

BRAND

Land Use

April 3, 2025
Response To Public Comments Received for
Case No: 24 121106 00 PLN

The development team thanks those who provided comments on the proposed 12-unit multifamily development at 3021–3027 D Street NE. We appreciate the community's engagement and have carefully reviewed all input received during the public comment period. Several key themes emerged, particularly regarding parking and traffic safety. We offer the following clarifications:

1. Parking Requirements and Availability

Numerous comments expressed concern that the development does not meet minimum parking requirements. However, as of July 2023, the City of Salem has eliminated minimum off-street parking requirements citywide, in accordance with Salem Revised Code Chapter 806. This change reflects the City's shift toward supporting a range of housing types and transportation options in alignment with state-level policy direction. Although no off-street parking is required, the proposed site plan includes 12 off-street parking spaces and 12 bicycle parking spaces. These design choices aim to balance the provision of parking with sustainability and affordability goals. The plan also includes a dedicated ADA-compliant stall, and electric vehicle parking options are included to support future EV charging pedestals.

2. Traffic Volume and Safety Concerns

Several comments raised concerns about increased congestion and traffic hazards resulting from the development. In response, the applicant submitted a Trip Generation Estimate (TGE) Form, which was reviewed and completed by the City of Salem's Traffic Engineer. Based on the analysis, the project does not meet any thresholds requiring a Traffic Impact Analysis (TIA) under Salem Revised Code Chapter 803. The City's engineering review found that the number of anticipated vehicle trips generated by the proposed development is well within acceptable limits for this residential zone and street classification (D Street is a Minor Arterial). No unusual safety or congestion issues are anticipated as a result of this development.

3. Site Access and Driveway Width

One comment noted concern with the flag lot accessway width. The applicant has requested a Class 2 Adjustment to reduce the required easement from 25 feet to 22 feet, consistent with adjustments allowed under SRC 250.005. This request is subject to City approval based on specific criteria, including ensuring safe vehicle and emergency access. A fire truck turnaround area is included in the site plan and will be evaluated by the Salem Fire Department as part of the building permit review process.

We understand that new development can prompt concerns, especially in established neighborhoods. Our goal with this project is to provide much-needed housing in a way that supports walkability, transit access, and neighborhood compatibility.