



## **AGENDA PLANNING COMMISSION**

**September 29, 2025**

**at 7:00 p.m.**

Stayton Community Center  
400 W. Virginia Street  
Stayton, Oregon 97383

### **HYBRID MEETING**

The Stayton Planning Commission will be holding a hybrid meeting utilizing Zoom video conferencing software. The meeting will be in-person but can also be attended virtually. If you would like to virtually participate in the meeting, please contact Susan Bender at [sbender@staytonoregon.gov](mailto:sbender@staytonoregon.gov) to receive an invitation to the online meeting.

#### **1. CALL TO ORDER**

#### **2. MEETING MINUTES**

- a. Approval of August 25, 2025, Minutes

#### **3. PUBLIC HEARING – Continued from July 28, 2025**

**LAND USE FILE # #11-07/24 -PUBLIC HEARING – Application to Concept Plan application for a Master Planned Development at 1601 Oriole Street**

- a. Staff Introduction and Report
- b. Applicant Presentation
- c. Questions from the Commission
- d. Questions and Testimony from the Public
- e. Applicant Summary
- f. Staff Summary
- g. Close of Public Hearing
- h. Commission Deliberation
- i. Commission Decision

#### **4. PRESENTATION**

**Draft Stayton Safety Action Plan**

#### **5. ADJOURN**

*The meeting location is accessible to people with disabilities. A request for an interpreter for the hearing impaired or other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting. If you require special accommodation, contact the Community and Economic Development Department at (503) 769-2998.*

**STAYTON PLANNING COMMISSION**  
**MEETING MINUTES**  
**Tuesday, August 25, 2025**

**COMMISSIONERS:** Larry McKinley – Chair (present)  
Peter Bellas (present)  
Amy Watts (present)  
Melissa Sutkowski (present)  
Steve Baldwin (present)

**STAFF MEMBERS:** Jennifer Siciliano, Community & Economic Development Director  
Susan Bender Public Works Office Specialist

**OTHERS PRESENT:** Alan Sorem, Atty for Philips Estates; Mark Grenz, MultiTech; Ross Bochsler  
(via Zoom)

1. **CALL TO ORDER:** Chairman Larry McKinley called the meeting to order at 7:00 pm. Quorum is present. Welcome to the new commissioner, Steve Baldwin.
2. **APPROVAL OF MINUTES:**
  - a. Amy Watts moved, and Peter Bellas seconded to approve the minutes from November 25, 2024, as presented. Passed 5:0.
  - b. Amy Watts moved, and Peter Bellas seconded to approve the minutes from January 27, 2025, as presented. Passed 5:0.
  - c. Amy Watts moved, and Melissa Sutkowski seconded to approve the minutes from May 27, 2025, as presented. Passed 5:0.
  - d. Peter Bellas moved, and Melissa Sutkowski seconded to approve the minutes from July 28, 2025. Passed 5:0.

**Commencement of Public Hearing-** Chair McKinley read the opening statement and opened the hearing at 7:00 pm. No objections were made by the audience to the notice in this case or the jurisdiction of this body to hear the case. There were no declarations of conflict of interest, *ex-parte* contact, or bias by members of the Planning Commission. Decision Criteria regarding partition of parcels is directed by Stayton Municipal Code (SMC) 17.24.040.6. All evidence, arguments, and testimony must be directed towards this approval criteria, or to such other rules, laws, regulations, or policies.

3. **Continuation of Land Use File #11-07/24 from July 28, 2025**

- a. **Staff Introduction and Report** – Land Use File #11-07/24 Staff informed attendees that this is a continuation from July and they have drafted an order of denial for two issues. First, the some of the planned lots are smaller than normal for Low Density (LD), and secondly, the issue of stormwater runoff and counting the stormwater drainage area as part of the 25% open space requirement. Meeting of parties was held and agreement was reached to allow the condition; requested revisions from the applicant received only this morning.
- b. **Applicant Presentation** - Attorney Alan Sorem, representing the applicant, introduced Mark Grenz of MultiTech Engineering. Sorem presented additional materials and made several key points. He noted that multiple issues had been addressed through the submission of several documents. He emphasized their position that, although the land will eventually be dedicated to the City, it will still remain designated as open space. A

substantial packet of construction-level drawings from MultiTech Engineering was submitted for review at this meeting. Sorem also reminded the Commission that the project is still at the Concept stage, and a copy of a previously approved Wildlife Meadows Master Planned Development project was distributed as a handout.

- c. **Questions and Testimony from the Public-** Mr. Kiser voiced concern about the impact on wildlife, property values, and tax rates with the addition of 22 houses in the neighborhood.
  - d. **Staff Summary-** A continuance of an additional 30 days was requested to allow time to review the materials presented at tonight's meeting. Sorem noted that, at the July 2025 Planning Commission meeting, the applicant had already agreed to extend the 120-day land use decision timeframe by 30 days. Therefore, no further extension is necessary. City staff confirmed that, if that is the case, the revised land use decision deadline is agreed upon as November 2, 2025.
  - e. **Close of Hearing-** Chair McKinley closed the hearing at 7:23 pm.
  - f. **Commission Deliberation-** A question was raised about whether arbitration continues to be a factor; Sorem responded that it is no longer a concern. Additional concerns were expressed regarding the misalignment of lots with neighboring properties and the small lot sizes. In response, Sorem stated that the proposed lots are generally compatible with nearby neighborhoods and that the applicant is requesting only a 22% reduction. The discussion also included topics related to open space, stormwater runoff, and overall project direction. Sutkowski moved to close the hearing and record and continue the deliberation to the next meeting on September 29, 2025, meeting. Watts seconded. Vote was 5:0 in favor.
- 4. LAND USE FILE #2-03/25 PUBLIC HEARING** Application for preliminary partition plan of a .68-acre parcel to divide into 3 lots: t 1 – 14,374 sq ft with an existing single-family house, Lot 2 – 7,000 sq ft, and Lot 3 – 8,033 sq ft. It is located on High Street and is zoned Medium Residential Density (MD). Applicant is Ross Bochsler of 313 N Evergreen Avenue, Stayton. Tax Map/Lot Number: 091 W10CC3001.
- a. **Staff Introduction and Report** – The application is for a preliminary partition into 3 lots. Lot one being 14,374 square feet with 144 feet of frontage; lot two being 7,000 square feet with 72 feet of frontage; and lot three being 8.033 square feet with 180 feet of frontage.
  - b. **Applicant Presentation** – Ross Bochsler presented the general plan and agrees with the Staff report.
  - c. **Questions from the Commission-** Mr. Baldwin questioned why the large one lot, and what is the intent. Response from application indicating the intent is to further partition of that lot in 2026 into two generally equal parts of approximately 7,000 sq ft each.
  - d. **Questions and Testimony from the Public-** None
  - e. **Staff Summary-** Public notices were mailed to the abutters and staff has received no responses to date.
  - f. **Close of Hearing-** Chair McKinley closed the hearing at 8:05 pm.
  - g. **Commission Deliberation** – Watts notes that all details were previously approved. Watts moved to approve the draft order as presented by Staff. Baldwin seconded. Vote was 5:0 in favor.
- 5. ADJOURN** –Chair McKinley adjourned the meeting at 8:07 pm.

# City of Stayton

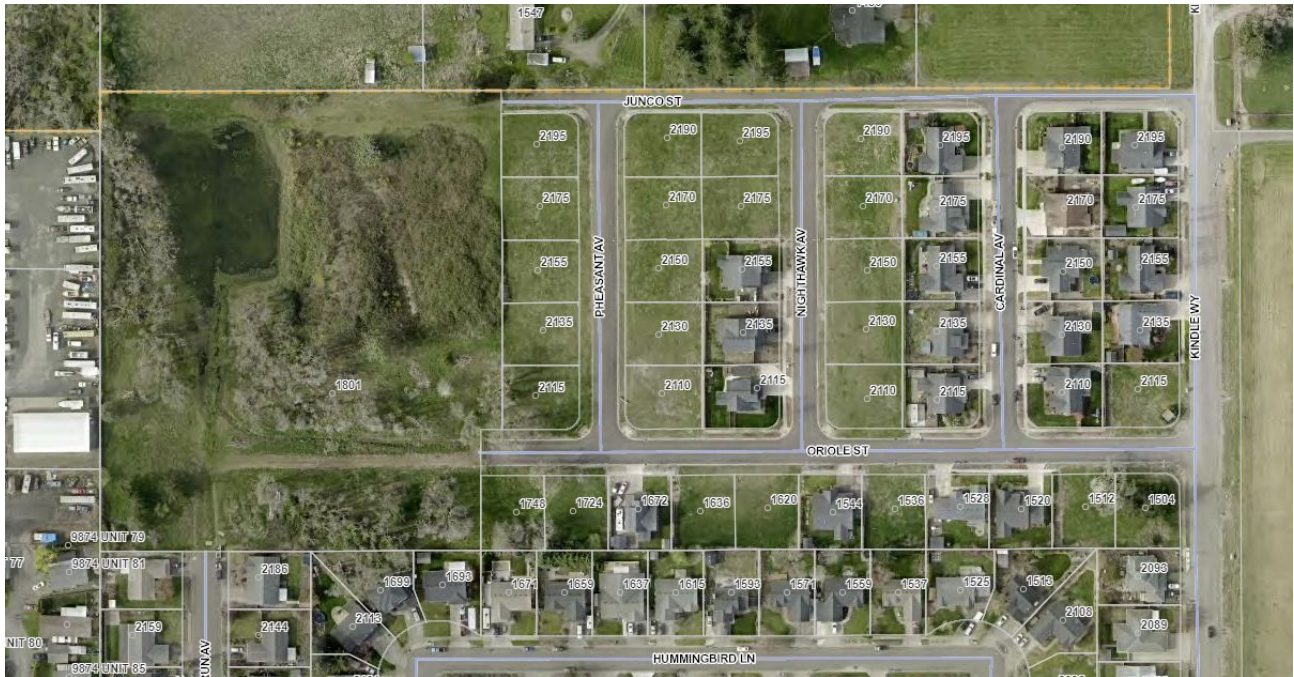
## MEMORANDUM

**TO:** Chairperson Larry McKinley and Planning Commission Members  
**FROM:** Jennifer Siciliano, Director of Community and Economic Development  
**DATE:** September 29, 2025  
**SUBJECT:** Phillips Estates III Conceptual Master Planned Development Plan for 1601 Oriole Street  
**120 DAYS ENDS:** November 2, 2025.

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### ISSUE

The issue before the Planning Commission is a public hearing on an application for a Conceptual Master Planned Development Plan to subdivide 1601 Oriole Street a 7.11-acre property in Low Density Residential (LD) zone into 22 single-family lots with another parcel for open space.



### ENCLOSURES

Supplemental Written Statement by Alan Sorem, Attorney

Revised Concept Plans (can be found online at

[https://www.staytonoregon.gov/page/gov\\_planning\\_commission](https://www.staytonoregon.gov/page/gov_planning_commission) under “Public Hearing Notices”)

Cover Sheet 101, Existing Conditions Plan - Vicinity 102, Existing Conditions Plan - Site 103, Sanitary Sewer Plan 201, 202, and 203, Site Plan 104, Storm Drain Plan 301, 302, and 303, Street Plan 401, 402, and 403, Curb Returns and Ramp Details 404, Typical Structural Street Sections 405, Lot Grading Plan 406, Open Space Plan 407, Domestic Water Plan 501, Lot Dimensions, Sidewalk, Signing and Lighting Plan 601, Street Tree Plan 701, General Construction Notes 801, and 802 all dated August 20, 2025.

Revised Draft Order of Approval



# City of Stayton

## **BACKGROUND**

The application before the Planning Commission is a request for concept plan approval for the Phillips Estates III Master Planned Development. Pursuant to Stayton Municipal Code (SMC) 17.24.090, the review of a Master Planned Development is a two-step process. The first step requires submission of a concept plan, which is evaluated for general layout, compatibility with surrounding uses, and consistency with the Comprehensive Plan. Upon approval of the concept plan, the applicant must submit a detailed development plan within one year, unless an extension is granted under conditions specified in the Code.

At the July 28, 2025, Planning Commission meeting, staff identified several issues related to the criteria necessary for approval of a conceptual Master Planned Development. The Commission continued the hearing to August 25, 2025, to allow the applicant to provide additional information. At the continued hearing, the applicant's engineer and attorney submitted a supplemental written statement and revised plans. Following the presentation of this information, the Planning Commission closed the public hearing and the record, with the applicant affirming no objection to either action.

Staff has reviewed the supplemental written statement and revised plans, along with testimony presented at the August 25, 2025, meeting. Based on this review, staff recommends approval of the concept plan subject to the standard conditions set forth in the draft order of approval.

## **ANALYSIS**

This report and the draft order presents the Planning Staffs summary and analysis concerning this application. It was developed with the input of other City departments and agencies.

The attached draft order provides findings and analysis of each approval criteria for Concept Plan for a Master Planned Development.

## **RECOMMENDATION**

The staff recommends option one to approve the application and pass the draft order of approval as presented.

## **OPTIONS AND SUGGESTED MOTIONS**

Staff has provided the Planning Commission with a number of options, each with an appropriate motion. The Community and Economic Development Department recommends the first option.

### **1. Approve the application, adopting the draft order as presented.**

I move the Stayton Planning Commission to approve the application for a Conceptual Master Planned Development Plan for Brandie Dalton, Multi-Tech Engineering, at 1601 Oriole Street (Land Use File #11-07/24) and adopt the draft order presented by Staff.

### **2. Approve the application, adopting modifications to the draft order.**

I move the Stayton Planning Commission approve the application for a Conceptual Master Planned Development Plan for Brandie Dalton, Multi-Tech Engineering, at 1601 Oriole Street (Land Use File #11-07/24) and adopt the draft order with the following changes ...

### **3. Deny the application, directing staff to modify the draft order.**

I move the Stayton Planning Commission deny the application for a Conceptual Master Planned Development Plan for Brandie Dalton, Multi-Tech Engineering, at 1601 Oriole Street (Land Use File #11-07/24) and direct staff to modify the draft order to reflect the Planning

# City of Stayton

Commission's discussion and bring a revised draft order for Planning Commission review at the October 27, 2025, meeting.

**4. Continue the deliberation to the next meeting.**

I move the Stayton Planning Commission to continue the deliberation on the application for a Conceptual Master Planned Development Plan for Brandie Dalton, Multi-Tech Engineering, at 1601 Oriole Street (Land Use File #11-07/24) until October 27, 2025.

**JCNW FAMILY, LLC  
MASTER PLANNED DEVELOPMENT  
CONCEPTUAL PLAN APPLICATION  
PHILLIPS ESTATE PHASE III PUD, FILE NUMBER 11-07/24  
SUPPLEMENTAL WRITTEN STATEMENT**

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**OWNER/APPLICANT:**

JCNW Family, LLC  
c/o Bill Martinak  
15556 Coon Hollow Rd. SE  
Stayton, OR 97383

**APPLICANT'S REPRESENTATIVE:**

Alan Sorem, Attorney  
Saalfeld Griggs PC  
Park Place, Suite 200  
250 Church Street SE  
Salem, OR 97301  
Phone: 503-399-1070  
Email: asorem@sglaw.com



**SUBJECT PROPERTY INFORMATION**

The Subject Property is located at 1601 Oriole Street in Stayton, Oregon (the “City”) and is identified as Tax Lot 3300 of the Marion County Assessor’s Map 09-1W-04-DB (the “**Subject Property**”). The Subject Property is depicted on the attached **Exhibit A**. The total acreage of the Subject Property is 7.11 acres. The Subject Property is designated “Residential” on the City’s comprehensive plan and zoned “Low-Density Residential” (LD) on the City’s zoning map (See Current Zoning Map, **Exhibit B**). The Subject Property is located within City limits and the City’s Urban Growth Boundary.

The surrounding Properties have the following zoning designations:

DIRECTION	ZONING	DESIGNATION	USE
North	Outside City limits	N/A	Single family dwellings
South	Low-Density Residential	Residential	Single family dwellings
East	Low-Density Residential	Residential	Single family dwellings
West	Outside City limits	N/A	Single family dwellings

**SUMMARY OF PROPOSAL:**

Applicant is the owner of the Subject Property and proposes developing the Subject Property into a 22-lot Planned Unit Development (PUD) with lot sizes ranging from approximately 6,000 square feet to approximately 8,000 square feet per lot. Applicant also proposes dedicating 2.49 acres of open space to the City to be developed in compliance with Stayton Municipal Code (“**SMC**”). Under Section 17.24.090

of the SMC, Applicant is required to submit this application for approval of a Master Planned Development (the “**Application**”) and demonstrate conformance with various approval criteria.

#### **EXISTING SITE CONDITIONS:**

Existing site conditions of the Subject Property are depicted on Applicant’s “Preliminary Existing Conditions Plan” Map prepared by Multi-Tech Engineering and previously provided to the City. Existing site conditions are also described in Applicant’s April 21, 2025 written statement titled “Philips Estates Phase 3 Master Planned Development” prepared by Multi-Tech Engineering.

#### **CONCEPTUAL PLAN:**

This Application proposes a conceptual plan as part of a master planned development. A detailed master plan is required to be submitted within one year after the date of approval of the concept plan with the potential for a 6-month extension under certain circumstances. SMC 17.24.090(6)

The City engaged outside engineering counsel provided by AKS Engineering, Inc. (“**AKS**”) to assist in evaluating this Application and in providing additional comments to the Applicant. AKS prepared a report for the City dated July 28, 2025 and titled “Public Works Recommendations – Tentative 22-Lot Conceptual Master Planned Development Plan” regarding this Application.

Many of AKS’s comments and recommended conditions of approval in its July 28, 2025 report concern the mandatory approval criteria of SMC 17.24.090, which are addressed by the Applicant below. However, some of AKS’s comments and recommended conditions of approval concern detailed master plan requirements, which are not applicable approval or review criteria at this stage of the Application.

While the Applicant appreciates AKS’s comments and recommended conditions of approval relevant to the detailed master plan stage, this Application is solely seeking approval of a concept plan under the applicable approval criteria of SMC 17.24.090. Applicant has prepared proposed findings to support approval of its concept plan as detailed in the following section of this Application.

#### **SUPPLEMENTAL FINDINGS IN RESPONSE TO CITY STAFF REPORT DATED JULY 21, 2025**

The Staff Report dated July 21, 2025 identified a basis for denial of the application that is not based on the adopted mandatory approval criteria. It states:

*“The subject parcel abuts the Phillips Estates I and II subdivisions, which were part of an earlier phased development. That prior development remains subject to a Final Arbitration Award issued on August 12, 2015, in City of Stayton v. JCNW Family LLC. The award found the developer in breach of key provisions of the Development Agreement due to the improper design and construction of a stormwater detention facility (Tract A), and imposed a multi-step remedial plan, including the requirement that “Respondent may not submit plans for Phase III of the development until the issues involved in Phase II have been resolved” Interpretation of the language was determined to be as ambiguous regarding which types of plans are restricted. Specifically, the clause does not clearly distinguish whether it applies to construction plans, land use applications, or both. Based on this interpretation, the application for the Phillips Estates III subdivision was accepted and deemed complete.*

*As far as the City can determine, the terms of the Final Award have not yet been fully satisfied. It remains unclear how much of the subject property will ultimately be required for public ownership to accommodate stormwater drainage, as the facility is intended to manage runoff from not only Phillips Estates I, II, and III, but also other areas of the city. This uncertainty significantly affects the ability to determine whether the application meets the minimum 25% open space requirement required under SMC 17.24.100.2.d. The Code specifies that this open space must be preserved and integrated into the plan, and land dedicated for public utility purposes may not meet that standard.”*

The City staff and legal representatives met with the Applicant’s engineers and legal representatives. They agreed that the arbitration award is not relevant in the City’s land use review process. The Applicant is diligently working with the City to finalize the engineering for the drainage facilities described in the arbitration award; however, that is not related to any mandatory approval criteria and is not a basis for delaying or denying the proposal. Further, the City concurs that dedication of open space to the City is contemplated under the code and any future dedication of open space does not impact the application of the development standards.

Therefore, these bases are no longer considered by the parties to be relevant to the Planning Commission’s application of the approval criteria.

**SUPPLEMENTAL FINDINGS APPLICABLE TO CITY CODE CRITERIA FOR APPROVAL OF A MASTER PLANNED DEVELOPMENT**

The application and approval requirements for master planned developments are set out in SMC 17.24.090. The applicable provisions of this code section are set out in bold and italics below with Applicant’s proposed findings following in plain type.

- 1. PURPOSE STATEMENT. The purpose of a Master Planned Development is to allow flexibility in design and creative site planning for residential, commercial or industrial development consistent with the following objectives: encourage creative and efficient uses of the land, provide and ensure preservation and enhancement of open space, ensure that the project design integrates all adopted Facility Master Plans (Transportation, Water, Sewer, Parks, Facilities, etc.), Standard Specifications, and provides an attractive living and working environment.***

**Proposed Finding:** This Application is in conformance with the intent of the City’s “Residential” comprehensive plan designation. The development of the Subject Property will provide “needed housing” as defined by ORS 197A.018.

Factors set out in a purpose statement provide context for interpreting a code provision that requires the local government to determine that a proposed development is compatible with uses and development on adjacent land; however, factors set out in a purpose statement are not independent approval criteria. *Housing Authority of Jackson County v. City of Medford*, 65 Or LUBA 295 (2012). As such, conformance with this Purpose Statement is not an applicable approval criterion of this Application.

Applicant notes objectives such as “creative and efficient uses” of land and “attractive living and



working environment[s]” are subjective criteria that require interpretation or the exercise of policy or legal judgment. This makes a decision rendered under this Section a land use decision based on subjective criteria rather than a limited land use decision based on clear and objective criteria.

**2. APPLICABILITY. *The Master Planned Development designation may be applied in any zoning district. An applicant may elect to develop a project as a Master Planned Development in compliance with the requirements of this Section. However, the City shall require that the following types of development be processed using the provisions of this Section:***

- a. Where a land division and associated development is to occur on a parcel or site containing wetland(s) identified in the City of Stayton Local Wetlands and Riparian Inventory or by Department of State Lands as a significant wetland.***
- b. Where the land division is to occur on slopes of 15% slope or greater.***
- c. Where Comprehensive Plan policies require any development in the area to occur as a Master Planned Development. (Amended Ord. 949, April 17, 2013)***

**Proposed Finding:** ORS 197A.400(1) states a local government may adopt and apply “only clear and objective standards ... regulating the development of housing, included needed housing, on land within an urban growth boundary.” Needed housing applications should generally be processed as limited land use decisions based solely on clear and objective criteria, not as land use decisions based on policy or legal judgment (i.e., not clear and objective criteria).

Under the adopted code, Applicant is not afforded the ability to request a subdivision approval based on clear and objective criteria due to the text of SMC 17.24.090(2) above, which states in part:

***“the City shall require that the following types of development be processed using the provisions of the Section: ... where a land division and associated development is to occur on a parcel or site containing wetland(s) identified in the City of Stayton Local Wetlands and Riparian Inventory or by Department of State Lands as a significant wetland.”***  
[emphasis added]

The use of the word “shall” mandates that this Application be processed using the provisions of this Section because the Subject Property contains wetlands. It does not afford the Applicant the choice of having this Application considered under another Section, such as the “Subdivision and Partition Final Plats” section under SMC 17.24.080 regardless of the lot size.

Because the adopted code mandates all land divisions to be subject to master planning, ORS 197A.400(3) exceptions to the clear and objective rules are not applicable. Applicant to process its needed housing application under this Section requiring subjective criteria, while offering no alternative, has the cumulative effect of “discouraging needed housing through unreasonable cost or delay” forbidden by ORS 197A.400(1)(b). Therefore, the City cannot avail itself of the “safe harbor” provision of ORS 197A.400(3)(a) which would otherwise allow the City to process a needed housing application using subjective criteria.

**3. APPLICATION AND INFORMATION REQUIREMENTS FOR CONCEPTUAL APPROVAL OF A MASTER PLANNED DEVELOPMENT. The application and submission requirements for a conceptual master planned development plan shall include:**

**Proposed Finding:** AKS's memorandum fails to distinguish that SMC 17.24.090(3), Application and Approval Requirements for Conceptual Approval of a Master Planned Development, are not mandatory approval criteria. The City deemed the application complete June 5, 2025. The City may no longer request additional information for purposes of completeness. The City must evaluate the mandatory criteria based on the evidence in the record. The lack of information that the City could have requested, but previously waived during completeness review, is not a basis for denial of an application. See *Montgomery, v. City of Dunes City*, 60 Or LUBA 274, 289–90, 2010 WL 381374, at \*12.

- a. Three copies of the conceptual plan at a scale of 1 inch equals not more than 50 feet including the general location of: streets, open space, residential development identified by type, and any commercial development including potential uses. In addition, 10 copies of the conceptual plan reduced to fit on an 11 X 17 page shall be submitted.**

**Proposed Finding:** Applicant has provided three copies of the conceptual plan at a scale of 1 inch equals 40 feet, depicting the general location of streets, open space, residential development, and any commercial development. Applicant has also provided 10 copies of the conceptual plan reduced to fit on an 11 X 17 page. This is not an approval criterion, but it still has been satisfied.

- b. A statement of planning objectives to be achieved by the planned development through the particular approach proposed by the applicant. This statement should include a description of the character of the proposed development such as the number of types of residential units, the range of lot sizes, and the size and scale of any non-residential uses. The statement shall also include a discussion of the rationale behind the assumptions and choices made by the applicant.**

**Proposed Finding:** Applicant provided a written statement of planning objectives including the description and character of its proposed development and a discussion of its rationale in its April 21, 2025 written statement titled "Philips Estates Phase 3 Master Planned Development" prepared by Multi-Tech Engineering. This is not an approval criterion, but it still has been satisfied.

- c. A development schedule indicating the approximate dates when construction of the planned development and its various phases are expected to be initiated and completed.**

**Proposed Finding:** Applicant has accurately described the proposal. It is a single phase residential land division. Applicant intends to develop it as soon as possible. This is not an approval criterion, but it still has been satisfied.

- d. A statement of the applicant's intentions with regard to the future selling or**

***leasing of all or portions of the planned development.***

**Proposed Finding:** Applicant intends to sell all of the lots for development into needed housing (i.e., single family homes) as indicated on its conceptual plan and as indicated in its April 21, 2025 written statement titled “Philips Estates Phase 3 Master Planned Development.” Applicant is willing to provide a further statement on this criterion if requested. This is not an approval criterion, but it still has been satisfied.

- e. Existing Conditions map. At a minimum, the existing conditions map shall show the applicant’s entire property and the surrounding property to a distance of 300 feet to determine the location of the development in the City, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified by:***

**Proposed Finding:** Applicant has provided a revised existing conditions map attached hereto which shows the Applicant’s entire property and the surrounding property to a distance of 300 feet sufficient to determine the location of the development in the City and the relationship between the proposed development site, adjacent property, and development. This is not an approval criterion, but it still has been satisfied.

- 1) The location and width of all streets drives, sidewalks, pathways, rights-of-way and easements on the site and adjoining the site:***

**Proposed Finding:** Applicant’s revised existing conditions map shows the location and width of all streets, drives, sidewalks, pathways, rights-of-way, and easement on the site and adjoining the site. This is not an approval criterion, but it still has been satisfied.

- 2) Potential natural hazard areas, including any areas identified as subject to a 100-year flood, areas subject to high water table, and areas mapped by the City, County, or State as having a potential for geologic hazards.***

**Proposed Finding:** There are no potential natural hazard areas, including 100-year flood, high water table, or geologic hazard areas, within development area proposed by this Application. This is not an approval criterion, but it still has been satisfied.

- 3) Resource areas, including wetland areas, streams, and wildlife habitat identified by the City or any natural resource regulatory agencies requiring protection.***

**Proposed Finding:** Applicant’s revised existing conditions map identifies the applicable resource areas, including wetland areas, streams, and wildlife habitat identified by the City or any natural resource regulatory agencies requiring protection. This is not an approval criterion, but it still has been satisfied.

- 4) Site features including existing structures, pavement, large rock outcroppings, areas having unique views, and drainage ways, canals and ditches.***

**Proposed Finding:** Applicant's revised existing conditions map shows the above-listed site features as applicable. This is not an approval criterion, but it still has been satisfied.

***5) Locally or federally designated historic and cultural resources on the site and adjacent parcels or lots.***

**Proposed Finding:** There are no locally or federally designated historic or cultural resources on the site, adjacent parcels, or lots. This is not an approval criterion, but it still has been satisfied.

***6) The location, size and species of isolated trees and other vegetation having a diameter of 6 inches or greater at 4 feet above grade. The map shall also show the general location of groves of trees larger than 3,000 square feet and indicate the location of any specimen trees to be preserved in the development process in accordance with Section 17.20.150.***

**Proposed Finding:** Applicant's revised existing conditions map shows the location, size, and species of isolated trees and other vegetation having a diameter of 6 inches or greater at 4 feet above grade. It also shows the general location of groves of trees larger than 3,000 square feet and indicates the location of any specimen trees to be preserved in the development process in accordance with Section 17.20.150. This is not an approval criterion, but it still has been satisfied.

***7) Location and impact on any facilities in the adopted Water, Sewer, Transportation, Storm Drainage, and Parks Master Plans.***

**Proposed Finding:** Applicant has submitted utility plans showing proposed and existing water, sewer, and storm utilities and streets. This is not an approval criterion, but it still has been satisfied.

***4. PROFESSIONAL DESIGN TEAM. A professional design team shall be required for all Master Planned Developments. The applicant must certify, in writing, that the following professionals will be involved in the preparation of the concept and detailed plan.***

***a. A licensed architect or professional designer***

**Proposed Finding:** Applicant has identified Pete Melin as its architect/professional designer as noted in its "Application for Preliminary Approval of a Master Planned Development" submitted to the City and included in the record. This is not an approval criterion, but it still has been satisfied.

***b. A registered professional engineer***

**Proposed Finding:** Applicant has identified Mark Grenz, P.E. as its registered professional engineer as noted in its "Application for Preliminary Approval of a Master Planned Development" submitted to the City and included in the record. This is not an approval criterion, but it still has been satisfied.

***c. A landscape architect or landscape designer.***

**Proposed Finding:** Applicant has identified Erin Holsonback as its landscape architect/landscape designer as noted in its “Application for Preliminary Approval of a Master Planned Development” submitted to the City and included in the record. This is not an approval criterion, but it still has been satisfied.

5. **CONCEPT PLAN APPROVAL CRITERIA.** *The decision authority shall review the concept plan and make findings and conclusions as to compliance with the following criteria. The decision authority may approve the concept plan with conditions of approval necessary to assure that the proposed development meets the following standards.*

- a. *All relevant provisions of the Comprehensive Plan are met.*

**Proposed Finding:** The Applicant’s narrative describes how the proposal complies with the identified comprehensive plan policies and goals. The Staff report did not provide any comment regarding these policies or goals.

The draft proposed order contained the following:

*“Analysis: The parcel included in the proposed development contains identified significant wetlands. The City’s Comprehensive Plan, under Natural & Historic Resource Goals and Policies, establishes the goal that “Identified Significant Wetlands Will Continue Their Functions Unimpaired by Development Activity,” and states under Policy NR-8 that “all development on properties containing significant wetlands be processed as a master planned development.” The application has been submitted and is being processed as a master planned development, consistent with this policy, allowing for consideration of potential impacts to the wetlands through the review process.”*

Applicant concurs with the proposed finding. The proposal complies with the applicable Comprehensive Planning Policy.

The draft proposed order further states:

*“According to Stayton Municipal Code (SMC) 17.24.100.2.d – Master Planned Development Design Standards, a minimum of 25% of the development area must be preserved as open space. It is currently unclear whether the proposed development meets this requirement, as a portion of the parcel is proposed to be used for public stormwater detention. While the application satisfies the requirement to be reviewed as a master planned development, further clarification is needed to determine whether the minimum open space requirement will be met.”*

Applicant responds that the City and Applicant have discussed, and now concur that the dedication of open space, in whole or in part, does not reduce the area deemed open space under SMC 17.24.90 and 100. Therefore, this comment is no longer applicable. Additionally, Applicant notes that (SMC) 17.24.100.2.d is not a comprehensive plan policy.

As a matter of law, Applicant’s proposal is for needed housing and subject to the limitations of ORS 197.400(1). The above criterion is ambiguous and unclear. Therefore, it cannot be the basis of any denial. Similarly, as the Applicant is unable to obtain land division approval except for proceeding the City’s master plan approval criteria, it is a limited land use decision for which



only codified approval standards and criteria may be applied. ORS 197.015(12). The City may not deny the application based on a failure to adhere to comprehensive plan policies – especially unidentified policies. ORS 197.195.

***b. The proposed Master Planned Development will be reasonably compatible with the surrounding neighborhood.***

**City Staff Finding:** *“In addition to the unresolved stormwater and open space issues, the proposed lot sizes in Phillips Estates III are not reasonably compatible with the surrounding neighborhood. Most of the lots in Phillips Estates I and II are approximately 8,276 square feet (0.19 acres), consistent with the minimum 8,000-square-foot lot size in the Low Density Residential (LD) zone. The current proposal introduces smaller lots without a meaningful transition or buffering, particularly along Pheasant Avenue, where some existing homes would back onto two new lots, rather than a one-to-one lot interface. This pattern raises legitimate concerns about impacts to neighborhood character and resident privacy.”*

**Proposed Finding:**

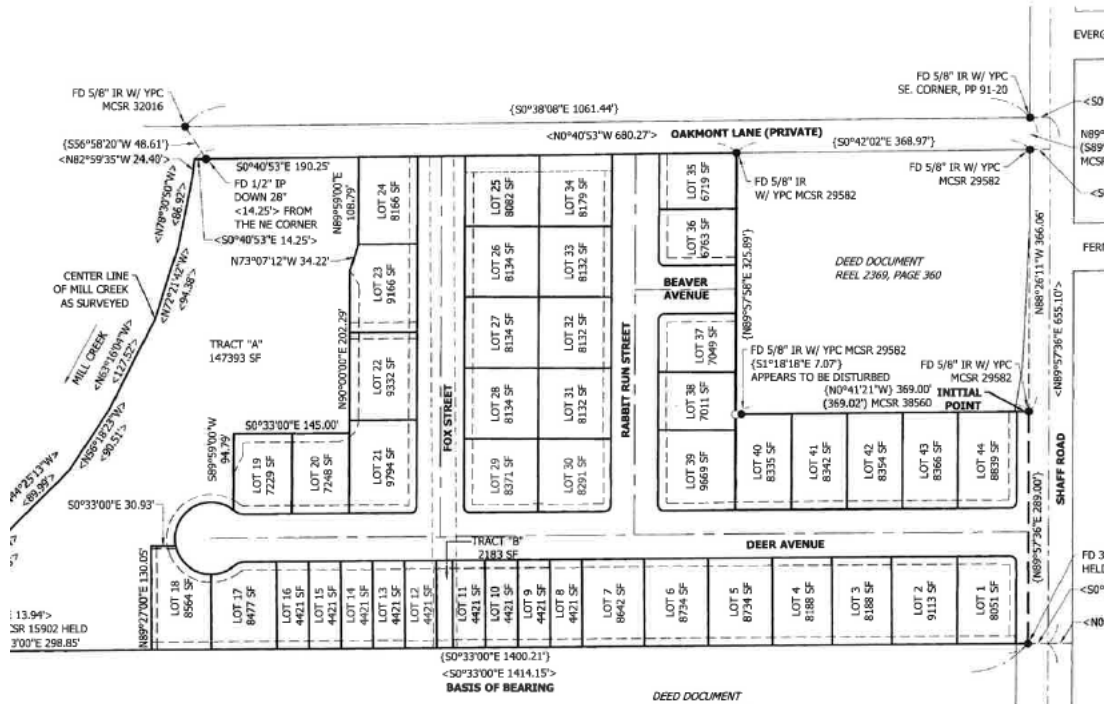
Applicant has submitted a revised existing conditions plan that shows both a light industrial zoned facility (James Crowther – Northwest RV Repair Center) and a manufactured home park (Oak Estates MHC LLC) directly west of the subject property. The single family residential uses east of the subject property along Pheasant Ave are buffered from impacts of these industrial uses and high density uses by the proposed open space and residential uses. The single family residential lots that are approximately 78.6 percent of the size of the abutting residential lots. This minor change is necessary to provide the significant dedication of open space (108,351 sq. ft.) or almost 35 percent of the subject property.

The suggestion that the lots are not aligned perfectly with the abutting lots, and they are therefore not “reasonably compatible” is inconsistent with the plain text of the code and its purpose. It would essentially require identical lots sizes. Moreover, there is no factual basis to support that lots not being identically aligned impacts privacy or any other existing residential uses. In fact, the same lack of alignment would occur if the lots were larger or even if they were identical size but not aligned.

The City approved lot sizes as low as 4,000 square feet in the recent Wildlife Meadows subdivision See below:

## WILDLIFE MEADOWS

IN THE SW 1/4 OF SECTION 3, T. 9 S., R. 1 W., W.M.  
CITY OF STAYTON, MARION COUNTY, OREGON  
LAND USE FILE #3-01/16  
NOVEMBER 18, 2016



This is a subdivision that demonstrates that significantly smaller than the requested lots can be compatible with the surrounding residential neighborhoods. Given this recent precedent, the fact that the open space is so large, and that the lots are within 78.6 percent of standard, the Applicant has proven its proposal is reasonably compatible with the surrounding neighborhood when all uses are taken into account.

- c. There are special physical or geographic conditions or objectives of development which warrant a departure from the standard ordinance requirements.**

The draft proposed order contained the following:

*"Analysis: There are special physical conditions present on the site that warrant a departure from standard ordinance requirements. Specifically, the presence of significant wetlands and the need to accommodate a publicly owned stormwater detention facility create constraints that limit the usable area for residential development.*

*However, while these physical features may justify some flexibility in the application of standard requirements, they do not fully explain or justify the extent of the proposed departure from the surrounding lot pattern or open space provisions. The proposed density and lack of transitional lot sizes are not clearly necessitated by the site's physical constraints. Furthermore, it remains unclear whether the 25% open space requirement under SMC 17.24.100.2.d is being met, particularly if portions of the site are to be dedicated for stormwater infrastructure."*

**Proposed Finding:** Staff's comments in the staff report did not relate to this criterion; however, the draft proposed order analysis did make the above comment.

The Subject Property contains a wetland that must be dedicated to the City to operate as future water quality facility and open space uses such as trails. The open space at over 108,000 square feet is significant. The Applicant is significantly increasing the undeveloped land and open space of the community, which justifies the requested reduction from the lot size standards. The average lot size is 6,294 square feet, which is less than a twenty-two (22%) departure from the standard. Even if every lot was 8,000 square feet, that would only account for an additional 1,706 square feet per lot or 37,532 square feet overall. In other words, the total amount of deviation from standard is 37,532 square feet. The Applicant's identified open space is almost three times the amount of this deviation. The evidence in the record supports finding that a departure is warranted.

Applicant also notes that staff's suggested interpretation is that the criteria that the degree of the departure is warranted rather than merely finding that "a departure from the standard" is warranted. This interpretation is inconsistent with the plain text and imputes even more ambiguity into the criterion than is already included. It is the City's obligation to apply all the criteria only in a clear and unambiguous manner. The suggested interpretation is unlawful under ORS 197.400(1).

Applicant satisfies the plain text of this criterion and requests the Planning Commission to approve the application.

- d. If there are proposed uses that are not allowed in the underlying zone, those uses shall be compatible with the proposed development and the surrounding neighborhoods and viable in that location.***

**Proposed Finding:** There are no proposed uses in this Application that are not allowed in the underlying Low Density (LD) residential zone. This criterion is satisfied.

**6. *TIMELINE FOR FILING A DETAILED MASTER PLAN: Within one year after the date of approval of the concept plan, the applicant shall prepare and file with the City Planner a detailed development plan in conformance with subsections 6 and 7 of this Section.***

- a. Extension. If deemed necessary by the decision authority, a 6-month extension to the one year period may be made by written request of the applicant, submitted to the City Planner prior to the expiration of the 1-year deadline from approval provided:***

- i. The applicant can show intent of applying for detailed development plan review within the 6-month extension period.***
- ii. There have been no changes to the applicable Comprehensive Plan policies and Code provisions on which the approval was based.***

**Proposed Finding:** The above subsection 6 does not contain approval criteria applicable to this stage of the Application; however, Applicant is prepared to file with the City Planner a detailed

development plan in conformance with subsections 6 and 7 of SMC 17.24.090 within one year of approval of its concept plan.

**7. APPLICATION AND INFORMATION REQUIREMENTS FOR DETAILED APPROVAL OF A MASTER PLANNED DEVELOPMENT.**

- a. The application and submission requirements for a detailed master planned development plan shall be the same as in Sections 17.24.040.2, 040.3, and 040.4. In addition, the detailed plan shall include:*
- b. A narrative documenting compliance with the all applicable approval criteria contained in Section 17.24.100.*
- c. Special studies prepared by qualified professionals (licensed engineers, architects, planners, etc.) may be required by the City Planner, Public Works Director, City Engineer, Planning Commission or City Council to determine potential geologic, noise, environmental, natural resource, and other impacts and required mitigation.*
- d. Detailed site plan, including:*
  - 1) Lot configuration and identification of proposed uses*
  - 2) Residential density (by phase, if a phased project) expressed in dwelling units per acre of land for each type of residential development and for the entire development*
  - 3) Circulation plan including all rights-of-way for streets, parking areas and pedestrian and bicycle facilities and their connections to existing or proposed off-site facilities.*
  - 4) Open space plan including:*
    - a. Location and dimensions of all areas to be conveyed, dedicated, or reserved as common open spaces, trails, public parks, recreational areas, and similar public, semi public areas and uses.*
    - b. Design of trails or open space areas including proposed landscaping.*
    - c. Design of any structures such as playgrounds, sports facilities, and park shelters.*
  - 5) Location of all potential fences including proposed materials and transparency.*
  - 6) Lighting plan meeting the requirements of Section 17.20.170*
  - 7) Landscaping plan meeting the requirements of Section 17.20.090*

**8) Grading concept (for hillside or sloping properties or where extensive grading is anticipated)**

**9) Architectural plan including:**

- a. Narrative description of proposed building styles for all residential, commercial or other structures.**
- b. Building footprints**
- c. Proposed Codes, Covenants & Restrictions for all residential lots that meet the applicable requirements of Sections 17.20.190, 17.20.200 and 17.24.100.**
- d. Typical elevations of each type of proposed structure sufficient to describe architectural styles drawn to scale and including building dimensions.**

**10) Sign plan that includes size, style, and location of any proposed signs.**

**Proposed Finding:** The above subsection 7 does not contain approval criteria applicable to this stage of the Application; however, Applicant is prepared to file with the City Planner a detailed development plan in conformance with subsections 6 and 7 of SMC 17.24.090 within one year of approval of its concept plan.

**8. DETAILED DEVELOPMENT PLAN APPROVAL CRITERIA. The decision authority shall approve the detailed development plan upon finding that the detailed development plan conforms to the concept plan and the conditions of its approval. Minor changes to the approved concept plan may be approved with the detailed plan when the approval body finds that the modification(s) are consistent with the criteria below.**

**a. The detailed development plan shall meet all applicable approval criteria of Sections 17.12.220, 17.24.050, 17.24.100, and Chapter 17.26.**

**b. If a phased development, each phase shall be:**

- 1) Substantially and functionally self-contained and self-sustaining with regard to access, parking, utilities, open spaces, and similar physical features; capable of substantial occupancy, operation, and maintenance upon completion of construction and development.**
- 2) Arranged to avoid conflicts between higher and lower density development.**
- 3) Properly related to other services of the community as a whole and to those facilities and services yet to be provided.**



- 4) Provided with such temporary or permanent transitional features, buffers, or protective areas as may be required to prevent damage or detriment to any completed phases and to adjoining properties not in the Master Planned Development.***

**Proposed Finding:** The above subsection 8 does not contain approval criteria applicable to this stage of the Application; however, Applicant is prepared to file with the City Planner a detailed development plan in conformance with the requirements of this subsection.

#### **CONCLUSION**

Based on the findings contained in this supplemental written statement, Applicant has satisfactorily addressed the applicable criteria for approval of its Master Planned Development Conceptual Plan. Applicant respectfully requests that the Application be approved.

## **BEFORE THE STAYTON PLANNING DEPARTMENT**

In the matter of  
The application of  
Brandie Dalton, Multi-Tech Engineering, Applicant

) Conceptual Master Planned  
) Development Plan  
) File # 11-07/24

### **ORDER OF APPROVAL**

#### **I. NATURE OF APPLICATION**

The application is for a Conceptual Master Planned Development Plan to subdivide 1601 Oriole Street a 7.11-acre property in Low Density Residential (LD) zone into 22 single-family lots.

#### **II. FINDINGS OF FACT**

##### **A. GENERAL FINDINGS**

1. The owner is JCNW Family LLC, 15556 Coon Hollow Road SE, Stayton, OR 97383.
2. The applicant is Brandie Dalton, Multi-Tech Engineering, 1155 SE 13th Street, Salem, OR 97302.
3. The properties can be described on Marion County Assessors Map as 1601 Oriole Street (tax lot 091W04DB03300).
4. The property has access from Junco and Oriole Streets. The property is approximately 7.11 acres.
5. The property is zoned Low Density (LD) Residential.
6. The neighboring properties to the north are located outside the city limits but within the Urban Growth Boundary. To the east are Low Density Residential (LD) parcels that are part of the Phillips Estates subdivision. The parcels to the south are also zoned LD. To the west, the adjacent properties are zoned Light Industrial (IL).
7. Per the City's Local Wetland Inventory (LWI) and the Oregon Rapid Wetland Assessment Protocol (ORWAP), a mapped wetland bisects the Subject Property from the northwest to the southeast. This LWI-mapped wetland area was significantly expanded per a wetland delineation/determination in 2016, with which the Oregon Department of State Lands (DSL) concurred on August 3, 2016, under WD #2016-0230, to encompass approximately 1.86 acres of the Subject Property.
8. The parcel was previously included in a subdivision application, the approvals for which have since expired. It is now being developed as a stormwater detention facility intended to manage runoff not only from the Phillips Estates I and II subdivisions but also from other surrounding areas within the city. In accordance with the Stayton Public Works Design Standards, stormwater detention facilities that serve multiple areas outside of a specific subdivision must be publicly owned. As such, upon completion, ownership of the detention facility will be transferred to the City.
9. Phillips Estates III is directly tied to the June 6, 2013, Development Agreement between the City of Stayton and JCNW Family LLC, which was the subject of a final arbitration decision issued on August 12, 2015.

10. Although the Final Award issued on August 12, 2015, in *City of Stayton v. JCNW Family LLC* states that “Respondent may not submit plans for Phase III of the development until the issues involved in Phase II have been resolved,” the city interpreted the language as ambiguous regarding which types of plans are restricted. Specifically, the clause does not clearly distinguish whether it applies to construction plans, land use applications, or both. Based on this interpretation, the application for the Phillips Estates III subdivision was accepted and deemed complete.
11. Regarding streets, Oriole Street, Quail Run Avenue, and Junco Street provide access to the subject property. Oriole Street, designated as a Local Street in the Transportation System Plan (TSP), is constructed as a 34-foot-wide improvement, without sidewalks, within a 60-foot-wide right-of-way, terminating at the east line of the property. Quail Run Avenue, designated as a Local Street in the TSP, is constructed as a 40-foot-wide full-street improvement within a 60-foot-wide right-of-way, terminating at the south line of the property. Junco Street, designated as a Neighborhood Collector in the TSP, is constructed as an 18-foot-wide half-street improvement with curbs and sidewalks on the south side, within a 30-foot-wide right-of-way, terminating at the east line of the property.

The standard for a Local Street, according to Public Works Design Standards (PWDS), is a 34-foot-wide street improvement, including curbs, 5-foot-wide property-line sidewalks, and 7.5-foot-wide planter strips within a 60-foot-wide right-of-way. The standard for a Neighborhood Collector, according to PWDS, is either a 34- and 36-foot-wide street improvement, including curbs, 5-foot-wide property-line sidewalks, and 7.5-foot-wide planter strips within a 60-foot-wide right-of-way.

12. City water service is available to the subject property. An 8-inch ductile iron water main is located along the south side of Oriole Street, extending west through the parcel and interties with an existing 8-inch ductile iron along the west side of Quail Run Avenue south of the subject property. Additionally, a 10-inch ductile iron water main is located near the middle of the Junco Street improvements east of the property, terminating approximately 45 feet east of the east property line.
13. Regarding available city sanitary sewer service, an 8-inch PVC sanitary sewer main is located in Oriole Street east of the parcel, terminating at a manhole approximately 175 feet east of the east property line. An additional 8-inch PVC sanitary sewer main is located in Quail Run Avenue south of the parcel, terminating at a manhole approximately 66 feet south of the south property line. A third 8-inch PVC sanitary sewer main runs north to south in Pheasant Avenue east of the property, terminating at a manhole approximately 130 feet east and 90 feet south of the east property line.
14. A city stormwater drainage facilities “dry pond” is located in the northwest  $\pm 2$  acres of the parcel. A 12-inch HDPE city storm main is located along the north side of Oriole Street east of and flowing toward the subject property, terminating at a city open channel that flows west and into the existing city stormwater facility. A 24-inch HDPE City storm main is located along the east side of Quail Run Avenue south of and flowing toward the subject property, terminating just south of the existing City “dry pond” stormwater facility in the northwest portion of the parcel. Per the Stormwater Master Plan, stormwater from the site and nearby storm drainage system drains to Salem Ditch. Also per the Stormwater Master Plan, the portion of Quail Run Avenue south of the parcel experiences flooding during a 25-year storm event, and the Plan recommends a Master Plan improvement to construct a 30-inch and then parallel 36-inch and 42-inch storm drains and subsequent detention swale to redirect drainage from the existing “dry pond” stormwater facility area toward Mill Creek, approximately 2,400 feet north of the parcel.

## B. EXISTING CONDITIONS

The subject property is vacant with a potential stormwater detention area.

## C. PROPOSAL

The proposal is for a Conceptual Master Planned Development to divide the parcel into 22 single-family homes with undersized lots and one larger 108,344 square foot water quality and open space parcel. The following are the lot proposed square footages: Lot 1 6,040, Lot 2 6,001, Lot 3 6,001, Lot 4 6,001, Lot 5 6,001, Lot 6 6,001, Lot 7 5,987, Lot 8 7,999, Lot 9 7,103, Lot 10 7,158, Lot 11 6,535, Lot 12 6,394, Lot 13 6,393, Lot 14 6,392, Lot 15 6,391, Lot 16 6,008, Lot 17 6,000, Lot 18 6,000, Lot 19 6,000, Lot 20 6,000, Lot 21 6,046 and Lot 22 5,991.

## D. AGENCY COMMENTS

The following agencies were notified of the proposal: City of Stayton Public Works, Marion County Public Works and Building Inspection, WAVE Broadband, Stayton Cooperative Telephone Company (SCTC), Pacific Power, Northwest Natural Gas, Santiam Water Control District, Stayton Fire District, Stayton Police Department, Salem Development Services, and Santiam Hospital.

Responses were received from Stayton's Public Works, City of Stayton's Transportation and Engineering Consultants, and Stayton Police Department whose comments are reflected in the findings below.

## E. PUBLIC COMMENTS

The Community and Economic Development Department received no public comments on this application prior to the hearing.

## F. APPROVAL CRITERIA

Concept Plans for Master Planned Development applications are required to satisfy approval criteria contained within the Stayton Municipal Code (SMC) 17. 24.090.5 Concept Plan Approval Criteria.

Pursuant to SMC 17.24.090.5 the following criteria must be demonstrated as being satisfied by the application:

a. *All relevant provisions of the Comprehensive Plan are met.*

The relevant provisions of the Comprehensive Plan include -

### ***Chapter 3 Natural and Historic Resources Policies***

*Policy NR-3 It is the policy of the City to provide or protect open space resources through measures such as public ownership of parkland and open space dedication requirements in the development code.*

*Policy NR-7 It is the policy of the City that wetlands identified as significant wetlands in the Stayton Wetland Inventory shall be provided with protection from disturbance that would diminish their identified values.*

*Policy NR-8 It is the policy of the City that all development on properties containing significant wetlands be processed as a master planned development.*

Finding: The application proposes the creation of approximately 2.5 acres of public open space, which includes an identified wetland area within the dedicated open space. The application has been submitted and is being processed as a master planned development, consistent with this policy, allowing for consideration of potential impacts to the wetlands through the review process.

#### ***Chapter 5 Public Facilities and Services Policies***

*Policy PF-4 It is the policy of the City that areas along the waterways should be preserved for the passive enjoyment of the scenic and natural sites.*

Finding: The application proposes places public benches, picnic tables, and a 5 foot concrete sidewalk in the open space area for public passive enjoyment.

#### ***Chapter 6 Housing Policies***

*Policy HO-3 It is the policy of the City to allow the use of flexible lot sizes and building placement, and density transfers to reduce development costs, make efficient use of land and promote housing variety and affordability.*

Finding: The proposed conceptual master planned development is designed with a variety of lot sizes.

#### ***Chapter 8 Land Use Policies***

*Policy LU-5 It is the policy of the City that master planned developments shall be allowed in all zones in order to encourage better use of large or unique sites.*

Finding: The proposed development is for a master planned development with a parcel that includes a wetland area. Does meet all relevant provisions of the Comprehensive Plan.

- b. *The proposed Master Planned Development will be reasonably compatible with the surrounding neighborhood.*

Analysis: The applicant's supplemental written statement provides examples of other master planned developments in the city (Wildlife Meadows) that were approved with parcels as small as 4,000 square feet. The proposed development includes a range of parcel sizes that are reasonably compatible with the surrounding neighborhood. While smaller lots are included, the development balances this with the provision of larger open space areas, and the smallest lot proposed is 6,001 square feet. The conceptual plan meets the approval criteria to be reasonably compatible with the surrounding neighborhood.

- c. *There are special physical or geographic conditions or objectives of development which warrant a departure from the standard ordinance requirements.*

Finding: There are special physical conditions present on the site that warrant a departure from standard ordinance requirements. Specifically, the presence of significant wetlands and the need to accommodate a publicly owned stormwater detention facility create constraints that limit the usable area for residential development.



- d. *If there are proposed uses that are not allowed in the underlying zone, those uses shall be compatible with the proposed development and the surrounding neighborhoods and viable in that location.*

Analysis: There are no uses proposed in the development that are not allowed in the underlying Low Density Residential zone.

Finding: This approval criteria has been met.

### III. CONCLUSION

Based on the facts above, the Planning Commission concludes that the application meets the requirements established in Section 17.24.090.5, and that a Master Planned Development is appropriate and is required for the development of this property.

### IV. ORDER

Based on the findings and conclusions above, the Planning Commission approves the Concept Plan application for a Master Planned Development as shown on Cover Sheet 101, Existing Conditions Plan - Vicinity 102, Existing Conditions Plan - Site 103, Sanitary Sewer Plan 201, 202, 203, Site Plan 104, Storm Drain Plan 301, 302, 303, Street Plan 401, 402, 403, Curb Returns and Ramp Details 404, Typical Structural Street Sections 405, Lot Grading Plan 406, Open Space Plan 407, Domestic Water Plan 501, Lot Dimensions, Sidewalk, Signing and Lighting Plan 601, Street Tree Plan 701, General Construction Notes 801, and 802 all dated August 20, 2025 prepared by Multi/Tech Engineering, with submitted narrative dated April 21, 2025, supplemental written statement by Alan Sorem, Attorney, Salem, OR and application from Bill Martinak and the accompanying materials meeting all approval criteria for SMC 17.24.090.5. This approval is granted subject to the standard conditions of approval attached and the following specific conditions listed below.

**The following Conditions of Approval shall be completed prior to City review of construction drawings and/or initial submittal of the Final Plat to the City:**

1. The construction drawings for the proposed Development in accordance with the PWDS, SMC 17.24.050, and SMC 17.26.020.
2. The construction drawings for the proposed Development shall include an existing conditions map that identifies the resource areas, including accurate and current delineated wetland areas, streams, and wildlife habitat identified by the City or any natural resource regulatory agencies requiring protection.
3. If the open space is decided to be privately owned, the Applicant shall create an association of owners and provide evidence of the creation to the City prior to submittal of the Final Plat.

**The following Conditions of Approval shall be completed prior to City approval of the Final Plat:**

4. The construction drawings for the proposed Development shall include a detailed layout and design of the open space area and indicate the proposed ownership of the area.

5. The proposed open space shall be designed in the construction drawings and configured on the Final Plat to preserve the existing delineated and mapped wetland area.
6. The construction drawings shall include the design of the required pedestrian trails in accordance with SMC 17.24.100.2.d.7.
7. The required open space amenities shall be designed in accordance with SMC 17.24.100.2.d.8 and included on the construction drawings.
8. The proposed streets shall be constructed in accordance with current PWDS. No variance to the street standards is requested or granted with this Master Planned Development.
9. The Applicant shall construct a minimum 8-inch City water main from the existing City water system in the right-of-way along the extension of Junco Street, terminating at the west line of the Subject Property.
10. The Applicant shall construct a minimum 8-inch City water main along the proposed internal street(s), connecting the existing City systems in Junco Street and Oriole Street.
11. The Applicant shall protect the existing 8-inch City water main connection of the water system in Oriole Street to the water system in Pheasant Avenue throughout construction of the proposed Development.
12. The Applicant's engineer shall provide engineered calculations per City Standards to prove the adequacy of the new water system to provide domestic service and fire flows to each lot within the proposed Development.
13. The Applicant shall construct a minimum 8-inch City sanitary sewer main from the existing City sanitary sewer system in Oriole Street along the extension of the street, terminating at the end of the street extension. The Applicant's engineer shall verify that this main is able to serve proposed Lots 9 and 10 of the planned Development.
14. The Applicant shall design and construct engineered stormwater facilities, pursuant to the PWDS and SMC 17.24.040, to accommodate all new and replaced impervious surfaces in the proposed and existing rights-of-way as well as the future impervious surfaces on all proposed lots, including the proposed "WATER QUALITY AND OPEN SPACE" parcel.
15. The Applicant shall construct a minimum 18-foot-wide half-street improvement within a 30-foot-wide half-width right-of-way along the entire north line of the Subject Property as extension of Junco Street to the Neighborhood Collector street standard as specified in the PWDS and consistent with the provisions of SMC 17.24.050.1 and the Marion County Fire Code Applications Guide.
16. The Applicant shall construct full-width improvements of Oriole Street and Pheasant Avenue and the resulting intersection to the Local street standard as specified in the PWDS and consistent with the provisions of SMC 17.24.050.1 and the Marion County Fire Code

Applications Guide.

17. The Applicant shall prepare the construction drawings for the proposed Development in accordance with the PWDS, SMC 17.24.050, and SMC 17.26.020.
18. The Applicant shall enter into a Development Agreement with the City, prior to approval of construction plans, to guarantee the required public improvements. A stipulation of the Agreement shall be that the City will not support certificates of occupancy for the proposed structures until the required public improvements are complete and accepted by the City.
19. The Applicant's engineer shall coordinate with the Oregon Department of State Lands (DSL) to verify what permits are required for construction of the proposed subdivision infrastructure, including but not limited to the construction and enhancement of the proposed City storm drainage facility across the proposed "WATER QUALITY AND OPEN SPACE" parcel. Evidence of permit issuance or waiver shall be provided to the City prior to the start of construction of any improvements on the Subject Property.
20. The Applicant shall design and construct all proposed ground disturbance and improvements in or near existing wetland areas in accordance with the requirements of the PWDS and SMC 17.20.180.

**The following Conditions of Approval shall be shown on or in conjunction with the Final Plat:**

21. The Final Plat shall include a detailed layout of the open space area and the proposed ownership of the area.
22. The proposed open space shall be configured on the Final Plat to preserve the existing delineated and mapped wetland areas.
23. The required right-of-way or easements for the required pedestrian trails shall be designated on the Final Plat in accordance with SMC 17.24.100.2.d.7
24. The Applicant shall dedicate a 10-foot-wide public utility easement (PUE) on the Final Plat along the development frontage(s) of Junco Street and all internal streets and street extensions.
25. All necessary (existing and proposed) access and utility easements shall be shown and recorded on the Final Plat.
26. The existing 8-inch City water main connection of the water system in Oriole Street to the water system in Pheasant Avenue shall be encompassed by the right-of-way dedicated on the Final Plat.
27. The Applicant shall dedicate a 10-foot-wide public utility easement (PUE) along the development frontage(s) of Junco Street and all internal streets.

## **V. OTHER PERMITS AND RESTRICTIONS**

The applicant is herein advised that the use of the property involved in this application may require additional permits from the City or other local, state or federal agencies.

The City of Stayton land use review and approval process does not take the place of, relieve the Applicant of responsibility for acquiring such other permits, or satisfy any restrictions or conditions there on. The land use permit approval herein does not remove, alter, or impair in any way the covenants or restrictions imposed on this property by deed or other instrument.

## **VI. EFFECTIVE DATE**

This decision regarding this application is final, but shall not become effective until the 15th day after the mailing of the Notice of Decision in this case, and then only if no appeal to the Stayton City Council is timely filed. In the event of a timely appeal to the City Council, this decision shall not become effective until the appeal is finally resolved, including any appeals from the decision of the City Council to the Oregon Land Use Board of Appeals.

Subject to the Effective Date of this decision set forth herein, the land use approval granted by this decision shall also be effective only when the exercise of the rights granted herein is commenced within one year of the effective date of the decision. Section 17.12.120.7.c requires submittal and acceptance of a draft partition final plat. In case such right has not been exercised or extension obtained, this approval shall be void. A written request for an extension of time may be filed with the Director of Community and Economic Development at least 30 days prior to the expiration date of the approval.

## **VII. APPEAL DATES**

The Planning Commission's action may be appealed to the Stayton City Council pursuant to Stayton Municipal Code Section 17.12.110 APPEALS within 14 days of the notice of decision.

\_\_\_\_\_  
Planning Commission Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jennifer Siciliano,  
Director of Community and Economic Development

\_\_\_\_\_  
Date

## Standard Conditions of Approval for Land Use Applications

1. Minor variations to the approved plan shall be permitted provided the development substantially conforms to the submitted plans, conditions of approval, and all applicable standards contained in the Stayton Land Use and Development Code.
2. **Permit Approval:** The applicant shall obtain all necessary permits and approvals from the City of Stayton prior to construction of the project.
3. **Change in Use** - Any change in the use of the premises from that identified in the application shall require the City Planner to determine that the proposed use is an allowed use and that adequate parking is provided on the parcel.
4. **Landscaping** - The applicant shall remain in substantial conformance to the approved landscaping plan and follow the criteria established in SMC 17.20.090 for maintenance and irrigation. Dead plants shall be replaced within six months with a specimen of the same species and similar size class.
5. **Utilities** - Utility companies shall be notified early in the design process and in advance of construction to coordinate all parties impacted by the construction.
6. **Agency Approval** - The Developer shall be responsible for all costs relating to the required public improvements identified in the approved plan and the specific conditions of approval and within the City Ordinances and Standard Specifications. The developer is also responsible for securing design approval from all City, State and Federal agencies having jurisdiction over the work proposed. This includes, but is not limited to, the City of Stayton, the Fire District, Marion County, DEQ, ODHS (water design), DSL, 1200C (state excavation permit), etc.
7. **Construction Bonding** - Bonding shall be required if there are any public improvements. Prior to start of construction of any public improvement, the developer shall provide a construction bond in the amount of 100% of the total project costs, plus added City costs associated with public construction. The bond shall be in a form acceptable to the Director of Public Works.
8. **Inspection** - At least five days prior to commencing construction of any public improvements, the Developer shall notify the Director of Public Works in writing of the date when (s)he proposes to commence construction of the improvements, so that the City can arrange for inspection. The written notification shall include the name and phone number of the contracting company and the responsible contact person. City inspection will not relieve the developer or his engineer of providing sufficient inspection to enforce the approved plans and specifications.
9. **Public Works Standards** - Where public improvements are required, all public and private public works facilities within the development will be designed to the City of Stayton, Standard Specifications, Design Standards & Drawings (PW Standards) plus the requirements of the Stayton Municipal Code (SMC). (SMC 12.08.310.1)
10. **Engineered Plans** - Where public improvements are required, the applicant's engineer shall submit design plans for approval of all public improvements identified on the approved plan or as specified in conditions of approval. All design plans must meet the Stayton PW Standards. Engineered construction plans and specifications shall be reviewed by the City

Engineer and signed approved by the City Engineer, or Stayton Public Works Department, prior to construction.

11. **Street Acceptance** - Where public improvements are required, acceptance of completed public street improvements associated with the project shall be in accordance with SMC 12.04.210.
12. **Construction Approval** - All public improvements and public utilities shall be fully constructed and a letter of substantial completion provided by the City Engineer prior to any building permit applications being accepted or issued unless the required improvements are deferred under a non-remonstrance or other agreement approved and signed by the City. Construction items must be completed within a specified period of time provided in the approval letter or the approval of any additional building permits will be withdrawn by the City.
13. **Maintenance Bond** - After completion and acceptance of a public improvement by the City, the developer shall provide a 1-year maintenance bond in the amount of 30% of the construction bond amount. The bond shall be in a form acceptable to the Director of Public Works.
14. **As-Builts** - Where public improvements are required, the developer shall submit to the City, reproducible as-built drawings and an electronic file of all public improvements constructed during and in conjunction with this project. Field changes made during construction shall be drafted to the drawings in the same manner as the original plans with clear indication of all modifications (strike out old with new added beside). As-built drawings shall be submitted prior to final acceptance of the construction, initiating the one-year maintenance period.
15. **Drainage Permit** – A 1200C permit will be secured by the developer if required under the rules of the Oregon State DEQ.
16. **SDC** - Systems Development Charges are applied to the project at the time of issuance of a building permit.

# City of Stayton

## MEMORANDUM

**TO:** Chairperson Larry McKinley and Planning Commission Members  
**FROM:** Jennifer Siciliano, Director of Community and Economic Development  
**DATE:** September 29, 2025  
**SUBJECT:** Recommendation to City Council – Stayton Safety Action Plan

---

### ISSUE

The issue before the Planning Commission is to make a recommendation to the City Council regarding adoption of the Stayton Safety Action Plan (SSAP), a transportation safety strategy developed under the Safe Streets and Roads for All (SS4A) federal grant program.

### ENCLOSURES

Draft Stayton Safety Action Plan (September 2025)

### BACKGROUND

The City of Stayton received federal funding through the Fiscal Year 2023 Safe Streets and Roads for All (SS4A) program to develop the Stayton Safety Action Plan. The total project budget is \$150,000, consisting of a \$120,000 federal grant and a \$30,000 local match provided by the City.

The Stayton Safety Action Plan is a data-driven strategy designed to improve transportation safety for all users, including pedestrians, bicyclists, motorists, and transit riders. The plan identifies high-risk locations throughout the city, recommends safety improvements, and outlines a long-term vision for reducing and ultimately eliminating fatal and serious injury crashes on public roads in Stayton.

Kittelson & Associates served as the lead consultant on the project. To support the planning process, the City established two advisory committees. The Technical Advisory Committee, composed of City staff and agency partners, provided data, technical guidance, and feedback throughout the development of the plan. The Public Advisory Committee included representatives from the Planning Commission, City Council, Parks Board, School District, and members of the public with an interest in bicycle and pedestrian safety. This group met to review data, discuss local concerns, and provide feedback on project goals and draft recommendations.

The City hosted two public open houses to gather community input. The first was held on April 3, 2025, and invited residents to share their concerns and experiences related to traffic safety. The second was held on July 23, 2025, at the Stayton Public Library, where attendees reviewed draft strategies and offered comments. These events provided meaningful opportunities for community members to engage with the planning process and ensure that local experiences and priorities were reflected in the plan.

The Public Advisory Committee will hold its final meeting on September 29, 2025, to review and comment on the final draft of the plan. Comments received prior to and during this meeting will be incorporated into the final version. The Stayton Safety Action Plan will then be presented to the City Council during a work session on October 20, 2025, and is scheduled for adoption on November 3, 2025.

# City of Stayton

At the September 29, 2025, Planning Commission meeting, representatives from Kittelson & Associates will present the complete draft Stayton Safety Action Plan and seek comments and feedback from the Commission. Staff is requesting that the Planning Commission review the draft plan and provide a recommendation to the City Council, including any suggested changes.

## **ANALYSIS**

The Stayton Safety Action Plan fulfills the intent of the federal SS4A program by identifying evidence-based strategies, countermeasures, and investment priorities for local transportation safety. The plan includes short- and long-term recommendations and is eligible for future implementation funding under SS4A.

The Planning Commission is not conducting a public hearing on this matter but is asked to review the draft and make a recommendation to the City Council.

## **RECOMMENDATION**

Staff recommends that the Planning Commission recommend adoption of the Stayton Safety Action Plan as presented.

## **OPTIONS AND SUGGESTED MOTIONS**

Staff has provided the Planning Commission with a number of options, each with an appropriate motion. The Community and Economic Development Department recommends the first option.

### **1. Recommend Adoption.**

I move the Stayton Planning Commission recommend that the City Council adopt the Stayton Safety Action Plan as presented.

### **2. Recommend Adoption with Changes.**

I move the Stayton Planning Commission recommend that the City Council adopt the Stayton Safety Action Plan with the following changes...

### **3. Do Not Recommend Adoption.**

I move the Stayton Planning Commission not recommend adoption of the Stayton Safety Action Plan by the City Council.



## **BEFORE THE STAYTON PLANNING COMMISSION**

In the matter of

) Recommendation of the Stayton Safety Action Plan

### **RECOMMENDATION OF APPROVAL**

#### **I. NATURE OF PROCEEDINGS**

The proceedings are for a recommendation by the Stayton Planning Commission to the Stayton City Council for the adoption of the Stayton Safety Action Plan (SSAP), a transportation safety planning document developed through the FY 2023 Safe Streets and Roads for All (SS4A) federal grant program.

#### **II. PRESENTATION**

At its regularly scheduled meeting on September 29, 2025, the Stayton Planning Commission reviewed the draft Stayton Safety Action Plan. Representatives from the City's consulting team, Kittelson & Associates, presented the draft plan, described the planning process, and summarized key recommendations and findings. The Planning Commission was invited to provide comments, ask questions, and recommend changes before the plan proceeds to the City Council for adoption.

#### **III. FINDINGS OF FACT**

1. The City of Stayton received a \$120,000 federal grant through the FY 2023 Safe Streets and Roads for All (SS4A) program, with a local match of \$30,000, to develop a community-wide transportation safety action plan.
2. The Stayton Safety Action Plan (SSAP) identifies high-risk transportation locations, proposes safety improvements, and outlines a long-term vision to reduce and eliminate fatal and serious injury crashes for all road users in Stayton.
3. Kittelson & Associates served as the lead consultant for the project. A Technical Advisory Committee (TAC) and a Public Advisory Committee (PAC) were formed to guide the planning process.
4. Two public open houses were held—on April 3 and July 23, 2025—to collect community input on transportation safety concerns and potential solutions.
5. The SSAP will be presented to the City Council at a work session on October 20, 2025, and considered for formal adoption on November 3, 2025.
6. Kittelson & Associates presented the SSAP to the Planning Commission on September 29, 2025, and was invited to provide comments and recommend its adoption.

#### **V. ORDER**

Based on the findings above, the Stayton Planning Commission hereby recommends that the Stayton City Council adopt the Stayton Safety Action Plan as presented.

\_\_\_\_\_  
Larry McKinley, Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jennifer Siciliano, City Planner

\_\_\_\_\_  
Date

---

Stayton Planning Commission Recommends Stayton Safety Action Plan for Adoption by  
City Council

# **CITY OF STAYTON SAFETY ACTION PLAN**

**BUILDING A SAFER FUTURE FOR ALL**

**September 2025**



# Stayton Safety Action Plan

## Acknowledgements

The City of Stayton Safety Action Plan (SAP) was prepared by the City of Stayton in coordination with regional and local partners.

The City of Stayton would like to thank the Technical Advisory Committee, Public Advisory Committee, and all members of the public that participated in outreach events and surveys and provided insights and feedback.

### **City Team, City of Stayton**

Jennifer Siciliano, Community and Economic Development Director

Julia Hajduk, City Manager

Howard Tsang, Community Engagement Coordinator

### **Consultant Team, Kittelson & Associates, Inc.**

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Amy Griffiths, Deputy Project Manager and Safety Advisor

Max Heller, Lead Transportation Analyst

Susan Wright, Project Principal

Rosalie Zuckermann, Technical Writer and Graphic Designer

### **Technical Advisory Committee**

Barry Buchanan, Interim Public Works Director

Dean Butler, Police Sergeant

Gwen Johns, Police Chief

Kendall Smith, Public Works Supervisor

Michael Schmidt, Engineering Associate

Susan Bender, Office Specialist

Carl Lund, Marion County Traffic Engineer

### **Public Advisory Committee**

Larry McKinley, Planning Commission

David Patty, City Council

Steve Sims, City Council

Erin Cramer, School Board

Jared Burns, Parks Board

Jonathan Penrice, Pedestrian Enthusiast

Amy Watts, Interested Citizen



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# Stayton Safety Action Plan

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- Appendix A: Existing Conditions Memo
- Appendix B: Public Involvement Summary
- Appendix C: Strategies and Performance Measures Memo



## Glossary

**Access Management:** The planning and regulation of vehicle access points to land adjacent to roadways, like driveways in and out of shopping centers.

**Countermeasure:** A project or action intended to reduce potential of a specific type of crash.

**Composite Risk and Injury Network (CRIN):** An overlay of the High-Injury Network (HIN, below) and the risk factors (below).

**Emphasis Areas:** Emphasis Areas interact with Risk Factors (below), and indicate crash types and contributing factors that can be addressed with targeted safety countermeasures.

**Equivalent Property Damage Only (EPDO):** A type of analysis that follows Highway Safety Manual methodology for developing a high injury network by identifying the number of crashes that occur and weighting them by the severity of the crash.

**Fatal or Serious Injury Crash:** Fatal and serious injury crashes are crashes that result in death or life-changing injuries. According to Oregon Department of Transportation (ODOT) crash reporting instructions, this includes severe lacerations, broken extremities, crush injuries, skull, chest, or abdominal injuries, significant burns, unconsciousness, and paralysis.

**High Injury Network (HIN):** The HIN is comprised of segments and intersections with relatively high EPDO scores. This network, in combination with risk factors for fatal and serious injury crashes, is used to help identify and prioritize locations for safety countermeasures.

**Protected Turn Phasing:** The separation of light cycles into different phases for turning movements, like separate green arrows for left turns instead of left turns yielding to through traffic.

**Risk Factors:** Risk Factors are roadway and land use characteristics that correlate to fatal and serious injury crashes. These factors generally relate to exposure and high speeds, which are two critical elements contributing to fatal and serious injury crashes.

**Rapid Rectangular Flashing Beacon:** A device that flashes yellow lights to alert drivers of pedestrians crossing the road.

**Safe System Approach:** An approach to road safety developed by the Federal Highway Administration (FHWA) that expects the road system be planned, designed, and operated to be forgiving of inevitable human mistakes, so serious injury outcomes are unlikely to occur.

**Strategy:** Non-infrastructure improvements, such as policy updates and educational programs.



## Stayton Safety Action Plan

**Systemic Safety Analysis:** Systemic safety analysis is a proactive approach to evaluating a roadway network based on risk factors that correlate with crashes, regardless of whether crashes have occurred at this location. This is intended to help address potential risks before they cause harm, rather than reacting to incidents after they occur.

**Transportation Safety Action Plan:** A comprehensive safety plan aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users.

**Treatment:** Infrastructure improvements at locations, with systemic or location-specific applications

**Vision Zero:** Vision Zero is the goal to eliminate roadway deaths and serious injuries.

**Vulnerable Road User:** A person who is unprotected by an outside shield, like in a car or truck, when they are traveling. For the purposes of this study, VRUs refer to pedestrians and bicyclists.





## Stayton Safety Action Plan



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*The City of Stayton is committed to Vision Zero and will strive to achieve the goal of zero traffic deaths and serious injuries by 2045.*

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# Executive Summary

This Safety Action Plan (SAP) evaluates safety concerns and crash history in Stayton to create a toolkit of recommendations for safety improvements. The SAP is primarily data-driven, with public involvement playing a key role in supplementing data. The community of Stayton helped identify safety gaps, shape solutions that align with local needs, and ensure that solutions fit local context.

## Guiding Principles

The SAP is built around the foundational framework of the Safe System Approach, the Roadway Safety Design Hierarchy, and Vision Zero. Each of these philosophies reorient traditional traffic safety beliefs toward the idea that humans make mistakes, traffic deaths and serious injuries are **preventable**, and a safe transportation system requires collaboration and shared responsibility from all stakeholders.

## Safety Challenges

Like many communities of similar size, Stayton's roadway network faces challenges such as gaps in the sidewalk system, aging infrastructure, and limited funding for improvements. The city has experienced an increase in crash severity and frequency as part of a broader national trend, highlighting the importance of addressing safety concerns proactively. This SAP reinforces the community's commitment to its Vision Zero goal and the need for strategic, data-informed investments in its transportation system. Comprehensive infrastructural, educational, and enforcement-based change builds a safer future of connection and mobility for all.

## Emphasis Areas

The City distilled three core emphasis areas from their data analysis: **vulnerable road users** (people like pedestrians who are more affected by severe crashes), **risky driver behavior** (behaviors like speeding that can increase crash likelihood and severity), and **intersections**. These are people, patterns, and places that face or contribute to the highest traffic safety risks. Targeting their treatments and countermeasures toward them ensures that the City allocates safety resources where they are needed most and where they will have the greatest impact.

## Solutions and Implementation

The City created two types of solutions to address safety issues in Stayton: systemic countermeasures that can be applied across the city, and location-specific treatments that address priority locations. Each solution is aimed at one or more emphasis areas.

# **CHAPTER 1: INTRODUCTION**

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# 1. Planning Structure

A Safety Action Plan (SAP) is a strategic plan that evaluates a city's traffic safety conditions and provides data-driven recommendations to guide safety improvements. Stayton's SAP focuses on filling infrastructure gaps, redesigning roadway configurations, and enhancing existing multimodal facilities to improve safety and mobility for all road users. The plan is shaped by the voices of Stayton's community through multiple rounds of public involvement and needs assessments. This SAP will prioritize safety investments where they are needed most and where they will have the greatest impact.

The project management team led this project. Two groups were essential collaborators: the Technical Advisory Committee (TAC) and the Public Advisory Committee (PAC). The TAC was made up of city management and consultant staff. They reviewed study recommendations and provided technical reports throughout the plan process at scheduled milestones. The PAC was made up of elected and appointed officials and citizens to provide direction for plan recommendations.

With input from these groups, the SAP was developed according to the following timeline:

**Figure 1-1 SAP timeline**



## 1.1 What Area Does This Plan Cover?

To comprehensively address safety risks not just within the city limits of Stayton but also in the surrounding area, the City analyzed crash data and locations for improvements within the Stayton Urban Growth Boundary (UGB). Setting the study area as the UGB sets Stayton up for prolonged safety benefits even as the city continues to grow and expand—ensuring that infrastructure is built for the city of today *and* tomorrow. The study area is mapped in the figure below.



# Stayton Safety Action Plan

Figure 1-2 Study area

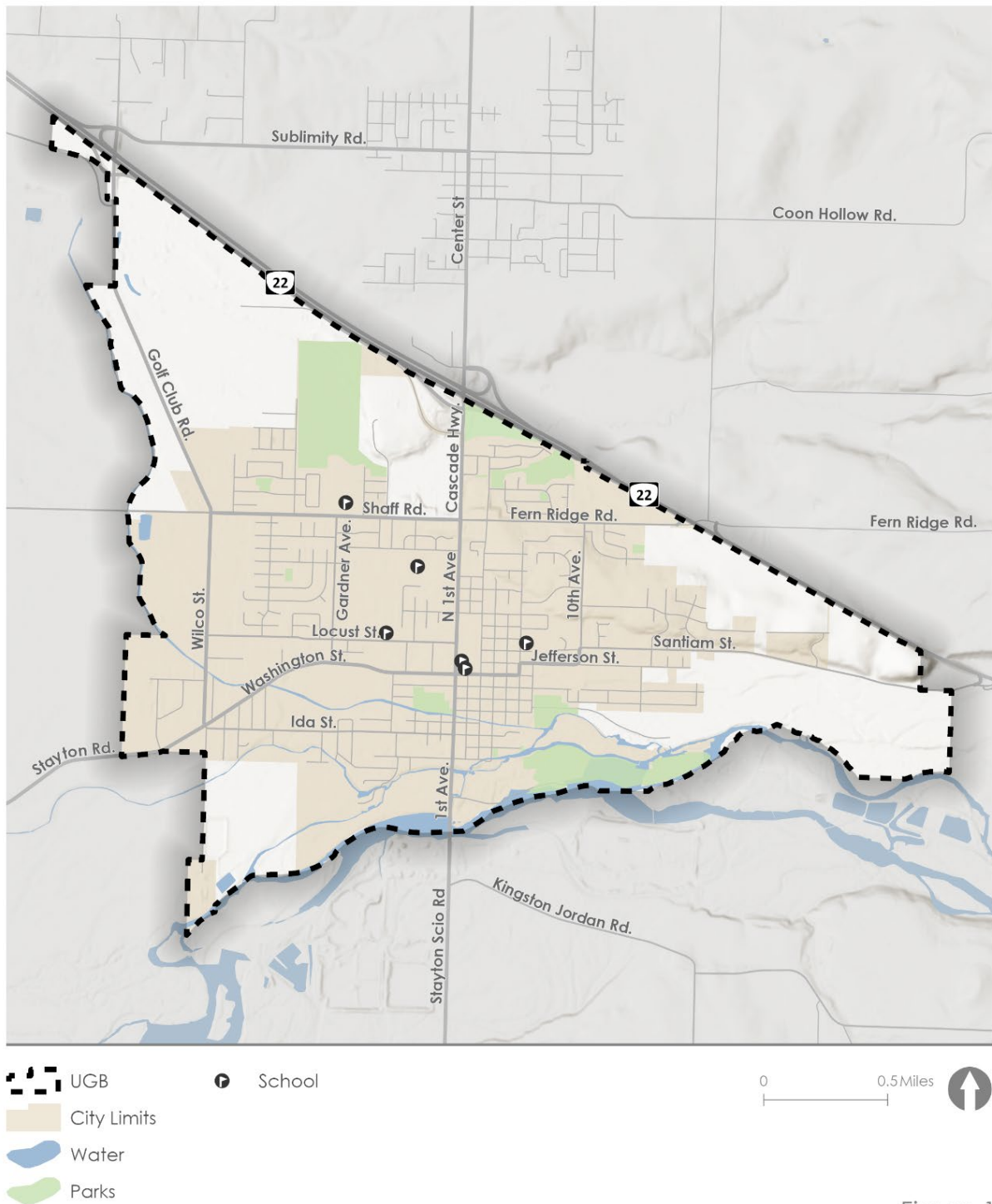


Figure 1



## 1.2 What is the Safe System Approach?

The Safe System Approach builds multiple layers of protection into their transportation network to mitigate inherent risks, prevent crashes, and minimize harm when crashes occur. This framework shifts from the conventional, reactive safety approach to a proactive system that addresses high-risk locations to eliminate fatal and serious injury crashes on their roads. It achieves this through five complementary objectives: safer people, safer vehicles, safer speeds, safer roads, and post-crash care.

The strategies that are developed in this SAP use the Safe System Approach as a guiding framework. In addition, countermeasures will be implemented according to the Roadway Design Hierarchy, which considers which treatments have the highest population health impact and the least individual effort, so that physical changes to the system (like removing the severe conflict altogether) are more effective than changes that rely on road users to make safe decisions (like increasing awareness).

The Safe System Approach is also a critical component of achieving Vision Zero—a roadway safety philosophy built on the principle that any traffic-related death or serious injury is unacceptable and preventable. The Safe System Approach asserts that individual and communal responsibility in preventing crashes is shared and that redundancy is critical—so that if one safety mechanism fails, there are others in place to rely on. Stayton has made a commitment to achieving zero deaths and serious injuries, and this SAP brings the city a step closer to realizing this reality.

Figure 1-3 Safe System Approach

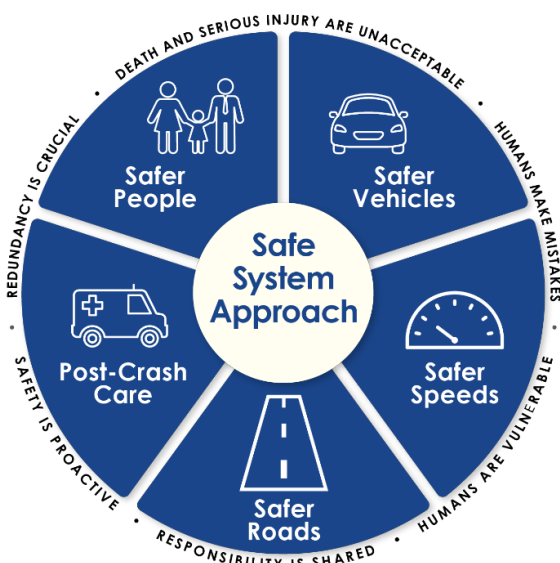
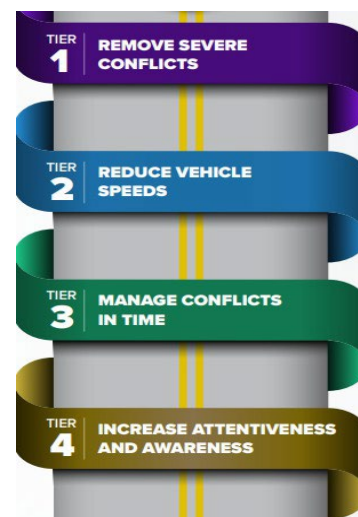


Figure 1-4 Roadway Safety Design Hierarchy



# **CHAPTER 2: ENGAGEMENT AND COLLABORATION**

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## 2. Public Involvement

A SAP is about making safety improvements on every level, from user behavior to roadway design to education and enforcement. Such comprehensive changes need to be based on a thorough understanding of the city from the perspectives of all stakeholders. That's why the City created opportunities for community members to share their experiences and voice their concerns—so that the SAP the City builds is not just for Stayton, but by its people too.

FOR MORE DETAILED INFORMATION ON HOW THE COMMUNITY WAS INVOLVED, REFER TO THE PUBLIC INVOLVEMENT SUMMARY IN APPENDIX B.

### 2.1 Round One: Understanding Existing Conditions and Your Priorities

The first round of public involvement focused on spreading awareness of safety views in Stayton. The City held their first open house on April 3, 2025, which focused on educating the public on the goals of an SAP and gathering opinions on safety concerns and desired improvements. There were 15-20 participants, some local residents and others business owners and city employees. The City used boards that presented:

- Background on the project
- An introduction to the Safe System Approach
- A high-level overview of crash history within the study area
- Additional opportunities for community members to get involved
- A QR code to the project website

We also set up displays where community members could add comments to a map of Stayton to describe their location-specific concerns and priorities.

Participants identified the following safety concerns:

- Poor crosswalk and pedestrian visibility at crossings
- Poor motorist yield rates to pedestrians at crossings
- Excessive accesses/driveways along arterial roadways (especially along First Avenue)
- Drivers running stop signs, often due to poor visibility of the sign
- School zone flashing beacons do not align with school arrival/release periods
- Turning conflicts with pedestrians and vehicles, particularly in two-way left-turn lanes and at driveways
- Parked cars reduce the visibility of pedestrians at crossings and block sidewalks

Participants expressed desire for the following safety improvements:





## Stayton Safety Action Plan

- Curb extensions at pedestrian crossings
- Enhanced pedestrian crossing signage (e.g. rectangular rapid flashing beacons) especially at City Hall and the library
- Improved sidewalk connectivity, filling gaps in the network (especially at the Cannery)
- Reduced speed limits, especially on Fern Ridge Road and Santiam Street
- Access management to driveways and businesses on busy roads
- Improve pavement conditions (e.g. fill potholes)
- Transverse stripes to increase awareness of stop-controlled intersections
- Ensure manhole grates do not pose hazards to cyclists
- Enforcement of Right Turn on Red restriction at Fern Ridge Road & Shaff Road
- Leading pedestrian intervals
- Ensure school zone signage and flashing beacons are functioning and visible
- Street lighting, especially at First Avenue & Washington Street
- Adequate sight distance (especially at West Town Drive and Shaff Road)

**Figure 2-1 Community members reading boards**







Figure 2-2 Community members discussing the SAP



## 2.2 Round Two: Shaping Solutions

We returned to the community with a second open house on July 23, 2025 to present their proposed systemic and location-specific treatments and gather feedback to further tailor the treatments to the local context and create an implementation plan that reflects community priorities them. Around 20 participants came to the open house, and provided dozens of comments on the projects The City had boards:

- Presenting on Vision Zero and the Safe System Approach
- Summarizing the existing conditions analyses and presenting the SAP Emphasis Areas
- Where community members could add comments to a list of draft systemic strategies and recommendations
- Where community members could add comments to vicinity maps of the five location-specific treatments
- A board summarizing next steps with a QR code for the project website

Attendees ranked proposed strategies as urgent, less urgent, or not urgent and identified locations where they thought each strategy was most needed. Their comments are discussed in more detail in the Systemic Countermeasures section of this plan.



# Stayton Safety Action Plan

Figure 2-3 Community members discussing safety strategies

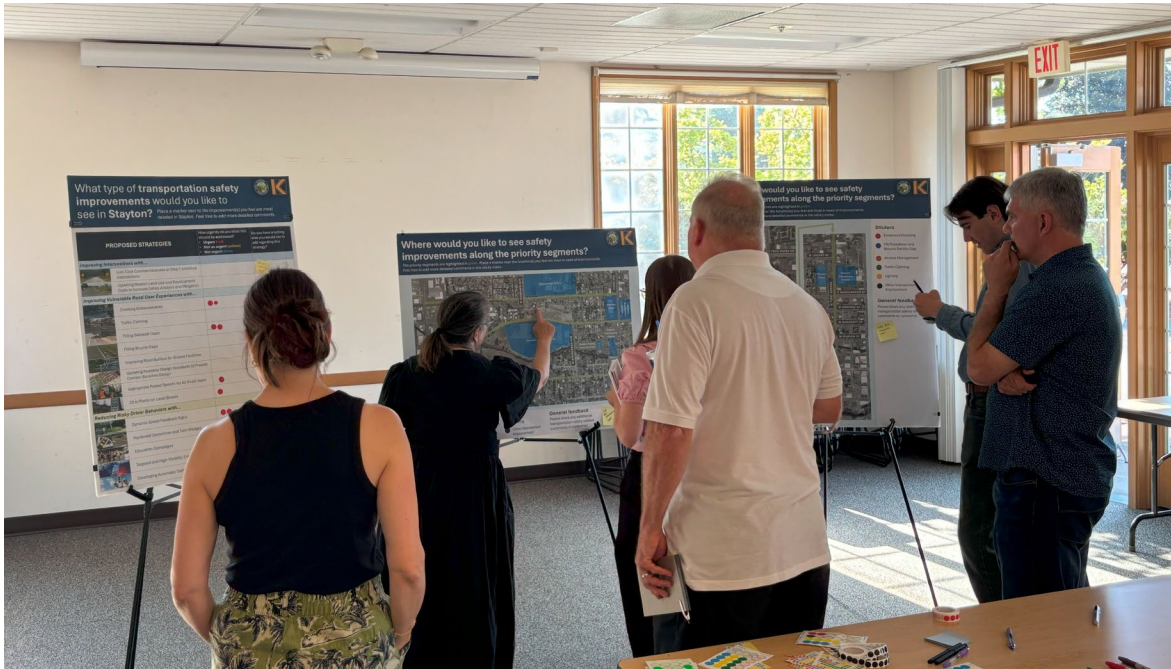
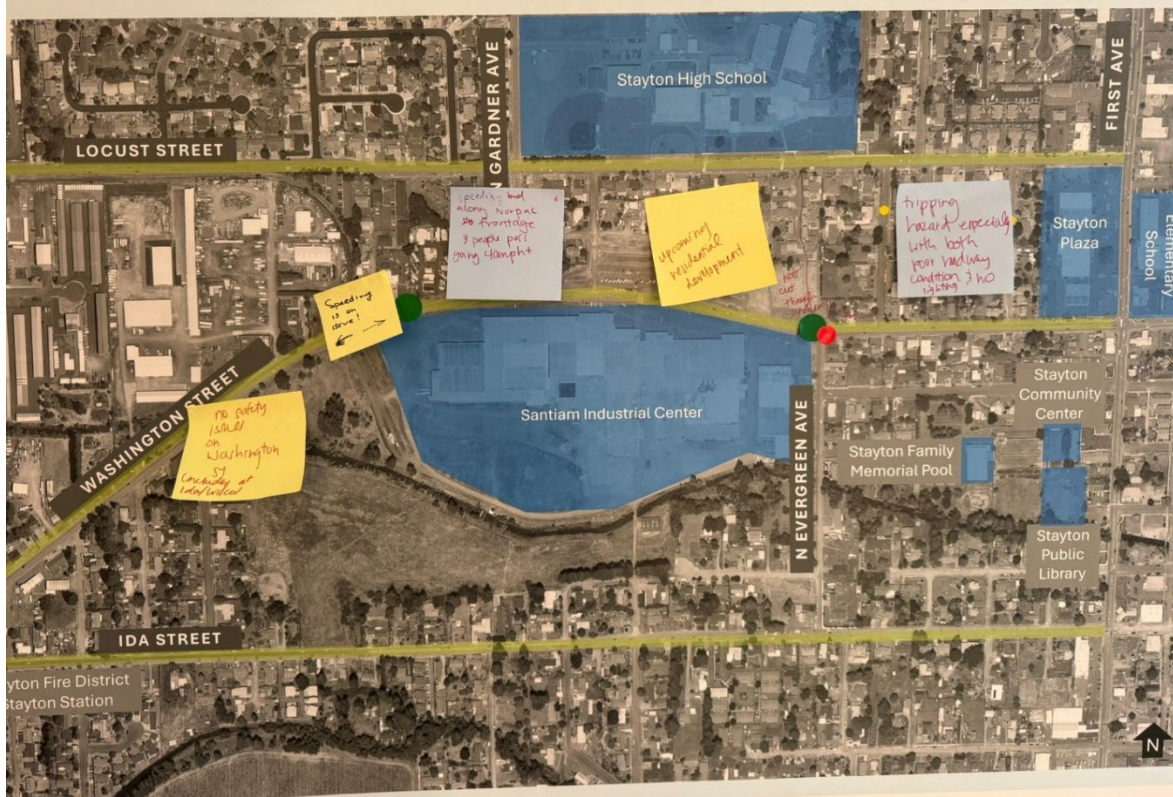


Figure 2-4 Board with locations of requested safety improvements

Locations highlighted in green. Place a marker near the location(s) you feel are most in need of improvements. Add detailed comments in the sticky notes.







## Stayton Safety Action Plan

We also held a public advisory committee meeting with Kittelson and City staff. The City provided:

- Background on the project
- A summary of the existing conditions analysis
- An overview of the systemic strategies and high-priority location treatments
- Committee members with opportunities to express feedback and ask questions

The feedback from the open houses and committee meeting guided their development of the countermeasures discussed in the Treatments and Strategies section of this plan.

**Figure 2-5 PAC meeting presentation**



# **CHAPTER 3: TODAY'S SAFETY CONDITIONS**

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### 3. Safety Analysis

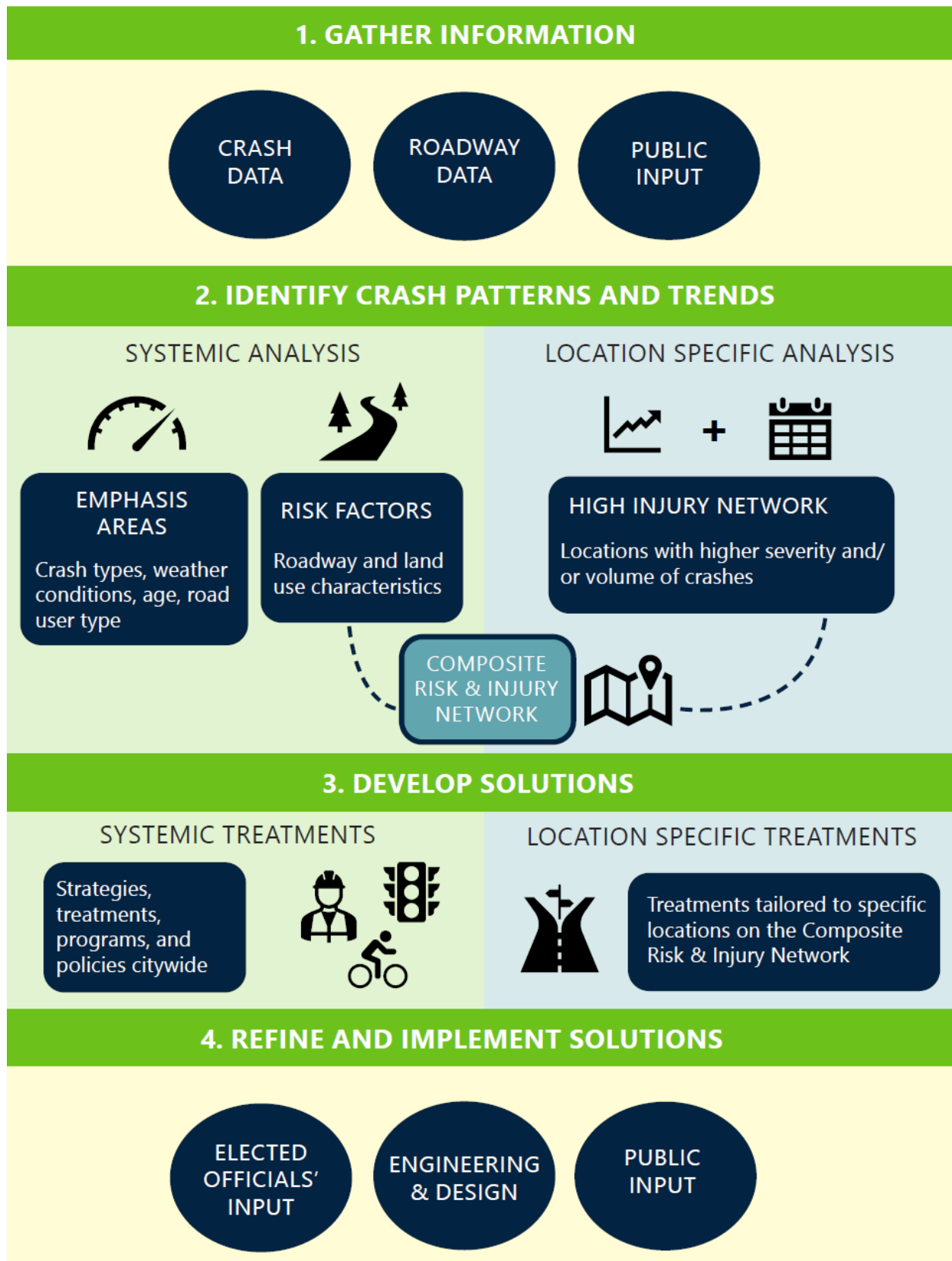
We utilized a variety of methods to analyze Stayton's historic and current safety conditions, including an Equivalent Property Damage Only (EPDO) method, a High Injury Network (HIN), and a risk network, all contributing to a Composite Risk and Injury Network (CRIN). The City used the trends from this analysis to create three emphasis areas that prioritize the most pervasive safety issues. All of these then informed solutions. The diagram below illustrates the process of creating the SAP.

FOR MORE DETAILED INFORMATION ON CRASH DATA AND THE EMPHASIS AREAS, REFER TO THE EXISTING CONDITIONS MEMO IN APPENDIX A.



# Stayton Safety Action Plan

Figure 3-1 SAP creation process





To best align with the goals and objectives of the Safe System Approach and Vision Zero, this SAP uses FHWA's KABCO severity scale, listed below, for categorizing crashes.

- K – Fatal Injury Crash
- A – Suspected<sup>1</sup> Serious Injury Crash
- B – Suspected<sup>2</sup> Minor Injury Crash
- C – Possible Injury Crash
- O – Property Damage Only Crash

However, due to the limited number of fatal and suspected serious injury crashes within the Stayton UGB during the study period, the City adapted the scale to group suspected minor injury crashes with fatal and suspected serious injury crashes. This grouping is identified as "KAB" severity crashes and allows the City to focus on preventing the kinds of crashes that result in the most life-altering outcomes.

### 3.1 The Composite Risk and Injury Network

To focus their safety improvements on the areas where they will have the greatest impact, the City created a CRIN. This combines two metrics of crash analysis: the High Injury Network (HIN), which identifies intersections and roadway segments that have had high frequencies or high severities of crashes, and the risk network, which identifies locations where multiple conditions that can contribute to crash risks are present. Overlaying these two maps, each discussed below, reveals both crash history and crash potential, giving the City a more thorough knowledge base to guide countermeasures.

#### 3.1.1 HIN Development

We developed Stayton's HIN using the EPDO, one of the safety network analysis tools recommended in the Oregon Highway Safety Manual (HSM). EPDO allows the City to measure the severity of crashes in addition to frequency by assigning weighted "costs" to each crash. The lowest cost would be a crash that results in property damage only (PDO); crashes that result in minor injuries, serious injuries, or fatalities are then scored by their relative magnitude to PDO. Locations with the highest EPDO scores indicate that many high severity crashes have occurred there. This web of crash histories makes up the HIN.

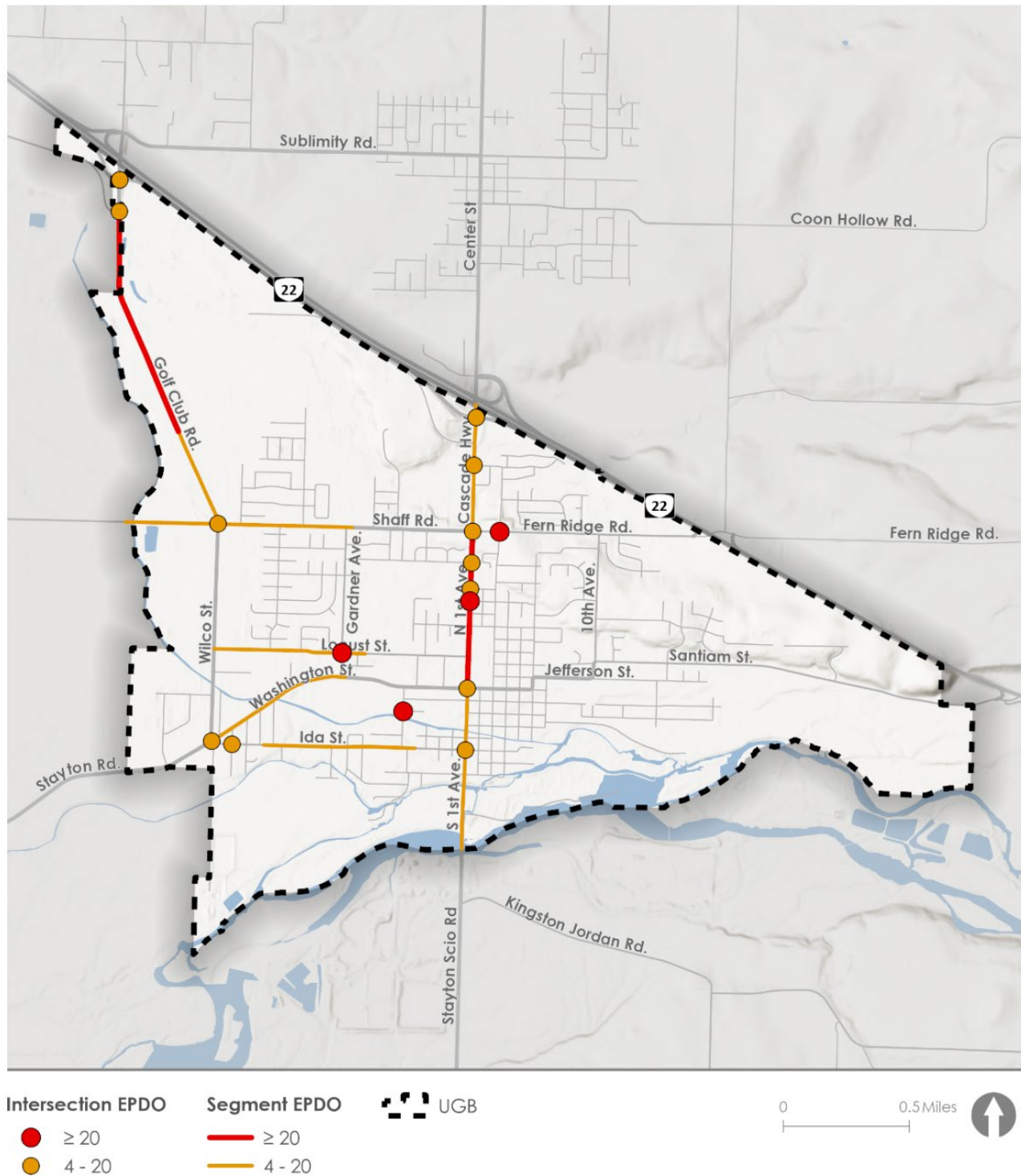
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<sup>1</sup> Crash severity is commonly reported by the responding law enforcement officer. These first responders may not be able to perform a complete medical diagnosis on-site. To account for this uncertainty, crash severity is often reported as "suspected."



# Stayton Safety Action Plan

Figure 3-2 High Injury Network







### 3.1.2 Risk Network and the Resulting Composite Risk and Injury Network

Crash history is an essential part of safety analysis, but it's still only a piece of the puzzle. The Safe System Approach is about **proactivity**—not only learning from the past but preventing future accidents before they occur. Just because a crash hasn't happened somewhere, doesn't mean it won't. Crashes occur due to a variety of factors, such as human behavior, weather, infrastructure design, or a combination of these factors. The City identified locations where multiple of the following high-risk conditions were present:

- **Higher speeds:** Posted speed of 35 mph or higher
- **Activity generators:** Within 0.25 miles of a school, park, or senior living facility
- **Pedestrian and bicycle facility gaps:** Lack of dedicated facilities for people walking, biking, and using mobility devices
- **Higher volumes:** Roadways with over 5,000 vehicles traveling per day

These conditions contribute to increased speeds, meaning there will be a higher kinetic energy transfer, and/or increased exposure, meaning there will be more opportunities for a crash to occur. Both characteristics are major factors that create severe crashes.

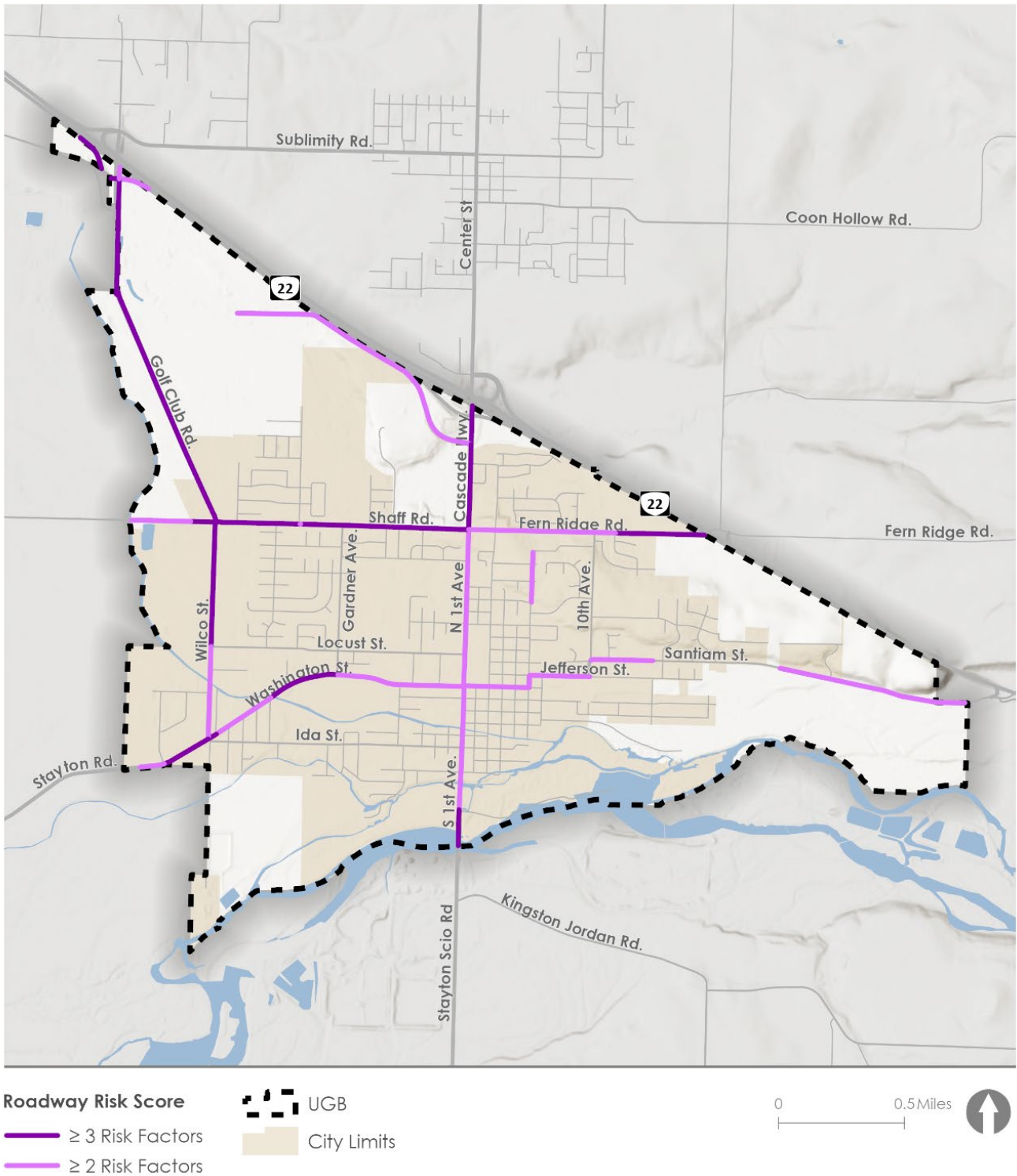
Locations with one or more of these risk factors may not have a history of fatal or serious injury crashes during the study period, but they share characteristics with locations that have experienced such crashes.

Understanding how infrastructure characteristics correlate with observed crash patterns allows the City to address systemic risk factors and prevent crashes before they happen.



# Stayton Safety Action Plan

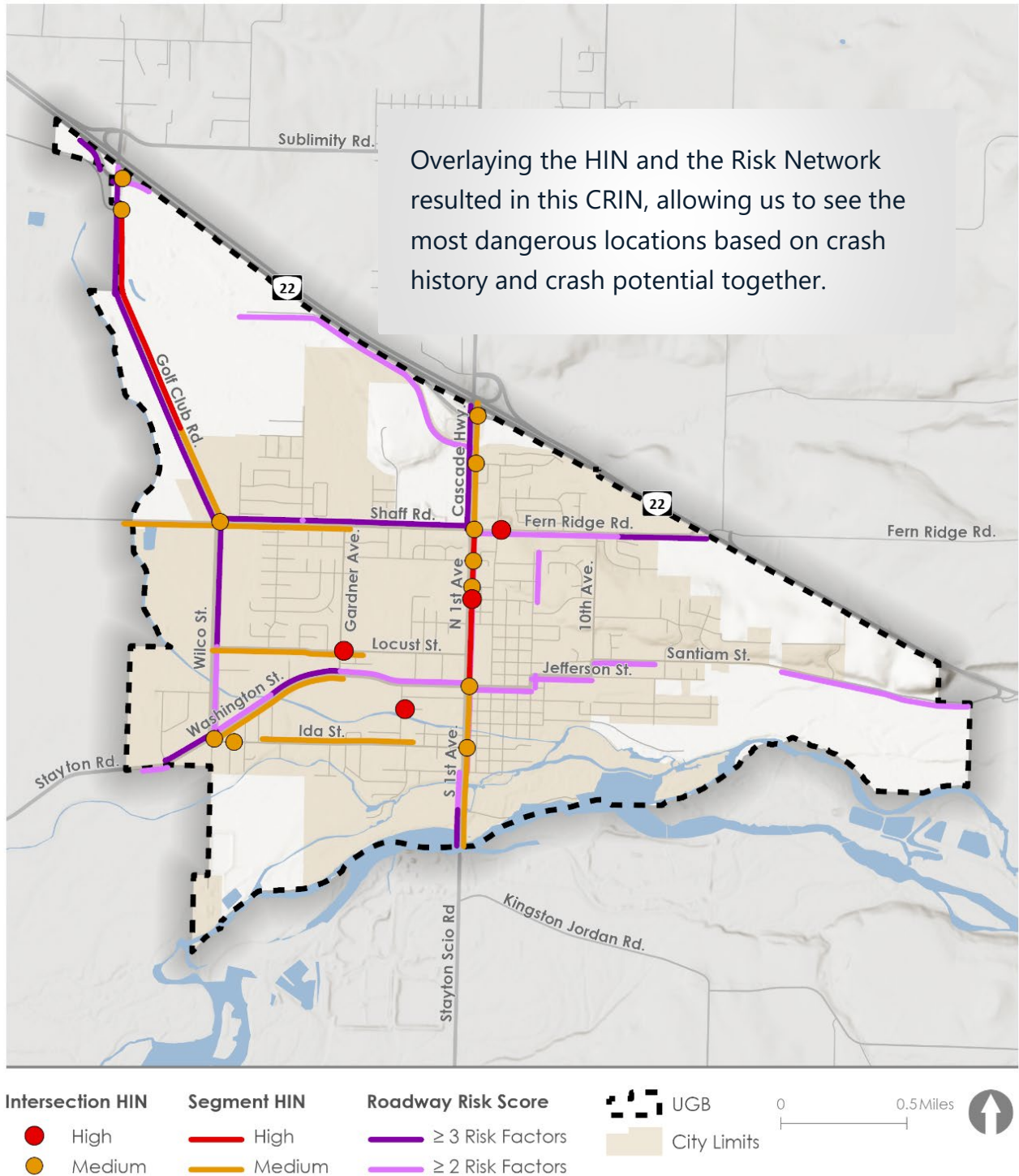
Figure 3-3 Risk Network





# Stayton Safety Action Plan

Figure 3-4 Composite Risk and Injury Network





### 3.2 Crash Trends

We reviewed the most recent crash data available from ODOT, from 2018 to 2022, to trace the patterns in Stayton's crash history. During this five year period, 300 crashes occurred within the Stayton UGB. Of these, 245 were reported within the city limits and 55 were reported within the UGB but outside city limits. Of all crashes, 3% resulted in a serious injury or fatality—that's nine lives lost or forever altered.

In 2020, the start of the COVID-19 pandemic with many sheltering in place affected traffic patterns nationwide. However, the number of crashes in Stayton markedly decreased in 2019—before the pandemic started. In the years since 2019, both total crashes and fatal and serious injury severity crashes have increased. Worsening crash statistics during a time of reduced traffic is a startling trend observed across the country, reminding many communities like Stayton that now is the time to act.

Not all road users were equally affected by these crashes. Crashes involving a pedestrian or bicyclist are more likely to have a severe outcome, as 55% of crashes with these vulnerable road users resulted in an injury or fatality.

Two types of motor vehicle-only crashes resulted in fatalities or injuries more than 50% of the time: head-on collisions and non-collision crashes (e.g. overturned vehicles). Out of all crashes, rear-end and turning movement crashes were the most common collision type. Single vehicle crashes, often classified as fixed object crashes, accounted for 10% of all crashes, but only 6% of fatal and injury crash outcomes.

All crashes reported in the Stayton UGB during the study period are broken down by severity and year and then by severity and type in the figures below.



## Stayton Safety Action Plan

Figure 3-5 Crashes by year and severity

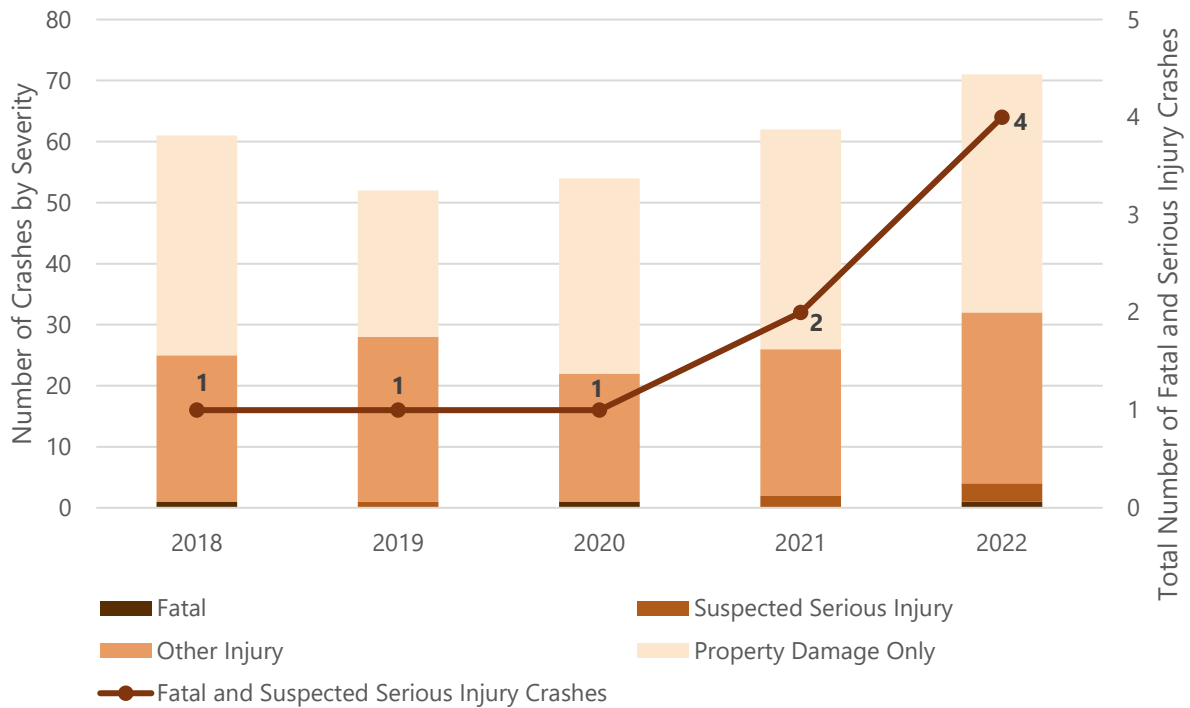
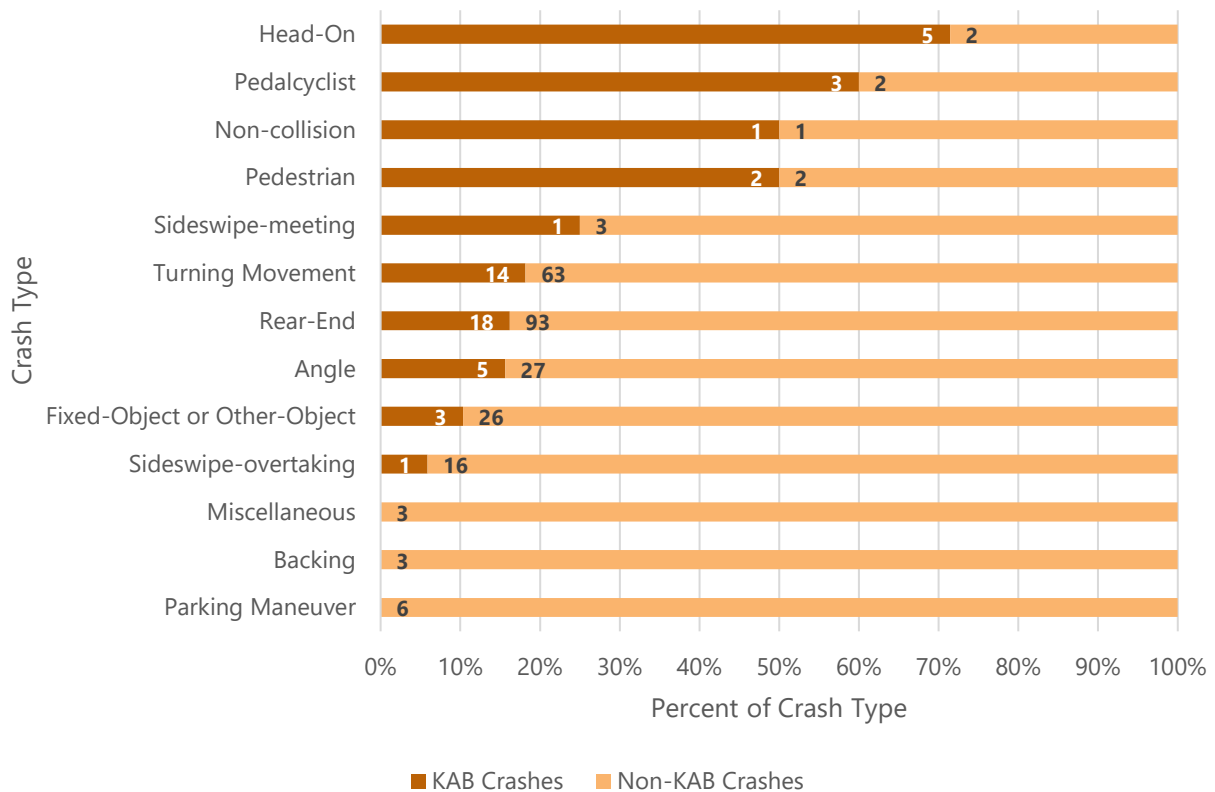


Figure 3-6 Crashes by type and severity





### 3.2.1 Crash Locations

To create a more precise analysis of Stayton's crash history, the City separated crashes occurring within intersections from those along roadway segments outside of the influences of an intersection. This allows the City to better understand the contributing factors of crashes and employ more targeted countermeasures. Crashes occurring within 100 feet of an intersection or flagged as "intersection-related" in ODOT crash data were considered intersection crashes.<sup>2</sup> Based on this definition, approximately 60% of the crashes within the Stayton UGB were intersection crashes. Of these, one fifth resulted in an injury or fatality, compared to 14% of roadway segment crashes that were of KAB severity.

## 3.3 Emphasis Areas

We distilled the most important recurring themes from their crash analysis into three emphasis areas: vulnerable road users, risky driver behaviors, and intersections. These emphasis areas, discussed below, span engineering, behavioral, and environmental factors that contribute to the existing roadway safety patterns and trends. They guide countermeasure development to ensure prioritization of those who are most in danger, in the areas that pose the greatest risks.



**Vulnerable road users** include pedestrians, bicyclists, and motorcyclists.

Vulnerable road users experienced significantly higher rates of KAB crash severity outcomes compared to road users in a car or truck, with over half of crashes involving a pedestrian or bicyclist resulting in fatalities or injuries.



**Risky driver behaviors** include impaired, distracted, and reckless driving, along with failure to use safety equipment and speeding. These behaviors increase the likelihood of a crash and increase the probability of a fatal or serious crash outcome if a crash does occur.



**Intersections:** Not only did the majority of total crashes within the study area occur within an intersection, but crashes occurring within an intersection are also 6% more likely to result in a KAB severity outcome than segment crashes. Stop-controlled intersections, in particular, should be focused on, as 13 intersections out of the 16 intersections identified on the HIN are stop-controlled.

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<sup>2</sup> A sensitivity analysis was performed to ensure that 100 feet was an appropriate buffer for buffer for classification of "intersection-related" crashes in Stayton.

# **CHAPTER 4: BUILDING FOR TOMORROW**

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# 4. Strategy and Project Selections

Using what they learned from the public and from the CRIN analysis, the City developed recommendations for proven treatments and strategies that Stayton can deploy throughout the UGB and in specific locations. The City also utilized the following the resources because they're proven, researched, current, and aligned with local context:

- The Federal Highway Administration list of Proven Safety Countermeasures<sup>3</sup>
- The Oregon Department of Transportation (ODOT) All Roads Transportation Safety (ARTS) program Crash Reduction Factor Manual<sup>4</sup>
- The National Highway Transportation Safety Administration's Countermeasures That Work Manual<sup>5</sup>
- Marion County and City of Stayton policy and design standards

## 4.1 Systemic Countermeasures

We developed a toolbox of countermeasures that can be applied at high-risk locations across the city, each targeting one or more of the emphasis areas. It helps focus the city on treatments with broad applicability to address the inherent risks in the roadway network, but the City can continue to use guidelines like the ones above to identify specific treatments for individual locations. The tables below summarize these countermeasures, which all support ways to reduce crash severity or reduce the likelihood of a crash happening at all.

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<sup>3</sup> Kirley, B. B., Robison, K. L., Goodwin, A. H., Harmon, K. J. O'Brien, N. P., West, A., Harrell, S. S., Thomas, L., & Brookshire, K. (2023, November). Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, 11th edition, 2023 (Report No. DOT HS 813 490). National Highway Traffic Safety Administration. [https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag\\_0.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag_0.pdf)

<sup>4</sup> Federal Highway Administration. (n.d.). *Proven safety countermeasures*. U.S. Department of Transportation, <https://highways.dot.gov/safety/proven-safety-countermeasures>





<sup>5</sup> Oregon Department of Transportation. (2024, November). Crash reduction factor manual (2024 ed.). Engineering & Technical Service Branch, Traffic-Roadway Section. <https://www.oregon.gov/odot/Engineering/ARTS/CRF-Manual.pdf>





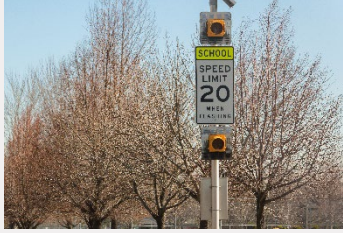

# Stayton Safety Action Plan

**Table 4-1 Vulnerable Road User Systemic Countermeasures**

Countermeasure	Description	SSA element	Photo
Crossing enhancements	Makes roadway crossings more visible and encourages cars to stop for pedestrians Examples: rectangular rapid flashing beacons that alert drivers to the presence of a pedestrian, high-visibility crosswalk markings, signage	Safer roads	 <i>Source: Google Maps</i>
Traffic calming	Encourages lower traveling and turning speeds Examples: Speed humps, curb extensions that narrow the roadway and make it harder to turn corners quickly	Safer roads	 <i>Source: Kittelson</i>
Filling sidewalk gaps	Allows for safer pedestrian access and separation from vehicles Examples: Sidewalks, curb ramps, paved and widened shoulders of roads for pedestrians to use if needed	Safer roads	 <i>Source: Kittelson</i>
Filling bicycle gaps	Allows for safer bicyclist access and separation from vehicles Examples: Bike lanes, shared-use paths for bicyclists and pedestrians	Safer roads	 <i>Source: Google Maps</i>
Context-sensitive design	Ensures that roadways are designed be compatible with the surrounding land use context Example: Adjusting speed limits based on the roadway context (lower speeds in dense urban areas, etc)	Safer roads	 <i>Source: Kittelson</i>




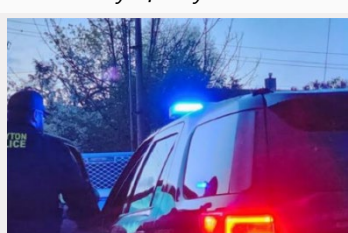
## Stayton Safety Action Plan

Appropriate posted speeds	Balances speed with the land use context and reduces speed when appropriate Example: Considering additional factors when determining speeds, such as average vehicle speeds and 50th percentile speeds (the speed that half of vehicles drive at or under)	Safer speeds	 <p>A photograph of a white speed limit sign with a black border, displaying "SPEED LIMIT 20" and "NEED TO SLOW DOWN" below it. Above the sign is a yellow school zone sign with a black silhouette of a school building. The signs are mounted on a metal pole in front of bare trees.</p> <p>Source: Kittelson</p>
20 is Plenty on local streets	Encourages 20 mph speeds on local roads Example: Promoting education on how faster speeds create more severe crashes (according to USDOT, there is a 10% risk of a fatality or serious injury for crash with a 20 mph vehicle but a 40% risk for a 30 mph vehicle)	Safer speeds	 <p>A photograph of a white speed limit sign with a black border, displaying "SPEED 20" in large black numbers and "IS PLENTY" in smaller black letters below it. The sign is mounted on a pole in front of a residential house.</p> <p>Source: Bike Portland</p>



# Stayton Safety Action Plan

Table 4-2 Risky Driver Behavior Systemic Countermeasures

Countermeasure	Description	SSA Element	Photo
Dynamic speed feedback signs	Gives drivers real-time speed feedback to encourage slowing down	Safer speeds	 <p>Source: Kittelson</p>
Hardened centerlines and turn wedges	Calms traffic and encourages slower turning speeds	Safer people	 <p>Source: ODOT</p>
Education campaigns	Spreads safety awareness to all road users	Safer people	 <p>Source: City of Stayton</p>
Targeted and high-viz enforcement	Boosts compliance with traffic safety laws	Safer people	 <p>Source: City of Stayton</p>
Automatic traffic enforcement policy	Utilizes adaptive technology to ensure accountability and reduce traffic violations	Safer people	 <p>Source: PBOT</p>



# Stayton Safety Action Plan

Table 4-3 Intersection Systemic Countermeasures

Countermeasure	Description	SSA element	Photo
Low-cost countermeasures at stop controlled intersections	Makes intersections more navigable	Safer roads	 <p>Source: FHWA</p>
Updating Stayton land use and development code to increase safety analysis and mitigation	Coordinates safety considerations with city planning efforts	Safer roads	 <p>Source: Google Maps</p>



### 4.2 Location-specific Treatments

To complement the widely applicable systemic treatments, the City also identified five high priority sites for location-specific safety treatments. Our identification of these priority locations was guided by the existing conditions analysis and an analysis of the factors below:

- Equivalent Property Damage Only (EPDO)
- Presence of risk factors
- Community concerns
- Roadway jurisdiction

For each site, the City developed conceptual figures illustrating the treatment and guiding implementation. All five sites are located along or west of First Avenue, where a high percentage of connecting roadways are highlighted in the CRIN. The limited connectivity west of First Avenue makes it challenging for road users to access parallel routes. These corridors need to be improved to make a complete multimodal network.

The following images detail the features planned for each location's treatment, either with a potential layout or a potential cross section diagram. Many of these treatments draw on multiple systemic countermeasures, creating a roadway that is strategically layered with protections that work in harmony.

FOR MORE DETAILED INFORMATION  
ON SITE REVIEW AND DESIGN  
CONSIDERATIONS REFER TO THE  
STRATEGIES AND PERFORMANCE  
MEASURES MEMO IN APPENDIX C.



Figure 4-1 First Avenue (Shaff Road/Fern Ridge Road to Washington Street)

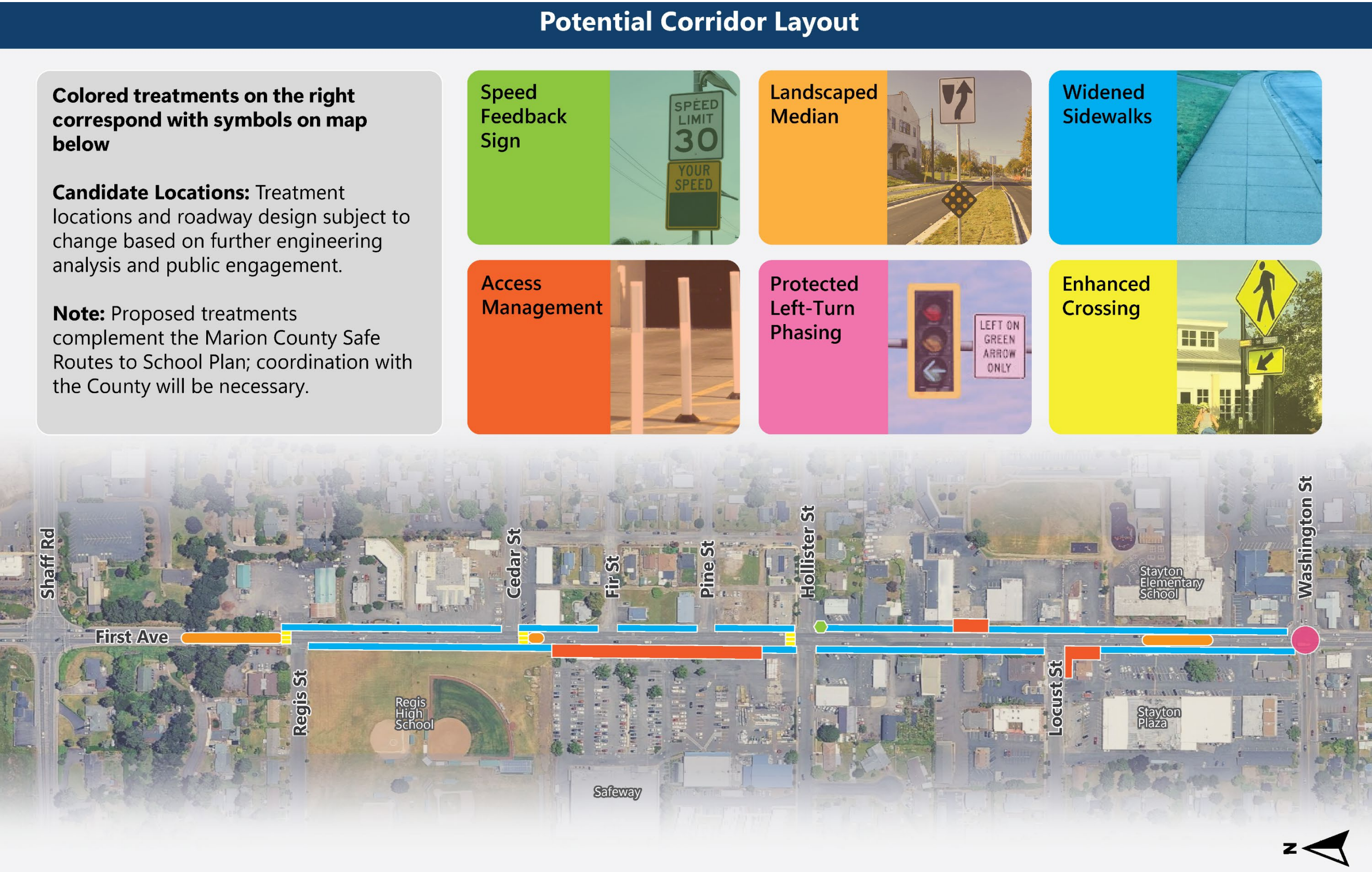




Figure 4-2 First Avenue/Marion Street

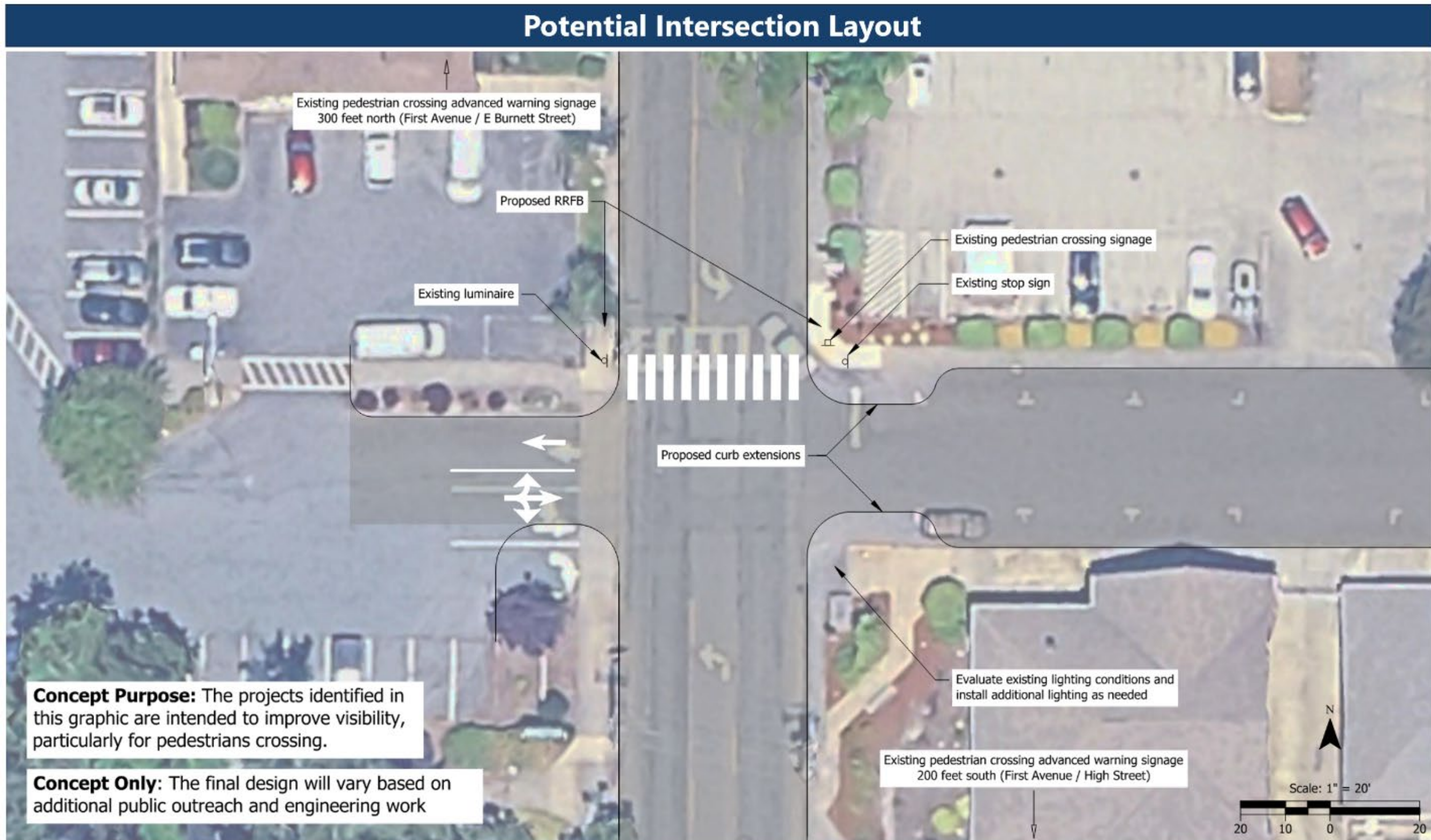
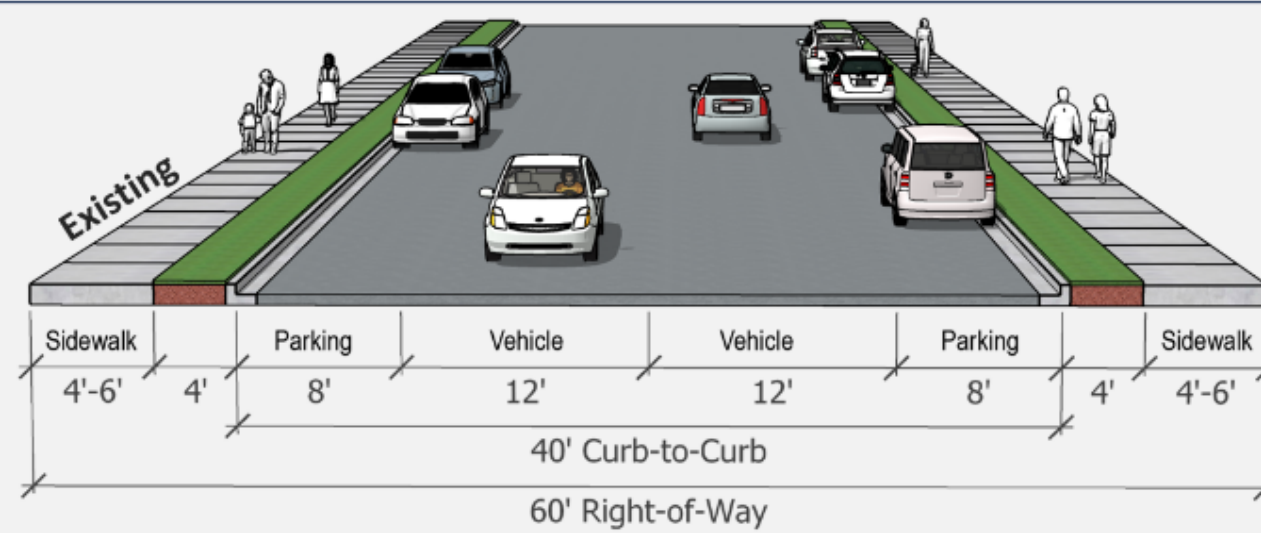


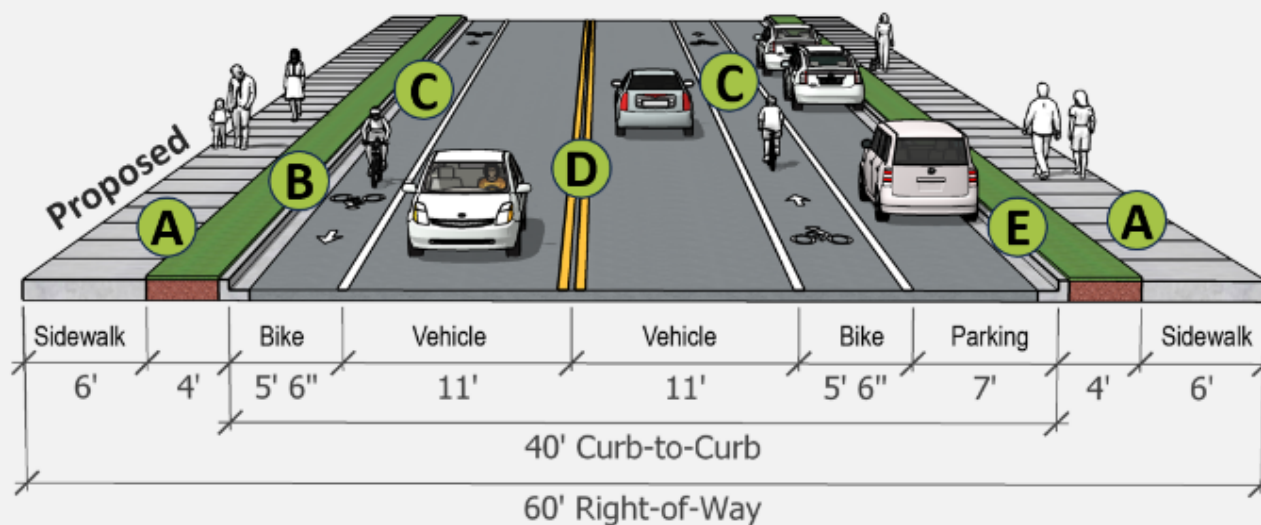


Figure 4-3 Locust Street (Wilco Street to First Avenue)

## Potential Cross Section and Safety Treatments



- A – Install new or widened sidewalk
- B – Remove parking on north or south side of street
- C – Install striped bike lanes
- D – Repaved roadway with narrowed travel lanes
- E – Ensure fixed objects are clear of roadway



### Speed Cushions



### Raised Intersections



### Chicanes



### Access Management



### Curb Extensions



### Painted Intersections

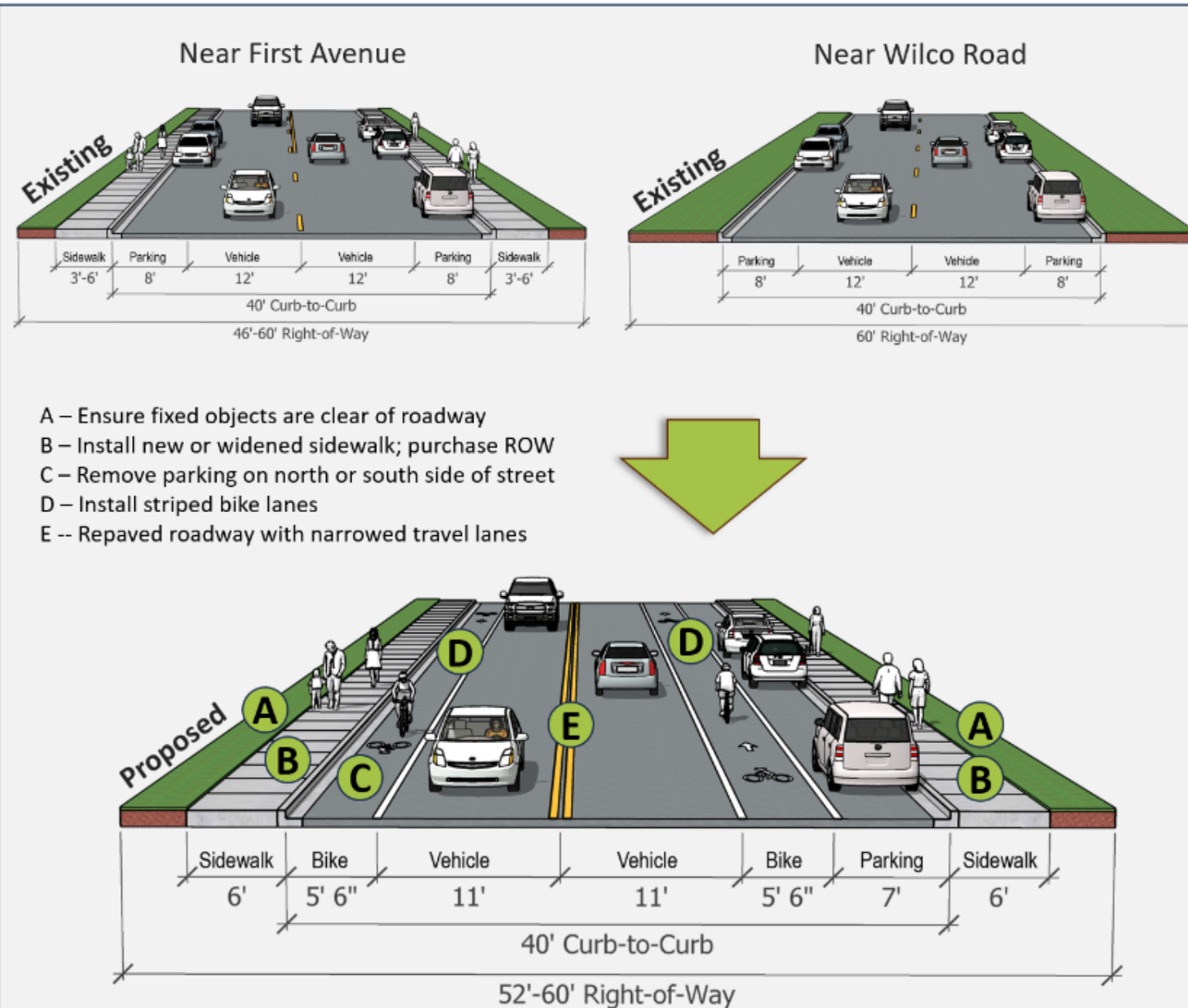


**Conceptual Design Only:** Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.



Figure 4-4 Washington Street (Wilco Road to First Avenue)

## Potential Cross Section and Safety Treatments



### Crossing Enhancements



### Raised Intersections



### Painted Intersections



### Access Management



### Trim Vegetation



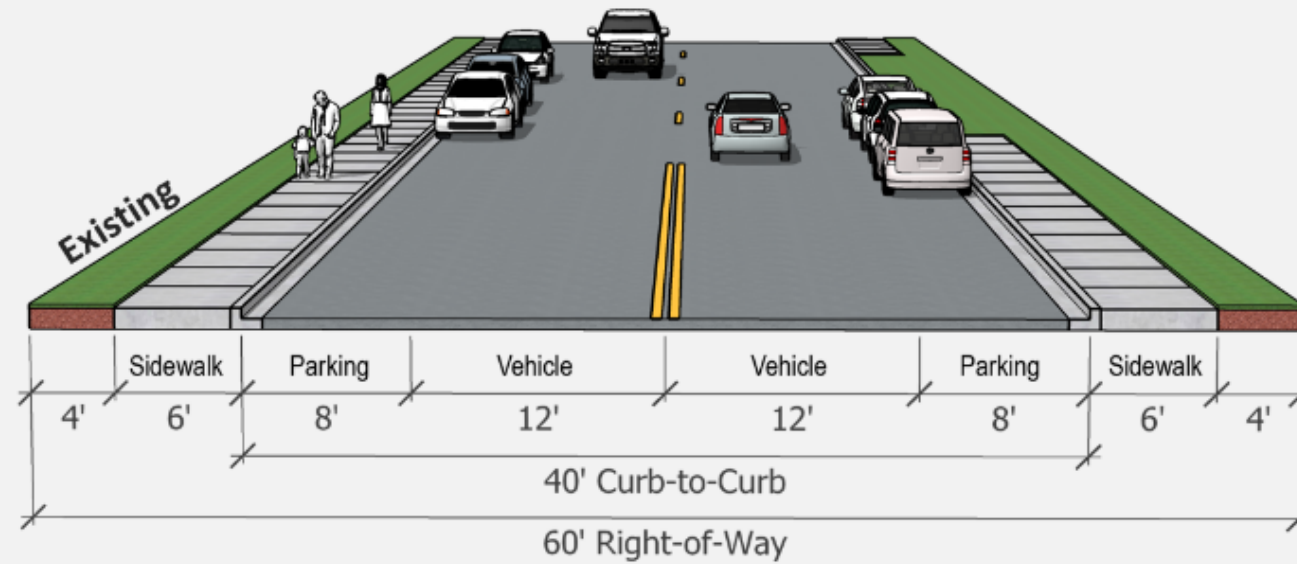
### Roundabout



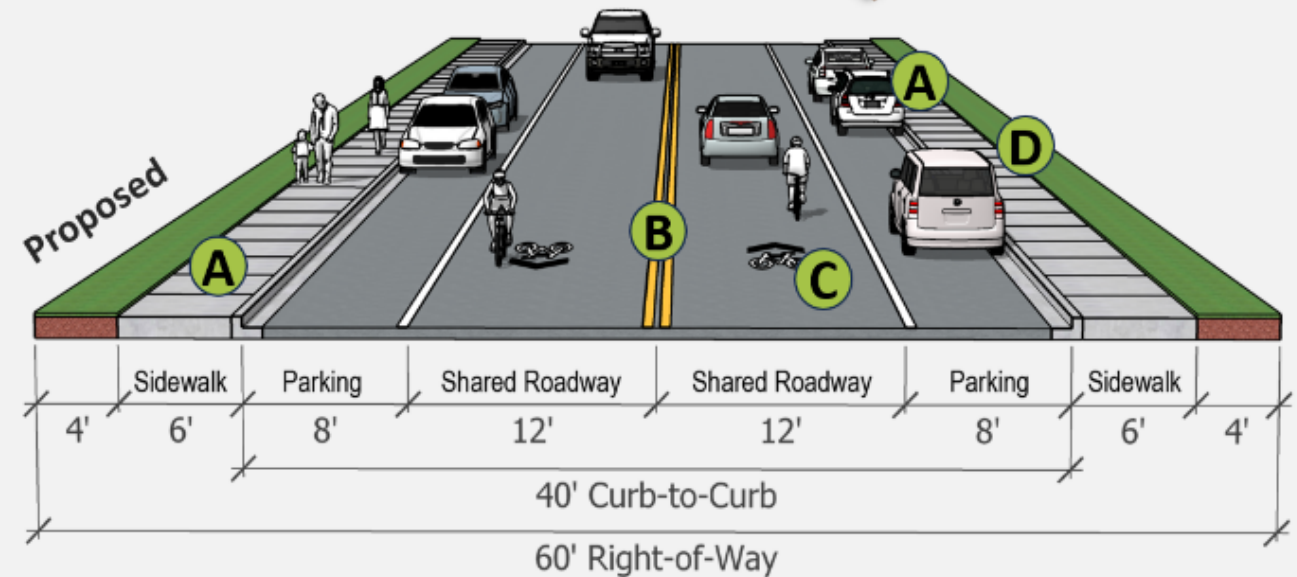
**Conceptual Design Only:** Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.

Figure 4-5 Ida Street (Washington Street to First Avenue)

## Potential Cross Section and Safety Treatments



- A – Install new or widened sidewalk
- B – Repave and restripe roadway with solid centerline
- C – Install sharrows
- D – Ensure fixed objects are clear of roadway



### Speed Cushions



### Raised Intersections



### Crossing Enhancements



### Curb Extensions



### Painted Intersections



### Roundabout



**Conceptual Design Only:** Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.

# **CHAPTER 5: IMPLEMENTING THE PLAN**

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### 5. Progress and Transparency

Treatments and strategies are to be prioritized for implementation based on the following factors:

- Expected safety performance
- The amount of time, energy, or cost required for implementation
- Ability to implement interim or quick-build project phases
- Support from partners (businesses, agencies, nonprofits, etc.) that are interested in assisting implementation
- Near-term public support or need for education/marketing campaigns for the treatments

FOR MORE DETAILED INFORMATION ON IMPLEMENTATION AND PROGRESS MONITORING, REFER TO THE STRATEGIES AND PERFORMANCE MEASURES MEMO IN APPENDIX C.

The following table shows each treatment or strategy with its expected timeframe for implementation actions.

Strategies and recommendations can be implemented in different orders as needs shift within the City, as funding becomes available, and as partner agencies have capacity to support implementation. When there are comparable opportunities, equity considerations should be evaluated.

The following partners have important roles in implementing the treatments and strategies documented in this plan:

- Stayton Public Works
- Marion County Public Works
- Stayton City Council
- Stayton Police Department
- Marion County Sheriff's Office
- Oregon State Police
- Local Schools, Businesses, and Advocacy Groups



Table 5-1 Implementation Timelines

Treatment or Strategy	Emphasis Area <sup>1</sup>	Near Term Action (<2 years)	Medium Term Action (2-5 years)	Long Term Action (>5 years)	Lead Agency/Partners
First Avenue Safety Treatments	All	●			Marion County Public Works Stayton Public Works
First Avenue/Marion Street Safety Treatments	All	●	●		Marion County Public Works Stayton Public Works
Locust Street Safety Treatments	All	●	●		Stayton Public Works
Washington Street Safety Treatments	All		●		Stayton Public Works
Ida Street Safety Treatments	All	●		●	Stayton Public Works
Crossing enhancements	🚶		●	●	Stayton Public Works Marion County Public Works
Traffic calming	🚶	●	●	●	Stayton Public Works
Filling sidewalk gaps	🚶	●	●	●	Stayton Public Works Marion County Public Works
Filling bicycle gaps	🚶	●	●	●	Stayton Public Works
Context-sensitive design	🚶		●		Stayton Public Works
Appropriate posted speeds	🚶		●		Stayton Public Works Marion County Public Works
20 is Plenty on local streets	🚶	●			Stayton Public Works
Dynamic speed feedback signs	📱		●	●	Stayton Public Works Stayton Police Department
Hardened centerlines and turn wedges	📱	●	●		Stayton Public Works
Education campaigns	📱	●	●	●	Stayton Schools Stayton Police Department Community Based Organizations
Targeted and high-viz enforcement	📱		●	●	Stayton Police Department Marion County Sheriff's Office Oregon State Police
Automatic traffic enforcement policy	📱		●	●	Stayton City Council Stayton Police Department
Low-cost countermeasures at stop controlled intersections	✖	●	●		Stayton Public Works
Updating Stayton land use and development code to increase safety analysis and mitigation	✖		●		Stayton Community & Economic Development
<sup>1</sup> 🚶 = Vulnerable Road User 📱 = Risky Driver Behaviors ✖ = Intersection ● = Action in Identified Timeframe					



### 5.1 Tracking Progress

So that progress can be monitored and strategies adjusted as needed, the City set up performance measures in this SAP. Performance measures are important for many reasons: they help develop a better understanding of and linkage between the SAP and safety outcomes, they can help improve safety communication with the public and other project partners, and they create greater accountability for achieving the plan's safety goals.

We divided performance measures into "implementation metrics" and "outcome metrics" to ensure consistent efforts and measure safety outcomes over time. Implementation metrics evaluate progress towards implementing the strategies and treatments within the plan, whereas outcome metrics evaluate the effectiveness of the implemented projects and policies in reducing fatal and serious injury crashes.

Implementation metrics:

- Number of systemic intersection strategies and treatments implemented
- Number of systemic vulnerable road user strategies and treatments implemented
- Number of risky driver behavior strategies and treatments implemented
- Number of location-specific treatments implemented

Outcome metrics:

- Number of total crashes
- Number of fatal and serious injury crashes
- Number of fatal and serious injury crashes at intersections
- Number of fatal and serious injury crashes involving a vulnerable road user
- Number of fatal and serious injury crashes involving risky driver behavior

### 5.2 Funding

This SAP sets Stayton up to pursue a Safe Streets for All (SS4A) Implementation Program Grant—a vital resource for bringing the recommendations of an SAP onto the roadway. Without adoption of their SAP, Stayton cannot access SS4A funds, leaving safety improvements out of reach and making this plan a pivotal part of an achievable future.

The strategies and treatments within this plan cost money, and to achieve the goals of this SAP, Stayton must prioritize safety with the funding it requires. In addition to funding from an SS4A grant, this might include reallocating existing city funds or seeking additional funding sources. Other grant opportunities exist at the federal and state levels. Stayton's SAP may be eligible for transportation alternatives grants, transportation and growth management grants, pedestrian



and bicycle grants, and many others. At the local level, Stayton can explore tax increment financing and bonds.

### 5.3 Carrying the Vision Forward

Stayton is committed to ending deaths and serious injuries on its streets. This SAP is an essential push forward into a safer future for all, where no one has to worry about getting home safely. From lowering speeds to enhancing crosswalks, Stayton is making its transportation network safer, more connected, and more livable for generations to come.





# **APPENDIX A: EXISTING CONDITIONS MEMO**

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# **APPENDIX B: PUBLIC INVOLVEMENT SUMMARY**

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# **APPENDIX C: STRATEGIES AND PERFORMANCE MEASURES MEMO**

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