

Staff Report

File #: 22-310**Version:** 1**Date:** 7/25/2022**Item #:** 4.b.

TO: Mayor and City Council
THROUGH: Kristin Retherford, Interim City Manager
FROM: Norman Wright, Community Development Director

SUBJECT:

City Council review of Subdivision Tentative Plan and Urban Growth Area Preliminary Declaration approval (SUB-UGA22-03) for property located at 1374 Crowley Avenue SE.

Ward(s): 4

Councilor(s): Leung

Neighborhood(s): Morningside Neighborhood Association (Morningside)

Result Area(s): Welcoming and Livable Community

SUMMARY:

City Council review of an approved subdivision and associated land use applications creating 46 single family lots ranging in size from 4,600 to 7,800 square feet for property located at 1374 Crowley Avenue SE.

ISSUE:

Shall the City Council affirm, modify, or reverse the Planning Administrator's decision approving subdivision tentative plan and urban growth area preliminary declaration, case no. SUB-UGA22-03?

RECOMMENDATION:

Affirm the Planning Administrator's decision approving subdivision tentative plan, and urban growth area preliminary declaration case no. SUB-UGA22-03.

FACTS AND FINDINGS:

1. On November 4, 2021, a consolidated application for a Subdivision Tentative Plan, and Urban Growth Area Preliminary Declaration was filed for a proposal to divide approximately 14.5 acres located at 1374 Crowley Avenue SE (Attachment 1) into 46 single family lots.

2. After receiving missing information, the consolidated application was deemed complete for processing on March 21, 2022. Notice to surrounding property owners was mailed pursuant to Salem Revised Code on March 21, 2022, and public notice was posted on the subject property pursuant to SRC 300.520(b)(2).
3. On June 14, 2022 the 120-day state-mandated local decision deadline was extended by the applicant from July 19, 2022 to September 2, 2022.
4. On June 2, 2022 the Planning Administrator issued a decision approving the 46-lot Subdivision Tentative Plan and Urban Growth Area Preliminary Declaration (Attachment 2).
5. At the June 13, 2022 regularly scheduled meeting, the City Council voted to initiate review of the Planning Administrator's decision.

BACKGROUND:

Subdivision Criteria

The applicable criteria and considerations that must be satisfied for the approval of the Phased Tentative Subdivision Review, and an Urban Growth Preliminary Declaration permit in this case are included within the City's land division chapter (SRC Chapter 205) under section 205.010(d) and urban growth preliminary declaration (SRC Chapter 200) under section 200.030(d).

Findings for the proposed Tentative Subdivision Review with the applicable approval criteria are included in the June 2, 2022 decision, which is included as Attachment 2 to this report and incorporated by reference

The Planning Administrator approved the tentative subdivision after review of the applicable decision criteria. The proposed subdivision met the approval criteria for a single-family subdivision in the Single Family Residential (RS) zone.

An Alternative Street Standard was approved to increase the street grade for five small sections of street, increase block length and reduce the right of way to 52-feet for four local streets within the subdivision.

Public Notice

Notice of the application was provided to the Morningside Neighborhood Association, property owners and tenants within 250 feet of the subject property and posted notice was provided on each street frontage. Comments from the Morningside Neighborhood Association during the public comment period and testimony was received from 12 citizens during the public comment period. Public testimony is included as Attachment 3. A summary of the questions and concerns raised in the comments can be found on Page 5 through 8 of the Planning Administrator's decision (Attachment

2).

Traffic Concern

The subject property is one of the few large parcels that has yet to develop within the developed portions of the City of Salem. The site is surrounded by either fully developed properties, or by a large vacant parcel. Access to this site is quite limited. There are only two public streets that provide connectivity. To the south Denali Street SE is a newly constructed residential street that connects to Boone Road SE. To the west, a short stub street, Springer Avenue SE, connects to Textrum Street SE.

Eventually traffic from this subdivision will reach one of two intersections with Commercial Street SE, or one connection with Kubler Boulevard SE. The connection to Kubler is from Stroh Lane SE via Boone Road SE and the street connection is limited to right-in/right-out/left-in. The southern connection to Commercial Street is from Boone Road but is restricted to right-in/right-out turn movements only because of the proximity to the traffic signal with Kuebler. The northern connection to Commercial Street is via Royvonne Avenue SE. The intersection with Royvonne Avenue does not have restricted turn movements, but in 2019, the City Council approved the installation of a pedestrian island and crossing with Rapid Flashing Beacons, making the left turn movements more difficult.

Royvonne Avenues is a substandard local street. It lacks a continuous pedestrian connection between Textrum Street and Commercial Street. It also has a significant grade of 15% and sight distance is restricted at the crest of the hill. There are warning signs and striping that alert drivers of the limited visibility over the crest of the hill.

The applicant was required to submit a Traffic Impact Analysis (TIA) to determine if they have an impact and if they need to mitigate the impact. The analysis focused on the full movement intersection of Commercial Street and Royvonne Avenue. The analysis shows the intersection of Commercial Street and Royvonne Avenue will operate within the City of Salem target mobility standards of Level of Service "E" in the AM and PM peak hours.

Additionally, the TIA evaluated traffic signal warrants at the intersection of Commercial Street and Royvonne Avenue. The analysis showed the intersection did not meet the traffic signal warrant. Additionally, Public Works would not support a traffic signal at this location because of the proximity to the existing signal at Keglers Lane SE that is located approximately 650 feet to the north. Traffic signals need to be spaced approximately ¼-mile (1320 feet) apart in order to be able to time them properly and achieve vehicle progression along the corridor.

Eventually as development continues to occur on the vacant properties to the north, a public street connection will be made to Crowley Avenue SE which is about 500 feet to the north, and eventually to the Hilfiker Lane Extension that will connect to both Battle Creek Road SE and to Commercial Street SE.

ALTERNATIVES:

The City Council may affirm, amend, or reverse the decision of the Planning Administrator for Case No. SUB-UGA-ADJ22-01.

- I. AFFIRM the decision;
- II. MODIFY the decision; or
- III. REVERSE the decision.

Olivia Dias
Current Planning Manager

Attachments:

- 1. Vicinity Map
- 2. SUB-UGA22-03 Decision