


TO: Jacob Brown, Planner I
Community Development Department

FROM: Laurel Christian, Planner II
Public Works Department 

DATE: September 12, 2023

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
ADJ-DAP22-07MOD1 (23-112390-PLN)
4396 MARKET STREET NE
COTTAGE CLUSTER OF EIGHT UNITS**

PROPOSAL

A Class 2 Adjustment and Driveway Approach Permit for development of a Cottage Cluster containing eight dwelling units. The Class 2 Adjustment requests to:

- 1) Reduce the interior setback standard for a vehicle use area from 10-feet to 5-feet;
- 2) Reduce the vehicle use area setback abutting a street from 20-feet to 12-feet;
and,
- 3) Reduce the minimum required spacing for driveway approaches onto a minor arterial from 370-feet to 45-feet.

For property approximately 0.30 acres in size, zoned RS (Single Family Residential) and located on the 4396 Block Market Street NE 97301 (Marion County Assessors Map and Tax Lot number: 072W22AC / 1200 & 1300).

SUMMARY OF FINDINGS

The proposed development meets applicable criteria related to Public Works infrastructure standards.

FACTS

Streets

1. Market Street NE

- a. Standard—This street is designated as a Minor Arterial in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 46-foot improvement within a 76-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. There is an 18-inch storm main located in Market Street NE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. There is a 12-inch water main located in Market Street NE.

Sanitary Sewer

1. Existing Conditions

- a. There is an 8-inch sewer main located in Market Street NE.
- b. There is an 8-inch sewer main located on the subject property in an easement.

CRITERIA AND FINDINGS

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—With approval of the adjustment for driveway spacing, 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—The subject property only has access onto an arterial street (Market Street NE); one driveway is proposed.

(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 abuts only one street, which has a Minor Arterial classification. A shared driveway approach is not possible because the adjacent parcels to the east contain a Water Quality Rain Garden, owned by the City and there is not room for a shared driveway approach. A shared driveway approach with the neighbor to the west is not possible due to existing development patterns.

(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—The proposed driveway approach will be limited to right-in and right-out movements due to the existing median located in the center turn lane of Market Street NE. Removal of the existing median is not proposed or permitted. The Assistant City Traffic Engineer has reviewed the proposal and finds that with movements limited to right-in and right-out, the proposed approach will not create a traffic hazard and will provide safe turning movements and access to the proposed development.

(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 minor 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 development is surrounded by residentially zoned property. The proposed development only abuts a minor arterial street. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

CRITERIA AND FINDINGS—CLASS 2 ADJUSTMENT

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 proposal will allow one driveway approach onto Market Street NE that is approximately 45-feet from the westerly neighboring driveway approach. The proposed driveway approach is located at its proposed location to utilize an existing center median island in Market Street NE, which will restrict the driveway approach to right-in and right-out movements. Restricting movements to right-in and right-out will reduce potential vehicle safety conflicts with existing access to the school within the center turn lane in Market Street NE. Pursuant to SRC 804.035(a)(2)(C), the proposed driveway is allowed because the development cannot be feasibly served by access onto a local or collector street. Additionally, the proposed driveway configuration 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: Laurel Christian, Planner II
cc: File