

TO: Aaron Panko, Planner III
Community Development Department

FROM: Laurel Christian, Development Services Planner II
Public Works Department

DATE: December 20, 2022

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
CU-SPR-DAP-DR22-07 (22-117397)
2410 FAIRGROUNDS ROAD NE
MOTOR VEHICLE SALES AND SERVICE



PROPOSAL

A Conditional Use Permit, Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review request for development of a new motor vehicle sales and motor vehicle services use in two phases of development, with Phase 1 including a 900-square-foot sales building and vehicle display area, and Phase 2 including a 7,500-square-foot automotive services/warehouse building and vehicle storage area.

The subject property is approximately 1.24 acres in size, zoned CG (General Commercial), IC (Industrial Commercial), and located within the Pine Street Mixed-Use Overlay Zone at the time of application submittal, and located at 2410 Fairgrounds Road NE - 97301 (Marion County Assessor Map and Tax Lot number: 073W14DB / 01500).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 30 feet on the development side of Smith Street NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
2. Construct a half-street improvement along the frontage of Smith Street NE to local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.
3. Install street trees to the maximum extent feasible along Fairgrounds Road NE and Smith Street NE.

4. Dedicate a minimum 20-foot-wide sewer easement along the existing 8-inch sewer main within the subject property.
5. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Fairgrounds Road 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 82-foot-wide improvement within a 106-foot-wide right-of-way abutting the subject property.

2. Smith Street NE

- 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 a variable improvement width within a 40-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 24-inch storm main is located in Fairgrounds Road NE.
- b. An 8-inch storm main is located in Smith Street NE at the intersection with Fairgrounds Road NE.
- c. A 24-inch storm main is located on the subject property within a 20-foot easement.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch water main is located in Fairgrounds Road NE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.
- c. An 8-inch water main is located in Smith Street NE. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Smith Street NE.
- b. An 8-inch sewer main is located on the subject property within a 10-foot easement.

CRITERIA AND FINDINGS – SITE PLAN REVIEW

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 Unified Development Code (UDC)

Finding—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain Overlay Zone, 802 – Public Improvements, 803 – Streets and Right-of-Way Improvements, 804 – Driveway Approaches, 805 – Vision Clearance, 809 – Wetlands, and 810 – Landslide Hazards.

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.

The subject property is generally flat and is not depicted on landslide hazard maps generated by the Oregon Department of Geologic and Mineral Industries (DOGAMI) as shown in SRC Table 810-1B. Therefore, the proposed development is a low landslide hazard risk and does not require a geological assessment or geotechnical report.

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—Fairgrounds Road NE is fully developed and meets the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Smith Street NE does not meet the current standards for its classification of street per the Salem TSP. Smith Street NE appears to have been previously paved and used as a vehicular circulation area. Smith Street NE lacks curbs, sidewalks, and street trees on the development side of the street. The applicant shall construct a half-street improvement to local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803. In addition, the applicant shall convey for dedication a half-width right-of-way up to 30 feet to local street standards as specified in the PWDS and based on a rational nexus calculation.

The applicant's tentative plan shows curb line sidewalks along Smith Street NE. Smith Street NE is designated as a local street according to the Salem TSP. Pursuant to SRC 803.025(a), the ultimate right-of-way width for Smith Street NE is 60 feet. An Alternative Street Standard request for a reduced right-of-way width along Smith Street NE was not requested, nor has it been approved. Because the ultimate width of the Smith Street NE right-of-way is 60 feet, street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)). As part of the required half-street improvement, the applicant shall construct property-line sidewalks as specified in the City Street Design Standards and consistent with SRC Chapter 803.

Condition: Convey land for dedication to equal a half-width right-of-way of 30 feet on the development side of Smith Street NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.

Condition: Construct a half-street improvement along the frontage of Smith Street NE to local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible. Along Fairgrounds Road NE, street trees can be placed near the northwestern property corner within the right-of-way. Along Smith Street NE, street trees are warranted along the entire development frontage.

Condition: Install street trees to the maximum extent feasible along Fairgrounds

Road NE and Smith Street NE.

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 proposed two new driveways onto Smith Street NE. The driveway accesses onto Smith Street NE provide 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 subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required. 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. There are existing public utility mains on-site. The existing 8-inch sewer main on-site is within a 10-foot easement; current PWDS require a 20-foot easement for the main. The applicant shall dedicate a 20-foot easement to the City of Salem for continued maintenance and access to the main in accordance with PWDS.

Condition: Dedicate a minimum 20-foot-wide sewer easement along the existing 8-inch sewer main within the subject property.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least 10 percent of the total new impervious surface area for installation of green stormwater infrastructure. However, the design shows an existing swale/pipe that will be utilized in the proposed design, but this swale/pipe is not shown on the City's GIS mapping and there is conflicting information in the submitted plans. There's also no indication of where this swale/pipe discharges, or where the applicant is proposing to tie into the GSI. In addition, it does not appear the applicant is managing the runoff from the proposed Phase 1 building/sidewalks, nor the runoff from the frontage improvements. 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.

Condition: 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 AND FINDINGS – DRIVEWAY APPROACH PERMIT

The applicant proposes two driveways onto Smith Street NE, a local street. As described in the findings below, the proposed driveway approaches meet the Class 2 Driveway Approach Permit criteria of approval.

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this Chapter and the PWDS;**

Finding—The proposed driveways 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 driveways.

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

Finding—The subject property has frontage on Fairgrounds Road NE (arterial street) and Smith Street NE (local street). The proposed driveways are not accessing 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 proposed driveways are located with access to the lowest classification of street abutting the subject property.

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

Finding—The proposed driveways 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 that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveways indicate that they 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 driveways and the evidence that has been submitted indicates that the location of the proposed driveways will not have any adverse impacts on the adjacent properties or streets.

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

Finding—The property is located on the corner of Fairgrounds Road NE (arterial street) and Smith Street NE (local street). The applicant is proposing a driveway to the lower classification of street and it meets the spacing requirements of SRC Chapter 803. 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 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, Development Services Planner II
cc: File