

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 información, por favor llame
503-588-6173*

PLANNING ADMINISTRATOR DECISION FOR MODIFICATION OF TENTATIVE SUBDIVISION PLAN

CASE NO.: CPC-ZC-PUD-SUB-ADJ19-08MOD2
AMANDA NO.: 21-107584-LD
DATE OF DECISION: August 27, 2021
PROPERTY LOCATION: 255 Cordon Road NE, 4800-4900 Block of State Street, and 4700-4800 Block of Auburn Road NE
APPLICANT: East Park LLC, Kiril Ivanov
AGENT: Multi-Tech Engineering, Inc., Brandie Dalton

REQUEST

Summary: A second modification to the East Park Estates Planned Unit Development Subdivision resulting in an adjustment to the southwestern property boundary and a change to the phasing schedule for the subdivision.

Request: A second modification to a previously approved phased Planned Unit Development and Subdivision (Case No. CPC-ZC-PUD-SUB-ADJ19-08 and CPC-ZC-PUD-SUB-ADJ19-08MOD1), resulting in an adjustment to the southwestern property boundary and a change to the phasing schedule for the subdivision, for property approximately 122 acres in size, zoned RS (Single Family Residential), RM-I and RM-II (Multi-Family Residential) and CR (Retail Commercial), and located at 255 Cordon Road NE, 4800-4900 Block of State Street and 4700-4800 Block of Auburn Road NE - 97301 (Marion County Assessors Map and Tax Lot numbers: 072W29B / 00200, 00201, 00300 and 00400 and 072W29C / 00100, 00101, 00199, 00200, 00300 and 00400).

DECISION

The requested modification of the tentative phased subdivision plan is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the findings and conditions adopted in this decision.

- Condition 1:** Street improvements along Greencrest Street NE shall include an area for future transit stops in locations consistent with PWDS.
- Condition 2:** Prior to recording of the final plat for Phase 3 of the subdivision, the applicant shall provide evidence that Marion County PLA Case No. 21-024 and 21-047 have been recorded.

Condition 3: Conditions of approval from the original subdivision (CPC-ZC-PUD-SUB-ADJ19-08) shall be modified as follows:

All phases:

- Condition 11: Construct all internal private streets with property line sidewalks with minimum 4-foot landscape strip to accommodate street trees.
- Condition 12: Provide access and utility easements (to be shown on the plat) for all private streets and public utilities located within private streets pursuant to PWDS.
- Condition 13: Provide a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 14: Extend City infrastructure to adjacent parcels pursuant to PWDS.
- Condition 15: Construct water, stormwater, and sewer systems to serve each lot.
- Condition 16: Design and construct stormwater facilities as needed to accommodate future impervious surfaces on all proposed lots within each phase pursuant to PWDS. Additional capacity built in earlier phases can be used to serve impervious surfaces in later phases.
- Condition 17: Prior to commencing work within the Critical Tree Zone (CTZ) (including removal) of any trees on City-owned property, the applicant shall obtain a Street Tree Permit pursuant to SRC Chapter 86.
- Condition 18: Provide a minimum 25-foot access easement from the abutting cul-de-sac at Puma Street NE, and a utility easement (Sanitary Sewer and Water), to the neighboring property (Marion County Assessor's Map and Tax Lot number 072W30DA / 00199). Make provides to collect the surface water runoff from the southeast corner of said tax lot, at the present low point.

Phase 1:

- Condition 19: Construct a 24-inch water main in Cordon Road from the existing main near Gaffin Road SE to Auburn Road NE.
- Condition 20: Construct a 12-inch water main in Auburn Road NE from Cordon Road NE to the west line of Phase 1.
- Condition 21: Construct a 12-inch water main in (future) Greencrest Street NE through a portion of Phase 2 from Auburn Road NE to south line of Phase 1.
- Condition 22: As required by UGA09-07MOD1, construct Auburn Sewer Pump Station (SPS) along Auburn Road NE and an 8-inch sewer force main from Auburn SPS to the East Salem Interceptor consistent with the Salem Wastewater Management Master Plan and PWDS.

- Condition 23: Construct a 15-inch public sewer main from the future Auburn SPS through portions of future phases to the future intersection of Ruby Avenue NE and Cougar Street NE as shown on the applicant's preliminary utility plan. (UGA 9)
- Condition 24: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.
- Condition 25: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 1 frontage of Auburn Road NE.
- Condition 26: Construct Greencrest Street NE within Phase 1 to Collector B standards.
- Condition 27: Construct a westbound-to-southbound left turn lane at the intersection of Auburn Road NE and (future) Bobcat Street NE (private). Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 28: Obtain City Council approval for an amendment to the Salem TSP to modify the alignment of (future) Greencrest Street NE.

Phase 2:

- Condition 29: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.
- Condition 30: As required by Condition 3 of UGA09-07, the applicant shall enter into an agreement with Marion County for street improvements and right-of-way dedication for Cordon Road.
- Condition 31: Construct a traffic signal at the intersection of Auburn Road NE and Cordon Road NE, and an eastbound-to-southbound right-turn lane, as specified by the TIA and as approved by Marion County Public Works. Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 32: ~~Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.~~ Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.
- Condition 33: ~~Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2 frontage of Auburn Road NE to the western boundary of the subject property.~~ Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.
- Condition 34: ~~Construct Greencrest Street NE within Phase 2 to Collector B standards.~~ Construct Greencrest Street NE within Phases 2 and 2A to Collector B standards.

Condition 35: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 2A:

Condition 36: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.

Condition 37: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.

Condition 38: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.

Condition 39: Construct Greencrest Street NE within Phase 2A to Collector B street standards.

Condition 40: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 3:

Condition ~~36~~41: Construct a 12-inch water main in (future) Greencrest Street NE to State Street.

Condition ~~37~~42: Construct Greencrest Street NE to State Street to Collector B standards.

Condition ~~38~~43: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Greencrest Street NE and State Street, as specified in the TIA.

Condition 44: Construct a 12-inch water main in State Street from the west line of Phase 3 to Cordon Road NE.

Condition 45: Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 3 and Phase 4 frontages of State Street.

Phase 4:

~~Condition 39:~~ Construct a 12-inch water main along the Phase 4 frontage of State Street pursuant to PWDS.

Condition ~~40~~46: Construct a 15-inch sewer main to the State Street Pump Station.

~~Condition 41: Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 4 frontage of State Street.~~

Condition ~~42~~47: Align the intersection of Cougar Street NE (private) at State Street with Cougar Court SE in accordance with PWDS.

Condition ~~43~~48: Construct a minimum 46-foot-wide three-quarter-street improvement along the Phase 3 and Phase 4 frontages of State Street.

Condition ~~44~~49: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Cougar Street NE (private) and State Street, as required by the TIA.

Phase 5:

~~Condition 45: Construct a 12-inch water main along the Phase 5 frontage of State Street.~~

Condition ~~46~~50: Construct a traffic signal at the intersection of (future) Greencrest Street NE and State Street as specified in the TIA, and provide an interconnect to the signal at the intersection of Cordon Road and State Street.

Condition ~~47~~51: Construct improvements at the intersection of Cordon Road and State Street for a traffic signal to provide dual eastbound-to-northbound left turn lanes as specified in the TIA, and construct improvements on Cordon Road NE to accommodate receiving lanes as approved by Marion County Public Works.

~~Condition 48: Convey land for dedication of right-of-way to equal 48 feet from the centerline along State Street from the eastern boundary of Phase 4 to Cordon Road NE.~~

~~Condition 49: Construct a minimum 46-foot-wide three-quarter-street improvement along the State Street frontage from the eastern boundary of Phase 4 to Cordon Road NE.~~

Condition ~~50~~52: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 5 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.

Phase 6:

Condition ~~51~~53: Convey land for dedication of right-of-way to equal 30 feet from centerline along the Phase 6 frontage of Auburn Road NE.

Condition ~~52~~54: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 6 frontage of Auburn Road NE.

Condition ~~53~~55: Provide right-of-way and grading for a future Local street connection from (future) Lynx Street NE (private) to the neighboring property at the southwest corner of the intersection of Auburn Road NE at Cordon Road NE (Marion County Assessor's Map and Tax Lot 072W29B 00100). Provide grading for the future street except as prohibited under state/federal wetland fill permits.

Condition ~~54~~56: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 6 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.

BACKGROUND

The subject property is located generally at 255 Cordon Road NE, 4800-4900 Block of State Street and 4700-4800 Block of Auburn Road NE (**Attachment A**). On October 16, 2019 an application for a Planned Unit Development and Subdivision for 659 single family units and a 36-unit multi-family residential use, for a total of 695 units, was approved for the subject property. UGA09-07 was issued in connection with the phased tentative subdivision plan.

On December 29, 2020 a modification of the phased subdivision tentative plan approval (CPC-ZC-PUD-SUB-ADJ19-08MOD1) was granted which resulted in a slight adjustment to the northwestern property boundary but did not change the phasing or conditions of approval from the original decision.

An application for a second modification of phased subdivision tentative plan approval was received on April 26, 2021. The application was deemed complete for processing on June 24, 2021. The applicant's proposed site plan is included in **Attachment B** and written statement addressing the approval criteria is included as **Attachment C**.

Summary of Record:

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

City Department Comments

Salem Fire Department. The Fire Department has reviewed the proposal and commented that no portion of a phase of development may exceed 30 dwelling units unless the development is protected with approved fire sprinklers or two approved means of fire department access are provided. Fire department access is required within 150 feet of all portions of the structure. Dead end roads exceeding 150 feet of fire department access require

an approved turn around. Fire hydrants shall be located within 600 feet of all portions of the dwellings. All measurements are made along an approved route.

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

Public Works Department. The City of Salem Public Works Department, Development Services Section, reviewed the proposal and provided a memo included as **Attachment D**.

Public Agency and Private Service Provider Comments

Cherriots. Cherriots has reviewed the proposal and commented that bus stops should be provided along the north/south street between State Street and Auburn Road NE (Greencrest Street NE).

Staff Response: A new condition will be added to the phased subdivision tentative plan to address the comments received from Cherriots. At the time of public construction plan review, the applicant shall be required to coordinate with Cherriots to develop bus stops along Greencrest Street NE consistent with Public Works Design Standards (PWDS).

Condition 1: Street improvements along Greencrest Street NE shall include an area for future transit stops in locations consistent with PWDS.

Neighborhood Association Comments and Public Comments

The subject property is located within the boundaries of the East Lancaster Neighborhood Association (ELNA).

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 Table 300-2, the proposed phased subdivision tentative plan modification included in this proposed land use application request does not require neighborhood association contact.

Neighborhood Association Comments

Notice of the proposed modification of tentative phased subdivision plan approval was provided to the East Lancaster Neighborhood Association (ELNA) 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.

Comments were received from the ELNA indicating no objections to the proposed modification of phased subdivision tentative plan approval.

Public Comments

All property owners and tenants within 250 feet of the subject property were mailed notification of the proposed modification of tentative phased subdivision plan approval. No public comments were received.

FINDINGS

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.

Phased Subdivision Tentative Plan Case No. CPC-ZC-PUD-SUB-ADJ19-08 was approved on October 19, 2019 under the requirements of SRC Chapter 205 (Land Division and Reconfiguration). No updates to the City's zoning and development codes have been adopted since approval of the original subdivision.

SRC 205.070(a) provides that the approval of a tentative phased subdivision plan may be modified after its effective date if the proposed modification meets the criteria set forth in this section.

1. Analysis of Tentative Subdivision Modification Approval Criteria:

SRC 205.070(d) establishes the following approval criteria for modification of the approval of a tentative subdivision plan:

SRC 205.070(d)(1): The proposed modification does not substantially change the original approval.

Finding: The southwestern property line of the subject property is being adjusted by approximately 7.8 feet through a property line adjustment application processed by Marion County (Marion County PLA Case No. 21-024 and 21-047). The purpose of the property line adjustment is to resolve an existing encroachment issue with the neighboring Pin Oak Mobile Home Park where several structures and the existing fence line have been constructed over the existing property line onto the subject property. The property line will be adjusted to the east to match the existing fence line.

Condition 2: Prior to recording of the final plat for Phase 3 of the subdivision, the applicant shall provide evidence that Marion County PLA Case No. 21-024 and 21-047 have been recorded.

A modification of the subdivision is required in this case, in part, because the exterior boundary of the subdivision is being altered with the property line adjustment action. The change to the exterior boundary will slightly reduce the lot depths of proposed lots 246-269 in Phase 3; however, the adjusted lots depths will comply with all applicable development standards of the Planned Unit Development and does not substantially change the original approval.

The proposed modification merely changes the phasing for the development without changing the overall infrastructure design. The conditions of approval are unchanged as a whole, but have been modified to reflect the change in phase boundaries.

Condition 3: Conditions of approval from the original subdivision (CPC-ZC-PUD-SUB-ADJ19-08) shall be modified as follows:

All phases:

- Condition 11: Construct all internal private streets with property line sidewalks with minimum 4-foot landscape strip to accommodate street trees.
- Condition 12: Provide access and utility easements (to be shown on the plat) for all private streets and public utilities located within private streets pursuant to PWDS.
- Condition 13: Provide a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 14: Extend City infrastructure to adjacent parcels pursuant to PWDS.
- Condition 15: Construct water, stormwater, and sewer systems to serve each lot.
- Condition 16: Design and construct stormwater facilities as needed to accommodate future impervious surfaces on all proposed lots within each phase pursuant to PWDS. Additional capacity built in earlier phases can be used to serve impervious surfaces in later phases.
- Condition 17: Prior to commencing work within the Critical Tree Zone (CTZ) (including removal) of any trees on City-owned property, the applicant shall obtain a Street Tree Permit pursuant to SRC Chapter 86.
- Condition 18: Provide a minimum 25-foot access easement from the abutting cul-de-sac at Puma Street NE, and a utility easement (Sanitary Sewer and Water), to the neighboring property (Marion County Assessor's Map and Tax Lot number 072W30DA / 00199). Make provides to collect the surface water runoff from the southeast corner of said tax lot, at the present low point.

Phase 1:

- Condition 19: Construct a 24-inch water main in Cordon Road from the existing main near Gaffin Road SE to Auburn Road NE.
- Condition 20: Construct a 12-inch water main in Auburn Road NE from Cordon Road NE to the west line of Phase 1.
- Condition 21: Construct a 12-inch water main in (future) Greencrest Street NE through a portion of Phase 2 from Auburn Road NE to south line of Phase 1.
- Condition 22: As required by UGA09-07MOD1, construct Auburn Sewer Pump Station (SPS) along Auburn Road NE and an 8-inch sewer force main from Auburn SPS to the East Salem Interceptor consistent with the Salem Wastewater Management Master Plan and PWDS.

- Condition 23: Construct a 15-inch public sewer main from the future Auburn SPS through portions of future phases to the future intersection of Ruby Avenue NE and Cougar Street NE as shown on the applicant's preliminary utility plan. (UGA 9)
- Condition 24: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.
- Condition 25: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 1 frontage of Auburn Road NE.
- Condition 26: Construct Greencrest Street NE within Phase 1 to Collector B standards.
- Condition 27: Construct a westbound-to-southbound left turn lane at the intersection of Auburn Road NE and (future) Bobcat Street NE (private). Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 28: Obtain City Council approval for an amendment to the Salem TSP to modify the alignment of (future) Greencrest Street NE.

Phase 2:

- Condition 29: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.
- Condition 30: As required by Condition 3 of UGA09-07, the applicant shall enter into an agreement with Marion County for street improvements and right-of-way dedication for Cordon Road.
- Condition 31: Construct a traffic signal at the intersection of Auburn Road NE and Cordon Road NE, and an eastbound-to-southbound right-turn lane, as specified by the TIA and as approved by Marion County Public Works. Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 32: ~~Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.~~ Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.
- Condition 33: ~~Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2 frontage of Auburn Road NE to the western boundary of the subject property.~~ Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.
- Condition 34: ~~Construct Greencrest Street NE within Phase 2 to Collector B standards.~~ Construct Greencrest Street NE within Phases 2 and 2A to Collector B standards.

Condition 35: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 2A:

Condition 36: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.

Condition 37: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.

Condition 38: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.

Condition 39: Construct Greencrest Street NE within Phase 2A to Collector B street standards.

Condition 40: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 3:

Condition ~~36~~41: Construct a 12-inch water main in (future) Greencrest Street NE to State Street.

Condition ~~37~~42: Construct Greencrest Street NE to State Street to Collector B standards.

Condition ~~38~~43: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Greencrest Street NE and State Street, as specified in the TIA.

Condition 44: Construct a 12-inch water main in State Street from the west line of Phase 3 to Cordon Road NE.

Condition 45: Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 3 and Phase 4 frontages of State Street.

Phase 4:

~~Condition 39:~~ Construct a 12-inch water main along the Phase 4 frontage of State Street pursuant to PWDS.

Condition ~~40~~46: Construct a 15-inch sewer main to the State Street Pump Station.

~~Condition 41: Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 4 frontage of State Street.~~

Condition ~~42~~47: Align the intersection of Cougar Street NE (private) at State Street with Cougar Court SE in accordance with PWDS.

Condition ~~43~~48: Construct a minimum 46-foot-wide three-quarter-street improvement along the Phase 3 and Phase 4 frontages of State Street.

Condition ~~44~~49: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Cougar Street NE (private) and State Street, as required by the TIA.

Phase 5:

~~Condition 45: Construct a 12-inch water main along the Phase 5 frontage of State Street.~~

Condition ~~46~~50: Construct a traffic signal at the intersection of (future) Greencrest Street NE and State Street as specified in the TIA, and provide an interconnect to the signal at the intersection of Cordon Road and State Street.

Condition ~~47~~51: Construct improvements at the intersection of Cordon Road and State Street for a traffic signal to provide dual eastbound-to-northbound left turn lanes as specified in the TIA, and construct improvements on Cordon Road NE to accommodate receiving lanes as approved by Marion County Public Works.

~~Condition 48: Convey land for dedication of right-of-way to equal 48 feet from the centerline along State Street from the eastern boundary of Phase 4 to Cordon Road NE.~~

~~Condition 49: Construct a minimum 46-foot-wide three-quarter-street improvement along the State Street frontage from the eastern boundary of Phase 4 to Cordon Road NE.~~

Condition ~~50~~52: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 5 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.

Phase 6:

Condition ~~51~~53: Convey land for dedication of right-of-way to equal 30 feet from centerline along the Phase 6 frontage of Auburn Road NE.

Condition ~~5254~~5355: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 6 frontage of Auburn Road NE.

Condition ~~5355~~5456: Provide right-of-way and grading for a future Local street connection from (future) Lynx Street NE (private) to the neighboring property at the southwest corner of the intersection of Auburn Road NE at Cordon Road NE (Marion County Assessor's Map and Tax Lot 072W29B 00100). Provide grading for the future street except as prohibited under state/federal wetland fill permits.

Condition ~~5456~~5557: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 6 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.

SRC 205.070(d)(2): The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties.

Finding: The proposed modification includes minor adjustments to the property boundary, and a minor change to the phasing sequence and phase boundaries. The proposed modification does not change the physical appearance of the development, the use of the site, or the impacts on surrounding properties.

Because the configuration of the subdivision is substantially similar to the original approval, and because no change is proposed to the previously approved uses for the property, the requested modification would not increase or otherwise change impacts on surrounding properties. The proposal meets this criterion.

SRC 205.015(e): Modification pursuant to final plat approval. If the approval of a final plat for a phase of a phased subdivision requires the change of a boundary of a subsequent phase, or a change to the conditions of approval, the tentative phased subdivision plan shall be modified prior to approval of the final plat.

Finding: The proposed modification includes a change to the phasing and phase boundaries. City infrastructure is available to serve individual phases in a way that is functionally self-contained and self-sustaining. The improvements for each phase will be constructed in such a manner that provides sufficient capacity to serve later phases. Conditions of approval have been modified to accommodate for changes proposed to the phase boundaries. No further modifications should be needed.

2. Effect on Expiration Period of Original Approval:

Pursuant to SRC 205.070(e), the effect of a modification upon the expiration period of the original approval, if any, shall be established in the modification decision.

Finding: The expiration date for the original phased subdivision tentative plan approval (CPC-ZC-PUD-SUB-ADJ19-08) is November 1, 2021. The previous modification did not change the expiration date for the subdivision. The proposed modification also does not

change the expiration date for the consolidated application. The applicant is permitted to apply for up to four extensions of the expiration date, in two-year increments, with the final extension expiring no later than **November 1, 2029.**

Pursuant to SRC 200.025(g)(1), a UGA Preliminary Declaration issued in connection with a subdivision shall remain valid if the tentative subdivision approval remains valid. Therefore, UGA09-07MOD1 and its terms and conditions would remain in effect for the duration of the subject modification of phased subdivision tentative plan approval and any subsequent extensions.

DECISION

The requested modification of the tentative phased subdivision plan is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the findings and conditions adopted in this decision.

- Condition 1:** Street improvements along Greencrest Street NE shall include an area for future transit stops in locations consistent with PWDS.
- Condition 2:** Prior to recording of the final plat for Phase 3 of the subdivision, the applicant shall provide evidence that Marion County PLA Case No. 21-024 and 21-047 have been recorded.
- Condition 3:** Conditions of approval from the original subdivision (CPC-ZC-PUD-SUB-ADJ19-08) shall be modified as follows:

All phases:

- Condition 11: Construct all internal private streets with property line sidewalks with minimum 4-foot landscape strip to accommodate street trees.
- Condition 12: Provide access and utility easements (to be shown on the plat) for all private streets and public utilities located within private streets pursuant to PWDS.
- Condition 13: Provide a 10-foot public utility easement along the street frontage of all internal streets.
- Condition 14: Extend City infrastructure to adjacent parcels pursuant to PWDS.
- Condition 15: Construct water, stormwater, and sewer systems to serve each lot.
- Condition 16: Design and construct stormwater facilities as needed to accommodate future impervious surfaces on all proposed lots within each phase pursuant to PWDS. Additional capacity built in earlier phases can be used to serve impervious surfaces in later phases.
- Condition 17: Prior to commencing work within the Critical Tree Zone (CTZ) (including removal) of any trees on City-owned property, the applicant shall obtain a Street Tree Permit pursuant to SRC Chapter 86.

- Condition 18: Provide a minimum 25-foot access easement from the abutting cul-de-sac at Puma Street NE, and a utility easement (Sanitary Sewer and Water), to the neighboring property (Marion County Assessor's Map and Tax Lot number 072W30DA / 00199). Make provides to collect the surface water runoff from the southeast corner of said tax lot, at the present low point.

Phase 1:

- Condition 19: Construct a 24-inch water main in Cordon Road from the existing main near Gaffin Road SE to Auburn Road NE.
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- Condition 21: Construct a 12-inch water main in (future) Greencrest Street NE through a portion of Phase 2 from Auburn Road NE to south line of Phase 1.
- Condition 22: As required by UGA09-07MOD1, construct Auburn Sewer Pump Station (SPS) along Auburn Road NE and an 8-inch sewer force main from Auburn SPS to the East Salem Interceptor consistent with the Salem Wastewater Management Master Plan and PWDS.
- Condition 23: Construct a 15-inch public sewer main from the future Auburn SPS through portions of future phases to the future intersection of Ruby Avenue NE and Cougar Street NE as shown on the applicant's preliminary utility plan. (UGA 9)
- Condition 24: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.
- Condition 25: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 1 frontage of Auburn Road NE.
- Condition 26: Construct Greencrest Street NE within Phase 1 to Collector B standards.
- Condition 27: Construct a westbound-to-southbound left turn lane at the intersection of Auburn Road NE and (future) Bobcat Street NE (private). Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 28: Obtain City Council approval for an amendment to the Salem TSP to modify the alignment of (future) Greencrest Street NE.

Phase 2:

- Condition 29: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.

- Condition 30: As required by Condition 3 of UGA09-07, the applicant shall enter into an agreement with Marion County for street improvements and right-of-way dedication for Cordon Road.
- Condition 31: Construct a traffic signal at the intersection of Auburn Road NE and Cordon Road NE, and an eastbound-to-southbound right-turn lane, as specified by the TIA and as approved by Marion County Public Works. Convey additional right-of-way to accommodate the improvement, if needed.
- Condition 32: ~~Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 1 frontage of Auburn Road NE.~~ Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.
- Condition 33: ~~Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2 frontage of Auburn Road NE to the western boundary of the subject property.~~ Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.
- Condition 34: ~~Construct Greencrest Street NE within Phase 2 to Collector B standards.~~ Construct Greencrest Street NE within Phases 2 and 2A to Collector B standards.
- Condition 35: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 2A:

- Condition 36: Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.
- Condition 37: Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.
- Condition 38: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.
- Condition 39: Construct Greencrest Street NE within Phase 2A to Collector B street standards.
- Condition 40: Construct westbound-to-southbound and eastbound-to-northbound left turn lanes at the intersection of (future) Greencrest Street NE and Auburn

Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.

Phase 3:

Condition ~~36~~41: Construct a 12-inch water main in (future) Greencrest Street NE to State Street.

Condition ~~37~~42: Construct Greencrest Street NE to State Street to Collector B standards.

Condition ~~38~~43: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Greencrest Street NE and State Street, as specified in the TIA.

Condition 44: Construct a 12-inch water main in State Street from the west line of Phase 3 to Cordon Road NE.

Condition 45: Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 3 and Phase 4 frontages of State Street.

Phase 4:

Condition ~~39~~: ~~Construct a 12-inch water main along the Phase 4 frontage of State Street pursuant to PWDS.~~

Condition ~~40~~46: Construct a 15-inch sewer main to the State Street Pump Station.

Condition ~~41~~: ~~Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 4 frontage of State Street.~~

Condition ~~42~~47: Align the intersection of Cougar Street NE (private) at State Street with Cougar Court SE in accordance with PWDS.

Condition ~~43~~48: Construct a minimum 46-foot-wide three-quarter-street improvement along the Phase 3 and Phase 4 frontages of State Street.

Condition ~~44~~49: Construct eastbound-to-northbound and westbound-to-southbound left turn lanes at the intersection of (future) Cougar Street NE (private) and State Street, as required by the TIA.

Phase 5:

Condition ~~45~~: ~~Construct a 12-inch water main along the Phase 5 frontage of State Street.~~

Condition ~~46~~50: Construct a traffic signal at the intersection of (future) Greencrest Street NE and State Street as specified in the TIA, and provide an interconnect to the signal at the intersection of Cordon Road and State Street.

Condition ~~47~~51: Construct improvements at the intersection of Cordon Road and State Street for a traffic signal to provide dual eastbound-to-northbound left turn lanes as specified in the TIA, and construct improvements on Cordon Road NE to accommodate receiving lanes as approved by Marion County Public Works.

Condition ~~48~~: ~~Convey land for dedication of right-of-way to equal 48 feet from the centerline along State Street from the eastern boundary of Phase 4 to Cordon Road NE.~~

Condition ~~49~~: ~~Construct a minimum 46-foot-wide three-quarter-street improvement along the State Street frontage from the eastern boundary of Phase 4 to Cordon Road NE.~~

Condition ~~50~~52: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 5 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.

Phase 6:

Condition ~~51~~53: Convey land for dedication of right-of-way to equal 30 feet from centerline along the Phase 6 frontage of Auburn Road NE.

Condition ~~52~~54: Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 6 frontage of Auburn Road NE.

Condition ~~53~~55: Provide right-of-way and grading for a future Local street connection from (future) Lynx Street NE (private) to the neighboring property at the southwest corner of the intersection of Auburn Road NE at Cordon Road NE (Marion County Assessor's Map and Tax Lot 072W29B 00100). Provide grading for the future street except as prohibited under state/federal wetland fill permits.

Condition ~~54~~56: Construct a multi-modal multi-use pedestrian/bicycle path along the Phase 6 frontage of Cordon Road NE as specified in the TIA and approved by Marion County Public Works. Pedestrian pathways shall be provided connecting the sidewalk on Panther Street NE to the multi-modal path along Cordon Road NE at intervals not less than 600 feet.



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

Prepared by Aaron Panko, Planner III

Attachments: A. Vicinity Map
 B. Proposed Modified Subdivision Plan
 C. Applicant's Written Statement
 D. Public Works Memo

| | |
|----------------------------------|---------------------------|
| Application Deemed Complete: | <u>June 24, 2021</u> |
| Notice of Decision Mailing Date: | <u>August 27, 2021</u> |
| Decision Effective Date: | <u>September 14, 2021</u> |
| State Mandated Decision Date: | <u>October 22, 2021</u> |

The rights granted by this decision must be exercised or extension granted by the following dates or this approval shall be null and void:

Phased Subdivision Tentative Plan: November 1, 2021

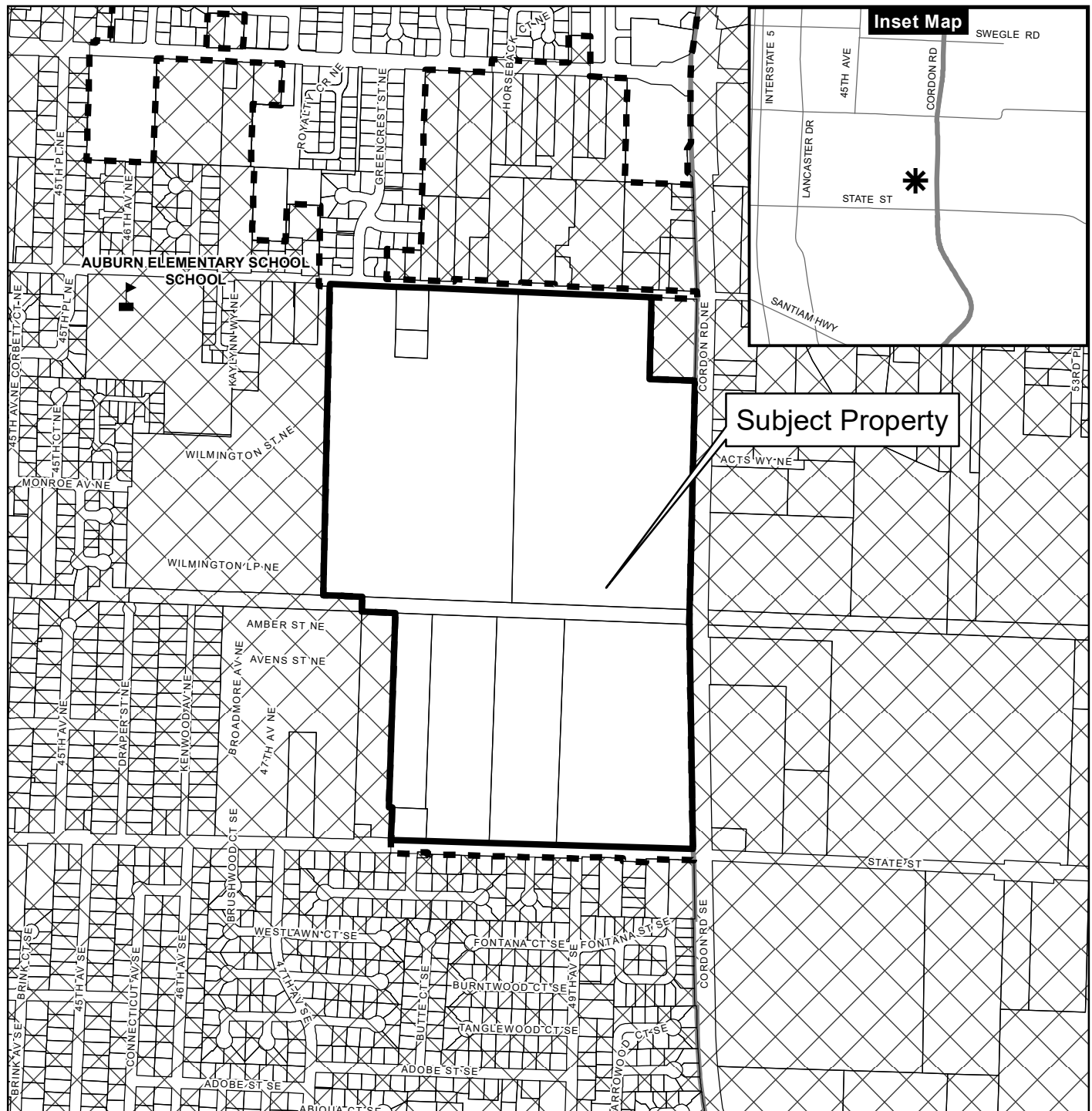
A copy of the complete case file is available for review during regular business hours at the Planning Division office, 555 Liberty Street SE, Room 305, Salem OR 97301.

This decision is final unless written appeal from a party with standing to appeal, along with an appeal fee, is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem, Oregon 97301, no later than **Monday, September 13, 2021, 5:00 p.m.** The notice of appeal must contain the information required by SRC 300.1020. The notice of appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. The Planning Commission may amend, rescind, or affirm the action or refer the matter to staff for additional information.

cc: Alan Kessler, GIS

Vicinity Map

255 Cordon Road NE, 4800-4900 Block of State Street and 4700-4800 Block of Auburn Road NE



Legend

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

0 100 200 400 Feet

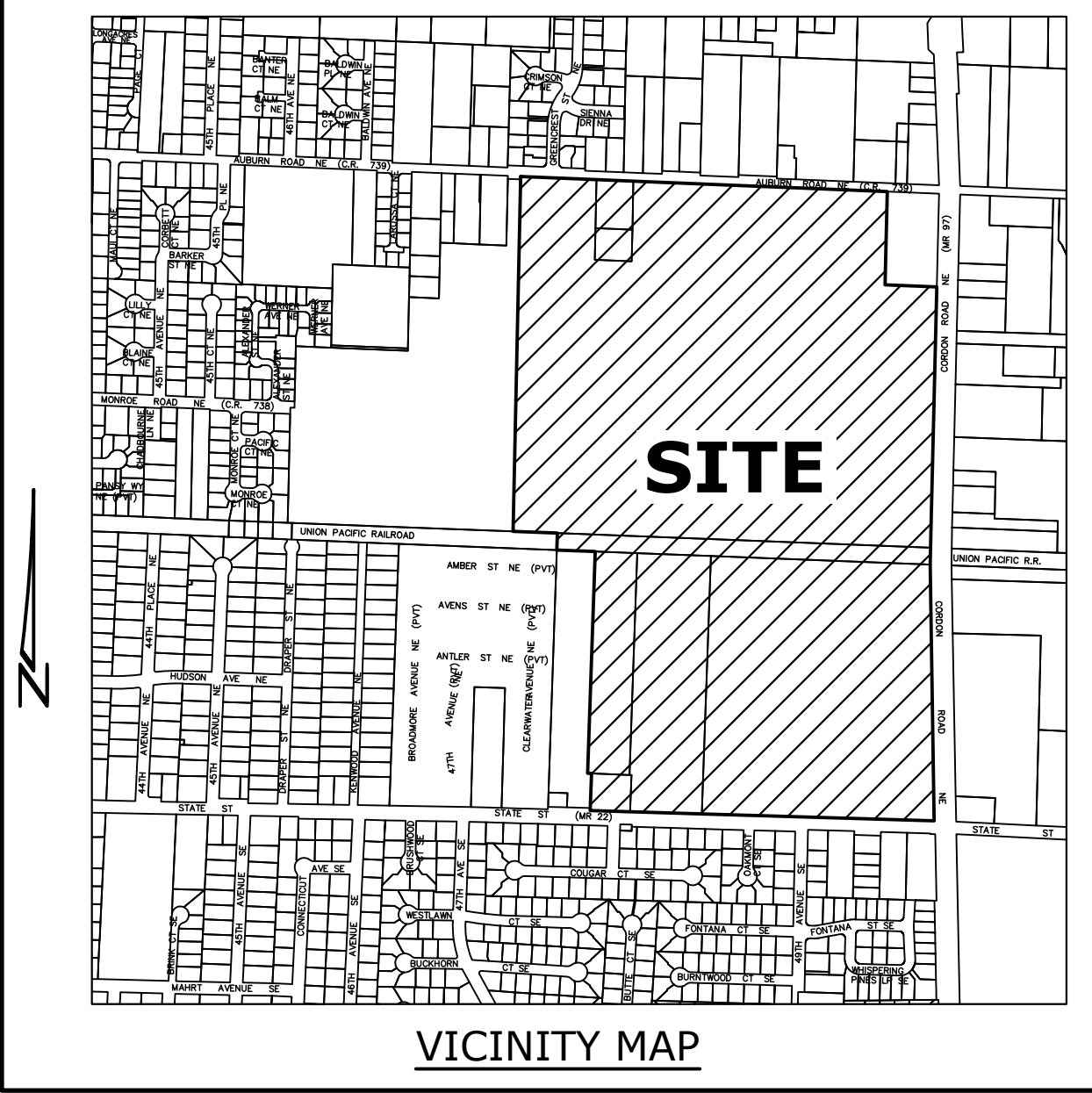


CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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| SHEET INDEX | |
|-------------|-------------------------|
| P101 | COVER SHEET |
| P102 | SITE PLAN - PHASE 1 & 2 |
| P103 | SITE PLAN - PHASE 3 & 4 |
| P104 | SITE PLAN - PHASE 4 |
| P105 | SITE PLAN - PHASE 5 & 6 |
| P106 | SITE PLAN - PHASE 3 |



EAST PARK ESTATES
A PLANNED UNIT DEVELOPMENT

SEC. 29, T. 7 S., R. 2 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

Owner / Developer:
EAST PARK L.L.C.
27375 SW PARKWAY AVE
WILSONVILLE, OREGON 97070

| UTILITIES: | |
|---------------------|------------------------|
| CABLE | COMCAST CABLE SERVICES |
| POWER | P.G.E. |
| PHONE | CENTURY LINK |
| GAS | N.W. NATURAL |
| SANITARY SEWER | |
| STORM DRAIN & WATER | CITY OF SALEM |

EXISTING ZONE:
RS, RM-I, RM-II, CR

COMPREHENSIVE DESG.:
SINGLE FAMILY RESIDENTIAL,
MULTI-FAMILY RESIDENTIAL &
COMMERCIAL

| AREA TABLE: | | | |
|-------------|----------------|------------|---------|
| BOUNDARY: | 5,340,008 S.F. | 122.59 Ac. | 100.00% |
| LOT AREA: | 2,728,279 S.F. | 62.63 Ac. | 51.01% |
| TRACT AREA: | 387,211 S.F. | 8.89 Ac. | 7.25% |
| CITY PARK: | 323,884 S.F. | 7.44 Ac. | 6.06% |
| COMMERCIAL: | 574,966 S.F. | 13.20 Ac. | 10.77% |

PARCEL SIZE:

| PHASE 1 | |
|-----------------|----------------|
| TOTAL AREA | 22.34 AC. |
| TRACTS | 0.47 AC. |
| LOTS | 14.83 AC. |
| NUMBER OF UNITS | 148 |
| DENSITY | 9.98 UNITS/AC. |
| LARGEST | 9,484 S.F. |
| SMALLEST | 3,115 S.F. |
| AVERAGE | 4,364 S.F. |

| PHASE 2 | |
|-----------------|-----------------|
| TOTAL AREA | 13.30 AC. |
| TRACTS | 1.68 AC. |
| LOTS | 8.91 AC. |
| NUMBER OF UNITS | 93 |
| DENSITY | 10.44 UNITS/AC. |
| LARGEST | 8,487 S.F. |
| SMALLEST | 3,010 S.F. |
| AVERAGE | 4,172 S.F. |

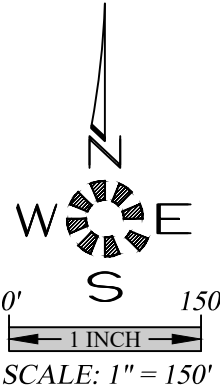
| PHASE 3 | |
|-----------------|----------------|
| TOTAL AREA | 35.90 AC. |
| TRACTS | 1.76 AC. |
| LOTS | 29.79 AC. |
| NUMBER OF UNITS | 106 |
| DENSITY | 3.56 UNITS/AC. |
| LARGEST | 556,093 S.F. |
| SMALLEST | 3,454 S.F. |
| AVERAGE | 12,244 S.F. |

| PHASE 4 | |
|-----------------|-----------------|
| TOTAL AREA | 10.30 AC. |
| TRACTS | 1.53 AC. |
| LOTS | 7.13 AC. |
| NUMBER OF UNITS | 80 |
| DENSITY | 11.23 UNITS/AC. |
| LARGEST | 5,353 S.F. |
| SMALLEST | 3,115 S.F. |
| AVERAGE | 3,880 S.F. |

| PHASE 5 | |
|-----------------|-----------------|
| TOTAL AREA | 17.78 AC. |
| TRACTS | 0.80 AC. |
| LOTS | 12.24 AC. |
| NUMBER OF UNITS | 130 |
| DENSITY | 10.62 UNITS/AC. |
| LARGEST | 7,960 S.F. |
| SMALLEST | 3,115 S.F. |
| AVERAGE | 4,102 S.F. |

| PHASE 6 | |
|-----------------|-----------------|
| TOTAL AREA | 18.26 AC. |
| TRACTS | 3.12 AC. |
| LOTS | 7.44 AC. |
| NUMBER OF UNITS | 80 |
| DENSITY | 10.75 UNITS/AC. |
| LARGEST | 7,312 S.F. |
| SMALLEST | 3,115 S.F. |
| AVERAGE | 4,052 S.F. |

| PHASE 2B | |
|-----------------|-----------------|
| TOTAL AREA | 1.44 AC. |
| TRACTS | 0.00 AC. |
| LOTS | 1.14 AC. |
| NUMBER OF UNITS | 12 |
| DENSITY | 10.49 UNITS/AC. |
| LARGEST | 4,450 S.F. |
| SMALLEST | 3,960 S.F. |
| AVERAGE | 4,153 S.F. |



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GRAPHICAL REPRESENTATION.

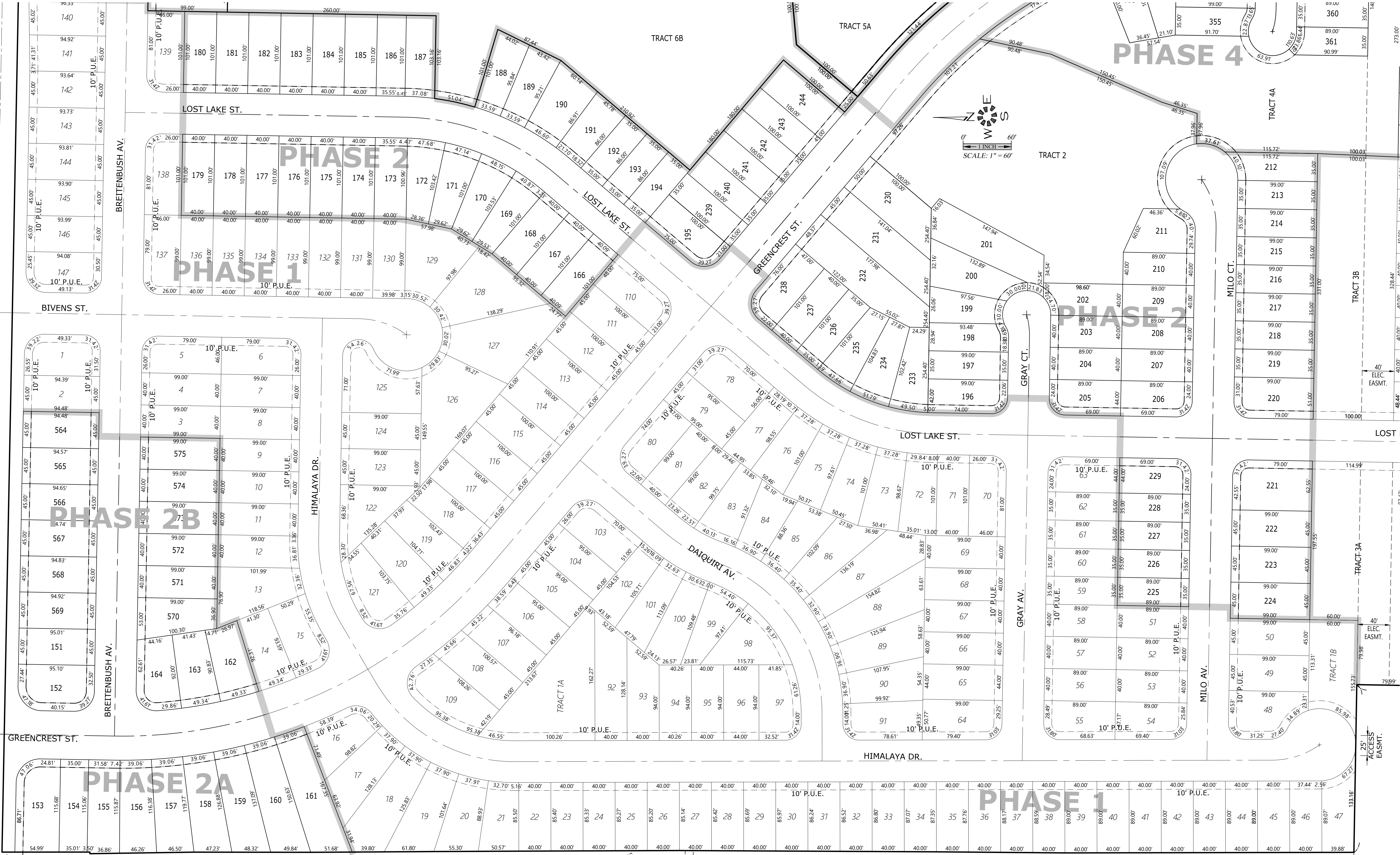
Design: M.D.G.
Drawn: L.L.L.
Checked: J.G.
Date: JUN 2021
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
JULY 14, 1978
MARK D. GREY
EXPIRES 06-30-2019
JOB # 6437

| PHASE 1 | | | | | | | | | | | | | | |
|--------------|-------|--|--------------|-------|--|--------------|-------|--|--------------|-------|--|--------------|-------|--|
| Parcel Table | | | Parcel Table | | | Parcel Table | | | Parcel Table | | | Parcel Table | | |
| LOT | S.F. | | LOT | S.F. | | LOT | S.F. | | LOT | S.F. | | LOT | S.F. | |
| 1 | 4,639 | | 16 | 4,657 | | 31 | 3,455 | | 46 | 3,560 | | 61 | 3,115 | |
| 2 | 4,249 | | 17 | 5,316 | | 32 | 3,466 | | 47 | 4,041 | | 62 | 3,115 | |
| 3 | 3,960 | | 18 | 6,710 | | 33 | 3,477 | | 48 | 5,060 | | 63 | 3,830 | |
| 4 | 3,960 | | 19 | 5,338 | | 34 | 3,488 | | 49 | 4,455 | | 64 | 4,850 | |
| 5 | 4,468 | | 20 | 4,330 | | 35 | 3,502 | | 50 | 4,455 | | 65 | 4,356 | |
| 6 | 4,468 | | 21 | 3,819 | | 36 | 3,519 | | 51 | 3,560 | | 66 | 3,960 | |
| 7 | 3,960 | | 22 | 3,418 | | 37 | 3,535 | | 52 | 3,560 | | 67 | 3,960 | |
| 8 | 3,960 | | 23 | 3,415 | | 38 | 3,552 | | 53 | 3,560 | | 68 | 3,960 | |
| 9 | 3,960 | | 24 | 3,412 | | 39 | 3,560 | | 54 | 4,040 | | 69 | 3,960 | |
| 10 | 3,960 | | 25 | 3,409 | | 40 | 3,560 | | 55 | 4,184 | | 70 | 4,560 | |
| 11 | 3,960 | | 26 | 3,407 | | 41 | 3,560 | | 56 | 3,560 | | 71 | 4,040 | |
| 12 | 3,996 | | 27 | 3,411 | | 42 | 3,560 | | 57 | 3,560 | | 72 | 4,287 | |
| 13 | 5,801 | | 28 | 3,422 | | 43 | 3,560 | | 58 | 3,560 | | 73 | 4,349 | |
| 14 | 4,225 | | 29 | 3,433 | | 44 | 3,560 | | 59 | 3,115 | | 74 | 4,322 | |
| 15 | 4,600 | | 30 | 3,444 | | 45 | 3,560 | | 60 | 3,115 | | 75 | 4,322 | |

| PHASE 2 | | | | | | | | | | | | | | |
|--------------|-------|-------|--------------|-------|--|--------------|-------|--|--------------|-------|--|--------------|-------|--|
| Parcel Table | | | Parcel Table | | | Parcel Table | | | Parcel Table | | | Parcel Table | | |
| LOT | S.F. | | LOT | S.F. | | LOT | S.F. | | LOT | S.F. | | LOT | S.F. | |
| 16 | 4,040 | | 181 | 4,040 | | 196 | 4,078 | | 211 | 4,099 | | 226 | 3,115 | |
| 17 | 167 | 4,040 | 182 | 4,040 | | 197 | 4,290 | | 212 | 3,465 | | 227 | 3,115 | |
| 18 | 168 | 4,040 | 183 | 4,040 | | 198 | 3,433 | | 213 | 3,465 | | 228 | 3,115 | |
| 19 | 169 | 3,774 | 184 | 4,040 | | 199 | 3,456 | | 214 | 3,465 | | 229 | 3,830 | |
| 20 | 170 | 3,986 | 185 | 4,040 | | 200 | 5,039 | | 215 | 3,465 | | 230 | 6,026 | |
| 21 | 171 | 3,932 | 186 | 3,636 | | 201 | 6,988 | | 216 | 3,465 | | 231 | 7,178 | |
| 22 | 172 | 3,891 | 187 | 3,764 | | 202 | 3,798 | | 217 | 3,465 | | 232 | 8,487 | |
| 23 | 173 | 4,041 | 188 | 3,788 | | 203 | 3,560 | | 218 | 3,465 | | 233 | 3,846 | |
| 24 | 174 | 4,040 | 189 | 3,663 | | 204 | 3,560 | | 219 | 3,465 | | 234 | 4,141 | |
| 25 | 175 | 4,040 | 190 | 4,793 | | 205 | 3,830 | | 220 | 4,963 | | 235 | 3,914 | |
| 26 | 176 | 4,040 | 191 | 3,696 | | 206 | 3,830 | | 221 | 6,107 | | 236 | 3,535 | |
| 27 | 177 | 4,040 | 192 | 3,010 | | 207 | 3,560 | | 222 | 4,455 | | 237 | 4,040 | |
| 28 | 178 | 4,040 | 193 | 3,010 | | 208 | 3,560 | | 223 | 4,455 | | 238 | 4,613 | |
| 29 | 179 | 4,040 | 194 | 3,010 | | 209 | 3,560 | | 224 | 4,455 | | 239 | 3,500 | |
| 30 | 180 | 4,040 | 195 | 4,466 | | 210 | 3,560 | | 225 | 3,115 | | 240 | 3,500 | |
| 31 | 181 | 4,040 | 196 | 4,078 | | 211 | 4,099 | | 226 | 3,115 | | 241 | 3,500 | |

| Parcel Table | |
|--------------|---------|
| TRACT | S.F. |
| TRACT 1A | 13,286 |
| TRACT 1B | 7,092 |
| TRACT 2 | 73,059 |
| TRACT 3A | 31,869 |
| TRACT 3B | 32,973 |
| TRACT 4A | 58,571 |
| TRACT 5A | 20,089 |
| TRACT 6A | 184,880 |
| TRACT 6B | 128,562 |
| TRACT 6C | 22,613 |



TENTATIVE SITE PLAN PHASE 1 & 2

EAST PARK ESTATES

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
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Design: M.D.G.
Drawn: L.L.L.
Checked: J.G.
Date: JUN 2021
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
JULY 14, 1978
MARK D. GREGG
EXPIRES 06-30-2019

JOB # 6437
P102

TENTATIVE SITE PLAN
PHASE 3 & 4

EAST PARK ESTATES

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OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
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PRECEDENCE OVER
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6437240002 101

Design: M.D.G.
Drawn: L.J.L.
Checked: J.G.
Date: JUN 2021
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
MARK D. GREENE
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437

PHASE 3

| Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | |
|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|---------|
| LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. |
| 246 | 3,930 | 262 | 3,873 | 278 | 4,455 | 294 | 3,960 | 310 | 3,465 | 326 | 3,465 | 342 | 3,715 |
| 247 | 3,917 | 263 | 3,868 | 279 | 4,455 | 295 | 4,738 | 311 | 3,465 | 327 | 3,465 | 343 | 3,715 |
| 248 | 3,905 | 264 | 3,860 | 280 | 4,523 | 296 | 4,738 | 312 | 3,465 | 328 | 3,465 | 344 | 3,715 |
| 249 | 3,897 | 265 | 3,849 | 281 | 4,523 | 297 | 3,465 | 313 | 4,710 | 329 | 3,465 | 345 | 3,715 |
| 250 | 3,897 | 266 | 3,839 | 282 | 4,455 | 298 | 3,465 | 314 | 4,710 | 330 | 3,465 | 346 | 3,715 |
| 251 | 3,898 | 267 | 3,835 | 283 | 4,455 | 299 | 3,465 | 315 | 3,465 | 331 | 4,738 | 347 | 3,715 |
| 252 | 3,899 | 268 | 3,838 | 284 | 4,455 | 300 | 3,465 | 316 | 3,465 | 332 | 4,738 | 348 | 4,413 |
| 253 | 3,899 | 269 | 3,532 | 285 | 4,455 | 301 | 3,465 | 317 | 3,465 | 333 | 3,960 | 349 | 294,153 |
| 254 | 3,900 | 270 | 3,862 | 286 | 4,455 | 302 | 3,465 | 318 | 3,465 | 334 | 3,960 | 350 | 556,093 |
| 255 | 3,900 | 271 | 4,147 | 287 | 3,454 | 303 | 3,465 | 319 | 3,465 | 335 | 3,960 | 351 | 53,638 |
| 256 | 3,898 | 272 | 3,617 | 288 | 3,465 | 304 | 3,465 | 320 | 3,465 | 336 | 3,960 | | |
| 257 | 3,894 | 273 | 3,605 | 289 | 3,465 | 305 | 3,465 | 321 | 3,465 | 337 | 3,465 | | |
| 258 | 3,890 | 274 | 4,106 | 290 | 3,465 | 306 | 3,465 | 322 | 3,465 | 338 | 3,465 | | |
| 259 | 3,886 | 275 | 3,580 | 291 | 3,960 | 307 | 3,465 | 323 | 3,465 | 339 | 3,465 | | |
| 260 | 3,882 | 276 | 4,455 | 292 | 3,960 | 308 | 3,465 | 324 | 3,465 | 340 | 3,465 | | |
| 261 | 3,878 | 277 | 4,455 | 293 | 3,960 | 309 | 3,465 | 325 | 3,465 | 341 | 3,715 | | |





| Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | |
|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
| LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. |
| 353 | 4,122 | 369 | 4,095 | 385 | 3,960 | 401 | 3,465 | 417 | 5,125 |
| 354 | 4,168 | 370 | 3,465 | 386 | 3,960 | 402 | 3,465 | 418 | 5,353 |
| 355 | 3,297 | 371 | 3,465 | 387 | 3,960 | 403 | 3,465 | 419 | 4,455 |
| 356 | 3,465 | 372 | 3,465 | 388 | 3,465 | 404 | 3,465 | 420 | 4,455 |
| 357 | 4,801 | 373 | 3,465 | 389 | 3,465 | 405 | 3,465 | 421 | 3,960 |
| 358 | 3,693 | 374 | 3,465 | 390 | 3,960 | 406 | 3,465 | 422 | 3,960 |
| 359 | 3,115 | 375 | 3,465 | 391 | 3,960 | 407 | 3,465 | 423 | 3,960 |
| 360 | 3,115 | 376 | 3,465 | 392 | 3,960 | 408 | 3,465 | 424 | 4,455 |
| 361 | 3,214 | 377 | 3,465 | 393 | 3,960 | 409 | 4,095 | 425 | 3,973 |
| 362 | 3,715 | 378 | 3,465 | 394 | 4,775 | 410 | 3,966 | 426 | 4,271 |
| 363 | 3,715 | 379 | 3,465 | 395 | 4,795 | 411 | 4,500 | 427 | 4,271 |
| 364 | 3,715 | 380 | 3,960 | 396 | 3,960 | 412 | 4,000 | 428 | 3,454 |
| 365 | 3,715 | 381 | 3,960 | 397 | 3,960 | 413 | 4,000 | 429 | 4,455 |
| 366 | 3,250 | 382 | 4,795 | 398 | 3,465 | 414 | 4,000 | 430 | 4,078 |
| 367 | 3,250 | 383 | 4,775 | 399 | 3,465 | 415 | 4,500 | 431 | 3,556 |
| 368 | 3,859 | 384 | 3,960 | 400 | 3,465 | 416 | 4,500 | 432 | 4,368 |



ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363 - 9227 FAX (503) 364-1260
WWW.MULTITECHENGINEERING.COM

TENTATIVE SITE PLAN
PHASE 4

EAST PARK ESTATES

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Design: M.D.G.
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Checked: J.G.
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Scale: AS SHOWN



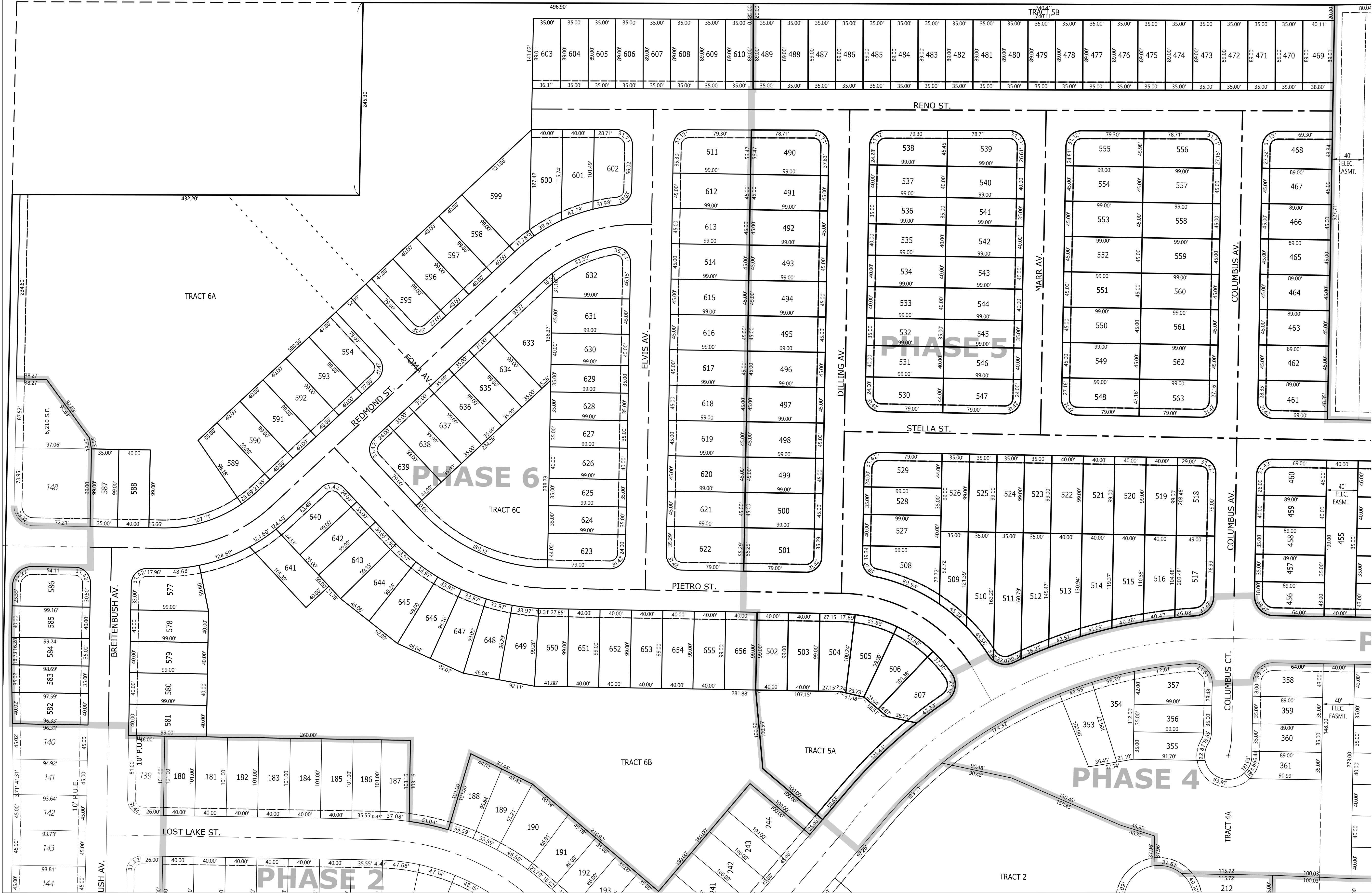
JOB # 6437

PHASE 5

| Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | |
|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
| LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. |
| 434 | 4,566 | 449 | 4,567 | 464 | 4,005 | 479 | 3,115 | 494 | 4,455 | 509 | 3,713 | 524 | 3,465 | 539 | 4,483 | 554 | 4,455 |
| 435 | 4,000 | 450 | 4,187 | 465 | 4,005 | 480 | 3,115 | 495 | 4,455 | 510 | 4,965 | 525 | 3,465 | 540 | 3,960 | 555 | 4,397 |
| 436 | 4,007 | 451 | 3,714 | 466 | 4,005 | 481 | 3,115 | 496 | 4,455 | 511 | 5,800 | 526 | 3,465 | 541 | 3,465 | 556 | 4,536 |
| 437 | 4,613 | 452 | 3,250 | 467 | 4,005 | 482 | 3,115 | 497 | 4,455 | 512 | 5,352 | 527 | 3,960 | 542 | 3,960 | 557 | 4,455 |
| 438 | 4,888 | 453 | 3,250 | 468 | 4,161 | 483 | 3,115 | 498 | 4,455 | 513 | 5,518 | 528 | 3,465 | 543 | 3,960 | 558 | 4,455 |
| 439 | 5,318 | 454 | 3,859 | 469 | 3,511 | 484 | 3,115 | 499 | 4,455 | 514 | 4,997 | 529 | 4,270 | 544 | 3,960 | 559 | 4,455 |
| 440 | 5,687 | 455 | 7,960 | 470 | 3,115 | 485 | 3,115 | 500 | 4,455 | 515 | 4,590 | 530 | 4,270 | 545 | 3,465 | 560 | 4,455 |
| 441 | 5,864 | 456 | 3,693 | 471 | 3,115 | 486 | 3,115 | 501 | 5,387 | 516 | 4,293 | 531 | 3,960 | 546 | 3,960 | 561 | 4,455 |
| 442 | 4,455 | 457 | 3,115 | 472 | 3,115 | 487 | 3,115 | 502 | 3,960 | 517 | 4,892 | 532 | 3,465 | 547 | 4,270 | 562 | 4,455 |
| 443 | 4,455 | 458 | 3,115 | 473 | 3,115 | 488 | 3,115 | 503 | 3,960 | 518 | 4,765 | 533 | 3,960 | 548 | 4,583 | 563 | 4,583 |
| 444 | 4,455 | 459 | 3,560 | 474 | 3,115 | 489 | 3,115 | 504 | 3,960 | 519 | 3,960 | 534 | 3,960 | 549 | 4,455 | | |
| 445 | 4,455 | 460 | 4,008 | 475 | 3,115 | 490 | 5,574 | 505 | 3,974 | 520 | 3,960 | 535 | 3,960 | 550 | 4,455 | | |
| 446 | 4,455 | 461 | 4,217 | 476 | 3,115 | 491 | 4,455 | 506 | 3,988 | 521 | 3,960 | 536 | 3,465 | 551 | 4,455 | | |

PHASE 6

| Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | | Parcel Table | |
|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|------|--------------|------|
| LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. | LOT | S.F. |
| 577 | 4,941 | 589 | 3,980 | 601 | 4,316 | 613 | 4,455 | 625 | 3,465 | 637 | 3,465 | 649 | 3,888 | | | | |
| 578 | 3,960 | 590 | 3,960 | 602 | 4,605 | 614 | 4,455 | 626 | 3,960 | 638 | 3,465 | 650 | 3,963 | | | | |
| 579 | 3,960 | 591 | 3,960 | 603 | 3,174 | 615 | 4,455 | 627 | 3,465 | 639 | 4,270 | 651 | 3,960 | | | | |
| 580 | 3,960 | 592 | 3,960 | 604 | 3,115 | 616 | 4,455 | 628 | 3,465 | 640 | 4,273 | 652 | 3,960 | | | | |
| 581 | 3,960 | 593 | 3,960 | 605 | 3,115 | 617 | 4,455 | 629 | 3,465 | 641 | 4,063 | 653 | 3,960 | | | | |
| 582 | 3,878 | 594 | 4,567 | 606 | 3,115 | 618 | 4,455 | 630 | 3,960 | 642 | 3,465 | 654 | 3,960 | | | | |
| 583 | 3,435 | 595 | 4,567 | 607 | 3,115 | 619 | 4,455 | 631 | 4,455 | 643 | 3,945 | 655 | 3,960 | | | | |
| 584 | 3,469 | 596 | 3,960 | 608 | 3,115 | 620 | 4,455 | 632 | 5,410 | 644 | 3,884 | 656 | 3,960 | | | | |
| 585 | 3,968 | 597 | 3,960 | 609 | 3,115 | 621 | 4,455 | 633 | 6,227 | 645 | 3,881 | | | | | | |
| 586 | 4,786 | 598 | 3,960 | 610 | 3,115 | 622 | 5,387 | 634 | 3,465 | 646 | 3,879 | | | | | | |
| 587 | 3,465 | 599 | 7,312 | 611 | 5,435 | 623 | 4,270 | 635 | 3,465 | 647 | 3,879 | | | | | | |
| 588 | 3,960 | 600 | 5,038 | 612 | 4,455 | 624 | 3,465 | 636 | 3,465 | 648 | 3,882 | | | | | | |



TENTATIVE SITE PLAN
PHASE 1, 2, 5 & 6

EAST PARK ESTATES

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

Design: M.D.G.
Drawn: L.J.L.
Checked: J.G.
Date: JUN 2021
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
MARK D. GREGG
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437



TENTATIVE SITE PLAN
PHASE 1, 2, 5 & 6

EAST PARK ESTATES

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
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DIMENSIONS & NOTES TAKE
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GRAPHICAL REPRESENTATION.

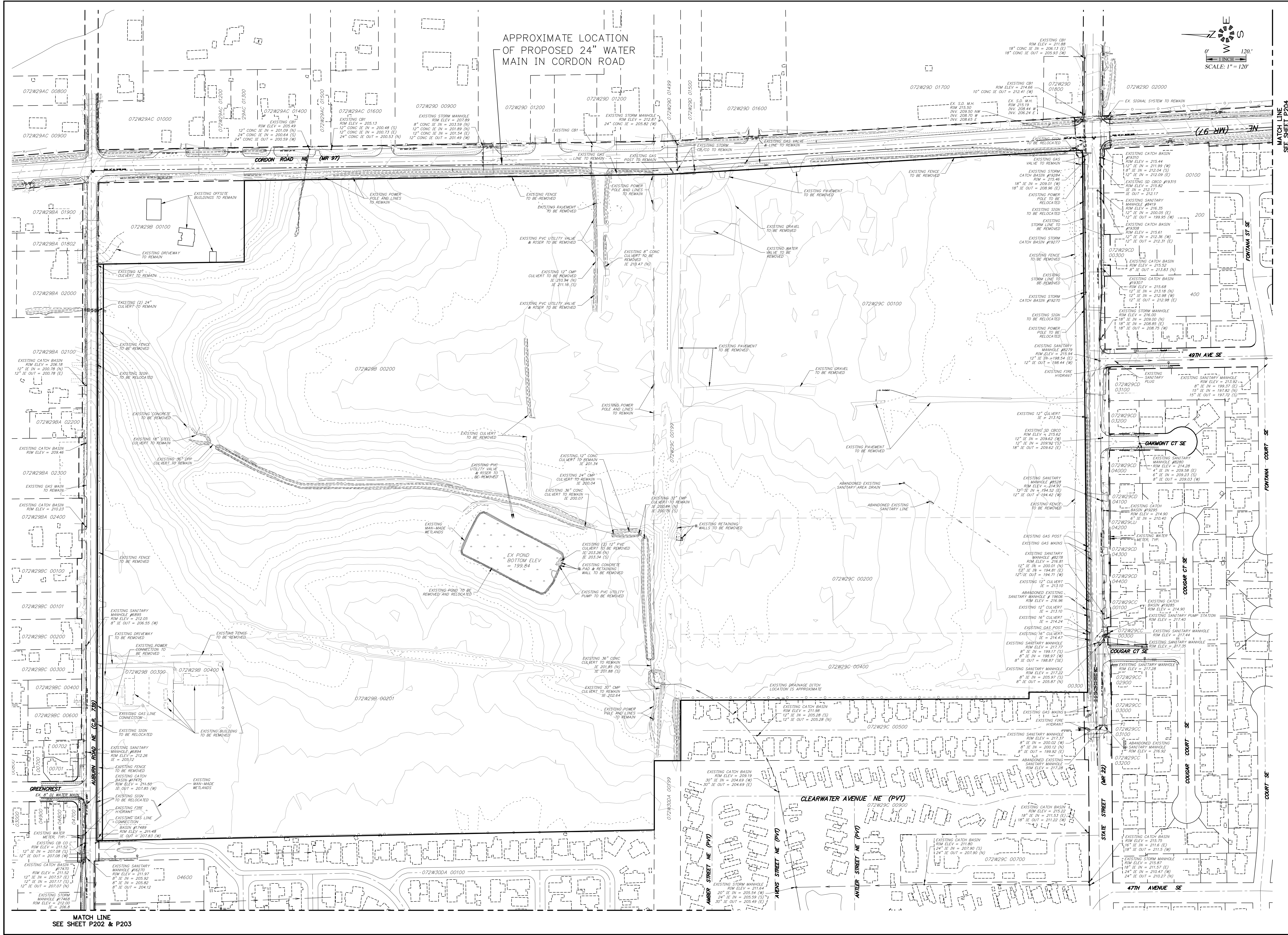
64372400002 100

Design: M.D.G.
Drawn: L.J.L.
Checked: J.G.
Date: JUN 2021
Scale: AS SHOWN

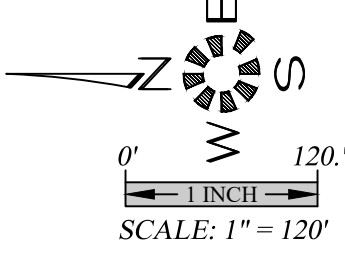
REGISTERED PROFESSIONAL
ENGINEER
MARK D. GREENE
JULY 14, 1978
EXPIRES 06-30-2019

JOB # 6437

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APPROXIMATE LOCATION
OF PROPOSED 24" WATER
MAIN IN CORDON ROAD



MATCH LINE
SEE SHEET P204

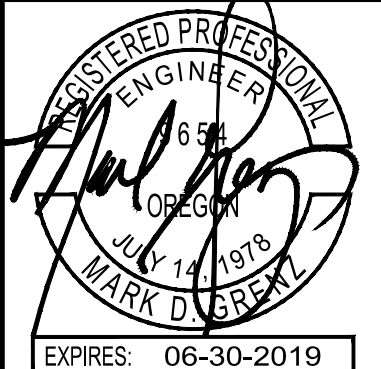
MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th St. S.E. Salem, OR 97302
PH: (503) 363-9227 FAX: (503) 364-1260
www.mtechengineering.net office@mtechengineering.net

EXISTING CONDITIONS PLAN - SITE

EAST PARK ESTATES P.U.D.

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

Design: M.D.G.
Drawn: M.D.G.
Checked: M.D.G.
Date: NOV. 2018
Scale: AS SHOWN



EXPIRES: 06-30-2019
JOB # 6437

East Park Estates

SUB-Modification

CPC-ZC-PUD-SUB-ADJ19-08

April 21, 2021

BACKGROUND:

On June 18, 2018, a Pre-Application Conference (PRE-AP18-72) was held with the applicant and City staff. The purpose of the pre-app was to discuss the potential development of the property.

The applicant attended the East Lancaster Neighborhood Association meeting and the East Suburban Neighborhood Association meeting on October 4, 2018, to discuss the proposal with the Neighborhood Association and adjacent property owners.

On January 3, 2019, the required PUD Pre-Application Conference (PRE-AP18-126) was held with the applicant and City staff.

On October 16, 2019, CPC-ZC-PUD-SUB-ADJ19-08 was approved for East Park PUD. The approval was for a 695-unit Planned Unit Development and Subdivision to be completed in six phases, a Minor Comprehensive Plan Map Amendment and Zone Change from CR (Retail Commercial) to RMII (Multi-Family Residential) for approximately 2.11 acres, and from IP (Industrial Park) to RS (Single Family Residential) for approximately 3.25 acres, and a Class-2 Adjustment to reduce the amount of required off-street parking spaces for the 36-unit multi-family portion of the PUD from 77 spaces (2.14 per unit) to 64 spaces (1.77 spaces per unit).

On December 29, 2020, CPC-ZC-PUD-SUB-ADJ19-08MOD1 was approved for East Park PUD. The approval modified the original approval to allow the application to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space. See attached approval.

On April 19, 2021, a Property Line Adjustment for the southwestern property line was submitted to Marion County for review and approval.

MODIFIED PROPOSAL:

The proposed modifications are outlined on the site plan located on Page 13 of this report.

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

| | |
|-----------|----------|
| Phase 1: | 148 lots |
| Phase 2: | 93 lots |
| Phase 2B: | 12 lots |
| Phase 3: | 106 lots |
| Phase 4: | 108 lots |
| Phase 5: | 101 lots |
| Phase 6: | 80 lots |

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The modification is only for the Subdivision.

SITE VICINITY AND CHARACTERISTICS:

The subject property contains approximately 122 acres, including 12.29 acres of open space. The subject property is zoned RS (Single-Family Residential), RMI and RMII (Multi-Family Residential), and CR (Commercial Retail).

The subject property is vacant. Topography, property configuration and dimensions area illustrated on the tentative plan.

The surrounding properties are zoned and used as follows:

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings
East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses
South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings
West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

The subject property is located within the City limits (ANXC-689) and the Urban Growth Boundary.

UDC 205.070(d) SUB MODIFICATION CRITERIA:

- (1) The proposed modification does not substantially change the original approval;
and***

Findings: The modified proposal is in substantial conformance with the original approval. There are no major changes being made.

Modified Proposal:

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1: 148 lots
Phase 2: 93 lots
Phase 2B: 12 lots
Phase 3: 106 lots
Phase 4: 108 lots
Phase 5: 101 lots
Phase 6: 80 lots
- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD), UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. The modification is only for the Subdivision.

Density within the SUB is still being met as shown below:

RS Zone-Minimum 4,000 square foot lot size required

| Lot Size w/Streets | Lot Size w/out Streets |
|-----------------------|------------------------|
| 77.27 acres | 56.50 acres |
| 814 lots- max allowed | 615 lots- max allowed |
| 445 lots- proposed | 445 lots- proposed |
| Density met | Density met |

RM1 Zone-8 units minimum/14 units maximum

| Lot Size w/Streets | Lot Size w/out Streets |
|-----------------------|------------------------|
| 11.7 acres | 8 acres |
| 94 units-min required | 64 units-min required |
| 164 units-max allowed | 112 units-max allowed |
| 78 units-proposed | 78 units-proposed |
| | Density met |

RM2 Zone-12 units minimum/28 units maximum

| Lot Size w/Streets | Lot Size w/out Streets |
|--|--|
| 15.34 acres | 9.71 acres |
| 184 units-min required | 117 units-min required |
| 430 units-max allowed | 272 units-max allowed |
| 125 units-proposed | 125 units-proposed |
| 20 units proposed within the southwest corner of Russet Avenue and Greencrest Street | 20 units proposed within the southwest corner of Russet Avenue and Greencrest Street |
| | Density met |

The proposal can conform to applicable conditions imposed as necessary to ensure that development conforms to the standards of the subdivision code and with existing development and public facilities. The proposed subdivision is in compliance with lot size requirements and required access. Therefore, this criteria has been met.

(2) The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties.

Findings: The modified proposal will not result in significant changes to the appearance of the development. There are no major changes being made.

Modified Proposal:

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1: 148 lots
Phase 2: 93 lots
Phase 2B: 12 lots
Phase 3: 106 lots
Phase 4: 108 lots
Phase 5: 101 lots
Phase 6: 80 lots

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

SUBDIVISION CRITERIA:

The intent of the subdivision code is providing for orderly development through the application of appropriate rules and regulations. Pursuant to the application of the current enabling statutes, these regulations are those cited in UDC 205.010(d) and UDC 205.015(d). The decision criteria for subdivisions without a concurrent variance under UDC 205.010(d) and UDC 205.015(d) must be found to exist before an affirmative decision may be made for a subdivision application.

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

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

The proposal does not require any variances to lot development or street standards specified in the Code. UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. However, the applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.

The proposal can conform to applicable conditions imposed as necessary to ensure that development conforms to the standards of the subdivision code and with existing development and public facilities. The proposed subdivision is in compliance with lot size requirements and required access. Therefore, this criteria has been met.

(B) City infrastructure standards.

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

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

There are wetlands and a waterway that runs through the subject property. The City will notify DSL to ensure that all applicable requirements pertaining to wetlands are met at the time of development. The waterway runs through subject property and has been incorporated into the green space within the development. Therefore, providing a natural amenity for the residents.

Based on the information provided in PRE-AP18-72 and PRE-AP18-126, a geologic assessment is required. A geologic assessment dated December 21, 2018, was reviewed, and approved by the City with the original approval.

This criterion has been met.

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

The subject property is 122 acres in size. The applicant is proposing to develop the property with 648-lots within seven (7) Phases, as shown on the site plan. Therefore, the proposed SUB will not impede future use or development of the commercial parcel or adjacent land.

The surrounding abutting properties are fully developed.

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings

East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses

South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings

West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

The proposed site plan shows street improvements and access to all lots within the proposed subdivision. Therefore, this criterion has been met.

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

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

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

Proposed Storm Water Management System:

Stormwater quality and quantity are required for this development. An LID (low impact development) Stormwater technique will be used to mitigate the increase in pollutants contributed from development. This system may also be used to provide storage and water quantity control. The proposed stormwater system will meet City of Salem Stormwater Management standards in means and methods to provide all aspects of Stormwater management. A preliminary stormwater analysis was reviewed and approved as part of the original decision.

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

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.

All streets within the SUB are proposed to be private except for Greencrest Street that runs north/south through the development. Greencrest Street is designated as a 'collector' and will be designed to public street standards.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision. Auburn Road, State Street, and Cordon Road provides connection to street system that serves the area.

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

Transportation Planning Rule Review:

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

The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks. Therefore, this criterion has been met.

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

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

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

A Traffic Impact Analysis (TIA) dated February 2019 was approved for the original PUD/SUB approval. The Public Works Department addressed the level of street improvements that are roughly proportional to assure conformance to the development to subdivision code and applicable transportation system plan requirements. Completion of conditions of approval prior to the signing of the final plat will satisfy this criterion for the subdivision application. Therefore, this criterion has been met.

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

The subdivision is served with adequate transportation infrastructure and the street system adjacent the property conforms to the Transportation System Plan and provides for safe, orderly, and efficient circulation of traffic into, through, and out of the subject property on to the public street system.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.

The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks.

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

Therefore, via paved streets and sidewalks, safe and convenient bicycle and pedestrian access will be provided to the site and to adjacent neighborhoods. Therefore, this criterion has been met.

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

The proposal is for a 648-lot subdivision/planned unit development. The applicant is proposing the modification of the subdivision. A Traffic Impact Analysis (TIA) dated February 2019, was reviewed and approved as part of the original approval. Our modified proposal is for less lots than were original documented within the approved TIA.

The proposed subdivision plan mitigates impacts to the transportation system by providing adequate access and circulation for all 648-lots. Therefore, this criteria has been met.

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

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

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

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

The proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD) and UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes.

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

| | |
|-----------|----------|
| Phase 1: | 148 lots |
| Phase 2: | 93 lots |
| Phase 2B: | 12 lots |
| Phase 3: | 106 lots |
| Phase 4: | 108 lots |
| Phase 5: | 101 lots |
| Phase 6: | 80 lots |

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The modification is only for the Subdivision.

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

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and

74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.

The original and modified layout of the lots takes into consideration the topography and vegetation of the site. All lots and streets are in compliance with the UDC. Therefore, no variances have been requested. Therefore, this criteria has been met.

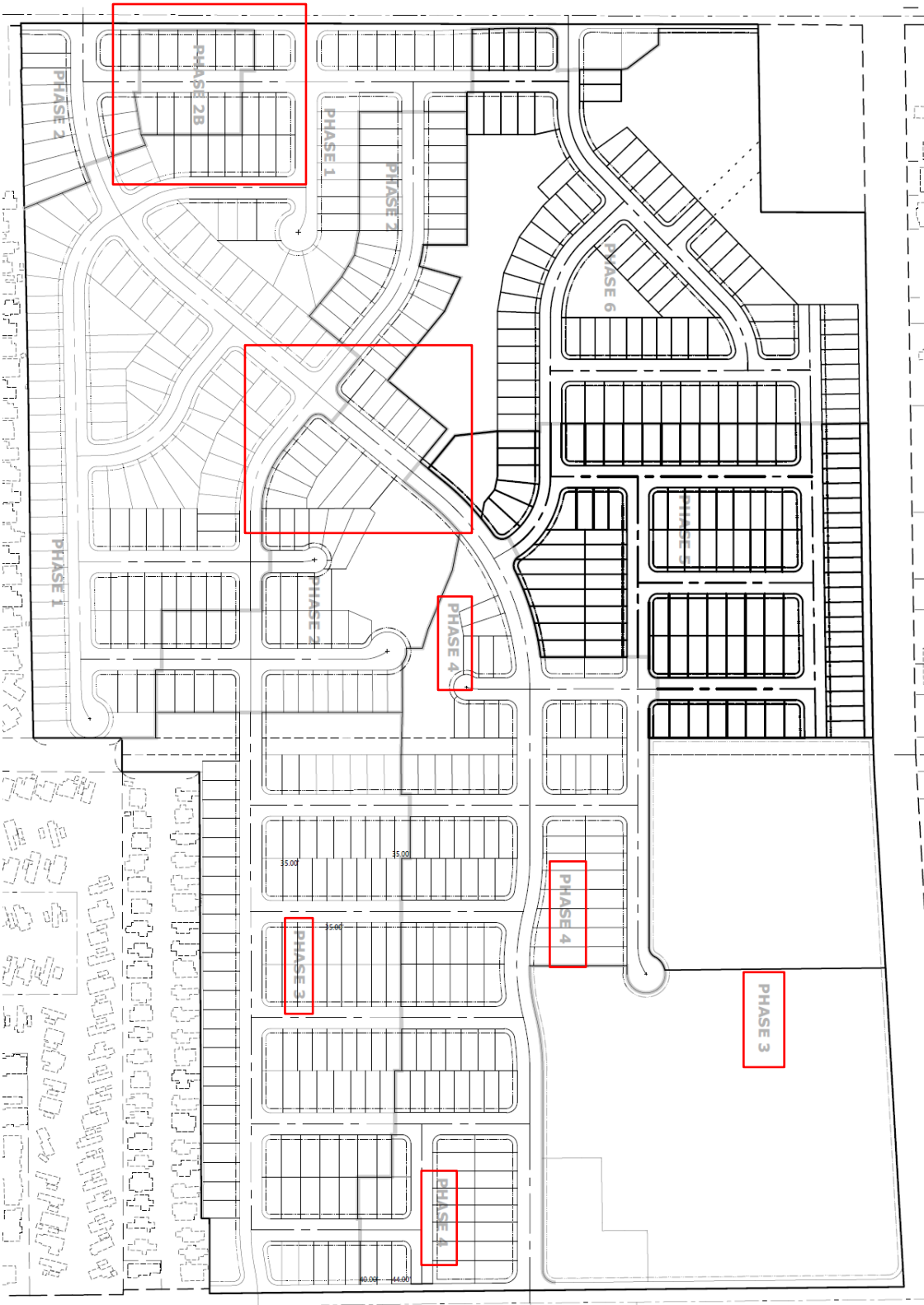
10) When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will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

The property and development are outside the Urban Service Area (USA) and are subject to growth management requirements for public facilities under SRC Chapter 66. However, all services are available to the site as indicated at the Pre-App (PRE-AP18-72), (PRE-AP18-126) and the previously approved UGA (UGA09-07MOD1). Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and 74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.



Proposed Modification-April 2021

East Park Memo: 6-10-2021


Attached is the proposed phasing plan. Phases 2A and 2B will be their own phases and we would like them to be able to plat at any point after Phase 2, we would also like the ability to plat them as a single phase if we choose to. We will dedicate the right of way and construct the section of Greencrest highlighted in red with the Phase 2 plat. With Phase 3, we will construct the dedicate the right of way and construct the section of Greencrest highlighted in green. We will construct Left turns on State Street at Lone Oak and at Greencrest with Phase 3. The remaining frontage improvements on State Street will be constructed with Phase 4.





MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: August 26, 2021

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
CPC-ZC-PUD-SUB-ADJ19-08 MOD2 (21-107584-LD)
255 CORDON ROAD NE
EAST PARK SUBDIVISION MODIFICATION

PROPOSAL

A second modification to a previously approved phased Subdivision (Case No. CPC-ZC-PUD-SUB-ADJ19-08), resulting in an adjustment to the southwestern property boundary and a change to the phasing schedule for the subdivision, for property approximately 122 acres in size, zoned RS (Single Family Residential), RM-I and RM-II (Multi-Family Residential) and CR (Retail Commercial), and located at 255 Cordon Road NE, 4800-4900 Block of State Street, and 4700-4800 Block of Auburn Road NE - 97301 (Marion County Assessors Map and Tax Lot numbers: 072W29B / 00200, 00201, 00300 and 00400 and 072W29C / 00100, 00101, 00199, 00200, 00300 and 00400).

RECOMMENDED CONDITIONS OF MODIFICATION APPROVAL

1. Conditions of approval from CPC-ZC-PUD-SUB-ADJ19-08 MOD 2 shall be modified as follows:
 - a. The following requirements apply as a condition of development for Phase 2:
 - i. Construct a 12-inch water main in Auburn Road NE to the west property line pursuant to PWDS.
 - ii. Construct a traffic signal at the intersection of Auburn Road NE and Cordon Road NE, and an eastbound-to-southbound right-turn lane, as specified by the TIA and as approved by Marion County Public Works. Convey additional right-of-way to accommodate the improvement, if needed.

- iii. Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE.
 - iv. Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property.
 - v. Construct Greencrest Street NE within Phases 2 and 2A to Collector B standards.
 - vi. Construct westbound-to-southbound and eastbound-to-northbound left-turn lanes at the intersection of (future) Greencrest Street NE and Auburn Road NE, as specified in the TIA. Convey additional right-of-way to accommodate the improvement, if needed.
- b. Phase 2A conditions shall be added as follows:
- i. Condition 29 (Auburn water main) shall be required as a condition of Phase 2A.
 - ii. Condition 32 shall be required as a condition of Phase 2A and shall be modified to read: "Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the Phase 2A and Phase 2B frontages of Auburn Road NE."
 - iii. Condition 33 shall be required as a condition of Phase 2A and shall be modified to read: "Construct a minimum 29-foot-wide three-quarter-street improvement along the Phase 2A and Phase 2B frontages of Auburn Road NE to the western boundary of the subject property."
 - iv. An additional requirement shall apply as a condition of Phase 2A as follows: "Construct Greencrest Street NE within Phase 2A to Collector B street standards."
 - v. Condition 35 (left-turn lanes) shall be required as a condition of Phase 2A.
- c. Phase 3 and 4 conditions shall be modified as follows:
- i. An additional requirement shall apply as a condition of Phase 3 as follows: "Construct a 12-inch water main in State Street from the west line of Phase 3 to Cordon Road."
 - ii. Eliminate Condition 39.

- iii. Condition 41 shall be required as a condition of Phase 3 and shall be modified to read, "Convey land for dedication of right-of-way to equal 48 feet from centerline along the Phase 3 and Phase 4 frontages of State Street."
 - iv. Condition 43 shall be required as a condition of Phase 4 and shall read, "Construct a minimum 46-foot-wide three-quarter-street improvement along the Phase 3 and Phase 4 frontages of State Street."
- d. Phase 5 conditions shall be modified as follows:
- i. Eliminate conditions 45, 48, and 49.
- e. No changes are recommended to Phase 6 conditions of approval.

CRITERIA AND FINDINGS

SRC 205.070(d) indicates the criteria that must be found to exist before an affirmative decision can be made. The applicable criteria and the corresponding findings are as follows:

SRC 205.070(d)(1)—The proposed modification is not substantially inconsistent with the conditions of the original approval:

Finding—The proposed modification merely changes the phasing for the development without changing the overall infrastructure design. The conditions of approval are unchanged as a whole, but have been modified to reflect the change in phase boundaries.

SRC 205.070(d)(2)—The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties:

Finding—The proposed modification merely changes the phasing for the development without changing the physical appearance of the development, the use of the site, or the impacts on surrounding properties.

SRC 205.015(d)(3)—Each phase is substantially and functionally self-contained and self-sustaining with regard to required public improvements.

Finding—The conditions of approval have been modified slightly to reflect changes in the phasing plan. The applicant has proposed that Phases 2, 2A, and 2B could be completed in any sequence; therefore, many of the conditions of approval for those phases are duplicated to allow for different phasing sequences. Conditions 32 through 35 now apply to Phase 2A, where in the original decision they applied to Phase 2 only.

Conditions 39, 41, and 43 are modified to reflect a change to the Phase 3 and Phase 4 boundaries. Conditions 45, 48, and 49 are eliminated and added to the conditions for Phases 3 and 4 because Phase 5 no longer has frontage along State Street. City infrastructure is available to serve individual phases in a way that is functionally self-contained and self-sustaining no differently than for the original application.

SRC 205.015(d)(4)—Each phase is designed in such a manner that all phases support the infrastructure requirements for the phased subdivision as a whole

Finding—The infrastructure requirements for the subdivision modification are unchanged as a whole from the original decision. The improvements constructed in each phase will be constructed in such a manner that provides sufficient capacity to serve later phases.

SRC 205.015(e)— *Modification pursuant to final plat approval.* If the approval of a final plat for a phase of a phased subdivision requires the change of a boundary of a subsequent phase, or a change to the conditions of approval, the tentative phased subdivision plan shall be modified prior to approval of the final plat.

Finding—Conditions of approval have been modified to accommodate for changes proposed to the phase boundaries. No further modifications should be needed.

cc: File