

**NARRATIVE FOR DEVELOPMENT STANDARDS FOR
PROPOSED 3 PARCEL PARTITION APPLICATION
FOLLOWING ARE THE TAX LOTS INCLUDED**

**83W15DC00601
83W15DC00701
83W15DC01200
83W15DC01400
83W15DC01600**

Requirements of the SRC 205.010(d) have been considered in the preparation of this subdivision application.

1. The proposed partition is presenting 3 parcels. The Parcel standards concerning minimum width, minimum depth, and minimum areas of the proposed lots meet City of Salem development standards.

For Future Development Shadow Platting, the proposed layout meets City of Salem Standards, except for through Lots 1 through 6. Salem standards indicate a 120' depth from front to rear. The shadow plat presents a 110' depth from front to rear. This is presented for two reasons.

- a. The topography of this property is quite steep with slopes of up to 24%. Reducing the through depth to 110' moves the proposed street to the north onto less steep slopes. This reduces retaining wall heights lot grades, hence increasing the quality of life.
- b. House sizes have decreased in size in recent years. With 20' setbacks to the front and rear, are remaining 70' depth for house envelope, decks, and patios. This is more than adequate for house construction.

For the above reasons, the developer and engineer see that the 110' through depth would be adequate for residential construction.

2. Frontage requirements of the proposed parcels and shadow plat lots also meet City of Salem development standards. No flag lots are proposed.
3. Most front and rear lot designations are obvious. However for clarification, the following parcels with front direction is provided:
Parcel 1 – North
Parcel 2 – West
4. Existing City infrastructure has been reviewed.

For Partition Application the following described for the 3 parcels:

Parcel 1 – the existing private access from Mildred Lane would be maintained.

Parcel 2 – if there is any residential construction pursued, the access would be from Biltmore Ave.

Parcel 3 – if developed into a residential dwelling, access would be from Biltmore Ave, then through a private easement through Parcel 2.

5. The Salem water, sanitary, and storm water systems have capacity for the increased demands from the proposed partition and future shadow plat subdivision.
 - a. The existing house has an existing septic field system and for the partition application, the intent is to continue using the existing septic field system.
 - b. The existing house has an existing domestic water well and for the partition application, the intent is to continue using the existing domestic water well.
6. Since no house or street construction is planned for the partition application, a geological and geotechnical investigation has not been prepared.
7. The partition plan does not require any new streets or street extensions. Future development is not impeded.
8. A pre-application meeting has been held with City of Salem Staff. All indications were that the proposed partition and future shadow plat subdivision can be served by City of Salem infrastructure.
9. Generally speaking, the street system for the shadow plat subdivision conforms to the City of Salem Transportation System. Following are comments on the shadow plat proposed streets.

a. Standard 6.4.1 –

South - the shadow plat subdivision future streets show extension of Biltmore east and then turning south to the undeveloped south property. This accomplishes future development to the south.

North - the north boundary street is Mildred Lane and it is fully developed. Street improvements are not required or proposed to Mildred Lane.

East - all the property on the east property line is developed residential with no connecting streets. Therefore no street connections to the east are proposed.

West – Biltmore Ave currently dead ends at the west side of the proposed partition. This dead end will be utilized for Parcel 3 access.

For future shadow subdivision, Biltmore would be extended to the east then turn south to the undeveloped south property.

The proposed internal private street is presented on the shadow plat. The north south portion is a 50' width with a 30' street width with 5' sidewalks on each side. The east – west portion has a 42' width with 5' sidewalk on north side. This arrangement is similar to City of Salem Standards.

The proposed internal private street ends with a proposed fire truck turnaround.

This standard has been met.

- b. Standard 6.4.2 - the street arrangement follows the natural contours of the property. This standard is met.

- c. Standard 6.4.3 - each street has access to an accepted city street. This standard is met.
- d. Standard 6.4.4 - the street centerline spacing's doing not exceed 200'. This standard is met.
- e. Standard 6.4.5 – all street intersections meet Salem Public Works street intersection standards. This standard is met.
- f. Standard 6.4.6 – all street corners have a radius of 20' or more. This standard is met.
- g. Standard 6.4.7 – all street curvatures exceed a minimum radius of 150'. This standard is met.
- h. Standard 6.4.8 – street dead ends and cul-de-sac lengths. The shadow plat indicates that the private street ends in a fire truck turnaround, subject to approval. With approval of the fire truck turnaround, this standard does not apply.
- i. Standard 6.4.9 and 10 - street names match existing names. This standard is met.
- j. Street Right of Way Width –

Existing Biltmore Ave has an existing right of way width of 50'. The shadow plat presentation proposes a 100' extension to the east. The short distance is not adequate to develop a taper to 60' ROW widths. Therefore, the proposed shadow plat presents a 50' ROW width continuation to turn and the future street to the south would have 60' width.

The private street in the shadow plat is presented as described in Item 9a above.

With approval of these presentations, the ROW requirement is met.

- 10. Several meetings have been held with City of Salem Staff. All indications are the tentative subdivision plan will provide safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.
- 11. The streets and sidewalks on the shadow plat tentative subdivision plan connect to the existing sidewalks and streets to the west at Biltmore Ave. These connections and the existing system provide safe and convenient bicycle and pedestrian access to existing residential areas and transit stops.
- 12. The main connection of the proposed shadow plat subdivision is from Biltmore Ave. The new generated trips of the proposed partition is below the 100 requirement for connecting to an private street which would trigger a Traffic Impact Study. Therefore, a Traffic Impact Study is not required.
- 13. The partition plan and the shadow plat tentative subdivision has taken into account the existing vegetation and topography to minimize variances. The street grades have been designed to not exceed 12%.

14. The site is a hilly terrain with grades up to 24%.
The shadow plat development will require cuts and fills for the street and building lots.
This is a requirement for the future shadow plat development and is not applicable to the partition application.
16. An Urban Growth Preliminary Declaration is not required.
17. There are no Significant white oak trees 20" in diameter and larger.
18. Discussion on Connectivity. Connectivity is provided to the existing west subdivisions.
Connection to Biltmore Ave provide connectivity to the existing subdivision.