

TO: Jamie Donaldson, Planner II
Community Development Department

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

DATE: December 8, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP-DR22-45 (22-107215)
4345 SUNNYSIDE ROAD SE
MULTI-FAMILY HOUSING**

PROPOSAL

A consolidated application for a Class 3 Site Plan Review, Class 2 Adjustments, Class 2 Driveway Approach Permit, and Class 1 Design Review for development of a multi-family apartment building consisting of 24 units, parking, and associated site improvements. The subject property is approximately 1 acre in size, zoned CO (Commercial Office), and located at 4345 Sunnyside Road SE - 97302 (Marion County Assessors Map and Tax Lot number: 083W10AC / 600).

RECOMMENDED CONDITIONS OF APPROVAL

1. Along the West Fork Pringle Creek on the subject property, dedicate an Open Channel Drainage Easement. In accordance with PWDS, the easement width shall be either 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greater.
2. Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Sunnyside Road SE.
3. Construct a marked crosswalk on Sunnyside Road SE at the intersection with Idylwood Drive SE pursuant to PWDS.
4. Install street trees to the maximum extent feasible along Sunnyside Road SE.
5. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Sunnyside 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 Conditions—This street has an approximate 18-to-63-foot improvement within a 62-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions
 - a. A 12-inch storm main is located in Sunnyside Road SE.

Water

1. Existing Conditions
 - a. The subject property is located in the S-2 water service level.
 - b. A 12-inch water main is located in Sunnyside Road SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions
 - a. There is a 6-inch public sewer main located on the subject property within sewer easement numbers 1169 and 1170 (Volume 597, Page 27, and Volume 609, Page 185, respectively).

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 UDC (*Unified Development Code*)

Finding—With completion of the conditions above and approval of the adjustment for driveway spacing, 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.

Portions of the subject property are designated as Interim Flood Hazard Areas (IFHA) pursuant to SRC Chapter 601 and Administrative Rule Chapter 109, Division 020. The IFHA floodplain maps designate this area as a Zone “A” floodplain. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the community-determined base flood elevation.

The Salem-Keizer Local Wetland Inventory shows that the West Fork Pringle Creek is designated as a riverine wetland channel. 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). A wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

A portion of the West Fork Pringle Creek runs along the western property boundary. Pursuant to PWDS 1.8(d), the application is subject to open channel drainage easements to be dedicated along the creek, allowing for access and maintenance. The easement width shall be either 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greater.

Condition: Along the West Fork Pringle Creek on the subject property, dedicate an Open Channel Drainage Easement. In accordance with PWDS, the easement width shall be either 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greater.

According to the City’s adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped two-point landslide hazard areas on the subject property. The proposed activity of a multi-family building adds two activity points to the proposal, which results in a total of four points. Therefore, the proposed development is classified as a low landslide risk and no additional information is required.

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—Sunnyside Road SE along the development frontage has a varied improvement width. This portion of Sunnyside Road SE is a transition area from a

one-way off-ramp to a two-way street. Sunnyside Road SE terminates with a cul-de-sac traveling north prior to the intersection with Commercial Street SE. Traveling south there is a one-way travel lane off-ramp from Commercial Street SE. Along Sunnyside Road SE, no pavement improvements are necessary. The existing right-of-way of Sunnyside Road SE does not meet current standards for its classification of street per the Salem TSP. The applicant shall convey for dedication a half-width right-of-way up to 36 feet to minor arterial street standards as specified in the PWDS and based on a rational nexus calculation.

Condition: Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Sunnyside Road SE.

Along Sunnyside Road SE, sidewalks terminate along the eastern right-of-way edge at the northbound cul-de-sac. Sidewalks are provided along the entire frontage of the development side of the street (western right-of-way edge). Sunnyside Road SE is classified as an arterial street, but lacks adequate crosswalks at nearby intersections. In order to provide safe and orderly pedestrian access to the proposed development, staff recommends the applicant construct an ADA crosswalk on Sunnyside Road SE at the north side of the intersection with Idylwood Drive SE.

Condition: Construct a marked crosswalk on Sunnyside Road SE at the intersection with Idylwood Drive SE pursuant to PWDS.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible. Along Sunnyside Road SE, the applicant shall install street trees.

Condition: Install street trees to the maximum extent feasible along Sunnyside Road SE.

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 applicant proposes one driveway onto Sunnyside Road SE, near the southern property boundary. As described below, the proposed driveway requires a Class 2 Driveway Approach Permit and an Adjustment for driveway spacing. The applicant submitted a Sight Distance Analysis for the proposed driveway. The Assistant City Traffic Engineer reviewed the analysis and concurred that required sight distances are provided by the proposed driveway. Moving the proposed driveway to the north may not provide adequate sight distances. The location of the proposed driveway balances required sight distances and conflicts with the intersection of Sunnyside Road SE and Idylwood Drive SE. The proposed driveway access onto Sunnyside 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 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.

There is a 6-inch public sewer main within the subject property that serves the northerly neighbor and the subject property. The applicant's utility plan proposes reconstruction of a portion of the existing public main and a new 6-inch private lateral to serve the proposed development. Reconstruction of the public main will require the main terminate with a new manhole pursuant to PWDS and unimpeded all-weather access be maintained. Alternatively, the applicant has the option to relocate the neighboring property's private service connection and convert the public main on the subject property to a private service. The proposed utility plan shall be updated at the time of building permit application.

The proposed development is considered a large project pursuant to SRC Chapter 71 and PWDS, which requires green stormwater infrastructure (GSI) for water treatment and detention. The proposed plan that sets aside area for GSI provides no detailed information on sizing of the proposed facility. 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.

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.

DRIVEWAY APPROACH CRITERIA AND FINDINGS

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 driveway is located less than 370 feet from the intersection with Idylwood Drive SE; therefore, a Class 2 adjustment is required

for driveway spacing as described below. Otherwise, the proposed driveway meets the standards for SRC 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—One access is proposed to the 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 subject property abuts only one street, which has a minor arterial classification.

(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. The applicant submitted a Sight Distance Analysis for the proposed driveway which demonstrates that adequate site distances can be met. 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 minor arterial 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 development abuts a minor arterial street. 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.

ADJUSTMENT CRITERIA AND FINDINGS

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(2) is as follows:

Criteria—The purpose underlying the specific development standard proposed for adjustment is:

- 1. Clearly inapplicable to the proposed development; or**
- 2. Equally or better met by the proposed development.**

Finding—The applicant is requesting a Class 2 adjustment to allow for reduced spacing between driveways less than the standard of 370 feet. The development is proposing one driveway onto an arterial street, with approximately 175 feet spacing from the proposed driveway to the intersection of Sunnyside Road SE and Idylwood Drive SE. Regardless of where the driveway is located on Sunnyside Road SE, an adjustment for driveway spacing would be required as the northernmost point of the property is less than 370 feet from the intersection of Sunnyside Road SE and Idylwood Drive SE and the property does not have access to a lower classification street.

The applicant submitted a Sight Distance Analysis for the proposed driveway. The Assistant City Traffic Engineer reviewed the analysis and concurred that required sight distances are provided by the proposed driveway. Moving the proposed driveway to the north may not provide adequate sight distances. The location of the proposed driveway balances required sight distances and conflicts with the intersection of Sunnyside Road SE and Idylwood Drive SE. The proposed driveway configuration meets the

adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

RESPONSE TO COMMENTS

1. **Driveway Access:** Comments received express concerns with the proposed driveway location.

Staff Response: As described in the above analysis, the proposed driveway requires a Class 2 Driveway Approach Permit and an Adjustment for driveway spacing. These permits would be required regardless of where the driveway was located on the lot. The applicant submitted a Sight Distance Analysis for the proposed driveway. The Assistant City Traffic Engineer reviewed the analysis and concurred that required sight distances are provided by the proposed driveway. Moving the proposed driveway to the north may not provide adequate sight distances. The location of the proposed driveway balances required sight distances and conflicts with the intersection of Sunnyside Road SE and Idylwood Drive SE.

2. **Wetlands and Waterways:** Comments received requested clarification as to whether waterways or wetlands were mapped on the subject property.

Staff Response: A portion of the West Fork Pringle Creek runs along the western property boundary. Surrounding the creek, portions of the subject property are designated as IFHA pursuant to SRC Chapter 601 and Administrative Rule Chapter 109, Division 020. The proposed multi-family buildings are not within the designated floodplain area; a small trash enclosure may be within the area and would be subject to a Floodplain Development Permit and the requirements of SRC Chapter 601.

Due to the presence of the West Fork Pringle Creek on the site, a wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025. A response has not yet been received. The Oregon Department of State Lands will determine if any wetland permits are required for the proposed development.

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