

# **MWSH TITAN HILL PROPERTY LLC**

## **Salem, Oregon**

A Land Use Application for:

Adjustment Class-2 Application  
Sec. 803.030 Street Spacing

Applicant:

**MWSH Titan Hill Property LLC**

Project:

Titan Hill Muti-Family Residential

Submitted:

**November 10, 2022**

Prepared by:

**MWSH Titan Hill Property LLC**

## Titan Hill Street Spacing Application Narrative

### PROPOSAL:

The applicant is proposing a subdivision tentative plan in order to subdivide 36.72 acres creating 6 individual lots, ranging from .39 acres to 9.32 acres in size.

### SITE VICINITY and CHARACTERISTICS:

The subject property 36.72 acres identified as Polk County Tax Parcel 073W17B-00400, The proposed subdivision will access Doaks Ferry Road NW, (minor arterial) on the east boundary and Landaggard Drive NW (currently a collector street) along the northwest boundary of the proposed subdivision. Additionally, the primary access will be via "A" / Colorado street (collector street) will be developed from Doaks Ferry Road traversing the site to the NE edge of the site, with connection to Landaggard. Landaggard will also be extended to the northern edge of this site. Topographically, the site is characterized as gently to moderately sloping terrain (10 to 25 percent) descending downward towards the east/northeast with overall topographic relief estimated at about one hundred and forty (140) feet and ranges from a low about Elevation 272 feet near the easterly portion of the subject site to a high of about Elevation 412 near the northwesterly portion of the site.

The site is bordered on south by Orchard Height Road NW, and by Landaggard Drive NW along a portion of the west side of the parcel.

The subject property is located within the Salem City limits and the Urban Growth Boundary.

The surrounding properties are zoned and used as follows:

North: Outside the city limits Polk County Zoning Suburban Residential Zone

East: RA (Residential Agriculture) and PA (Public Amusement)

South: RA (Residential Agriculture) and PE (Public Private Education).

West: RA (Residential Agriculture)

### Proposed Development

Street and utility infrastructure for the five lots that make up the multiple family residential development for the site. 427 +/- Multiple Family residential apartment units and townhomes.

The sixth lot a MU II parcel will be held for future development.

The applicant requests an adjustment for block length at two locations on the site.

"A" Street: 1003.01 ft from Landagaard to Doaks Ferry

Landagaard: 605.47 ft from Street B to Street A

These two streets exceed the block length standard of 600 feet, the applicant requests an adjustment

## **Block Length Adjustments**

### **Sec. 803.030. Street spacing.**

(a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.

(b) Street spacing may be increased where one or more of the following exist:

(1) Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.

(2) Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.

(3) An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.

(4) Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.

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.

## Titan Hill Street Spacing Application Narrative

### Applicant Findings:

City staff has requested that this multiple family development design for a future public roadway access over and through the proposed lot 6 of this subdivision to access Orchard Heights Road. Lot 6 is zoned for a future MU II use. Providing a public roadway access from the MF II site, south, crossing lot 6 and connecting with Orchard Heights Rd is problematic:

1) Adding an additional intersection in the vicinity of Doaks Ferry Rd, Landaggard Dr and the Orchard Height Rd access to West Salem High School has the potential of overburdening Orchard Heights Rd. Providing no benefit to this multiple family development, future development of lot 6, and the surrounding neighborhood and high school.

2) The engineer for this project confirms that the grades required for creating an intersection connecting Lot 6 to A Street (Colorado) are prohibitive and would require substantial cut and grading, creating a difficult intersection for smooth and safe traffic flow in an area of concentrated school and commuter traffic.

The applicant owns and intends to develop lot 6 (MU II) site in the future. At the time of development private drives and/or roadways connecting to Lot 6 providing emergence and / or local vehicle access. Future access point(s) along the southerly line of the development abutting lot 6 can be provided to accommodate the future private drive connections.

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

Lot 1, (4.91 acres / 211,866 sq ft), will be developed as a multi-family development. This multi-family parcel will have internal drive isles and pedestrian accessways to service the site and accommodate the topographical challenges, Lot 1 will have two driveway access points, one entering "A" Street (Colorado) and one entering Landaggard Ave NW, providing connections to Doaks Ferry Rd NW and Orchard Heights Rd NW.

Lot 2, (0.39 acres / 16,862 sq ft), will be developed as a six-unit town home development. The individual town home units will have driveway access onto Landaggard Dr NW. Pedestrian accessway via the sidewalk fronting on the lot. Lot 2 will have access to Doaks Ferry Rd NW and Orchard Heights Rd NW. via Landaggard Dr NW and "A" St (Colorado).

Lot 3, (3.47 acres / 151,296 sq ft), will be developed as a multi-family development and 1 two-unit town home. This multi-family parcel will have internal drive isles and pedestrian accessways to service the site and accommodate the topographical challenges, Lot 3 will have one driveway access point, entering "A" Street (Colorado) providing connections to Landaggard Ave NW, Doaks Ferry Rd NW and Orchard Heights Rd NW.

Lot 4, (2.4 acres / 104,472), will be developed as a multi-family development and 1 two-unit town home. This multi-family parcel will have internal drive isles and pedestrian accessways to service the site and accommodate the topographical challenges, Lot 3 will have two driveway access points, one entering "A" Street (Colorado) and one on "B" Street, providing connections to Landaggard Ave NW, Doaks Ferry Rd NW and Orchard Heights Rd NW.

Lot 5, (9.32 acres / ), will be developed as a multi-family development, including the community clubhouse w/ swimming pool, Tot Lot, Sport Court, and other resident amenities. This multi-family parcel will have internal drive isles and pedestrian accessways to service the site and accommodate the topographical challenges, Lot 5 will have four driveway access points, two entering "A" Street (Colorado) and two entering Landaggard Ave NW, providing connections to Doaks Ferry Rd NW and Orchard Heights Rd NW.

Lot 6, (12.8 acres / 557,674 sq ft), is zoned MU – II and is not scheduled for development at this time. Street, Stormwater Utilities, and other infrastructure will be designed at the time of future development.

Street connections have been provided to adjacent properties as well as provide efficient circulation within the subdivision and to adjacent roadways.

Street Connections:

East:	Doaks Ferry Road NW
East/ West:	New Street "A" -Colorado Drive
West:	Landaggard Drive NW
South:	Orchard Heights Road NW

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Pedestrian sidewalks along all public roads, additional drive and pedestrian access and connections will be provided internally within individual development sites. By providing the extension of "A" Street / Colorado Drive, we are allowing for a stub connection to the northwest only as well as stub connection to the north edge of this site via the extension of Landaggard Drive NW. This will provide a minimum of 3 points of access for vehicular, emergency and pedestrian traffic.

Therefore, this criterion will be met.

### Conclusion:

A 600' street spacing is practical and encouraged when it is located in a single family residential or certain commercial zones. The purpose of this requirement is to help provide safe and efficient vehicle and pedestrian circulation throughout the development . In this multiple family development lot sizes vary from 0.39 acres to 12.8 acres with one to fourteen residential buildings on each lot, making the 600' street spacing standard burdensome and functionally inappropriate. The size and topographical constraints of this site prohibit meeting the 600' street spacing standard. This multiple family residential development design provides internal drives, walkways, and sidewalks to accommodating pedestrian and bicycle traffic internally with connections to public walkways, sidewalks, and streets compensating for the longer block lengths required for this multiple family residential development. Providing for safe and convenient access and connectivity throughout the subdivision. Therefore, the proposed adjustment equally or better meets the standard.