



Land Use Application

Planning/Permit Application Center

City Hall / 555 Liberty St. SE / Room 320 / Salem, OR 97301-3513

503-588-6173 * planning@cityofsalem.net

If you need the following translated in Spanish, please call 503-588-6256.

Si usted necesita lo siguiente traducido en español, por favor llame 503-588-6256.

(For office use only)
Permit #:

Application type

Please describe the type of land use action requested:

Class 3-Adjustment

Work site location and information

Street address or location of subject property	Doaks Ferry Road (Eagles View Phase 6)
Total size of subject property	Acres <i>15</i>
Assessor tax lot numbers	7.3.30/Tax Lot 100
Existing use structures and/or other improvements on site	Vacant
Zoning	RS
Comprehensive Plan Designation	'Single-Family Residential'
Project description	31-lot single-family dwelling subdivision / <i>with lot depth Adjustment</i>

People information

	Name	Full Mailing Address	Phone Number and Email address
Applicant	Comfort Homes	PO Box 4607 Salem/OR 97304	<i>503-409-2282</i> <i>comforthomespnw@gmail.com</i>
Agent	Brandie Dalton Land-Use Consultant	Multi/Tech Engineering 1155 SE 13th Street, Salem, OR, 97302	503-363-9227 bdalton@mtengineering.net

Project information

Neighborhood Association	West Salem Neighborhood Association
Have you contacted the Neighborhood Association?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Date Neighborhood Association contacted	12-18-2019
Describe contact with the affected Neighborhood Association (The City of Salem recognizes, values, and supports the involvement of residents in land use decisions affecting neighborhoods across the city and strongly encourages anyone requesting approval for any land use proposal to contact the affected neighborhood association(s) as early in the process as possible.)	Via Email and Phone Call w/Kevin Chambers Will be attending a NA meeting in January
Have you contacted Salem-Keizer Transit?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Date Salem-Keizer Transit contacted	
Describe contact with Salem-Keizer Transit	

Authorization by property owner(s)/applicant

***If the applicant and/or property owner is a Limited Liability Company (LLC), please also provide a list of all members of the LLC with your application.**

Copyright release for government entities: I hereby grant permission to the City of Salem to copy, in whole or part, drawings and all other materials submitted by me, my agents, or representatives. This grant of permission extends to all copies needed for administration of the City's regulatory, administrative, and legal functions, including sharing of information with other governmental entities.

Authorizations: Property owners and contract purchasers are required to authorize the filing of this application and must sign below.


- All signatures represent that they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- I (we) hereby grant consent to the City of Salem and its officers, agents, employees, and/or independent contractors to enter the property identified above to conduct any and all inspections that are considered appropriate by the City to process this application.
- I (we) hereby give notice of the following concealed or unconcealed dangerous conditions on the property:

Electronic signature certification: By attaching an electronic signature (whether typed, graphical or free form) I certify herein that I have read, understood and confirm all the statements listed above and throughout the application form.

Authorized Signature: 

Print Name: Andre Makarenko **Date:** 12/23/19

Address (include ZIP): PO Box 5607, Salem OR 97304

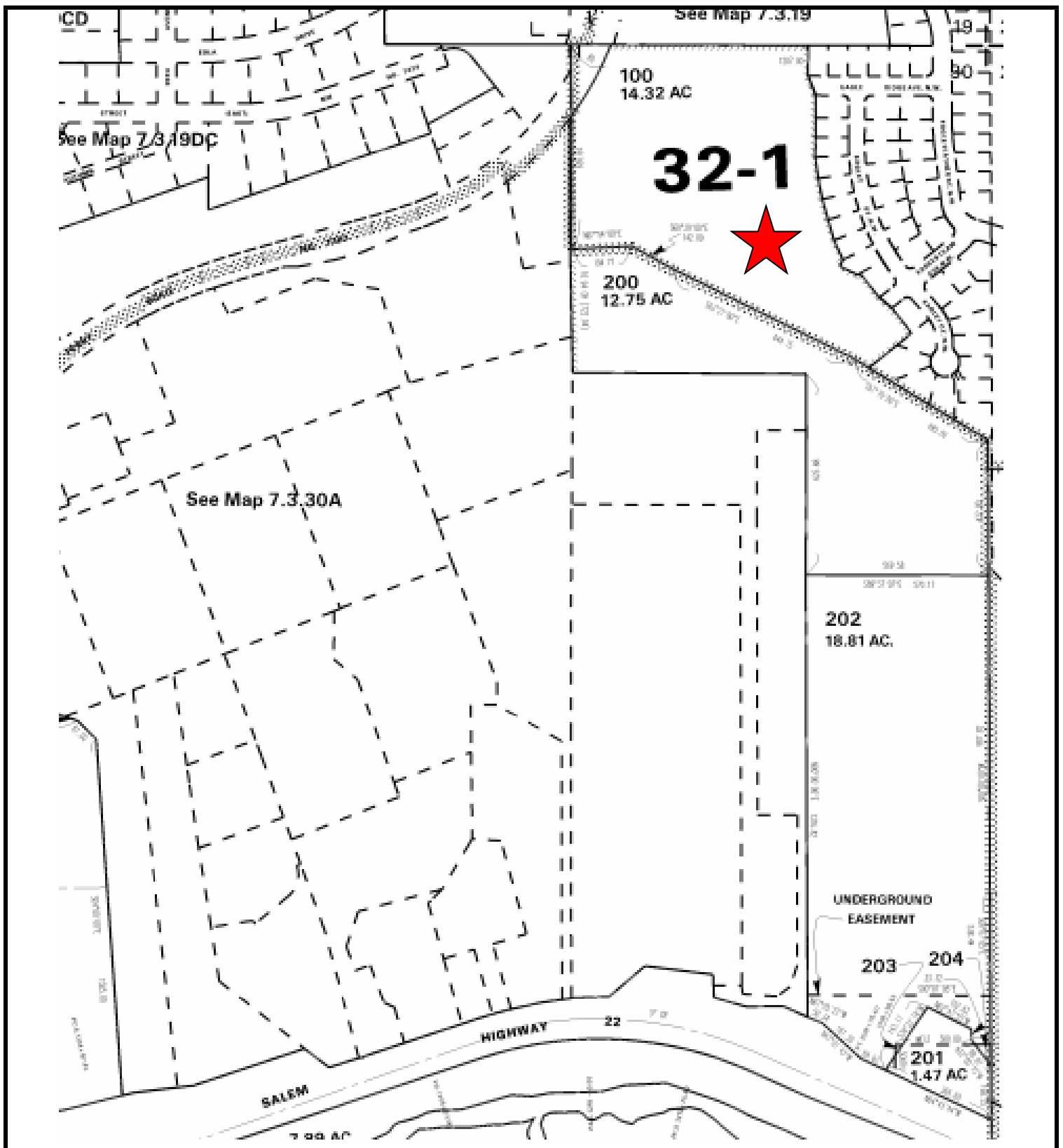
Authorized Signature: 

Print Name: _____ **Date:** _____

Address (include ZIP): _____

(For office use only)		
Received by	Date:	Receipt Number:

Not using Internet Explorer?
Save the file to your computer and email to planning@cityofsalem.net.



073W30 TL100, 3200 Eagle Ridge Ave
Salem, OR 97304

THIS MAP IS FURNISHED AS AN
ACCOMMODATION STRICTLY FOR THE
PURPOSES OF GENERALLY LOCATING
THE LAND. IT DOES NOT REPRESENT A
SURVEY OF THE LAND OR IMPLY ANY
REPRESENTATIONS AS TO THE SIZE,
AREA OR ANY OTHER FACTS RELATED TO
THE LAND SHOWN THEREOF



320 Church St. NE, Salem, OR 97301
PHONE (503)581-1431 FAX (503)364-8716

STATUS OF RECORD TITLE

Andre Makarenko
Comfort Homes, LLC
PO Box 5607
Salem, OR 97304
Your Reference No.

February 6, 2020
Title Number: 349695AM
Title Officer: Matt Paslay
Fee: \$200.00

We have searched the status of record title as to the following described property:

See attached Exhibit 'A'

Vestee:

Comfort Homes LLC

and dated as of **February 3, 2020** at 7:30 a.m.

Said property is subject to the following on record matters:

1. City liens, if any, of the City of Salem.
(No inquiry has been made. If no search is requested, this exception will remain in the policy. A charge of \$30.00 per account will be added if a search is requested)
2. The property lies within and is subject to the levies and assessments of the Polk Soil and Water Conservation District.
3. The rights of the public in and to that portion of the herein described property lying within the limits of public roads, streets or highways.
4. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: The Pacific Telephone and Telegraph Co
Recorded: December 21, 1946
Instrument No.: [Book: 84 Page: 334](#)
5. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: United States of America
Recorded: February 18, 1946
Instrument No.: [Book: 123 Page: 225](#)
6. Agreement, including the terms and provisions thereof,
Recorded: June 4, 1992
Instrument No.: [BOR: 254 Page: 1054](#)

7. Notice of Decision, including the terms and provisions thereof,
Recorded: March 20, 2017
Instrument No.: [2017-003189](#)

Tax Information:

[Taxes](#) assessed under Code No. 3201 Account No. 226532 [Map](#) No. 07S-03W-30 100

NOTE: The 2019-2020 Taxes: \$13,154.04, are Paid

NOTE: Any map or sketch enclosed as an attachment herewith is furnished for information purposes only to assist in property location with reference to streets and other parcels. No representation is made as to accuracy and the company assumes no liability for any loss occurring by reason of reliance thereon.

THIS IS NOT A TITLE REPORT, A COMMITMENT TO ISSUE TITLE INSURANCE OR A GUARANTEE OF ANY KIND. No liability is assumed with this report. The fee charged for this service does not include supplemental reports or other services. Further dissemination of the information in this report in a form purporting to insure title to the herein described land is prohibited by law.

"Superior Service with Commitment and Respect for Customers and Employees"

EXHIBIT 'A'

File No. 349695AM

A tract of land situated in the Northeast Quarter of Section 30, Township 7 South, Range 3 West, in the City of Salem, County of Polk, State of Oregon, more particularly described as follows:

Beginning at a point which is a 5/8 inch by 30 inch iron rod with yellow plastic cap stamped "Barker PLS 636" at the Northwest corner of Lot 252, Eagles View No. 4 as platted and recorded in Volume 14, page 09, Book of Town Plats of Polk County, Oregon; thence South 00°20'59" West 95.00 feet to the Southwest corner of said Lot 252; thence South 21°13'59" East 64.52 feet to the Northwest corner of Lot 303 of said subdivision; thence South 00°20'59" West, along the West line of said Lot 303 and the Southerly extension thereof, a distance of 130.00 feet to the Northwest corner of Lot 301 of said subdivision; thence South 01°11'08" West 64.24 feet to the Southwest corner of said Lot 301; thence South 07°40'14" East 66.47 feet to the Southwest corner of Lot 300 of said subdivision; thence South 10°50'20" East 66.24 feet to the Southwest corner of Lot 299 of said subdivision; thence South 15°43'42" East 66.15 feet to the Southwest corner of Lot 298 of said subdivision; thence South 15°26'37" East 66.50 feet to the Southwest corner of Lot 297 of said subdivision; thence South 24°38'24" East 66.53 feet to the Southwest corner of Lot 296 of said subdivision; thence South 25°54'24" West 21.61 feet to the most Westerly corner of Lot 295 of said subdivision; thence South 63°06'01" East 60.00 feet to the most Southerly corner of said Lot 295; thence North 61°50'06" East 9.45 feet to the Northwest corner of Lot 294 of said subdivision; thence South 38°30'00" East 96.40 feet to the Southwest corner of said Lot 294; thence South 49°34'17" East 50.95 feet to the Northwest corner of Lot 293 of said subdivision; thence South 38°30'00" East 100.00 feet to the Southwest corner of said Lot 293; thence South 51°30'00" West, along the Northerly line of Lots 292 and 291, a distance of 172.00 feet to the most Westerly corner of said Lot 291; thence North 58°40'50" West, along said Southerly line of Parcel 1 described in Book of Records 230, Page 1945, Deed Records a distance of 30.06 feet; thence North 63°06'01" West, along said Southerly line, a distance of 644.75 feet; thence North 60°08'01" West, along said Southerly line, a distance of 142.89 feet; thence South 88°14'59" West, along said Southerly line a distance of 200.20 feet to the Southwest corner of said Parcel; thence North 00°13'56" East, along the West line of said parcel, a distance of 333.69 feet; thence North 01°30'21" East, along said West line, a distance of 85.86 feet to a point on the Easterly right of way line of Doaks Ferry Road N.W.; thence Northeasterly, along said right of way line, on the arc of a 994.93 foot radius curve to the left (the chord of which bears North 29°03'31" East 247.51 feet) a distance of 248.15 feet to the Southwest corner of Parcel 2 of Partition Plat No. 2002-0004; thence South 89°39'01" East, along the South line of said Parcel 2, a distance of 616.67 feet to the point of beginning.

Eagles View Phase 6 Subdivision

Adjustment Class-2 Application Table 511-2 (Lot Standards)

Proposal:

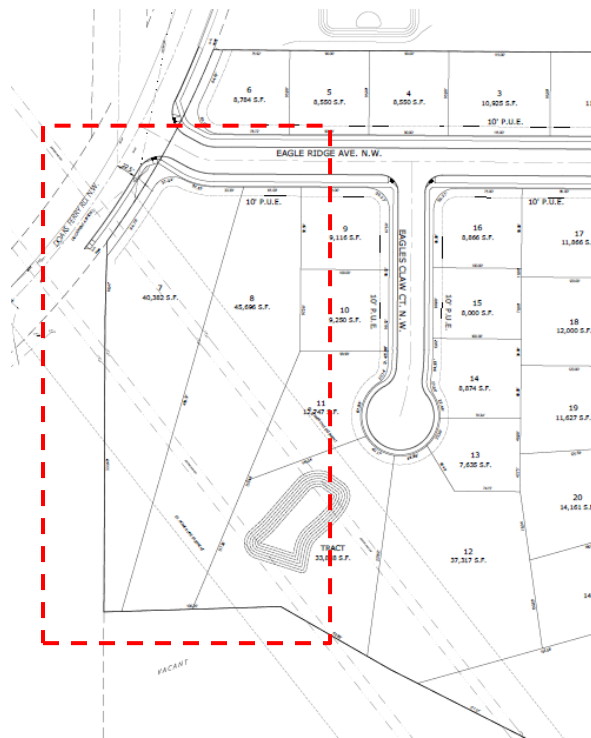
An adjustment to lot to depth ratio is being requested for Lots 7 and 8. Lots 7 and 8 exceed the lot to depth ratio requirements:

*Lot 7= (Proposed) 89' by 492'

(Maximum Allowed) 89' by 267'

*Lot 8= (Proposed) 65' by 500'

(Maximum Allowed) 65' by 195'



The minimum lot width required for lots in the RS zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum.

Adjustment Criteria-SRC 250.005(d)(2) Criteria

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

- (i) Clearly inapplicable to the proposed development; or**
- (ii) Equally or better met by the proposed development.**

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant's Reasons:

- (A) The applicant is requesting a zoning adjustment to Table 5111-2. The minimum lot width required for lots in the RS zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum. In order to provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to the location of the BPA lines, the southern portion of Lots 7 and 8 cannot be developed and creating additional lots to meet this standard is not feasible due to the BPA lines. Therefore, Lots 7 and 8 exceed the maximum requirement.

The purpose of this requirement is to avoid creating long narrow lots. As stated above, in order to provide avoid the BPA lines, provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to the BPA lines and required street extensions near these lots, creating smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots. Therefore, the proposed adjustment equally or better meets the standard.

- (B) The subject property is zoned RS and is located in a residential area. The properties to the north, east, south, and west are all zoned RS (Single Family Residential). The RS zone allows for this property to be subdivided.

The proposal will have little to no impact on the surrounding neighborhood. The purpose of this requirement is to avoid creating long narrow lots. As stated above, in order to avoid the BPA lines, provide street connections and circulation, the size and layout of the lots had to be taken not consideration. Due to the BPA lines and required street extensions near these lots, creating smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provider larger open space areas on the lots. Therefore, this proposal will not detract from the livability or appearance of the residential area.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

- (C) The proposed adjustment will not affect surrounding existing or proposed development. The applicant is not requesting more than one adjustment.

Eagles View Phase 6

Subdivision Application

Revised-June 2, 2020

PROPOSAL:

The subject property is about 14.17 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide 14.17 acres of the subject property into 31 single-family residential lots, and a Tract for water quality.

Adjustment:

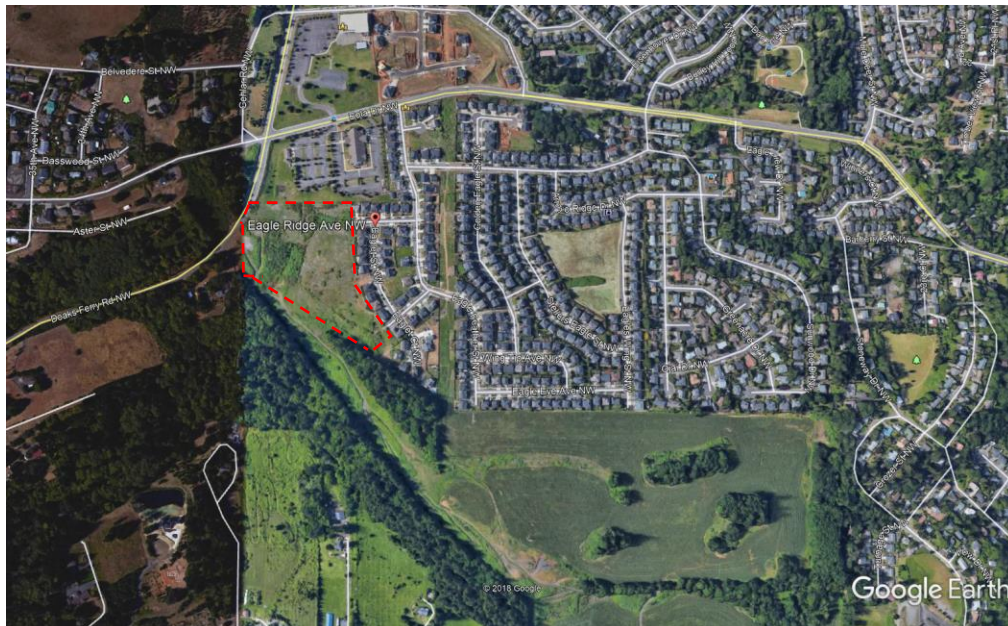
The applicant is requesting a Class-2 Adjustment to lot depth. See attached Adjustment application and findings.

Alternative Street Standards Requested:

- Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).
- Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).

SITE VICINITY and CHARACTERISTICS:

The subject property is located west of Doaks Ferry Road and south of Eola Drive. The subject property is identified as 073W30/Tax Lot 100. The subject property is located within the City limits and the Urban Growth Boundary.



The surrounding properties are zoned and used as follows:

North: RA (Residential Agriculture); existing church
East: RS (Single-Family Residential); existing single-family dwellings
South: RA (Residential Agriculture); vacant land and existing single-family dwellings
West: Polk County SR (Suburban Residential); vacant land

CRITERIA AND APPLICANT'S REASONS ADDRESSING UDC 205.010(d)(1):

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

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

The Salem Revised Code (SRC), which includes the Salem Zoning Code, implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. The subdivision process reviews development for compliance with city standards and requirements contained in the Subdivision Code, Zoning Code, Salem TSP and the Water, Sewer and Storm Drain System Master Plans, and adopted design documents applicable to residential development. The proposed meets all applicable provisions of the Salem Revised Code.

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

The proposal does require an adjustment to the lot to depth ratio development standard specified in the Code.

Minimum Lot Area and Dimensions:

The subject property is about 14.17 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide 14.17 acre of the subject property into 31 single family residential lots.

As shown on the site plan, all 31 lots meet the lot size (4,000 square feet) requirements within the RA zone and lot dimension (40' by 70') standards as required under UDC Chapters 510 and 511, except for Lots 7 and 8. Lots 7 and 8 exceed the lot to depth ratio requirements.

*Lot 7= (Proposed) 89' by 492' (Maximum Allowed) 89' by 267'

*Lot 8= (Proposed) 65' by 500' (Maximum Allowed) 65' by 195'

The applicant has requested an adjustment to the lot standards in Table 510-2.

The proposed lots range in size from 7,635 square feet to 45,696 square feet in size, with an average lot size of 15,595 square feet.

Lots 7, 8, 12, 22, and 24 are all a half acre or larger in size. Therefore, requiring a future development plan. All five (5) of these lots will be developed with a detached single-family dwelling. In order to provide street connections and circulation, the size and layout of the lots in the subdivision had to be taken into consideration. Due to the location of the BPA lines, topography, and the location of trees, Lots 7, 8, 12, 22, and 24 can't and won't be allowed to be further divided. Dividing these lots is not feasible.

Additional reviews occur at the time of building permits to assure compliance with the zoning code. Compliance with conditions of approval to satisfy the subdivision ordinance is also checked prior to city staff signing the final subdivision plat.

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

(B) City infrastructure standards.

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

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

There are no identified wetlands or floodplains located on the subject property.

A geological assessment was done and approved for the entire Eagles View subdivision. The original approval geological assessment is filed with the City of Salem Public Works Department. The assessment outlines the nature, distribution of

underlying geology, and the physical and chemical properties of existing soils; an opinion as to stability of the site, and conclusions regarding the effect of geologic conditions on proposed development in this area.

This criteria has been met.

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

The proposal is for the entire subject property and will be developed into 31 lots. As shown on the site plan. Therefore, a shadow plan is not required.

Street connections to existing development has been provided to the east. All surrounding properties have direct access onto the existing internal street system. All 31 lots will have direct access onto the proposed and existing street system as well. The subdivision does not impede the future use of the property or adjacent land.

Therefore, this criteria has been met.

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

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

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

In conclusion, the location and design of the proposed subdivision allows for public sanitary sewer, water service, and storm drainage to be conveniently provided. Therefore, this criterion has been satisfied.

Proposed StormWater Management System:

Stormwater quality and quantity are required for this development. An LID (low impact development) Stormwater technique will be used to mitigate the increase in pollutants contributed from development. This system may also be used to provide storage and water quantity control. The exact system will be determined at the time of design. Any

proposed technique will meet City of Salem Stormwater Management standards in means and methods to provide all aspects of Stormwater management.

A Tract located in southwestern portion of the site has been identified for detention. See attached Site Plan and Drainage Plan.

The detention area is located within the BPA Easement, something that has been done in past developments. The applicant will work with BPA prior to development of the site. Therefore, the applicant proposes the following Condition of Approval:

Condition: *Provide a Land Use Agreement with BPA that allows the stormwater facilities within their easement or relocate the facilities to a location outside of the easement.*

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

The major street system is in place due to prior development and phases of Eagles View. Doaks Ferry Road located to the east of the site will provide access into the development. Doaks Ferry Road is designated as a 'major arterial' on the Salem Transportation System Plan. Eagle Ridge Avenue located to the northeast of the site will provide access into the development per street connections. Eagle Ridge Avenue is designated as a 'local' street on the Salem Transportation System Plan.

The proposed subdivision will provide street connections to the existing street system, Eagle Ridge Avenue to the northeast and Eagles Claw Avenue to the southeast. These street connections will provide circulation through the neighborhood, existing and proposed.

The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The proposed internal streets will be designed to City street standards. Therefore, meeting the requirements of a subdivision.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision.

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

The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The applicant is also requesting an alternative street standard to allow the proposed internal streets to be 52 feet in width where a 60-foot width is required. However, the proposed internal streets will be designed to street standards.

The applicant is requesting an alternative street standard to street width and location. Due to the topography of the site and the proposed street alignments with existing streets, these proposed streets within the subdivision do not meet the required 60-foot street width. The applicant has requested an alternative street design to allow 52-foot street widths.

The intent of the street wide is to allow vehicles to maneuver the streets safely. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, the street connect to existing streets that are under the 60-foot width currently. The 52-foot street widths provide adequate width. Due to the topography of the site and the location of the existing street connections, additional street width is not feasible. All streets within the proposed subdivision will be designed to provide safe and efficient conditions.

There are several access points provided throughout the proposed subdivision which provide alternative access options.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision.

Transportation Planning Rule Review:

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

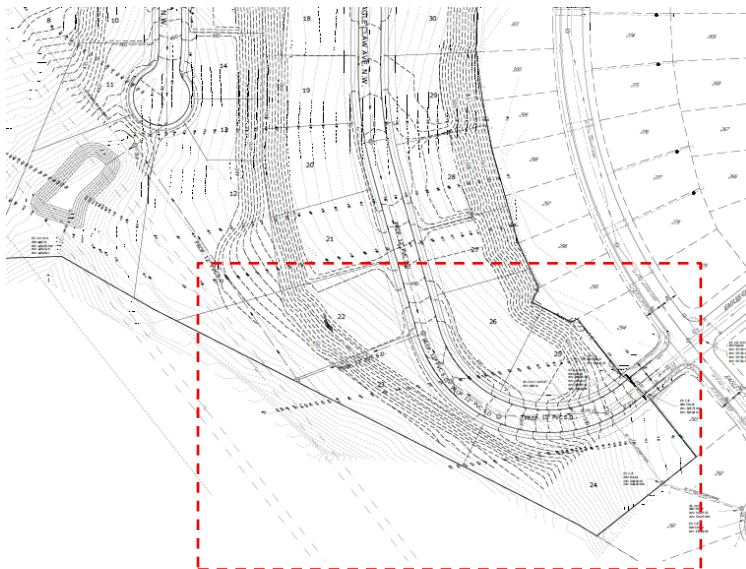
In conclusion, the development will provide bicycle and pedestrian facilities on-site to encourage people to walk and reduce vehicle trips. The development on the property will allow residents to reduce vehicle usage, by the convenience of bicycle and pedestrian paths to and from the uses and existing sidewalk system. Therefore, the proposed subdivision is in compliance with the intent of the TPR to reduce vehicle usage and encourage other modes of transportation to and from the site.

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

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

Block Length: Blocks shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout. There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

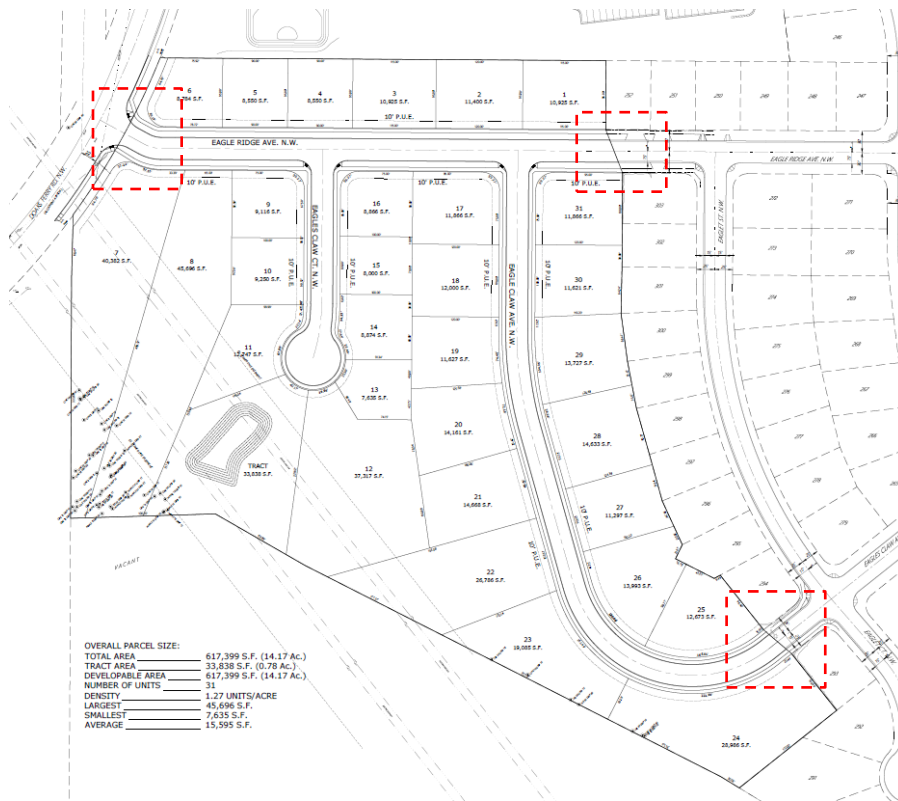
Due to the existing developments to the east and north, additional street connections are not feasible. The topography of the site to the south is too steep to provide a street connection that will be safe and efficient. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.



In order to break the block lengths up, street connections have been provided to adjacent properties as well as efficient circulation within the subdivision.

Street Connections:

East: Street Connection to Eagle Ridge Avenue
Street Connection to Eagles Claw Avenue
West: Street Connection to Doaks Ferry Road



A street connection cannot be made to the south to break up the block lengths. Due to the topography to the south and the location of the BPA line, a street connection to the south is not feasible. Nor is it needed due to the street connections provided as shown on the site plan. A connection to the south would also result in the loss of trees, which is something the applicant is wanting to avoid. Therefore, as addressed above, the proposal meets the criteria under Section 803.065 (a)(1), (2), and (3).

As shown on the site plan, the proposed subdivision provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

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

The Public Works Department will address the level of street improvements that are roughly proportional to assure conformance to the development to subdivision code and applicable transportation system plan requirements. Completion of conditions of approval prior to the signing of the final plat will satisfy this criterion for the subdivision application.

In conclusion, the proposed street plan provides the best economic, safe, and efficient circulation of traffic possible under the circumstances. The proposed subdivision demonstrates this review criterion can be met. Therefore, this criterion has been satisfied.

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

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

All 31 lots will have direct access onto the proposed and existing surrounding street system.

In order to break the block lengths up, street connections have been provided to adjacent properties as well as provide efficient circulation within the subdivision and to adjacent neighborhoods.

Street Connections:

East: Street Connection to Eagle Ridge Avenue
Street Connection to Eagles Claw Avenue

West: Street Connection to Doaks Ferry Road

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

Therefore, this criteria has been met.

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

The proposal is for a 31-lot subdivision. The size of the proposed subdivision does not warrant the need for a Traffic Impact Analysis. The proposed subdivision plan

mitigates impacts to transportation system by providing adequate access and circulation for all 31 lots. Therefore, this criterion has been met.

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

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

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

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

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

There are 57 trees located within the boundary of the site. All 57 trees are designated for preservation. The existing trees on the site are located within the southwest corner and southern property line. Therefore, removal of those trees is not necessary at this time.

Therefore, this criteria has been met.

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

The property and development are located outside the Urban Service Area (USA). An Urban Growth Preliminary Declaration is required and has been requested. Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

There are 57 trees located within the boundary of the site. All 57 trees are designated for preservation.

Therefore, preserving 100% of the trees within the boundary of the site.

803.065 ALTERNATIVE STREET STANDARDS

-Alternative Street Standard to allow a greater than 600-foot street spacing (803.030).

-Alternative Street Standard to allow the proposed streets to be less than 60 feet in width (803.025).

Criteria:

(a) The Director may authorize the use of one or more alternative street standards:

(1) Where existing development or physical constraints make compliance with the standards set forth in this chapter impracticable;

(2) Where the development site is served by fully developed streets that met the standards in effect at the time the streets were originally constructed;
or

(3) Where topography or other conditions make the construction that conforms to the standards impossible or undesirable.

Findings (Street Spacing 803.030): The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local streets and circulation system serving this residential neighborhood.

Block Length: Blocks shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout. There are more than enough street connections within the proposed development, therefore, block lengths are in compliance with code.

Due to the existing developments to the east and north, additional street connections are not feasible. The topography of the site to the south is too steep to provide a street connection that will be safe and efficient. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

A street connection cannot be made to the south to break up the block lengths. Due to the topography to the south and the location of the BPA line, a street connection to the south is not feasible. Nor is it needed due to the street connections provided as shown

on the site plan. A connection to the south would also result in the loss of trees, which is something the applicant is wanting to avoid. Therefore, as addressed above, the proposal meets the criteria under Section 803.065 (a)(1), (2), and (3).

As shown on the site plan, the proposed subdivision provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

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

Findings (Street Width-803.025): The existing and proposed street systems conform to the City's Transportation Plan. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The applicant is also requesting an alternative street standard to allow the proposed internal streets to be 52 feet in width where a 60-foot width is required. The proposed internal streets will be designed to street standards and consistent with the existing connecting streets.

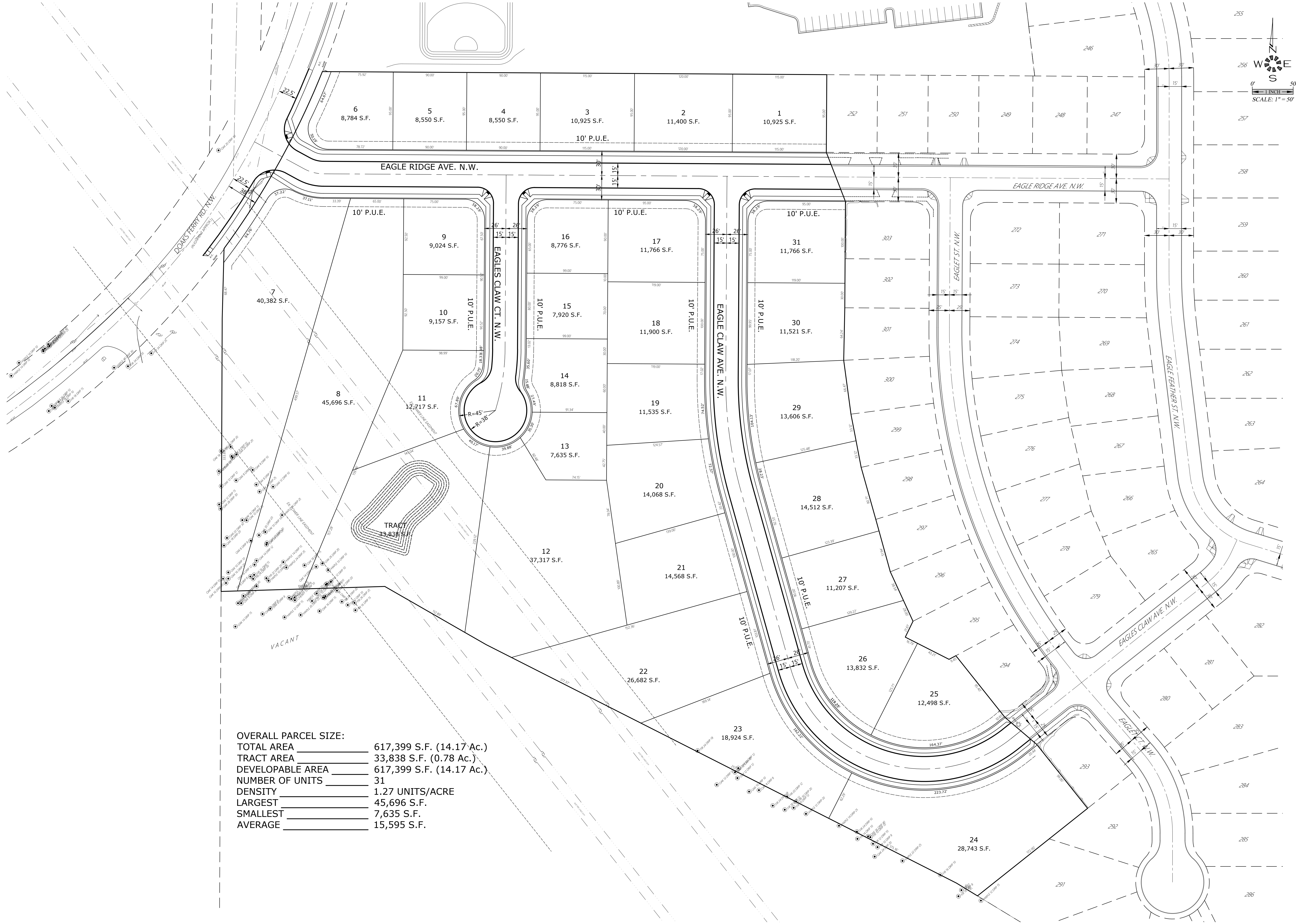
The applicant is requesting an alternative street standard to street width and location. Due to the topography of the site and the proposed street alignments with existing streets, these proposed streets within the subdivision do not meet the required 60-foot street width. The applicant has requested an alternative street design to allow 52-foot street widths.

The intent of the street wide is to allow vehicles to maneuver the streets safely. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, the street connect to existing streets that are under the 60-foot width currently. The 52-foot street widths provide adequate width. Due to the topography of the site and the location of the existing street connections, additional street width is not feasible. All streets within the proposed subdivision will be designed to provide safe and efficient conditions.

There are several access points provided throughout the proposed subdivision which provide alternative access options.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision.

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OVERALL PARCEL SIZE:	
TOTAL AREA	617,399 S.F. (14.17 Ac.)
TRACT AREA	33,838 S.F. (0.78 Ac.)
DEVELOPABLE AREA	617,399 S.F. (14.17 Ac.)
NUMBER OF UNITS	31
DENSITY	1.27 UNITS/ACRE
LARGEST	45,696 S.F.
SMALLEST	7,635 S.F.
AVERAGE	15,595 S.F.

PRELIMINARY SITE PLAN

EAGLES VIEW PHASE 6

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.

Drawn: C.D.S.

Checked: B.M.G.

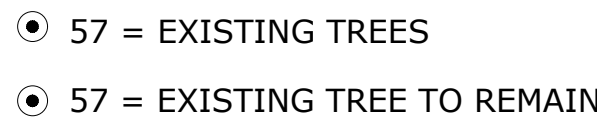
Date: JUNE 2019

Scale: AS SHOWN



JOB # 6846

SDR3



SDR2

#6846



Polk County Public Works

County Surveyors Office

820 SW Ash Street ♦ Dallas OR 97338 ♦ 503-623-1887

Date Received: 2/28/20

SUBDIVISION / CONDOMINIUM NAME REQUEST

Proposed Subdivision Name: West View Heights

Please do not use the word "Subdivision" or "Condominium" as part of the name.

Applicant Name: Comfort Homes
Email address: comforthomespnw@gmail.com
Phone: _____

Owner/Developer: Comfort Homes
Phone: 503-409-2282
Location: Is the plat in a city? If so, list city: West Salem
Township: 7.3.30 / Range: Tax lot 100 Section: _____
Tax lot (s): 100 Tax account (s): _____

Office Use Only

The plat name is:

- ☒ Approved as Submitted
☐ Not Approved for the following Reason(s):

ER
Polk County Surveyor

3/2/20
Date