

TO: Brandon Pike, Planner, I
Community Development Department

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



DATE: June 24, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP-DR21-13 (21-101664-RP)
1610 LANCASTER DRIVE SE
SIX-UNIT APARTMENT BUILDING**

PROPOSAL

A consolidated Class 3 Site plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for vision clearance for the development of a new apartment building with associated site improvements. The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 09200).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.
2. Construct curb line sidewalk along the frontage of 40th Place SE.
3. Provide an Option B streetlight to PGE standards along 40th Place SE.
4. Install street trees to the maximum extent feasible along all frontages.
5. Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.
6. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Lancaster Drive SE

- 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 Conditions—This street has an approximate 50-foot improvement within a 68-foot-wide right-of-way abutting the subject property.

2. 40th Place SE

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located within an easement (R2158 P336) along the western boundary of the subject property.
- b. An 8-inch storm main is located in 40th Place SE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. There are 8-inch water mains located in Lancaster Drive SE and 40th Place SE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in 40th Place 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, 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—The existing right-of-way along the frontage of Lancaster Drive SE does not meet current standards for its classification of street pursuant to the Salem TSP. The applicant shall convey for dedication a half-width right-of-way of 48 feet to Major Arterial street standards as specified in the PWDS.

The existing street condition along the frontage of Lancaster Drive SE is fully urbanized and lacks only street trees. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS. Lancaster Drive SE is authorized as an Alternative street under SRC 803.065(a)(2) because the improvement was fully developed to standards that were in place at the time of original construction.

The existing right-of-way along the frontage of 40th Place SE meets the current right-of-way standards for its classification of street pursuant to the Salem TSP; therefore, no additional right-of-way is required along this frontage. The existing street condition along the frontage of 40th Place SE is underimproved as defined in SRC 803.005. The street frontage is currently lacking sidewalk, streetlights, and street

trees. Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way per SRC 803.035(l)(2)(A); however, to meet the vision clearance standard set forth in SRC Chapter 805, the sidewalk along 40th Place SE may be located along the curb line pursuant to SRC 803.035(l)(2)(B). A streetlight is required to be provided along 40th Place SE pursuant to SRC Chapter 803. The streetlight should be an Option "B" streetlight to PGE standards and may be placed on an existing pole. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS.

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 proposes to construct a driveway approach onto 40th Place SE to provide for safe turning movements into and out of the property.

Pursuant to SRC 804.060(a)(4), the applicant shall close the existing driveway approach along the Lancaster Drive SE frontage of the subject property and construct curb and sidewalk in accordance with PWDS. The sidewalk may remain at curb-line pursuant to SRC 803.035(l)(2)(B).

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 proposes connections to existing storm, sewer, and water infrastructure in 40th Place SE.

The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 10,000 square feet of new or replaced impervious surface.

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—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 to 40th Place SE 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 does not access 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 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 Alternate vision clearance requirements set forth in SRC Chapter 805.015. See Adjustment findings below.

(6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate 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 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 abuts a Major Arterial street (Lancaster Drive SE) and a Local street (40th Place SE). The applicant is proposing a new driveway to the lower classification of street. As a result, the existing driveway approach along the Lancaster Drive SE frontage of the subject property shall be closed pursuant

to SRC 804.060(a)(4). 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 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.

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 alternate vision clearance standards pursuant to SRC 805.015. The applicant's engineer submitted a Driveway Sight Distance Analysis dated April 22, 2021. The Assistant City Traffic Engineer has reviewed this analysis and concurs that the proposal meets the alternative standards pursuant to SRC 805.015. 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: Matt Olney, Program Manager
cc: File