

Class 2-Driveway Approach Permit
May 23, 2022

SRC 804.025 (d) 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;

Applicant Findings: The subject property is located on the south side of Mildred Lane SE and zoned RA (Residential Agriculture) and IC (Industrial Commercial). The subject property is Parcel 3 of Partition 19-11. The applicant is proposing to divide the subject property into 5 lots:

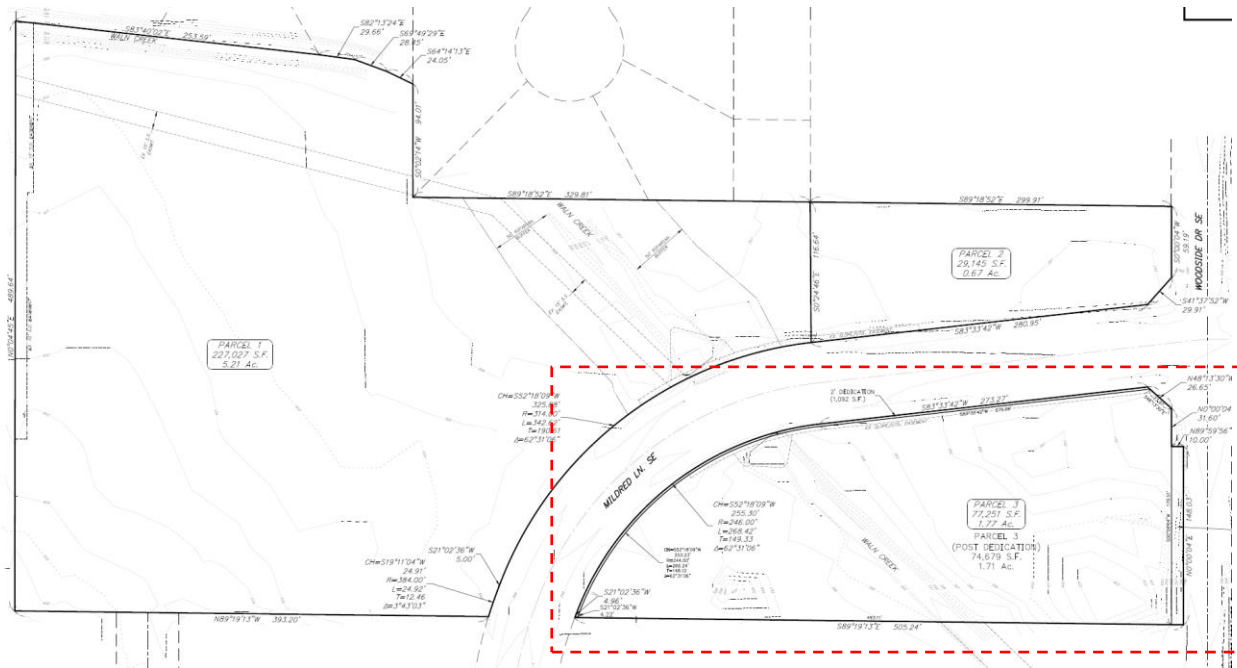
Lot 1: 8,734sq.ft. (4,917sq.ft. excluding the access easement)/RA zoned

Lot 2: 5,329sq.ft./RA zoned

Lot 3: 5,462sq.ft./RA zoned

Lot 4: 7,269sq.ft./RA zoned and IC zoned

Lot 5: 47,886sq.ft./IC zoned (CU-SPR-DAP-DR20-06 Approval)



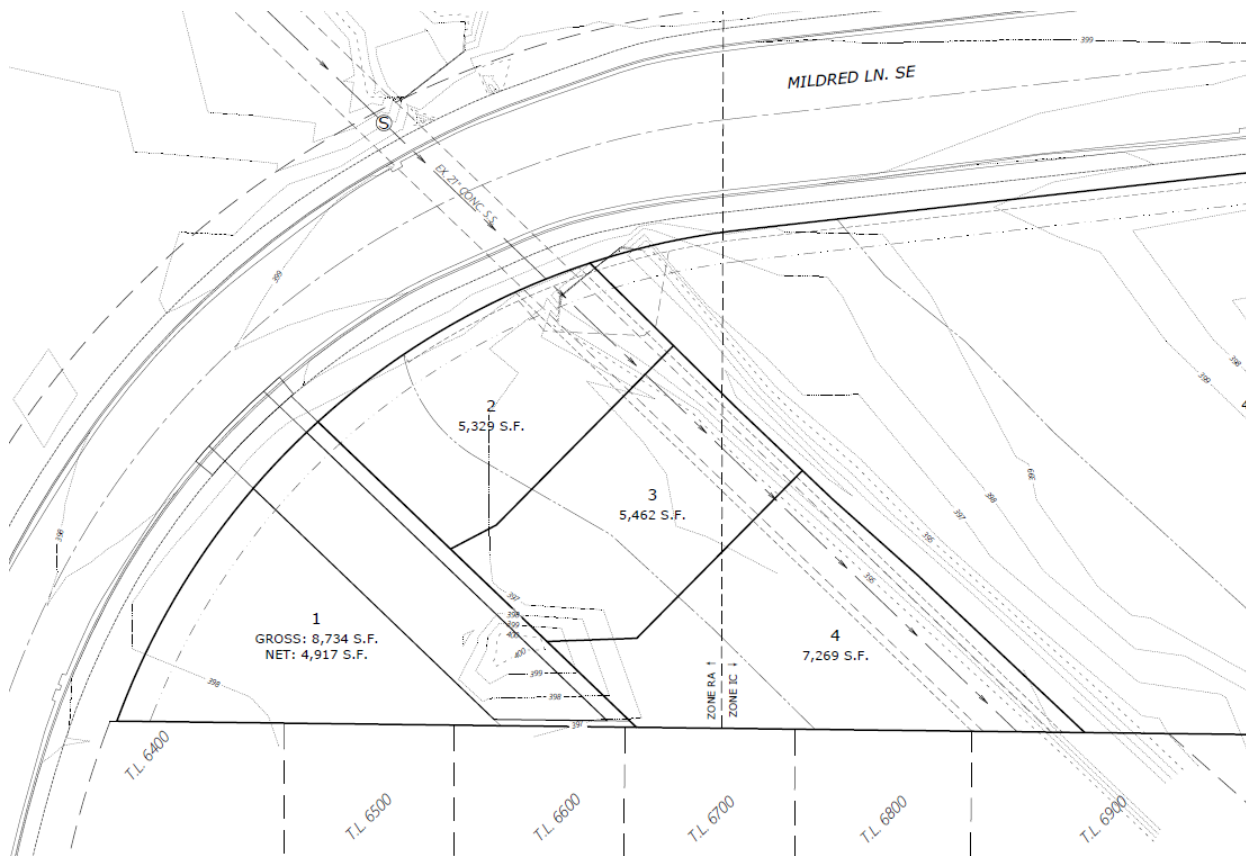
Proposed Lot 5 already has access approval for access onto Mildred Lane. Proposed Lots 1 through 4 will have direct access onto Mildred Lane via a 30-foot access easement. Mildred Lane is designated as a 'minor arterial' street on the Salem Transportation System Plan.

SRC Section 804.035(a)(2) states:

(2) No driveway approach is allowed onto a major or minor arterial for development that is not a complex, unless:

(A)The driveway approach provides shared access;

Findings: The proposed Lots 1 through 4 will be sharing a 30-foot access easement onto Mildred Lane. Sharing an accessway with an adjacent property, Lot 5, is not feasible due to different zoning and the riparian corridor located to the east.



(B)The development does not abut a local or collector street; or

Findings: The Driveway Approach Permit is being requested for Lots 1 through 4. These 4 lots do not abut a local or collector street. The only street that abuts the subject property is Mildred Lane, which is designated as a 'minor arterial'.

(C)The development cannot be feasibly served by access onto a local or collector street.

Findings: The subject property does not have access to a local or collector street. Proposed Lots 1 through 4 will have access onto Mildred Lane via a 30-foot access easement. The traffic generated from the 4 lots will justify access onto Mildred Lane.

Therefore, since proposed Lots 1-4 do not have access to a local or collector street and can not share access, the approval of a driveway onto Mildred Lane is necessary for the development of the lots.

The proposed access easement will meet Public Works design standards.

(2) No site conditions prevent placing the driveway approach in the required location;

Applicant Response: The location of the driveway (access easement) was taken into consideration prior to laying the site out. Access onto surrounding streets is not feasible due to the location Waln Creek to the east and the apartments to the west. The location of the proposed access easement takes into consideration the location of existing uses and existing streets adjacent to the site. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach from being approved.

(3) The number of driveway approaches onto an arterial are minimized;

Applicant Response: There is only one driveway proposed onto an arterial. Therefore, this criteria has been met. Lots 1 through 4 will share a 30-foot access easement.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property;

Applicant Response to (4): Due to the zoning difference of the property to the east (Lot 5), and the location of Waln Creek, sharing an accessway is not feasible.

The subject property is located on Mildred Lane (arterial) to the north. There are no lower classified streets adjacent the subject property. Access to adjacent streets is not available and/or feasible. Therefore, there are no lower classified streets adjacent to the site.

Since there are no other streets available to provide feasible access to the site and shared access cannot be accomplished, access onto Mildred Lane for proposed Lots 1 through 4 is warranted. Therefore, this criterion has been met.

(5) The proposed driveway approach meets vision clearance standards;

Applicant Response: As shown on the site plan, the proposed driveway does not create any vision clearance issues. The driveway approach is in the most feasible location and meets vision clearance standards. As shown on the site plan, this criterion has been met.

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

Applicant Response: The driveway approach does not create traffic hazards. As shown on the site plan, this criterion has been met.

(7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

Applicant Response: No adverse impacts to the vicinity have been identified. As shown on the site plan, the location of the driveway will not have any impacts on the subject property or adjacent properties. This criterion has been met.

(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

Applicant Response: The driveway approach is in the required location to minimize impacts to adjacent streets and intersections. As shown on the site plan, this criterion has been met.

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

Applicant Response: The driveway approach is in the required location to help balance the adverse impacts to residentially zoned property. The location of the proposed driveway takes into consideration the location of the streets adjacent to the site, the riparian corridor, the location of Waln Creek, adjacent uses, and access onto Mildred Lane. As shown on the site plan, this criterion has been met.

The driveway is clearly identifiable, safe, and interconnected. Improved access to the proposed single-family dwelling is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.