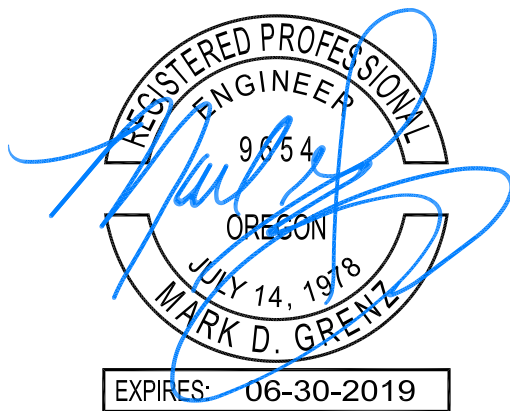


Devon Subdivision

Subdivision 19-109483-LD

Alternative Street Standards Request

May 16<sup>th</sup>, 2019



This is a request for approval to use "Alternative Street Standards" for this project. The specific requests are to allow the construction of streets within the proposed subdivision to have street grades in excess of the maximum allowed as follows:

- The extension of Lone Oak from Sahalee Drive to Rees Hill Road with street grades in excess of the maximum of 8% for a collector street.
- The construction of One Avenue with a maximum street grade of 15% for a portion between Three Street and Four Street
- The construction of Two Avenue with a maximum street grade of 15% from Lone Oak Road to Three Street.

Within the UDC, Section 803 sets out the criteria for the use and request of alternative street standards.

Sec. 803.065. - Alternative street standards.

(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.

(b) Authorization of an alternative street standard may require additional or alternative right-of-way width, easements, and improvements to accommodate the design and construction using the alternative standard.

We make this request based on the following:

The site is located south of the Creekside development in the area where some excessive topographic features exist.

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

The Creekside project in keeping with the City of Salem TSP stubbed Lone Oak Road to the south, following a low, drainage area. The location of the street, it's elevation, and the TSP alignment forces the use of some street grades in excess of the design standard maximum slope of 8%. The site and adjoining area topographic features force the use of such street grades to facilitate the extension and connection of this roadway to Rees Hill Road.

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

The western portion of the project site has excessive topographic features, much of the western area well in excess of 12% and some close to 16%. The connection of Two Ave to Lone Oak Road, at the elevation it must be set at to limit the portion of the roadway with slopes over 8%, forces the use of slopes in excess of 12% for this local street.

Using a maximum street grade of 12% would force excessive grading activities on the site for access to the lots and would greatly increase the costs for the construction of the project.

The same impacts of the topographic features of the site along with the desire to not have excessive grading activities and excessive grading costs, requires the use of a short section of street grades in excess of 12%.

With the present design requirements to provide ADA accessible intersections, greatly impacts the street grades and again impacts the cost of construction as well as the ability to access the new lots and the grades of the future home driveways.

The need to limit cross slopes thru the intersections forces the streets to be flatter for longer distances with a 60 foot right of way, again impacting the accessibility to the future homes.

With that we request the approval for the use of alternative street standards for the use of street slopes in excess of the design standard maximums.