CITY OF Salem AT YOUR SERVICE

MEMO

TO: Jamie Donaldson, Planner II
Community Development Department

FROM: Laurel Christian, Planner II
Public Works Department

DATE: May 19, 2023

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-ADJ-DAP 23-12 (23-102162)
0 LINWOOD STREET NW
NEW 67-UNIT MULTI-FAMILY HOUSING DEVELOPMENT

PROPOSAL

Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 1 Design Review for development of 67 multi-family units, with five Class 2 Adjustment Requests. The subject property is 4.86 acres in size, zoned RM-II (Multiple Family Residential), and located at the 1900 block of Linwood Street NW (Polk County Assessor Map and Tax Lot: 073W16C/107).

RECOMMENDED CONDITIONS OF APPROVAL

1. Install street trees to the maximum extent feasible along Linwood Street NW and Orchard Heights Road NW.
2. Relocate the existing public main on the property in an alignment approved by the Public Works Director, and dedicate an easement to meet current PWDS.
3. Prior to final occupancy of Buildings 2, 3, or 4, the vacation ordinance vacating the existing 15-foot sanitary sewer easement shall be filed with the Polk County Recorder pursuant to SRC 255.065.
4. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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).

FACTS

Streets

1. Linwood Street NW

    a. Standard—This street is designated as a Type 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 Conditions—This street has an approximate 46-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

2. Orchard Heights Road NW

    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 46-foot improvement within a 69-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

    a. A 12-inch storm main is located in Orchard Heights Road NW.

    b. A 20-inch storm main is located in Orchard Heights Road NW.

    c. A 12-inch storm main is located in Linwood Street NW.

Water

1. Existing Conditions

    a. The subject property is located in the W-1 and G-0 water service levels.

    b. A 24-inch water main is located in Linwood Street NW. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.

    c. An 8-inch water main is located in Linwood Street NW and Orchard Heights Road NW. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.

d. A 42-inch water main is located in Orchard Heights Road NW.

Sanitary Sewer

1. Existing Conditions

   a. An 8-inch sewer main is located in Linwood Street NW.

   b. An 8-inch sewer main is located on the subject property in an easement.

CRITERIA AND FINDINGS—SITE PLAN REVIEW

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.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas or hydric soils.

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— Linwood Street NW meets the right-of-way width and pavement width for a collector street standard pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Orchard Heights Road NW meets the right-of-way width and pavement width for a minor

arterial street standard pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible. Street trees shall be provided along the frontages of Linwood Street NW and Orchard Heights Road NW.

> **Condition:** Install street trees to the maximum extent feasible along Linwood Street NW and Orchard Heights Road NW.

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 proposed one driveway onto Linwood Street NW. A second driveway approach is proposed onto Orchard Heights Road NW for emergency service access only; this approach will not be used for general circulation. The driveway access onto Linwood Street NW provides for safe turning movements into and out of the property. A Class 2 Driveway Approach Permit is required for the approach onto Linwood Street NW; findings for the permit are found below.

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.

There is an existing public sanitary sewer main on the subject property within an easement that serves upstream parcels. The applicant's plans show buildings over the existing public main and that the public main will be relocated. The easement for the existing main was dedicated by Partition Plan No. 2012-0012. The existing main shall be relocated and the easement shall be vacated pursuant to the process described in SRC 255.065. The new main shall be constructed in an alignment approved by the Public Works Director and a new easement shall be dedicated by separate document. The sanitary sewer main relocation and easement width shall meet current PWDS.

> **Condition:** Relocate the existing public main on the property in an alignment approved by the Public Works Director and dedicate an easement that meets the current PWDS.

> **Condition:** Prior to final occupancy of Buildings 2, 3 or 4, the vacation ordinance vacating the existing 15-foot sanitary sewer easement shall be filed with the Polk County Recorder pursuant to SRC 255.065.

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.

CRITERIA AND FINDINGS—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 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 development abuts a collector (Linwood Street NW) and minor arterial (Orchard Heights Road NW). The proposed driveway is currently located with access to the lowest classification of street abutting the subject property (Linwood Street NW).

(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 development abuts a collector (Linwood Street NW) and minor arterial (Orchard Heights Road NW). The applicant is proposing a driveway to the lower classification of street, and it meets 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 is surrounded by residentially zoned property. The proposed development abuts minor arterial and collector streets. 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.

RESPONSE TO COMMENTS

1. **Traffic:** Comments received expressed concerns for the traffic congestion in the area and how the development would contribute to the mitigation of traffic in the area.

Staff Response: The proposed development does not trigger a Traffic Impact Analysis pursuant to SRC 803.015 and does not trigger any off-site traffic mitigation. In addition, the development does not trigger a “Trip Cap” because a Transportation Planning Rule Analysis is not required, as no Comprehensive Plan or Zone Change was requested for the property because it could be developed, as proposed, under the existing zoning. The number of trips generated by a site is based on the use, square footage, and/or number of dwelling units, not on the number of parking spaces provided.

The Salem TSP provides guidance for how to address the impacts of growth citywide. Cumulative impacts of growth that affect overall traffic patterns are addressed through collection of System Development Charges (SDCs). The development will pay Transportation SDCs that are collected and used to pay for street improvements that add capacity to mitigate impacts of growth.

Prepared by: Laurel Christian, Planner II
cc: File