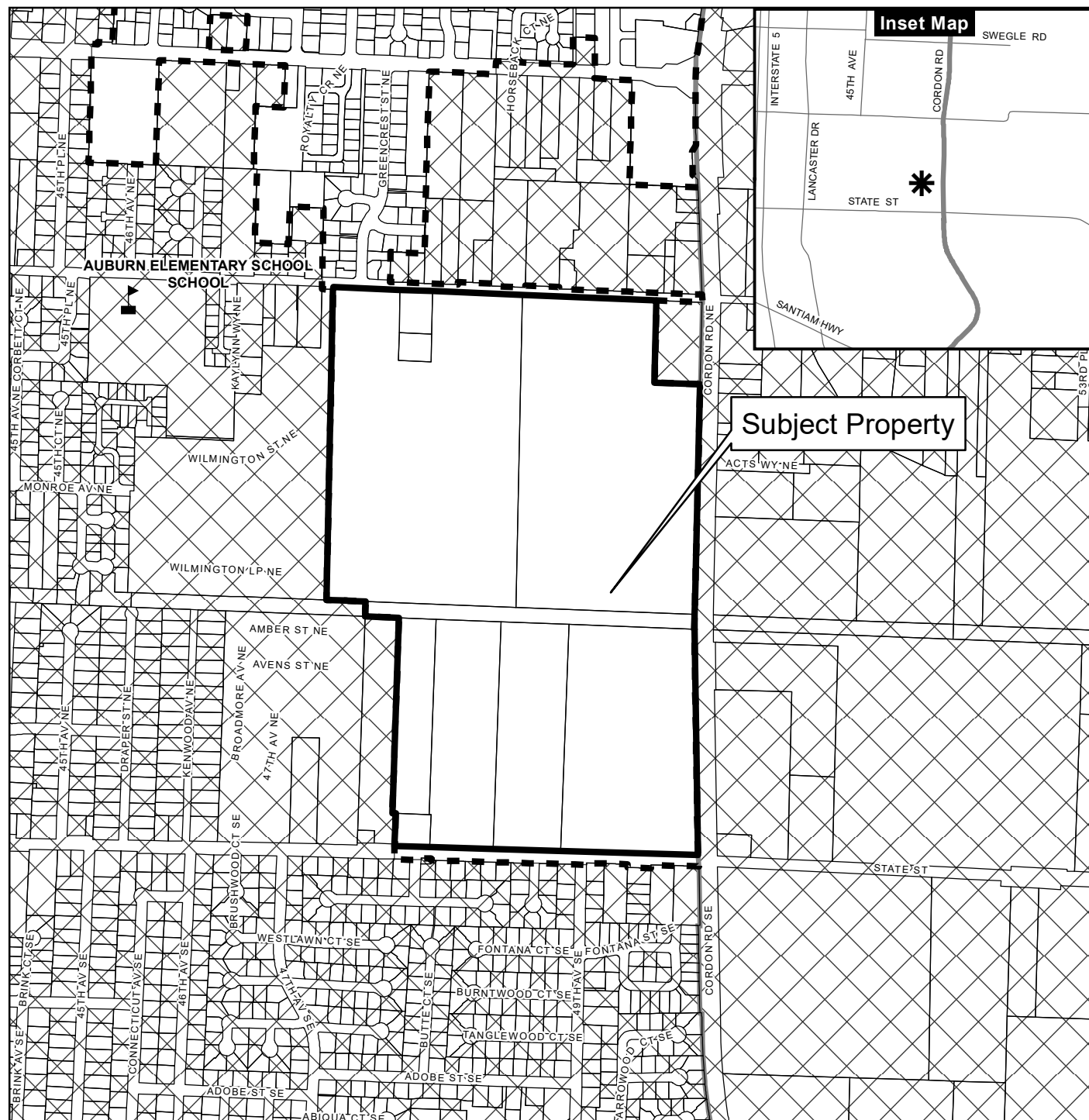


Vicinity Map



Legend



Urban Growth Boundary



City Limits



Outside Salem City Limits



Historic District



Schools

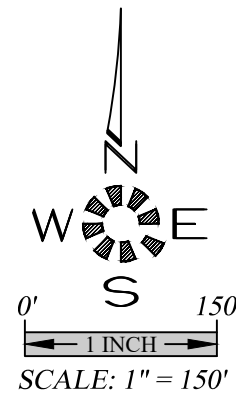


Parks

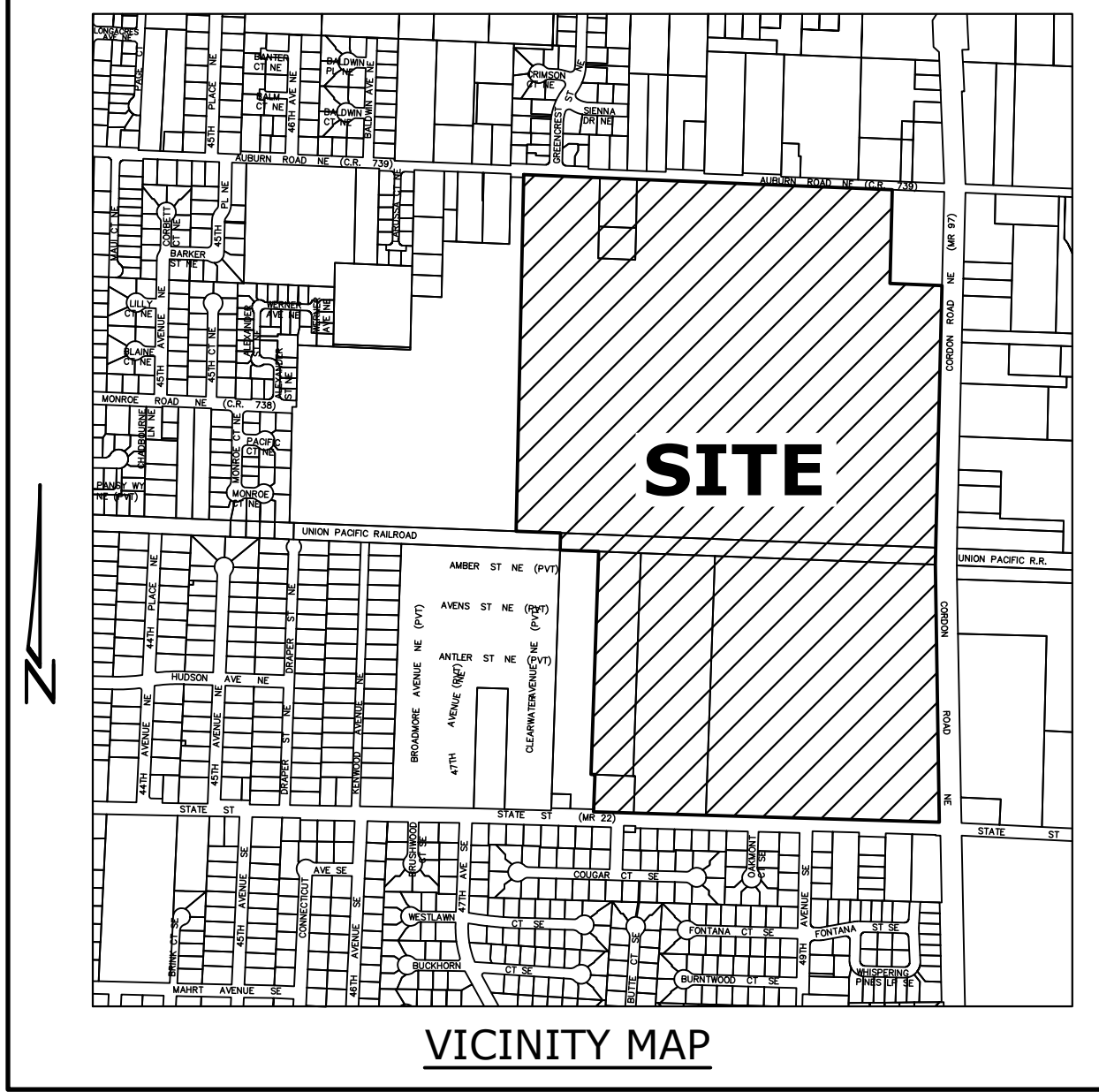


Community Development Dept.

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SHEET INDEX	
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P102	SITE PLAN - PHASE 1 & 2
P103	SITE PLAN - PHASE 3 & 4
P104	SITE PLAN - PHASE 4
P105	SITE PLAN - PHASE 5 & 6
P106	SITE PLAN - PHASE 3



EAST PARK ESTATES
A PLANNED UNIT DEVELOPMENT

SEC. 29, T. 7 S., R. 2 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

Owner / Developer:
EAST PARK L.L.C.
27375 SW PARKWAY AVE
WILSONVILLE, OREGON 97070

UTILITIES:	
CABLE	COMCAST CABLE SERVICES
POWER	P.G.E.
PHONE	CENTURY LINK
GAS	N.W. NATURAL
SANITARY SEWER	
STORM DRAIN & WATER	CITY OF SALEM

EXISTING ZONE:
RS, RM-I, RM-II, CR

COMPREHENSIVE DESG.:
SINGLE FAMILY RESIDENTIAL,
MULTI-FAMILY RESIDENTIAL &
COMMERCIAL

AREA TABLE:			
BOUNDARY:	5,340,008 S.F.	122.59 Ac.	100.00%
LOT AREA:	2,728,279 S.F.	62.63 Ac.	51.01%
TRACT AREA:	387,211 S.F.	8.89 Ac.	7.25%
CITY PARK:	323,884 S.F.	7.44 Ac.	6.06%
COMMERCIAL:	574,966 S.F.	13.20 Ac.	10.77%

PARCEL SIZE:

PHASE 1	
TOTAL AREA	22.34 AC.
TRACTS	0.47 AC.
LOTS	14.83 AC.
NUMBER OF UNITS	148
DENSITY	9.98 UNITS/AC.
LARGEST	9,484 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,364 S.F.

PHASE 2	
TOTAL AREA	13.30 AC.
TRACTS	1.68 AC.
LOTS	8.91 AC.
NUMBER OF UNITS	93
DENSITY	10.44 UNITS/AC.
LARGEST	8,487 S.F.
SMALLEST	3,010 S.F.
AVERAGE	4,172 S.F.

PHASE 3	
TOTAL AREA	35.90 AC.
TRACTS	1.76 AC.
LOTS	29.79 AC.
NUMBER OF UNITS	106
DENSITY	3.56 UNITS/AC.
LARGEST	556,093 S.F.
SMALLEST	3,454 S.F.
AVERAGE	12,244 S.F.

PHASE 4	
TOTAL AREA	10.30 AC.
TRACTS	1.53 AC.
LOTS	7.13 AC.
NUMBER OF UNITS	80
DENSITY	11.23 UNITS/AC.
LARGEST	5,353 S.F.
SMALLEST	3,115 S.F.
AVERAGE	3,880 S.F.

PHASE 5	
TOTAL AREA	17.78 AC.
TRACTS	0.80 AC.
LOTS	12.24 AC.
NUMBER OF UNITS	130
DENSITY	10.62 UNITS/AC.
LARGEST	7,960 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,102 S.F.

PHASE 6	
TOTAL AREA	18.26 AC.
TRACTS	3.12 AC.
LOTS	7.44 AC.
NUMBER OF UNITS	80
DENSITY	10.75 UNITS/AC.
LARGEST	7,312 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,052 S.F.

PHASE 2B	
TOTAL AREA	1.44 AC.
TRACTS	0.00 AC.
LOTS	1.14 AC.
NUMBER OF UNITS	12
DENSITY	10.49 UNITS/AC.
LARGEST	4,450 S.F.
SMALLEST	3,960 S.F.
AVERAGE	4,153 S.F.

MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
WWW.MTSIENGINEERING.COM

PLANNED UNIT DEVELOPMENT
TENTATIVE PLAN
COVER SHEET

EAST PARK ESTATES

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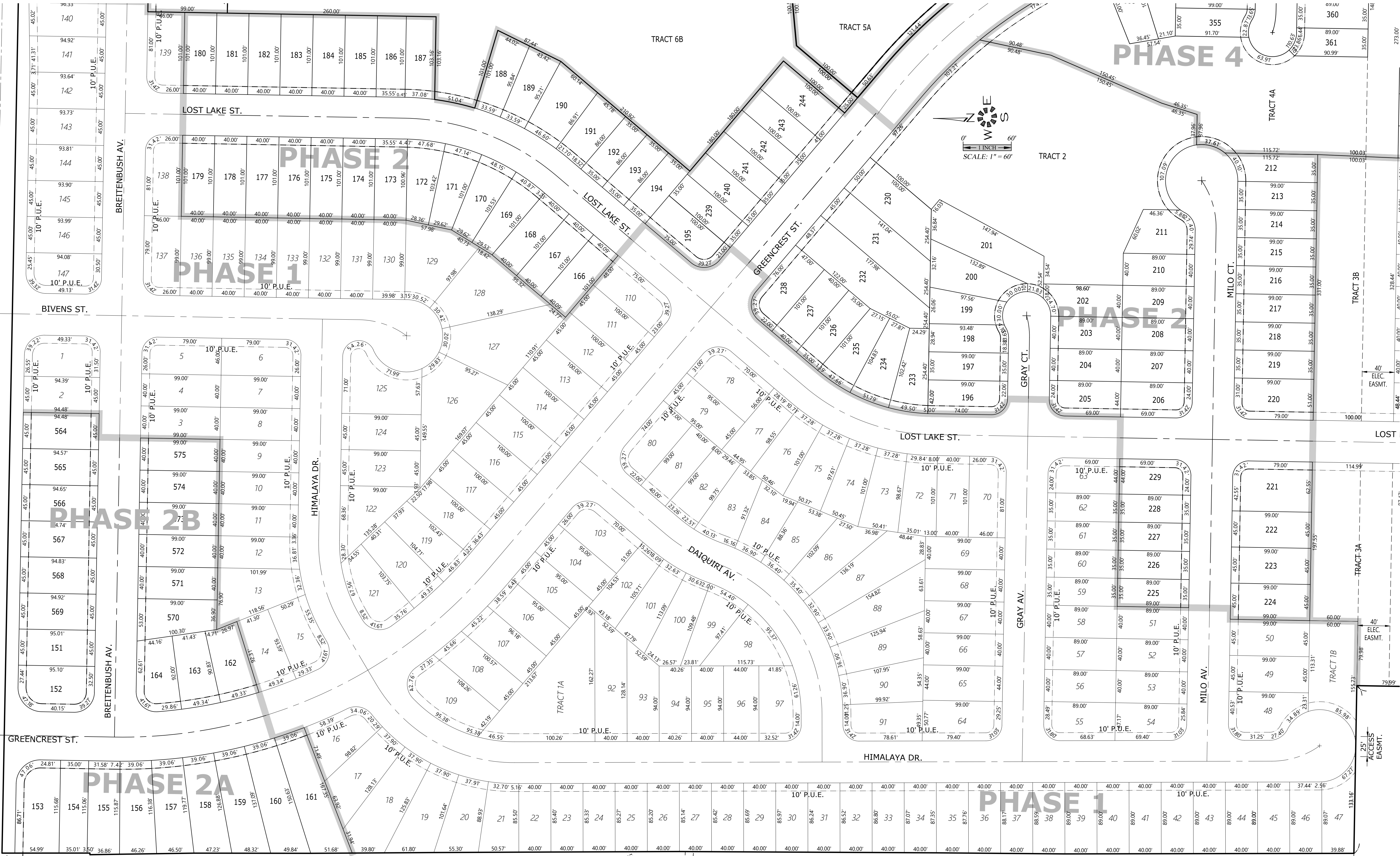
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Checked:	J.G.
Date:	JUN 2021
Scale:	AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
MARK D. GEESE
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437

PHASE 1														
Parcel Table			Parcel Table			Parcel Table			Parcel Table			Parcel Table		
LOT	S.F.		LOT	S.F.		LOT	S.F.		LOT	S.F.		LOT	S.F.	
1	4,639		16	4,657		31	3,455		46	3,560		61	3,115	
2	4,249		17	5,316		32	3,466		47	4,041		62	3,115	
3	3,960		18	6,710		33	3,477		48	5,060		63	3,830	
4	3,960		19	5,338		34	3,488		49	4,455		64	4,850	
5	4,468		20	4,330		35	3,502		50	4,455		65	4,356	
6	4,468		21	3,819		36	3,519		51	3,560		66	3,960	
7	3,960		22	3,418		37	3,535		52	3,560		67	3,960	
8	3,960		23	3,415		38	3,552		53	3,560		68	3,960	
9	3,960		24	3,412		39	3,560		54	4,040		69	3,960	
10	3,960		25	3,409		40	3,560		55	4,184		70	4,560	
11	3,960		26	3,407		41	3,560		56	3,560		71	4,040	
12	3,996		27	3,411		42	3,560		57	3,560		72	4,287	
13	5,801		28	3,422		43	3,560		58	3,560		73	4,349	
14	4,225		29	3,433		44	3,560		59	3,115		74	4,322	
15	4,600		30	3,444		45	3,560		60	3,115		75	4,322	

PHASE 2														
Parcel Table			Parcel Table			Parcel Table			Parcel Table			Parcel Table		
LOT	S.F.		LOT	S.F.		LOT	S.F.		LOT	S.F.		LOT	S.F.	
167	4,040		182	4,040		197	3,465		212	3,643		227	3,115	
168	4,040		183	4,040		198	3,433		213	3,465		228	3,115	
169	3,774		184	4,040		199	3,456		214	3,465		229	3,830	
170	3,986		185	4,040		200	5,039		215	3,465		230	6,026	
171	3,932		186	3,636		201	6,988		216	3,465		231	7,178	
172	3,891		187	3,764		202	3,798		217	3,465		232	8,487	
173	4,041		188	3,788		203	3,560		218	3,465		233	3,846	
174	4,040		189	3,663		204	3,560		219	3,465		234	4,141	
175	4,040		190	4,793		205	3,830		220	4,963		235	3,914	
176	4,040		191	3,696		206	3,830		221	6,107		236	3,535	
177	4,040		192	3,010		207	3,560		222	4,455		237	4,040	
178	4,040		193	3,010		208	3,560		223	4,455		238	4,613	
179	4,040		194	3,010		209	3,560		224	4,455		239	3,500	
180	4,040		195	4,466		210	3,560		225	3,115		240	3,500	
181	4,040		196	4,078		211	4,099		226	3,115		241	3,500	

Parcel Table	
TRACT	S.F.
TRACT 1A	13,286
TRACT 1B	7,092
TRACT 2	73,059
TRACT 3A	31,869
TRACT 3B	32,973
TRACT 4A	58,571
TRACT 5A	20,089
TRACT 6A	184,880
TRACT 6B	128,562
TRACT 6C	22,613



TENTATIVE SITE PLAN PHASE 1 & 2

EAST PARK ESTATES

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Date: JUN 2021
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
JULY 14, 1978
MARK D. GREGG
EXPIRES 06-30-2019

JOB # 6437
P102

TENTATIVE SITE PLAN
PHASE 3 & 4

EAST PARK ESTATES

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MARK D. GREENE
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437

PHASE 3

Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table	
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
246	3,930	262	3,873	278	4,455	294	3,960	310	3,465	326	3,465	342	3,715
247	3,917	263	3,868	279	4,455	295	4,738	311	3,465	327	3,465	343	3,715
248	3,905	264	3,860	280	4,523	296	4,738	312	3,465	328	3,465	344	3,715
249	3,897	265	3,849	281	4,523	297	3,465	313	4,710	329	3,465	345	3,715
250	3,897	266	3,839	282	4,455	298	3,465	314	4,710	330	3,465	346	3,715
251	3,898	267	3,835	283	4,455	299	3,465	315	3,465	331	4,738	347	3,715
252	3,899	268	3,838	284	4,455	300	3,465	316	3,465	332	4,738	348	4,413
253	3,899	269	3,532	285	4,455	301	3,465	317	3,465	333	3,960	349	294,153
254	3,900	270	3,862	286	4,455	302	3,465	318	3,465	334	3,960	350	556,093
255	3,900	271	4,147	287	3,454	303	3,465	319	3,465	335	3,960	351	53,638
256	3,898	272	3,617	288	3,465	304	3,465	320	3,465	336	3,960		
257	3,894	273	3,605	289	3,465	305	3,465	321	3,465	337	3,465		
258	3,890	274	4,106	290	3,465	306	3,465	322	3,465	338	3,465		
259	3,886	275	3,580	291	3,960	307	3,465	323	3,465	339	3,465		
260	3,882	276	4,455	292	3,960	308	3,465	324	3,465	340	3,465		
261	3,878	277	4,455	293	3,960	309	3,465	325	3,465	341	3,715		





Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table	
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
353	4,122	369	4,095	385	3,960	401	3,465	417	5,125
354	4,168	370	3,465	386	3,960	402	3,465	418	5,353
355	3,297	371	3,465	387	3,960	403	3,465	419	4,455
356	3,465	372	3,465	388	3,465	404	3,465	420	4,455
357	4,801	373	3,465	389	3,465	405	3,465	421	3,960
358	3,693	374	3,465	390	3,960	406	3,465	422	3,960
359	3,115	375	3,465	391	3,960	407	3,465	423	3,960
360	3,115	376	3,465	392	3,960	408	3,465	424	4,455
361	3,214	377	3,465	393	3,960	409	4,095	425	3,973
362	3,715	378	3,465	394	4,775	410	3,966	426	4,271
363	3,715	379	3,465	395	4,795	411	4,500	427	4,271
364	3,715	380	3,960	396	3,960	412	4,000	428	3,454
365	3,715	381	3,960	397	3,960	413	4,000	429	4,455
366	3,250	382	4,795	398	3,465	414	4,000	430	4,078
367	3,250	383	4,775	399	3,465	415	4,500	431	3,556
368	3,859	384	3,960	400	3,465	416	4,500	432	4,368



TENTATIVE SITE PLAN
PHASE 4

EAST PARK ESTATES

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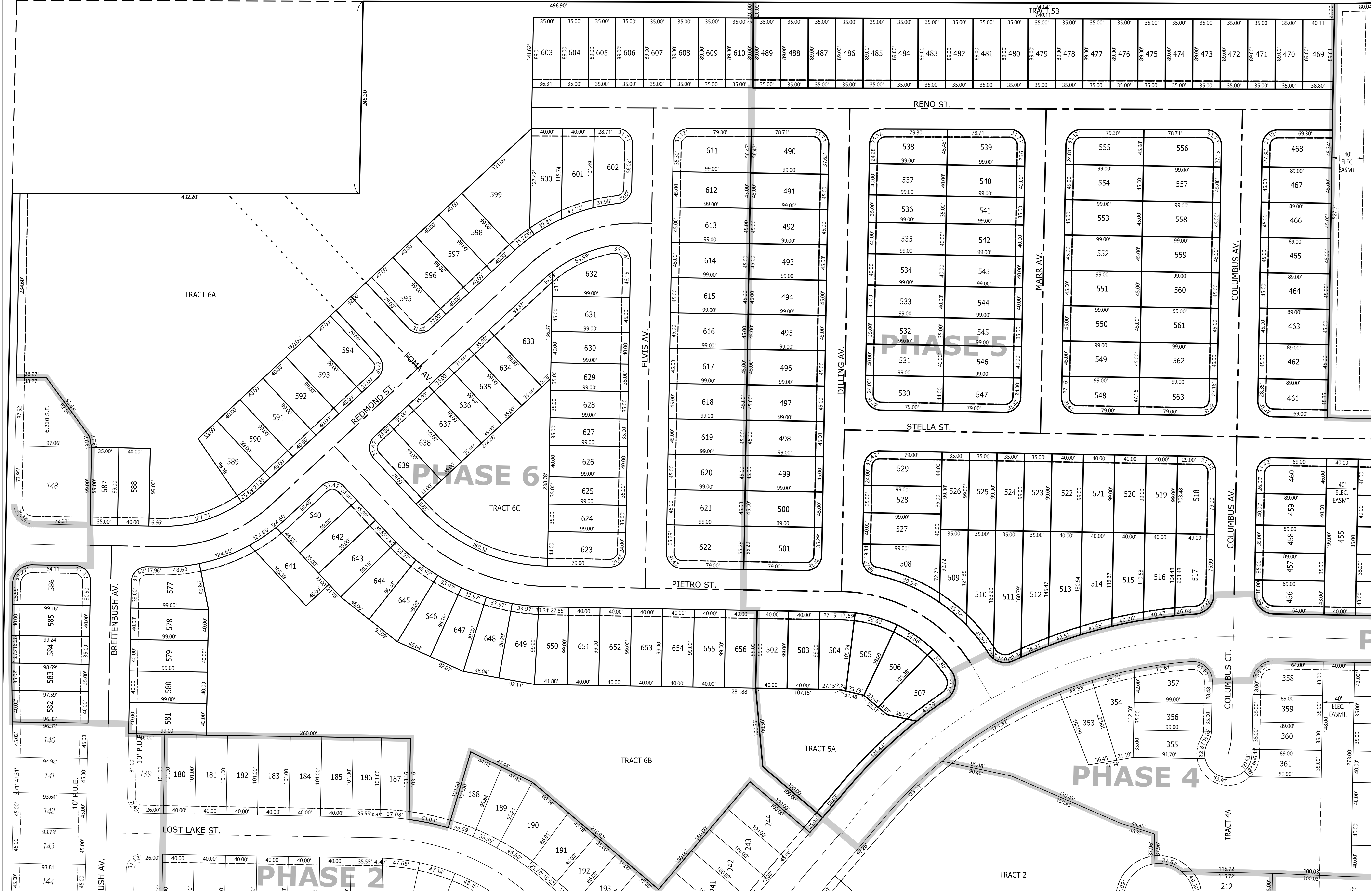
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PHASE 5

Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table	
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
434	4,566	449	4,567	464	4,005	479	3,115	494	4,455	509	3,713	524	3,465	539	4,483	554	4,455
435	4,000	450	4,187	465	4,005	480	3,115	495	4,455	510	4,965	525	3,465	540	3,960	555	4,397
436	4,007	451	3,714	466	4,005	481	3,115	496	4,455	511	5,800	526	3,465	541	3,465	556	4,536
437	4,613	452	3,250	467	4,005	482	3,115	497	4,455	512	5,352	527	3,960	542	3,960	557	4,455
438	4,888	453	3,250	468	4,161	483	3,115	498	4,455	513	5,518	528	3,465	543	3,960	558	4,455
439	5,318	454	3,859	469	3,511	484	3,115	499	4,455	514	4,997	529	4,270	544	3,960	559	4,455
440	5,687	455	7,960	470	3,115	485	3,115	500	4,455	515	4,590	530	4,270	545	3,465	560	4,455
441	5,864	456	3,693	471	3,115	486	3,115	501	5,387	516	4,293	531	3,960	546	3,960	561	4,455
442	4,455	457	3,115	472	3,115	487	3,115	502	3,960	517	4,892	532	3,465	547	4,270	562	4,455
443	4,455	458	3,115	473	3,115	488	3,115	503	3,960	518	4,765	533	3,960	548	4,583	563	4,583
444	4,455	459	3,560	474	3,115	489	3,115	504	3,960	519	3,960	534	3,960	549	4,455		
445	4,455	460	4,008	475	3,115	490	5,574	505	3,974	520	3,960	535	3,960	550	4,455		
446	4,455	461	4,217	476	3,115	491	4,455	506	3,988	521	3,960	536	3,465	551	4,455		

PHASE 6

Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table		Parcel Table	
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
577	4,941	589	3,980	601	4,316	613	4,455	625	3,465	637	3,465	649	3,888		
578	3,960	590	3,960	602	4,605	614	4,455	626	3,960	638	3,465	650	3,963		
579	3,960	591	3,960	603	3,174	615	4,455	627	3,465	639	4,270	651	3,960		
580	3,960	592	3,960	604	3,115	616	4,455	628	3,465	640	4,273	652	3,960		
581	3,960	593	3,960	605	3,115	617	4,455	629	3,465	641	4,063	653	3,960		
582	3,878	594	4,567	606	3,115	618	4,455	630	3,960	642	3,465	654	3,960		
583	3,435	595	4,567	607	3,115	619	4,455	631	4,455	643	3,945	655	3,960		
584	3,469	596	3,960	608	3,115	620	4,455	632	5,410	644	3,884	656	3,960		
585	3,968	597	3,960	609	3,115	621	4,455	633	6,227	645	3,881				
586	4,786	598	3,960	610	3,115	622	5,387	634	3,465	646	3,879				
587	3,465	599	7,312	611	5,435	623	4,270	635	3,465	647	3,879				
588	3,960	600	5,038	612	4,455	624	3,465	636	3,465	648	3,882				



TENTATIVE SITE PLAN
PHASE 1, 2, 5 & 6

EAST PARK ESTATES

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MARK D. GREGG
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437



TENTATIVE SITE PLAN
PHASE 1, 2, 5 & 6

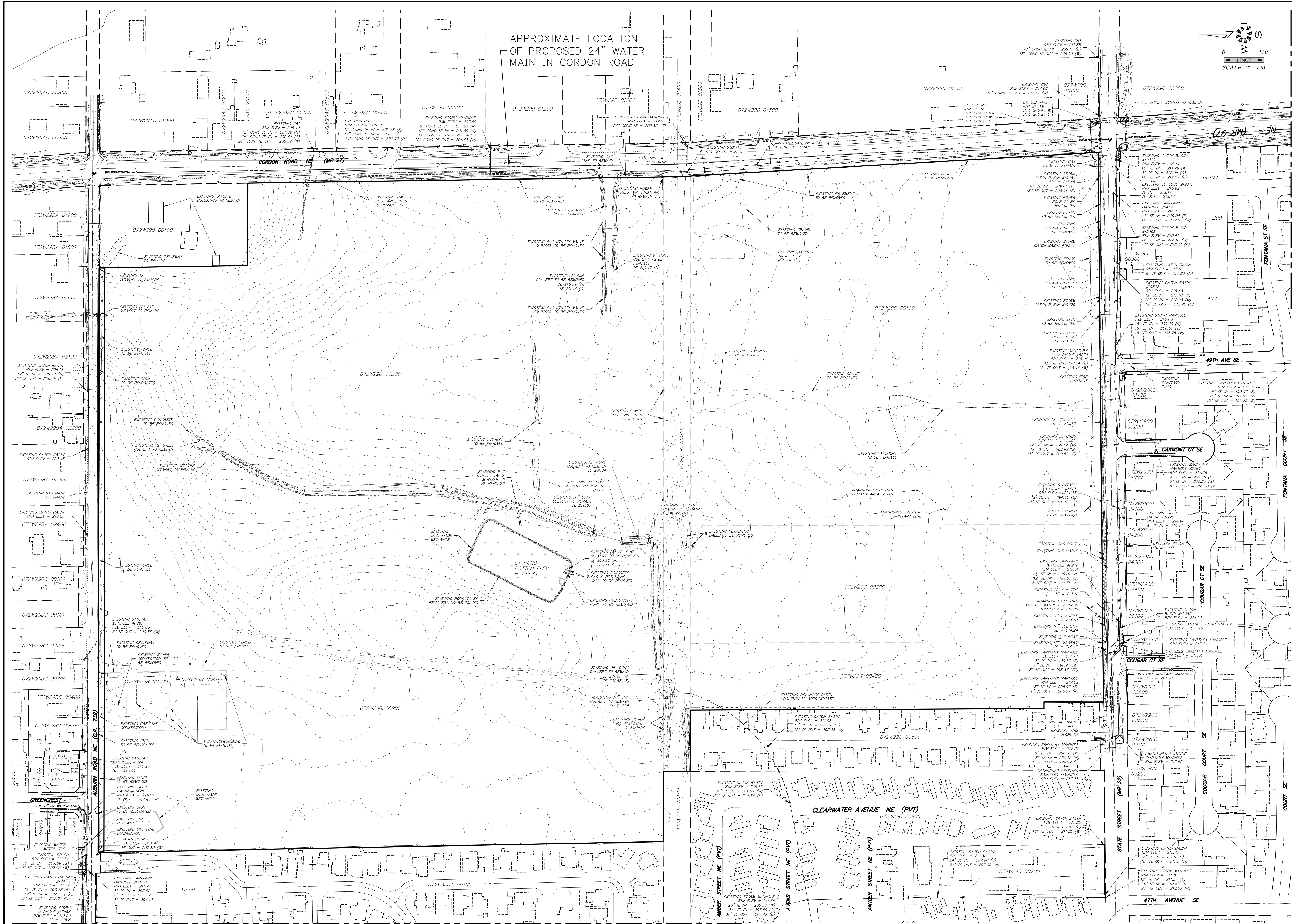
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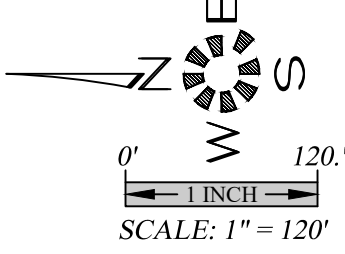
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APPROXIMATE LOCATION
OF PROPOSED 24" WATER
MAIN IN CORDON ROAD



MATCH LINE
SEE SHEET P204

MULTI/TECH

ENGINEERING SERVICES, INC.

1155 13th St. S.E. Salem, OR 97302

PH: (503) 363-9227 FAX: (503) 364-1260

www.mtengr.com office@mtengr.com

EXISTING CONDITIONS PLAN

- SITE

EAST PARK ESTATES

P.U.D.

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DRAWN: M.D.G.

CHECKED: M.D.G.

DATE: NOV. 2018

SCALE: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER

MARK D. GREW

EXPIRES: 06-30-2019

JOB # 6437

P201

East Park Estates

SUB-Modification

CPC-ZC-PUD-SUB-ADJ19-08

April 21, 2021

BACKGROUND:

On June 18, 2018, a Pre-Application Conference (PRE-AP18-72) was held with the applicant and City staff. The purpose of the pre-app was to discuss the potential development of the property.

The applicant attended the East Lancaster Neighborhood Association meeting and the East Suburban Neighborhood Association meeting on October 4, 2018, to discuss the proposal with the Neighborhood Association and adjacent property owners.

On January 3, 2019, the required PUD Pre-Application Conference (PRE-AP18-126) was held with the applicant and City staff.

On October 16, 2019, CPC-ZC-PUD-SUB-ADJ19-08 was approved for East Park PUD. The approval was for a 695-unit Planned Unit Development and Subdivision to be completed in six phases, a Minor Comprehensive Plan Map Amendment and Zone Change from CR (Retail Commercial) to RMII (Multi-Family Residential) for approximately 2.11 acres, and from IP (Industrial Park) to RS (Single Family Residential) for approximately 3.25 acres, and a Class-2 Adjustment to reduce the amount of required off-street parking spaces for the 36-unit multi-family portion of the PUD from 77 spaces (2.14 per unit) to 64 spaces (1.77 spaces per unit).

On December 29, 2020, CPC-ZC-PUD-SUB-ADJ19-08MOD1 was approved for East Park PUD. The approval modified the original approval to allow the application to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space. See attached approval.

On April 19, 2021, a Property Line Adjustment for the southwestern property line was submitted to Marion County for review and approval.

MODIFIED PROPOSAL:

The proposed modifications are outlined on the site plan located on Page 13 of this report.

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	148 lots
Phase 2:	93 lots
Phase 2B:	12 lots
Phase 3:	106 lots
Phase 4:	108 lots
Phase 5:	101 lots
Phase 6:	80 lots

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The modification is only for the Subdivision.

SITE VICINITY AND CHARACTERISTICS:

The subject property contains approximately 122 acres, including 12.29 acres of open space. The subject property is zoned RS (Single-Family Residential), RMI and RMII (Multi-Family Residential), and CR (Commercial Retail).

The subject property is vacant. Topography, property configuration and dimensions area illustrated on the tentative plan.

The surrounding properties are zoned and used as follows:

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings
East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses
South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings
West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

The subject property is located within the City limits (ANXC-689) and the Urban Growth Boundary.

UDC 205.070(d) SUB MODIFICATION CRITERIA:

- (1) The proposed modification does not substantially change the original approval;
and***

Findings: The modified proposal is in substantial conformance with the original approval. There are no major changes being made.

Modified Proposal:

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1: 148 lots
Phase 2: 93 lots
Phase 2B: 12 lots
Phase 3: 106 lots
Phase 4: 108 lots
Phase 5: 101 lots
Phase 6: 80 lots
- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD), UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. The modification is only for the Subdivision.

Density within the SUB is still being met as shown below:

RS Zone-Minimum 4,000 square foot lot size required

Lot Size w/Streets	Lot Size w/out Streets
77.27 acres	56.50 acres
814 lots- max allowed	615 lots- max allowed
445 lots- proposed	445 lots- proposed
Density met	Density met

RM1 Zone-8 units minimum/14 units maximum

Lot Size w/Streets	Lot Size w/out Streets
11.7 acres	8 acres
94 units-min required	64 units-min required
164 units-max allowed	112 units-max allowed
78 units-proposed	78 units-proposed
	Density met

RM2 Zone-12 units minimum/28 units maximum

Lot Size w/Streets	Lot Size w/out Streets
15.34 acres	9.71 acres
184 units-min required	117 units-min required
430 units-max allowed	272 units-max allowed
125 units-proposed	125 units-proposed
20 units proposed within the southwest corner of Russet Avenue and Greencrest Street	20 units proposed within the southwest corner of Russet Avenue and Greencrest Street
	Density met

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 size requirements and required access. Therefore, this criteria has been met.

(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.

Findings: The modified proposal will not result in significant changes to the appearance of the development. There are no major changes being made.

Modified Proposal:

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1: 148 lots
Phase 2: 93 lots
Phase 2B: 12 lots
Phase 3: 106 lots
Phase 4: 108 lots
Phase 5: 101 lots
Phase 6: 80 lots

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

SUBDIVISION 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:

(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 not require any variances to lot development or street standards specified in the Code. UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. However, the applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.

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 size 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 criterion 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 wetlands and a waterway that runs through the subject property. The City will notify DSL to ensure that all applicable requirements pertaining to wetlands are met at the time of development. The waterway runs through subject property and has been incorporated into the green space within the development. Therefore, providing a natural amenity for the residents.

Based on the information provided in PRE-AP18-72 and PRE-AP18-126, a geologic assessment is required. A geologic assessment dated December 21, 2018, was reviewed, and approved by the City with the original approval.

This criterion has been met.

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

The subject property is 122 acres in size. The applicant is proposing to develop the property with 648-lots within seven (7) Phases, as shown on the site plan. Therefore, the proposed SUB will not impede future use or development of the commercial parcel or adjacent land.

The surrounding abutting properties are fully developed.

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings

East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses

South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings

West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

The proposed site plan shows street improvements and access to all lots within the proposed subdivision. Therefore, this criterion 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. Therefore, this criteria has been met.

Proposed Storm Water 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 proposed stormwater system will meet City of Salem Stormwater Management standards in means and methods to provide all aspects of Stormwater management. A preliminary stormwater analysis was reviewed and approved as part of the original decision.

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

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.

All streets within the SUB are proposed to be private except for Greencrest Street that runs north/south through the development. Greencrest Street is designated as a 'collector' and will be designed to public street standards.

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. Auburn Road, State Street, and Cordon Road provides connection to street system that serves the area.

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 partition 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, and is consistent as follows:

The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks. Therefore, this criterion has been met.

(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 street and circulation system serving this residential neighborhood and Crossler Middle School.

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.

A Traffic Impact Analysis (TIA) dated February 2019 was approved for the original PUD/SUB approval. The Public Works Department addressed 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. Therefore, this criterion has been met.

(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 lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.

The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks.

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 street and circulation system serving this residential neighborhood and Crossler Middle School.

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 criterion 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 648-lot subdivision/planned unit development. The applicant is proposing the modification of the subdivision. A Traffic Impact Analysis (TIA) dated February 2019, was reviewed and approved as part of the original approval. Our modified proposal is for less lots than were original documented within the approved TIA.

The proposed subdivision plan mitigates impacts to the transportation system by providing adequate access and circulation for all 648-lots. Therefore, this criteria 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 proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD) and UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes.

- 1) The applicant is proposing to subdivide 122 acres into a seven (7) Phase, 648-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	148 lots
Phase 2:	93 lots
Phase 2B:	12 lots
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Phase 6:	80 lots

- 2) The applicant is also requesting a change in Phase lines as shown on the site plan, along with the addition of Phase 2B.
- 3) The applicant is also requesting an Adjustment to the Lot to Depth Ratio standard for Lots 153-155, 159, 160, 161, 231, and 232 in Phase 2 and Lots 468-472 in Phase 5.
- 4) The applicant is requesting to create the City Park and Commercial lots through Phase 3 of this modification.

The modification is only for the Subdivision.

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. The subdivision regulates minimum lot sizes. 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.

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and

74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.

The original and modified layout of the lots takes into consideration the topography and vegetation of the site. All lots and streets are in compliance with the UDC. Therefore, no variances have been requested. Therefore, this criteria has been met.

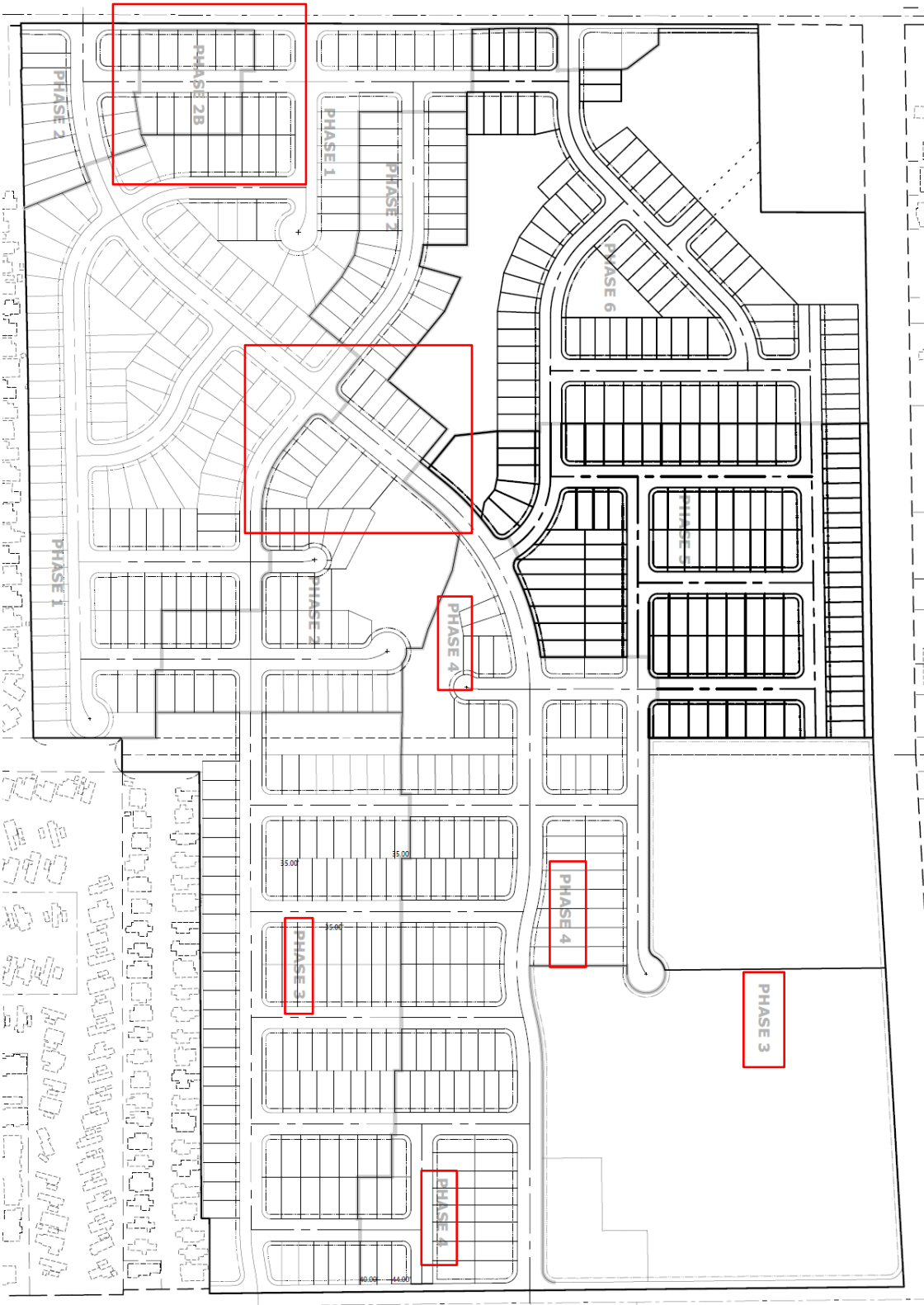
10) When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will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

The property and development are outside the Urban Service Area (USA) and are subject to growth management requirements for public facilities under SRC Chapter 66. However, all services are available to the site as indicated at the Pre-App (PRE-AP18-72), (PRE-AP18-126) and the previously approved UGA (UGA09-07MOD1). Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and 74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.



Proposed Modification-April 2021

East Park Memo: 6-10-2021

Attached is the proposed phasing plan. Phases 2A and 2B will be their own phases and we would like them to be able to plat at any point after Phase 2, we would also like the ability to plat them as a single phase if we choose to. We will dedicate the right of way and construct the section of Greencrest highlighted in red with the Phase 2 plat. With Phase 3, we will construct the dedicate the right of way and construct the section of Greencrest highlighted in green. We will construct Left turns on State Street at Lone Oak and at Greencrest with Phase 3. The remaining frontage improvements on State Street will be constructed with Phase 4.

