

TO: Bryce Bishop, Planner III
Community Development Department

FROM: Laurel Christian, Development Services Planner II
Public Works Department

DATE: November 23, 2022

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-ADJ-TRV-DAP-DR-TRP22-44 (22-116522)
5205 BATTLE CREEK ROAD SE
MULTI-FAMILY DEVELOPMENT



PROPOSAL

A consolidated application for a proposed 129-unit multiple family residential development with associated off-street parking, common open space, and site improvements on a portion of property totaling approximately 4.66 acres in size. The application includes: A Class 3 Site Plan Review for the proposed development; a Class 1 Design Review; Class 2 Adjustments; a Class 2 Driveway Approach Permit; a Tree Variance; and a Tree Removal Permit.

The subject property is zoned RM-II (Multiple Family Residential) and located at 5205 Battle Creek Road SE (Marion County Assessor Map and Tax Lot Number: 083W140000300).

RECOMMENDED CONDITIONS OF APPROVAL

1. On Salal Street SE and Teal Drive SE, construct streetscape improvements including property line sidewalks, street lights, and street trees.
2. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS AND FINDINGS

Streets

1. Battle Creek Road SE
 - a. Standard—This street is designated as a Minor Arterial street in the Salem TSP.

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).

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 25-foot improvement within a 72-foot-wide right-of-way abutting the subject property.

2. Teal Drive 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 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

3. Salal Street 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 30-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 S-2 water service level.
- b. A 20-inch water main is located in Battle Creek Road SE.
- c. An 8-inch water main is located in Teal Drive SE and Salal Street SE.

Sanitary Sewer

1. Existing Conditions

- a. A 24-inch sewer main is located in Battle Creek Road SE at the intersection of Battle Creek Road SE and Foxhaven Drive SE.
- b. There are 24-inch and 8-inch sewer mains located on the subject property within an easement. These mains will be located under the proposed streets of the subdivision.

- c. An 8-inch sewer main is located in Teal Drive SE and Salal Street SE.

Storm Drainage

1. Existing Conditions

- a. A 12-inch storm main is located in Battle Creek Drive SE.
- b. A 24-inch storm main is located in Salal Street SE.
- c. A 10-inch storm main is located in Teal Drive SE.

SITE PLAN REVIEW 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 *Unified Development Code (UDC)*

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

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 Oregon Department of State Lands 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 Oregon Department of State Lands pursuant to SRC 809.025.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

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—The subject property has frontage on Battle Creek Road SE, Teal Street SE, and Teal Drive SE; however, the proposed phase of development will only have frontage on Salal Street SE and Teal Drive SE, the alignment for which was approved under SUB-TRV22-05. Construction of Salal Street SE and Teal Drive SE is pending through Public Construction Permit 22-107732-PC. The proposed development shall provide streetscape improvements including sidewalks, streetlights, and street trees, if not constructed by others at time of street construction. Improvements to Battle Creek Road SE are required under SPR-ADJ-DAP-DR22-24 for the first phase of multi-family development on the site.

Condition: On Salal Street SE and Teal Drive SE, construct streetscape improvements including property line sidewalks, streetlights, and street trees.

The Applicant submitted a Traffic Impact Analysis (TIA) as part of the application package. The TIA establishes that the proposed development will not have a significant impact on the transportation system; no mitigation is required. The Assistant City Traffic Engineer has reviewed the TIA and agrees with the findings.

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 proposed driveway accesses onto Salal Street SE provide 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 subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required.

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.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

Condition: 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.

CLASS 2 DRIVEWAY APPROACH PERMIT CRITERIA AND FINDINGS

The applicant proposes four driveway approaches onto Salal Street SE to serve the proposed development. As described in the findings below, the proposed driveway approaches meet the approval criteria for a Class 2 Driveway Approach Permit.

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

- (1) The proposed driveway approach meets the standards of this Chapter and the PWDS;**

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:**

- a. Is shared with an adjacent property; or**
- b. Takes access from the lowest classification of street abutting the property;**

Finding—The proposed driveways are 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 driveways meet 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. Additionally, staff analysis of the proposed driveways 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 driveways and the evidence that has been submitted indicate that the location of the proposed driveways 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 applicant is proposing four driveways to the lowest classification of street abutting the property and they meet the spacing requirements of SRC Chapter 803. By complying with the requirements of this chapter the applicant has minimized impacts to the functionality of 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 abuts residentially zoned property to the west. The proposed driveways are taken from the lowest classification street abutting the subject property. The driveways balance the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Prepared by: Laurel Christian, Development Services Planner II
cc: File