

Adjustment request for driveway spacing to a driveway to Major Arterial

Request: Close 3 existing driveway, two on Commercial Street (a major arterial) and one on Kearny Street SE (a local street).

Background: The Hunsaker Dental is developing a 3 story Dental Clinic on the former site of Kwan Restaurant.

Sec. 804.035. - Access onto major and minor arterials.

(a) Number of driveway approaches.

(1) Except as otherwise provided in this chapter, a complex is entitled to one driveway approach onto a major or minor arterial. Additional driveway approaches for a complex may be allowed where:

The Complex will have only one driveway on the Arterial. Two driveways on Commercial are being closed, and one on Kearney Street SE, we are not requesting a second access to Commercial Street SE. The complex is entitled to a driveway

(A) A complex has more than 370 feet of frontage abutting a major or minor arterial;

(B) There is a shared access agreement between two or more complexes; or

(C) It is impracticable to serve the complex with only one driveway approach.

(2) Development that is not a complex, and is other than a single family, two family, three family, or four family use, is entitled to one driveway approach onto a major or minor arterial where:

The development is a complex, the proposed 3 story building and the converted house 890 Saginaw. SE-Both buildings share parking. This section is not applicable

(A) The driveway approach provides shared access;

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

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

(3) A single family, two family, three family, or four family use is entitled to one driveway approach onto a major or minor arterial where:

The development is not a residential

(A) The driveway approach provides access to an existing single family, two family, three family, or four family use; or

(B) The driveway approach provides access to a proposed single family, two family, three family, or four family use on a lot created prior to March 16, 2022.

(b) Traffic volume threshold. No driveway approach onto a major or minor arterial shall be allowed unless the development generates 30 or more vehicle trips per day or the driveway approach provides access to a city park or a single family, two family, three family, or four family use.

The development has more than 30 trips per day

(c) Permitted access.

(1) Driveway approaches onto major and minor arterials shall only provide access to a permitted parking or vehicular use area, except where the driveway approach will provide access to a site controlled by a franchised utility service provider or a governmental entity.

The driveway provides directly to a parking area. The development is not a franchised utility or government entity

(2) For a corner lot that abuts a local or collector street, the driveway approach shall provide access to the street with the lower street classification.

The development presently has 3 driveways that are being closed to comply design standards of Mixed Use I chapter 533

(3) No access shall be provided onto a major or minor arterial from a proposed new single family, two family, three family, or four family use on an existing lot abutting an alley.

The development is not residential.

(4) No access shall be provided onto a major or minor arterial from a single family, two family, three family, or four family use constructed as part of a subdivision or partition.

The development is not a one, two, three, family development

(5) Only forward in/forward out access shall be allowed onto a major or minor arterial.

The development complies with this standard.

(d) Spacing. Except for driveway approaches providing access to a single family, two family, three family, or four family use, driveway approaches onto a major or minor arterial shall be no less than 370 feet from the nearest driveway or street intersection, measured from centerline to centerline.

The distance between the center line Mission and Kearny Street SE is 386 feet. It is not possible to meet this standard. At present there are 3 driveways on the west side of (between Mission and Kearney Streets) and two on the east side. The proposed developments driveway will align with the driveway on the east side Mission Place Complex. All of the businesses and complexes with access to commercial access to also have access to Mission or Kearney Streets. 925 Commercial Street, the former South Salem Pharmacy (SW corner of Commercial and Kearney Streets SE) has access to both streets. A

(e) Vision clearance. Driveway approaches onto major and minor arterials shall comply with the vision clearance requirements set forth in SRC [chapter 805](#).

The development driveway complies with Vision Clearance requirements as set forth in SRC 805

Sec. 250.005. - Adjustments

(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or
- (ii) Equally or better met by the proposed development.

Response: The purpose of the development standard is satisfied by the proposed development of the 370 ft standard is to avoid conflicting turning movements onto the street. It is not possible to comply with this city standard in the area around Downtown. The development patterns have been to provide mid-block driveways because of the on-center distance between streets. Commercial Street is a one-way street, so the potential conflicts limited by virtue of Right-in and Right-out movements. Three driveways are being removed and a replacement driveway (located approximately mid-block) is aligned with the driveway on the East side of Commercial Street. By reducing the number driveways and aligning the replacement driveway with the with existing driveway provides for safer and more efficient access to public streets.

B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Response: The development is not residential. Nor is there adjacent residential zone.

(C) if more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Response: the granting of these adjustments are consistent with the purpose of the zone. This proposed driveway relocation, will not affect turning movements of surrounding property owners because the proposed driveway is aligned with the existing drive minimizing automobile turn movement conflicts. Such elimination of driveways will enhance and promote pedestrian-oriented development by reducing potential vehicular pedestrian conflicts.