



- TO: Bryce Bishop, Planner III Community Development Department
- FROM:

Glenn J. Davis, PE, CFM, Chief Development Engineer

**DATE:** June 8, 2021

### SUBJECT: PUBLIC WORKS RECOMMENDATIONS FRPA-DR-SPR-ADJ-DAP21-02 (21-101926-ZO) 2110 STRONG ROAD SE & 4000-4100 BLOCKS OF REED ROAD SE 183-UNIT MULTIPLE FAMILY DEVELOPMENT

### **PROPOSAL**

A consolidated application for a proposed 183-unit multiple family development on two portions of the former Fairview Training Center site totaling approximately 10.74 acres in size. The application includes a Class 1 Design Review and Class 3 Site Plan review for the proposed multiple family development, a Major Amendment to the Fairview Refinement Plan II refinement plan, a Class 1 Adjustment, a Class 2 Adjustment, and two Class 2 Driveway Approach Permits. The subject property is located at 2110 Strong Road SE and in the 4000 to 4100 Blocks of Reed Road SE (Marion County Assessor's Tax Map and Lots: 083W02 00100 and 083W11A 01002).

### **RECOMMENDED CONDITIONS OF APPROVAL**

- 1. Design and construct all City infrastructure, including streets, according to the refinement plan and PWDS.
- 2. Convey land for dedication to equal a half-width right-of-way of 36 feet along the entire frontage of the subject property measured from the newly established offset centerline of Reed Road SE, and as shown on public construction plans under permit number 21-101403-PC.
- 3. Construct a full-street improvement along the frontage of Reed Road SE to Minor Arterial street standards from Strong Road SE to approximately 500 feet south of Lindberg Road SE, and as shown on public construction plans under permit number 21-101403-PC.
- 4. Complete incomplete portions of the boundary street improvements along the property frontages of Strong Road SE and Lindberg Road SE.

Code authority references are abbreviated in this document as follows: Salem Revised Code (SRC); Public Works Design Standards (PWDS); Salem Transportation System Plan (Salem TSP); and Stormwater Management Plan (SMP).

- Construct Village Center Loop SE (private) from Lindburg Road SE to Strong Road SE. The private/public street intersections shall be constructed pursuant to PWDS.
- 6. Construct an extension of Mountain Street SE (private) from its existing terminus at the northern boundary of the eastern property to Chapel Drive SE (private).
- 7. Construct incomplete portions of the boundary street improvements along the property frontages of Chapel Drive SE (private).
- 8. Dedicate public access easements for the proposed private streets within the development.
- 9. Construct an 18-inch S-1 water main within Reed Road SE from Strong Road SE to approximately 500 feet south of Lindberg Road SE.
- 10. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
- 11. Obtain all state and federal permits as indicated by the Oregon Department of State Lands (DSL).

### FACTS

### Streets

- 1. Strong Road SE
  - a. <u>Standard</u>—This street is designated as a Collector street in the Salem TSP and Fairview Refinement Plan II. The standard for this street classification is a 28- to 36-foot-wide improvement within a 60-foot-wide right-of-way.
  - b. <u>Existing Conditions</u>—This street has an approximate 28- to 36-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
- 2. Lindberg Road SE
  - a. <u>Standard</u>—This street is designated as a Collector street in the Salem TSP and Fairview Refinement Plan II. The standard for this street classification is a 28- to 36-foot-wide improvement within a 60-foot-wide right-of-way.
  - b. <u>Existing Conditions</u>—This street has an approximate 36-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

### 3. Reed Road SE

- a. <u>Standard</u>—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. <u>Existing Conditions</u>—This street has an approximate 20-foot turnpike improvement within a 40-foot-wide right-of-way abutting the subject property.
- 4. Chapel Lane SE (private)
  - a. <u>Standard</u>—This street is designated as a Private street in the Fairview Refinement Plan II. The standard for this street classification is a minimum 20-foot-wide improvement within a variable-width easement.
  - b. <u>Existing Conditions</u>—This street has an approximate 20-foot turnpike improvement within a 24-foot-wide easement on the subject property.

### **Storm Drainage**

- 1. Existing Conditions
  - a. A 10-inch storm main is located in Strong Road SE at Reed Road SE.
  - b. An 18-inch piped creek main is located at Chapel Lane SE (private) and Reed Road SE.
  - c. A 24-inch piped creek main is located at Lindberg Road SE and Reed Road SE.
  - d. An 18-inch storm main is located in Strong Road SE along the western development frontage.
  - e. A 12-inch storm main is located in Lindberg Road SE along the western development frontage.

#### Water

- 1. Existing Conditions
  - a. The subject property is located in the S-1 water service level.
  - b. A 16-inch S-1 water main is located in Strong Road SE along the eastern development frontage. Mains of this size generally convey flows of 1,900 to 4,400 gallons per minute.

- c. A 10-inch S-1 water main is located in Strong Road SE and Lindberg Road SE along the western development frontage. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.
- d. 8-inch S-1 water mains are located in Lindberg Road SE along the eastern development frontage, and in Chapel Lane SE (private). Mains of this size generally convey flows of 500 to 1,100 gallons per minute.

### **Sanitary Sewer**

- 1. Existing Conditions
  - a. An 8-inch sewer main is located in Strong Road SE.
  - b. A 10-inch sewer main is located in Lindberg Road SE.
  - c. A 15-inch sewer main is located in Reed Road SE.
  - d. An 8-inch sewer main is located in Chapel Lane SE (private).

### **CRITERIA AND FINDINGS**

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

## Criteria: SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC (Unified Development Code)

**Finding**—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 - Landslides.

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the DSL to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the DSL pursuant to SRC 809.025. Pursuant to PWDS, the application shall obtain all state and federal permits as indicated by DSL. Bryce Bishop, Planner III June 8, 2021 Page 5

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2- and 3-point landslide hazard areas on the subject property. The proposed activity of a multi-family development adds 2 activity points to the proposal, which results in a total of 5 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geotechnical Investigation, prepared by Multi-Tech Engineering Services, Inc. and dated November 19, 2020, was submitted to the City of Salem. This assessment demonstrates the subject property can be developed with the recommendations contained in the report.

# Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

**Finding**—Strong Road SE meets the right-of-way width and pavement width standards pursuant to the Salem TSP and Fairview Refinement Plan II; however, sections along the property frontage are lacking sidewalks and street trees. The applicant shall construct sidewalk and provide street trees to the maximum extent feasible along the Strong Road SE frontage pursuant to SRC Chapter 803.

Lindberg Road SE meets the right-of-way width and pavement width standards pursuant to the Salem TSP and Fairview Refinement Plan II; however, sections along the property frontage are lacking adequate sidewalk and street trees. The applicant shall construct sidewalk and provide street trees to the maximum extent feasible along the Lindberg Road SE frontage pursuant to SRC Chapter 803.

The existing condition of Reed Road SE does not meet current standards for its classification of street pursuant to the Salem TSP. The applicant shall convey for dedication a half-width right-of-way of 36 feet to Reed Road SE street standards as specified in the PWDS, and as shown on public construction plans under permit number 21-101403-PC. The applicant shall also construct a full-street improvement to Minor Arterial street standards from Strong Road SE to approximately 500 feet south of Lindberg Road SE as specified in the PWDS and as shown on public construction plans under permit number 21-101403-PC. Sidewalks, street trees, and streetlights are not required on the opposite side of the street.

The location of the sidewalk along the frontage of Reed Road SE may meander between property-line and curb-line sidewalk to accommodate the preservation of existing trees pursuant to SRC 803.035(I)(2)(B). Removal of trees located within the right-of-way requires a street tree removal permit pursuant to SRC Chapter 86.

Internal private streets shall be constructed in compliance with the refinement plan and PWDS. The applicant shall dedicate public access easements for the proposed private streets within the development. The private/public street intersections shall be constructed pursuant to PWDS, and private streets shall be differentiated in appearance

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from public streets by installation of a commercial driveway. The applicant shall construct Village Center Loop SE (private) from Lindburg Road SE to Strong Road SE. The private/public street intersections shall be constructed pursuant to PWDS. The applicant shall construct an extension of Mountain Street SE (private) from its existing terminus at the northern boundary of the eastern property to Chapel Drive SE (private). The applicant shall construct incomplete portions of the boundary street improvements along the property frontages of Chapel Drive SE (private). The applicant shall dedicate public access easements for the proposed private streets within the development.

## Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

**Finding**—The driveway accesses onto Strong Road SE and Lindberg Road SE provides for safe turning movements into and out of the property.

## Criteria: SRC 220.005(f)(3)(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development

**Finding**—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. In order to serve upstream parcels, the applicant shall construct an 18-inch S-1 water main in Reed Road SE from Strong Road SE to approximately 500 feet south of Lindberg Road SE.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

### Criteria—A Class 2 Driveway Approach Permit shall be granted if:

(1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;

**Finding**—The proposed driveways meet the standards for SRC Chapter 804 and PWDS.

(2) No site conditions prevent placing the driveway approach in the required location;

**Finding**—There are no site conditions prohibiting the location of the proposed driveways.

### (3) The number of driveway approaches onto an arterial are minimized;

Finding—The proposed driveways are not accessing onto an Arterial street.

### (4) The proposed driveway approach, where possible:

- i. Is shared with an adjacent property; or
- ii. Takes access from the lowest classification of street abutting the property;

**Finding**—The proposed driveways are located with access to the lowest classification of street abutting the subject property.

### (5) Proposed driveway approach meets vision clearance standards;

**Finding**—The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

## (6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

**Finding**—No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Staff analysis of the proposed driveways indicate that they will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

## (7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

**Finding**—Staff analysis of the proposed driveways indicate that the location of the proposed driveways will not have any adverse impact to the adjacent properties or streets.

## (8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

**Finding**—The proposed driveway approaches are located on Collector streets and do not create a significant impact to adjacent streets and intersections.

(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

**Finding**—The proposed driveway approaches are located in a mixed-use area. The driveways will not have an adverse impact to residentially zoned property and the functionality of the adjacent streets.

Prepared by: Jennifer Scott, Program Manager cc: File