

TO: Aaron Panko, Planner III
Community Development Department

FROM: Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department

DATE: December 10, 2019

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
CU-SPR-ADJ-DAP19-08 (19-114007-RP)
120 HRUBETZ ROAD SE
MIXED USE DEVELOPMENT



PROPOSAL

A Conditional Use Permit and Class 3 Site Plan Review request for a proposed mixed-use development with three new buildings, including 26 multi-family residential units and approximately 10,242 square feet of retail floor area, a Class 2 Adjustment request to eliminate the required interior setback for the off-street parking area, and a Class 1 Adjustment to reduce the minimum driveway spacing requirement, for property approximately 1.47 acres in size, zoned CR (Retail Commercial) and CO (Commercial Office), and located at the 4700 Block of Liberty Road S - 97302 (Marion County Assessors Map and Tax Lot numbers: 083W09DB / 00400, 00500, 00600, and 01000).

RECOMMENDED CONDITIONS OF APPROVAL

1. Prior to building permit issuance, convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Liberty Road S. The half-width shall be measured from the engineered centerline of Liberty Road S.
2. Prior to building permit issuance, convey land for dedication to equal a half-width right-of-way of 30 feet on the development side of Hrubetz Road SE, and a 30-foot radius at the intersection of Hrubetz Road SE and Liberty Road S.
3. Construct a half-street improvement along the frontage of Hrubetz Road SE to Collector street standards as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, and curb ramps at the intersection of Hrubetz Road SE and Liberty Road S.
4. Close existing driveways along the frontage of Liberty Road S pursuant to SRC 804.060(a)(4).

5. Construct the incomplete portions of a half-street improvement along the frontage of Liberty Road S as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include but not be limited to property line sidewalk, street trees, and street lights.
6. Obtain City approval for quitclaim of existing sewer easements located on the subject property and abandon any existing public sewer mains on the subject property.
7. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Liberty Road S
 - a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
 - b. Existing Condition—This street has an approximate 68-foot improvement within a 85-foot-wide right-of-way abutting the subject property. The existing improvement is offset from the true centerline.
2. Hrubetz Road SE
 - a. Standard—This street is designated as 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 24-foot improvement within a 58-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions
 - a. A 12-inch storm line is located in Liberty Road S.

Water

1. Existing Conditions

- a. The subject property is located within the S-2 water service level.
- b. A 12-inch water line is located in Hrubetz Road SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.
- c. A 10-inch water line is located in Liberty Road S. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. A 6-inch sewer line is located on the property, connecting to Hrubetz Road SE.
- b. An 8-inch sewer line is located in Hrubetz Road SE.

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; 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.

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 existing configuration of Hrubetz Road SE and Liberty Road S do not appear to meet current standards for their classification of street per the Salem TSP. As a condition of building permit issuance, the applicant shall convey land for dedication of right-of-way equal to 48 feet from the engineered centerline of Liberty Road S, 30 feet from centerline of Hrubetz Road SE, and a 30-foot radius at the intersection of Hrubetz Road SE and Liberty Road S pursuant to SRC Chapter 803. As a condition development, the applicant shall construct a half-street improvement along the frontage of Hrubetz Road SE, and curb ramps at the intersection of Hrubetz Road SE and Liberty Road S, as specified in the PWDS and consistent with the provisions of SRC Chapter 803. The applicant shall also construct the incomplete portions of a half-street improvement along the frontage of Liberty Road S as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include but not be limited to: property line sidewalk, street trees, and street lights.

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 access onto Hrubetz Road SE will provide for safe turning movements into and out of the property.

There are two existing driveways along the frontage of Liberty Road S. The applicant shall close existing driveways along the frontage of Liberty Road S pursuant to SRC 804.060(a)(4) and rebuild sidewalk along the entire frontage of Liberty Road S in accordance with SRC Chapter 803 and PWDS.

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.

The applicant's plan shows water services connecting to an existing steel water main. Water connections shall instead be connected to the existing 12-inch ductile iron water

main in Hrubetz Road SE. The existing well on the property shall be abandoned per DEQ standards or an RP assembly must be installed pursuant to PWDS.

The applicant shall obtain City approval for quitclaim of existing sewer easements located on the subject property and abandon any existing public sewer mains on the subject property.

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

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. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

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 is located on a Collector street less than 200 feet from a Major Arterial; therefore, a Class 1 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— The proposed development reduces the number of driveways accessing onto an arterial street from two to zero.

- (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 proposed driveway is 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 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 property is located on the corner of a Major Arterial street (Liberty Road S) and a Collector street (Hrubetz Road SE). The applicant is proposing a driveway to the lower classification of street and it requires a zoning adjustment to meet the spacing requirements of SRC Chapter 804. The proposed driveway approach is located on a Collector street and minimizes the impact to adjacent streets and intersections by reducing the number of access points from two on a Major Arterial to one on a lower classification of street.

(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding—The proposed driveway approach is not located in the vicinity of a residentially zoned area. The driveway will not have an effect on the functionality of the adjacent streets.

CRITERIA AND FINDINGS—Class 2 Adjustments

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(1) is as follows:

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

- 1. Clearly inapplicable to the proposed development; or**
- 2. Clearly satisfied by the proposed development.**

Finding—The applicant is requesting a Class 1 adjustment to allow for spacing less than the standard of 200 feet pursuant to SRC 804.030(c). The proposed driveway spacing is located approximately 180 feet from the Major Arterial street, or a 10 percent adjustment. The development is proposing to close two existing driveways to a Major Arterial street and construct the one new driveway to a Collector street. This driveway spacing minimizes turning conflicts along Liberty Road S, a Major Arterial. The Assistant City Traffic Engineer has reviewed the proposed driveway and finds that the turning movements and traffic safety for the proposed driveway location are equal to what would be accomplished by meeting the development standard.

Prepared by: Jennifer Scott, Program Manager
cc: File