PROPOSED NOYES SUBDIVISION APPLICATION
TAX LOT 083W16DD00300, LOCATED AT 430 TURTLE BAY COURT SE
DISCUSSION ON DEVELOPMENT STANDARDS

Requirements of the SRC 205.010(d) have been considered in the preparation of this subdivision application.

1. The lot standards concerning minimum width, minimum depth, and minimum areas of the proposed lots meet City of Salem development standards.

2. Frontage requirements of the proposed lots also meet City of Salem development standards.

3. Most front and rear lot designations are obvious. However, here is a list of some lots with the front designated.

   Lot 1 – Front is to the east.
   Lot 3 – Front is to the north.
   Lot 7 – Front is to the east.

4. Existing City infrastructure has been reviewed. There will be two entrances to the subdivision. One is from Lone Oak and the 2nd is from Turtle Bay. These 2 exits for 15 lots meet the requirements of the City of Salem Fire Department.

5. The Salem water, sanitary, and storm water systems have capacity for the increased demands from the proposed residential subdivision. Sanitary sewer services however are not conventional. The subdivision has two sides (the west and the east). On the East side the proposed street extension of Vine Maple will have a sanitary sewer mainline extension. It will be limited in length due to topography. Therefore, sanitary services from some lots cannot be connected to the Westside new sanitary mainline. Following is a sanitary service list per lot.

   Lot 1 – Gravity service to new 8" mainline.
   Lot 2 – Gravity service to new 8" mainline.
   Lot 3 – Pump house sewer to new 8" mainline.
   Lot 4 – Pump house sewer to new 8" mainline.
   Lot 5 – Pump house sewer to new 8" mainline, However the service length in the street ROW of way exceeds 100', up to 190'. ***A design exception is requested from City of Salem Public Works Department.***
   Lot 6 – Sanitary service will be routed through Lot 7 in a private sanitary sewer easement and connect to the new 8" sanitary sewer main constructed in Sword Fern.
   Lot 7 – Sanitary service will be routed through Lot 7 in a private sanitary sewer easement and connect to the new 8" sanitary sewer main constructed in Sword Fern.

Eastside- Sword Fern

Lot 7 - Gravity service to new 8" sanitary sewer.
Lot 8 - Gravity service to new 8" sanitary sewer.
Lot 9 – Pumped sewer service to new 8" sewer mainline.
Lot 10 – Pumped sewer service to new 8" sewer mainline.
Lot 11 – Pumped sewer service to new 8" sewer mainline.
Lot 12 – Pumped sewer service to new 8" sewer mainline.
Lot 13 – Pumped sewer service to new 8" sewer mainline.
Lot 14 – Pumped sewer service to new 8" sewer mainline.
Lot 15 – Pumped sewer service to new 8" sewer mainline.

For Storm water detention and water quality, the proposed plan is to expand the existing Kurth Meadows water quality pond to detain the added stormwater from the new subdivision. This can be adequately done by for water quality, but the existing pond berm elevation limits the detention system. An additional buried pipe detention system is proposed to be constructed in Turtle Bay street for the additional volume required.

6. A geological and geotechnical investigation is being prepared and the requirements will be followed in the design and construction of the subdivision. There are no special setbacks or flood plain.

7. The land to the north is a City of Salem Park and vehicle access to this park is not required. Access to the west is desired, but real earth existing grades make meeting Salem street standards impossible. Exhibits "A" and "B" for potential westerly streets indicate that constructing a westerly street to connect to Summerview cannot be accomplished with the current City of Salem street standards. Therefore, this subdivision is presented without a street connection to the west.

   Another consideration for the westerly street connection is that there an existing house at the south end of Summerview Street SE dead end. This house address is 261 Linn Haven Dr SE. This house has an approximate construction value of $500,000. To construct Summerview through to connect at Dunbar Ave SE would require this house to be demolished. This would add approximately $500,000 to the investment evaluation for a developer to construct a development with a through street. Residential Streets are constructed by developers with their proposed development. The sale of land and onsite structures become part of the investment costs. The $500,000 throwaway expense for this Linn Haven house make a development and the Summerview street extension financially impossible. Without public money, a through street between the two Summerview dead ends will never happen. Therefore, this is another reason to not construct a westerly connection street. See Exhibit "C".

8. A pre-application meeting has been held with City of Salem Staff. All indications were that the proposed subdivision can be served by City of Salem infrastructure.

9. Generally speaking, the street system within the tentative subdivision and adjacent streets conform to the City of Salem Transportation System.

a. Standard 6.4.1 – the tentative subdivision new streets are connecting to Turtle Bay, Vine Maple, and Sword Fern Streets and the proposed future street extension provide development to the undeveloped neighboring properties. This standard is met.

b. Standard 6.4.2 - the street arrangement follows the natural contours of the property. This standard is met.

c. Standard 6.4.3 - each street has access to an accepted city street. This standard is met.

d. Standard 6.4.4 - the street centerline spacings exceed 200'. This standard is met.

e. Standard 6.4.5 – all street intersections meet Salem Public Works street intersection standards. This standard is met.

f. Standard 6.4.6 – all street corners have a radius of 25' or more. This standard is met.

g. Standard 6.4.7 – all street curvatures exceed a minimum radius of 150'. This standard is met.

h. Standard 6.4.8 – street dead ends and cul-de-sac lengths. This cul-de-sac length is 228' from Vine Maple to the cul-de-sac center. This length does not exceed the maximum allowed. This standard is met.

i. Standard 6.4.9 and 10 - street names match existing names. This standard is met.

j. Street Right of Way Width – standard right of way width is 60. The east to west width of Turtle Bay has been reduced to 50' in this subdivision application.

1. The Salem Development Code Sec. 803.040.b - Boundary streets and three quarter street improvements - three-quarter street improvement. If construction of a half-street improvement is insufficient to provide for a minimum of one 12-foot-wide travel lane in each direction or proper street grade, dedication of right-of-way for, and construction or improvement of, a three-quarter street improvement may be required.

This boundary street and ¾ street improvement applies typically to areas where both sides of the street will be developed. However, this development has a city park along the north side. The park will not be developed. With typical development, Turtle Bay would be a three quarter street improvement which would be 45' of dedicated Right of Way with a 27' paved section, curb, and 5' sidewalk along the south side. The north side would be undeveloped until the north side of the street would be developed. Since, the park is existing, the north development will not happen. Therefore, we are proposing as an adjustment a 50' wide Right of Way with the city desired 8.5' wide landscape strip for tree canopy. The street section would be 30' wide with curb and gutters on both sides.

A 5' wide sidewalk 1' off the south Right of Way would be constructed. There would be no sidewalks on the north side paralleling Bryan Johnson Park.

All private trees in the street Right of Way would be removed. This would provide more light and space for the park trees.

Connectivity between the west lots and the east lots.

We also propose constructing pathways from the development sidewalks to the existing park pathways. The developer would construct these pathways at his own cost. This would meet pedestrian connectivity requirements between the east side and west side.

k. Salem connecting street requirements indicate that lot spacing is to be a maximum of 600' spacing between right of way lines. This is accomplished on the proposed development, except for extending Turtle Bay to the west. The length between intersections is 720 feet. The property to the north is a park and the property to the south is developed residential properties. A convenient location for an intersection is not available. Therefore, an exception to this standard is requested.

10. Several meetings have been held with City of Salem Staff. All indications are the tentative subdivision plan will provide safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

11. The streets and sidewalks on the tentative subdivision plan connect to the existing sidewalks and streets to the south and east. These connections and the existing system provide safe and convenient bicycle and pedestrian access to existing residential areas and transit stops.

12. The tentative subdivision has taken into account the existing vegetation and topography to minimize variances. The street grades have been designed to not exceed 12%. The subdivision has been designed to retain the maximum amount of trees, while still providing a practical residential subdivision.

13. The site is a hilly terrain with grades up to 17%. This will require cuts and fills for the street and building lots. Salem Standards also have minimum street slope requirements at the ADA crossings. To accommodate these additional cuts and fills are required. However, every effort has been made in the tentative plan to incur the least disruption of the site, topography, and vegetation, while developing a residential subdivision.

14. An Urban Growth Preliminary Declaration is not required.

15. There are no Significant white oak trees 24" in diameter and larger. The Tree Preservation Plan indicates that the retained trees will be 27.8% of the original existing trees.