

Kelly Burgess

From: Joseph Schaefer
Sent: Monday, June 6, 2022 12:38 PM
To: Kelly Burgess
Cc: Edward H. Trompke
Subject: East Park FW: Narrative for modification

Kelly please see below and do the upload thing.

Thanks

From: Aaron Panko <APanko@cityofsalem.net>
Sent: Monday, June 6, 2022 12:27 PM
To: Edward H. Trompke <Ed.Trompke@jordanramis.com>
Cc: Joseph Schaefer <joseph.schaefer@jordanramis.com>; Darlene Ferretti <Darlene.Ferretti@jordanramis.com>
Subject: RE: Narrative for modification

Hi Ed,

This appears to address the correct approval criteria. Please upload the written statement to the folder using the PAC Portal and I can route the application to the other Departments for completeness review.

If you have any questions, please contact me.

Aaron Panko

Planner III

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Due to limited staffing, the Planner's Desk has new temporary hours: 10-4 Monday-Friday

Questions on Zoning and Sign Permits can also be submitted by email to Planning@cityofsalem.net

From: Edward H. Trompke <Ed.Trompke@jordanramis.com>
Sent: Monday, June 6, 2022 11:56 AM
To: Aaron Panko <APanko@cityofsalem.net>
Cc: Joseph Schaefer <joseph.schaefer@jordanramis.com>; Darlene Ferretti <Darlene.Ferretti@jordanramis.com>
Subject: Narrative for modification

Aaron

I understand you would like to see the narrative for the application to modify the approval, affecting the interim traffic patterns, but not the final patterns. It is set out below, and we appreciate any thoughts you may have.

Sec. 205.070. - Modification of approval.

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

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

Response: The proposed change is to the interim routing of traffic for the initial phases of the subdivision, until the time when all of the internal and frontage street improvements have been completed. In that sense, the proposed change is temporary, and is designed to ensure that the city's traffic level of service standards are maintained throughout the phased project.

For the houses being served by the street improvements, the interim change will be to their route of travel, because they will have a second, and we believe very useful, alternative route, earlier than previously planned. That is, they will be able to access State St via Greencrest Street, in addition to using Auburn and its intersection with Cordon Rd as an indirect route to reach State St. For trips from the site to downtown, State St is the more direct route, and the proposed modification will provide direct access to State St via Greencrest sooner than under the original approval. Because this route was planned to be the permanent option for residents, the earlier availability has no detrimental impact. For trips headed to shop on Lancaster, the modification will not be a change because the route to Lancaster via Auburn is not affected.

The traffic study demonstrates that the traffic flow will meet city standards at all times, which is the purpose of the street improvements. Because that purpose is met, and because houses in the initial phases will have a second route for trips to the south via State St, we believe the change is a net benefit to the new residents in the initial phases. This criterion is satisfied.

- (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.

The modification does not change the street design or the physical appearance of the street improvements. Nor does it affect the use of the site, because the single family residential use is unchanged. The potential traffic impacts on surrounding properties will be temporary. The number of trips on Auburn will be temporarily lower, because the initial two phases of the project (227 houses) will have a second route to State St, via Greencrest. Thus there will be more trips on State St from the initial phases than originally approved, because the original approval lacked an internal street connection (Greencrest) from Phases 1 and 2 to State St. Because the city's level of service standards on all the streets are satisfied, there is not a significant change to the impacts on surrounding properties, and this criterion is satisfied.

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