


TO: Steven McAtee, Planner II
Community Development Department

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

DATE: September 3, 2020

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP 20-33 (20-106981-RP)
5669 COMMERCIAL STREET SE
OUTPATIENT MEDICAL FACILITY**

PROPOSAL

A Class 3 Site Plan Review, Class 2 Driveway Approach permit, and a Class 2 Adjustment to driveway spacing standards, for the construction of a new outpatient medical facility and the demolition of existing structures. The proposed development is on two properties totaling 3.11 acres in size, and located at 5669 and 5600 Commercial Street SE. The properties are zoned CG (General Commercial) and are within the South Gateway Overlay Zone. Marion County Assessors Map and Tax Lot Numbers: 083W14CA01000 and 083W14CA01100.

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct a half-street improvement along the frontage of Commercial Street SE to Major Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement is eligible for a fee-in-lieu of construction pursuant to SRC 200.405.
2. Provide an all-weather access road and easements pursuant to PWDS for the proposed 8-inch public sewer extension. The width of the public easements shall conform with PWDS 1.8.
3. Dedicate an open channel drainage easement along the portion of Waln Creek that is adjacent to the subject property. The easement width shall be either the 100-year floodway, 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greatest.

FACTS

Streets

1. Commercial Street SE

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification pursuant to Table G-1 in the Salem TSP is a 68-foot-wide improvement within a 100-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 68-foot turnpike improvement within a 100-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 24-inch storm main is located in Commercial Street SE.
- b. Waln Creek flows adjacent to the southwest boundary of the subject property.
- c. A private stormwater facility is located within an easement at the northwest corner of the subject property.

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 Commercial Street SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Commercial Street SE. The sewer main is approximately 5 feet deep and is too shallow to serve the subject property.
- b. The nearest adequate linking facility is an existing 21-inch sewer main located within an easement on the adjacent property at the southwest boundary of the subject property. This sewer main is separated from the subject property by Waln Creek.

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.

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. 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).

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point landslide hazard areas on the subject property. The proposed activity of a commercial building adds 3 activity points to the proposal, which results in a total of 5 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. The applicant's engineer submitted findings demonstrating that the proposed development is a low landslide hazard risk based on SRC Chapter 810.

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 Commercial Street SE does not meet current standards for its classification of street per the Salem TSP. The applicant shall construct a half-street improvement to Major Arterial street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803. Commercial Street SE is currently a turnpike section along the frontage of the subject property. Due to limited property frontage and construction limitations north and south of the property, the improvements are eligible for a fee-in-lieu of construction pursuant to SRC 200.405.

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 Commercial Street SE is shared with the adjacent property to the north and 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 Public Works Department has reviewed the applicant's preliminary plan for this site. The water and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing extension of an 8-inch public sewer main that is consistent with the *Salem Wastewater Management Master Plan*. The applicant shall construct the public sewer improvements to PWDS standards and dedicate pipeline easements in widths that conform with PWDS 1.8. An all-weather access road in conformance with PWDS is required for access and maintenance of the proposed public sewer manholes.

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.

A private stormwater detention facility is located within an easement at the northwest corner of the subject property. This facility was designed and constructed to serve the northerly abutting property. No buildings or structures are allowed within this easement pursuant to PWDS and the terms of the easement. The site plan indicates the existing stormwater detention facility and easement will be modified to accommodate the proposed building footprint.

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 less than 370 feet from adjacent driveways; 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. The property does not have frontage abutting a lower street classification.

(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 Major Arterial classification. The proposed driveway approach is shared with the neighboring property to the north.

(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 proposed driveway approach is located on a Major 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 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)(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 the nearest driveway and street intersection that is less than the standard of 370 feet. The subject property has less than 10 feet of frontage abutting Commercial Street SE, which is its only available access to a public street. The applicant indicates an access easement will be sought to construct a widened 30-foot driveway that will be shared with the neighboring property to the north and provide vehicular access to the site. There is an existing driveway at this location that is approximately 240 feet to the nearest intersection and has not presented known traffic safety issues in its existing configuration. Pursuant to SRC 804.035(a)(2)(C), the proposed driveway is allowed because the development cannot be feasibly served by access onto a Local or Collector street. 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.

Prepared by: Robin Dalke, Development Services Operations Manager
cc: File