



Land Division Application Narrative

for

Tentative Plan Subdivision - Class 1 Adjustment

&

Tree Conservation Plan

Salem Heights Subdivision

Salem, OR 97302

Prepared for the

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SITE INFORMATION

This application is for Tentative Plan approval to divide approximately 7.7 acres into 33 proposed lots ranging in size from 5,251 square feet to 12,603 square feet. Additionally, the Applicant is requesting a Class 1 administrative adjustment for lots #22 and #23, a through lot, to reduce the required lot depth from 120-feet to 104-feet – a 14% reduction.



Figure 1: Aerial Vicinity Map

The site is generally located west of Liberty Road S, east of Crestview Drive S, and north of Salem Heights Avenue S. The development site is made up of five tax lots: 083W04AA 10400, 10600, 10601, 10700, and 10800. All five properties have a City of Salem Comprehensive Plan designation of Single Family Residential (SFR) and a complimentary zoning designation of Single Family Residential (RS).



Figure 2: Marion County Assessor's Tax Map

The site is generally rectangular in shape and includes approximately 7.7 acres. The topography of the site slopes with the terrain descending toward the east and northeasterly portions of the site (See Existing Conditions Plan). The topography presents some challenges for site development which will be addressed throughout this narrative.



Figure 3: Site Aerial

WRITTEN STATEMENT

A written statement shall be submitted describing the proposal and how it conforms to the following approval criteria for a Subdivision Tentative Plan and Class 1 Adjustment.

SRC 205.010(d) - 1

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

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

APPLICANT'S RESPONSE: The Applicant is proposing a 33-Lot subdivision. As previously stated, the subject site is zoned RS. Single-family detached dwellings are an outright permitted use within this zone. The SRC includes information regarding lot standards for the RS zone. The minimum lot area is 4,000 square-feet for a single-family home. All lots proposed exceed the lot standard minimum and range in size from 5,251 sq. ft. to 12,603 sq. ft. The existing house has been scheduled for demolition. The SRC does not include lot size maximums. There is a provision, however, that a future development plan must be included with a land division application when a remaining property is a half-acre, or more. None of the proposed parcels within this subdivision are equal to, or more than, a half-acre. Therefore, this provision does not apply.

All lots will front on an internal public street except for lots 1-3 which will have access off Salem Heights Avenue. Lots 4-6 are flag lots and will have access to the public street via a 25-foot cross-access and utility easement. (See Tentative Plan). The proposed flag lots will meet the provisions of SRC Chapter 800.020(a)(4) for front lot lines which states,

“for a flag lot, the front lot line shall be outside the property line that is an extension of the flag lot access way or the property line separating the flag portion of the lot from the lot between it and the street from which access is provided to the flag lot, unless the Planning Administrator otherwise directs, in which case the front lot line shall be set forth in the conditions of approval for the tentative plan of the plat which shall be recorded on deeds conveying lots.”

Additionally, the Applicant will follow the provisions of SRC Chapter 800.020(b)(1) for rear lot lines which states,

“For all lots, except those identified in paragraph (2) of this subsection, the rear lot line shall be the property line that is opposite and most parallel to, and located the greatest distance from, the front lot line.”

The proposed subdivision complies with the City of Salem infrastructure standards. Utilities will be extended within the proposed public streets to serve the proposed subdivision as shown on the attached Preliminary Utility Plan. A storm water quality and detention facility has been provided in a separate tract adjacent to Doughton Street near the north east corner of the property. Provisions for storm water management are outlined in the attached Preliminary *Storm Water Management Report* prepared by Project Delivery Group, the Applicant's representative.

The Applicant is not aware of any special development standards for the subject site. The Local Wetland Inventory (LWI) map does not indicate the presence of wetlands on the site. The geotechnical report included with this application indicates that soils are adequate for residential home construction. According to the City of Salem Floodplain Map, the site does not fall within any of the FEMA Flood Zones. The adjoining properties are zoned RS and do not require any special setbacks. Additionally, the proposed public street access complies with the provisions of Chapter 805 of the SRC for Vision Clearance for an uncontrolled intersection.

SRC 205.010(d) - 2

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

APPLICANT'S RESPONSE: The tentative subdivision plan proposed creates 33 lots (plus the water quality facility tract). The surrounding properties to the east, north, south and west are developed with single-family homes. The lot configuration provides for the extension of roads within this subdivision to adjacent property and does not impede the development of adjacent land. Table 511-3: Setbacks in SRC Chapter 511 in Figure 4 below, provides information for setbacks for single-family residential lots.

Abutting Street	Min. 20-feet	Applicable to buildings along collector or arterial streets.
Interior Front	Min. 12-feet	Garage Setback to be 20'.
Interior Side Yard Setback	Min. 5-feet	Applicable to buildings not more than 35-feet in height where the interior side setback abuts lots zoned RA and RS.
Interior Rear	Min. 20-feet	Applicable to buildings greater than one-story in height.

Figure 4: Excerpt from SRC Chapter 511-3

The lot line setback requirements can be met on each newly created parcel and are shown on the Tentative Plat. Approval of this proposed subdivision will not impede the future use or development of property or adjacent land.

SRC 205.005 – Adjustments – Lot #23

SRC 205.005(d) – Criteria

(1) An application for a Class 1 adjustment shall be granted if all of the following criteria are met:

(A) The purpose underlying the specific development standard proposed for adjustment is:

(i) Clearly inapplicable to the proposed development; or

(ii) Clearly satisfied by the proposed development.

(B) The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development.

APPLICANT'S RESPONSE: The Applicant is requesting an administrative Class 1 adjustment for the required 120-foot lot depth for lot #22 and lot #23. The proposed 104-foot depth is within the 20% allowable deviation from the code standard. This is necessary due to the configuration of the access to the northern lots off of Earhart Street and the geometry of proposed Doughton Street alignment to the north. The average lot depth for lot 22 is approximately 130-feet and 108-feet for lot #23. It is clearly apparent that the proposed adjustment will not unreasonably impact surrounding existing or potential uses or development, therefore, this criterion is met.

SRC 205.010(d) - 3

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

APPLICANT'S RESPONSE: The subject property has approximately 465-feet of frontage on Salem Heights Avenue. Existing Doughton Street will be extended through the property and connect with Salem Heights Avenue. Felton Street will connect to Doughton and Earhart Street will connect to a hammerhead located adjacent the site's north property line.

Utilities are available to be extended through the site. An 8-inch water main is located within Salem Heights Avenue according to the City of Salem As-Builts. The Applicant will extend water service from this line through the proposed public streets and individual laterals will serve the proposed lots as shown on the utility plan (See Preliminary Utility Plan). The proposed water line will tie into an existing 6-inch line located within an easement located adjacent the property's east property line.

A 10-inch sanitary sewer is available in Doughton Street. The Applicant proposes to extend sanitary service from its connection at the terminus of Doughton Street through the proposed public streets and construct individual laterals to serve each parcel (See Preliminary Utilities Plan).

A 10-inch storm line will be constructed with the improvements along Salem Heights Avenue and continued down Doughton Street where it will connect to an existing 12-inch storm line located in an easement at the northeast corner of the property. Storm water will be routed to a storm

water quality and detention facility located north of lot 21 where it will be detained and released at a controlled rate. Included with this application submittal is a preliminary storm water management report for review by city staff. (See Preliminary Drainage Report). This proposed 33-lot subdivision can be adequately served by City infrastructure, therefore this requirement is met.

SRC 205.010(d) - 4

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

APPLICANT'S RESPONSE: The goal of the Salem Transportation Plan is “to provide a balanced, multimodal transportation system for the Salem Urban Area that supports the safe and efficient movement of goods and people.”

Vehicular access to and within the subdivision is proposed to be provided from Salem Heights Avenue S and the extension of three streets, Felton Street S, Earhart Street S, and Doughton Street S, which are currently dead-end streets that terminate at the northern boundary of the subject property.

All the proposed lots within the subdivision, with the exception of Lots 1 -6 will take vehicular access from the internal streets proposed within the subdivision; Lots 1-3 will take access from Salem Heights Avenue. Also, as three of the lots within the subdivision are flag lots, their access to the street will be provided by way of flag lot accessways (See Tentative Plan).

This proposed subdivision complies with the goal stated above as it reflects and supports land-use patterns identified in the Comprehensive Plan. The development of 33 lots along with the proposed public street infrastructure identified on the site plan (see Tentative Plan meets this goal and provides both connectivity to existing streets and a circulation system that provides access to the local neighborhood, shopping, schools, and other activity centers. This requirement is met.

SRC 205.010(d) - 5

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

APPLICANT'S RESPONSE: The proposed street system is efficiently designed to provide safe, orderly access to all lots within the development as well as access to Salem Heights Avenue. An additional ten-feet of right-of-way will be dedicated along Salem Heights Avenue by the developer for the construction of half-street improvements consisting of curb, gutter, sidewalk

and storm drain improvements. The proposed internal public street is designed as a 30-foot (curb-to-curb) local street within a 60-foot right-of-way. The cul-de-sac coming off Earhart Street functions as a hammerhead turnaround which meets both city and fire department standards. A 5-foot set back sidewalks provide pedestrian access from the development to Salem Heights Avenue and to the existing streets to the north. Lots 4-6 take access onto the public street via a 20-foot drive within a 25-foot pedestrian access easement which meets the standards of Section 800.025 Flag Lots as illustrated in Figure 5 below. The length of the flag is approximately 232-feet which is well within the 400-foot maximum length. A hammerhead turnaround has been provided to allow for emergency access to these lots.

**TABLE 800-1
FLAG LOT ACCESSWAY STANDARDS**

Table 800-1: Flag Lot Accessway Standards			
Number of Lots Served by Accessway	Maximum Length	Total Width	Paved Width
1-2 Lots (Residential Zoned Property)	150 ft. ⁽¹⁾	Min. 20 ft.	Min. 15 ft.
3-4 Lots (Residential Zoned Property)	400 ft. ⁽¹⁾	Min. 25 ft.	Min. 20 ft.
1-4 Lots (Non-Residential Zoned Property)	400 ft. ⁽¹⁾	Min. 25 ft.	Min. 20 ft.
<p align="center"><u>Limitations and Qualifications</u></p> <p>(1) Maximum flag lot accessway length shall not apply where geographic features make it impractical, and when approved by the Planning Administrator following review and recommendation by the Fire Marshal.</p>			

Figure 5: Flag Lot Accessway Standards

Access onto Salem Heights Avenue is offset approximately 50-feet from Winola Avenue and it has unobstructed sight distance for traffic moving both east and west of the property.

SRC 205.010(d) - 6

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



Figure 6: Proximity to Activity Centers

APPLICANT'S RESPONSE: The proposed subdivision is ideally situated within ½ mile Commercial Street S.E. although there are no sidewalks on either side of Salem Heights Avenue except for those provided by this proposed development. Bicycle and pedestrian access is available from the subject site along Salem Heights Avenue to the neighborhood activity center and further along Commercial Street. This criterion is met.

SRC 205.010(d) - 7

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

APPLICANT'S RESPONSE: The proposed public street (Doughton Street) will intersect with Salem Heights Avenue. The portion of Salem Heights Avenue that the proposed development fronts on is designated a collector street. According to the Trip Generation Manual, 9th Edition, Volume 2, single-family dwellings generate 9.52 trips per day. This 33-lot subdivision will generate

approximately 315 trips per day. The traffic impact from this development to the adjacent street system is negligible and the adjacent street system is designed in a manner which will provide for an orderly, and efficient circulation of traffic into, through and out of the proposed subdivision.

Traffic Impact Analysis (TIA) Determination

The following information is required in order to assess the need for a Traffic Impact Analysis (TIA) and to calculate the Transportation Systems Development Charge (TSDC) to be levied on a proposed new development.

The City of Salem may require that a TIA be prepared as part of the approval process for major new development. The purpose of a TIA is to estimate the traffic impacts created by a new development on the surrounding street system. Any significantly adverse traffic impacts identified in the TIA must be mitigated by the applicant.

The estimated daily traffic generation of a new development is used as the criteria for determining whether a TIA is needed. If the new development access is located on an arterial or collector and the estimated daily traffic generation is more than 1000 trips, a TIA may be required. If access is located on a local street or alley and the generated trips exceed 200, a TIA may be required. Other criteria such as site access issues, driveway restrictions, and existing facilities deficiencies may also be used, if recommended by City Traffic Engineering staff.

APPLICANT'S RESPONSE: The Applicant has submitted the required Trip Generation Estimate form as part of this application. Given that the proposed development is located on a collector street and the threshold for requiring a Traffic Impact Analysis is 1000 trips per day, it does not appear that a TIA will be required as part of this application.

SRC 205.010(d) - 8

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

APPLICANT'S RESPONSE: This subdivision has been designed to maximize the developability of the property while providing safe access to and from the development. Given the geometry of the parcel boundary, the location of the public street, lot locations and building envelopes, there is little room for adjustment.

The design of this subdivision has considered both the topography and vegetation on the site and has kept the need for variances and adjustments to the minimum necessary to practically develop this property. This requirement is met.

SRC 205.010(d) - 9

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

APPLICANT'S RESPONSE: As previously stated, the design of this proposed subdivision has considered both the topography and vegetation on the site. The property slopes from Salem Heights Avenue at a slope which varies between 10% to 25% which requires some grading in order to accommodate the placement of the public street, access to the flag lots and to facilitate construction of the homes. Existing trees and vegetation will be retained as much as is practical to meet development objectives. This requirement is met.

SRC 205.010(d) - 10

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

APPLICANT'S RESPONSE: All city facilities are available to the property. This condition does not apply.

CONCLUSION

This application for approval of a Land Division Tentative Plan compliant with the plan of the City of Salem and is support of, and response to applicable requirements from the City's development code. Based upon the information provided herein, the Applicant hereby requests approval of this application.