

TO: Olivia Glantz, Planner III
Community Development Department

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

DATE: November 20, 2019

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SUB-ADJ19-08 & UGA17-03MOD1
4700 BATTLE CREEK ROAD SE
209-LOT SUBDIVISION**

PROPOSAL

A consolidated application for a 209-lot phased subdivision (Coburn Grand View Estates) northeast of the intersection of Kuebler Boulevard SE and Battle Creek Road SE, containing the following requests:

1. A subdivision tentative plan to divide approximately 52.80 acres into 209 lots ranging in size from approximately 4,400 square feet to approximately 13,500 square feet, including Alternative Street Standards request to increase the street grade from 12 percent to 15 percent for five street intervals and 52-foot right-of-way where 60 feet is required, and removal of street trees along Reed Road SE, Battle Creek Road SE, and Strong Road SE;
2. Zoning Adjustment application to reduce lot width for Lot 89 from 70 feet to 59 feet; and
3. Urban Growth Preliminary Declaration Modification (UGA17-03) to re-evaluate the location of off-site water mains that provide City water to the development.

The subject properties are approximately 68.14 acres (52.80 acres for subdivision), zoned RA (Residential Agriculture), and located on the 4700 block of Battle Creek Road SE (Marion County Assessor Map and Tax Lot Numbers 083W12B / 1600, 083W12C / 700 and 083W11D / 100, 200, 400, 500, 601, 602).

RECOMMENDED URBAN GROWTH PRELIMINARY DECLARATION CONDITIONS

1. Modify condition 4 to read as follows:

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- a. Convey lot 138 to the City for future construction of Coburn Reservoir.
- b. Construct a minimum 18-inch water main in one of the following locations:
 - i. In Reed Road SE from the north line of the subject property to Strong Road SE; or
 - ii. In Strong Road SE and Marietta Street, from the south line of the subject property to the terminus of the existing S-1 water main in Marietta Street SE near Fairview Industrial Drive SE.
- c. Construct a minimum 18-inch water main from the south line of the subject property along Strong Road SE through the subject property to the north line of the subject property along Reed Road SE. The 18-inch water main shall be extended also to the south line of lot 138.
- d. Construct a minimum 12-inch water main from the intersection of Reed Road SE and future J Street SE to the intersection of Battle Creek SE and future N Street SE.
- e. Construct Coburn Reservoir, Boone Road S-1 Pump Station, and S-1 connecting water mains as indicated in Water System Master Plan; or pay a Temporary Access Fee (TAF) pursuant to SRC 200.080(a). The TAF shall be \$2,310,000 based on \$12,000 per acre of land being developed within the S-1 service area.

RECOMMENDED CONDITIONS OF PLAT APPROVAL

As a condition of final plat approval for all phases:

1. Provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets.
2. All lots within the S-1 service level shall be served by S-1 water mains, and all lots within the S-2 service level shall be served by S-2 water mains. Water mains may need to be extended through future unconstructed phases within temporary easements in order to serve all lots in each phase.
3. Dedicate a 10-foot public utility easement along the street frontage of all internal streets.
4. Construct internal streets to Local street standards, including property-line sidewalks and installation of street trees. Portions of future streets K, M, and N (as shown on

the Slope Exception Areas plan) are approved as an alternative street standard pursuant to SRC 803.065 with a minimum right-of-way width of 52 feet, and a 4-foot-wide planter strip to accommodate street trees. Boundary street improvements may be modified pursuant to SRC 803.065 as needed to avoid impacts to street trees.

5. The street areas shown on the Slope Exception Areas plan are approved as an alternative street standard pursuant to SRC 803.065 with slopes not exceeding 15 percent.
6. Construct Coburn Reservoir, Boone Road S-1 Pump Station, and S-1 connecting water mains as indicated in Water System Master Plan; or pay a Temporary Access Fee (TAF) pursuant to SRC 200.080(a). The TAF shall be \$12,000 per acre of land being developed within the S-1 service area as proportional payments within each section as specified below.
7. Reserve property for dedication of neighborhood park facility not less than 6.5 acres in size.
8. Trees proposed for removal that are located within the special setback of abutting streets shall follow the procedures of SRC Chapter 86.
9. The development phasing shall follow the sequence specified in the application materials.

As a condition of final plat for Section E:

10. Construct a realigned intersection of Battle Creek Road SE and Reed Road SE to minor arterial standards pursuant to PWDS and acquire and/or convey land for dedication of right-of-way as needed to construct the improvements. The new intersection shall include a westbound to southbound left turn lane on Reed Road SE, a southbound to eastbound left-turn lane on Battle Creek Road SE, a northbound to eastbound right-turn lane on Battle Creek Road SE, and a pedestrian island on Battle Creek Road SE along the south side of the intersection. If off-site right-of-way is needed to construct the improvements and the applicant is unable to acquire the right-of-way from adjacent property owner(s), then the applicant shall follow the procedures established in SRC 200.050.
11. Construct a temporary pedestrian access route in Reed Road SE from J Avenue to Battle Creek Road SE,
12. Construct a minimum 18-inch S-1 water main in Reed Road SE from Strong Road SE to J Avenue SE.
13. Construct a minimum 18-inch S-1 water main in J Avenue SE from Reed Road SE to

H Street SE, and in H Street SE from the south line of Section E to the north line of Section E.

14. Pay \$43,362 as the proportional amount of the water TAF.

As a condition of final plat for Section G:

15. Along Reed Road SE from Battle Creek Road SE to the north line of the subject property, construct a minimum 23-foot-wide half street improvement to Minor Arterial standards within a minimum 36-foot-wide half-width right-of-way. The improvements shall include on-street parking and tapers.

16. Pay \$52,491 as the proportional amount of the water TAF.

17. Construct multi-modal trails to the proposed park as shown on tentative subdivision plan to PWDS Standards.

As a condition of final plat for Section I:

18. Along Battle Creek Road SE from Reed Road SE to the south line of Section I, construct a 23-foot-wide half-street improvement to Minor Arterial standards within a minimum 36-foot-wide half-width right-of-way.

19. Construct a minimum 12-inch S-1 water main in Reed Road SE from J Avenue SE to Battle Creek Road SE, and in Battle Creek Road SE from Reed Road SE to N Street SE. Design City infrastructure improvements at the Reed/Battle Creek intersection in sufficient detail to determine that the water main construction meets PWDS.

20. Pay \$43,362 as the proportional amount of the water TAF.

As a condition of final plat for Section J:

21. Pay a temporary access fee of \$13,680 toward the future signal at Battle Creek Road SE and Reed Road SE.

22. Construct a pedestrian access route along missing sections of sidewalk on the west side of Battle Creek Road SE from Reed Road SE to Forsythe Drive SE.

As a condition of final plat for Section F:

23. Construct a minimum 18-inch S-1 water main in K Street SE from the north line to the south line of Section F.

24. Pay \$27,387 as the proportional amount of the water TAF.

As a condition of final plat for Section H:

25. Convey lot 138 to the City for future construction of Coburn Reservoir.

26. Construct a minimum 18-inch S-1 water main in K Street SE from the north line of Section H to the south line of lot 138.

27. Pay \$11,411 as the proportional amount of the water TAF.

As a condition of final plat for Section A:

28. Convey land for dedication of right-of-way to equal a half-width of 30 feet from centerline along the entire frontage of Strong Road SE.

29. Construct a 15-foot-wide half-street improvement on the development of centerline and a 15-foot-wide pavement widening on the opposite side of centerline along Strong Road SE.

30. Construct a minimum 18-inch S-1 water main within Sections A and D from H Street SE at the south line of Section D to Strong Road SE at the south line of Section A. Design City infrastructure improvements needed for Section D in sufficient detail to determine that the water main construction meets PWDS. Construct a temporary utility and emergency access road along the water main alignment.

31. Pay \$59,337 as the proportional amount of the water TAF.

As a condition of final plat for Section D:

32. Proposed lots 57-59 and 74-81 shall connect to the existing sewer mains in Reed Road SE. Proposed lots 60-73 shall connect to the existing sewer mains in Strong Road SE. If off-site easements are needed because of topographic constraints and the applicant is unable to acquire easements from adjacent property owner(s), then the applicant shall follow the procedures established in SRC 200.050.

33. Proposed lots 57-59 and 74-81 shall connect to the existing stormwater facilities abutting Reed Road SE. Proposed lots 60-73 shall connect to the existing stormwater facilities in Strong Road SE. If off-site easements are needed because of topographic constraints and the applicant is unable to acquire easements from adjacent property owner(s), then the applicant shall follow the procedures established in SRC 200.050.

34. Pay \$57,055 as the proportional amount of the water TAF.

As a condition of final plat for Section B:

35. Pay \$38,798 as the proportional amount of the water TAF.

As a condition of final plat for Section C:

36. Pay \$38,798 as the proportional amount of the water TAF.

FACTS AND FINDINGS

Water

1. Existing Conditions

- a. The subject property is located within the S-1 and S-2 water service levels.
- b. A 12-inch water line in the S-2 service level is located in Kuebler Boulevard SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. A 15-inch sewer line is located in Reed Road SE.
- b. A 24-Inch sewer line is located in 27th Avenue SE.

Storm Drainage

1. Existing Condition—Drainage patterns in this area are generally conveyed into Pringle Creek. The property is on a ridge in which the drainage flows to the northwest toward the West Middle Fork of Pringle Creek, northeast toward Strong Road SE, or southeast toward Kuebler Boulevard SE.

Streets

1. Reed Road SE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.

- b. Existing Condition—This street has an approximate 20-foot improvement within a 40-foot-wide right-of-way abutting the subject property.

2. Battle Creek Road SE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 20-foot to 46-foot improvement within a 60-foot to 72-foot-wide right-of-way abutting the subject property.

3. Kuebler Boulevard SE

- a. Standard—This street is designated as a Parkway street in the Salem TSP. The standard for this street classification is an 80-foot-wide improvement within a 120-foot-wide right of way.
- b. Existing Condition—This street has an approximate 70-foot to 80-foot improvement within a 120-foot to 150-foot-wide right-of-way abutting the subject property. The parkway was previously approved for an alternative street standard to allow the 70-foot improvement width.
- c. Access control—No driveway access will be granted onto Kuebler Boulevard SE.

4. Strong Road SE

- a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 20-foot to 30-foot improvement within a 40-foot to 60-foot-wide right-of-way abutting the subject property.

Parks

No parks facilities are available to serve the proposed development. The Comprehensive Parks System Master Plan shows that a Neighborhood Park (NP 32) and Urban Park (UP 3) are planned on or near the subject property.

CRITERIA AND FINDINGS

The following code references indicate the criteria that must be found to exist before an affirmative decision may 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 subdivision 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 subdivision 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), there are areas of landslide susceptibility on the subject property. There are 3 mapped site points for the property pursuant to SRC Chapter 810. The proposed subdivision adds 3 activity points to the proposal, which results in a total of 6 points. Therefore, the proposed subdivision is classified as a moderate landslide risk and requires a geologic assessment. A geologic assessment, prepared by Redmond Geotechnical Services and dated July 20, 2018, 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— The nearest adequate water main is located in Reed Road SE at Strong Road SE, approximately 2,000 feet north of the subject property. The applicant shall be

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required to construct a minimum 18-inch S-1 water main from the Reed/Strong intersection through the subject property to Strong Road SE at Section A and to the Coburn Reservoir site. A 12-inch main is required from J Avenue SE in Section E to N Avenue in Section I.

The Water System Master Plan specifies that the subject property is to be served by the future Coburn Reservoir and future Boone Road S-1 pump station. The subject property surrounds the site of the future Coburn Reservoir (tax lots 083W12C00701 and 083W11D00101). The existing reservoir site does not provide two acres of land needed for construction of the reservoir. Therefore, the applicant shall be required to convey lot 138 for future construction of Coburn Reservoir.

Temporary capacity is available in the Mill Creek Reservoir and Deer Park Pump Station through payment of a temporary access fee pursuant to SRC 200.080(a). In lieu of constructing Coburn Reservoir and Boone Road Pump Station, the applicant has the option of paying a temporary access fee. The temporary access fee for this area of the S-1 service area is based on approximately 9 million dollars of improvements needed to serve 750 acres of undeveloped land, totaling \$12,000 per acre. The total S-1 area for the subject property is 31.0 acres; therefore, the TAF shall be a total of \$372,000. The TAF has been apportioned to each section based on the number of lots being created in the S-1 area as shown in the following table:

Section	S-1 Lots	Percentage	TAF Amount
E	19	11.7	\$43,362
G	23	14.1	\$52,491
I	19	11.7	\$43,362
J	0	0	\$0
F	12	7.4	\$27,387
H	5	3.1	\$11,411
K	0	0	\$0
A	26	16.0	\$59,337
D	25	15.3	\$57,055
B	17	10.4	\$38,798
C	17	10.4	\$38,798

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. Existing sewer mains in Strong Road SE and Reed Road SE may not be available to serve the northernmost portion of the site (Section D) because of topographic constraints. Proposed lots 57-59 and 74-81 shall connect to the existing sewer mains in, and stormwater facilities abutting, Reed Road SE. Proposed lots 60-73

shall connect to the existing sewer mains and stormwater facilities in Strong Road SE. If off-site easements are needed and the applicant is unable to acquire easements from adjacent property owner(s), then the applicant shall follow the procedures established in SRC 200.050.

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 engineer has submitted a preliminary design report that demonstrates compliance with PWDS. Prior to final plat of all subdivision phases, the applicant shall provide an engineered stormwater design pursuant to SRC 71 and PWDS to accommodate future impervious surface on all proposed lots, including stormwater facilities needed to serve new streets.

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)(7)(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—Battle Creek Road SE, Reed Road SE, and Strong Road SE abut the subject property and do not meet the current standard for their classification of street. Pursuant to SRC 200.055(d), boundary street improvements and right-of-way dedication are required along Battle Creek Road SE, Reed Road SE, and Strong Road SE based on their street classification. A realignment of the Reed/Battle Creek intersection is warranted because the intersection angle does not meet PWDS. The application materials request a number of alternate street standards pursuant to SRC 803.065 for internal streets. These street sections meet the criteria for alternative street standards as described below:

1. A few short sections of internal streets require a street grade up to 15 percent. These street sections are warranted because of topographic constraints.
2. M Street from J Avenue to P Avenue, and N Street from the north line of the subject property to Battle Creek Road SE, are proposed for a 50-foot-wide right-of-way. The minimum right-of-way for these streets shall be 52 feet with a minimum 4-foot-wide landscape strip between the curb and sidewalk. These alternative standards are warranted because of topographic constraints

3. M Street and N Street have block lengths exceeding 600 feet. The applicant shall be required to install mid-block pedestrian accessways between M Street and N Street and between M Street and K Street. These longer block lengths are warranted because of topographic constraints.

SRC 803.025 (Right-of-Way and Pavement Widths): Reed Road SE and Battle Creek Road SE are designated as Minor Arterial streets in the TSP. Reed Road SE abuts the northwestern boundary of the subject property and Battle Creek Road SE the southern property line. Currently, Battle Creek Road SE and Reed Road SE do not meet Minor Arterial standards. The applicant will be required to convey for dedication half-width right-of-way equal to 36 feet from center line and construct a half-street improvement along the entire frontage to a Minor Arterial standard.

Pursuant to UG Preliminary Declaration 17-03, the applicant proposed a neighborhood park within the development along Reed Road SE. Neighborhood parks are generally located on local streets. Neighborhood park standards do not generally include a separate parking lot, but instead are served by on-street parking. The standard minor arterial street section includes bike lanes, but not parking. Therefore, the applicant is required to provide on-street parking along Reed Road SE in order to provide safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas to neighborhood activity centers within one-half mile of the development.

A realignment of the Reed/Battle Creek intersection is warranted because the intersection angle does not meet PWDS. The applicant shall be required to construct a realigned intersection of Battle Creek Road SE and Reed Road SE to minor arterial standards pursuant to PWDS and acquire and/or convey land for dedication of right-of-way as needed to construct the improvements. The new intersection shall include a westbound to southbound left-turn lane on Reed Road SE, a southbound to eastbound left-turn lane on Battle Creek Road SE, a northbound to eastbound right-turn lane on Battle Creek Road SE, and a pedestrian island on Battle Creek Road SE along the south side of the intersection. If off-site right-of-way is needed to construct the improvements and the applicant is unable to acquire the right-of-way from adjacent property owner(s), then the applicant shall follow the procedures established in SRC 200.050.

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— No sidewalk exists along portions of the west side of Battle Creek Road SE from Reed Road SE to Forsythe Drive SE. Sidewalk improvements are required to provide safe pedestrian access to the proposed park being developed in conjunction with the proposed development. The applicant shall construct a pedestrian access route along missing sections of sidewalk on the west side of Battle Creek Road SE from Reed Road SE to Forsythe Drive SE. Since the boundary street improvement along Reed Road SE will not be completed until Section G, pedestrians will not be provided a safe access. For pedestrian safety, a pedestrian access route is also required in Reed Road SE from J Avenue to Battle Creek Road SE in conjunction with Section E, the first phase.

No parks facilities are available to serve the proposed development. The Comprehensive Parks System Master Plan shows that a Neighborhood Park (NP 32) and Urban Park (UP 3) are planned on or near the subject property. The applicant shall reserve property for dedication of neighborhood park facility NP-32 based on sizing criteria established in SRC 200.075(b). The City is in contract to purchase a 7.35-acre portion of the subject property for a future park, which would satisfy this condition.

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

Findings— The applicant submitted a TIA from Associated Transportation Engineering & Planning, Inc. on June 20, 2018. The TIA recommends additional turn lanes to be constructed at the Reed/Battle Creek intersection. No other mitigation is recommended. The Assistant City Traffic Engineer has determined that additional mitigation measures are necessary based on the volume of traffic being generated by the development.

Based on the TIA data, the applicant shall be required to construct a realigned intersection of Battle Creek Road SE and Reed Road SE to minor arterial standards pursuant to PWDS and acquire and/or convey land for dedication of right-of-way as needed to construct the improvements. The new intersection shall include a westbound to southbound left turn lane on Reed Road SE, a southbound to eastbound left turn lane on Battle Creek Road SE, a northbound to eastbound right turn lane on Battle Creek Road SE, and a pedestrian island on Battle Creek Road SE along the south side of the intersection. The reconstruction and alignment of the intersection is needed to provided safe turning movement onto Reed Road SE for the additional 209 dwellings.

A future signal will be warranted in the future at the Reed/Battle Creek intersection. Based on the TIA, the proposed development will add 32 PM peak hour vehicles to the Reed/Battle Creek intersection, which is a 3.04 percent increase because the intersection currently has 1,056 vehicles at build-out during the PM peak hour. The applicant is required to pay a temporary access fee of 3.04 percent of the future signal and interconnect cost of \$450,000, or \$13,680.

Analysis of Amendment (modification) to Urban Growth Preliminary Declaration Criteria

SRC Chapter 200.030(d) provides that an applicant for an amendment to an Urban Growth Preliminary Declaration shall be granted if:

- (1) A change in the circumstances has occurred which has the effect of making the list of required public facilities inappropriate or inadequate.
- (2) The proposed amendment does not simply reduce the developer's costs by shifting construction to later phases or to another developer or the public, unless the benefits received by such other developer and the public are significantly increased.
- (3) The change does not result in a development that does not otherwise meet all requirements of this chapter.

Finding: The original water system requirements proposed to extend water mains from the east and entering the property from Strong Road SE at Section A. However, the first phase of the development is Section E along Reed Lane, and an adequate water main is available to serve the proposed development from Reed Lane. By serving the property from a main to the northeast, the applicant will not be required to modify the phasing sequence and/or construct water mains in undeveloped phases. The proposed modification does not simply reduce the developer's costs or shift construction to later phases.

A. Impact of Increased Traffic on Adjacent Streets. Several comments received express concern with increased traffic in the vicinity as a result of the subdivision. Specific concerns raised regarding traffic and impacts on adjacent streets include the following:

- Re-alignment and improvements of Reed Road SE
- A Traffic Impact Analysis (TIA) is insufficient for the proposed development.

Staff Response: The Public Works Department has evaluated the proposal and submitted comments indicating that as conditioned it will have adequate width and pedestrian access. The proposal will result in street improvements of Battle Creek Road SE, Strong Road SE, Reed Road SE, and the extension of new local streets through the subdivision in conformance with current standards for vehicle, pedestrian, and bicycle facilities. These streets will connect to existing streets and fill in gaps within the current street network. The TIA identifies traffic impacts and necessary mitigation measures to accommodate the proposed development.

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The City Traffic Engineer has determined that additional mitigation measures are necessary based on the volume of traffic being generated by the proposed development. Additional mitigation of traffic impacts is provided through construction of frontage improvements along Strong Road SE, Reed Road SE, and Battle Creek Road SE, as well as the re-alignment and construction of the intersection of Reed Road SE and Battle Creek Road SE, and payment of a proportional share or temporary access fee for a future signal light at the intersection of Reed Road SE and Battle Creek Road SE.