


**TO:** Bryce Bishop, Planner III  
Community Development Department

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

**DATE:** October 21, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
FRPA-SUB21-03 (21-106892)  
3990 OLD STRONG ROAD SE  
29-LOT SUBDIVISION**

**PROPOSAL**

A consolidated application for a proposed 29-lot residential subdivision of approximately 4.46 acres of the former Fairview Training Center site. The application includes the following:

1. A Tentative Subdivision to divide the approximate 4.46-acre property into 29 residential lots ranging in size from approximately 2,590 square feet to 5,370 square feet.
2. A Minor Amendment to the Fairview Refinement Plan II to increase the number of dwelling units allowed within the refinement plan from 457 to 465, and increase the maximum allowed driveway depth from 20 feet to 24 feet.
3. A Class 2 Driveway Approach Permit for the proposed private street access onto Strong Road SE.

The property is zoned FMU (Fairview Mixed-Use) within the Fairview Refinement Plan II and is located at 3990 Old Strong Road SE (Marion County Assessor Map and Tax Lot Numbers: 083W11A00100, 00200, and 00300).

**RECOMMENDED CONDITIONS OF PLAT APPROVAL**

1. Construct a full-street improvement along Reed Road SE from Fairview Industrial Drive SE to Strong Road to Minor Arterial street standards. These improvements have been designed, approved, and secured pursuant to a First Amendment to Improvement Agreement between the City and Ward Development LLC in Reel 4538, Page 112, of the Marion County Records, but have not been constructed to date.

2. Complete streetscape improvements, including but not limited to stormwater and streets trees, along the frontage of Strong Road SE.
3. Construct the proposed internal streets (private) to Fairview Refinement Plan II and PWDS.
4. Provide an engineered stormwater design pursuant to SRC 71 and the PWDS to accommodate future impervious surface on all proposed lots.
5. A 10-foot-wide public utility easement is required, where needed, along the street frontages of Reed Road SE, Strong Road SE, and the internal private streets pursuant to SRC 803.035(n).
6. Provide a public access and utility easement for the proposed private streets within the development.
7. All necessary (existing and proposed) access and utility easements shall be shown on the final plat.

## **FACTS AND FINDINGS**

### **Streets**

1. Old Strong Road SE
  - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
  - b. Existing Condition—This street has an approximate 28-foot improvement within a 40-foot-wide right-of-way abutting the subject property.
2. 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 32-foot improvement within a 82-foot-wide right-of-way abutting the subject property.
3. 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 36-foot-wide improvement within a 60-foot-wide right-of-way.

- b. Existing Condition—This street has an approximate 28-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

## **Water**

### 1. Existing Conditions

- a. The subject property is located within the G-0 and S-1 water service level.
- b. A 36-inch water main is located in Old Strong Road SE.
- c. An 8-inch water main is located in Reed Road SE. Mains of this size generally convey flows of 500 to 1,100 gallons per minute.
- d. A 16-inch water main is located in Strong Road SE. Mains of this size generally convey flows of 1,900 to 4,400 gallons per minute.

## **Sanitary Sewer**

### 1. Existing Conditions

- a. A 27-inch sewer main is located in Old Strong Road SE.
- b. An 18-inch sewer main is located within Reed Road SE and crosses through the northeastern corner of the parcel.

## **Storm Drainage**

### 1. Existing Conditions

- a. A 10-inch storm main is located in Old Strong Road SE.
- b. A 12-inch storm main is located within Reed Road SE.
- c. A 10-inch storm main is located in Strong Road SE.
- d. The West Middle Fork of Pringle Creek is located near the northeastern corner of the parcel.

## **Parks**

The proposed development is served by Fairview Park, an undeveloped park directly adjacent to 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. The applicant is advised that the subject property appears to have several easements that shall be either shown on the final plat or the interest released prior to final plat. 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), and *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

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

A 10-foot-wide public utility easement is required, where needed, along the street frontages of Reed Road SE, Strong Road SE, and the internal private streets pursuant to SRC 803.035(n).

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. Wetland notice was sent to the Oregon Department of State Lands (DSL) pursuant to SRC 809.025. The response received from DSL indicates that, based on the submitted site plan, it appears the proposed project will not impact jurisdictional wetlands or waterways of the State and a State permit will not likely be required. The applicant is responsible for determining whether any permits are required with DSL.

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 subdivision adds 3 activity points to the proposal, which results in a total of 5 to 6 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment and/or geotechnical report. A Geotechnical Engineering Report, prepared by GeoEngineers and dated April 21, 2021, was submitted to the City of Salem with the subdivision application. This report demonstrates the subject property could be developed by implementing the mitigation measures provided in the report.

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

**Findings**—Water, sewer, and stormwater infrastructure are available along the perimeter of the site and appear to be adequate to serve the property as shown on the applicant's preliminary partition plan. As specified in the conditions of approval, private water, sewer, and storm services shall be constructed to serve each lot as a condition of plat approval. Construction of facilities in the right-of-way is required prior to final plat except as authorized in an improvement agreement per SRC 205.035(c)(7)(B).

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 submit a tentative stormwater design prior to final plat approval. For a tentative stormwater design, the applicant shall submit infiltration test results, the Simplified Method Form or Engineering Method Report as applicable, and a preliminary site plan showing the building envelope and tentative location of stormwater facilities.

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.**

**Findings**—Reed Road SE abuts the subject property and does not meet the current standard for a Minor Arterial street. Pursuant to SRC 803.040, the applicant shall construct a full-street improvement along Reed Road SE from Fairview Industrial Drive SE to Strong Road SE to Minor Arterial street standards. These improvements have been designed, approved, and secured pursuant to a First Amendment to Improvement Agreement between the City and Ward Development LLC in Reel 4538, Page 112 of the Marion County Records, but have not been constructed to date.

Strong Road SE abutting the subject property meets or exceeds the right-of-way width and pavement width standards pursuant to the refinement plan; however, it is lacking stormwater plantings and street trees. The applicant shall complete streetscape improvements, including but not limited to stormwater and streets trees, along the frontage of Strong Road SE.

The proposed private street is designed with a cul-de-sac that does not meet existing standards. The cul-de-sac is authorized as an alternative street standard pursuant to SRC 803.065(a)(3).

**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 subject property is served by future Fairview Park, which is an undeveloped park site located within a half-mile of the subject property. Access to the park is available through the existing transportation system.

**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 proposed 29-lot subdivision generates less than 1,000 average daily vehicle trips to the Collector street system. Therefore, a TIA is not required as part of the proposed subdivision submittal.

**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 driveway meets 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 driveway.

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

**Finding**—The proposed driveway is 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 driveway is currently 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 driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it 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 driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts 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 approach is located on a Collector street and does 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 development is surrounded by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.