


TO: Jamie Donaldson, Planner II
Community Development Department

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

DATE: July 20, 2022

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP22-35 (22-107351; 22-107784; 22-110185)
3815 CENTER STREET NE
NEW RESTAURANT BUILDINGS

PROPOSAL

An application for a Class 3 Site Plan Review, Class 1 and 2 Adjustments, and a Class 2 Driveway Approach Permit for Phase II-A development within the Willamette Town Center, including a new building with a drive-through, pedestrian access, parking lot modifications, and landscaping modifications, as well as a second building without a drive-through, on properties approximately 12.62 acres in size, located within a 49.91-acre development site in the CR (Retail Commercial) zone at 3815 Center Street NE 97301 (Marion County Map and Tax Lots (072W19CC / 5403 and 5404).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of up to 48 feet on the development side of Center Street NE.
2. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
3. Install street trees to the maximum extent feasible along the Center Street NE frontage.

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 68-foot improvement within an 88-to-98-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 12-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 on the subject property in an easement. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

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, 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 within the development area of 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 width of Center Street NE does not meet current standards for its classification of street per the Salem TSP. The applicant shall convey for dedication a half-width right-of-way up to 48 feet to major arterial street standards as specified in the PWDS and based on a rational nexus calculation. Center Street NE meets the improvement width for its classification per the Salem TSP and, therefore, no street improvements are required.

Condition: Convey land for dedication to equal a half-width right-of-way of up to 48 feet on the development side of Center Street NE.

The "planting plan" submitted with the application shows multiple new street trees along the Center Street NE property frontage. The applicant is required to install new street trees to the maximum extent feasible per SRC 86.015(e).

Condition: Install street trees to the maximum extent feasible along the Center Street NE frontage.

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 driveway access onto Center Street NE provides for safe turning movements into and out of the property. Plans show the existing driveway approach along Center Street NE will be modified to meet Commercial driveway approach standards pursuant to 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 engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design proposes the use of green stormwater infrastructure (GSI) to the

maximum extent feasible, but additional design features will be needed during the building plan review process to establish compliance with PWDS. At time of development, the applicant shall design the stormwater management system in compliance with PWDS, which may require a design exception from the City Engineer.

Condition: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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 modifications to the existing driveway meet 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 development site is a large retail shopping center. The proposal is to modify one of the existing driveways to improve pedestrian access. There are no “new” driveways onto the 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 existing driveway approaches are shared among multiple parcels that contain a retail shopping center.

- (5) Proposed driveway approach meets vision clearance standards;**

Finding—The modifications to the existing driveway meet 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 the proposed driveway modifications will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates 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 modifications and the evidence that has been submitted indicate the location of the 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 exiting driveway approach is located on an 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 existing 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.

Prepared by: Laurel Christian, Program Coordinator
cc: File