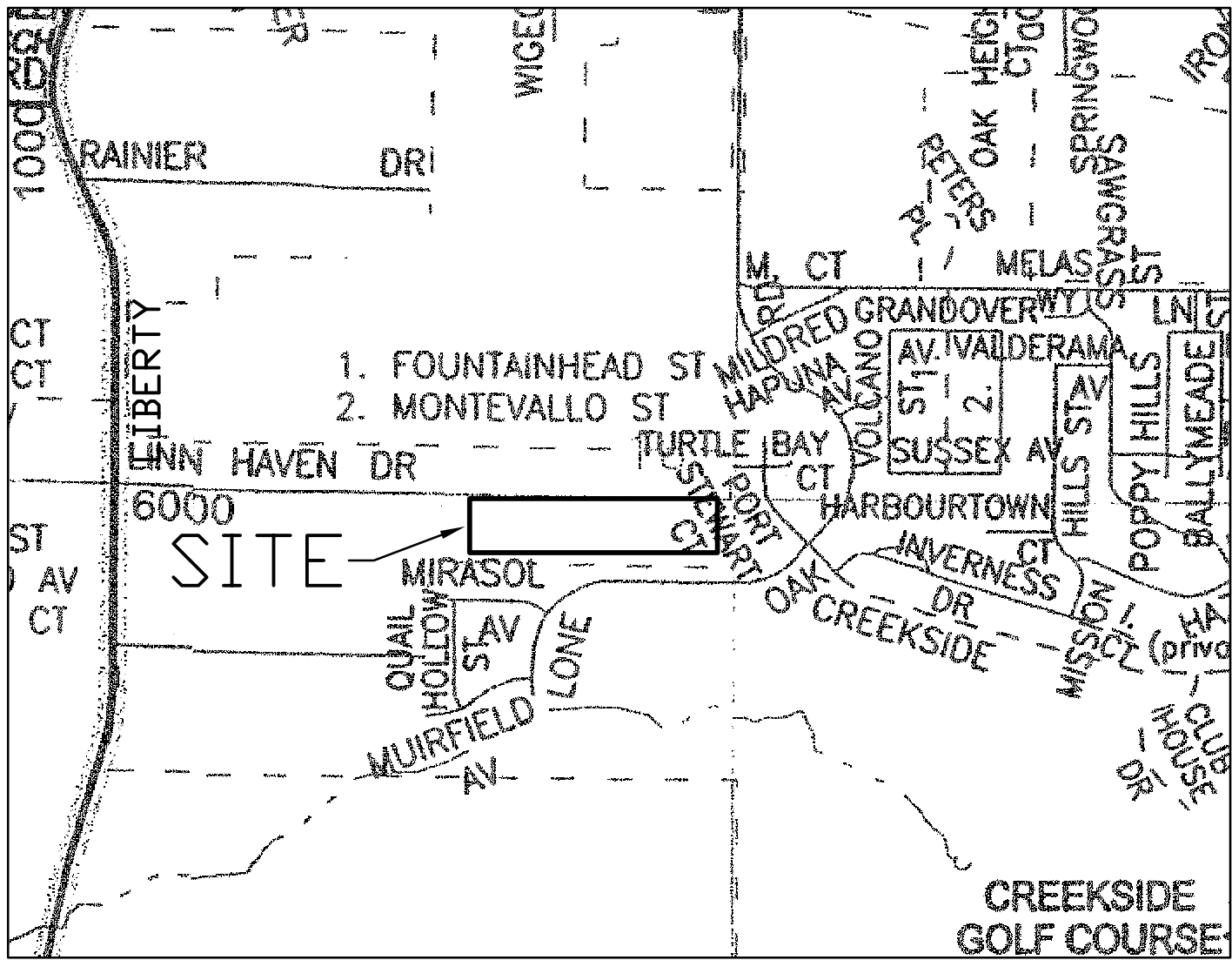
- EXISTING BLOW OFF ASSY.
- PROPOSED BLOW OFF ASSY.
- EXISTING CATCH BASIN
- PROPOSED TYPE 1 CATCH BASIN
- PROPOSED TYPE 2 CATCH BASIN
- PROPOSED TYPE 3 CATCH BASIN
- PROPOSED TYPE 4 CATCH BASIN
- PROPOSED CLEANOUT
- EXISTING CLEANOUT
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED GATE VALVE
- 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

SPECIAL INSTRUCTIONS

- 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.
- 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.

ASPHALT LEGEND

EXISTING ASPHALT  
PROPOSED ASPHALT



VICINITY MAP

FOR APPLICATION  
NOT FOR CONSTRUCTION



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

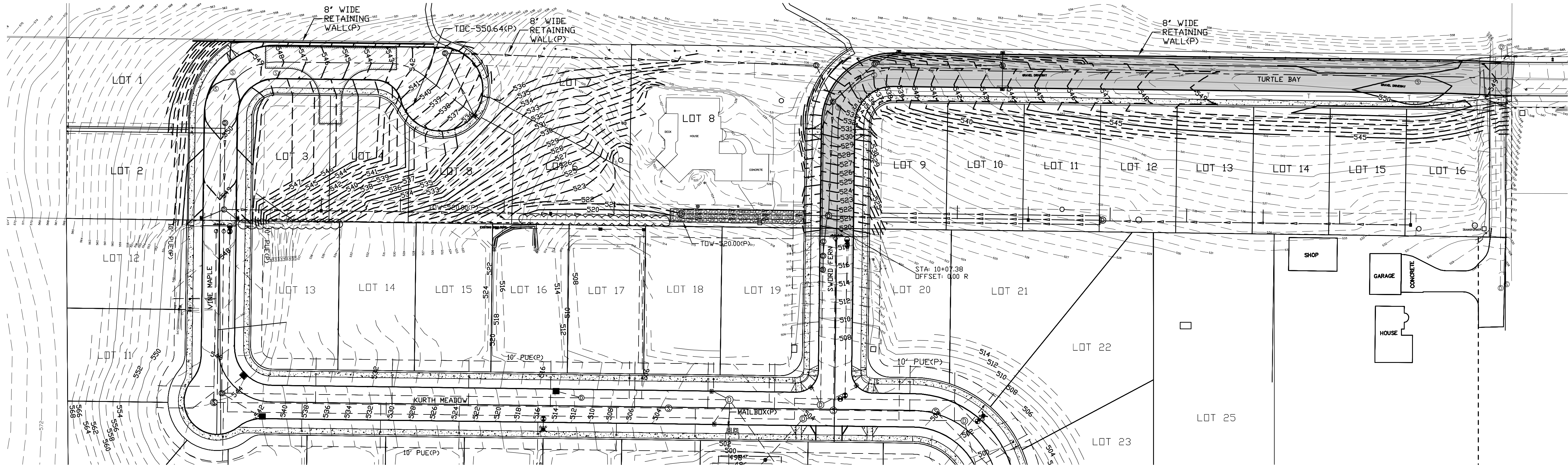
TITLE SHEET, VICINITY MAP,  
PROJECT DATA, DRAWING  
LIST, SYMBOLS, AND  
ABBREVIATIONS

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.	





## GRADING PLAN

SCALE: 1"=50'

### GENERAL EARTHWORK SPECIFICATIONS:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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'



EXPIRES: JUNE 30, 2021

FOR APPLICATION  
NOT FOR CONSTRUCTION

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

## GRADING PLAN

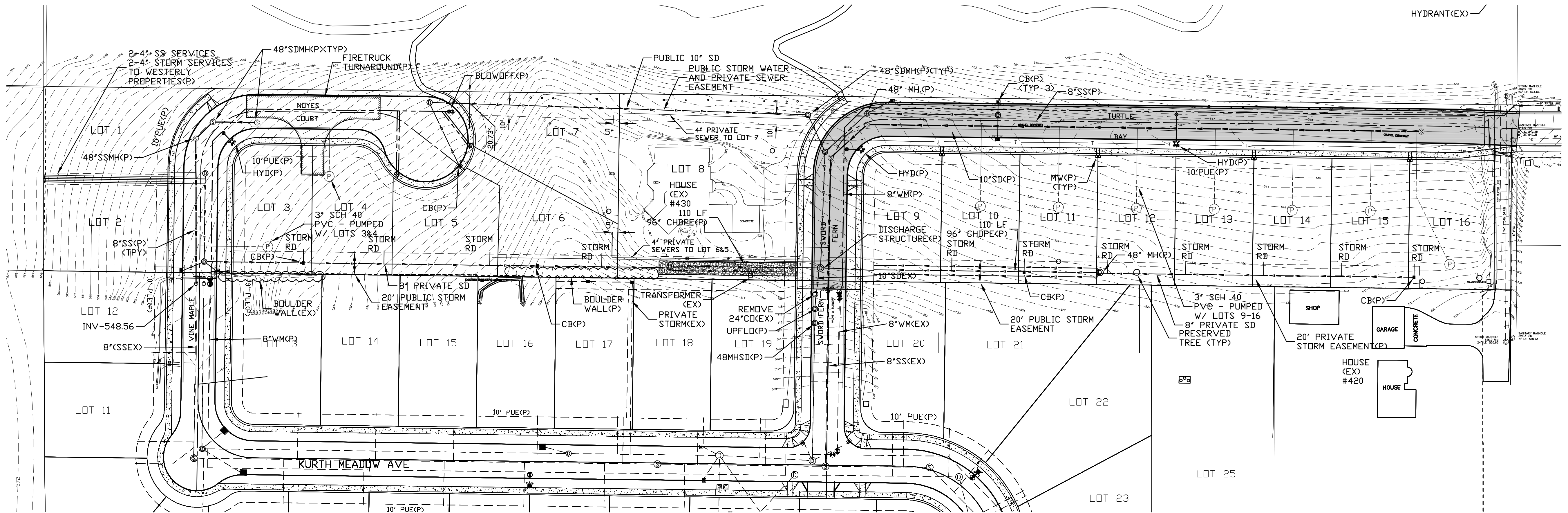
## QUAIL SPRING VILLAGE SUBDIVISION

430 TURTLE BAY CT SE  
SALEM, OREGON 97306

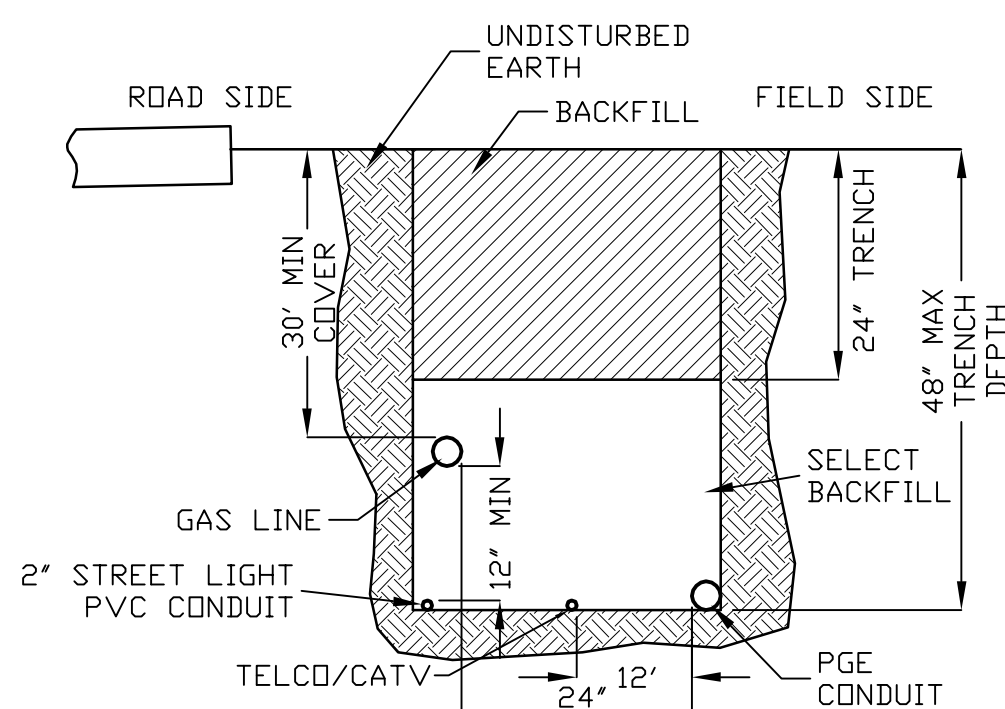
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WILLAMETTE ENGINEERING INC.  
P.O. BOX 9032  
SALEM, OREGON 97305  
PH: 503-304-0905  
FAX: 503-304-9512

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

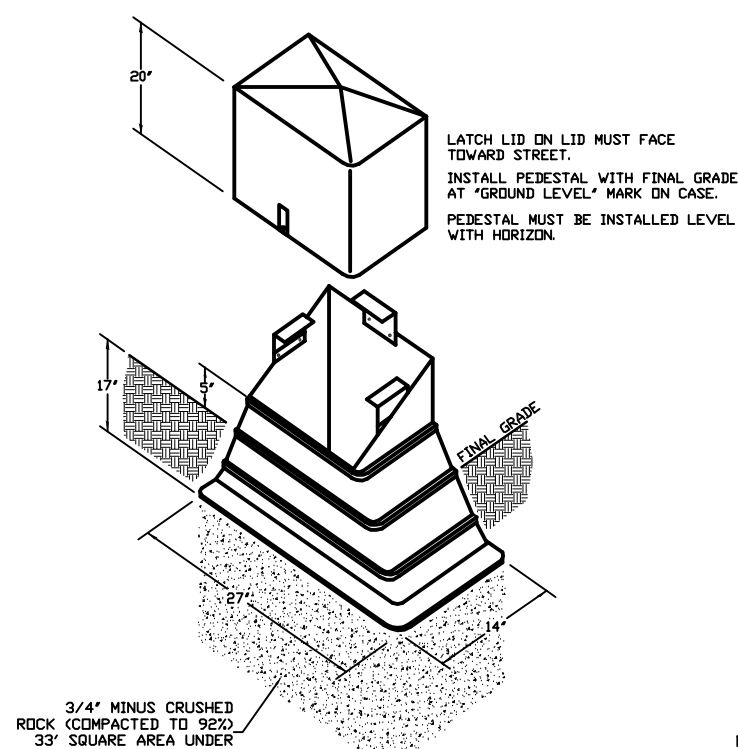
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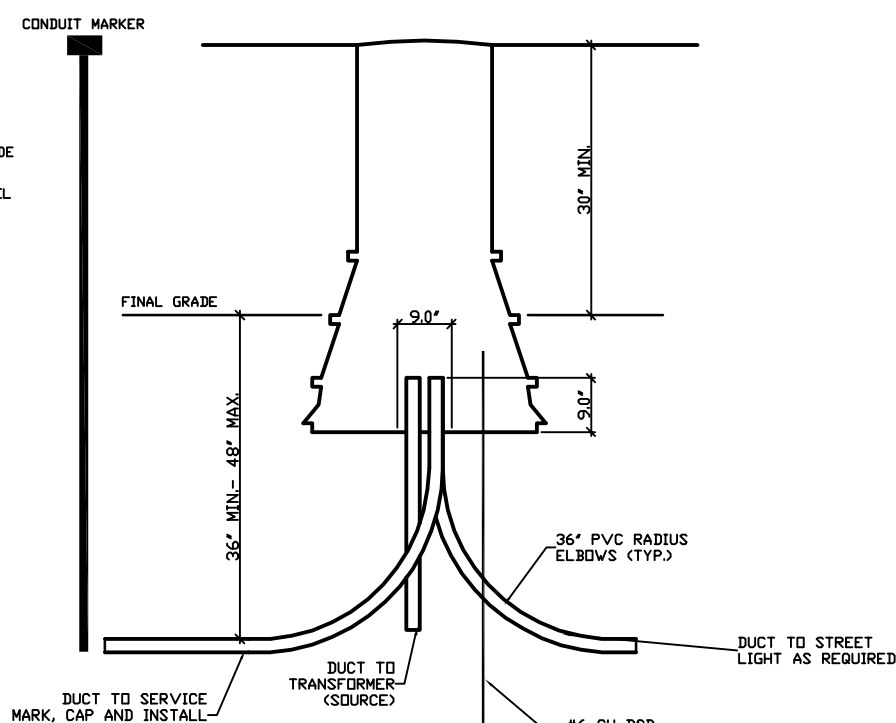
UTILITY PLAN  
SCALE: 22x34 1"=50', 11x17 1"=100'



A  
C3 JOINT USE MAINLINE  
TRENCH



B  
C3 SECONDARY SPLICE PEDESTAL  
SCALE: 1" = 1'-0"



C  
C3 SECTION  
SCALE: 1" = 1'-0"

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

SHEET NOTES

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



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

COMPOSITE  
UTILITY PLAN  
AND DETAILS

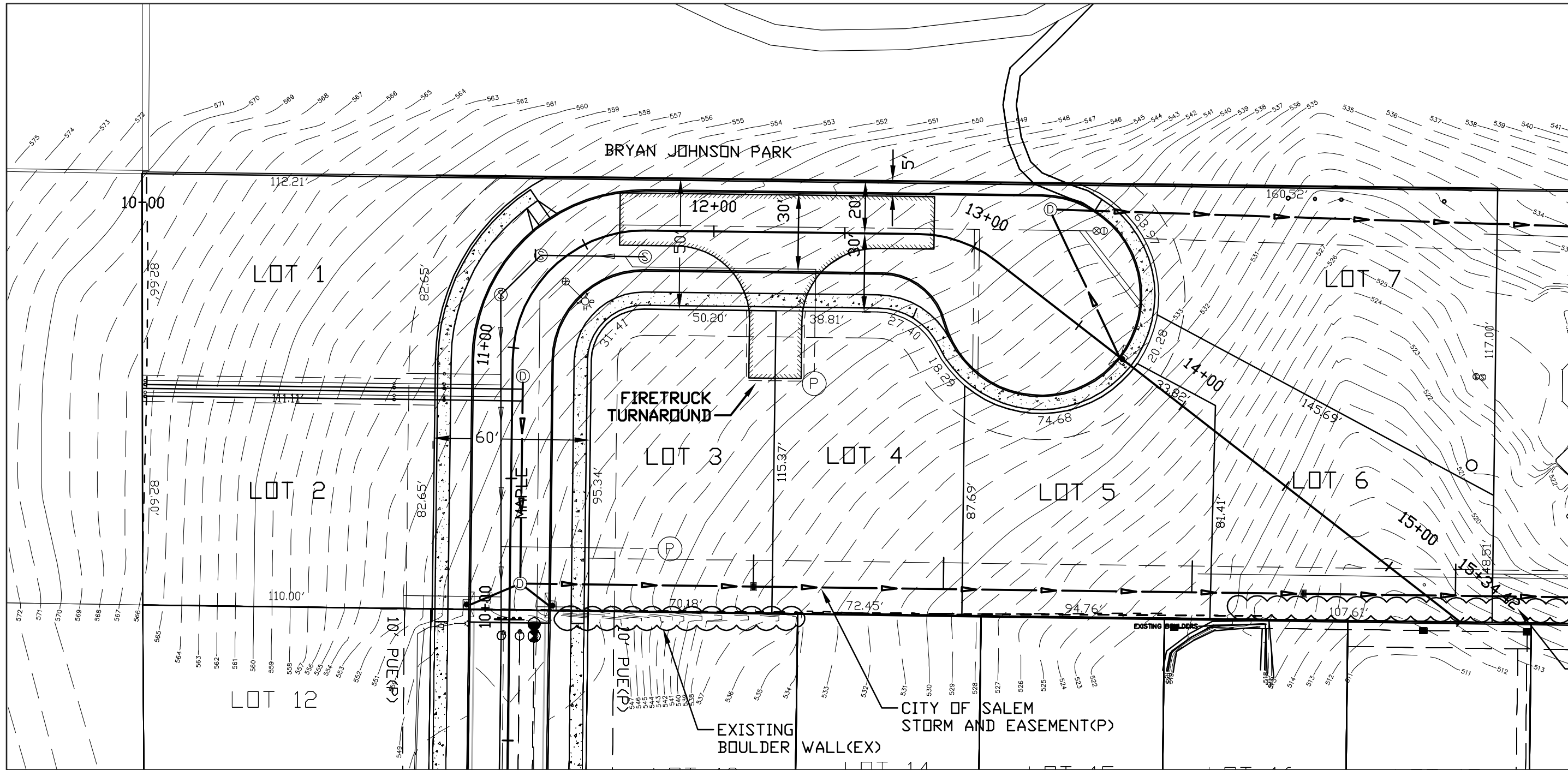
QUAIL SPRING VILLAGE  
SUBDIVISION

430 TURTLE BAY CT SE  
SALEM, OREGON 97306

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

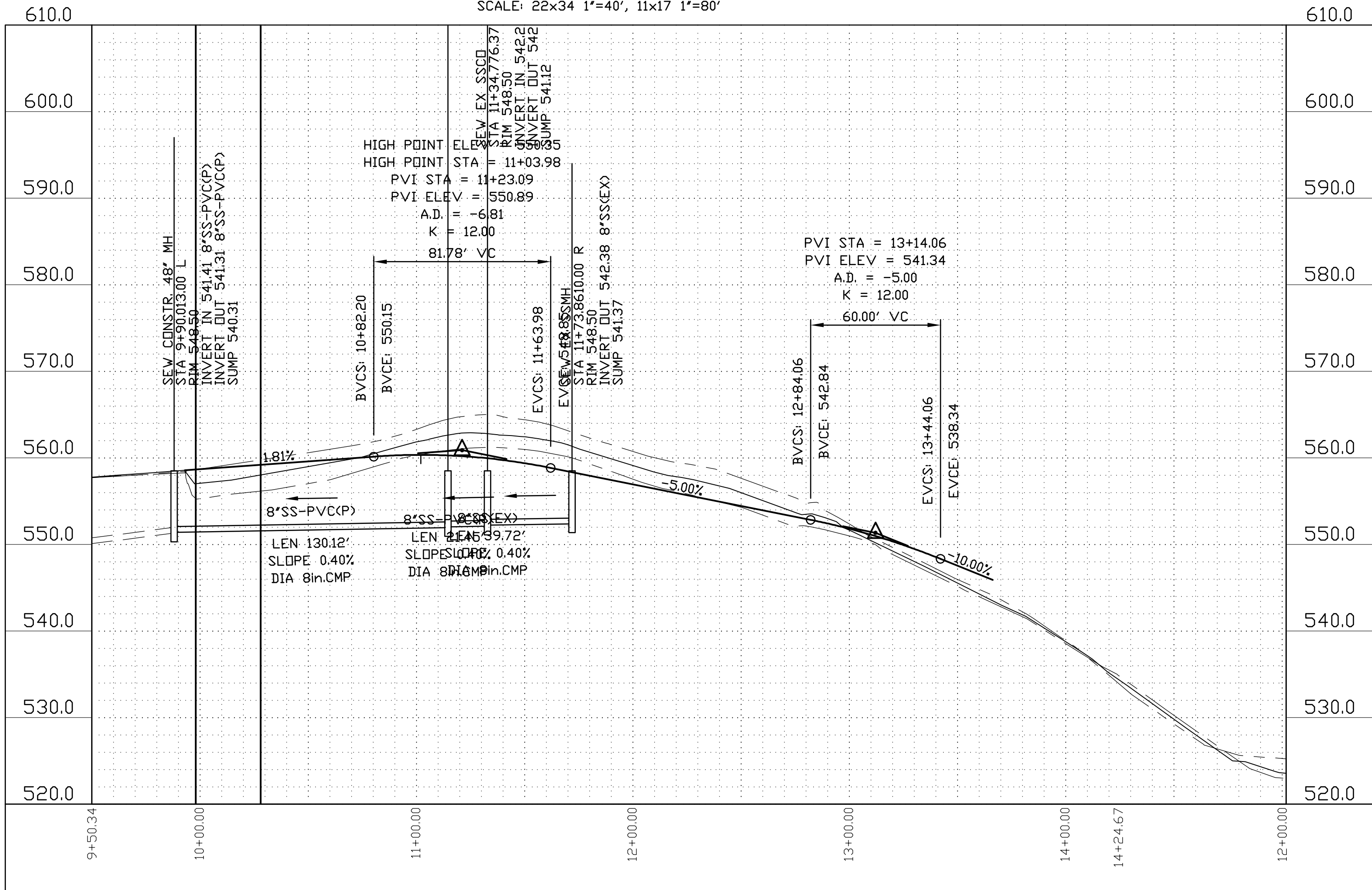
DESIGNED BY: GPH  
DRAWN BY: RW  
DATE: 03-11-21  
JOB NO: 2020-21  
CLIENT NO:  
DRAWING NO: C3





NOYES COURT STREET PLAN

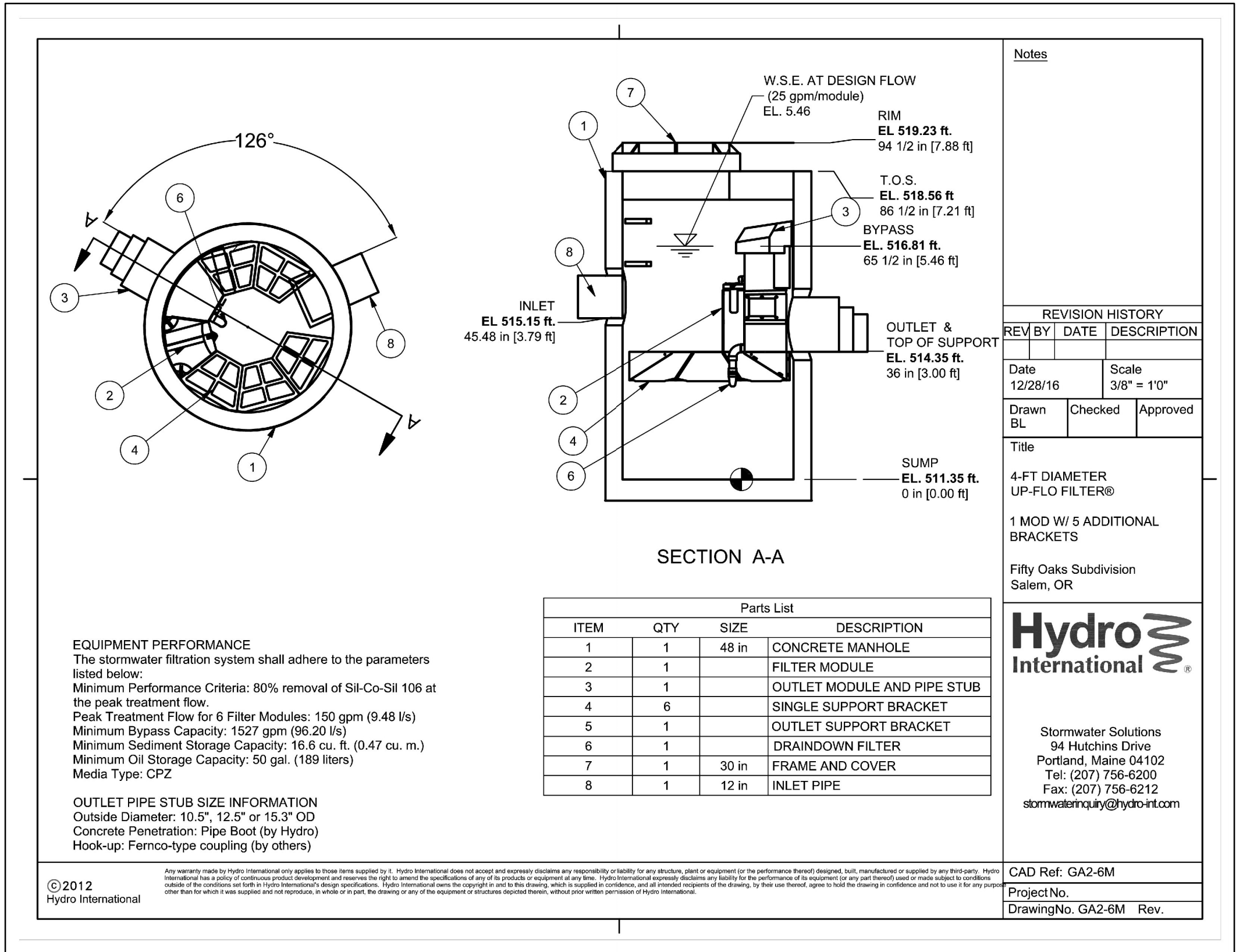
SCALE: 22x34 1"=40', 11x17 1"=80'



NOYES COURT STREET PROFILE

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

FOR APPLICATION  
NOT FOR CONSTRUCTION



SHEET NOTES:

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



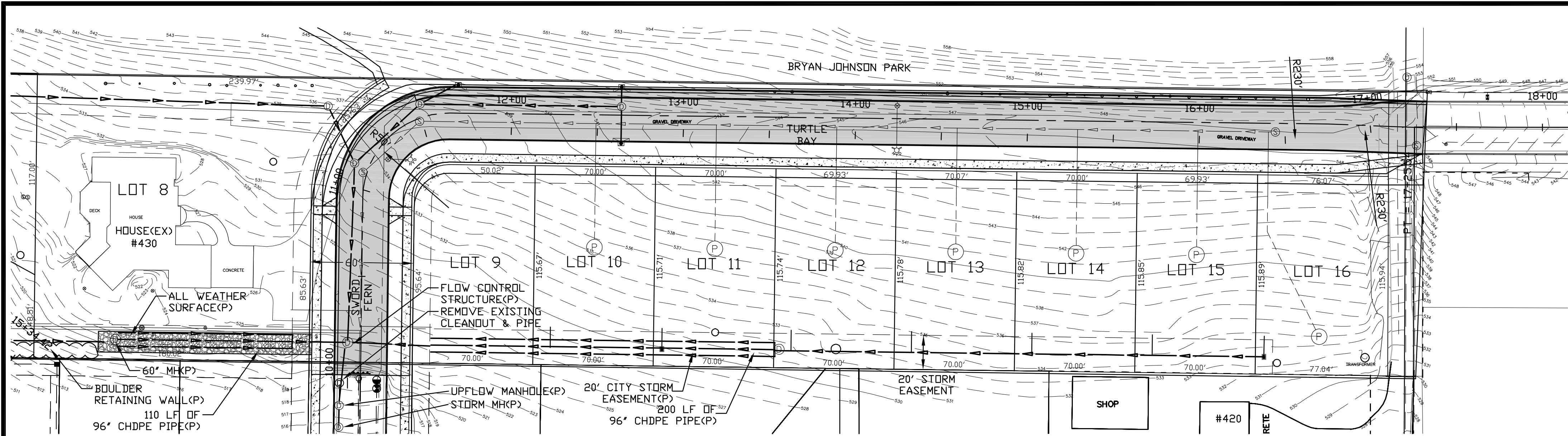
REV.	DATE	BY	DESCRIPTION
0	03-10-21	GPH	ISSUED FOR CITY OF SALEM SUBDIVISION APPLICATION

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

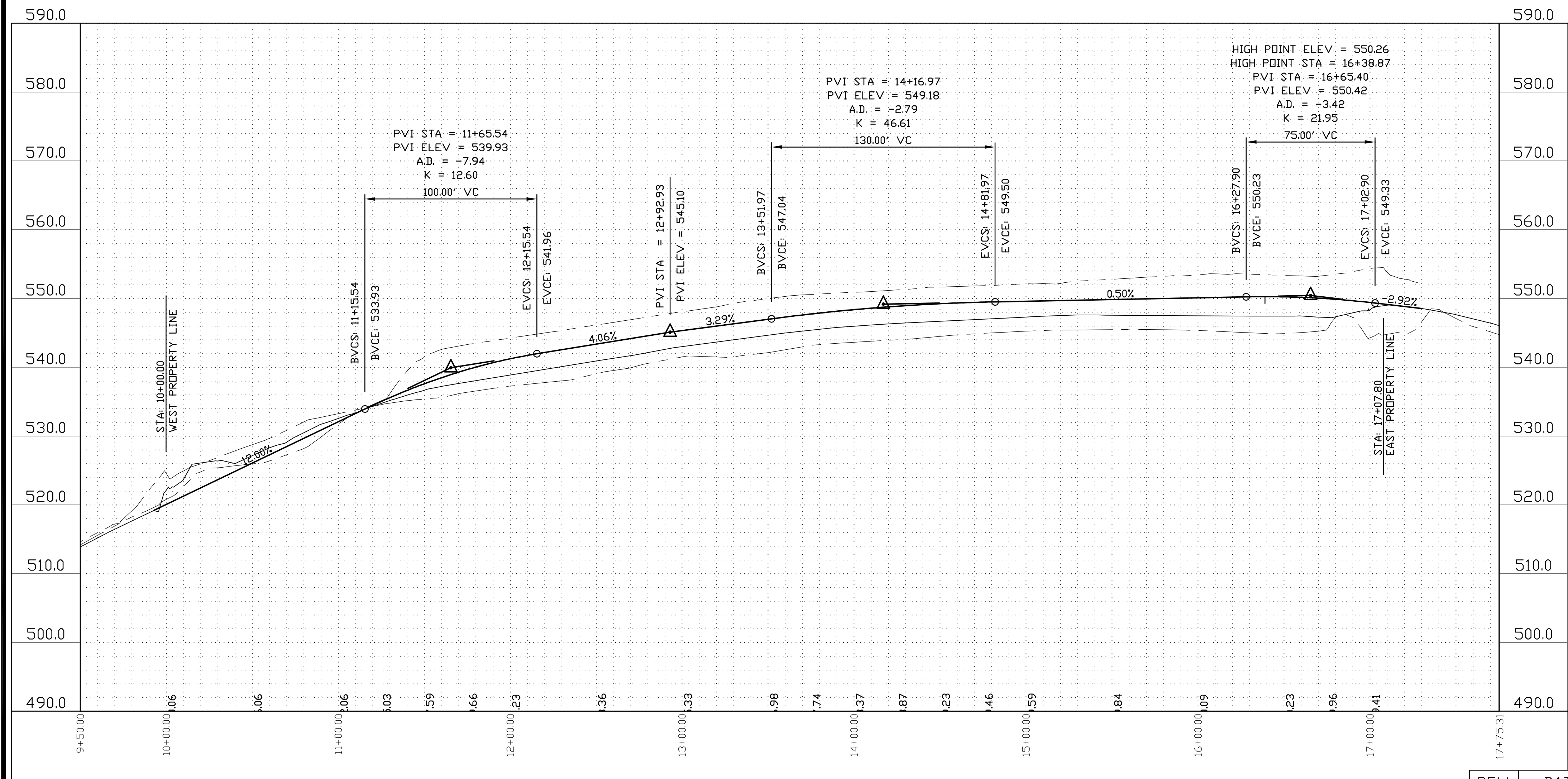
ENGINEER:  
WILLAMETTE ENGINEERING INC.  
P.O. BOX 9032  
SALEM, OREGON 97305  
PH: 503-304-0905  
FAX: 503-304-9512

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



**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', 11x17 1"=20'

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

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

REV.

CUO

FOR APPLICATION  
NOT FOR CONSTRUCTION



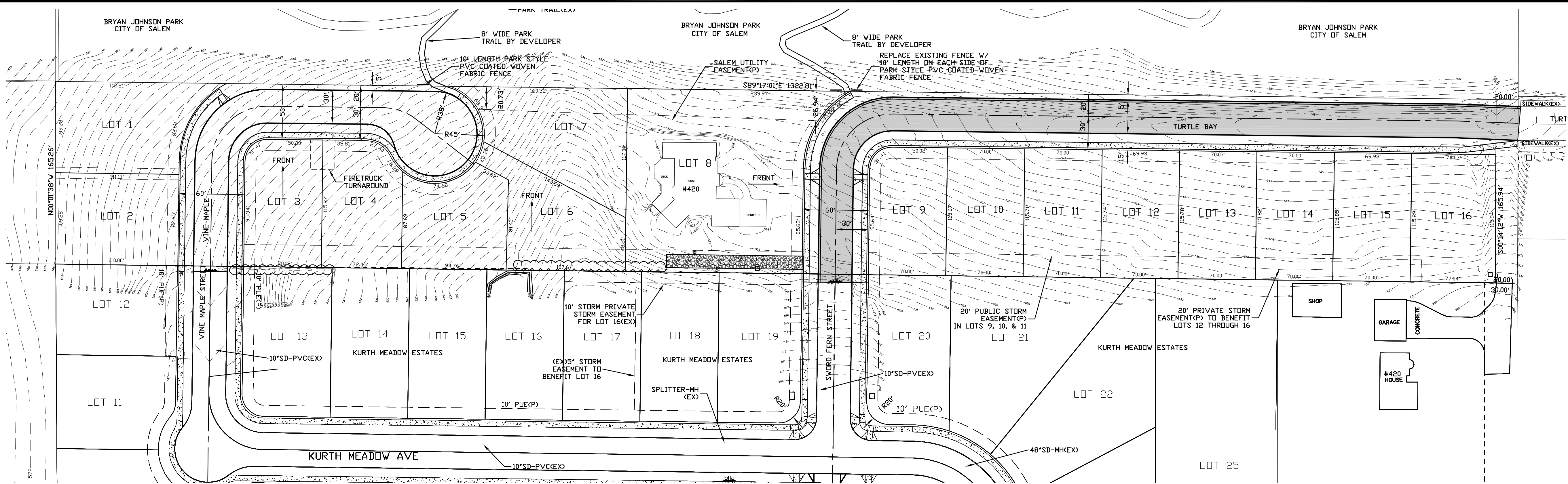
QUAIL SPRING VILLAGE  
15-LOT SUBDIVISION

430 TURTLE BAY SE  
SALEM, OREGON 97306

TURTLE BAY STREET  
PLAN AND PROFILE

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

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

$\frac{564' - 520'}{440'} = 10\%$   
 $T = \frac{0.93(300^6)(.30^6)}{(0.82^4)(0.10^3)} = 30 \text{ MINUTES}$   
 $I = 0.82" \text{ FOR } 30 \text{ MINUTES}$

NORTH OFFSITE  
PERVIOUS AND IMPERVIOUS AREAS

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

TRAVEL TIME ON NORTH OFFSITE

$\frac{596' - 540'}{525'} = 10.7\%$   
 $T = \frac{0.93(300^6)(.30^6)}{(0.82^4)(0.107^3)} = 30 \text{ MINUTES}$   
 $I = 0.82" \text{ FOR } 30 \text{ MINUTES}$

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



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

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

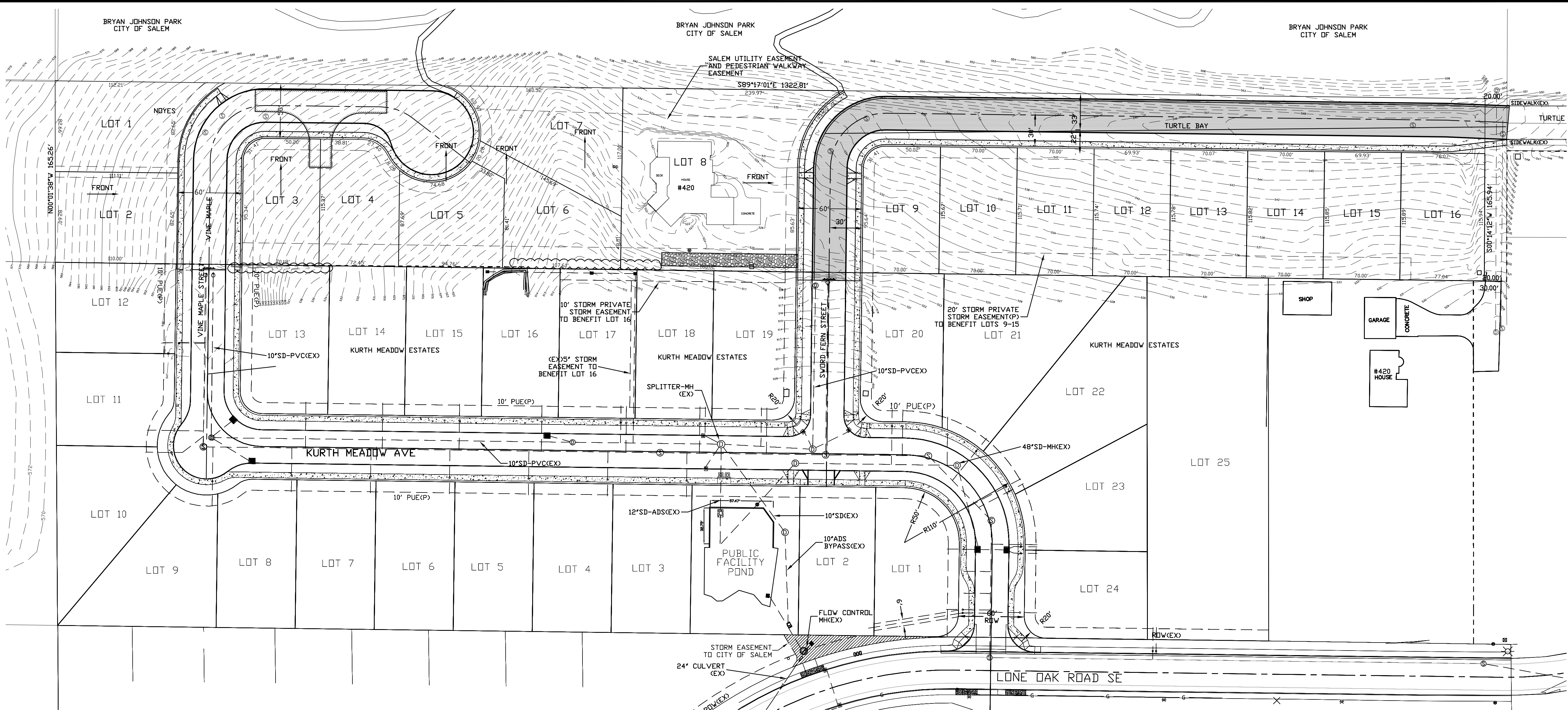
ENGINEER:  
WILLAMETTE ENGINEERING INC.  
P.O. BOX 9032  
SALEM, OREGON 97305  
PH: 503-304-0905  
FAX: 503-304-9512

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. REV.



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

$\frac{564' - 520'}{440'} = 10\%$   
 $T = \frac{0.93(300^6)(.30^6)}{(0.82^4)(0.10^3)} = 30 \text{ MINUTES}$   
 $I = 0.82" \text{ FOR } 30 \text{ MINUTES}$

NORTH OFFSITE  
PERVIOUS AND IMPERVIOUS AREAS

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

TRAVEL TIME ON NORTH OFFSITE

$\frac{596' - 540'}{525'} = 10.7\%$   
 $T = \frac{0.93(300^6)(.30^6)}{(0.82^4)(0.107^3)} = 30 \text{ MINUTES}$   
 $I = 0.82" \text{ FOR } 30 \text{ MINUTES}$

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



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

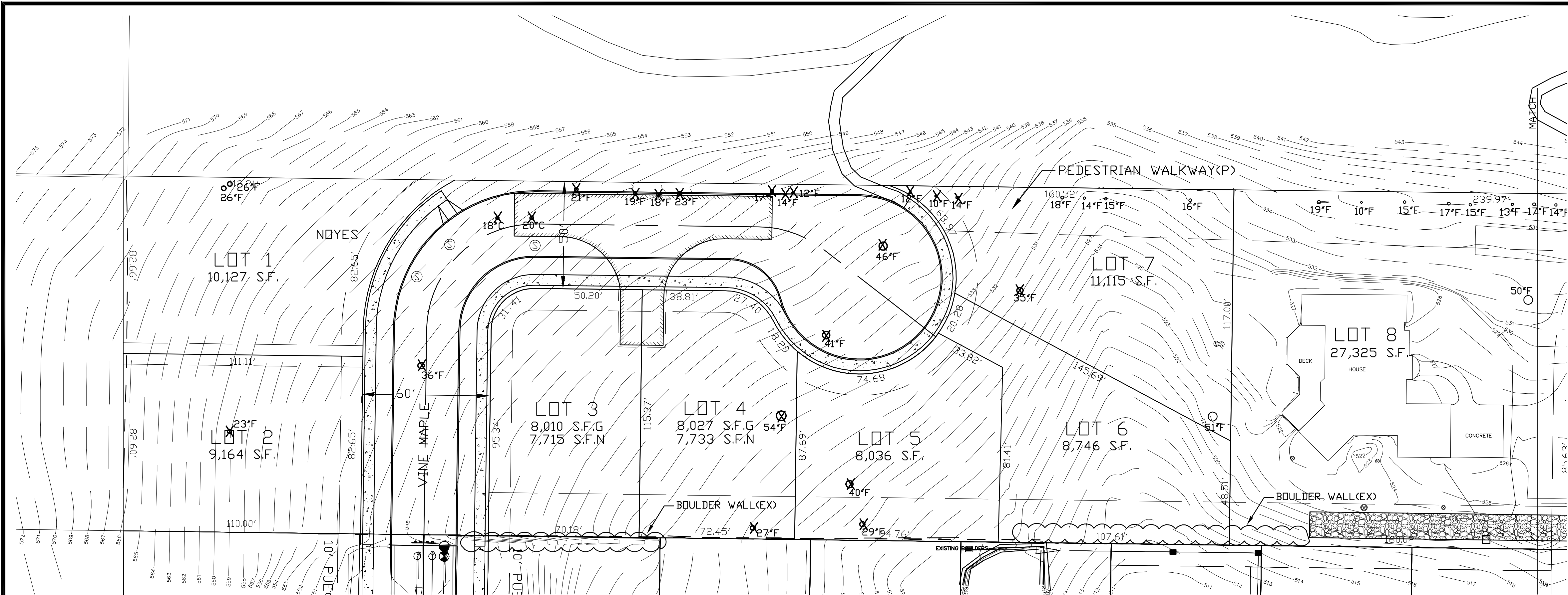
DESIGNED BY:	GPH
DRAWN BY:	RW
DATE:	09-15-20
JOB NO.	2020-21
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ENGINEER:  
WILLAMETTE ENGINEERING INC.  
P.O. BOX 9032  
SALEM, OREGON 97305  
PH: 503-304-0905  
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STORM WATER  
AREAS AND PRE-  
DEVELOPMENT TRAVEL  
TIME

SPRING QUAIL VILLAGE  
SUBDIVISION  
430 TURTLE BAY CT SE  
SALEM, OREGON 97306





**OWNER/DEVELOPER**

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

**TREE REMOVAL**

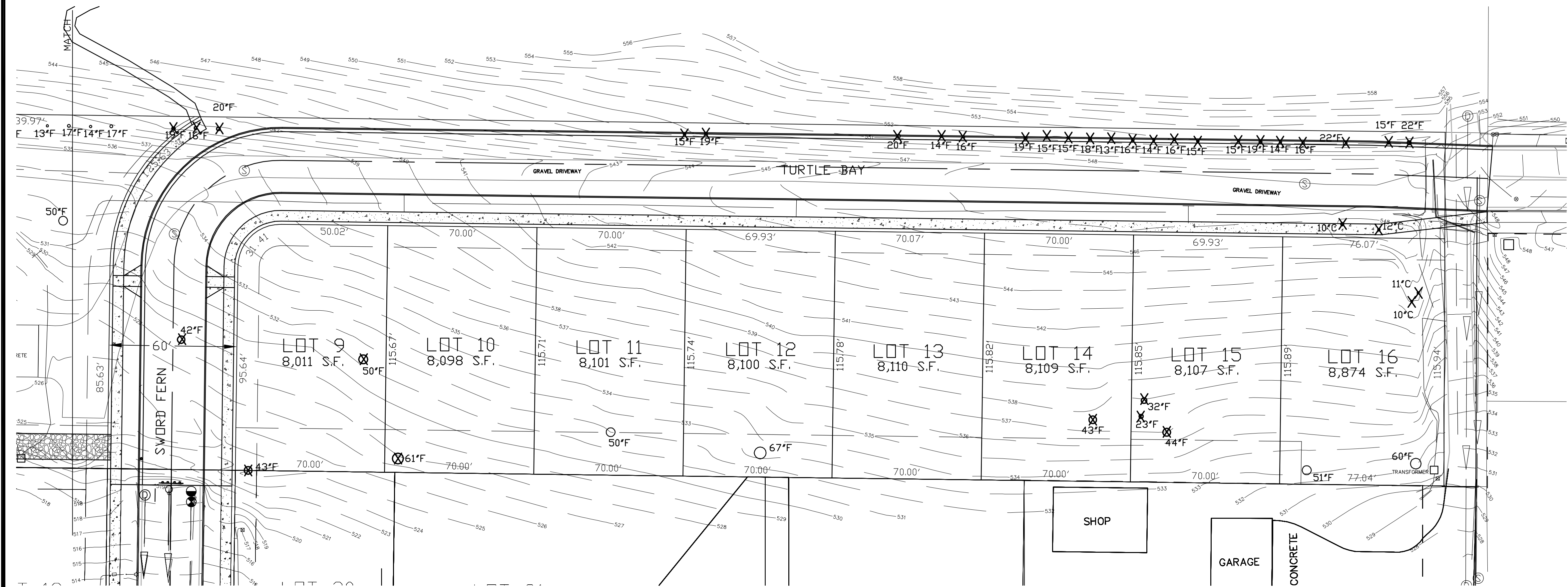
TOTAL SITE TREES	- 79
SIGNIFICANT TREES	- 0
SITE TREES TO BE REMOVED	- 58
SIGNIFICANT TREES TO BE REMOVED	- 0
REMAINING TREES	- 21
PERCENT TO REMAIN	- 26.6%
PERCENT TO BE REMOVED	- 73.4%

**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**



**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.	



**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 2<sup>nd</sup> 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  $\frac{3}{4}$  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.

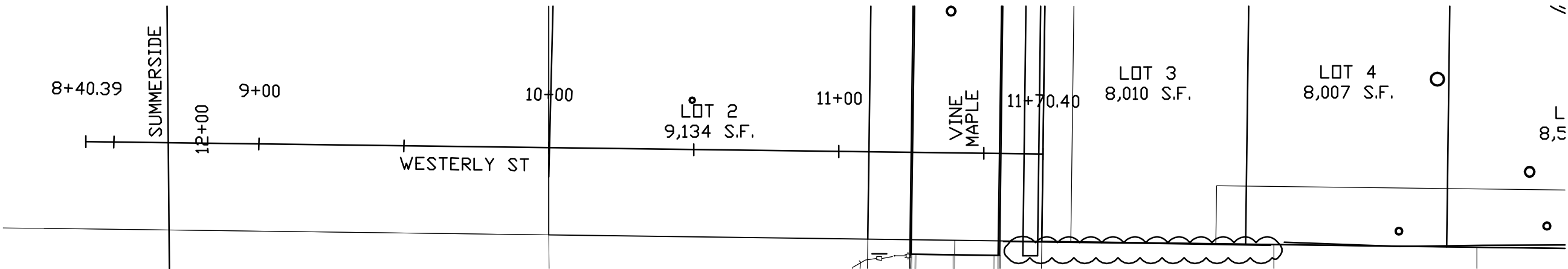
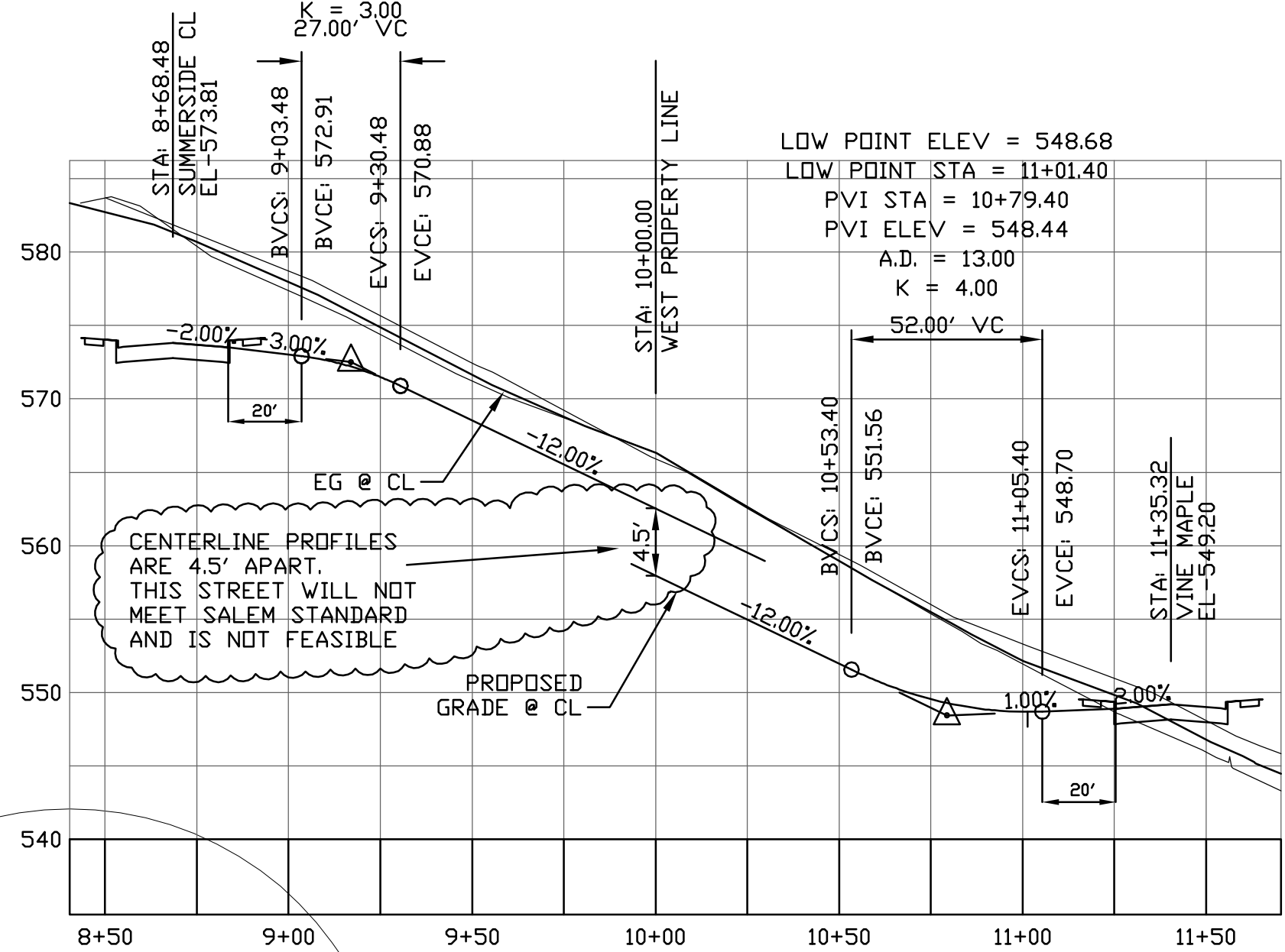


EXHIBIT "A"

PVI STA = 9+16.98  
PVI ELEV = 572.51  
A.D. = -9.00  
K = 3.00  
27.00' VC

### WESTERLY STREET PLAN

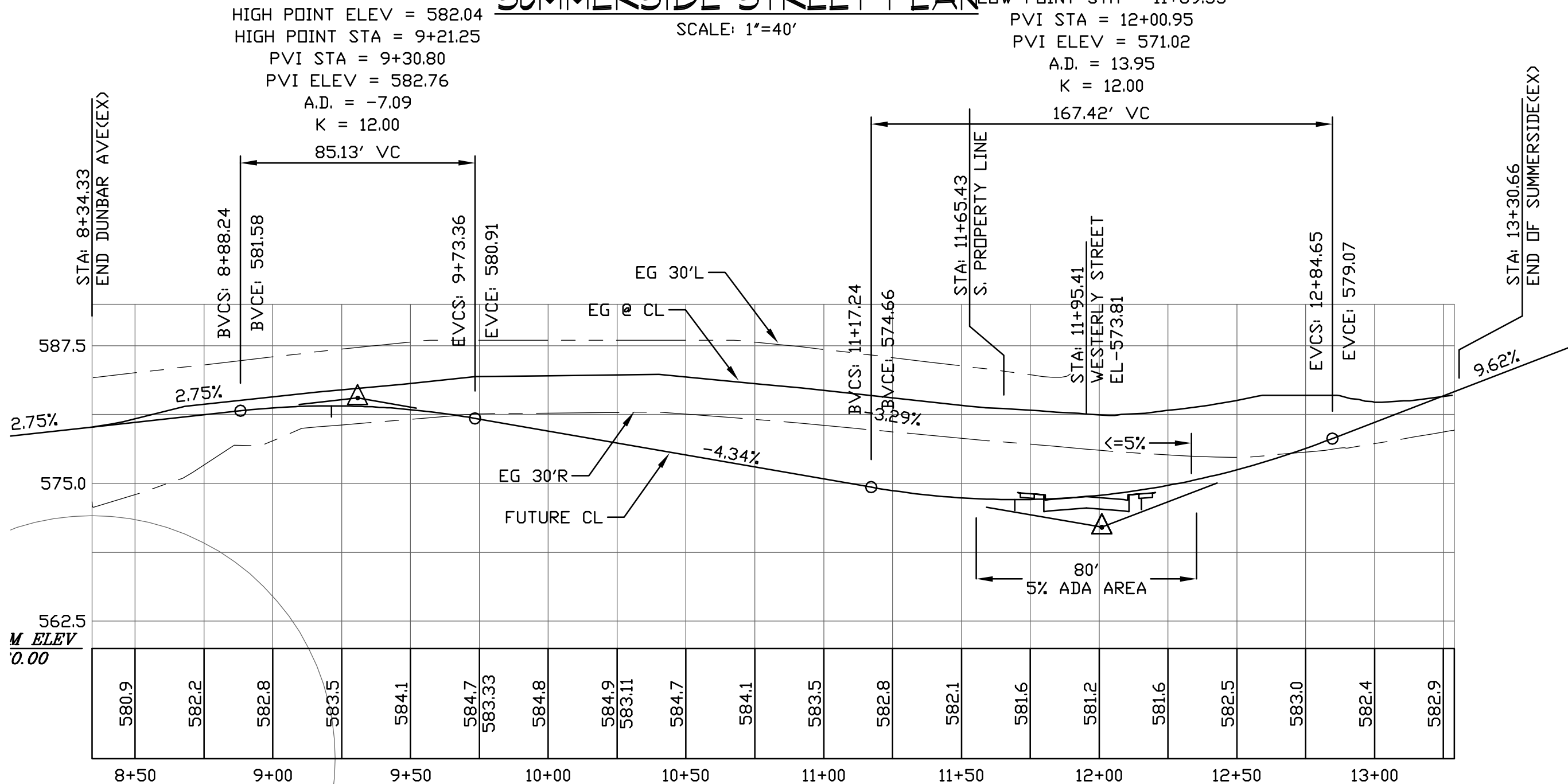
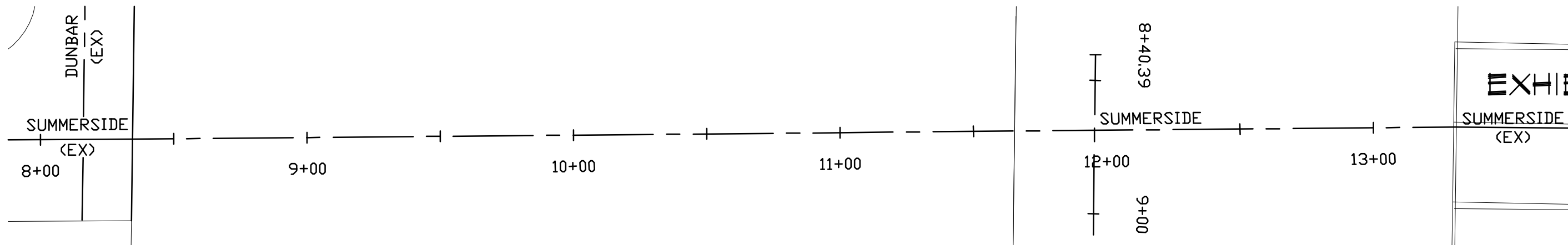
SCALE: 1"=40'



### WESTERLY STREET PROFILE

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

# EXHIBIT "B"





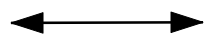


**Legend**

- 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



1 inch = 150 feet




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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.



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.

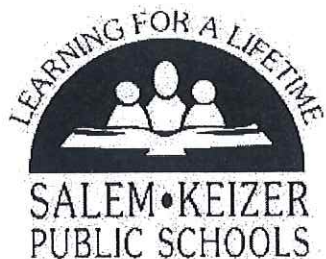
**Finding:** Bryan Johnston Park is classified in the Comprehensive Parks System Master Plan as a Neighborhood Park, meaning it serves the surrounding neighborhood, providing local access to basic recreation resources for nearby residents, and is located within walking or bicycling distance of most users. 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



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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, 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