Oak Grove Subdivision

Subdivision Application

Revised-April 13, 2022

BACKGROUND:

On October 28, 2020, Pre-AP20-94 was held with City Staff and the applicant's representatives to discuss the development of the subject property.

The South Gateway Neighborhood Association was notified of the proposal on December 5, 2021, via email.

PROPOSAL:

The subject property is about 12.18 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 58 single family residential lots, and 2 lots for water quality (see attached plan).

The applicant is also requesting the following:
-Urban Growth Area Permit (UGA)
-Tree Conservation Plan Variance
-Alternative Street Standards
-Adjustments:
SRC Section 803.030 (Block Length)
SRC Table 111-2 (Lot Width to Depth Ratio)

SITE VICINITY and CHARACTERISTICS:

The subject property is located west on Lone Oak Road S. The subject property is identified as 083W15CB/Tax Lots 1900, 2000, 2100 and 2200.

The surrounding properties are zoned and used as follows:

North:	Across La Cresta Drive, RS (Single-Family Residential); existing single-family dwellings
East:	RS (Single-Family Residential); existing single-family dwellings
South:	Across Sarah Renee Avenue SE, RA (Residential Agriculture); existing single-family dwellings and vacant land
West:	Across Lone Oak Road SE, RA (Residential Agriculture); existing single-family dwellings and vacant land

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

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

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

The Salem Revised Code (SRC), which includes the Salem Zoning Code, implements the Salem Area Comprehensive Plan land use goals, and governs development of

property within the city limits. The subdivision process reviews development for compliance with city standards and requirements contained in the Subdivision Code, Zoning Code, Salem TSP and the Water, Sewer and Storm Drain System Master Plans, and adopted design documents applicable to residential development. The proposed meets all applicable provisions of the Salem Revised Code.

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

The proposal does not require any variances to lot development standards specified in the Code. An adjustment has been requested.

Minimum Lot Area and Dimensions:

The subject property is about 12.18 acres in size and zoned RA (Residential Agriculture). The applicant is proposing to divide the subject property into 58 single family residential lots, with 4 lots for water quality.

As shown on the site plan, all 60 lots meet the lot size (4,000 square feet) requirements within the RA zone and lot dimension (40' by 70') standards as required under UDC Chapters 510 and 511. Lots 8 and 9 exceed the lot width to depth ratio, an adjustment has been requested.

*Lot 8: Allowed lot depth-145 feet	Proposed lot depth-189 feet
*Lot 9: Allowed lot depth-158 feet	Proposed lot depth-168 feet

The applicant is allowed to have 8 flag lots within the proposed subdivision. There are no flag lots proposed within the subdivision.

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

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

(B) City infrastructure standards.

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth

Boundary. The proposal encourages the efficient use of developable residential land. Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services. Therefore, this criteria has been met.

A Preliminary Drainage Report dated December 3, 2021 has been provided as part of this application. Revisions to the Drainage Report are currently being worked on.

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

There are no identified wetlands located on the subject property.

A Geological Assessment dated July 16, 3021, has been provided as part of this proposal.

The assessment outlines the nature, distribution of underlying geology, and the physical and chemical properties of existing soils; an opinion as to stability of the site, and conclusions regarding the effect of geologic conditions on the proposed development as required.

This criteria has been met.

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

The proposal is for the entire subject property and will be developed into 58 residential lots, and 4 lots for water quality.

The surrounding properties are fully developed, or the site abuts existing right-of-way. Therefore, stub streets cannot be provided. All surrounding properties have direct access onto the existing street system.

Therefore, this criteria has been met.

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

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth Boundary. The proposal encourages the efficient use of developable residential land.

Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services.

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

The subject property is within ½ mile from several park areas:

*Sumpter Elementary School and Park-located directly to the north (0.50 miles)
*Bryan Johnston Park-located directly to the southwest (0.50 miles)

Therefore, the subject property is served by parks.

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

Proposed Stormwater Management System:

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

A Preliminary Drainage Report dated December 3, 2021 has been provided as part of this application. Revisions to the Drainage Report are currently being worked on.

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

The major street system is in place due to prior development. Lone Oak Road located to the west of the site will provide access into the development. Lone Oak is designated as a 'collector' on the Salem Transportation System Plan. La Cresta Drive located to the north of the site will provide access into the development. La Cresta Drive is designated as a 'local' street on the Salem Transportation System Plan. Sarah Renee Avenue SE located to the south of the site will provide access into the development. Sarah Renee Avenue SE is designated as a 'local' street on the Salem Transportation System Plan.

These street connections help to provide circulation through the neighborhood, existing and proposed.

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

Alternative Street Standards Requested: See attached memo dated December 5, 2021

1) -Alternative street standard to allow a short section of Koda Street (See Sheet P4) to exceed a 12-percent street grade.
   -Alternative street standard to allow a short section Sarah Renee Street (See Sheet P8) to exceed a 12-percent street grade.
   -Alternative street standard to allow a Lone Oak Road (See Sheet P9) to exceed a 12-percent street grade.
2) -Alternative Street Standard to allow the street radius on Koda Street to exceed code requirements.
3) -Alternative Street Standard to allow La Cresta Drive to be constructed with a 51-foot wide right-of-way with curb line sidewalks.

1)The applicant is requesting an alternative street standard to street grade . As shown on the street sections provided, a short section of Koda Street and Sarah Renee Street will have a 15% street grade. Due to the topography of the site and the proposed street alignments with existing streets, this proposed streets within the subdivision exceed the street grade allowed.

The applicant is requesting an alternative street standard to street grade for Lone Oak Road. As shown on the street sections provided, a section of Lone Oak Road will have a 16% street grade. Due to the topography of the site and the proposed street alignments with existing streets, this proposed streets within the subdivision exceed the street grade allowed. This section of Lone Oak is existing and therefore, the slope can not feasible be changed without significant negative impacts to the area.

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. See attached memo dated December 5, 2021.

2)The applicant is also requesting an alternative street standard to use a 90-foot center line radius center line cure followed by a 110-foot center line radius curve. These sharp curves are needed to facilitate getting Koda Street up the hill. The applicant's engineer evaluated all other options that could be considered and found the situation to be worse than what the applicant is presently proposing. Therefore, a design exception has been requested.

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.

3) The applicant is requesting an alternative Street Standard to allow La Cresta Drive to be constructed with a 51-foot wide right-of-way with curb line sidewalks. All street design and improvements will be determined through the subdivision review process and regulated through the Conditions of Approval. The applicant is requesting an alternative street standard to allow La Cresta Drive to be 51 feet in width.

The applicant is requesting an alternative street standard to street width. Due to the topography of the site and the proposed street alignments with existing streets, La Cresta Drive will be 51 feet in width with curb line sidewalks. The applicant has requested an alternative street design to allow 51-foot street width. La Cresta Drive is existing and the 51-foot-wide right-of-way is consistent with the existing right-of-way improvements. Furthermore, the curb line sidewalk is allowed per Code and helps to minimax needed grading. Therefore, meeting code and less disruptive.

All 58 single family lots will have direct access onto the proposed and existing surrounding street system. Access to the 2 detention areas will be provided for maintenance via the proposed internal streets.

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

<u>Transportation Planning Rule Review:</u>

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

In conclusion, the development will provide bicycle and pedestrian facilities on-site to encourage people to walk and reduce vehicle trips. The development on the property will allow residents to reduce vehicle usage, by the convenience of bicycle and

pedestrian paths to and from the uses and existing sidewalk system. Therefore, the proposed subdivision is in compliance with the intent of the TPR to reduce vehicle usage and encourage other modes of transportation to and from the site.

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

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

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

Due to existing development to the east, additional vehicle and/or pedestrian connections cannot be made. Therefore, the block with Lots 47 through 58 exceeds the maximum 600-foot block length allowed.

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

An adjustment to block length has been requested.

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

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

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

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

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

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

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

In order to break the block lengths up, street connections have been provided to adjacent properties as well as provide efficient circulation within the subdivision and to adjacent neighborhoods. Due to existing development to the east, additional vehicle and/or pedestrian connections cannot be made.

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

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

The proposal is for a 58-lot subdivision, with 4 lots designated for water quality. The size of the subdivision does not warrant a TIA. The proposed subdivision plan mitigates impacts to transportation system by providing adequate access and circulation for all 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.

An adjustment to lot width to depth ratio is being requested for Lots 8 and 9. No variances have been requested

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

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

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

There are 453 (four hundred and fifty-three) trees located throughout the proposed subdivision, as shown on the tree plan. 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.

A total of 135 (one-hundred and thirty-five) trees are designated for preservation. Therefore, 30% of the trees on site will be preserved.

There are twenty-eight (28) Oregon White Oaks that are significant. Three (3) of the Oregon White Oaks are designated for removal, with twenty-five (25) Oregon White Oaks are proposed for preservation.

EXISTING TREES WITHIN BOUNDARY

= EXISTING TREE TO REMAIN
= EXISTING TREE TO BE REMOVED
= EXISTING OAK TREE 24"+ DIA. TO REMAIN
= EXISTING OAK TREE 24"+ DIA. TO BE REMOVED

	REMAIN	REMOVE	TOTAL
WHITE OAK 24">	25	3	28
OTHER TREES	110	315	425
TOTAL TREES			453

Therefore, this criteria has been met.

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

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

TREE CONSERVATION/REMOVAL PLAN

There are 453 (four hundred and fifty-three) trees located throughout the proposed subdivision, as shown on the tree plan. 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.

A total of 135 (one-hundred and thirty-five) trees are designated for preservation. Therefore, 30% of the trees on site will be preserved.

There are twenty-eight (28) Oregon White Oaks that are significant. Three (3) of the Oregon White Oaks are designated for removal, with twenty-five (25) Oregon White Oaks are proposed for preservation.

*42” Oak (Located in the Koda Street right-of-way)-Remove
*28” Oak (Located along the southern boundary of Lot 8)-Remove
*25” Oak (Located within WQF #1)-Remove