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

Urban Growth Area Permit

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.

The subject property is located at 5730 Lone Oak Road and identified as 083W15CB/Tax Lots 1900, 2000, 2100, 2200.

Oak Grove Subdivision

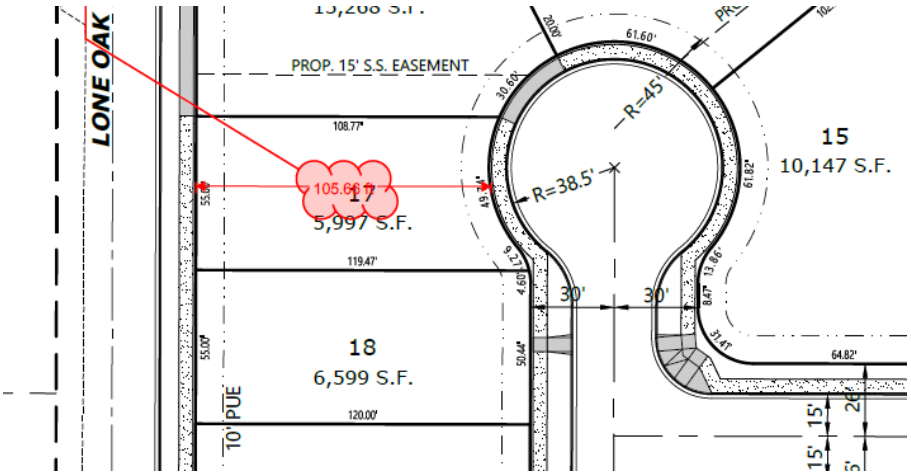
Adjustment Class-1 Application
Table 511-2 (Lot Standards)

Proposal:

An adjustment to lot to depth is being requested for Lot 17. Lot 17 is a double frontage lot, with frontage along the proposed interior local street and frontage along Lone Oak Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lot 17 does not meet this minimum.

*Lot 17=105.66 feet in depth

The applicant is requesting an adjustment to the lot depth required for double frontage lots.



Adjustment Criteria-SRC 250.005(d)(1) Criteria

(A)The purpose underlying the specific development standard proposed for adjustment is:
(i)Clearly inapplicable to the proposed development; or
(ii)Clearly satisfied by the proposed development.

(B)The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development.

Applicant's Reasons:

(A) The applicant is requesting a zoning adjustment to Table 5111-2. An adjustment to lot to depth is being requested for Lot 17. Lot 17 is a double frontage lot, with frontage along the proposed interior local street and frontage along Lone Oak Road. Per Table 511-2, double frontage lots require a minimum lot depth of 120 feet. Lot 17 does not meet this minimum.

*Lot 17=105.66 feet in depth

The applicant is requesting an adjustment to the lot depth for double frontage lots.

In order to provide street connections and circulation, the size and layout of the lots had to be taken not consideration. Due to the location of the required interior streets, and the required right-of-way dedication along Lone Oak Road, the required 120-foot lot depth for Lot 17 could not be met.

Therefore, meeting this standard is not feasible due to required street connections and right-of-way dedication.

The purpose of this requirement is to avoid creating lots with two frontages that would be affected by streets on two side, which could create homes too close to the right-of-way. As stated above, in order to provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to required street connections and right-of-way dedication, creating lots that meet the 120-foot lot depth is not feasible adjacent Lot 17.

Lot 17 does not affect the rest of the subdivision or the proposed lots. Lot 17 will still provide large setbacks and open space areas on the lots. Therefore, the proposed adjustment equally or better meets the standard.

(B) The subject property is zoned RA and is located in a residential area. The properties to the north, east, and south are all zoned RA and RS.

The RA zone allows for this property to be subdivided.

The proposal will have little to no impact on the surrounding neighborhood. The purpose of this requirement is to avoid creating undevelopable lots. As stated above, in order to provide the required street connections and right-of-way dedication, the size and layout of the lots had to be taken into consideration. Due to the location of the required street connection and the required right-of-way dedication along Lone Oak Road, the required 120-foot lot depth for Lot 17 could not be met.

Lot 17 does not affect the rest of the subdivision or the proposed lots. The lots will meet setbacks and provide open space areas on the lots. Therefore, this proposal will not detract from the livability or appearance of the residential area.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

Doaks Ferry Road-Subdivision

Adjustment Class-2 Application
Table 511-2 (Lot Standards)

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, with 2 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. Lot 8 exceeds the lot width to depth ratio, an adjustment has been requested.

*Lot 8: Allowed lot depth-145 feet Proposed lot depth-206.56 feet

The minimum lot width required for lots in the RA zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum.

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's Reasons:

(A) The applicant is requesting a zoning adjustment to Table 5111-2. The minimum lot width required for lots in the RA zone is 40 feet with a minimum lot depth of 70 feet. Table 111-2 only allows a maximum lot depth of 300% of average lot width

The applicant is requesting an adjustment to the lot width to lot depth maximum.
In order to provide street connections and circulation, the size and layout of the lots had to be taken into consideration. Due to the location of trees and required street connections, the lots within the subdivision are long. Therefore, Lot 8 exceeds the maximum requirement.

The purpose of this requirement is to avoid creating long narrow lots. In order to provide street connections and to preserve trees, the size and layout of the lots had to be taken into consideration. Due to the required street connections, circulation, and the location of trees, making Lot 8 smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots, along with preserving trees. Therefore, the proposed adjustment equally or better meets the standard.

(B) The subject property is zoned RA and is located in a residential area. The properties to the north, east, south, and west are all zoned RS and RA. The RA zone allows for this property to be subdivided, while providing Needed Housing as defined in the ORS.

The proposal will have little to no impact on the surrounding neighborhood. The purpose of this requirement is to avoid creating long narrow lots. As stated above, the longer lots actually provide larger lots to help meet setbacks and provide larger open space areas on the lots, along with preserving trees. Due to required street connections, and the location of trees, creating smaller lots is not feasible.

The longer lots do not affect the rest of the subdivision or the proposed lots. The longer lots actually provide larger lots to help meet setbacks and provider larger open space areas on the lots. Therefore, this proposal will not detract from the livability or appearance of the residential area.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

(C) The proposed adjustment will not affect surrounding existing or proposed development. The applicant is requesting more than one adjustment.

Oak Grove Subdivision

Adjustment Class-2 Application
Section 803.020(a)(2) (Designation of Lot Lines)

Sec. 800.020. - Designation of lot lines.

(a)Front lot line. The front lot line shall be designated as set forth in this subsection (see Figure 800-1.

(2)Corner lot. For a corner lot, the front lot line shall be the property line abutting a street designated by the building permit applicant; provided, however, that lot dimension standards are met.

Proposal:

Per 800.020(a)(2), on corner lots, the front lot line shall be the property line abutting the street. Lots 9 and 12 are considered corner lots and therefore, the south property lines shall be designated as the front lot line. The applicant is requesting an adjustment to SRC 800.020(a)(2), to allow the west property lines of Lots 9 and 12 to be designated as the front lot lines.

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.

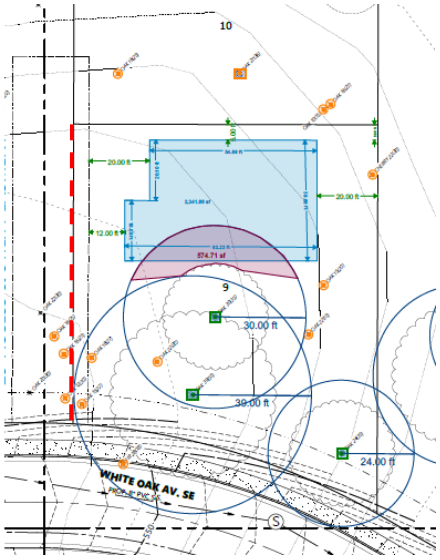
(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant's Reasons:

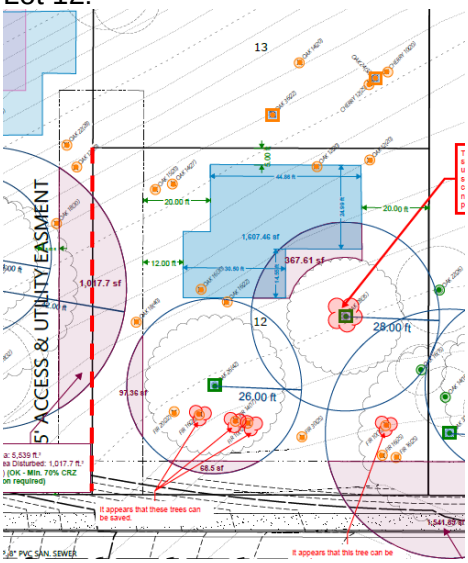
(A) The layout of the lots was taken into consideration at the time of design layout. Due to existing trees on the site, designation of the west property line as the front will help preserve trees on Lot 9 and 12.

This adjustment will allow the developer to retain trees, while maintain the front and rear yard setback requirements. Therefore, the proposed is better met by the property line redesignation, to allow the preservation of additional significant Oak trees.

Lot 9:



Lot 12:



(B) The subject property is zoned RA and is located in a residential area. The surrounding properties to the north, east, west, and south are all zoned RA and RS.

The RA zone allows for this property to be subdivided and provided needed housing as defined under in the ORS. The applicant is requesting an adjustment to Section 800.020(a)(2), designation of lot lines. Due to all the existing trees on Lots 9 and 12, in order to preserve additional trees, the west property line needs to be designated as the front. As stated about, this will allow preservation of significant trees, and compliance with setback requirements at the time of development.

Therefore, the preservation of additional trees will enhance, not detract from the livability or appearance of the residential area.

The proposal will have little to no impact on the surrounding neighborhood.

Any conditions placed on the subdivision will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

(C) The proposed adjustment will not affect surrounding existing or proposed development.

MULTI/TECH
ENGINEERING SERVICES, INC.

1155 13th Street SE
Salem, Oregon 97302
(503) 363-9227

December 5th, 2021

Brian Martin, P.E.
City Engineer
City of Salem
Department of Public Works
555 Liberty Street SE
Salem, OR 97301

RE: Lone Oak Subdivision
Street Design Exception Request

Brian,

We are requesting your approval of a formal Design Exception Request for the proposed subdivision "Lone Oak Subdivision" located on the south side of La Cresta Ave and along the east side of Lone Oak Road. This request is being made to allow for the construction of a short section of 15% street grade along Koda Street SE, just off of La Cresta Dr SE. Also, a short section of 15% along Sarah Renee Ave just east of Lone Oak Road. These sections are shown on the attached conceptual Street Plans.

The site has significant topographic features that impact the ability to get a roadway off of La Cresta Drive up onto the site by way of Koda Street and up onto the site from Lone Oak Road along the south boundary. There is a section of Sarah Renee Ave that is existing that was constructed several years ago. To connect to the existing section of roadway and connect to Lone Oak Road, the section of steep grade is needed.

The site layout and lot grading plan clearly depict the site and the issues that we are trying to deal with.

The needed 15% street grade is self-evident from the plans.

Along Koda Street, we are requesting approval for the use of a 90-foot center line radius center line cure followed by a 110-foot center line radius curve. Again, these sharp curves are needed to facilitate getting Koda Street up the hill.

We have explored all of the other options that we believe could be considered and found the situation to be worse than what we are presently proposing.

As such, we believe that the requested design exceptions are the best options for the site to develop.

We believe that the granting of the exceptions requested will not create increased costs to the City of Salem and will not create major impacts the residents in the area or those that will be located within the development when completed.

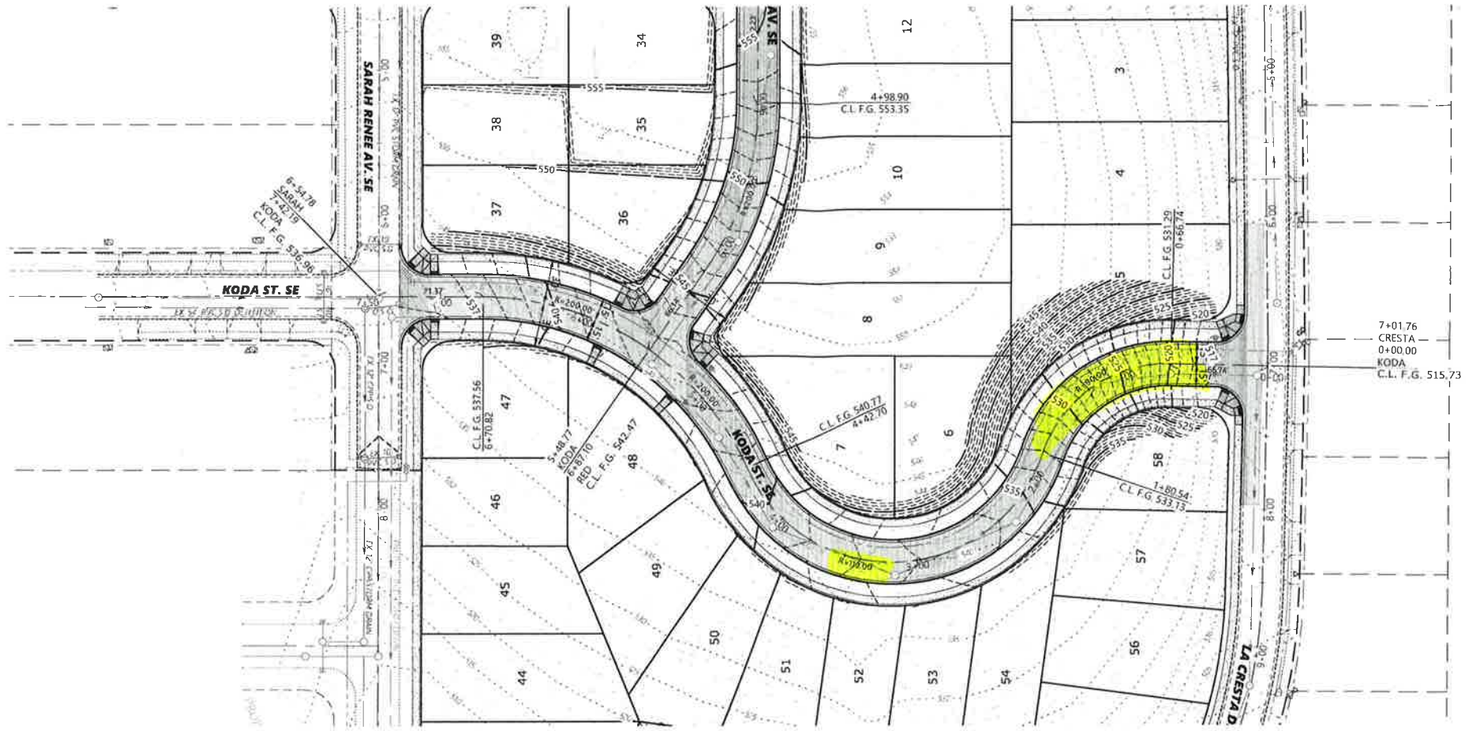
We have attached the street design sheets to aid you in this request. We are happy to meet with you and discuss the details of the request being made.

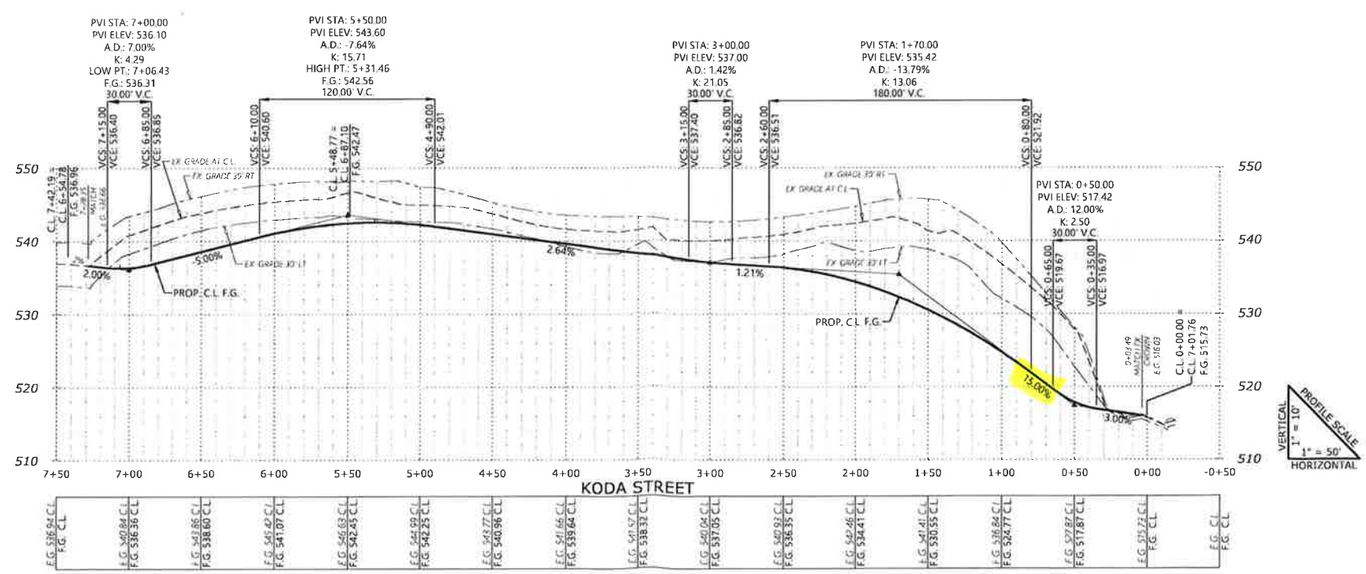
Sincerely,

Mark G. Grenz, P.E., IC., EN, GE.

REGISTERED PROFESSIONAL ENGINEER
9634
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2023





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

STREET PLAN

OAK GROVE

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.

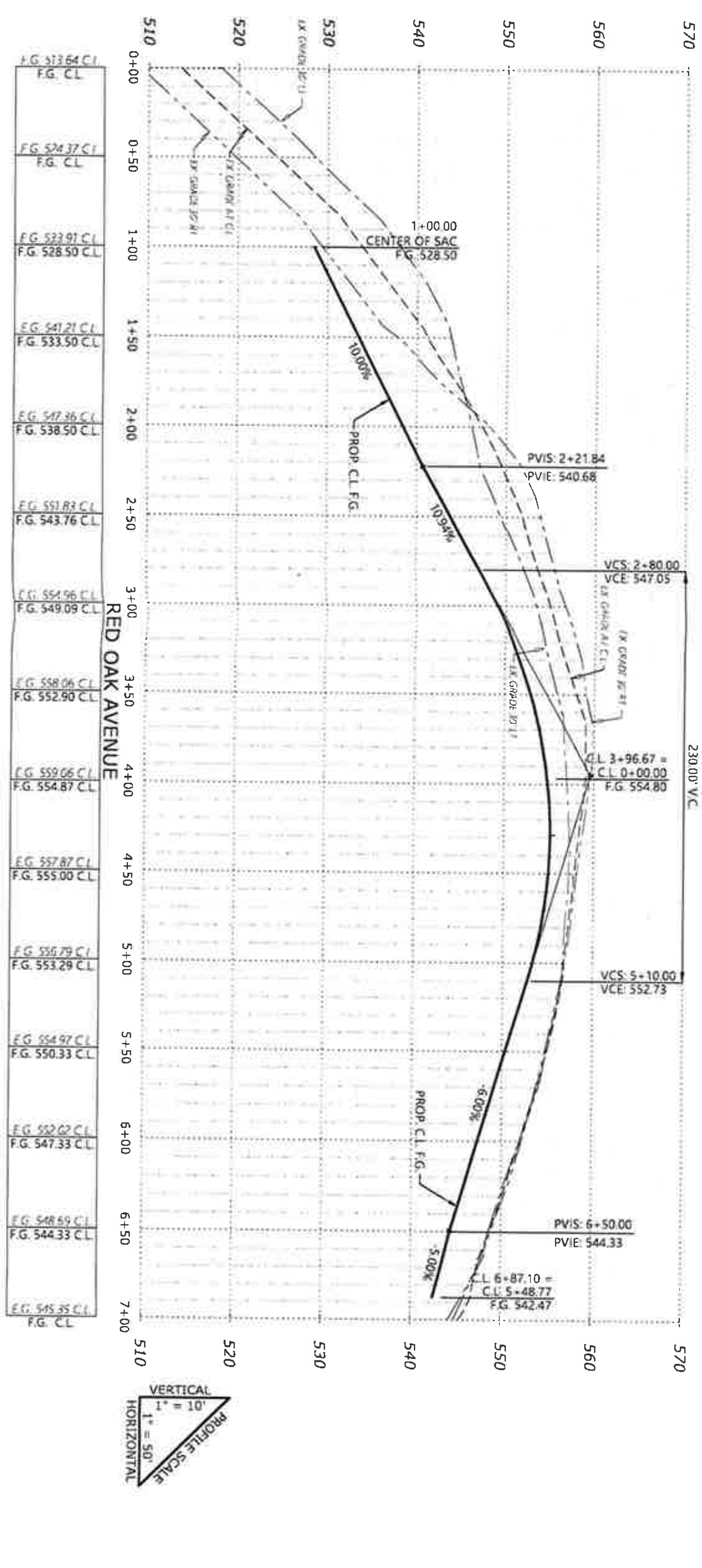
Design: M.D.G.
Drawn: D.G.G.
Checked: J.J.G.
Date: JUNE 2021
Scale: AS SHOWN
As-Built: ----

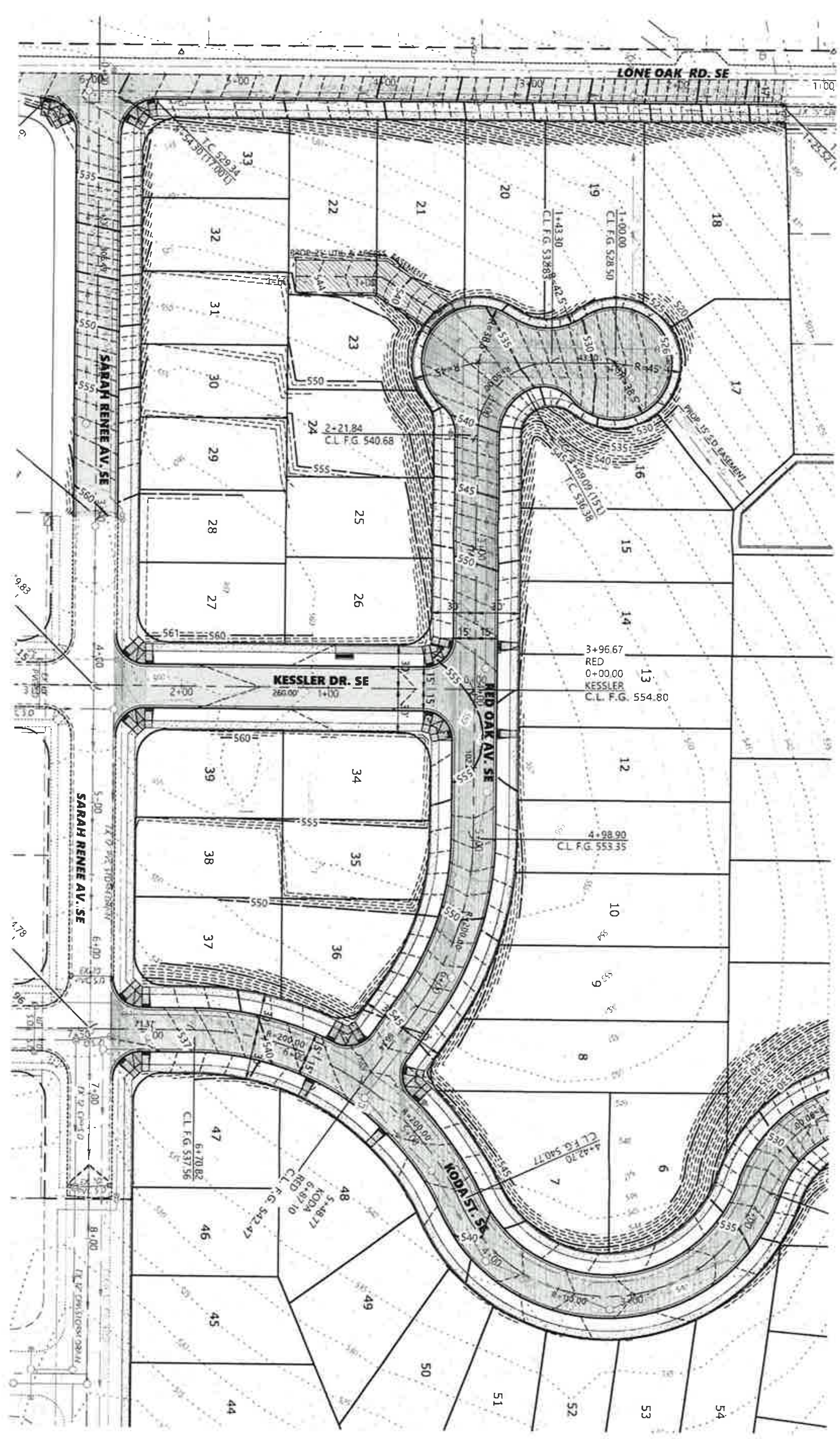
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 1, 1978
MARK D. GROBAN

EXPIRES 06-30-2021

JOB # 7154

P4





P5

JOB # 7154

EXPIRES 06-30-2021

7154p P5-ST

Design: M.D.G.
Drawn: D.G.G.
Checked: J.J.G.
Date: JUNE 2021
Scale: AS SHOWN

As-Built: ----

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DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

OAK GROVE

STREET PLAN

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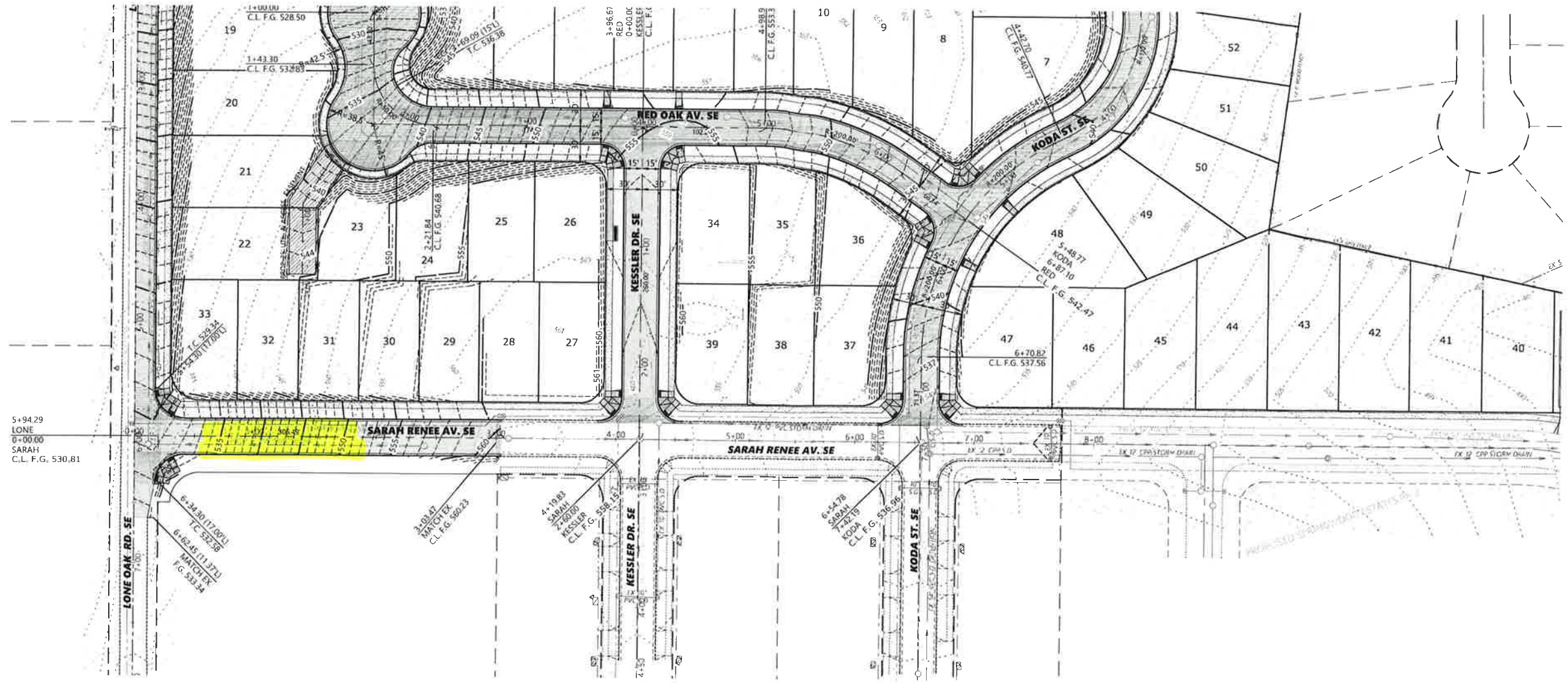

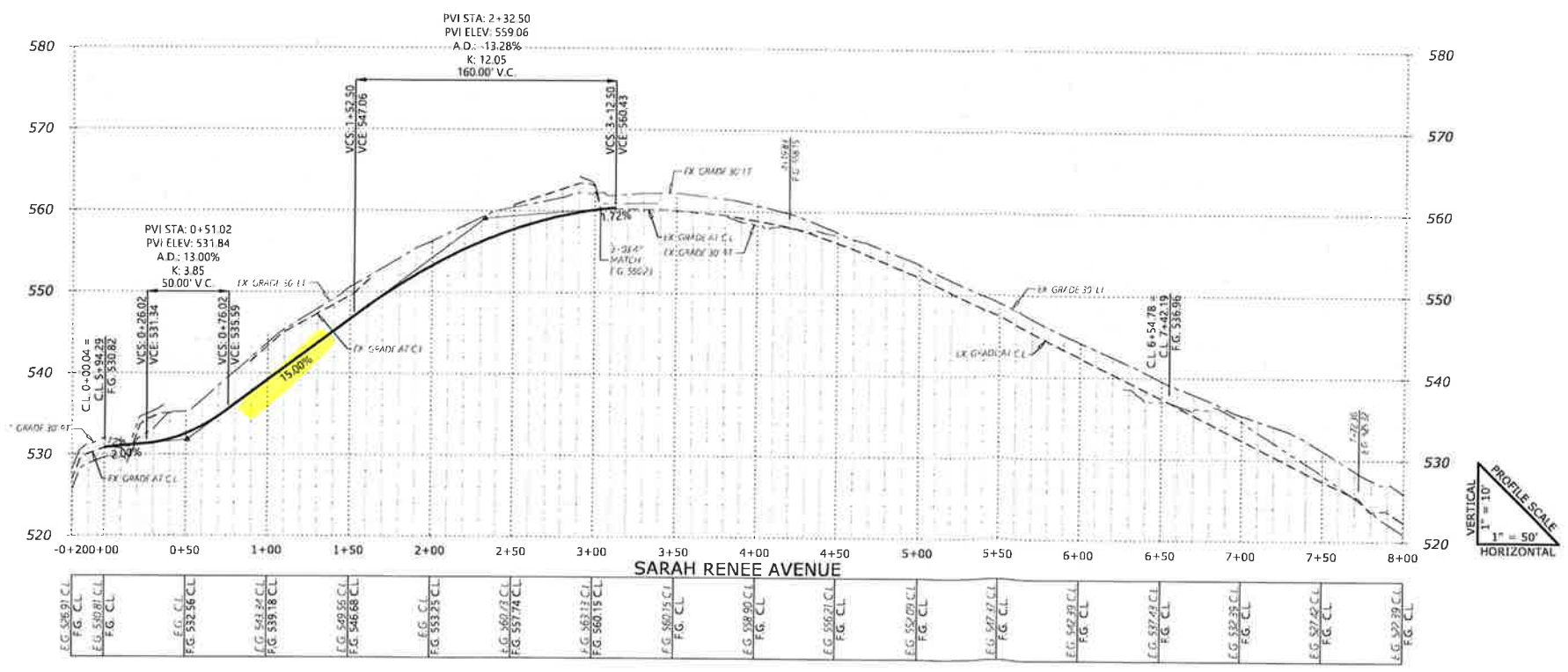

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REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2021

JOB # 7154

P7

MULTI/TECH
ENGINEERING SERVICES, INC.

1155 13th Street SE
Salem, Oregon 97302
(503) 363-9227

August 29th, 2022

Brian Martin, P.E.
City Engineer
City of Salem
Department of Public Works
555 Liberty Street SE
Salem, OR 97301

RE: Oak Grove Subdivision
Alternative Street Standard

Brian,

We were asked by Staff to make some adjustments to the proposed Oak Grove Subdivision to minimize the Impacts to the Oak Grove's located on Lots 9, 11, 12, & 14 located on the north side of Red Oak Ave SE.

The attached drawings show the efforts that we have made to reduce the impacts on the existing oak trees.

We have reconfigured the lots to create alternative buildable areas so that the trees located in the front of the lots can be retained and to minimize the impacts.

As part of those efforts, we have shown the use of "curb-line" walks along the north side of Red Oak Ave.

As such to aid in the tree protection, we are requesting approval to use an "alternative" street design

for the project. This design will have property line walks along the south side of Red Oak Ave and the use of curb-line walks along the north side of the roadway.

This request is made to aid in the protection of the existing oaks as required by staff.

Even with this, some of the Oak trees within proposed roadway will be impacted. We believe that the trees impacted are the minimum necessary to afford the developer the ability to obtain a fair return on the project.

The elimination of the planter strip is offset by the retention of the major trees.

As such, we believe that the requested design is the best options for the site to develop.

We believe that the granting of the use of the alternative street section will not create increased costs to the City of Salem and will not create major impacts the residents in the area or those that will be located within the development when completed.

We have attached the drawings for the project to aid you in this request. We are happy to meet with you and discuss the details of the request being made.

Sincerely,

Mark D. Grenz, P.E., IC., E.N., G.E.