

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT

TO: City Council

FROM: Lisa Anderson-Ogilvie, AICP, Deputy Community Development Director

DATE: December 4, 2017

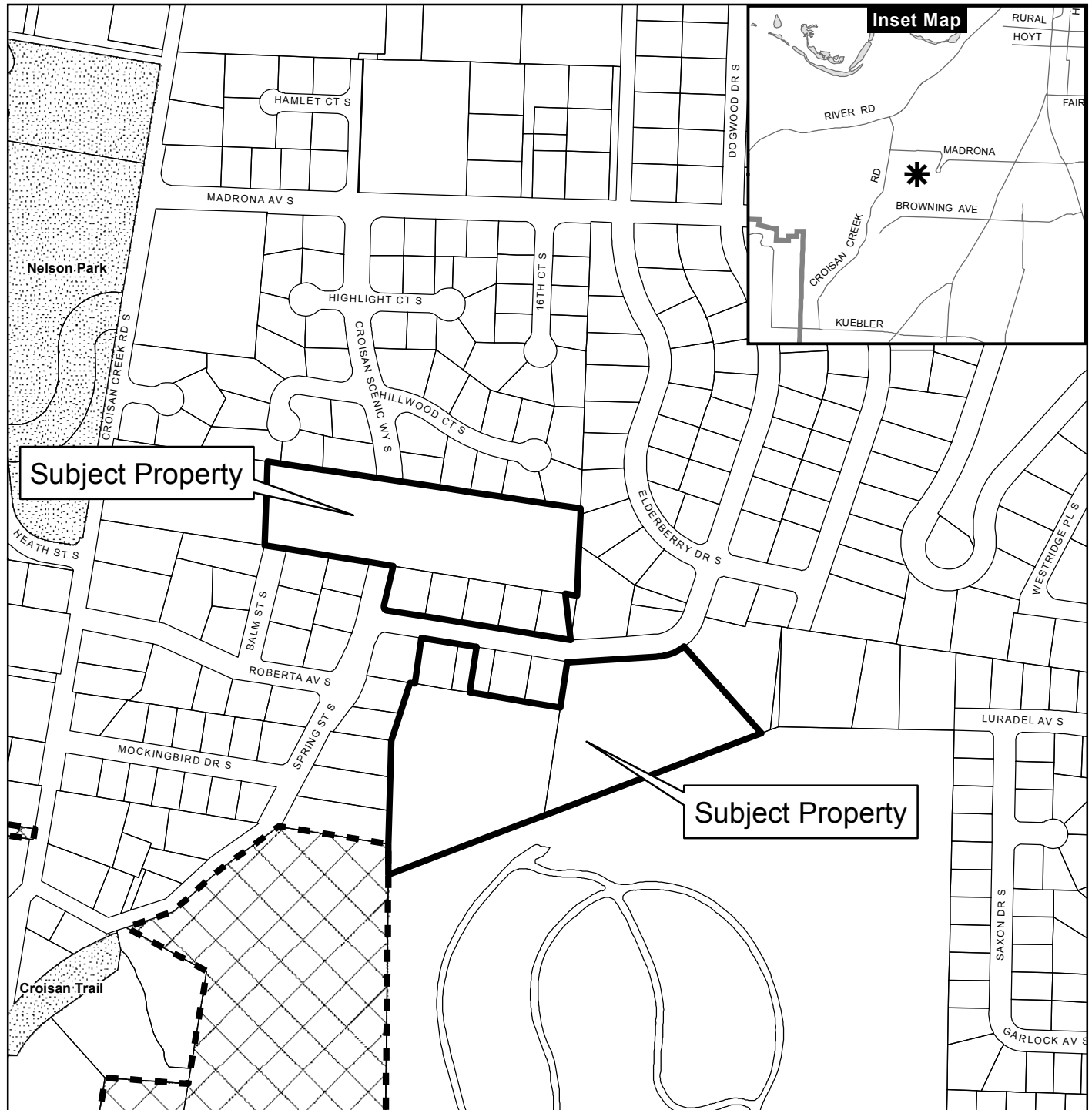
SUBJECT: Additional Attachments for Agenda Item 4.a for Meeting of December 4, 2017

The staff report for agenda item 4.a, City Council review of the Planning Administrator's decision for Phased Subdivision / Class 2 Adjustment Case No. SUB-UGA17-09 (17-577) included the Planning Administrator's October 30, 2017 decision order on the case as Attachment 3. The decision document incorporated seven attachments which were omitted from the staff report for this agenda item. The decision order attachments are attached to this memo, and will be sent out as an addition.

Prepared by Christopher Green, AICP, Planner II

Vicinity Map

3700 & 3800 Blocks of Dogwood Drive S



Legend

- | | |
|-----------------------|---------------------------|
| Taxlots | Outside Salem City Limits |
| Urban Growth Boundary | Historic District |
| City Limits | Schools |

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet



ABBREVIATIONS			
A.C.	ASPHALTIC CONCRETE	L.P.	LIGHT POLE
ACMP	ALUMINIZED CMP	M	METER, MAIN
ASSY.	ASSEMBLY	M.H.	MANHOLE
B.O.	BLOW OFF	MTL	METAL
B.F.V.	BUTTERFLY VALVE	O.H.	OVERHEAD
C & G	CURB & GUTTER	PC	POINT OF CURVE
CATV	CABLE TELEVISION	PCC	POINT OF CONTINUING CURVE
C.B.	CATCH BASIN	PED	PEDESTAL
C.B.C.O.	CATCH BASIN CLEANOUT	PRC	POINT OF REVERSE CURVE
C.B.I.	CATCH BASIN INLET	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC UTILITY EASMT.
C.O.	CLEANOUT	PUE	PUBLIC UTILITY CHLORIDE
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DWG.	DRAWING	R	RADIUS
EASMT.	EASEMENT	R	RIM
E.G.	EXIST. GRADE / GROUND	RD	ROAD
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	STA.	STATION
FEET	FEET	STD.	STANDARD
F.F.	FINISH FLOOR	STL	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVC.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INST.	INSERT	U.G.	UNDERGROUND
INV. or I.	INVERT	U.G.	VAULT
L	LENGTH, LINE	W.M.	WATER MAIN

SYMBOLS

EXIST. PROP.		EXIST. PROP.	
○	● BLOW OFF ASSY.	⑤	⑥ MANHOLE SAN. SEWER
□	■ CATCH BASIN	⑩	⑪ MANHOLE STORM DRAIN
□	■ CATCH BASIN CLEANOUT	②	② 2" DIA. C.O. / M.H.
□	■ CATCH BASIN INLET	①	① MANHOLE TELEPHONE
△	▲ CATV PED. / BOX	④	④ MANHOLE WATER
○	● CLEANOUT	▷	▷ REDUCER / INCREASER
○	● ELEC. PED. / BOX	⌂	⌂ TEL. PED. / BOX
⊙	⊙ FIRE HYDRANT	Ⓣ	Ⓣ TRAFFIC PED. / BOX
⊙	⊙ GAS LOCATION MARKER	⚡	⚡ UTILITY / POWER POLE
⊗	⊗ GAS VALVE	Ⓜ	Ⓜ WATER METER
Ⓜ	Ⓜ MAIL BOX	⊗	⊗ WATER VALVE
---	---	---	---
---	--- CABLE TELEVISION	---	--- SANITARY SEWER EXIST.
---	--- CENTERLINE	---	--- SANITARY SEWER PROP.
---	--- DITCH C.L.	---	--- STORM DRAIN EXIST.
---	--- ELECTRICAL LINE	---	--- STORM DRAIN PROP.
---	--- GAS MAIN	---	--- WATER MAIN EXIST.
---	--- TELEPHONE LINE	---	--- WATER MAIN PROP.

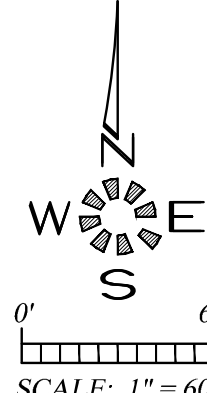
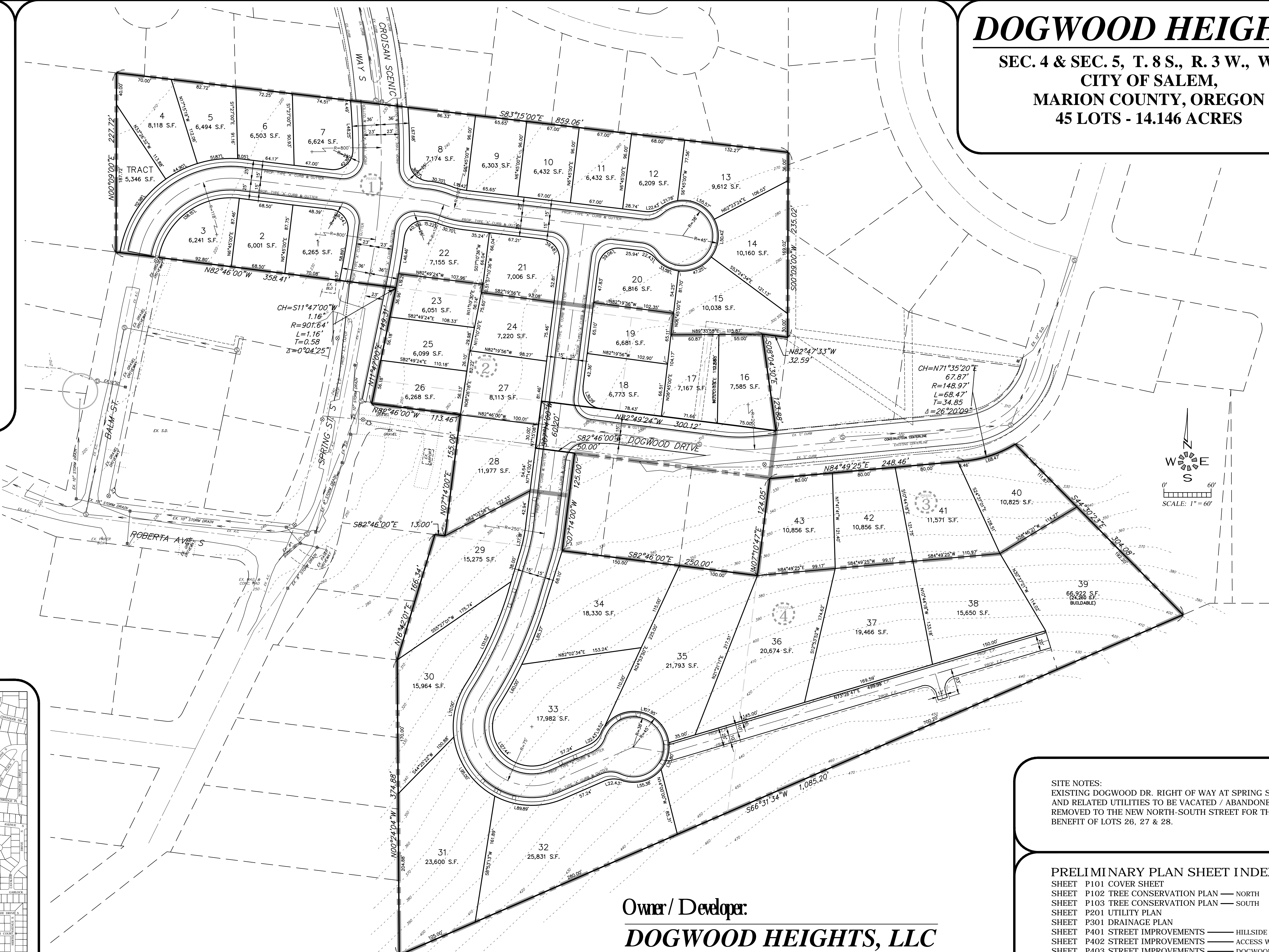
PARCEL SIZE:
DEVELOPABLE AREA 14.136 Ac.
NUMBER OF UNITS 43
DENSITY 3.0 UNITS/ACRE
LARGEST 66,922 S.F.
SMALLEST 6,001 S.F.
AVERAGE 11,840 S.F.

EXISTING ZONE SF
COMPREHENSIVE DESG. — SFR

UTILITIES:
CABLE COMCAST CABLE SERVICES
POWER P.G.E.
PHONE CENTURY LINK
GAS N.W. NATURAL
STORM DRAIN, CITY OF SALEM
SANITARY SEWER, CITY OF SALEM
WATER



VICINITY MAP



SITE NOTES:
EXISTING DOGWOOD DR. RIGHT OF WAY AT SPRING STREET
AND RELATED UTILITIES TO BE VACATED / ABANDONED /
REMOVED TO THE NEW NORTH-SOUTH STREET FOR THE
BENEFIT OF LOTS 26, 27 & 28.

PRELIMINARY PLAN SHEET INDEX	
SHEET	P101 COVER SHEET
SHEET	P102 TREE CONSERVATION PLAN — NORTH
SHEET	P103 TREE CONSERVATION PLAN — SOUTH
SHEET	P201 UTILITY PLAN
SHEET	P301 DRAINAGE PLAN
SHEET	P401 STREET IMPROVEMENTS — HILLSIDE ST.
SHEET	P402 STREET IMPROVEMENTS — ACCESS WAY
SHEET	P403 STREET IMPROVEMENTS — DOGWOOD DR.

Owner/ Developer:
DOGWOOD HEIGHTS, LLC
381 STATE ST. STE. #1
SALEM, OREGON 97301

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

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REGISTERED PROFESSIONAL
ENGINEER
MARK S. BRENT
EXPIRES 06-30-2019

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ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER GRAPHICAL
REPRESENTATION.

Design: M.D.G.
Drawn: P.H.S.
Checked: M.D.G.
Date: MAY 2017
Scale: AS SHOWN
As-Built:

**DOGWOOD
HEIGHTS**

**PRELIMINARY PLAN
COVER SHEET**

Project Number
6427
Sheet Number
P101

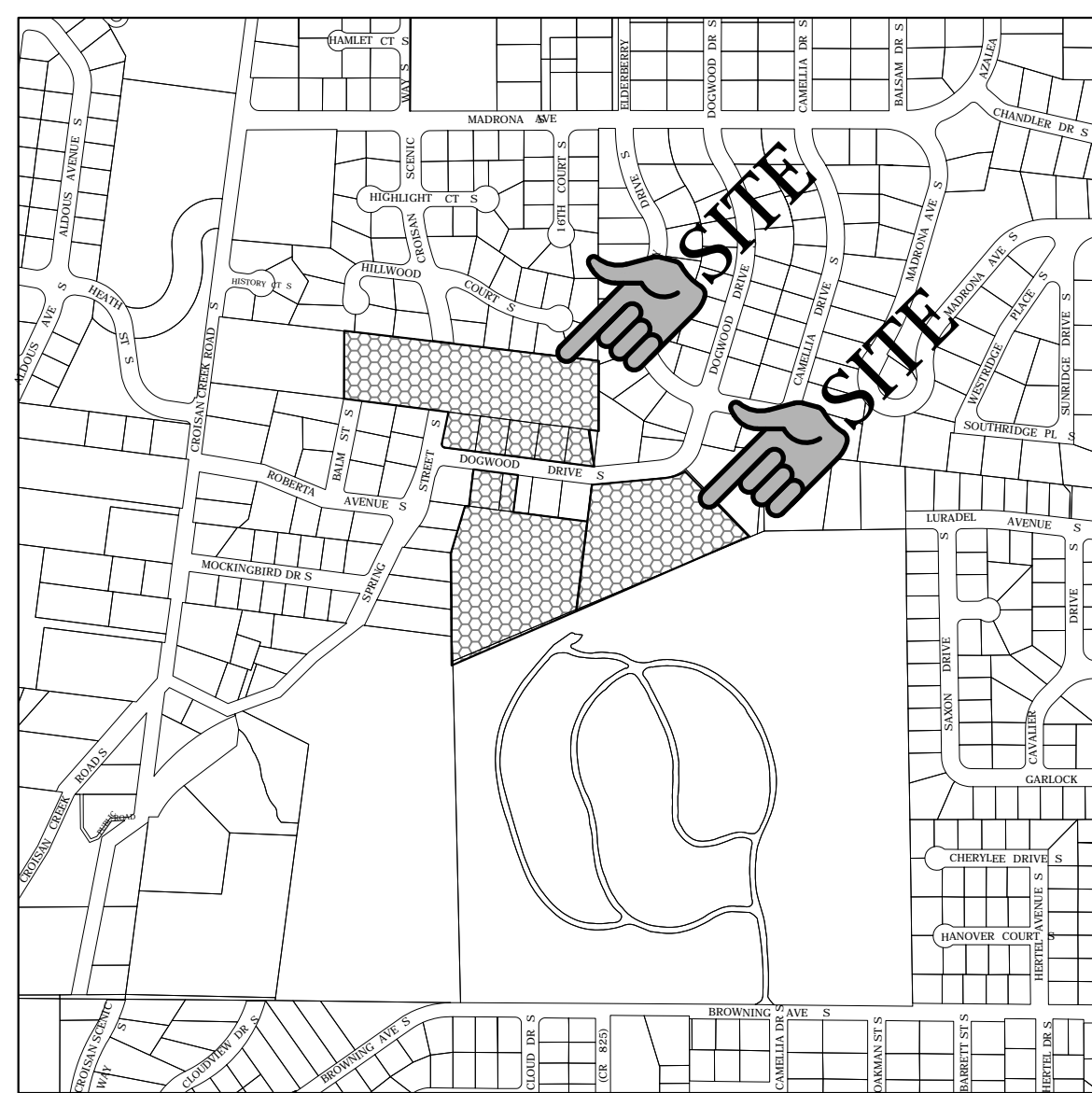
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—	STORM DRAIN PROP.
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—	WATER MAIN PROP.

PARCEL SIZE:
DEVELOPABLE AREA — 14.136 Ac.
NUMBER OF UNITS — 46
DENSITY — 3.25 UNITS/ACRE
LARGEST — 34,793 S.F.
SMALLEST — 4,577 S.F.
AVERAGE — 10,588 S.F.

EXISTING ZONE — SF
COMPREHENSIVE DESG. — SFR

UTILITIES:
CABLE — COMCAST CABLE SERVICES
POWER — P.G.E.
PHONE — CENTURY LINK
GAS — N.W. NATURAL
STORM DRAIN,
SANITARY SEWER,
WATER — CITY OF SALEM



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REGISTERED PROFESSIONAL
ENGINEER
P. 654
JULY 14, 1978
MARK C. BRENN
EXPIRES: 06-30-2019

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DOGWOOD
HEIGHTS

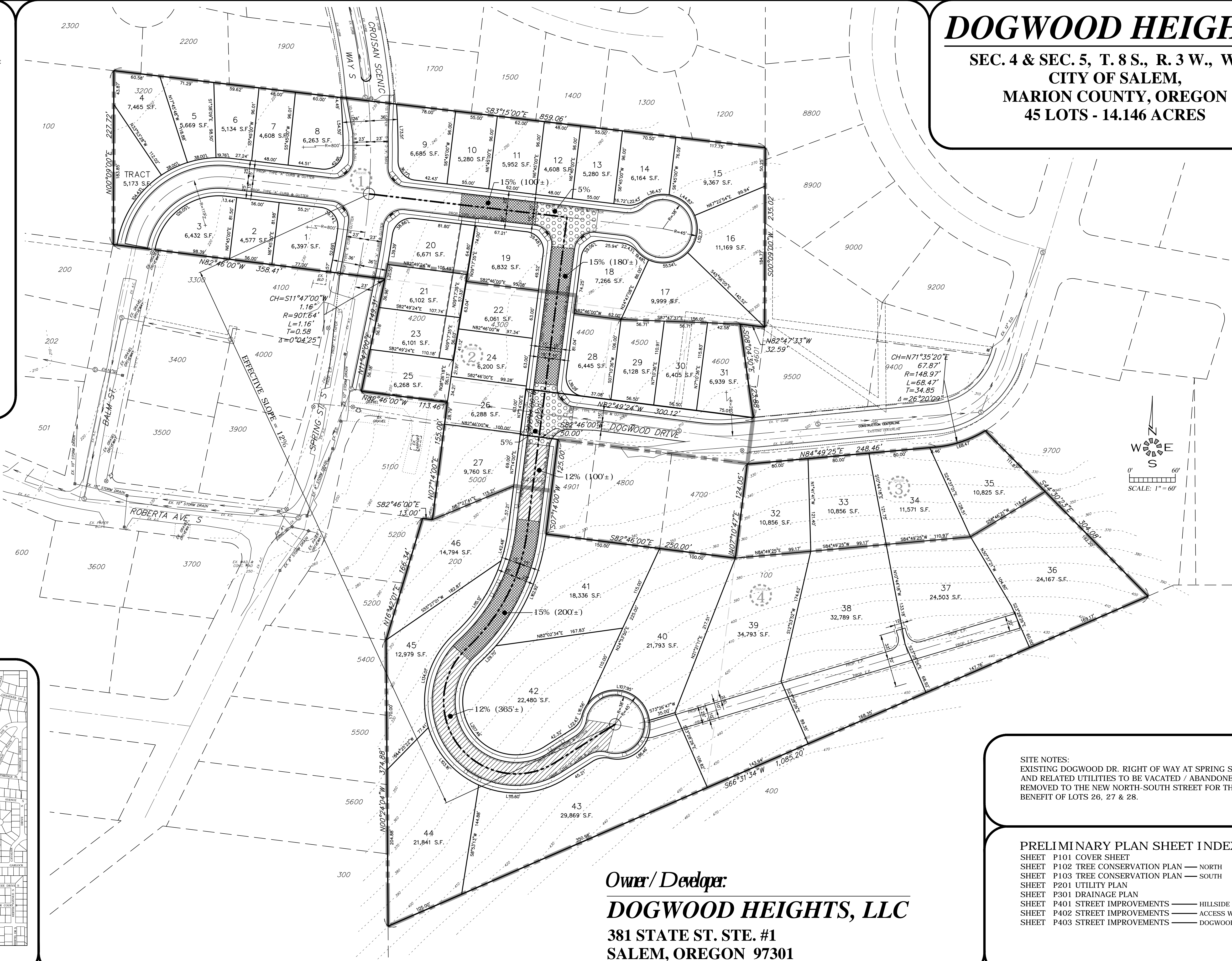
Owner/ Developer:
DOGWOOD HEIGHTS, LLC
381 STATE ST. STE. #1
SALEM, OREGON 97301

PRELIMINARY PLAN
COVER SHEET

Project Number
6427
Sheet Number
P101

DOGWOOD HEIGHTS

SEC. 4 & SEC. 5, T. 8 S., R. 3 W., W.M.
CITY OF SALEM,
MARION COUNTY, OREGON
45 LOTS - 14.146 ACRES



SITE NOTES:
EXISTING DOGWOOD DR. RIGHT OF WAY AT SPRING STREET
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5. REVISED PER DEVELOPER.	P.H.S.	10/17/2017
4. REVISED PER DEVELOPER.	P.H.S.	09/02/2017
3. REVISED PER DEVELOPER.	P.H.S.	08/01/2017
2. REVISED PER DEVELOPER.	P.H.S.	06/05/2017
1. REVISED PER DEVELOPER.	P.H.S.	05/30/2017

Dogwood Heights

Subdivision Application

August 2, 2017

PROPOSAL:

The subject property is about 14.14 acres in size and zoned RS (Residential Single Family). The applicant is proposing to divide the subject property into 46 single family residential lots (within 4 Phases).

Phase 1: 20 lots/plus a 5,360 square foot Tract

Phase 2: 11 lots

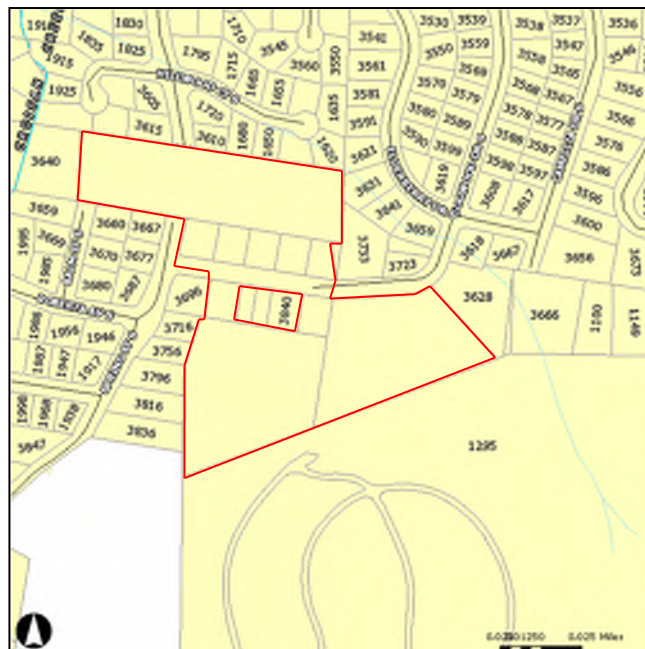
Phase 3: 4 lots

Phase 4: 11 lots

The applicant is also requesting a Class-2 Adjustment to allow Hillside Court to exceed a 12-percent street grade.

SITE VICINITY and CHARACTERISTICS:

The subject property is located south of Croisan Scenic Way, north of Spring Street, and west of Dogwood Drive. The subject property is identified as 083W04CB/Tax Lots 3200, 4200, 4300, 4400, 4500, 4600, 4700, 5000 and 083W04C/Tax Lot 100 and 200. The subject property is located within the City limits and the Urban Growth Boundary.



The surrounding properties are zoned and used as follows:

<u>North:</u>	RS (Single Family Residential); existing single family dwellings
<u>East:</u>	RS (Single Family Residential); vacant lots and existing single family dwellings
<u>South:</u>	PC (Public/Private Cemetery); Belcrest Memorial Park Cemetery
<u>West:</u>	RS (Single Family Residential); existing single family dwellings

COMPLIANCE WITH THE SALEM AREA COMPREHENSIVE PLAN (SACP):

Citizen involvement is provided via the City of Salem notification process necessary for the subdivision application which allows public comment. The City's Plan is acknowledged to be in compliance with State Land Use Goals. The public notification process is implemented by the Planning Administrator with written notification to property owners. The published notice will identify the applicable criteria. Through the notification process all interested parties are afforded the opportunity to review the application, comment on the proposal and participate in the decision.

In addition, the SACP and its implementing ordinances are adopted by the City through the public hearing process of the City Council ordinance procedure. The subject property is within the city limits and is within the urbanized area. The proposal does not affect the size or location of the city limits or urban growth boundary.

The Statewide Planning Goals are implemented by the adopted goals and policies of the SACP and its implementing ordinances and facility plans. The proposal accommodates the Statewide Goals by being located within an adopted Urban Growth Boundary.

The SACP Residential Development Goal requires the promotion of "*. . . a variety of housing opportunities for all income levels and the adequate supply of developable land to support such housing.*" The SACP is implemented by the zone and subdivision codes under the provisions of SRC Chapter 510 and 205. The proposal is for a single family development.

The proposal meets SACP General Development Polices 7, 10, 12 and 13 which encourage structures and their sitting in all residential developments to optimize the use of land. The proposed subdivision optimizes the land by providing 46 single family lots on 14.14 acres, and 1 tract that is designated for detention. The proposed subdivision is in compliance with the code.

The development is sited and designed to minimize the adverse alteration of the natural terrain, the potential for erosion and adverse effects upon the existing topography and soil conditions. The proposal encourages natural open living spaces by providing larger than average lots. The proposed lots range in size from 4,800 square feet to 66,922 square feet in size, with an average lot size of 10,568 square feet.

The applicant has provided a Geotechnical Assessment dated April 29, 2016, with this

application packet.

The property is within the Urban Growth Boundary and the Urban Services Area; therefore, a UGA is not required. Thus, meeting the SACP Growth Management Goal.

All internal streets are shown on the site plan. The proposed internal streets will all be built to private street standards to be consistent with the existing surrounding street system. A Class-2 Adjustment to allow streets grades exceeding 12-percent have been requested. Therefore, meeting SACP Transportation Policy 19.

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.

Minimum Lot Area and Dimensions: As shown on the site plan, all 46 lots meet lot size (4,000 square feet) and lot dimension (40' by 70') standards as required under UDC Chapters 510 and 511. The proposed lots range in size from 4,800 square feet to 66,922 square feet in size, with an average lot size of 10,568 square feet.

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.

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

There are no wetlands or floodplains located on the subject property.

A geological assessment has been prepared and provided as part of this application. The assessment will outline 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 46 lots. As shown on the site plan. Therefore, a shadow plan is not required.

The abutting properties to the west, north, and east are fully developed as single family dwellings. The property to the south is fully developed as a cemetery. All surrounding properties have direct access onto the existing internal street system. All 46 lots will have direct access onto the existing street system as well. The subdivision does not

impede the future use of the property or adjacent land. Therefore, access to adjacent properties is not necessary.

(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.

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.

(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. Madrona Avenue located to the north of the site will provide access into the development. Madrona Avenue is designated as a 'minor arterial' on the Salem Transportation System Plan. Croisan Creek Road located to the west of the site will provide access into the development. Croisan Creek Road is designated as a 'collector' street on the Salem Transportation System Plan.

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 street standards, except for Hillside Court. The applicant has requested a Class-2 Adjustment to allow Hillside Court to exceed 12-percent street grade. Therefore, meeting the requirements of a subdivision.

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.

All 46 lots will have direct access onto the surrounding street system. Lots 36, 37, 38, and 39 will all have access onto the proposed internal street system via a 25-foot wide shared access easement as shown on the site plan.

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

Transportation Planning Rule Review:

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, therefore, block lengths are in compliance with code.

As shown on the site plan, the proposed subdivision provides a safe and 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 46 lots will have direct access onto the surrounding street system. Lots 36, 37, 38, and 39 will all have access onto the proposed internal street system via a 25-foot wide shared access easement as shown on the site plan.

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 46 lot subdivision. The size of the proposed subdivision does not warrant the need for a Traffic Impact Analysis. The proposed subdivision plan mitigates impacts to transportation system by providing adequate access and circulation for all 46 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.

All lots are in compliance with the UDC/SRC. Therefore, 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 883 trees located within the boundary of the site. Six-hundred and sixty-two (662) trees are designated for removal. Trees designated for removal are within a 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. Therefore, the removal of these 662 trees is necessary for development of the site.

There are twelve (12) Oregon White Oaks 24" in diameter or greater located throughout the site. The applicant is removing three (3) of these significant trees, all located on Lot 40.

All Oregon White Oaks designated for removal are within a 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.

The layout of the lots takes into consideration the topography and vegetation of the site. All lots are in compliance with the UDC. Therefore, no variances have been requested. 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 is located inside the Urban Service Area (USA). An Urban Growth Preliminary Declaration is not required. Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

There are 883 trees located within the boundary of the site. Six-hundred and sixty-two (662) trees are designated for removal. Trees designated for removal are within a 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. Therefore, the removal of these 662 trees is necessary for development of the site.

There are twelve (12) Oregon White Oaks 24" in diameter or greater located throughout the site. The applicant is removing three (3) of these significant trees, all located on Lot 40.

Two-hundred and twenty-one (221) trees are proposed to remain on the site as shown on the tree plan provided. Therefore, preserving 25% of the trees within the boundary of the site.

PHASED SUBDIVISION 205-015(D)

Criteria. A tentative phased subdivision plan shall be approved if all of the following criteria are met:

(1) The tentative phased subdivision plan meets all of the criteria for tentative subdivision plan approval set forth in SRC 205.010(d).

Applicant Findings: The subject property is about 14.14 acres in size and zoned RS (Residential Single Family). The applicant is proposing to divide the subject property into 46 single family residential lots (within 4 Phases).

Phase 1: 20 lots/plus a 5,360 square foot Tract

Phase 2: 11 lots

Phase 3: 4 lots

Phase 4: 11 lots

The proposed phased subdivision meets all the criteria for a tentative subdivision as outlined above under SRC 205.010(d).

(2) Connectivity for streets and City utilities between each phase ensures the orderly and efficient construction of required public improvements among all phases.

Applicant Findings: The major street system is in place due to prior development. Madrona Avenue located to the north of the site will provide access into the development. Madrona Avenue is designated as a 'minor arterial' on the Salem Transportation System Plan. Croisan Creek Road located to the west of the site will provide access into the development. Croisan Creek Road is designated as a 'collector' street on the Salem Transportation System Plan.

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 street standards, except for Hillside Court. The applicant has requested a Class-2 Adjustment to allow Hillside Court to exceed 12-percent street grade.

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.

The proposed phased subdivision will not impede the future development of other phases as shown on the site plan. All phases will have access to the internal street system and

the existing street system.

Each phase will ensure the orderly and efficient construction of the required improvements as required by Conditions of Approval and Code compliance. Therefore, this criteria has been met.

(3) Each phase is substantially and functionally self-contained and self-sustaining with regard to required public improvements.

Applicant Findings: Each phase is required to provide the needed improvements to accommodate that phase. Due to the required conditions of approval and City standards all four (4) Phases will be functionally self-contained and self-sustaining as shown on the site plans.

(4) Each phase is designed in such a manner that all phases support the infrastructure requirements for the phased subdivision as a whole.

Applicant Findings: The applicant will be required to comply with conditions of approval that will be designed to ensure that the phases are developed to support the infrastructure requirements for each phase and the subdivision as a whole. See attached site plans.

Class-2 Adjustment

The applicant is requesting an adjustment to SRC 803.035(c):

(c) Alignment and Grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed 6 percent. No grade of a collector street shall exceed 8 percent. No grade of a local street shall exceed 12 percent.

Hillside Court runs north/south through a portion of the development. Hillside Court is a local street. The applicant is requesting an adjustment to allow Hillside Court to be developed with a 15 percent street grade.

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 Findings:

(A) The applicant is requesting an adjustment to street grade. As shown on the street section provided, Hillside Court will have a 15% street grade. Due to the topography of the site and the proposed street alignment with existing streets, Hillside Court will exceed 12% street grade.

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. There is only one section of Hillside Court that will exceed 12% street grade. Hillside Street 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.

- (B) Due to topography and existing streets in this area, the proposed streets are typical of streets within existing subdivisions within Salem. The streets will be designed to public works standards and will provide efficient circulation throughout the development and to existing surrounding neighborhoods, therefore, the greater street grade will not distract from the livability or appearance of the residential area.
- (C) The applicant is not requesting more than one adjustment. Therefore, this criteria is not applicable.

Class-2 Adjustment

The applicant is requesting an adjustment to SRC 803.035(c):

(c) Alignment and Grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed 6 percent. No grade of a collector street shall exceed 8 percent. No grade of a local street shall exceed 12 percent.

The applicant is requesting a Class-2 Adjustment to allow the new streets with the proposed Dogwood Heights project to exceed a 12-percent street grade in the areas denoted on Sheet P101.

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 Findings:

(A) The applicant is requesting an adjustment to street grades. As shown on the Preliminary Plan Cover Sheet, P101 and detailed on the street section provided (Sheet P401), the above-mentioned streets will have sections of the roadway with a 15% street grade. Due to the topography of the site and the proposed street alignment with existing streets, this street will exceed 12% street grade. The areas proposed for slopes in excess of 12% are denoted on the plans and will not exceed a single run length of 200 feet.

The overall average street grade from the center of Croisan Scenic Way to the center of the Cul-de-sac is 12% or less.

The intent of the maximum street grades are to allow vehicles to climb and descend the street safely in all conditions. The internal streets proposed will provide safe and efficient circulation into the upper limits of the project and as set out in Phase 4 of the project. The intent is to construct the streets to provide and have safe and efficient conditions.

We were unable to locate any specific justification within the City of Salem Revised Code that supports the present limit of 12% for a residential Street.

We noted that the Federal Highway Administration had the following to say relative to this issue:

Grade is the rate of change of the vertical alignment. Grade affects vehicle speed and vehicle control, particularly for large trucks. The adopted criteria express values for both maximum and minimum grade. The inability to meet either a maximum or minimum value may produce operational or safety problems.

A primary safety concern is the potential for drivers of heavy trucks to lose control as they descend steep grades. A design exception is required if the maximum grade is exceeded. Minimum grades to achieve proper drainage have also been established, and a design exception is required for highway segments that are flatter than the minimum grade.

Speed differential on highways with steep grades can contribute to safety and operational problems. Trucks and other heavy vehicles lose speed on steep, ascending grades and may be unable to reach full highway speed until they have passed the crest of the steep grade. Vehicles behind them are slowed, degrading operations at the least, and contributing to rear-end conflicts and in some cases risky passing maneuvers at the worst. Truck drivers may also choose to descend grades at slower speeds to maintain better control of their vehicles. Operations may be degraded for faster-moving vehicles from behind, creating an increased risk of rear-end crashes and risky passing maneuvers.

The proposed roadway in question is a dead-end Cul-de-sac, so the number of large vehicles to be utilizing the roadway is very limited.

The maximum length of any one section of the 15% grade is 200 feet or less, with sections of flatter slopes between the steep sections. This limited distances, limits the ability of any vehicle to have a speed “run-up” occur while traveling down the roadway.

The same for vehicles traveling up the street. It is very unlikely that a slow-moving vehicle would influence another driver to exercise poor judgment and pass unsafely. This would be true for rear end collisions as well.

AASHTO sets out “suggested maximum grades for Local roadways. In their Geometric Design for Highways and Streets, they suggest in hilly or mountainous sections grades be between 14 and 16 percent where speeds are between 20 and 30 miles per hour.

These sections of the development would currently meet the definition of hilly or mountainous. Thus, the adjustment to 15 percent would appear to be justified, given that their information notes the grades as “suggestions” not mandates.

The increased street grade facilitates access to the lots and property along its route such that quicker exits from the street into driveways can be achieved with reduced cuts and fills into the lots and driveways.

Absent any hard-definitive justifications to the 12% maximum slope, we believe that the intent of the standard is being met; therefore, the proposal equally meets the intent of the maximum street grade standard.

(B) Due to topography and existing streets in this area, the proposed streets are typical to that in any other development in configuration. The use of a steeper roadway will reduce the need for excessive cut or fill slope, allowing a much larger percentage of the trees within this section of the project to be retained. This has a positive impact to the surrounding areas. The street will be designed to works standards and will provide efficient access to the lots and property adjacent to its route, therefore, the greater street grade will not distract from the livability or appearance of the residential area.

(C) The applicant is not requesting more than one adjustment. Therefore, this criteria is not applicable.

Supplemental Information

Dogwood Heights

Adjustment for Flag Lot Accessway Length:

*The applicant has requested a Class-2 Adjustment to this standard. See attached Adjustment.

Approved Subdivision Name:

*Dogwood Heights is the approved subdivision name. This information was emailed to you on July 12, 2017.

TGE Form:

*This information was emailed to you on July 12, 2017.

Significant Tree Removal:

*The applicant is requesting the removal of three (3) Oregon White Oaks located on Lot 35-

36" Oregon White Oak

26" Oregon White Oak

28" Oregon White Oak

There are 883 trees located within the boundary of the site. Six-hundred and sixty-two (662) trees are designated for removal. Trees designated for removal are within a 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. Therefore, the removal of these 662 trees is necessary for development of the site.

There are twelve (12) Oregon White Oaks 24" in diameter or greater located throughout the site. The applicant is removing three (3) of these significant trees, all located on Lot 35. The three (3) Oregon White Oaks located on Lot 35 are located within the building envelope and the potential driveway location. Due to the slope of the site and the existing street system, the cul-de-sac is the most efficient way to serve the southeastern portion of the site and preserve additional trees.

Two-hundred and twenty-one (221) trees are proposed to remain on the site as shown on the tree plan provided. Therefore, preserving 25% of the trees within the boundary of the site.



MEMO

TO: Chris Green, Planner II
Community Development Department

FROM: Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department 

DATE: October 26, 2017

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SUB-ADJ17-09 (17-111999-LD)
3700 BLOCK OF DOGWOOD DR S
46-LOT PHASED SUBDIVISION — DOGWOOD HEIGHTS**

PROPOSAL

A consolidated application for a 46-lot phased subdivision, Dogwood Heights containing the following requests:

1. A phased subdivision tentative plan to divide approximately 14.14 acres into 46 lots as follows:
2. Class 2 Adjustments to:
 - a. Increase the maximum allowed grade of Hillside Court S, a Local street, from 12 percent, as required under SRC 803.035(c), to 15 percent; and
 - b. Increase the maximum length of the flag lot accessway serving Lots 36-39 from 400 feet, as required pursuant to SRC 800.025(c), to 500 feet.

The subject property is approximately 14.14 acres in size, zoned RS (Single Family Residential), and located on the 3700 and 3800 Blocks of Dogwood Drive S (Marion County Assessor's Map and Tax Lot Numbers: 083W04CB03200; 04200; 04300; 04400; 04500; 04600; 04900; 05000; and 083W04C00100 and 00200).

RECOMMENDED CONDITIONS OF PLAT APPROVAL

Conditions not specific to any phase are as follows:

1. Phasing sequence shall be in numeric order of phases, starting with Phase 1 and ending in Phase 4.
2. As a condition of building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

3. Design and construct City utilities to serve each proposed lot.
4. Design and construct a storm drainage system that provides flow control and treatment as required by the 2014 PWDS.
5. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.

As a Condition of Phase 1

1. Construct Croisan Scenic Way S and Spring Street S through the subject property as a Minor Arterial street as shown on the applicant's tentative plan with tapers pursuant to PWDS.
2. Construct a curblin sidewalk along the west side of Hillside Court S as an alternative standard. All other sidewalks shall be constructed pursuant to SRC 803.035(I).
3. Provide a stormwater discharge directly or indirectly to Croisan Creek Road S pursuant to PWDS.

As a Condition of Phase 2

1. Obtain City approval for vacation of the existing right-of-way within and abutting proposed lot 25.
2. Convey land for dedication to equal a half-width right-of-way of 36 feet from the centerline on the development east side of Spring Street S / Croisan Scenic Way S.
3. Construct a three-quarter street improvement along Dogwood Drive S.
4. Construct a 23-foot-wide half-street improvement along the entire frontage of Spring Street S / Croisan Scenic Way S to Minor Arterial standards.
5. Sidewalks may be located at the curblin along the west side of Hillside Court S and along the north side of Dogwood Drive S, as an alternative standard pursuant to SRC 803.035(I)(2)(B). Cul-de-sac sidewalks shall be located at the curblin. All other sidewalks shall be located parallel to and 1-foot from the adjacent right-of-way, as set forth in SRC 803.035(I)(2)(A).

As a Condition of Phase 3

1. Construct improvements outside the pavement section of Dogwood Drive S that do not meet current PWDS along the entire frontage of Phase 3.
2. The first floor elevation of dwellings served by the S-1 water system shall not be greater than 358 feet.

As a Condition of Phase 4

1. Construct an S-2 water main pursuant to PWDS that provides S-2 water service to Phase 4.
2. Sidewalks may be located at the curblin along the west side of Hillside Court S as an alternative standard pursuant to SRC 803.035(l)(2)(B).
3. Install no-parking signs along Hillside Court S as specified by the Public Works Director.

FACTS AND FINDINGS

Urban Growth Area Development Permit

The subject property is located inside the Urban Service Area and adequate facilities are available, therefore an Urban Growth Area permit is not required.

Water

Existing Conditions

1. The subject property is located primarily in the S-1 water service level, with portions of the southern property located in the S-2 water service level. No water service is available for homes with a first floor elevation above 358 feet.
2. A 6-inch S-1 water line is located in Dogwood Drive S. Mains of this size generally convey flows of 500 to 1,200 gallons per minute.
3. An 8-inch S-1 water line is located in Spring Street S. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.
4. An 8-inch S-1 water line is located in Croisan Scenic Way S. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.

Sanitary Sewer

Existing Conditions

1. An 8-inch sewer line is located in Dogwood Drive S.
2. An 8-inch sewer line is located in Spring Street S and Croisan Scenic Way S.

Storm Drainage

Existing Condition—An 8-inch storm drain line is located in Spring Street S.

Traffic

Traffic Impact Analysis—The proposed development does not generate sufficient vehicle trips to warrant a Traffic Impact Analysis.

Streets

1. Croisan Scenic Way S

- a. Standard—The Salem TSP identifies the extension of Croisan Scenic Way S through the subject property. This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street is a 46-foot-wide improvement within a 72-foot-wide right-of-way.

2. Spring Street S

- a. Existing Condition—There is a turnpike improvement within a 65-foot-wide right-of-way that ends at the south side of the north phase of the subject development.

3. Dogwood Drive S

- a. Standard—This street is designated as a Local Street in the Salem TSP. The standard for this street is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—This street is improved as an approximate 30-foot-wide improvement within a 60-foot-wide right-of-way abutting proposed Phase 3. Abutting Phase 2, there is 60 feet of unimproved right-of-way with a private driveway.

4. Balm Street S

- a. Standard—This street is designated as a Local Street in the Salem TSP. The standard for this street is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—The street that stubs to the southwest corner of the property is not constructed to local street standards, but has a 60-foot-wide right-of-way.

CRITERIA AND FINDINGS

SRC 205.010(d) indicates the criteria that must be found to exist before an affirmative decision can be made. The applicable criteria and the corresponding findings are as follows:

SRC 205.010(d)(1)—The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code, including, but not limited to the following:

1. 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;
2. City infrastructure standards; and
3. Any special development standards, including, but not limited to floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Findings—The applicant shall provide the required field survey and partition plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the partition plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 Landslide Hazards, the proposed subdivision is classified as a moderate landslide risk and requires a geologic assessment. A Geotechnical Investigation and Geologic Hazard Assessment, prepared by Redmond Geotechnical Associates and dated April 29, 2016, was submitted to the City of Salem. This assessment demonstrates the subject property could be subdivided and developed with single-family dwellings, without increasing the potential for slope hazard on the site or adjacent properties.

SRC 205.010(d)(3)—Development within the tentative subdivision plan can be adequately served by City infrastructure.

Findings—Water and sewer infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan for Phases 1 through 3. Phase 4 is located with the S-2 water service level, and S-2 water facilities are not available abutting the subject property. A water main shall be extended to serve Phase 4 from the existing S-2 water system pursuant to PWDS.

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the

street frontage of the property to adjoining properties when the main is located in the street right-of-way. The tentative subdivision plan shows public sewer extensions to adjacent upstream parcels.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet the PWDS, the applicant shall provide an engineered tentative stormwater design to accommodate future impervious surface on all proposed lots. The applicant's preliminary utility plan shows a stormwater facility located at the west line of Phase 1, and the applicant's statement specifies that the stormwater system will meet City standards for stormwater quality and flow control.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

SRC 205.010(d)(4) and SRC 205.0010(d)(5)—The street system in and adjacent to the tentative subdivision plan conforms to the *Salem Transportation System Plan*. 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.

Finding—As shown on the tentative plan, the applicant is required to construct Croisan Scenic Way S within the subject property. Croisan Scenic Way S is listed on the Transportation System Development Charge—eligible list, and a portion of the street improvements may be eligible for Transportation System Development Charge reimbursement.

Sidewalks may be located at the curblin along the west side of Hillside Drive S and along the north side of Dogwood Drive S, as an alternative standard pursuant to SRC 803.035(l)(2)(B). Cul-de-sac sidewalks shall be located at the curblin. All other sidewalks shall be located parallel to and 1-foot from the adjacent right-of-way, as set forth in SRC 803.035(l)(2)(A).

Pursuant to PWDS, the City Engineer has approved a design exception for the 95-foot radius for Hillside Drive S in Phase 4, where the minimum standard is generally 110 feet.

SRC 205.010(d)(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.

Findings—The Comprehensive Parks Master Plan Update shows that the subject property is served by Nelson Park. No park-related improvements are recommended as a condition of development.

SRC 205.010(d)(7)—The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.

Findings—The proposed subdivision generates less than 1,000 average daily vehicle trips to Croisan Scenic Way S. Therefore, a Traffic Impact Analysis was not required as part of the proposed subdivision submittal.

SRC 250.005(d)(2)(A)—The purpose underlying the specific development standard proposed for adjustment is equally or better met by the development.

Findings—The applicant's Geotechnical Investigation and Geologic Hazard Assessment states that natural topography within subject property contains slopes up to 20 percent. The applicant's engineer submitted a variety of proposed street designs to City staff that may be possible within the topographic constraints in Phase 4. The Fire Department determined that the proposed street design meets the purpose underlying the specific development standard if the area of 15 percent grade does not exceed 200 feet in length so that fire apparatus are able to maintain unobstructed access to the entire development.

The cul-de-sac length meets the purpose underlying the standards for street connectivity because topographic constraints limit the opportunity for street connections and because the south line of the subject property abuts a cemetery.

RESPONSES TO CITIZEN COMMENTS

- 1. Increased traffic and substandard street network**—Citizen comments have questioned the adequacy of the off-site street system serving the subject property. The existing streets have adequate width for two-way vehicular traffic and allow for limited pedestrian access. Grade-separated sidewalks are limited in the vicinity of the proposed development. The proposed development does not generate traffic volumes sufficient to require a Traffic Impact Analysis pursuant to SRC 803.015; therefore, off-site mitigation to the transportation system is not warranted as a condition of the proposed development.
- 2. Geotechnical Report**—The proposed development is a moderate landslide risk pursuant to SRC Chapter 810. Pursuant to SRC 810.020(d), the applicant's submittal adequately sets forth mitigation measures that will reduce the risk of landslide hazard. The conditions of approval specify that, prior to building permit issuance, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

3. **Stormwater Capacity and Flooding**—The proposed development is required to meet flow control and stormwater quality requirements of SRC Chapter 71. These requirements limit runoff from the development to levels not exceeding pre-existing conditions. Croisan Creek Road S capacity will not be affected by the proposed development. The applicant is required to demonstrate that adequate capacity exists to discharge stormwater into Croisan Creek.
4. **Dogwood Drive S Vacation**—Vacation of an unimproved portion of Dogwood Drive S will not require physical changes to existing private property.
5. **Street Lighting**—PWDS require street lighting along all new streets. Construction of street lights in abutting neighborhoods is not warranted.
6. **Property Boundary**—A citizen comment disputes the boundary of the subject property. The final plat will be prepared by a licensed surveyor, who will address all property boundary issues pursuant to local and state law.
7. **Water Pressure**—A citizen comment expresses concern that the proposed development will have a negative impact on water pressure for residences in the vicinity. The proposed water system will provide additional interconnectivity and will not affect existing water pressure in the vicinity of the subject property.

Prepared by: Curt Pellatz, Project Coordinator
cc: File



RECEIVED

SEP 11 2017

September 10, 2017

Chris Green, Case Manager
City of Salem Planning Division

COMMUNITY DEVELOPMENT

RE: Case Number SUB-ADJ17-09

Mr. Green;

Pursuant to the most recent meeting of the Southwest Association of Neighbors (SWAN), the SWAN Board would like to submit the following comments in support of our neighbors who live near the area of the above-mentioned proposed subdivision. The Board agrees with the neighbors regarding several concerns listed below that seem to need further investigation prior to approval of this project.

There are some serious traffic concerns regarding entrance and egress to the subdivision impacting four existing substandard streets; Balm St. S, Roberta Ave. S, Spring St. S and Mockingbird Dr. S. Balm St. S was measured and was found to be approximately 12 feet in width. The other streets are approximately 14 feet in width. Additionally, there are several blind spots and steep grades in these streets. The SWAN Board requests exploring the possibility of using some, or all, of the systems development charges / fees to improve the safety of these streets.

The most recent geotechnical study available appears to be outdated or inadequate. This study does not appear to include the possible impact of the development related to earthquake, existing springs and / or storm water in general. The Board supports the neighbors' requests that there be a geotechnical study performed that will take these, and any other, factors into account.

The neighbors also have a concern about whether Croisan Creek has the capacity to handle any additional runoff created by Dogwood Heights. We know that there has been moderate to severe flooding along Croisan Creek near Croisan Creek Road and River Road S from time to time. The neighbors and the Board hope that this issue will be fully investigated prior to approving this subdivision.

The developer has requested a Class 2 adjustment to increase the maximum allowed grade of Hillside Court S from 12 percent to 15 percent. The Board supports the concerns of the neighbors that this increase would create a significant hazard in the wintertime. Increasing the grade to 15 percent could prevent access by emergency vehicles, including fire trucks and ambulances, to the properties on Hillside Court S.

Rebecca Miner
Rebecca Miner, Chair
SouthWest Association of Neighbors

Date September 10, 2017

October 18th, 2017

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

RE: Dogwood Heights
Street System
Design Exception Request
Modified

Dear Brian:

In keeping with the prior discussions that we have had, we are making the following request for exception to the present design standards that were put into effect January 1st, 2014.

Public Works – Street Design Standards

This site is located in Southwest Salem, in the South Salem Hills, at the end of Croisan Scenic Way and Dogwood Drive.

To allow the use of a centerline Radius for a dead-end Cul-de-sac street to have less than the minimum centerline radius. The request is to allow the use of 95-foot radius.

Background:

The section of roadway is located within a portion of the site with significant topographic features.

The desire is to provide street access to approximately 8 lots in the upper section of the site, where no other practical access can be provided.

Preliminary designs for the street have been prepared to maximize the length of street available to limit the impacts to the project from street grades and cut and fill impacts. (see the attached plans P101 and P401)

The street is proposed as a cul-de-sac street with a length of approximately 600 feet.

Findings:

The street is a dead-end cul-de-sac, where the speeds on the street can be limited to less than 25 miles per hour, reducing the impact from the shorter radius.

The street section can be sloped to the inside of the radius using the current street shed section standards to reduce the impacts from the shorter radius.

The benefits to the overall design of the development is enhanced by the use of the shorter radius.

We did review other design options for the street, but due to the location of the property relative to the surrounding area, no other point of access into the area can be achieved.

The street topographic features in the area prevent the use of a longer radius as it forces the design to move through an even greater elevation differential which increases the impact to the ability to access the lots and the cuts and fills along the roadway.

Conclusions:

We have attempted to identify the issues and the reasons for the request.

We believe that granting the design exception for the horizontal radius, under the described conditions does not create any problems for operation and maintenance of the system related to the "Public".

Based on the above information, we are requesting that we be granted requested design exceptions to the requirement of the City of Salem Design Standards.

If you have any questions, or require additional information, please contact our office.

Thanks for your consideration of these issues.

Sincerely,


Mark D. Grenz, P.E., I.C., E.N., G.E.



APPROVED

dwhitehurst 10/20/2017

Approved By: _____

For: **Brian Martin, P.E., City Engineer**

Date: _____

Conditions: