

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: March 10, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP-DR22-10 (21-115353)
420 CENTER STREET NE
MULTI-FAMILY APARTMENT BUILDING**



PROPOSAL

A Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for the development of a new five-story multi-family apartment building containing 157 dwelling units at the former Nordstrom site. The property is approximately 0.69 acres in size, zoned CB (Central Business District) and within the General Retail/Office Overlay Zone, and located at 420 Center Street NE 97301 (Marion County Assessors Map and Tax Lot number: 073W22DC / 05100).

RECOMMENDED CONDITIONS OF APPROVAL

1. Obtain a revocable license for the steel canopy and balconies encroaching into the right-of-way pursuant to SRC 76.150.

FACTS

Streets

1. Center Street NE
 - 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 60-foot improvement within a 100-foot-wide right-of-way abutting the subject property.

2. Liberty Street NE

- 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 60-foot improvement within a 96-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 36-inch storm main is located in Center Street NE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 10-inch water main is located in Center Street NE.
- c. A 12-inch water main is located in Liberty Street NE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Center Street NE.

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 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—Center Street NE and Liberty Street NE meet the right-of-way width standards for their street classification per the Salem TSP; therefore, no right-of way dedication is required as a condition of the proposed development.

The existing configuration of Center Street NE and Liberty Street NE do not meet current streetscape standards pursuant to PWDS. However, streetscape improvements along the development frontages of Center Street NE and Liberty Street NE are fully funded and committed as part of a Capital Improvement Program project (PN: 682083-4); therefore, no street improvements are required as a condition of the proposed development (SRC 803.040(d)(1)).

The application materials show an overhead steel canopy structure and balconies encroaching into the right-of-way. Prior to construction, the applicant shall obtain a revocable license for encroachment pursuant to SRC 76.150.

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 Center Street NE, with approval of the spacing adjustment, 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, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant

proposes connections to existing water, sewer, and stormwater infrastructure in Center Street NE.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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 is located less than 370 feet from adjacent street intersections; therefore, a Class 2 adjustment is required for driveway spacing as described below. Otherwise, the proposed driveway 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—One access is proposed to 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 subject property only abuts streets that have a Major Arterial classification.

(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 driveways less than the standard of 370 feet. The development is proposing one new mid-block driveway on Center Street NE, which is a one-way street within the vicinity of the proposed development. Pursuant to SRC 804.035(a)(2)(B), the proposed driveway is allowed because the development does not abut a Local or Collector street. Additionally, the applicant provided a written statement regarding the driveway location, identifying that the proposed driveway is located along Center Street NE as far from the intersection of Liberty Street NE and Center Street NE as possible. The center of the proposed driveway is located 236 feet from the centerline of Liberty Street NE. The proposed driveway configuration has been evaluated by the Assistant City Traffic Engineer and 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