MULTI/TECH
ENGINEERING SERVICES, INC.

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Devon Subdivision

Subdivision 19-109483-LD

Alternative Street Standards Request

May 16th, 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.

Devon Avenue

Subdivision Application

Modification-November 10, 2020

BACKGROUND:

On July 17, 2017, Pre-Application Conference (PRE-AP) 17-57 was held with the City staff to discuss the development of property located at 6719 Devon Avenue SE.

On June 11, 2018, the subject property was annexed into the City of Salem on June 11, 2018, by City Council.

On May 29, 2018, Urban Growth Area Permit (UGA) 17-06 was approved by staff on May 29, 2018.

On July 29, 2019, SUB19-05 was approved for the subject property. The approval allows the site to develop about 19.74 acres into an 84-lot single family subdivision.

On January 23, 2020, SUB19-05MOD1 was approved for the subject property. The approval modified SUB19-05.

PROPOSAL:

The applicant is requesting a modification to the SUB19-05MOD1 approval: The following modifications are being made:

1) **Alpha Avenue street alignment has changed**
2) **Delta Court street alignment has changed**
3) **Alternative Street Standards to Alpha Avenue to allow a narrow planter strip (4')**
4)

Original	**Proposed**
Phase 1: Lots 1-42	**Phase 1: Lots 1-46**
Phase 2: Lots 43-65	**Phase 2: Lots 47-88**
Phase 3: Lots 66-84	

Alternative Proposal:

The applicant has also provided an alternative proposal that would allow the elimination of the Chi Street connection to the north. The Chi Street connection will be difficult to construct due to the topography to the north. Furthermore, there are more than adequate street connections provided to the north as shown on the site plan. See sheet AP101.

SITE VICINITY and CHARACTERISTICS:

The subject property is located at 6719 Devon Avenue. The subject property is identified as 083W22C/Tax Lots 300.

The surrounding properties are zoned and used as follows:

North:	RA (Residential Agriculture) and RS (Single Family Residential); vacant land
East:	Across Devon Avenue; RS (Single Family Residential); vacant lots, and existing single-family dwellings
South:	Outside City Limits, Marion County-UT; vacant land and existing single-family dwellings
West:	Outside City Limits, Marion County-UT; vacant land and existing single-family dwellings

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

The proposed modification does not change or impact compliance with the required criteria.

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

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

Findings: 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.

Findings: The proposal does not require any variances to lot development standards specified in the Code.

Minimum Lot Area and Dimensions: As shown on the site plan, all 88 lots meet lot size (4,000 square feet) and lot dimension (40' by 70') standards as required under UDC Chapters 510 and 511. The proposed lots range in size from 5,399 square feet to 13,174 square feet in size, with and average lot size of 6,772 square feet.

There are five flag-lots within the proposed subdivision (Lots 20, 21, 35, 36, and 65).

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. As shown on the site plans, all lots meet the required lot size, lot depth, and lot width. At the time of development of the lots, building permits will be required. Setbacks will be reviewed for compliance at the time of building permit submittal. The proposed subdivision is and will be in compliance with lot standard requirements and required access.

Therefore, this criteria has been met.

(B) City infrastructure standards.

Findings: 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.

The applicant is proposing to divide the subject property into 88 single family residential lot, with three lots designated for stormwater detention (Tracts A, B, and C). There is a S-4 water pump station located south of Lot 6. The property that pump station is located on it not part of this subdivision.

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.

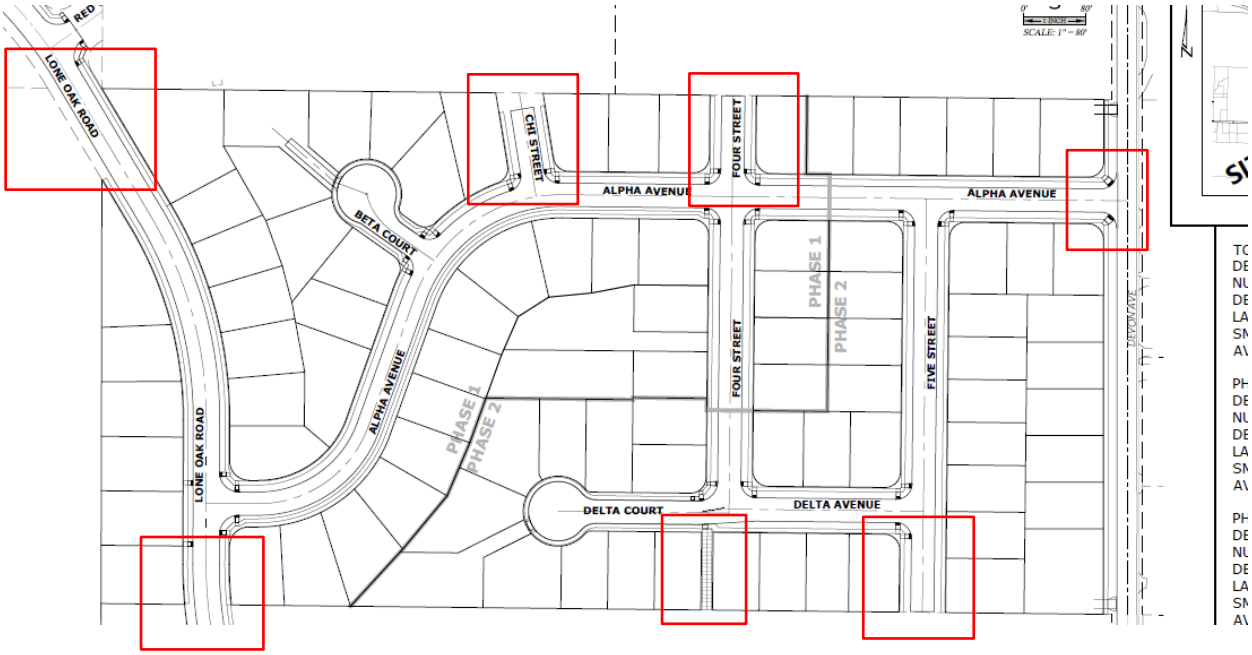
Findings: There are no wetlands or floodplains located on the subject property.

A geological assessment is required for this site. There are landslide hazards identified on the site. A geological assessment date August 11, 2017 was approved as part of the original subdivision approval. This criteria has been met.

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

Findings: The proposal is for the entire subject property and will be developed into 88 lots. As shown on the site plan. Therefore, a shadow plan is not required.

The properties to the northeast and northwest have the potential to be developed or currently have development approvals. The properties to the west and south are vacant, they are also located outside the City limits. Two stub streets have been provided to the northeast and northwest properties, two stub streets and a pedestrian path have been provided to the south, and a connection to Lone Oak to the west for future development.



The applicant has provided sufficient information to show how all the proposed street and pedestrian connections will be provided.

All proposed lots and surrounding properties have direct access onto the existing internal street system. The subdivision does not impede the future use of the property or adjacent land. Adequate connections to adjacent properties have been provided for future development.

Therefore, this criteria has been met.

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

Findings: 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.

The subject property is within ½ mile from Creekside Golf Course to the north, Rees Hill Park and Battle Creek Elementary School to the east. Therefore, the subject property is served by parks.

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. On-site detention and a pump station are being provided within the proposed subdivision.

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:

Findings: 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 Preliminary Drainage Report dated October 12, 2018 was provided and approved as part the original approval.

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

Findings: The major street system is in place due to prior development. Devon Avenue is located to the east of the site and Lone Oak Road is located northwest of the site. Devon Avenue is designated as a 'local street' and Lone Oak Road is designated as a 'collector' on the Salem Transportation System Plan.

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 Lone Oak Road, One Avenue (Beta Court), and Two Avenue (Alpha Avenue) to exceed a 12-percent street grade. However, the proposed internal streets will be designed to street standards.

In the original approval alternative street standards to street grade was approved. As shown on the street section provided, Lone Oak Road will have a 13% street grade. One Avenue (Beta Court) will have a 14.83% street grade, and Two Avenue (Alpha Avenue) will have a 15% street grade. Due to the topography of the site and the proposed street alignments with existing streets, along with required stub street connections, these proposed streets within the subdivision exceed the street grade allowed. The applicant's engineer has provided a detailed memo address the alternative street standard criteria. See attached memo dated May 16, 2019.

Alternative street standards were approved with the original subdivision approval.

The intent of the maximum street grade is to allow vehicles to climb and descend the street safely in all conditions. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, there is only curtain sections of each street that will exceed the allowed street grade. 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 intent of the standard is being met; therefore, the proposal equally meets the intent of the maximum street grade standard.

The applicant is also requesting an Alternative Street Standard to allow the planter strip along Alpha Avenue to be 4 feet in width where 8 feet is required.

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.

Transportation Planning Rule Review:

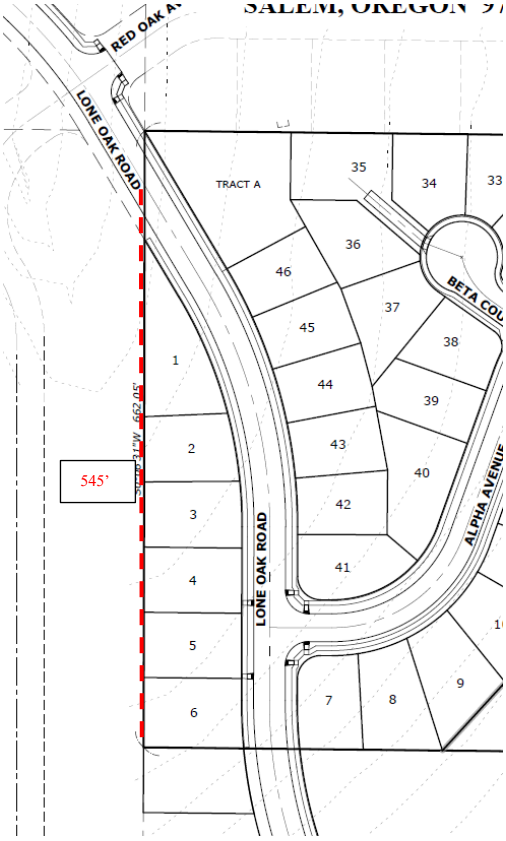
The City of Salem's TPR encourages a reduction in automobile trips by capitalizing on transit opportunities and by creating an environment that encourages people to walk. The proposed subdivision is a "limited land use decision" pursuant to Oregon Revised Statute (ORS) 197.015 and has therefore been 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.

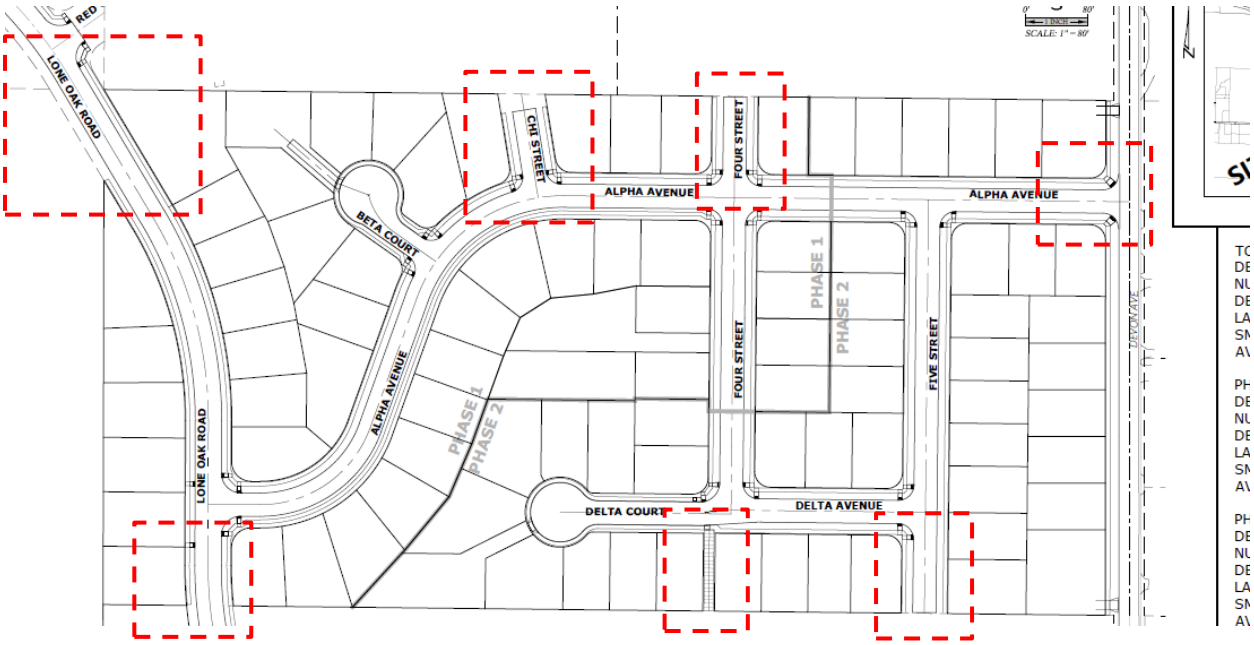
Findings: The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local streets and circulation system serving 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. The block lengths within the subdivision do not exceed 600 feet in length. There are more than enough street connections within the proposed development.



The properties to the northeast and northwest have the potential to be developed or currently have development approvals. The properties to the west and south are vacant, they are also located outside the City limits. Two stub streets have been provided to the northeast and northwest properties, two stub streets and a pedestrian path have been provided to the south, and a connection to Lone Oak to the west for future development. Due to the topography of the lot to the west, an additional street

connection to the west is not feasible.



Two street connections have been provided to the north (northwest and northeast), two street connections to the south along with a pedestrian path, a street connection to the east onto Devon Avenue has been provided, and a connection to Lone Oak to the west. By providing these connections, block length and connectivity have been met.

As shown on the site plan, the proposed subdivision provides a safe an efficient circulation pattern in 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 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.

Findings: 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.

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.

Findings: The proposal is for an 88-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 88-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.

Findings: 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.

Findings: 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 64 trees located within the boundary of the site. Fifty-four (54) trees are designated for removal, with ten (10) trees designated to remain. Fifteen (15%) percent of the trees on the site will be preserved. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

Due to the required street extension to the north, south and west, several trees had to be removed to accommodate the pedestrian and vehicle extensions. Therefore, the removal of these 54 trees is necessary for development of the site.

There are no heritage or significant trees (Oregon White Oak) on the site.

The layout of the lots takes into consideration the topography and vegetation of the site. All lots are in compliance with the UDC. Therefore, no variances have been requested.

Therefore, this criteria has been met.

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

Findings: The property and development are located inside the Urban Service Area (USA). However, an Urban Growth Preliminary Declaration is required and has been approved. Urban Growth Area Permit (UGA) 17-06 was approved by staff on May 29, 2018. As required by code, all requirements of the UGA will be met prior to development or recording of the final plat. Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

There are 64 trees located within the boundary of the site. Fifty-four (54) trees are designated for removal, with ten (10) trees designated to remain. Fifteen (15%) percent of the trees on the site will be preserved. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

Due to the required street extension to the north, south and west, several trees had to be removed to accommodate the pedestrian and vehicle extensions. Therefore, the removal of these 54 trees is necessary for development of the site.

There are no heritage or significant trees (Oregon White Oak) on the site.

Tree Conservation Plan (TCP19-10) was approved for the original subdivision on October 23, 2019. The applicant is requesting a Tree Conservation Plan Adjustment.

CLASS-2 ADJUSTMENT

The applicant is requesting an adjustment to SRC 803.035(c):

> ***(c) Alignment and Grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed 6 percent. No grade of a collector street shall exceed 8 percent. No grade of a local street shall exceed 12 percent.***

Lone Oak Road runs north/south through the development and is designated as a 'collector' street. One Avenue (Beta Court) and Two Avenue (Alpha Avenue) run east/west through the site and are designated as 'local' streets. The applicant is requesting an adjustment to allow Lone Oak Road to exceed the 8 percent street grade allowed, and an adjustment to allow One Avenue (Beta Court) and Two Avenue (Alpha Avenue) to exceed the 12 percent street grade allowed.

The applicant has addressed criteria for Alternative Street Standards for street grade. See attached memo dated May 16, 2019.

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 Findings:

(A) The applicant is requesting an adjustment to street grade. As shown on the street section provided, Lone Oak Road will have a 12.25% street grade. One Avenue (Beta Court) will have a 14.83% street grade, and Two Avenue (Alpha Avenue) will have a 15% street grade. Due to the topography of the site and the proposed street alignments with existing streets, along with required stub street connections, these proposed streets within the subdivision exceed the street grade allowed.

(B) The intent of the maximum street grade is to allow vehicles to climb and descend the street safely in all conditions. The internal streets proposed will provide safe and efficient circulation throughout the subdivision. As shown on the street sections provided, there is only curtain sections of each street that will exceed the allowed street grade. 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 intent of the standard is being met; therefore, the proposal equally meets the intent of the maximum street grade standard.

(C) Due to topography and existing streets in this area, the proposed streets are typical of streets within existing subdivisions within Salem. The streets will be designed to public works standards and will provide efficient circulation throughout the development and to existing surrounding neighborhoods, therefore, the greater street grade will not distract from the livability or appearance of the residential area.

(D) The applicant is not requesting more than one adjustment. Therefore, this criteria is not applicable.

PHASED SUBDIVISION 205-015(D)

Criteria. A tentative phased subdivision plan shall be approved if all of the following criteria are met:

(1) The tentative phased subdivision plan meets all of the criteria for tentative subdivision plan approval set forth in SRC 205.010(d).

Applicant Findings: The subject property is about 19.74 acres in size and zoned RA (Residential Agriculture). The subject property is located at 6719 Devon Avenue. The subject property is identified as 083W22C/Tax Lots 300. The applicant is proposing to divide the subject property into 88 single family residential lot, with four lots designated for stormwater detention.

The applicant is requesting a modification to the SUB19-05 approval to allow the subdivision to be developed in two (2) Phases.

Original	Proposed
Phase 1: Lots 1-42	Phase 1: Lots 1-46
Phase 2: Lots 43-65	Phase 2: Lots 47-88
Phase 3: Lots 66-84	

The proposed phased subdivision meets all the criteria for a tentative subdivision as outlined above under SRC 205.010(d).

(2) Connectivity for streets and City utilities between each phase ensures the orderly and efficient construction of required public improvements among all phases.

Applicant Findings: 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. The block lengths within the subdivision do not exceed 600 feet in length. There are more than enough street connections within the proposed development.

The properties to the northeast and northwest have the potential to be developed or currently have development approvals. The properties to the west and south are vacant, they are also located outside the City limits. Two stub streets have been provided to the northeast and northwest properties, two stub streets and a pedestrian path have been provided to the south, and a connection to Lone Oak to the west for

future development. Due to the topography of the lot to the west, an additional street connection to the west is not feasible.

Two street connections have been provided to the north (northwest and northeast), two street connections to the south along with a pedestrian path, a street connection to the east onto Devon Avenue has been provided, and a connection to Lone Oak to the west. By providing these connections, block length and connectivity have been met.

As shown on the site plan, the proposed subdivision provides a safe an efficient circulation pattern in 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 proposed phased subdivision will not impede the future development of other phases as shown on the site plan. All phases will have access to the internal street system and the existing street system.

Each phase will ensure the orderly and efficient construction of the required improvements as required by Conditions of Approval and Code compliance. Therefore, this criteria has been met.

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

Applicant Findings: Each phase is required to provide the needed improvements to accommodate that phase. Due to the required conditions of approval and City standards all two (2) Phases will be functionally self-contained and self-sustaining as shown on the site plans.

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

Applicant Findings: The applicant will be required to comply with conditions of approval that will be designed to ensure that the phases are developed to support the infrastructure requirements for each phase and the subdivision as a whole. See attached site plans.

MODIFICATION CRITERIA-UDC 205-070(D)

Criteria. An application for modification pursuant to this section shall be approved if all of the following criteria are met:

(1) The proposed modification is not substantially inconsistent with the conditions of the original approval; and

Applicant Findings: The applicant is requesting a modification to the SUB19-05MOD1 approval: The following modifications are being proposed:

1) Alpha Avenue street alignment has changed
2) Delta Court street alignment has changed
3) Alternative Street Standards to Alpha Avenue to allow a narrow planter strip (4')
4)

Original	Proposed
Phase 1: Lots 1-42	Phase 1: Lots 1-46
Phase 2: Lots 43-65	Phase 2: Lots 47-88
Phase 3: Lots 66-84	

The modification is in conformance with the original approval and conditions of approval. The modification will not revise or eliminate any of the Conditions of Approval for SUB19-05MOD1.

Therefore, the modification is not and will not be inconsistent with conditions of original approval.

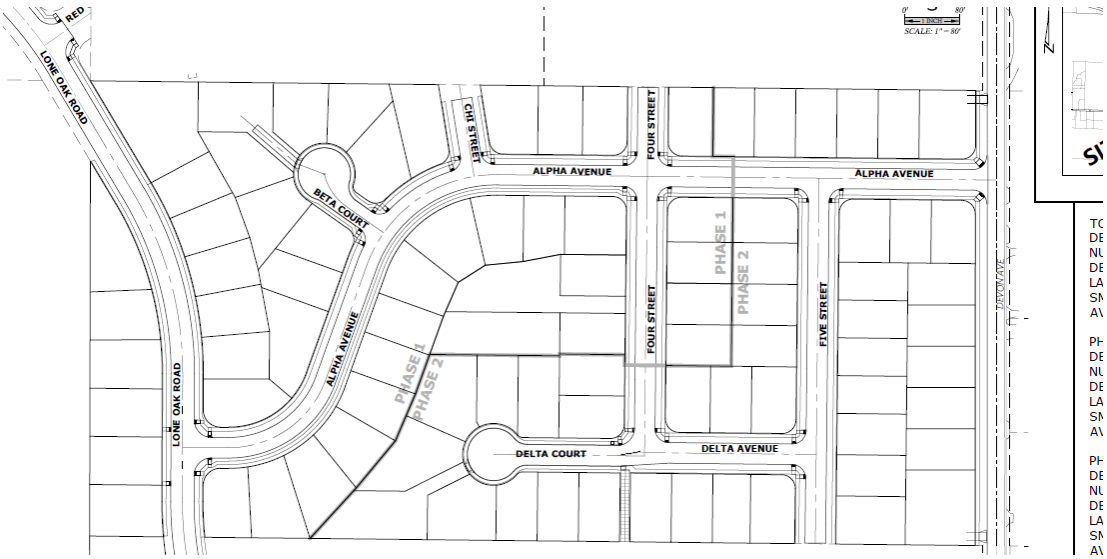
(2) The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties.

Applicant Findings: The proposed modification does not result in significant physical changes as shown on the site plan.

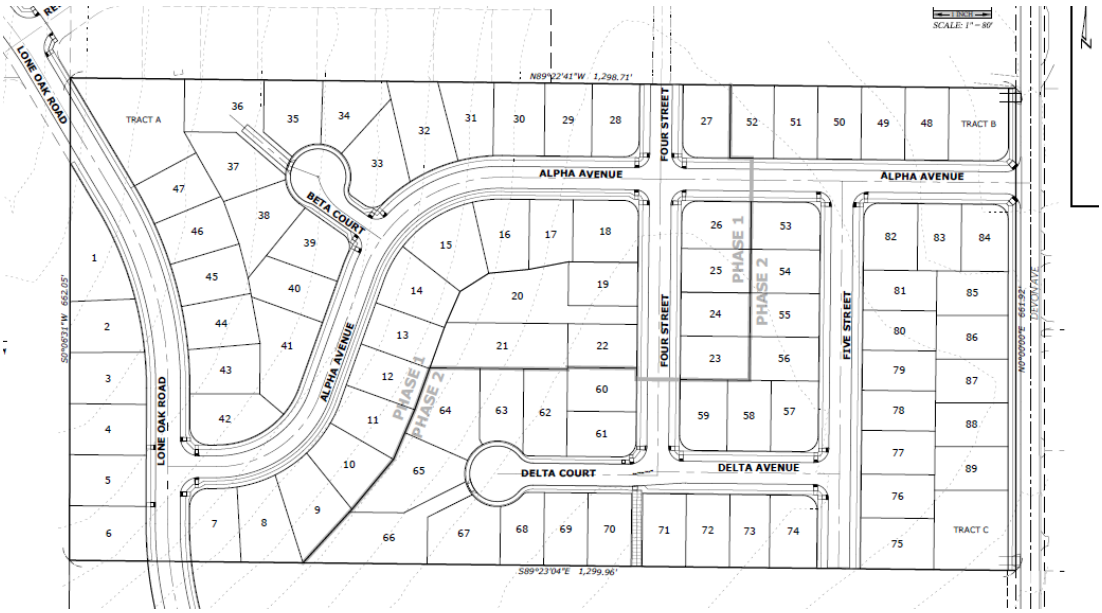
The street realignments to Alpha Avenue and Delta Court had to be made due to topography of the site. The applicant is requesting Alternative Street Standards to Alpha Avenue to allow a narrow planter strip (4'). The grading that was needed to accommodate those street locations originally approved, created steep slope issues on the stie. The realignment of the streets has helped to eliminated steep slope issues in these areas of the proposed subdivision.

Original:

Proposed Modification:



Alternative Proposed Modification:



Conclusion

The applicant is requesting a modification to the SUB19-05MOD1 approval. The following modifications are being proposed:

1) Alpha Avenue street alignment has changed
2) Delta Court street alignment has changed
3) Alternative Street Standards to Alpha Avenue to allow a narrow planter strip (4')
4) Original / Proposed
   - Phase 1: Lots 1-42 / Phase 1: Lots 1-46
   - Phase 2: Lots 43-65 / Phase 2: Lots 47-88
   - Phase 3: Lots 66-84

The proposed modification is in compliance with all applicable Code and the original Conditions of Approval. All Conditions of Approval will be met as specified in the SUB19-05MOD1, along with requirements of this proposed modified decision.

TRANSMITTAL

MULTI/TECH
ENGINEERING SERVICES, INC.

DATE: November 9, 2020 **JOB #:** 6502

TO: Planning Division
Community Development
Room 305

PROJECT: Devon Subdivision

FROM: Brandie Dalton, Land-Use Planner

RE: ***TREE CONSERVATION PLAN ADJUSTMENT FOR TCP19-10***

ENCLOSED IS A TREE CONSERVATION PLAN ADJUSTMENT FOR THE DEVON SUBDIVISION (SUB19-05MOD1). AFTER BEING OUT ON THE SITE, IT WAS DETERMINED THAT THE ORIGINAL TREE COUNT IS 64 (63 NOTED IN ORIGINAL APPROVAL) TREES WITHIN THE BOUNDARY. FURTHERMORE, DUE TO THE NEEDED STREET REALIGNMENTS WITHIN THE SUBDIVISION, THE TREE PLAN NEEDED TO BE ADJUSTED. THE APPLICANT IS REQUESTING A TREE CONSERVATION ADJUSTMENT IN ORDER TO REMOVE 54 TREES. ON OCTOBER 23, 2019, THE APPLICANT WAS GIVEN APPROVAL TO REMOVE TREES ON THE SITE THROUGH TREE CONSERVATION PLAN (TCP) 19-10.

SRC 808.040(D):

(1) THERE ARE SPECIAL CONDITIONS THAT COULD NOT HAVE BEEN ANTICIPATED AT THE TIME THE TREE CONSERVATION PLAN WAS SUBMITTED THAT CREATED UNREASONABLE HARDSHIPS OR PRACTICAL DIFFICULTIES.

APPLICANT FINDINGS: TCP 19-10 ALLOWED THE APPLICANT APPROVAL TO REMOVE 51 TREES ON THE SITE WHILE PRESERVING 12 TREES (19%), OF THE ORIGINAL TREES WITHIN SUB19-05MOD1.

AFTER STARTING WORK AND GRADING ON THE SITE, IT WAS DETERMINED THAT THERE ARE ACTUALLY 64 (NOT 63) TREES ON THE SITE AND THAT 54 TREES WILL NEED TO BE REMOVED INSTEAD OF 51. ALSO, AFTER STARTING ENGINEERING ON THE SITE, IT WAS DETERMINED THAT ALPHA AVENUE AND DELTA COURT NEEDED TO BE REALIGNED IN ORDER TO ELIMINATE THE NEED FOR DEEP CUTS.

THE APPLICANT IS REQUESTING THE REMOVAL OF 54 TREES ON THE SITE. THESE TREES NEED TO BE REMOVED IN ORDER TO AVOID DAMAGING THE TREES OR CAUSING SAFETY ISSUES LATER DUE TO UNSTABLE TREES. SEVERAL OF THE TREES ALSO NEED TO BE REMOVED BECAUSE THEY ARE NOW LOCATED WITHIN RIGHT-OF-WAY. THEREFORE, THE APPLICANT IS REQUESTING APPROVAL TO REMOVE 3 ADDITIONAL TREES ON THE SITE.

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(2) When the Tree Conservation Plan Adjustment proposes the removal of a significant tree, there are no reasonable design alternative that would enable preservation of the tree.

Applicant Findings: There are no significant trees located within the boundary of the approved subdivision. Therefore, this criteria is not applicable.

(3) When the Tree Conservation Plan Adjustment proposes the removal of a tree or native vegetation within a riparian corridor, there are no reasonable design alternatives that would enable preservation of the tree or native vegetation.

Applicant Findings: There is no riparian corridor located on the subject property. Therefore, this criteria is not applicable.

(4) When the Tree Conservation Plan Adjustment proposes to reduce the number of trees preserved in the original tree conservation plan below 25 percent, only those trees reasonably necessary to accommodate the proposed development are designated for removal.

Applicant Findings: The proposed TCPA will result in the removal of 3 additional trees while preserving 10 trees (15%) on the site within the Devon Subdivision (SUB19-05MOD1).

Tree Inventory

Total Trees on Site:	64
Trees to be Removed:	54
Trees to Remain:	10

If you have any questions regarding this issue please feel free to contact us. Thank you.

Brandie Dalton
Land-Use Planner
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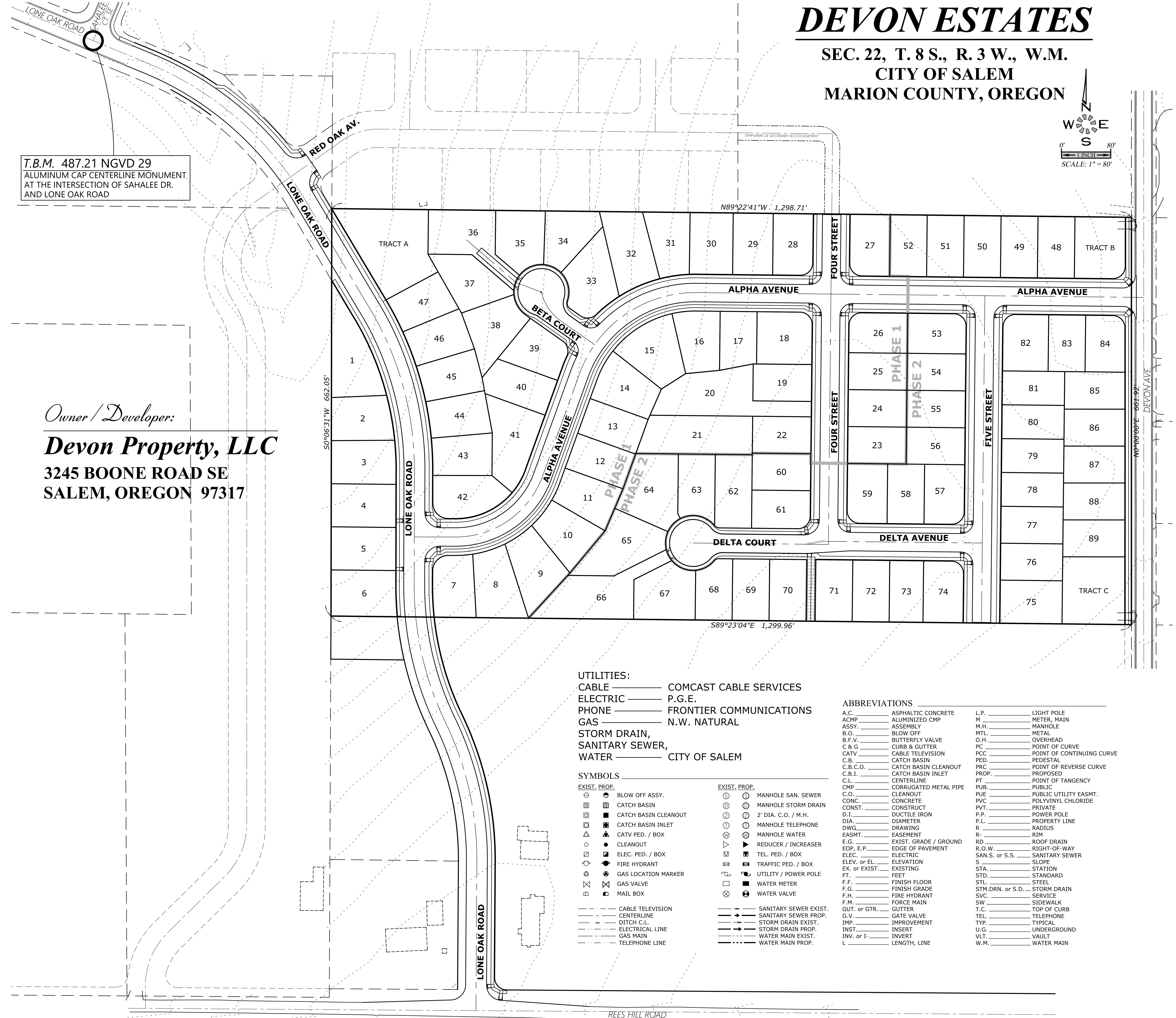
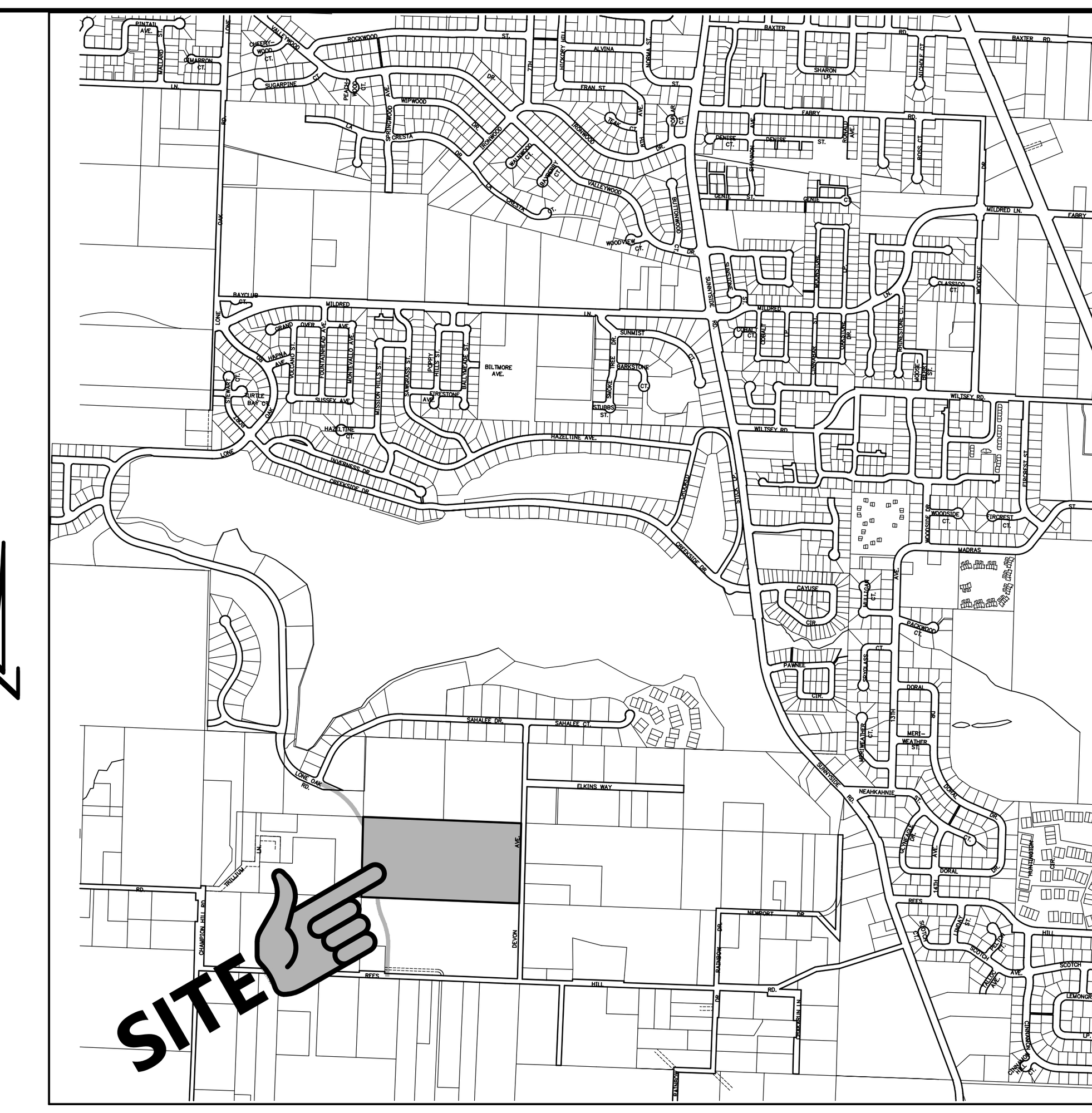
DEVON ESTATES

SEC. 22, T. 8 S., R. 3 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON



Owner / Developer:

Devon Property, LLC
3245 BOONE ROAD SE
SALEM, OREGON 97317



VICINITY MAP

TOTAL PARCEL SIZE:
DEVELOPABLE AREA —— 19.745 Ac.
NUMBER OF UNITS —— 89
DENSITY —— 4.51 UNITS/Ac.
LARGEST LOT —— 13,174 S.F.
SMALLEST LOT —— 5,399 S.F.
AVERAGE —— 6,768 S.F.

PHASE 1:
DEVELOPABLE AREA —— 11.026 Ac.
NUMBER OF UNITS —— 47
DENSITY —— 4.26 UNITS/Ac.
LARGEST LOT —— 13,174 S.F.
SMALLEST LOT —— 5,399 S.F.
AVERAGE —— 7,166 S.F.

PHASE 2:
DEVELOPABLE AREA —— 8.719 Ac.
NUMBER OF UNITS —— 42
DENSITY —— 4.82 UNITS/Ac.
LARGEST LOT —— 11,286 S.F.
SMALLEST LOT —— 5,500 S.F.
AVERAGE —— 6,323 S.F.

UTILITIES:
CABLE —— COMCAST CABLE SERVICES
ELECTRIC —— P.G.E.
PHONE —— FRONTIER COMMUNICATIONS
GAS —— N.W. NATURAL
STORM DRAIN,
SANITARY SEWER,
WATER —— CITY OF SALEM

SYMBOLS

EXIST. / PROP.		EXIST. / PROP.	
	BLOW OFF ASSY.		MANHOLE SAN. SEWER
	CATCH BASIN		MANHOLE STORM DRAIN
	CATCH BASIN CLEANOUT		2' DIA. C.O. / M.H.
	CATCH BASIN INLET		MANHOLE TELEPHONE
	CATV PED. / BOX		MANHOLE WATER
	CLEANOUT		REDUCER / INCREASER
	ELEC. PED. / BOX		TEL. PED. / BOX
	FIRE HYDRANT		TRAFFIC PED. / BOX
	GAS LOCATION MARKER		UTILITY / POWER POLE
	GAS VALVE		WATER METER
	MAIL BOX		WATER VALVE
	CABLE TELEVISION		SANITARY SEWER EXIST.
	CENTERLINE		SANITARY SEWER PROP.
	DITCH C.L.		STORM DRAIN EXIST.
	ELECTRICAL LINE		STORM DRAIN PROP.
	GAS MAIN		WATER MAIN EXIST.
	TELEPHONE LINE		WATER MAIN PROP.

ABBREVIATIONS

A.C.	ASPHALTIC CONCRETE	L.P.	LIGHT POLE
ACMP	ALUMINIZED CMP	M	METER, MAIN
ASSY.	ASSEMBLY	M.H.	MANHOLE
B.O.	BLOW OFF	MTL.	METAL
B.F.V.	BUTTERFLY VALVE	O.H.	OVERHEAD
C & G	CURB & GUTTER	PC	POINT OF CURVE
CATV	CABLE TELEVISION	PCC	POINT OF CONTINUING CURVE
C.B.	CATCH BASIN	PED.	PEDESTAL
C.B.C.O.	CATCH BASIN CLEANOUT	PRC	POINT OF REVERSE CURVE
C.B.I.	CATCH BASIN INLET	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC
C.O.	CLEANOUT	PUE	PUBLIC UTILITY EASMT.
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DWG	DRAWING	R	RADIUS
EASMT.	EASEMENT	R-	RIM
E.G.	EXIST. GRADE / GROUND	RD	ROOF DRAIN
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	STA.	STATION
FT.	FEET	STD.	STANDARD
F.F.	FINISH FLOOR	STL.	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVC.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL.	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INST.	INSERT	U.G.	UNDERGROUND
INV. or I-	INVERT	VLT.	VAULT
L	LENGTH, LINE	W.M.	WATER MAIN

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ALTERNATE PRELIMINARY PLAN

DEVON ESTATES

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

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6502Alt2 AP101CO

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
EXPIRES: 06-30-2021

JOB # 6502

AP101

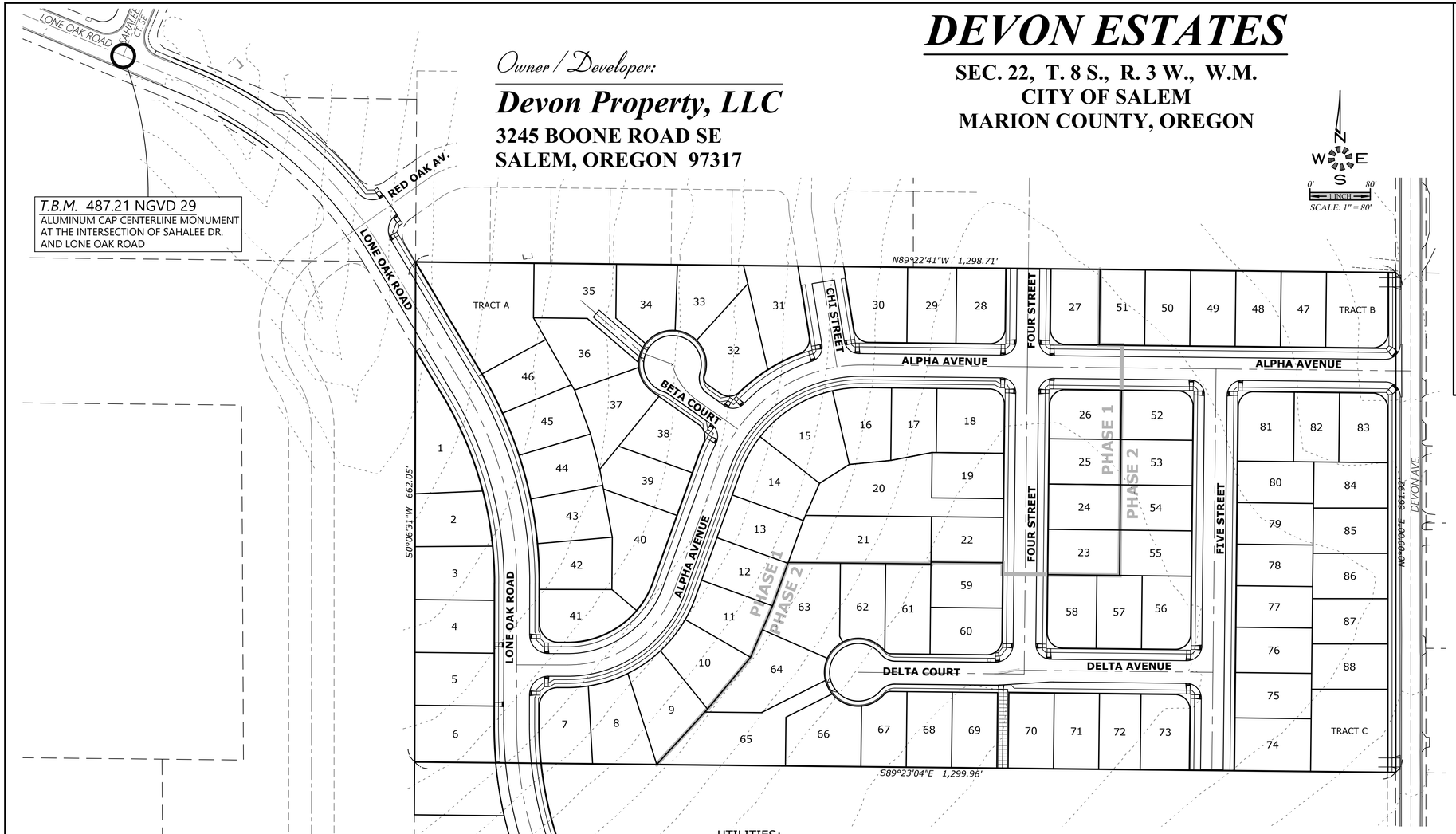
DEVON ESTATES

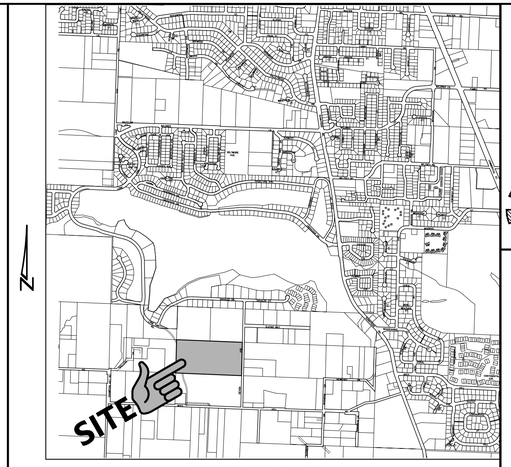
SEC. 22, T. 8 S., R. 3 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

Owner / Developer:

Devon Property, LLC
3245 BOONE ROAD SE
SALEM, OREGON 97317

T.B.M. 487.21 NGVD 29
ALUMINUM CAP CENTERLINE MONUMENT AT THE INTERSECTION OF SAHALEE DR. AND LONE OAK ROAD





VICINITY MAP

TOTAL PARCEL SIZE:
DEVELOPABLE AREA ——— 19.745 Ac.
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DENSITY ——— 4.46 UNITS/Ac.
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AVERAGE ——— 6,772 S.F.

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DEVELOPABLE AREA ——— 11.026 Ac.
NUMBER OF UNITS ——— 46
DENSITY ——— 4.17 UNITS/Ac.
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▥	▥	CATCH BASIN	Ⓓ	Ⓓ	MANHOLE STORM DRAIN
▣	■	CATCH BASIN CLEANOUT	②	②	2' DIA. C.O. / M.H.
▣	▣	CATCH BASIN INLET	Ⓣ	Ⓣ	MANHOLE TELEPHONE
△	▲	CATV PED. / BOX	Ⓦ	Ⓦ	MANHOLE WATER
○	●	CLEANOUT	▷	▶	REDUCER / INCREASER
▨	◪	ELEC. PED. / BOX	⊠	▣	TEL. PED. / BOX
⬭	⬬	FIRE HYDRANT	▭	▬	TRAFFIC PED. / BOX
⊛	◉	GAS LOCATION MARKER	⬭	⬬	UTILITY / POWER POLE
⋈	⋈	GAS VALVE	□	■	WATER METER
⊡	◧	MAIL BOX	⊗	◓	WATER VALVE

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———	———	CENTERLINE
———	———	DITCH C.L.
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———	———	GAS MAIN
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SHEET INDEX

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PRELIMINARY COVER SHEET

DEVON ESTATES

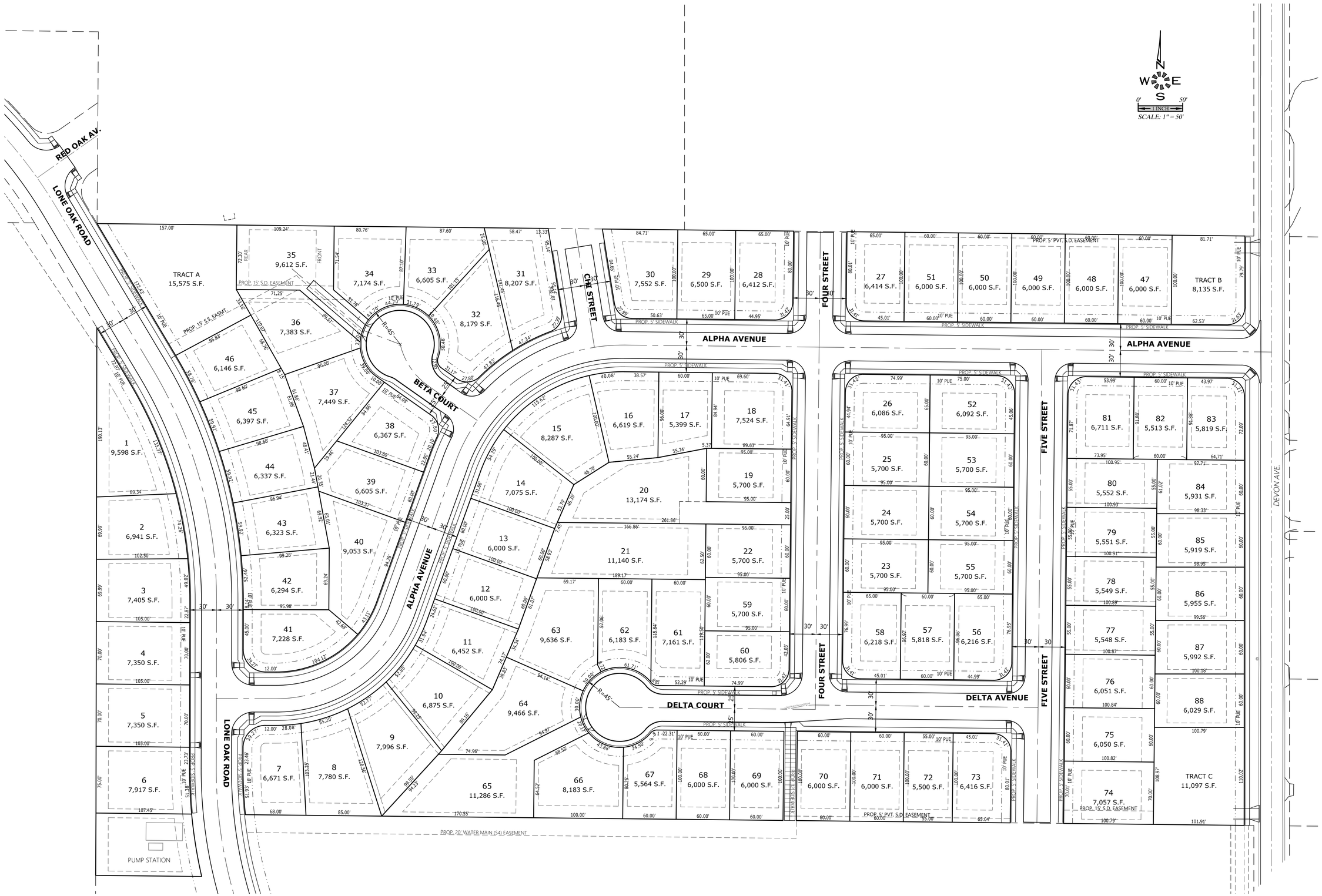
6502sh0 P101CO
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 1979
MARK D. GRENZ

EXPIRES: 06-30-2021

JOB # 6502

P101



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1155 13th ST. S.E. SALEM, OR. 97302
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PRELIMINARY SITE PLAN

DEVON ESTATES

6502b20 P201SP

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OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2021

JOB # 6502

P201

MULTI/TECH
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PRELIMINARY UTILITY PLAN - ONSITE

DEVON ESTATES

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6502b0 P301UT

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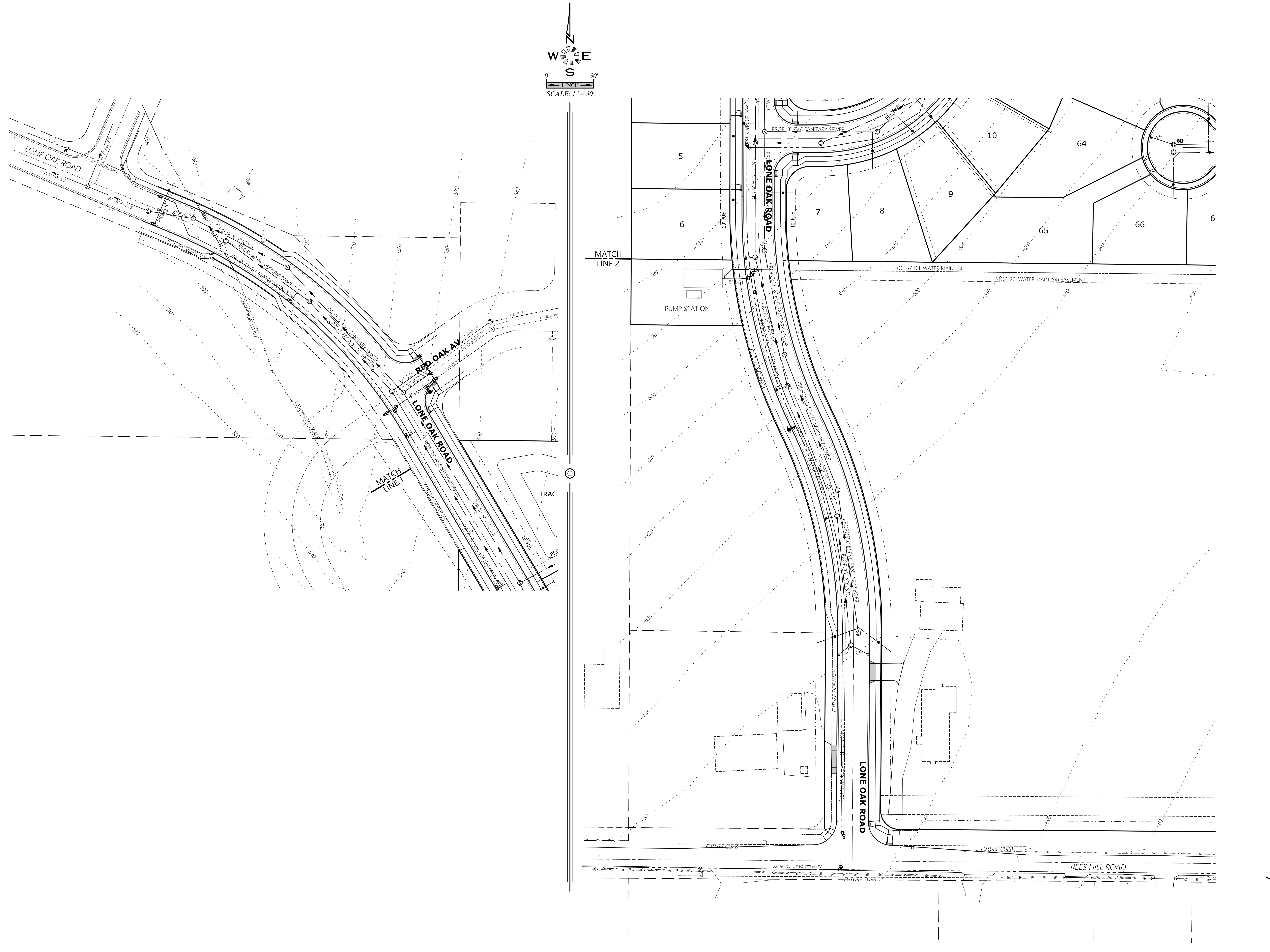
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P301



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PRELIMINARY UTILITY PLAN - OFFSITE

DEVON ESTATES

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6502b20 P302UT

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As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
9954
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P302

100% 64 TOTAL TREES WITHIN BOUNDARY
16% 10 MINIMUM TREES TO REMAIN

X = EXISTING TREE WHICH MAY BE REMOVED

⊙ = EXISTING TREE TO REMAIN

W E S N

0' 40'
1 INCH
SCALE: 1" = 40'

MULTI/TECH
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PRELIMINARY TREE CONSERVATION PLAN - ONSITE: WEST

DEVON ESTATES

6502b2d P103TR

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN

As-Built: ---- ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P103

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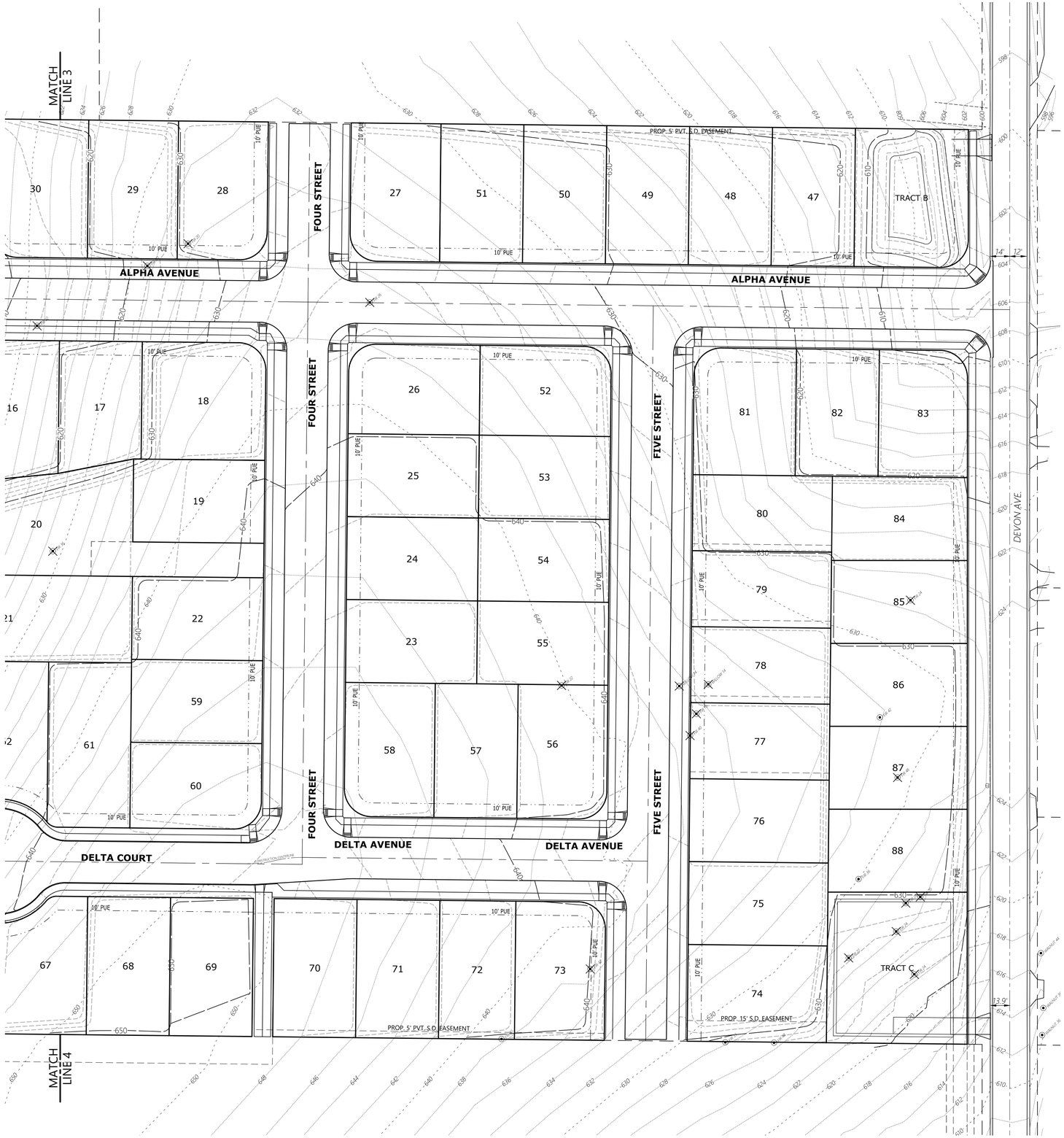

100% 64 TOTAL TREES WITHIN BOUNDARY
16% 10 MINIMUM TREES TO REMAIN

⊗ = EXISTING TREE WHICH MAY BE REMOVED

⊙ = EXISTING TREE TO REMAIN

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PRELIMINARY TREE CONSERVATION PLAN - ONSITE: EAST

DEVON ESTATES

6502b20 P104TR

Design: M.D.G.
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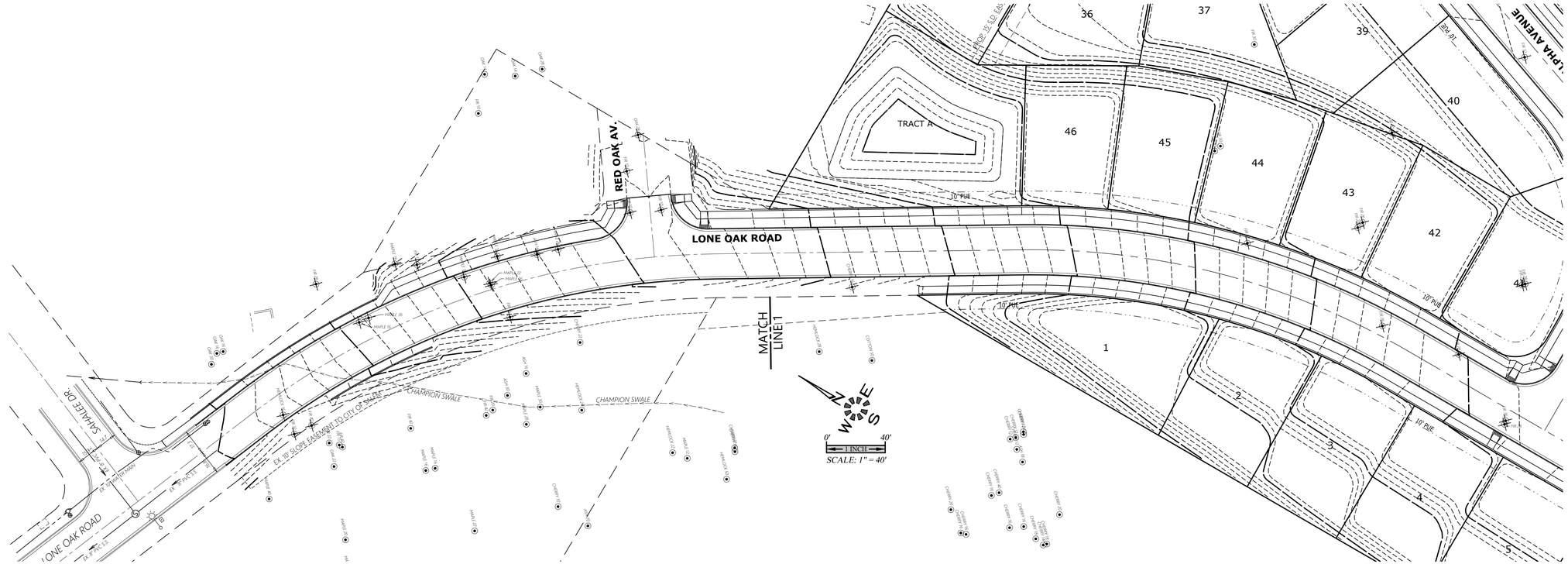
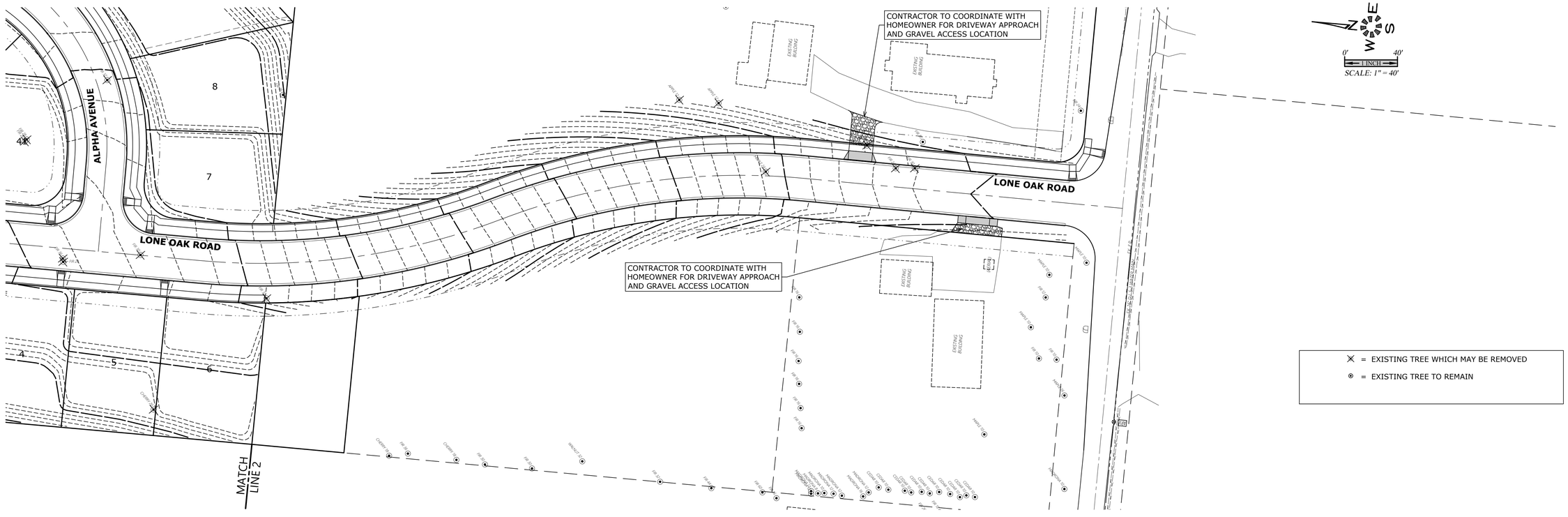
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 17, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P104





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MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net e-mail: office@mtengineering.net

PRELIMINARY TREE CONSERVATION PLAN - OFFSITE

DEVON ESTATES

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6500b20 P105TR

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1976
MARK D. GRENZ

EXPIRES: 06-30-2021

JOB # 6502

P105

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
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PRELIMINARY GRADING PLAN - ONSITE

DEVON ESTATES

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DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

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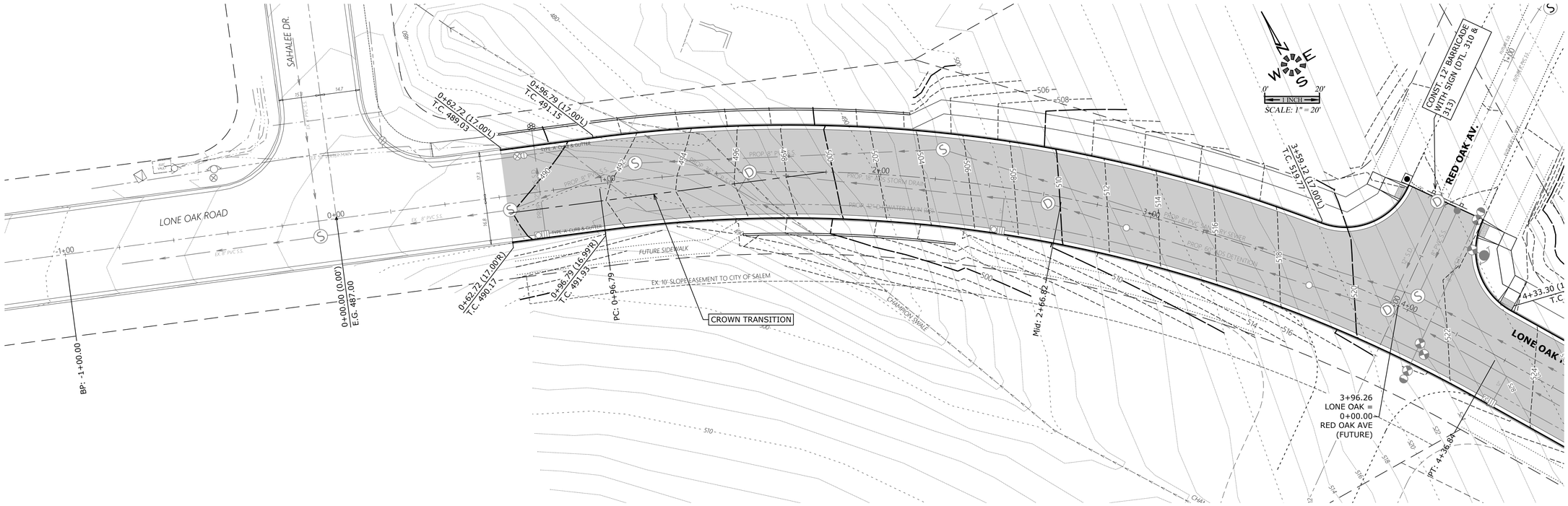
As-Built: ----

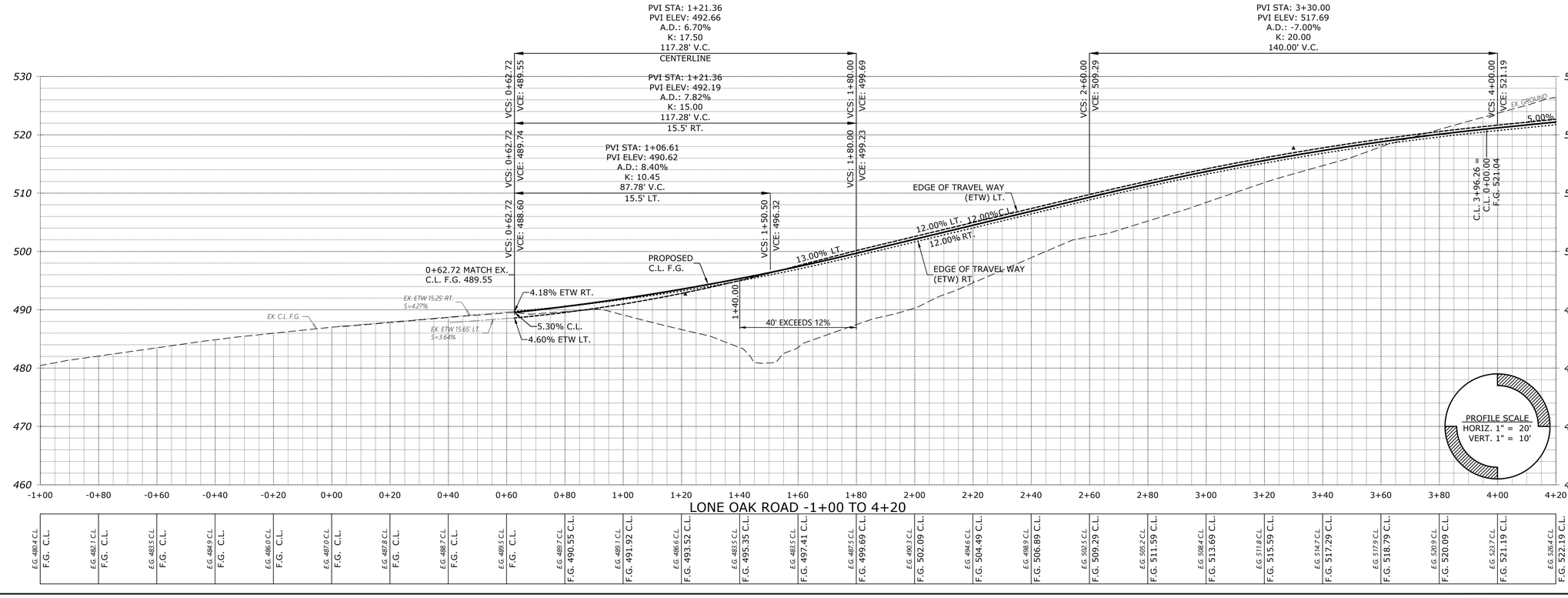
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 24, 1978
MARK D. GROTZ
EXPIRES: 06-30-2021

JOB # 6502

SEE SHEET 409 FOR
RED OAK AVE. DESIGN



SEE SHEET 402 FOR
LONE OAK ROAD CONTINUATION



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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

6/30/2020 P401ST

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

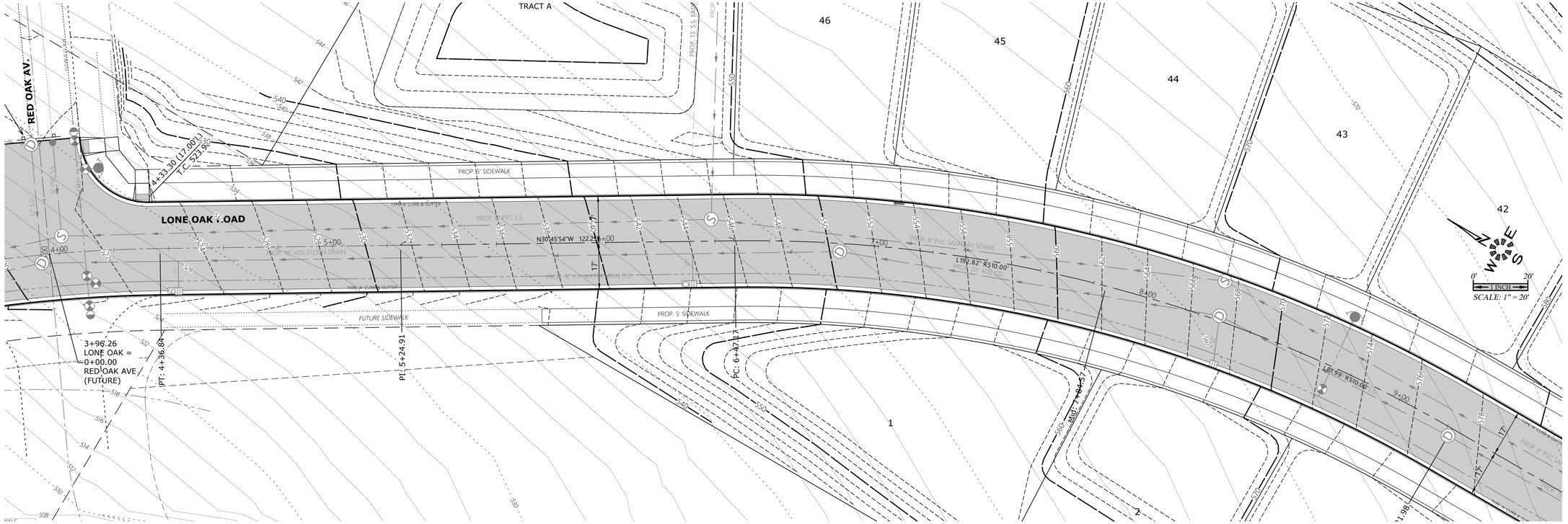
EXPIRES: 06-30-2021

JOB # 6502

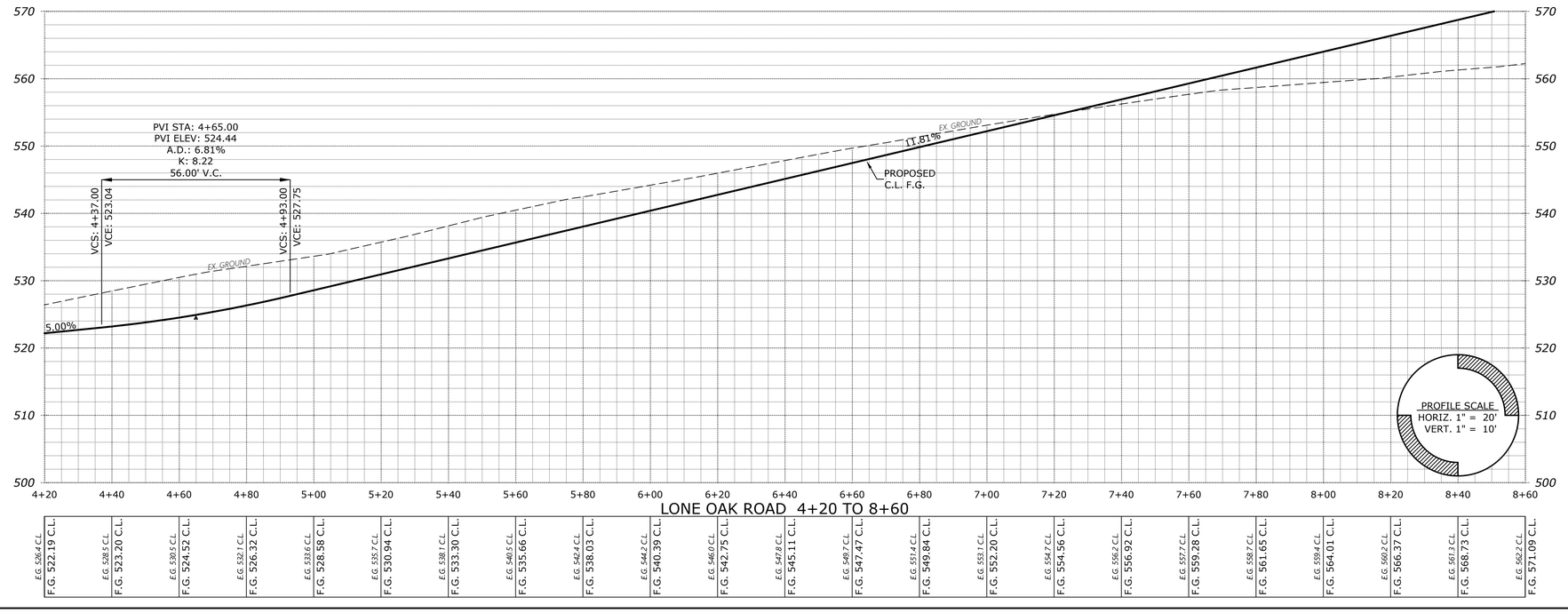
P401

J:\6501-6599\6502-DevonAvenueSubdivision\Dwg\Plt\6502b20.dwg, P401ST, 11/10/2020 1:45:26 PM, PSpunders

SEE SHEET 401 FOR
LONE OAK ROAD CONTINUATION



SEE SHEET 403 FOR
LONE OAK ROAD CONTINUATION



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

PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

6502b20 P402ST

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN

As-Built: ____

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

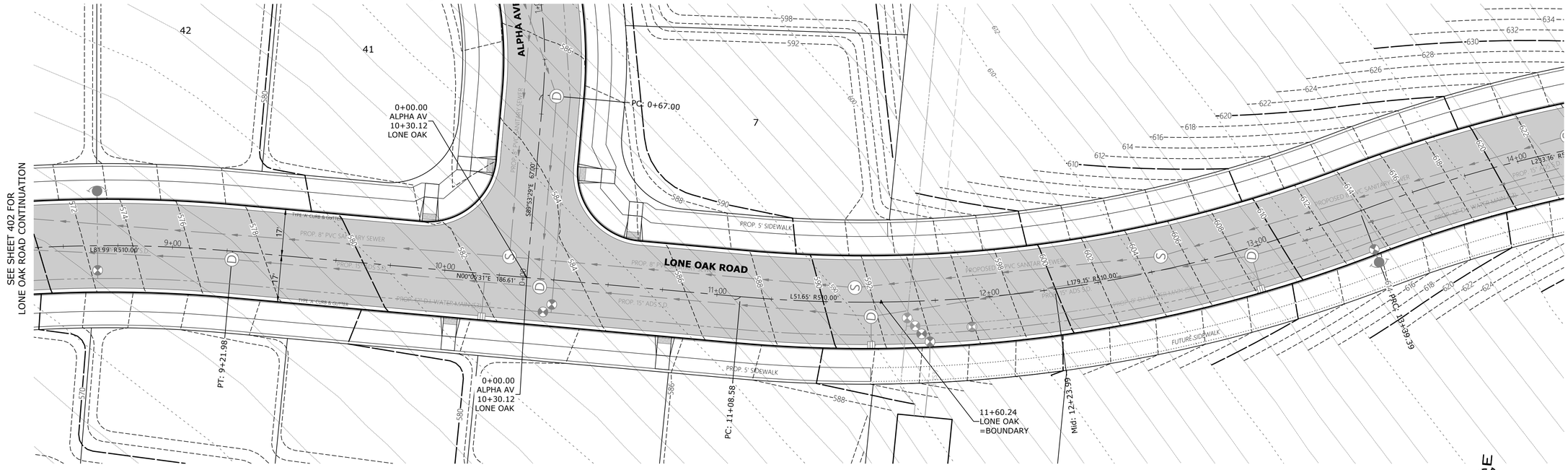
EXPIRES: 06-30-2021

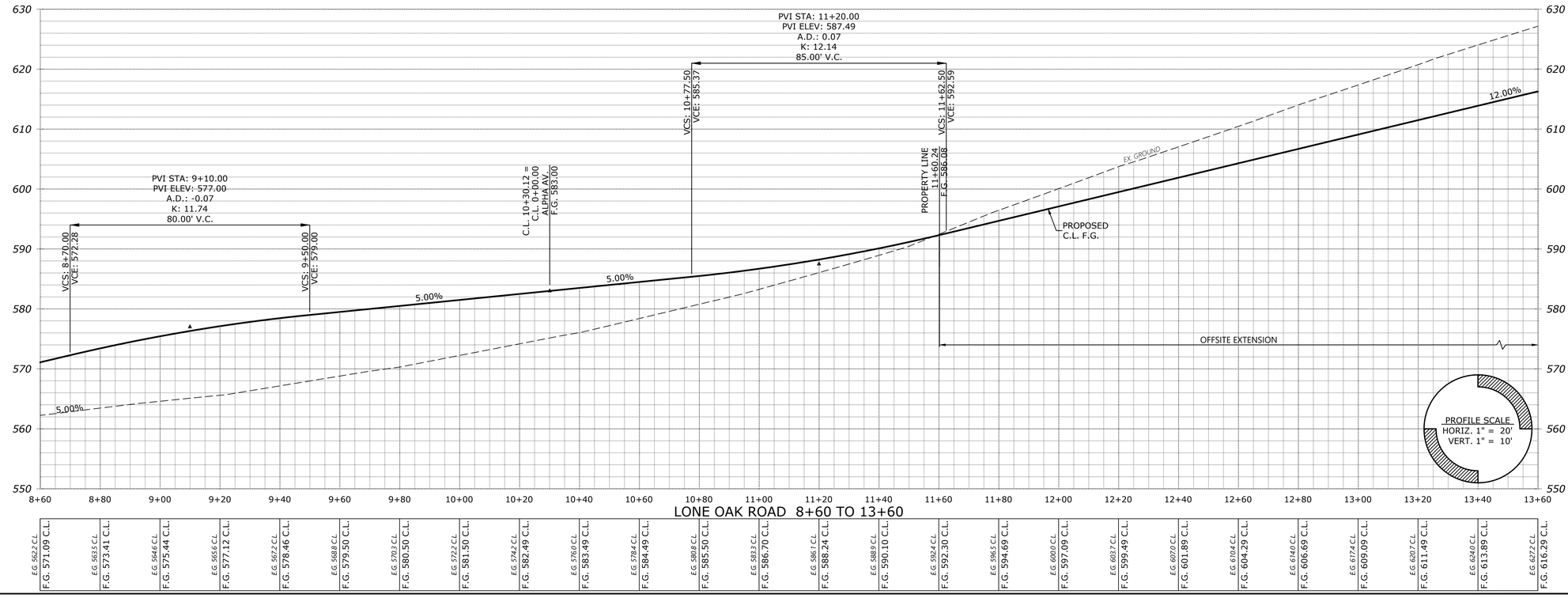
JOB # 6502

P402

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg\DV\6502b20.dwg, P402ST, 11/10/2020 1:45:57 PM, PSounders

SEE SHEET 405 TO 407 FOR ALPHA AV. DESIGN





LONE OAK ROAD 8+60 TO 13+60

Station	E.G. C.L.	F.G. C.L.
8+60	E.G. 562.2 C.L.	F.G. 571.09 C.L.
8+80	E.G. 563.5 C.L.	F.G. 573.41 C.L.
9+00	E.G. 564.6 C.L.	F.G. 575.44 C.L.
9+20	E.G. 565.6 C.L.	F.G. 577.12 C.L.
9+40	E.G. 567.2 C.L.	F.G. 578.46 C.L.
9+60	E.G. 568.8 C.L.	F.G. 579.50 C.L.
9+80	E.G. 570.3 C.L.	F.G. 580.50 C.L.
10+00	E.G. 572.2 C.L.	F.G. 581.50 C.L.
10+20	E.G. 574.2 C.L.	F.G. 582.49 C.L.
10+40	E.G. 576.0 C.L.	F.G. 583.49 C.L.
10+60	E.G. 578.4 C.L.	F.G. 584.49 C.L.
10+80	E.G. 580.8 C.L.	F.G. 585.50 C.L.
11+00	E.G. 583.3 C.L.	F.G. 586.70 C.L.
11+20	E.G. 586.1 C.L.	F.G. 588.24 C.L.
11+40	E.G. 588.9 C.L.	F.G. 590.10 C.L.
11+60	E.G. 592.4 C.L.	F.G. 592.30 C.L.
11+80	E.G. 596.5 C.L.	F.G. 594.69 C.L.
12+00	E.G. 600.0 C.L.	F.G. 597.09 C.L.
12+20	E.G. 603.7 C.L.	F.G. 599.49 C.L.
12+40	E.G. 607.0 C.L.	F.G. 601.89 C.L.
12+60	E.G. 610.4 C.L.	F.G. 604.29 C.L.
12+80	E.G. 614.0 C.L.	F.G. 606.69 C.L.
13+00	E.G. 617.4 C.L.	F.G. 609.09 C.L.
13+20	E.G. 620.7 C.L.	F.G. 611.49 C.L.
13+40	E.G. 624.0 C.L.	F.G. 613.89 C.L.
13+60	E.G. 627.2 C.L.	F.G. 616.29 C.L.

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg20\6502b20.dwg, P403ST, 11/10/2020 1:47:26 PM, PSaunders

MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363 - 9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

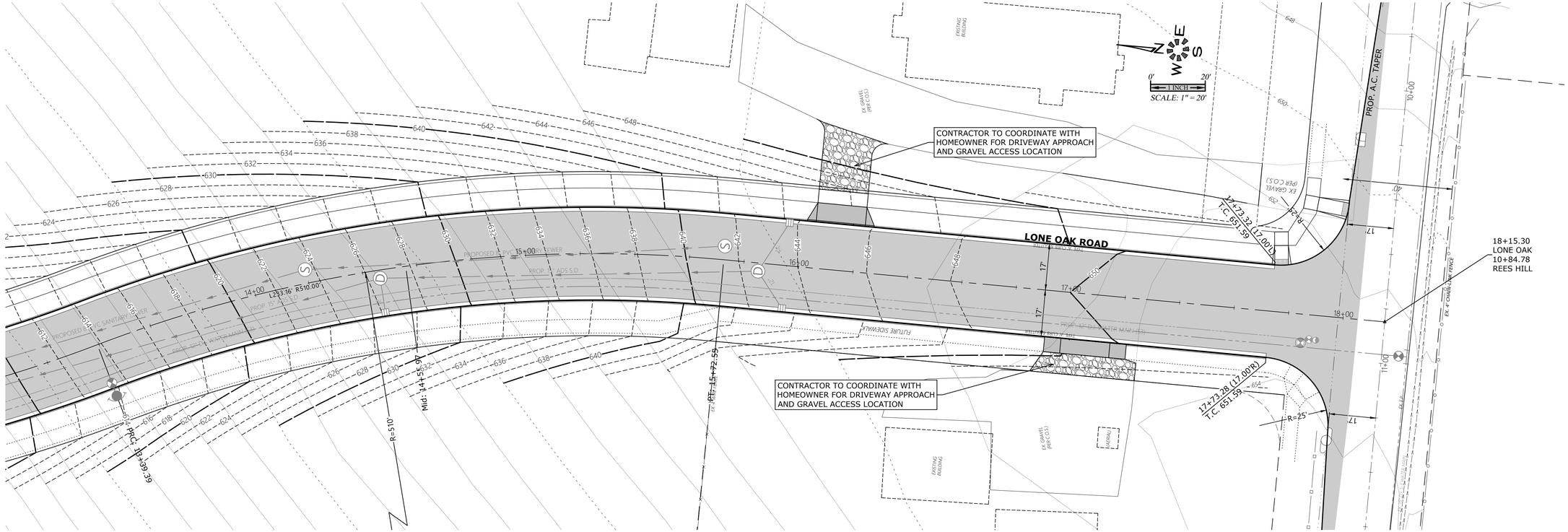
6502b20 P403ST

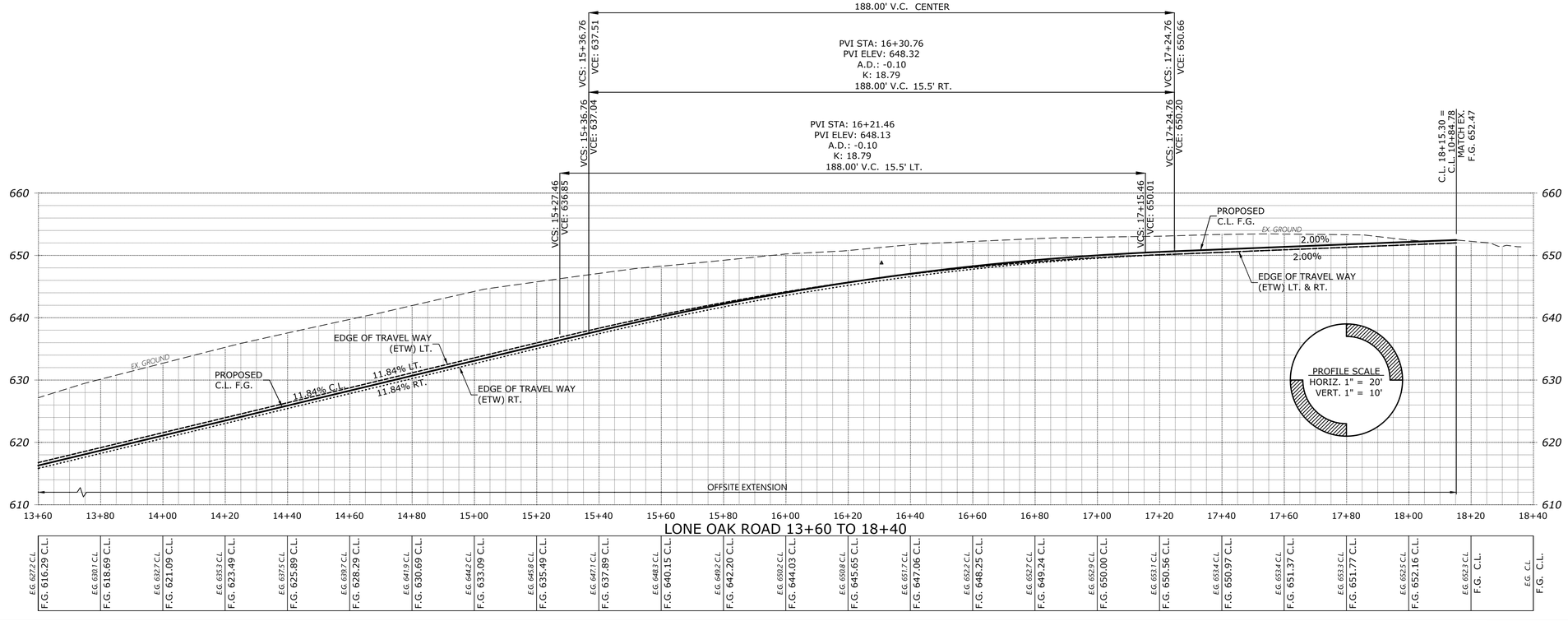
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

REGISTERED PROFESSIONAL ENGINEER
9654
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P403





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6500x20 P404ST

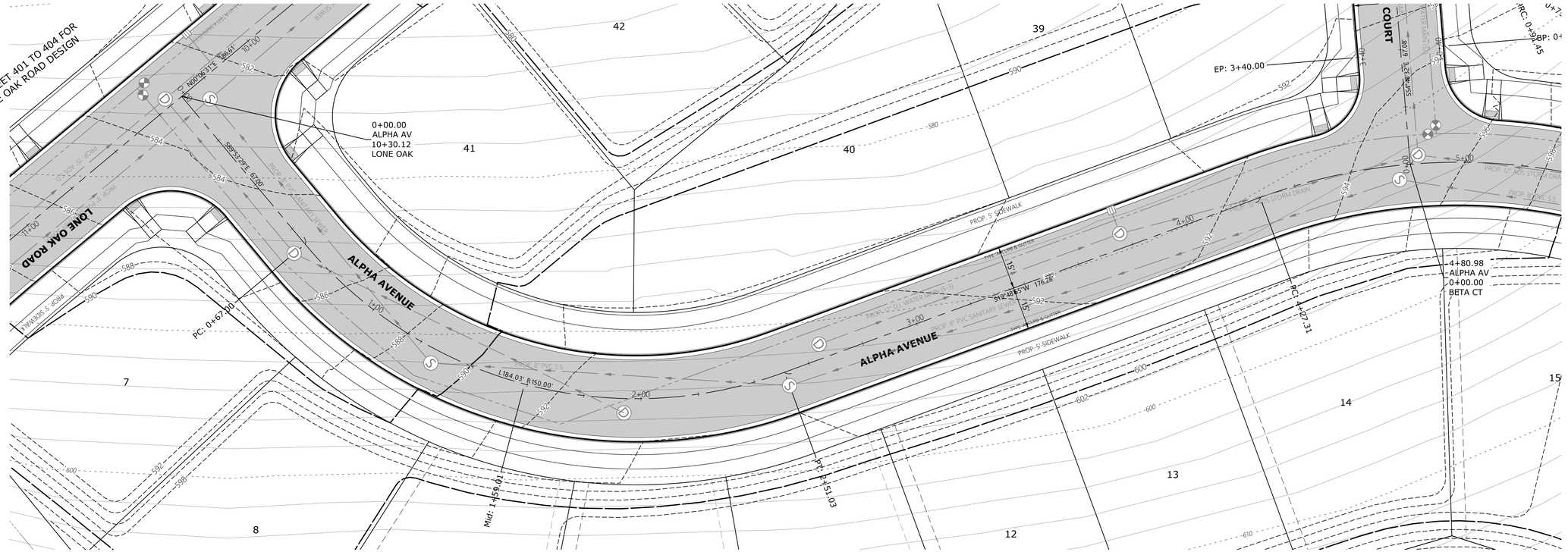
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ____

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P404

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg\PLS\6502x20.dwg, P404ST, 11/10/2020 1:48:22 PM, PSunders



ALPHA AV 0+00 TO 4+80

0+00	E.G. 575.2 C.L.	F.G. 583.00 C.L.
0+20	E.G. 577.6 C.L.	F.G. 583.55 C.L.
0+40	E.G. 580.4 C.L.	F.G. 583.95 C.L.
0+60	E.G. 583.2 C.L.	F.G. 584.53 C.L.
0+80	E.G. 585.9 C.L.	F.G. 585.47 C.L.
1+00	E.G. 588.3 C.L.	F.G. 586.78 C.L.
1+20	E.G. 590.5 C.L.	F.G. 588.45 C.L.
1+40	E.G. 592.2 C.L.	F.G. 590.12 C.L.
1+60	E.G. 593.6 C.L.	F.G. 591.44 C.L.
1+80	E.G. 594.3 C.L.	F.G. 592.41 C.L.
2+00	E.G. 594.6 C.L.	F.G. 593.02 C.L.
2+20	E.G. 594.4 C.L.	F.G. 593.28 C.L.
2+40	E.G. 593.7 C.L.	F.G. 593.18 C.L.
2+60	E.G. 592.7 C.L.	F.G. 592.91 C.L.
2+80	E.G. 591.8 C.L.	F.G. 592.64 C.L.
3+00	E.G. 591.0 C.L.	F.G. 592.36 C.L.
3+20	E.G. 590.2 C.L.	F.G. 592.09 C.L.
3+40	E.G. 590.0 C.L.	F.G. 591.82 C.L.
3+60	E.G. 589.9 C.L.	F.G. 591.55 C.L.
3+80	E.G. 589.8 C.L.	F.G. 591.43 C.L.
4+00	E.G. 589.9 C.L.	F.G. 591.64 C.L.
4+20	E.G. 590.2 C.L.	F.G. 592.16 C.L.
4+40	E.G. 590.8 C.L.	F.G. 593.00 C.L.
4+60	E.G. 591.6 C.L.	F.G. 594.00 C.L.
4+80	E.G. 592.8 C.L.	F.G. 595.00 C.L.

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg20\6502b20.dwg, P405ST, 11/10/2020 1:48:47 PM, PSaunders

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PH. (503) 363 - 9227 FAX (503) 364-1260
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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6502b20 P405ST

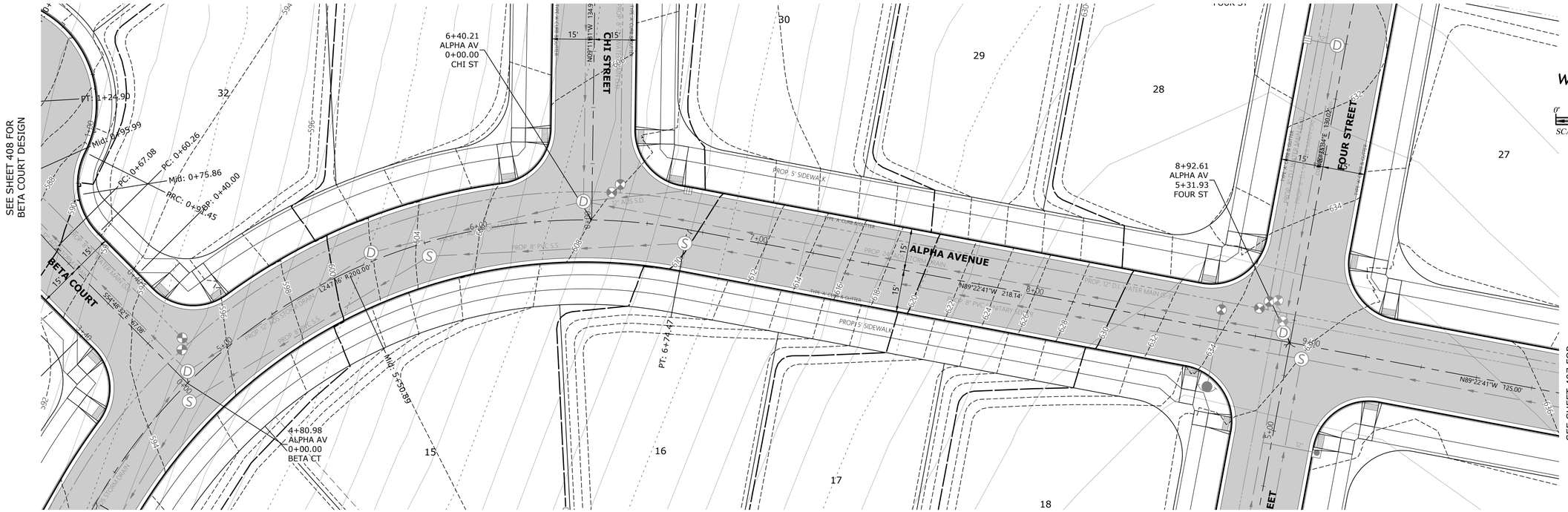
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

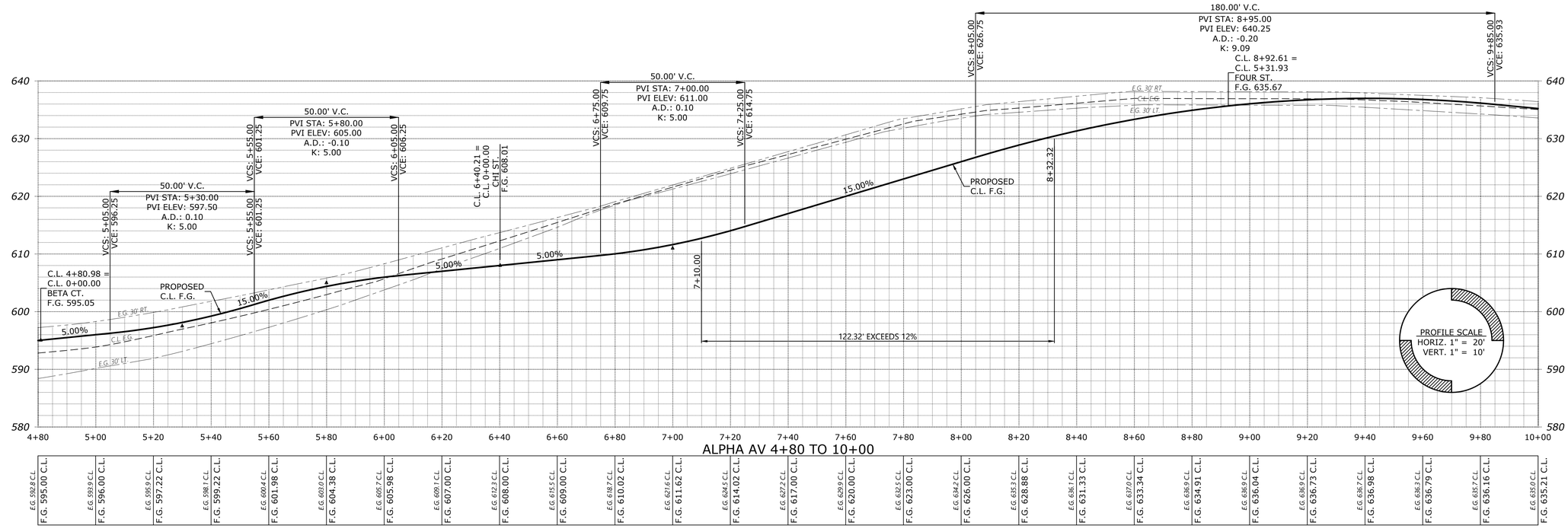
9654
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P405

SEE SHEET 409 FOR CHI ST. DESIGN





ALPHA AV 4+80 TO 10+00

4+80	E.G. 592.8 C.L.	F.G. 595.00 C.L.
5+00	E.G. 593.9 C.L.	F.G. 596.00 C.L.
5+20	E.G. 595.9 C.L.	F.G. 597.22 C.L.
5+40	E.G. 598.1 C.L.	F.G. 599.22 C.L.
5+60	E.G. 600.4 C.L.	F.G. 601.98 C.L.
5+80	E.G. 603.0 C.L.	F.G. 604.38 C.L.
6+00	E.G. 605.7 C.L.	F.G. 605.98 C.L.
6+20	E.G. 609.1 C.L.	F.G. 607.00 C.L.
6+40	E.G. 612.3 C.L.	F.G. 608.00 C.L.
6+60	E.G. 615.5 C.L.	F.G. 609.00 C.L.
6+80	E.G. 618.7 C.L.	F.G. 610.02 C.L.
7+00	E.G. 621.6 C.L.	F.G. 611.62 C.L.
7+20	E.G. 624.5 C.L.	F.G. 614.02 C.L.
7+40	E.G. 627.2 C.L.	F.G. 617.00 C.L.
7+60	E.G. 629.9 C.L.	F.G. 620.00 C.L.
7+80	E.G. 632.5 C.L.	F.G. 623.00 C.L.
8+00	E.G. 634.2 C.L.	F.G. 626.00 C.L.
8+20	E.G. 635.3 C.L.	F.G. 628.88 C.L.
8+40	E.G. 636.1 C.L.	F.G. 631.33 C.L.
8+60	E.G. 637.0 C.L.	F.G. 633.34 C.L.
8+80	E.G. 636.9 C.L.	F.G. 634.91 C.L.
9+00	E.G. 636.9 C.L.	F.G. 636.04 C.L.
9+20	E.G. 636.9 C.L.	F.G. 636.73 C.L.
9+40	E.G. 636.7 C.L.	F.G. 636.98 C.L.
9+60	E.G. 636.3 C.L.	F.G. 636.79 C.L.
9+80	E.G. 635.7 C.L.	F.G. 636.16 C.L.
10+00	E.G. 635.0 C.L.	F.G. 635.21 C.L.

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg20\6502b20.dwg, P406ST, 11/10/2020 1:49:44 PM, PSaunders

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

PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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

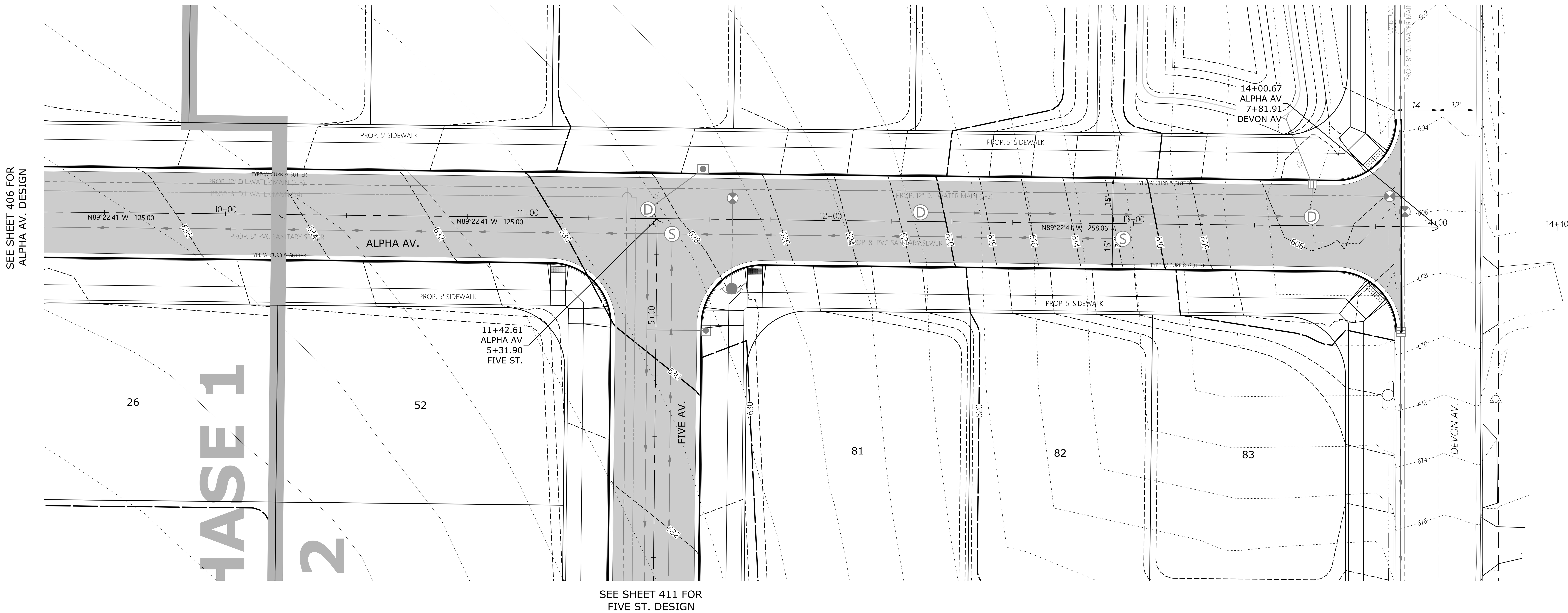
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

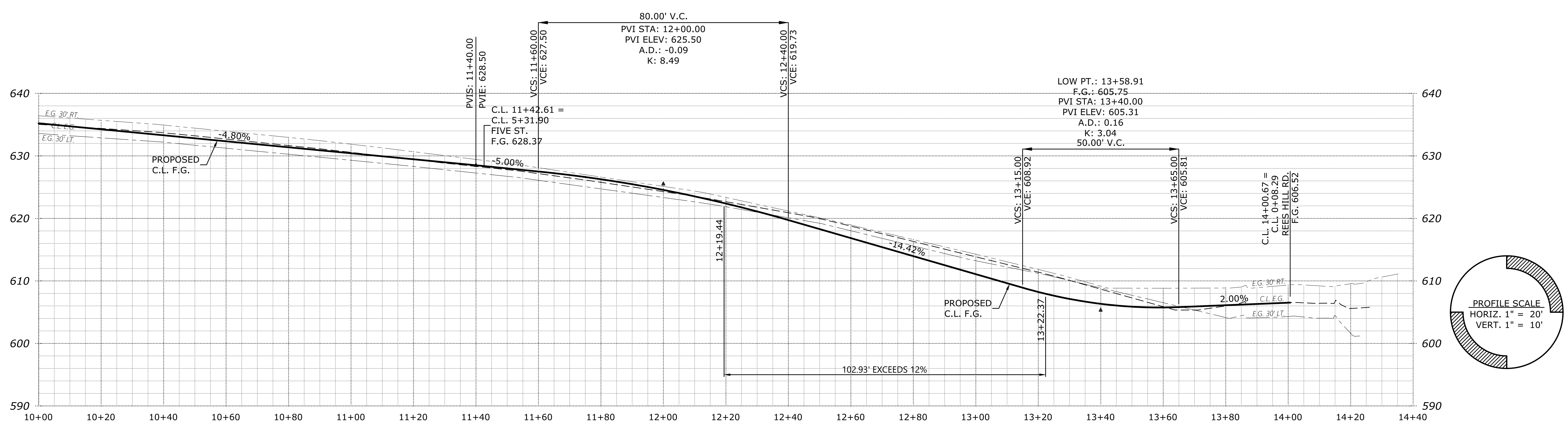
6502b20 P406ST
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P406





Station	E.G. C.L.	F.G. C.L.
10+00	635.0	635.21
10+10	634.4	634.26
10+20	633.7	633.30
10+30	632.7	632.34
10+40	631.7	631.38
10+50	630.6	630.42
10+60	629.4	629.46
10+70	628.3	628.50
10+80	627.2	627.50
10+90	625.8	626.26
12+00	624.3	624.56
12+10	622.7	622.38
12+20	620.9	619.73
12+30	618.8	616.85
12+40	616.3	613.96
12+50	613.9	611.08
12+60	611.4	608.24
12+70	608.7	606.34
12+80	605.9	605.75
12+90	606.0	606.11
14+00	606.5	606.51
14+20	605.6	

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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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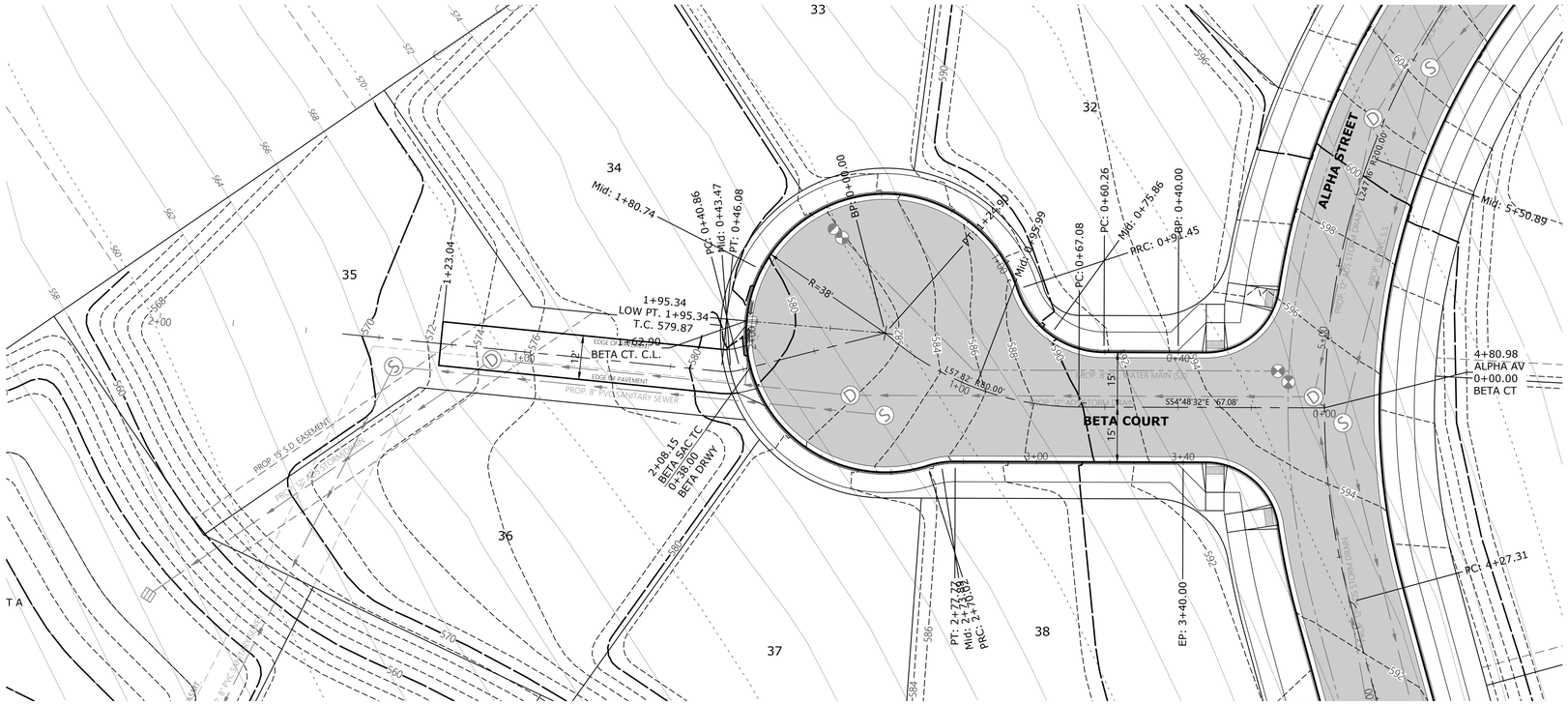
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

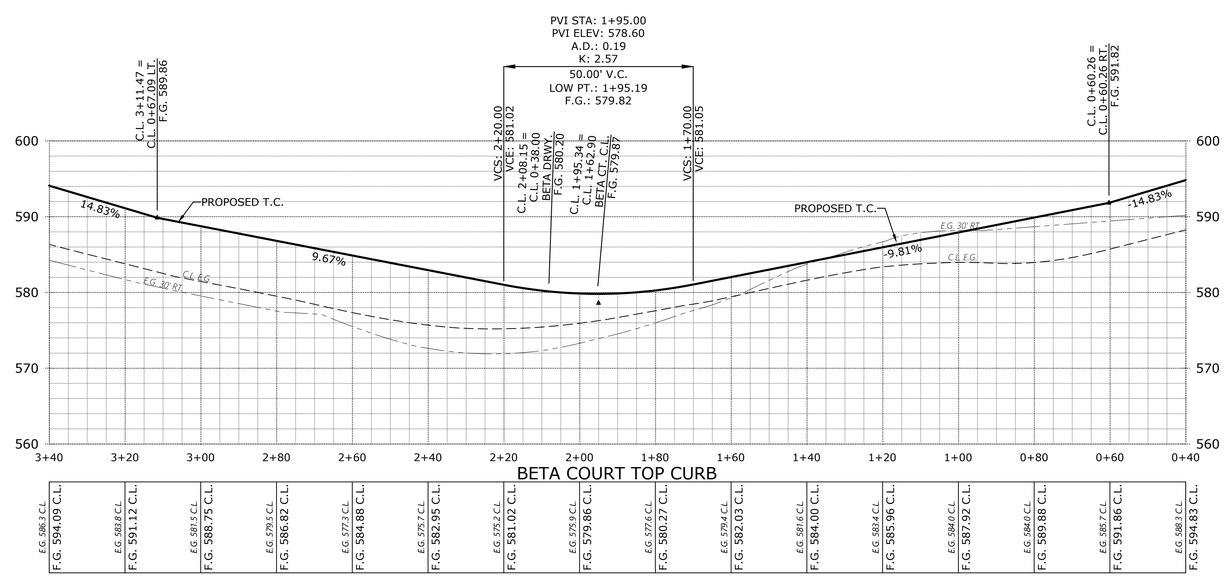
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

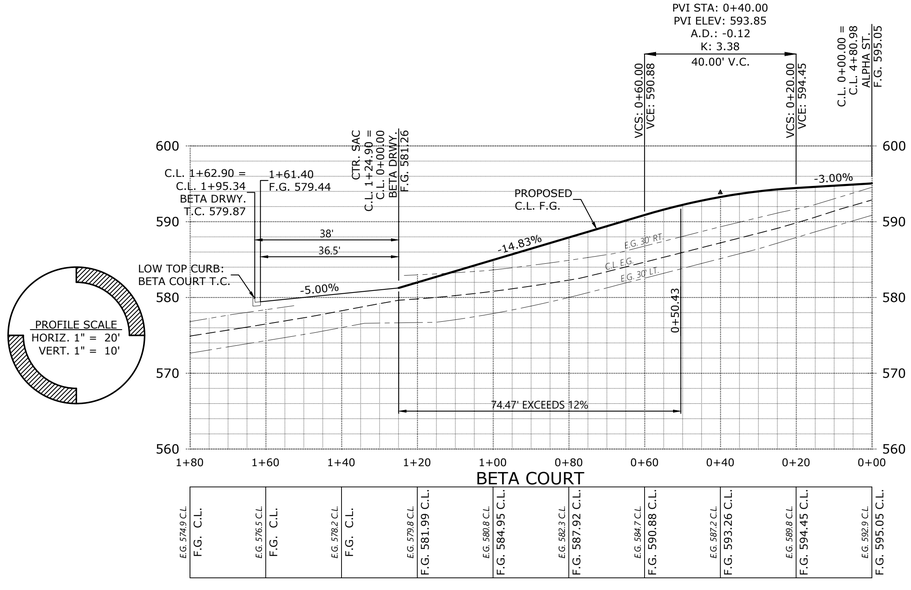
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1998
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P407







PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 10'

SCALE: 1" = 20'

MULTI/TECH
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PRELIMINARY STREET IMPROVEMENTS

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DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6502b20 P408ST

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN

As-Built: ____
____

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

P408

J:\6501-6599\6502-DevonAvenueSubdivision\Dwg\20\6502b20.dwg, P408ST, 11/10/2020 15:01 PM, PSaunders

SEE SHEET 405 TO 407 FOR ALPHA AV. DESIGN

PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 10'

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

650x20 P409ST

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

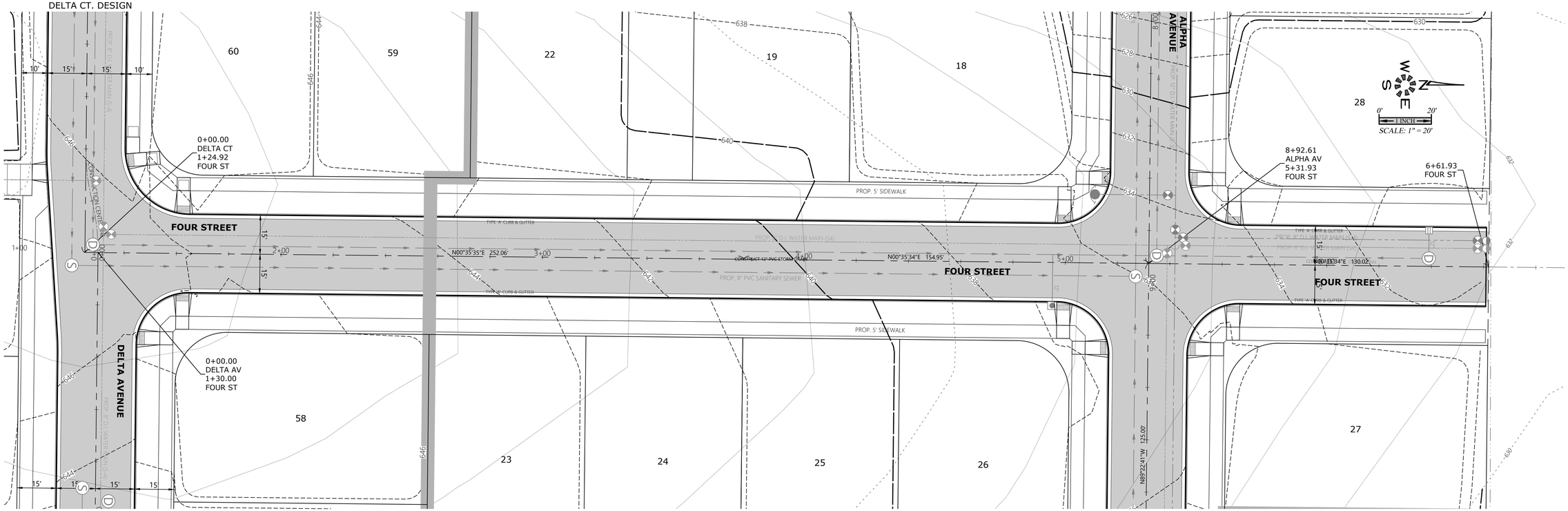
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

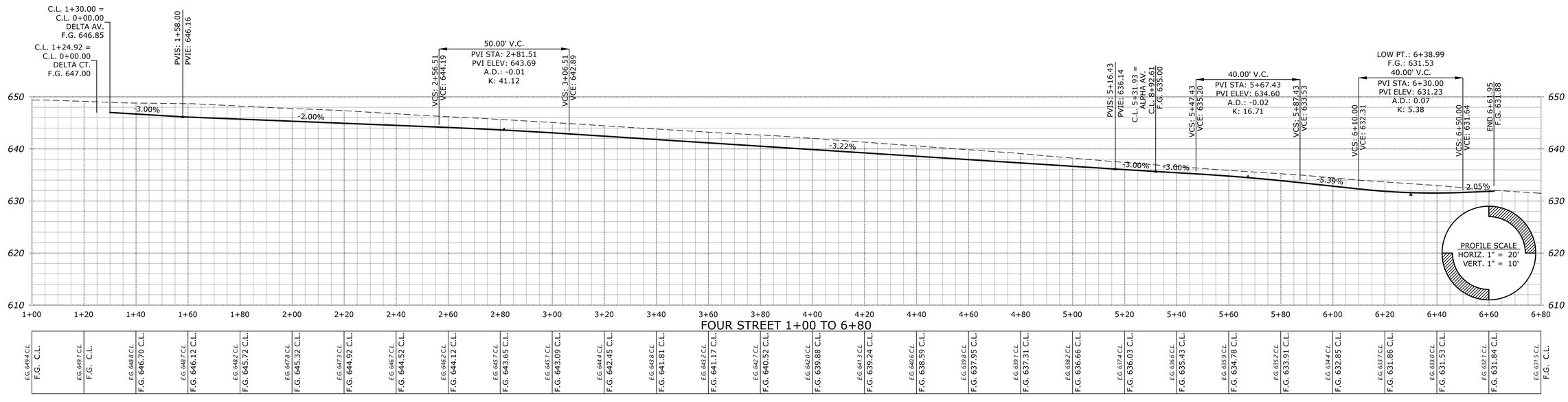
EXPIRES: 06-30-2021

JOB # 6502

P409

J:\6501-6599\6502-DevonAvenueSubdivision\Dwg\04\6502x20.dwg, P409T, 11/10/2020 1:53:03 PM, PSounders





1+00	E.G. 649.4 C.L.	F.G. C.L.
1+20	E.G. 649.1 C.L.	F.G. C.L.
1+40	E.G. 648.8 C.L.	F.G. 646.70 C.L.
1+60	E.G. 648.7 C.L.	F.G. 646.12 C.L.
1+80	E.G. 648.2 C.L.	F.G. 645.72 C.L.
2+00	E.G. 647.8 C.L.	F.G. 645.32 C.L.
2+20	E.G. 647.3 C.L.	F.G. 644.92 C.L.
2+40	E.G. 646.7 C.L.	F.G. 644.52 C.L.
2+60	E.G. 646.2 C.L.	F.G. 644.12 C.L.
2+80	E.G. 645.7 C.L.	F.G. 643.65 C.L.
3+00	E.G. 645.1 C.L.	F.G. 643.09 C.L.
3+20	E.G. 644.4 C.L.	F.G. 642.45 C.L.
3+40	E.G. 643.8 C.L.	F.G. 641.81 C.L.
3+60	E.G. 643.2 C.L.	F.G. 641.17 C.L.
3+80	E.G. 642.7 C.L.	F.G. 640.52 C.L.
4+00	E.G. 642.0 C.L.	F.G. 639.88 C.L.
4+20	E.G. 641.3 C.L.	F.G. 639.24 C.L.
4+40	E.G. 640.6 C.L.	F.G. 638.59 C.L.
4+60	E.G. 639.8 C.L.	F.G. 637.95 C.L.
4+80	E.G. 639.1 C.L.	F.G. 637.31 C.L.
5+00	E.G. 638.2 C.L.	F.G. 636.66 C.L.
5+20	E.G. 637.4 C.L.	F.G. 636.03 C.L.
5+40	E.G. 636.6 C.L.	F.G. 635.43 C.L.
5+60	E.G. 635.9 C.L.	F.G. 634.78 C.L.
5+80	E.G. 635.2 C.L.	F.G. 633.91 C.L.
6+00	E.G. 634.4 C.L.	F.G. 632.85 C.L.
6+20	E.G. 633.7 C.L.	F.G. 631.86 C.L.
6+40	E.G. 633.0 C.L.	F.G. 631.53 C.L.
6+60	E.G. 632.1 C.L.	F.G. 631.84 C.L.
6+80	E.G. 631.5 C.L.	F.G. C.L.

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1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363 - 9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6502b20 P410ST

Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ----

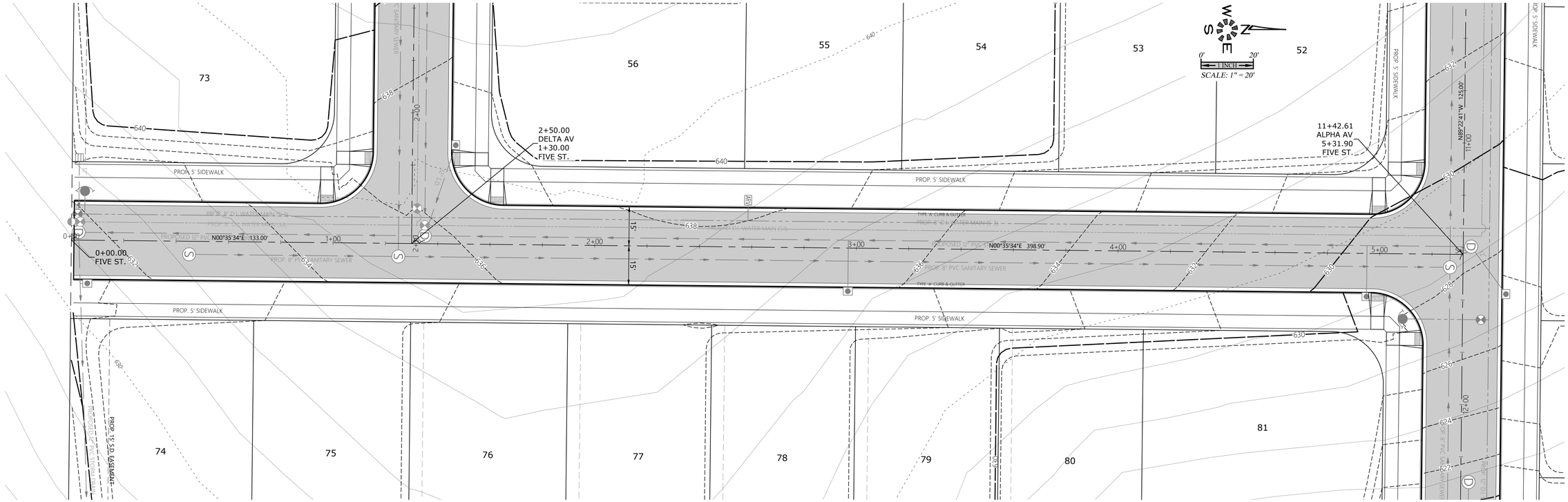
REGISTERED PROFESSIONAL ENGINEER
9354
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

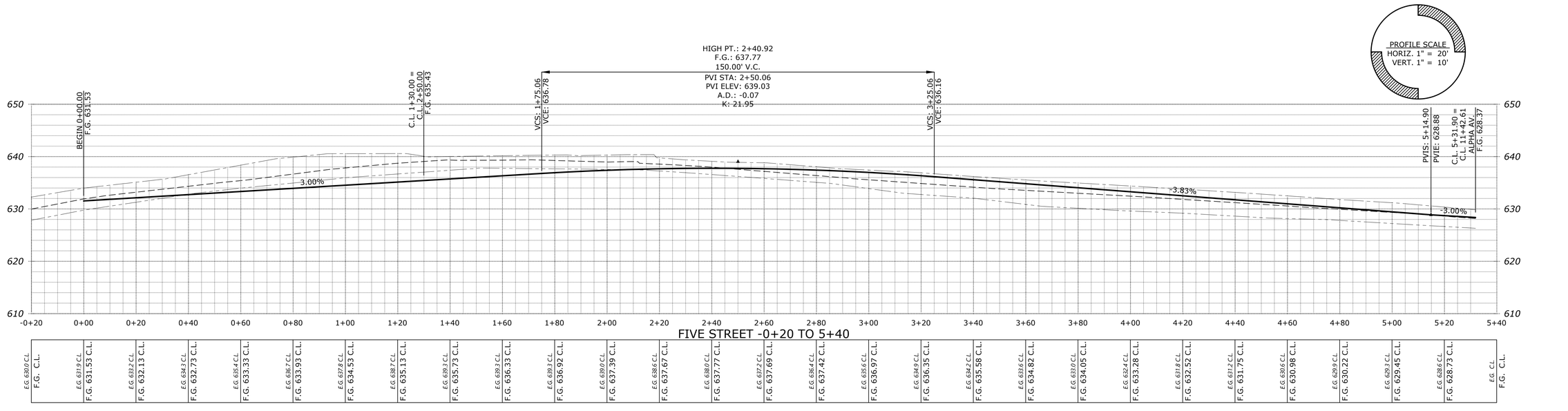
P410

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg20\6502b20.dwg, P410ST, 11/10/2020 1:54:22 PM, PSaunders

SEE SHEET 413 FOR DELTA AV. DESIGN



SEE SHEET 405 TO 407 FOR ALPHA AV. DESIGN



FIVE STREET -0+20 TO 5+40

-0+20	E.G. 630.0 C.L.	F.G. C.L.
0+00	E.G. 631.9 C.L.	F.G. 631.53 C.L.
0+20	E.G. 633.2 C.L.	F.G. 632.13 C.L.
0+40	E.G. 634.3 C.L.	F.G. 632.73 C.L.
0+60	E.G. 635.4 C.L.	F.G. 633.33 C.L.
0+80	E.G. 636.7 C.L.	F.G. 633.93 C.L.
1+00	E.G. 637.8 C.L.	F.G. 634.53 C.L.
1+20	E.G. 638.7 C.L.	F.G. 635.13 C.L.
1+40	E.G. 639.3 C.L.	F.G. 635.73 C.L.
1+60	E.G. 639.3 C.L.	F.G. 636.33 C.L.
1+80	E.G. 639.3 C.L.	F.G. 636.92 C.L.
2+00	E.G. 639.0 C.L.	F.G. 637.39 C.L.
2+20	E.G. 638.6 C.L.	F.G. 637.67 C.L.
2+40	E.G. 638.0 C.L.	F.G. 637.77 C.L.
2+60	E.G. 637.2 C.L.	F.G. 637.69 C.L.
2+80	E.G. 636.4 C.L.	F.G. 637.42 C.L.
3+00	E.G. 635.6 C.L.	F.G. 636.97 C.L.
3+20	E.G. 634.9 C.L.	F.G. 636.35 C.L.
3+40	E.G. 634.2 C.L.	F.G. 635.58 C.L.
3+60	E.G. 633.6 C.L.	F.G. 634.82 C.L.
3+80	E.G. 633.0 C.L.	F.G. 634.05 C.L.
4+00	E.G. 632.4 C.L.	F.G. 633.28 C.L.
4+20	E.G. 631.8 C.L.	F.G. 632.52 C.L.
4+40	E.G. 631.2 C.L.	F.G. 631.75 C.L.
4+60	E.G. 630.6 C.L.	F.G. 630.98 C.L.
4+80	E.G. 629.9 C.L.	F.G. 630.22 C.L.
5+00	E.G. 629.3 C.L.	F.G. 629.45 C.L.
5+20	E.G. 628.6 C.L.	F.G. 628.73 C.L.
5+40	E.G. C.L.	F.G. C.L.

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg20\6502b20.dwg, P411ST, 11/10/2020 1:55:19 PM, PSaunders

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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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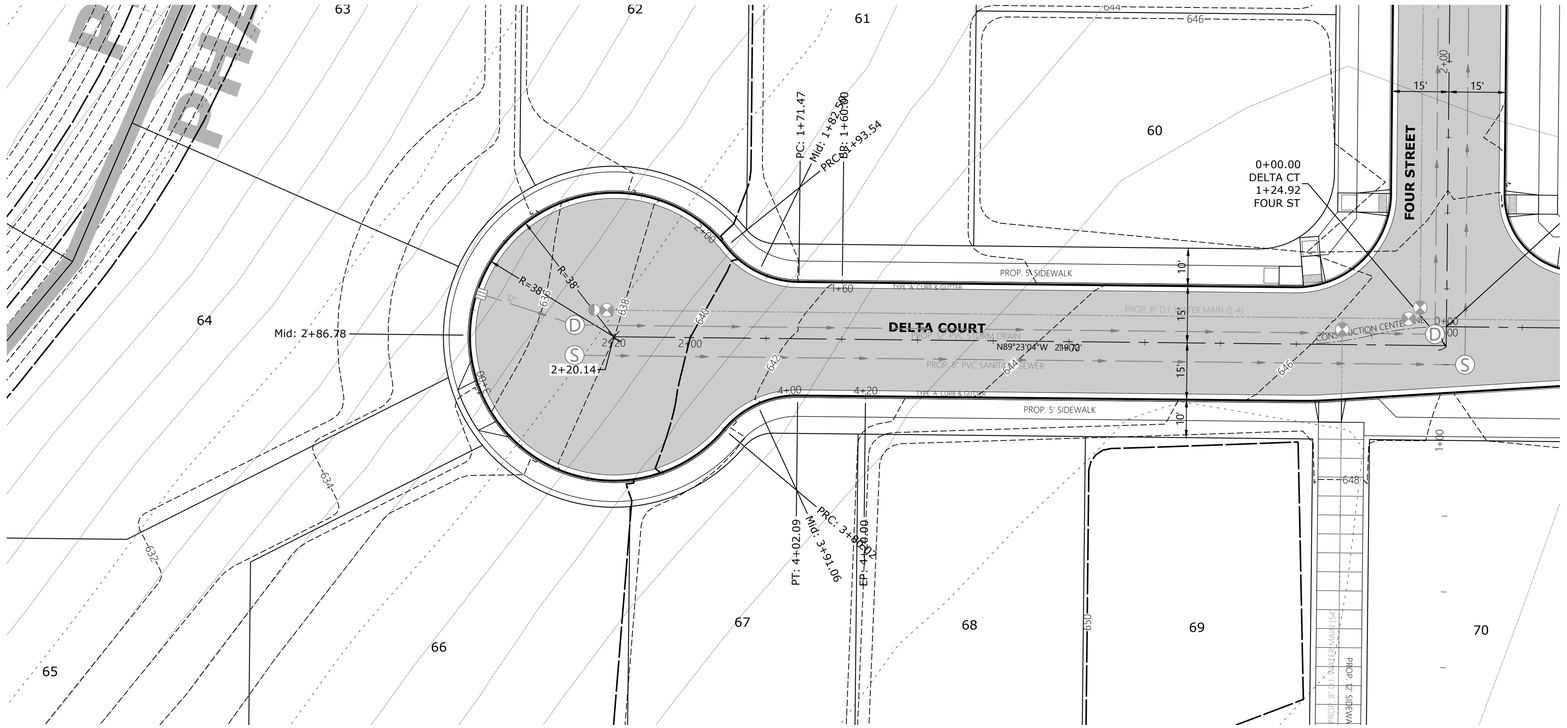
6502b20 P411ST

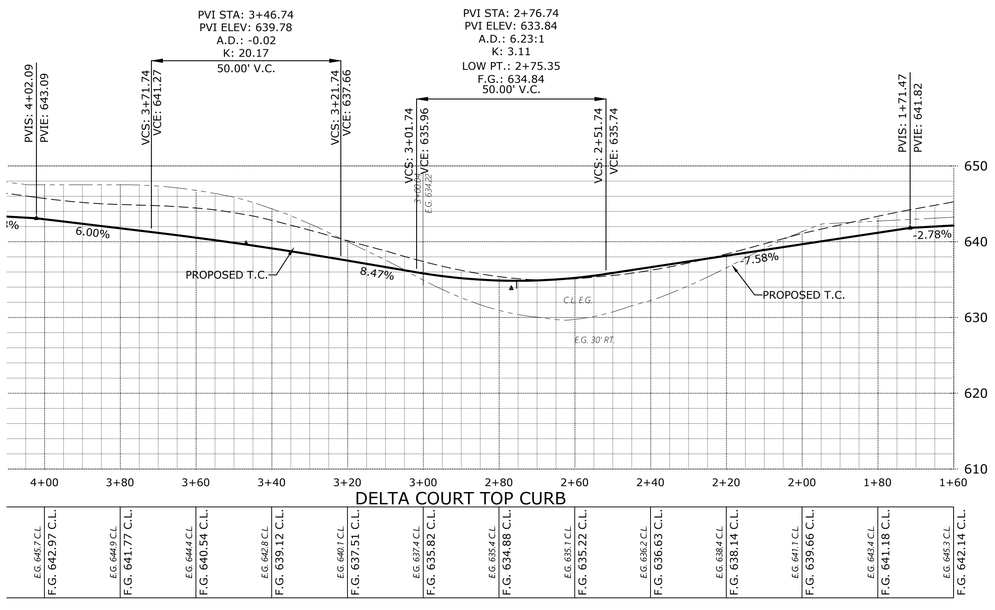
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ---- ----

REGISTERED PROFESSIONAL ENGINEER
9654
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

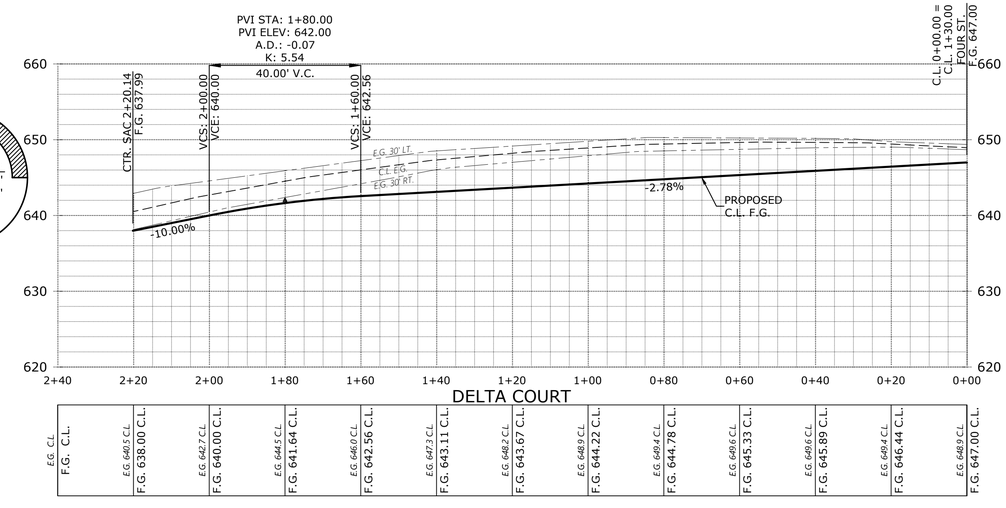
JOB # 6502

P411





PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 10'



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PRELIMINARY STREET IMPROVEMENTS

DEVON ESTATES

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6502b20 P412ST

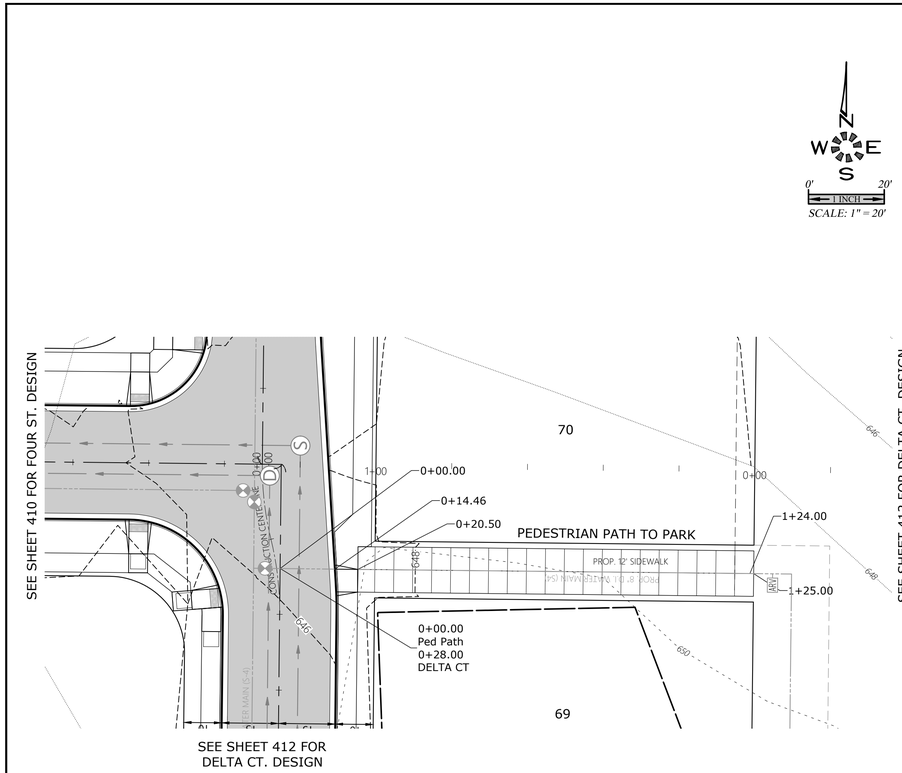
Design: M.D.G.
Drawn: P.H.S.
Checked: B.M.G.
Date: NOV. 2017
Scale: AS SHOWN
As-Built: ____

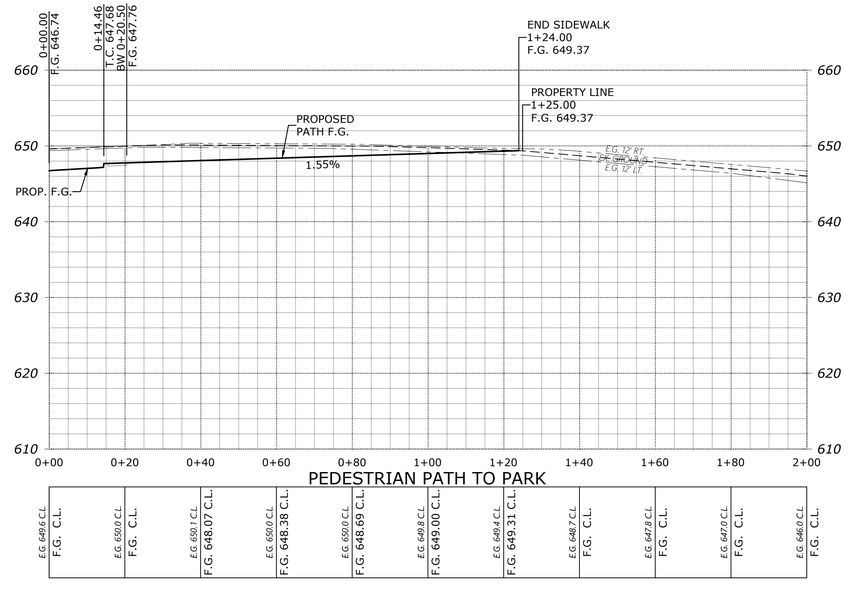
REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 6502

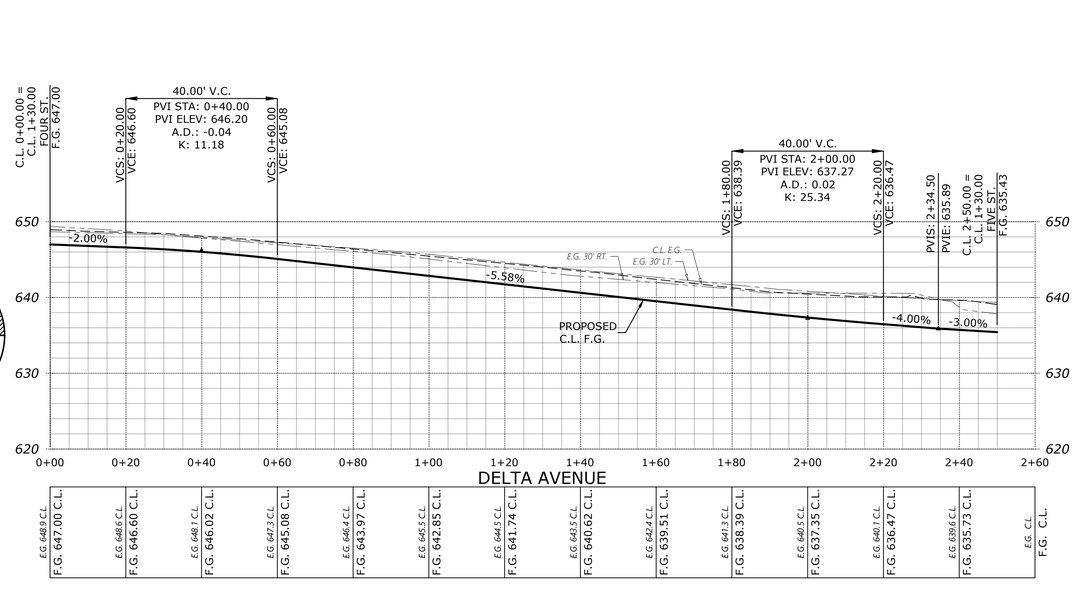
P412

J:\6501-6599\6502-DevonAvenueSubdivision\Dwg\DV\6502b20.dwg, P412ST, 11/10/2020 1:56:22 PM, PSaunders





PROFILE SCALE
HORIZ. 1" = 20'
VERT. 1" = 10'



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6/20/20 P413ST

Design: M.D.G.
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As-Built: ----

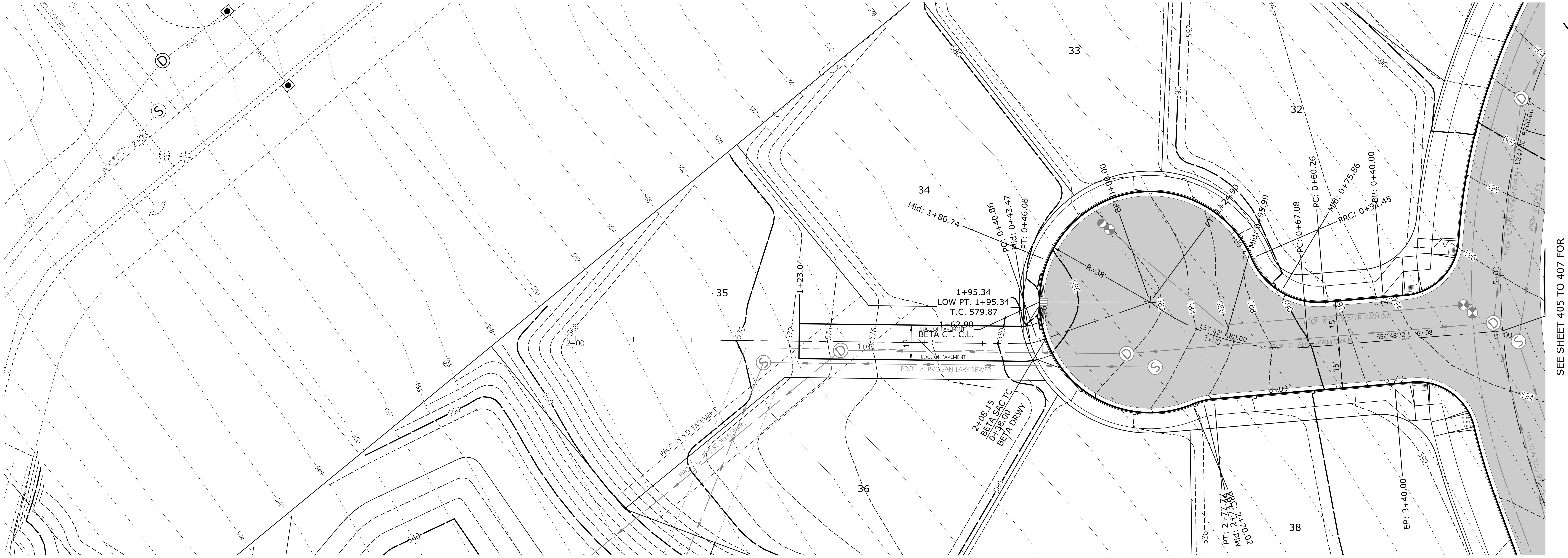
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2021

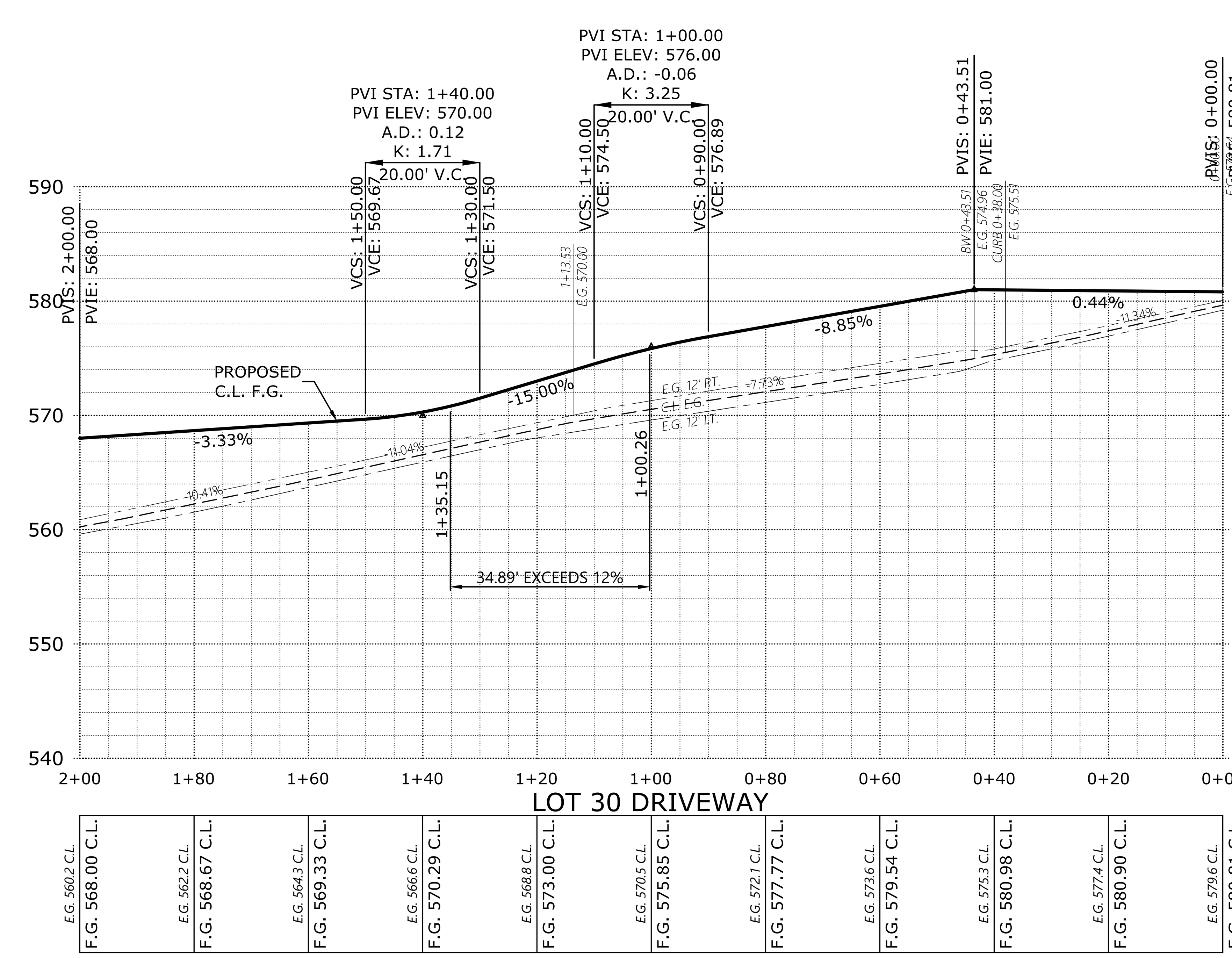
JOB # 6502

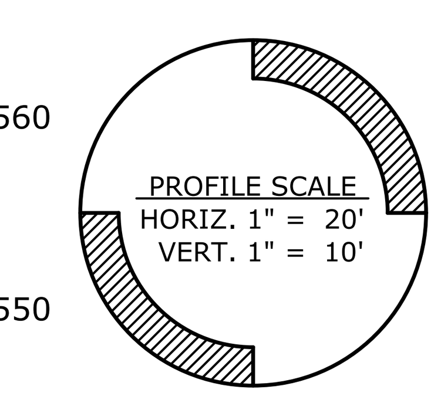
P413

J:\6500-6599\6502-DevonAvenueSubdivision\Dwg\20\6502b20.dwg, P413ST, 11/10/2020 15:8:17 PM, PSounders



SEE SHEET 408 FOR
BETA CT. DESIGN





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EXPIRES: 06-30-2021

JOB # 6502

P414