

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
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*Si necesita ayuda para comprender esta información, por favor llame
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

MODIFICATION OF CONDITIONAL USE PERMIT / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT CASE NO.: CU-SPR-ADJ16-01MOD2

APPLICATION NO.: 24-122285-PLN

NOTICE OF DECISION DATE: May 5, 2025

REQUEST: A consolidated application for a Conditional Use Permit modification and Class 3 Site Plan Review to develop two new building additions and site improvement to an existing motor vehicles sales use with a Class 2 adjustment to eliminate the required pedestrian connection to Mission Street SE, per SRC 800.065 (a)(1). The subject property is 5.64 acres in size, are zoned CR (Retail Commercial), and located at 3100 and 3000 Ryan Drive SE (Marion County Assessor's Map and Tax Lot: 073W36AC0/0900/0800/0700/0600)

APPLICANT: Britany Randall, BRAND Land Use, on behalf of Roberson Land Development LLC

LOCATION: 3000 and 3100 Ryan Dr SE, Salem OR 97301

CRITERIA: Salem Revised Code (SRC) Chapters 240.010(d) – Conditional Use Permit; 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment

FINDINGS: The findings are in the attached Decision dated May 5, 2025.

DECISION: The **Planning Administrator APPROVED** Modification of Conditional Use Permit / Class 3 Site Plan Review / Class 2 Adjustment Case No. CU-SPR-ADJ16-01MOD2 subject to the following conditions of approval:

- Condition 1:** At the time of building permit review, a Landscape Plan must be provided demonstrating that a minimum of 15 percent of the development site (approximately 36,930 square feet) is landscaped with Type A landscaping.
- Condition 2:** At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).
- Condition 3:** Prior to building permit approval, the applicant shall demonstrate that all bicycle parking provided on site complies with the applicable standards of SRC 806.060.
- Condition 4:** Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Ryan Drive SE and Hawthorne Avenue SE.

Condition 5: As shown on the applicant's plans, permanently close the unused driveway approach to Ryan Drive SE and replace with curb and sidewalk.

The rights granted by the attached decision must be exercised, or an extension granted, by May 28, 2027, or this approval shall be null and void.

Application Deemed Complete:	<u>March 12, 2025</u>
Notice of Decision Mailing Date:	<u>May 5, 2025</u>
Decision Effective Date:	<u>May 28, 2025</u>
State Mandate Date:	<u>July 10, 2025</u>

Case Manager: Jacob Brown, Planner II, jrbrown@cityofsalem.net, 503-540-2347

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Tuesday, May 20, 2025. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapters 220, 240 and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF
CONDITIONAL USE PERMIT MODIFICATION)
CLASS 3 SITE PLAN REVIEW,)
CLASS 2 ADJUSTMENT)
CASE NO. CU-SPR-ADJ16-01MOD2)
3000 AND 3100 RYAN DRIVE SE)

FINDINGS AND ORDER

MAY 5, 2025

In the matter of the application for a Conditional Use Permit Modification, Class 3 Site Plan Review, and Class 2 Adjustment, submitted by the applicant's representative, Britany Randall with Brand Land Use, on behalf of the applicant and property owner, Michael Roberson with Roberson Land Development LLC, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: Conditional Use Permit Modification for two building addition and site improvements to an existing Motor Vehicles Sales use.

Request: A consolidated application for a Conditional Use Permit modification and Class 3 Site Plan Review to develop two new building additions and site improvement to an existing motor vehicles sales use with a Class 2 adjustment to eliminate the required pedestrian connection to Mission Street SE, per SRC 800.065 (a)(1). The subject property is 5.64 acres in size, are zoned CR (Retail Commercial), and located at 3100 and 3000 Ryan Drive SE (Marion County Assessor's Map and Tax Lot: 073W36AC0/0900/0800/0700/0600).

A vicinity map illustrating the location of the property is attached hereto and made a part of this decision (**Attachment A**).

PROCEDURAL FINDINGS

1. Background

On October 31, 2024, a consolidated application for a Conditional Use Permit Modification, Class 3 Site Plan Review, Class 2 Adjustment was filed for the proposed development. After additional information was provided, the applications were deemed complete for processing on March 12, 2025. The 120-day State mandated deadline was extended at the request of the applicant by seven days to July 17, 2025.

The applicant's proposed site plan is included as **Attachment B** and the applicant's written statement addressing the approval criteria applications can be found in the record, accessible online as indicated below.

SUBSTANTIVE FINDINGS

2. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at [You may use the search function without registering and enter the permit number listed here: 24 122285](#)

3. Neighborhood and Public Comments

The subject property is located within the boundaries of the Southeast Salem Neighborhood Association (SESNA) and adjacent to the boundaries of Southeast Mill Creek Association (SEMCA).

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. The applicant's representative contacted the neighborhood association to provide details about the proposal on October 30, 2024.

Neighborhood Association Comment: Notice of the application was provided to the Neighborhood Association pursuant to SRC 300.620(b)(2)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this decision, no comments have been received from the neighborhood association.

Homeowners Association: The subject property is not located within a Homeowners Association.

Public Comment: Notice was also provided, pursuant to SRC 300.620(b)(2)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. As of the date of completion of this decision, no comments have been received from the neighborhood association.

4. City Department Comments

Development Services Division: Reviewed the proposal and provided a memo with findings that have been incorporated and made part of this decision, and included as **Attachment C**. The memo in full can be found in the record, accessible online as indicated above.

Building and Safety Division: Review the proposal and indicated no objections.

Fire Department: Reviewed the proposal and indicated *Fire Department access and water*

supply are required per the Oregon Fire Code and will be reviewed at the time of building permit plan review.

5. Public and Private Agency Comments

At the time of this staff report, no comments were provided by public or private agency.

DECISION CRITERIA FINDINGS

6. Analysis of a Modification of Conditional Use Permit

Salem Revised Code (SRC) 240.010(d) provides that an application for modification of a Conditional Use Permit shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 240.010(d)(1) The proposed modification does not substantially change the original approval; and

Finding: The subject property is located within the CR (Retail Commercial) zone and the existing use of the property is *Motor Vehicle and Manufactured Dwelling and Trailer Sales and Motor Vehicle Services*. Within the CR Zone, both *Motor Vehicle and Manufactured Dwelling and Trailer Sales* and *Motor Vehicle Services* require a conditional use permit per SRC 522.005(a) Table 522-1. The site has received three prior Conditional Use Permit approvals, CU86-2, CU90-1, and CU98-7, and one modification of a Conditional Use Permit under CU-SPR-ADJMOD16-01. The proposed development includes two new building additions, parking and vehicle display reconfiguration, closure of a driveway onto Ryan Drive SE, and pedestrian network improvements. The following includes an analysis of the prior approvals:

CU86-2

Under the Conditional Use Permit CU86-02, the site was originally approved for a new 20,000-square-foot building containing an automobile showroom, parts, service bays, and sales office with the remainder of the original three-acre site surfaced for vehicle display and storage. The findings of the Hearing Officer's decision stated that the use was compatible with the surrounding zones identifying that site's location at a major entranceway to the City and compatibility was enhanced by the extensive landscaping along Mission Street. In addition, the Hearing Officer indicated that the surrounding area was undeveloped with future development of the property being consistent with proposed dealership. The Hearing Officer's decision required the following conditions to be met:

Condition 1: The required yards adjacent to respective streets shall be landscaped as required by Zone Code standards of the City of Salem

Condition 2: All outdoor storage areas shall be screened from view of public roads as provided in SRC 131.130

Condition 3: If exterior lighting is provided, such lighting shall be designed to provide illumination to the site and not cause glare into the public right-of-way or adjacent property

Condition 4: Applicable provisions of SRC Chapter 140-Floodplain Overlay Zone shall be complied with for the proposed development

Condition 5: If not previously required as part of the conditions of completion of the (Kimberly Park) Subdivision Phase 2, the applicant shall deed to the City of Salem a one-foot strip of land adjacent to Hawthorne Avenue so that there would be no vehicular access to Hawthorne Avenue from the subject property.

As discussed above, the development involves two new building additions with parking and vehicle display area reconfiguration. The existing landscape setbacks will be retained and improved with the proposed development by the closure of a driveway approach onto Ryan Drive SE. Lighting on the building additions will be reviewed for conformance with current standards at the time of building permit and there are no proposed modification the existing outdoor storage areas. The expansion of the dealership would not bring the site out of character with surrounding development, as the surrounding uses developed following the original dealerships development are large-scale structures containing offices, hotels, and commercial entertainment. As the conditions of the CU86-2 have been met and will continue to be followed with the dealership's expansion, the proposed modification does not substantially change the approval of CU86-2.

CU90-1

Under the Conditional Use Permit CU90-1, the approved dealership had sought approval for a detached building and gravel storage area west of the existing composing of motor vehicle services including carwash and quick lube station. The Hearing Officer decision which was reaffirmed by City Council found that the proposal was consistent prior conditional use permit and be compatible with eh sourcing zones and uses. The decision reiterated that the site is a major entranceway to the city and compatibility would be enhanced if landscaping consistent with the prior approval were made part of the development along mission street. The reaffirmed decision required that the following conditions to be met:

Condition 1: All outdoor storage areas and trash receptacles shall be screened from view of public streets.

Condition 2: All outdoor storage areas shall be screened from view of public roads as provided in SRC 131.130

Condition 2: Exterior lighting if used, shall be designed to provide illumination to the site and not cause glare onto the public right-of-way or adjoining properties. Exterior light fixtures shall be so located and designed that the light source, viewed by an observer five feet above the ground at five feet outside the boundary of the commercial development, shall within 50 feet of the base of the light standard be either:

- a. Completely shielded from direct view; or*
- b. Not greater than five foot candles.*

Condition 3: The easterly driveway on Lot 3, Block 3 of Kimberly Park Subdivision shall be closed to the general public and provided with a gate. Driveway location shall be subject to Public Works approval.

Condition 4: The temporary gravel surfaced parking area permitted under Conditional use 88-21 for Lot 3, Block 3 shall be rescinded whenever a building permit is issued for

a structure on the subject site which consists of Lots 1, 2, and 3, Block 3, of Kimberly Park Subdivision.

Condition 5: If not previously required as part of the conditions of completion of the (Kimberly Park) Subdivision Phase 2, the applicant shall deed to the City of Salem a one-foot strip of land adjacent to Hawthorne Avenue so that there would be no vehicular access to Hawthorne Avenue from the subject property.

The proposed development does not impact existing outdoor storage areas or trash receptacles, or exterior lighting. The proposal includes improved landscaping around proposed additions and closure of the driveway approach onto Ryan Drive SE. The temporary gravel surfaced parking area has been previously removed; therefore, the proposed modification does not substantially change the original approval of CU90-1.

CU98-7

Under the Conditional Use Permit CU98-7, the applicant sought the expansion of the existing dealership building. Specifically, the expansion included a 4,410-square-foot paint shop and 1,800-square-foot office addition onto the existing 20,000-square-foot building. The Hearing Officer determined that the expansion was compatible with the surrounding area through the retention of landscaping along street facing property lines, and development centered within previously surfaced areas. The Hearing Officer's decision required the following conditions to be met:

Condition 1: All public facilities shall be installed to the specifications of the Public Works Department, including:

- a. Access points to Hawthorne Avenue SE shall be minimized in order to avoid congestion, and therefore, the applicant's access to the subject property shall be by way of the existing driveway that accesses Ryan Drive SE.*

Condition 2: No outdoor advertising signs (billboards) shall be permitted on the subject property.

Condition 3: The jogs and offset yard areas facing Ryan Drive SE that are not developed with paving, should be landscaped and planted with street trees to minimize wall area that faces Ryan Drive NE.

The proposed development includes the development of two new additions to the existing building measuring 2,631 and 785 square feet which will include additional office and interior vehicle display area. Per the applicant's plans, the proposal does not include any an outdoor billboard signage, and does not impact the existing landscaped setback area of the existing building adjacent to Ryan Drive SE. The findings of the Hearings Officer's decision were centered around the use's visual impact surfaced areas, access onto Hawthorne Ave SE, and advertising, which the proposed development will not be impacting and will instead further improve the existing landscaping on site. As such, the proposed modification does not substantially change the approval of CU98-7.

SPR-ADJMOD16-01

Under the Conditional Use Permit Modification CU98-7, the applicant proposed to expand the existing showroom space with a 2,642-square-foot enclosed area previously an outdoor display area. The findings of the decision determined that the expansion was compatible with

the prior conditional use permits issued for the site. There were no conditions imposed relating to the modification criteria.

As discussed above, the proposed expansion is similarly compatible with the findings and conditions of the prior conditional use permits. The proposed development of the current modification does not substantially change the approval of SPR-ADJMOD16-01.

SRC 240.010(d)(2) When compared with the original approval, the proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties.

As described above, the original conditional use permit approvals were centered around the appearance of the use along the major streets such as North Santiam HW SE and Hawthorne Avenue SE wherein findings and conditions required landscaping and limited access onto Hawthorne Avenue SE and North Santiam Highway SE. The applicant is seeking to not add approaches onto either street, and as discussed in Section 7 of this report, will be required to meet landscaping standards throughout the development site at the time of building permit.

The proposed expansion of the indoor showroom will not result in significant changes to the existing use or the physical appearance of the development. The location of the existing structures will not change, and the existing driveway access, setbacks and perimeter landscaping will not change. For these reasons, staff finds that there are no significant impacts of the proposed development on surrounding properties, when compared with the previously approved conditional use permits.

7. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) provides that an application for a Class 3 Site Plan Review shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 220.005(f)(3)(A): The application meets all applicable standards of the UDC.

Finding: The proposal includes expansion of an existing of *Motor Vehicle and Manufactured Dwelling and Trailer Sales and Motor Vehicle Services*. The proposed development includes two new building additions, parking and vehicle display reconfiguration, closure of a driveway onto Ryan Drive SE, and pedestrian network improvements within the CR (Retail Commercial) zone. Therefore, the development has been reviewed for conformance with the CR zone under SRC Chapter 522. One adjustment is sought to eliminate the required pedestrian connection to Mission Street SE, per SRC 800.065 (a)(1), which is discussed in Section 8 of this report. The proposed development conforms to SRC Chapter 522 and all other applicable development standards of the Salem Revised Code as follows.

ZONING AND DEVELOPMENT STANDARDS

SRC Chapter 522 – CR (Retail Commercial) Zone

SRC 522.005(a) – Uses.

The permitted (P), special (S), conditional (C), and prohibited (N) uses in the CR zone are set forth in Table 522-1.

SRC 522.005(b) – Continued Development.

Continued uses. Existing legally-established uses established prior to November 28, 2022, but which would otherwise be made nonconforming by this chapter, are hereby deemed continued uses.

Finding: As discussed in the findings of Section 6 of this report, the existing use of the site is *Motor Vehicle and Manufactured Dwelling and Trailer Sales* and *Motor Vehicle Services*. Within the CR Zone, both *Motor Vehicle and Manufactured Dwelling and Trailer Sales* and *Motor Vehicle Services* require a conditional use permit per SRC 522.005(a) Table 522-1. The site has received three prior Conditional Use Permit approvals, CU86-2, CU90-1, and CU98-7, and one modification of a Conditional Use Permit under CU-SPR-ADJMOD16-01. The above Conditional Use Permit modification findings determined that proposed expansion is consistent with prior approvals; therefore, this standard is met.

SRC 522.010(a) – Lot Standards.

Lots within the CR zone shall conform to the standards set forth in Table 522-2.

Finding: The existing lot meets all lot standards of the CR zone, and the proposal does not alter the existing lot configuration; therefore, this standard is not applicable.

SRC 522.010(b) – Setbacks.

Setbacks within the CR zone shall be provided as set forth in Table 522-3 and Table 522-4.

▪ Abutting Street

South/East/North: Adjacent to the south is right-of-way for Mission Street SE, designated as a Parkway in the Salem TSP; adjacent to the east is right-of-way for Hawthorne Avenue SE, designated as a Major Arterial in the Salem TSP; adjacent to the north is right-of-way for Ryan Drive SE, designated as a Local Street in the Salem TSP. For all uses other than uses accessory to single family, Table 522-3 specifies that the minimum setback for all buildings abutting a street is five feet. Vehicle use areas adjacent to a street require a minimum six-to-ten-foot setback per SRC Chapter 806.

Finding: The applicant's plans indicate the proposed building additions will be setback more than five feet from the street abutting property lines. The proposal includes the reconfiguration of parking and vehicle display spaces to accommodate; but does not propose to expand the existing surfaced area into required setback areas. As such, the standard is met.

All portions of the vehicle use areas adjacent to a street are setback at least ten feet. As conditioned, the proposal meets the applicable standards.

- *Interior Side and Rear*

West: Adjacent to the western property line is a lot part of the development site zoned as CR. For the use, Table 522-4 specifies that there are no setbacks required for buildings and accessory structures; vehicle use areas abutting a Commercial zone at an interior side property line require a minimum five-foot setback with Type A landscaping.

Finding: The proposed building is located at the south and east property lines abutting the streets, and is separated from the west property line by the existing parking and vehicle display area. The portion of the vehicle display area directly abutting the western property line is not proposed to be modified. The proposal meets the applicable standards.

SRC 522.010(c) – Lot Coverage, Height.

Buildings and accessory structures within the CR zone shall conform to the lot coverage and height standards set forth in Table 522-5.

Finding: There is no maximum lot coverage requirement for all uses in the CR zone. The maximum building height allowance for all uses is 50 feet. The applicant's building elevations indicate that the new building is approximately 25 feet in height at the tallest point; therefore, the proposal meets the standards.

SRC 522.010(d) – Landscaping.

- (1) *Setbacks.* Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) *Vehicle use areas.* Vehicle use areas shall be landscaped as provided under SRC Chapters 806 and 807.
- (3) *Development site.* A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

Finding The development site is approximately 5.65 acres (246,200 square feet), requiring a minimum of approximately 36,930 square feet of Type A landscaping to be located on the development site. Based on applicants plans, the development site contains 38,147 square feet of landscaping, exceeding the 15% minimum development site landscaping standard. To ensure compliance with SRC 551.010(d)(3), the following Condition applies:

Condition 1: At the time of building permit review, a Landscape Plan must be provided demonstrating that a minimum of 15 percent of the development site (approximately 36,930 square feet) is landscaped with Type A landscaping.

SRC Chapter 800 – General Development Standards

- ***Solid Waste Service Areas***

SRC 800.055(a) – Applicability.

Solid waste service area design standards shall apply to:

- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
- (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

Finding: The applicant is not proposing a new receptacle enclosure containing one cubic yard or larger, thus this standard is not applicable.

▪ ***Pedestrian Access***

SRC 800.065 – Applicability.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, three family, four family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

Finding: The proposal includes development of a new addition exceeding 200 square feet in area; therefore, the pedestrian access standards of SRC Chapter 800 apply.

SRC 800.065(a) – Pedestrian Connections Required.

The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

(1) Connection Between Entrances and Streets.

- (A) A pedestrian connection shall be provided between the primary entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street.

Finding: The existing dealership building and proposed additions are located on the eastern portion of the development site with the site abutting Mission Street SE, Hawthorne Avenue SE, and Ryan Drive SE. The western portion of the site contains an existing car wash building not intended for human occupancy and thus does not require pedestrian connections out to the street. The applicant's plans show a pedestrian connection being provided from the primary dealership building's entrance out to both Ryan Drive SE and Hawthorne Avenue SE. The applicant is seeking a Class 2 Adjustment to eliminate pedestrian connection requirement to Mission Street SE which is addressed in Section 8 of this report. As adjusted, the proposed development meets the standard.

- (B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop.

Finding: There are existing transit stops along both Ryan Drive SE and Hawthorne Avenue SE, which the applicant has proposed pedestrian connections that connect to street within 20 feet of both stops. As proposed, the standard is met.

(2) *Connection Between Buildings on the same Development Site.*

- (A) Where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.

Finding: The development site includes the main dealership building where the additions are proposed and an existing car wash building located on the western portion of the site. The car wash building is not intended or permitted for human occupancy and thus does not require a pedestrian connection leading from the building to the main dealership structure. Thus, this standard is not applicable.

(3) *Connection Through Off-Street Parking Areas.*

- (A) *Surface parking areas.* Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size, or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance as provided in this subsection.

Finding: The proposed reconfigured off-street parking area is less than 25,000 square feet; therefore, this standard is not applicable.

- (B) *Parking structures and parking garages.* Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

Finding: The development site does not include any existing or proposed parking structures or garages; therefore, this standard is not applicable.

(4) *Connection to Existing or Planned Paths and Trails.* Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

- (A) Be constructed, and a public access easement or dedication provided; or
(B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

Finding: There are no planned paths or trails passing through the development site; therefore, this standard is not applicable.

(5) *Connection to Abutting Properties.* Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided. A pedestrian connection is not required, however:

- (A) To abutting properties used for activities falling within the use classifications, use categories, and uses under SRC chapter 400 listed in (i) through (vi).

Finding: The development site does not include any vehicular connections to an abutting property; therefore, this standard is not applicable.

SRC 800.065(b) – Design and materials.

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

(1) Walkways shall conform to the following:

(A) Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards and shall be a minimum of five feet in width.

(B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.

(C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping, or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

(2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Finding: The applicant's plans indicate all proposed pedestrian connections are at least five feet in width and appear as sidewalks around the building. Additionally, the applicant's written statement indicates the walkway crossing the drive aisle differentiated with either concrete or speed bumps; however, the plans do not demonstrate visual differentiation pursuant to SRC 800.065(b)(1)(B) for all areas where the connection crosses into a drive aisle. Therefore, to ensure that the proposed pedestrian walkway meets the design and material standards at the time of building permit, the following condition applies:

Condition 2: At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).

SRC 800.065(c) – Lighting.

The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Finding: The application materials do not provide sufficient detail to determine compliance with this development standard. As conditioned above, the plans will be reviewed for conformance with applicable exterior lighting development standards at the time of building permit review.

SRC Chapter 806 – Off-Street Parking, Loading, and Driveways**▪ Off-Street Parking**

SRC 806.015 – Amount Off-Street Parking.

- (a) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.

Finding: There are no minimum parking standards for any development within the City. The proposal includes development of two new additions onto an existing *Motor Vehicle and Manufactured Dwelling and Trailer Sales and Motor Vehicle Services* use, which allows a maximum one space per 600 square feet of floor area. Following the addition of the building, the applicant's plans indicate that the floor area of the development site will measure as 36,047 square feet allowing a maximum of 60 off-street parking spaces ($36,047 / 600 = 60$). The proposed development includes reconfiguration of the existing off-street parking area to accommodate the additions, which the applicant plans indicate will result in 15 total off-street parking spaces. The remainder of the site is occupied by existing vehicle display spaces. The proposed parking meets the maximum allowed parking on site.

- (b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces provided on a development site may be compact parking spaces.

Finding: For the 15 off-street parking spaces provided, a maximum of 11 of the spaces may be compact ($15 \times 0.75 = 11.25$); the remaining spaces must be standard size spaces. The proposal indicates none of the existing or reconfigured spaces will be compact parking. This standard is met.

- (c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.

Finding: No carpool/vanpool spaces are required since the use does not include 60 or more spaces. This standard does not apply.

- (d) *Required electric vehicle charging spaces.* For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

Finding: The existing or proposed use does not include five or more dwelling units and thus this standard is not applicable.

▪ ***Off-Street Parking and Vehicle Use Area Development Standards***

SRC 806.035 – For uses or activities other than single-family, two-, three-, and four-family.

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family, two family, three family, and four family shall be developed and maintained as provided in this section.

(a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.

(1) The development of new off-street parking and vehicle use areas;

(2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;

(3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and

(4) The paving of an unpaved area.

Finding: The proposal includes building expansion resulting in a partially reconfigured off-street parking area including new parking spaces, appropriate drive-aisles and vehicle circulation, and new loading spaces; therefore, this section applies.

(b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

(c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The proposed off-street parking area and existing vehicle display area is in compliance with the minimum setback requirements of SRC Chapters 522 and 806. Perimeter landscaping will be evaluated for compliance with the applicable standards at the time of building permit review.

(d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-4 for off-street parking areas 5,000 square feet or greater in size. A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area.

Finding: The modified parking proposed measures approximately 2,850 square feet in area. As the modified parking area is less than 5,000 square feet in area, the interior landscaping standard is not applicable.

(e) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-5.

Finding: The proposed modified parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806. The 60-degree spaces meet the minimum dimensions for a standard space with the aisle proposed to be a minimum of 22 feet where 18 feet is required. Thus, the parking area dimensions are met.

(f) *Off-street parking area access and maneuvering.* In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:

- (1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and
- (2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-8. The turnaround shall conform to the minimum dimensions set forth in Table 806-6.

Finding: The applicant's plans do not propose a new parking or vehicle display area resulting in a dead-end. As there are no proposed dead-ends, the standard is not applicable.

- (g) *Grading.* Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.
- (h) *Surfacing.* Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-10). Such two-foot landscaped area may count towards meeting interior off-street parking area landscaping requirements when provided abutting a landscape island or planter bay with a minimum width of five feet, but shall not count towards meeting perimeter setbacks and landscaping requirements.
- (i) *Drainage.* Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage.

- (j) *Bumper guards or wheel barriers.* Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property.

Finding: The site plan indicates that the reconfigured spaces shall have parking space dimensions and wheel-stops to prevent parked vehicles from projecting into required landscape areas or pedestrian accessways; therefore, this standard is met.

- (k) *Off-street parking area striping.* Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6.
- (l) *Marking and signage.*
 - (1) *Off-street parking and vehicle use area circulation.* Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.
 - (2) *Compact parking.* Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.
 - (3) *Carpool and vanpool parking.* Carpool and vanpool parking spaces shall be posted with signs indicating the spaces are reserved for carpool or vanpool use only before 9:00 a.m. on weekdays.

(m) *Lighting*. Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

Finding: The proposed reconfigured off-street parking area is consistent with the off-street parking area dimension standards set forth in Table 806-6. The parking area striping, marking, signage, and lighting shall comply with the standards of SRC Chapter 806, and will be verified for conformance at the time of building permit review.

▪ ***Climate Friendly and Equitable Communities (CFEC) Standards***

SRC 806.035(n) – Additional standards for new off-street surface parking areas more than one-half acre in size.

When a total of more than one-half acre of new off-street surface parking is proposed on one or more lots within a development site, the lot(s) proposed for development shall comply with the additional standards in this subsection. For purposes of these standards, the area of an off-street surface parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways and off-street loading areas.

Finding: The applicant's site plan indicates the total proposed off-street parking area is 2,848 square feet in size; therefore, the additional standards in this subsection area do not apply to the proposed development.

▪ ***Driveway Development Standards***

SRC 806.040 – For uses or activities other than single family, two family, three family, or four family.

- (a) *Access*. The off-street parking and vehicle use area shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC Chapter 804.
- (b) *Location*. Driveways shall not be located within required setbacks, except where the driveway provides access to the street, alley, or abutting property; or where the driveway is a shared driveway located over the common lot line and providing access to two or more uses.
- (c) *Perimeter Setbacks and Landscaping*. Perimeter setbacks shall be required for driveways abutting streets, and abutting interior front, side, and rear property lines.
- (d) *Dimensions*. Driveways shall conform to the minimum width set forth in Table 806-8.

Finding: Two-way driveways are required to have a minimum width of 22 feet. The applicant's plans indicate the existing and modified driveways with a minimum width 22 feet shall be provided throughout the development site.

▪ ***Bicycle Parking***

SRC 806.045 – Bicycle Parking; When Required.

- (a) *General Applicability*. Bicycle parking shall be provided as required under this chapter for

each proposed new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity.

(b) Applicability to change of use of existing building in Central Business District (CB) zone.

Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB zone shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block face adjacent to the primary entrance of the building. If the minimum number of required bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.

(c) Applicability to nonconforming bicycle parking area. When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

Finding: The proposal is for development of a new expansion to an existing use; therefore, the bicycle parking requirements of this section apply.

SRC 806.050 – Proximity of Bicycle Parking to use or Activity Served.

Bicycle parking shall be located on the same development site as the use or activity it serves.

SRC 806.055 - Amount of Bicycle Parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-9.

Finding: A *Manufactured Dwelling and Trailer Sales and Motor Vehicle Services* use requires one bicycle parking space 9,000 square feet of floor area. Following the addition, the floor area of the building will measure 36,047 square feet requiring a minimum of four bicycle spaces ($36,047 / 9,000 = 4$). The applicant's plans indicate that four short-term bicycle parking spaces will be installed. This standard is met.

SRC 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking areas shall be developed and maintained as set forth in this section.

(a) Location.

(1) Short-term bicycle parking. Short-term bicycle parking areas shall be located within a convenient distance of, and shall be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance.

Finding: The proposal includes four bicycle parking spaces located outside of the building and within 50 feet of the primary building entrance for the main showroom entrance, meeting the standard for short-term bicycle parking location. This standard is met.

(2) *Long-term bicycle parking.* Long-term bicycle parking shall be located within a building, or outside of a building, in a well-lighted secure location that is sheltered from precipitation and within a convenient distance of the primary entrance.

(A) *Long-term bicycle parking for residential uses.* Long-term bicycle parking areas for residential uses shall be located:

- (i) A residential dwelling unit;
- (ii) A lockable garage;
- (iii) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units;
- (iv) A lockable bicycle enclosure; or
- (v) A bicycle locker.

Finding: The proposal does not include long-term spaces and thus this standard is not applicable.

(b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.

Finding: The bicycle parking areas have direct access to the primary building entrances and the public right-of-way through the proposed pedestrian paths adjacent to the building. This standard is met.

(c) *Dimensions.* All bicycle parking areas shall meet the following dimension requirements:

(1) *Bicycle parking spaces.* Bicycle parking spaces shall conform to the minimum dimensions set forth in Table 806-10.

(2) *Access aisles.* Bicycle parking spaces shall be served by access aisles conforming to the minimum widths set forth in Table 806-10. Access aisles serving bicycle parking spaces may be located within the public right-of-way

Finding: There appears two staple rack proposed; however, bike rack details provided did not include proposed spacing dimensions to verify conformance with the standard. Therefore, the following condition applies:

Condition 3: Prior to building permit approval, the applicant shall demonstrate that all bicycle parking provided on site complies with the applicable standards of SRC 806.060.

Further conformance with these standards will be evaluated at the time of building permit review.

(d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

Finding: The proposed bicycle parking spaces appear to be placed on a hard surface material. As conditioned above, the applicant shall provide construction details which include this information. Conformance with this standard will be verified at the time of building permit review.

(e) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards:

- (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The applicant's plans indicate installation of inverted style bike racks will be provided for the short-term parking outside of the building. As conditioned above, the applicant shall provide details indicating how each of the racks provided meet the applicable standards to be verified at the time of building permit review.

▪ ***Off-Street Loading Areas***

SRC 806.065 – Off-Street Loading Areas; When Required.

- (a) *General Applicability.* Off-street loading areas shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to nonconforming off-street loading area.* When off-street loading is required to be added to an existing off-street loading area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

Finding: The proposal is for development of a new expansion to an existing use; therefore, the loading area requirements of this section apply.

SRC 806.070 – Proximity of Off-Street Loading Areas to Use or Activity Served.

Off-street loading shall be located on the same development site as the use or activity it serves.

SRC 806.075 - Amount of Off-Street Loading.

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts and dimensions not less than those set forth in Table 806-11.

Finding: A *Manufactured Dwelling and Trailer Sales and Motor Vehicle Services* use requires one loading area space when the total floor area measures between 5,000 and 100,000 square feet in area. Following the addition, the floor area of the building will measure 36,047 square feet requiring a minimum of one loading space. The applicant's plans indicate that one space will be striped. This standard is met.

SRC Chapter 807 – Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2. All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: The applicant's landscape plan indicates 36,918 square feet of landscaped area is provided for the development site. However, the preliminary landscape plans do not indicate the specific landscaping type or required plant units proposed for each of the landscape requirements, such as setbacks or interior parking lot landscaping. As conditioned under Condition 1, the applicant will be required to provide a full landscaping plan demonstrating that the landscaping meets Type A standard.

Landscape and irrigation plans will be reviewed again for conformance with the requirements of SRC 807 at the time of building permit application review.

CITY INFRASTRUCTURE STANDARDS***SRC Chapter 200 – Urban Growth Management***

SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

Finding: The subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required.

SRC Chapter 71 – Stormwater

The proposed development is subject to SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004.

Finding: The Land Use Application was accepted for review on October 31, 2024. The proposed development is subject to the Stormwater Code and Standards applicable at time of application acceptance. The stormwater code in effect at time of application acceptance requires green stormwater infrastructure for projects which involve 10,000 sq. ft. or more of new and replaced impervious surface per SRC Chapter 71. The applicant's Engineer submitted a calculation showing the new and replaced impervious surface does not exceed the 10,000 sq. ft. threshold; therefore, green stormwater infrastructure is not required for the development, based on the plans submitted for the Land Use Application. Confirmation of the new and replaced impervious area will be completed at time of Building Permit application. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075. The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 10,000 square feet of new or replaced impervious surface.

SRC Chapter 802 – Public Improvements

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

Finding: Public water, sanitary sewer, and stormwater infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. 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.

▪ *Development to be served by City utilities*

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

Finding: Public water, sanitary sewer, and stormwater infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. 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.

SRC Chapter 803 – Street and Right-of-way Improvements

The existing conditions of streets abutting the subject property are described in the following table:

Streets			
Street Name		Right-of-way Width	Improvement Width
Ryan Drive SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	68-feet	36-feet
Hawthorne Avenue SE (Major Arterial)	Standard:	96-feet	68-feet
	Existing Condition:	100-feet	86-feet
North Santiam Hwy SE (Parkway)	Standard:	120-feet	80-feet
	Existing Condition:	148-feet	114-feet

▪ *Boundary Street Improvements*

Pursuant to SRC 803.025, except as otherwise provided in this chapter, right-of-way width and pavement width for streets and alleys shall conform to the standards set forth in Table 803-1 (Right-of-way Width) and Table 803-2 (Pavement Width). In addition, SRC 803.040 requires dedication of right-of-way for, and construction or improvement of, boundary streets up to one-half of the right-of-way and improvement width specified in SRC 803.025 as a condition of approval for certain development.

Finding: The subject property abuts Ryan Drive SE along the northern property boundary; this street is classified as a local street according to the Salem Transportation System Plan (TSP).

The subject property abuts Hawthorne Avenue SE along the eastern property boundary; this street is classified as a major arterial street according to the Salem TSP. The subject property abuts North Santiam Highway along the southern property boundary; this street is classified as a parkway street according to the Salem TSP and is under the Oregon Department of Transportation jurisdiction. Ryan Drive SE, Hawthorne Avenue SE, and North Santiam Highway meet the minimum right-of-way width and pavement width standards established in SRC 803.025; therefore, additional improvements along the boundary streets are not required.

▪ ***Street Trees***

Pursuant to SRC 803.035(k) and SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible.

Finding Along Ryan Drive SE and Hawthorne Avenue SE, the sidewalks are located along the curbline. Along Ryan Drive SE, there is approximately 11-feet between the existing curbline sidewalk and the property line, which is adequate space for planting street trees behind the sidewalk. Along Hawthorne Avenue SE, there is approximately 8-feet between the existing curbline sidewalk and the property line, which is adequate space for planting street trees behind the sidewalk. North Santiam Highway is under the jurisdiction of the Oregon Department of Transportation (ODOT) and there is no agreement along this segment of ODOT right-of-way for the City to maintain street trees; therefore, trees are not required within the North Santiam Highway along the property frontage. Pursuant to SRC 803.035(k) and SRC 86.015(e), the applicant shall provide street trees along the frontages Ryan Drive SE and Hawthorne Avenue SE along the development frontage.

Condition 4: Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Ryan Drive SE and Hawthorne Avenue SE.

SRC Chapter 804 – Driveway Approaches

SRC 804 establishes development standards for driveway approaches providing access from the public right-of-way to private property in order to provide safe and efficient vehicular access to development sites.

Finding: The development site is served by existing driveway approaches onto Ryan Drive SE. The existing driveway approach serving the site meets applicable sections of SRC Chapter 804 and does not warrant modification.

The applicant proposes to close one (1) driveway approach along Ryan Drive SE. The driveway is planned to be replaced with landscaping, as shown on the applicant's plans, and will no longer serve a vehicle use area. Per SRC 804.030(b) driveway approaches shall only provide access to permitted vehicle use areas. As a condition of approval, the driveway approach shall be permanently closed and replaced with curb and sidewalk.

Condition 5: As shown on the applicant's plans, permanently close the unused driveway approach to Ryan Drive SE and replace with curb and sidewalk.

SRC Chapter 805 – Vision Clearance

SRC Chapter 805 establishes vision clearance standards in order to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways.

Finding: The proposed building additions do not cause a vision clearance obstruction per SRC Chapter 805.

NATURAL RESOURCES

SRC Chapter 601 – Floodplain

Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: Floodplain Administrator 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.

SRC Chapter 808 – Preservation of Trees and Vegetation

The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove the following trees unless undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045:

1. Heritage Trees;
2. Significant Trees (including Oregon White Oaks with diameter-at-breast-height (*dbh*) of 20 inches or greater and any other tree with a *dbh* of 30 inches or greater, with the exception of tree of heaven, empress tree, black cottonwood, and black locust);
3. Trees and native vegetation in riparian corridors; and
4. Trees on lots or parcels 20,000 square feet or greater.

The tree preservation ordinance defines “tree” as, “any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more *dbh*, and possesses an upright arrangement of branches and leaves.”

Finding: The applicant's plans do not identify any trees to be removed as part of the proposed development.

SRC Chapter 809 – Wetlands

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

Finding: According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas. Hydric soils are mapped on the property; however, the site is completely developed; therefore, Wetlands Notice was not provided.

SRC Chapter 810 – Landslide Hazards

The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility.

Finding: SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The applicant's proposal does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required.

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: Access to the proposed development will be provided by the network of existing public streets that surround the property. As conditioned, the required improvements will ensure that the street system adjacent to the development will provide for the safe, orderly, and efficient circulation of traffic to and from the development. This criterion is met.

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 proposed building additions to an existing car dealership generate less than 200 average daily vehicle trips to the local street system. Therefore, a Traffic Impact Analysis (TIA) is not required as part of the proposed subdivision submittal per SRC 803.015(b)(1) and this criterion is not applicable.

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 Development Services division reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the lots within the proposed development, subject to the conditions of approval established in this decision. This approval criterion is met.

Analysis of Class 2 Adjustment Criteria

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 250.005(d)(2)(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.***

Finding: The applicant is requesting one Class 2 Adjustments to eliminate one pedestrian connection to Mission Street SE. The following provides a detailed analysis upon which the decision is based for the adjustment request:

Eliminate the required pedestrian connection to Mission Street SE, per SRC 800.065 (a)(1)

The subject property is a corner lot adjacent to Mission Street SE to the south, Hawthorne Avenue SE to the east, and Ryan Drive SE to the north. SRC 800.055(a)(1)(A) requires a pedestrian connection between the primary building entrance of each building on the development site and each adjacent street. The applicant's plans indicate direct pedestrian access provided from the building to both Hawthorne Avenue SE and Ryan Drive SE. However, Mission Street SE is designated as a Parkway Street with a large existing vehicle display area separating the building and Mission Street SE. As such, the applicant has requested a Class 2 Adjustment to eliminate the pedestrian connection to Mission Street SE.

The purpose of the development standard is to provide safe pedestrian access between buildings and the public street network, including public sidewalks. As discussed above, the applicant is providing pedestrian connection out to Hawthorne Avenue SE and Ryan Drive SE with connections within 20 feet of the public transit stops, where pedestrians navigating to the site are likely to originate. To the west of the site, Ryan Drive SE runs parallel to Mission Street SE with pedestrian traffic likely navigating from the west likely to walk along Ryan Drive when approaching the development site due to the lower classification and slower motorist speed. To the east, the pedestrian connection proposed to Hawthorne Avenue SE will be within 85 feet of the intersection of Hawthorne Avenue SE and Mission Street SE. The distance between the nearest entrance to the building and Mission Street SE is approximately 100 feet. As such, the proposed pedestrian connection provided to Hawthorne Avenue SE and Ryan Drive SE would provide an equivalent safe access for pedestrian navigating from Mission Street SE. Thus, this criterion is met.

SRC 250.005(d)(2)(B): If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Finding: The subject property is located within the CR (Retail Commercial) zone; therefore, this criterion is not applicable.

SRC 250.005(d)(2)(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.

Finding: One Class 2 Adjustments has been requested with this development; therefore this criterion is not applicable.

8. Conclusion

Based upon review of SRC Chapters 220, 240, and 250, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

Building permits are required for the proposed development.

Next steps:

Please submit building permits or other development permits for this project with the Building and Safety Division. Please submit a copy of this decision or this application file number with your building permit application for the work proposed.

IT IS HEREBY ORDERED

Final approval of Conditional Use Permit Modification, Class 3 Site Plan Review, and Class 2 Adjustment, Case No. CU-SPR-ADJ16-01MOD2 is hereby **APPROVED** subject to SRC Chapters 220, 240, and 250, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

- Condition 1:** At the time of building permit review, a Landscape Plan must be provided demonstrating that a minimum of 15 percent of the development site (approximately 36,930 square feet) is landscaped with Type A landscaping.
- Condition 2:** At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).
- Condition 3:** Prior to building permit approval, the applicant shall demonstrate that all bicycle parking provided on site complies with the applicable standards of SRC 806.060.
- Condition 4:** Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Ryan Drive SE and Hawthorne Avenue SE.
- Condition 5:** As shown on the applicant's plans, permanently close the unused driveway approach to Ryan Drive SE and replace with curb and sidewalk.

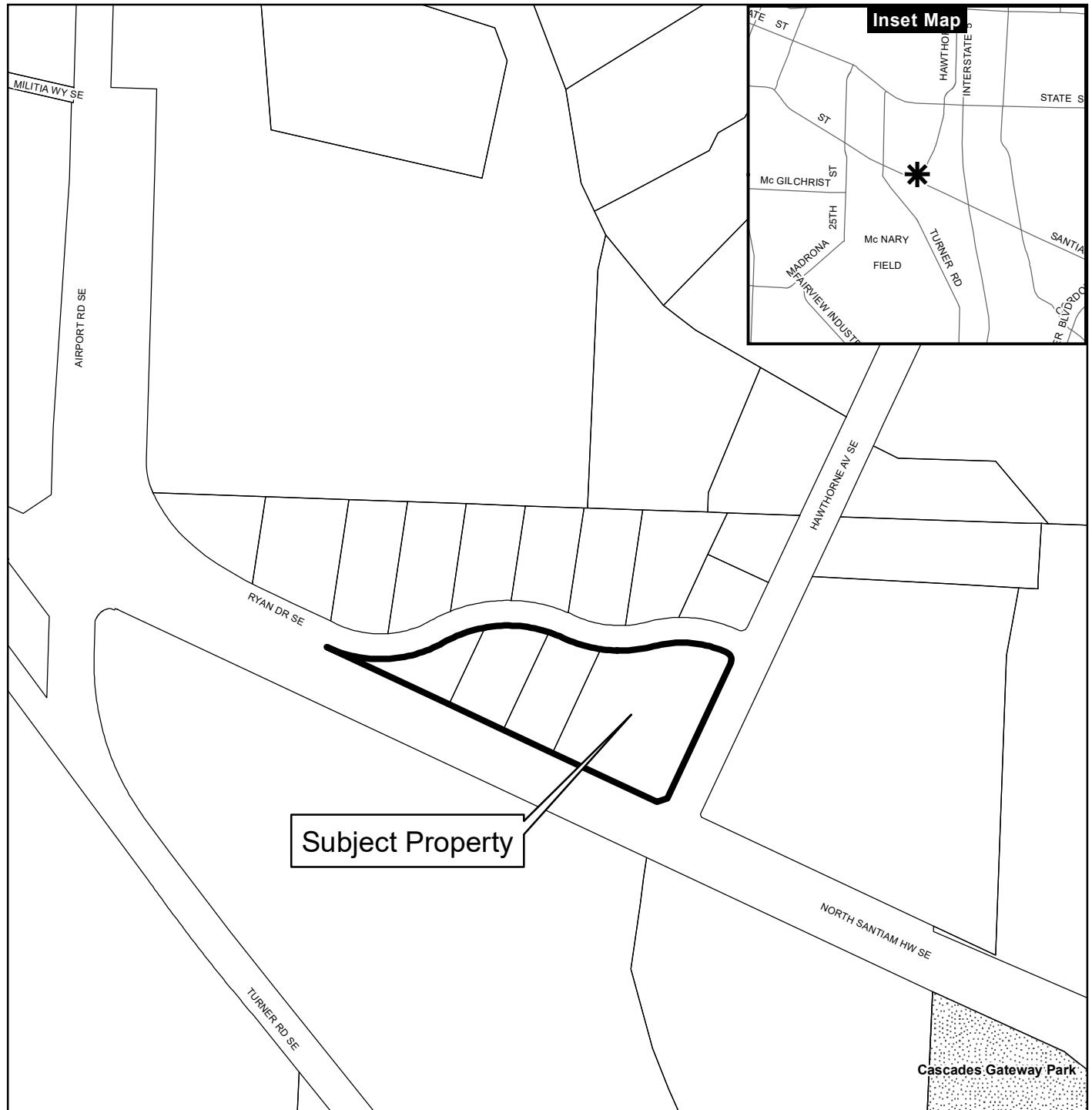


Jacob Brown, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

- Attachments: A. Vicinity Map
B. Proposed Development Plans and Elevations
C. Development Services Infrastructure Memo

<http://www.cityofsalem.net/planning>

Vicinity Map 3000 and 3100 Ryan Drive SE



Legend

- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools

- Parks

CITY OF Salem
AT YOUR SERVICE
Community Planning and Development

0 100 200 400 Feet



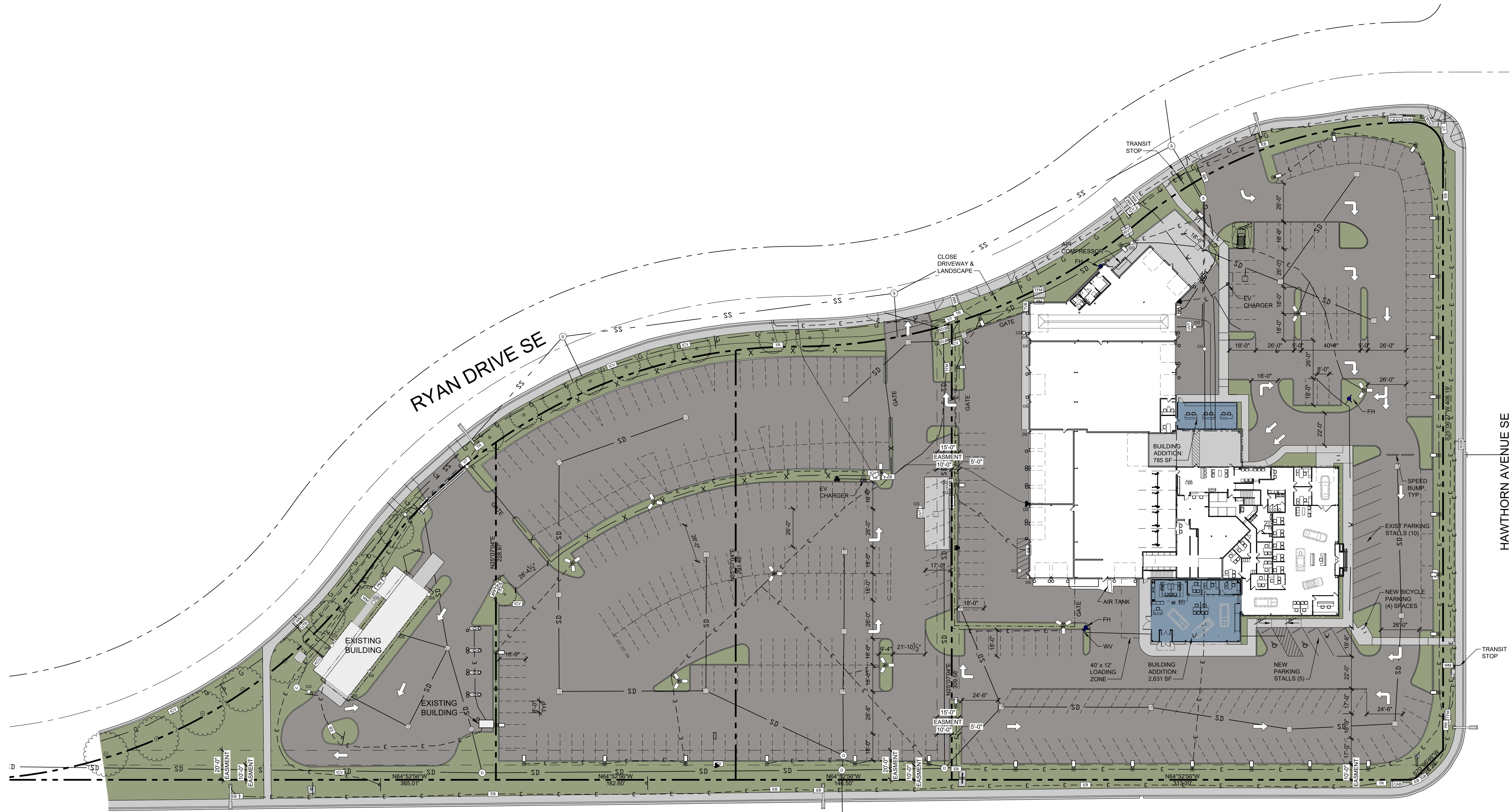
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ZONING CODE SUMMARY

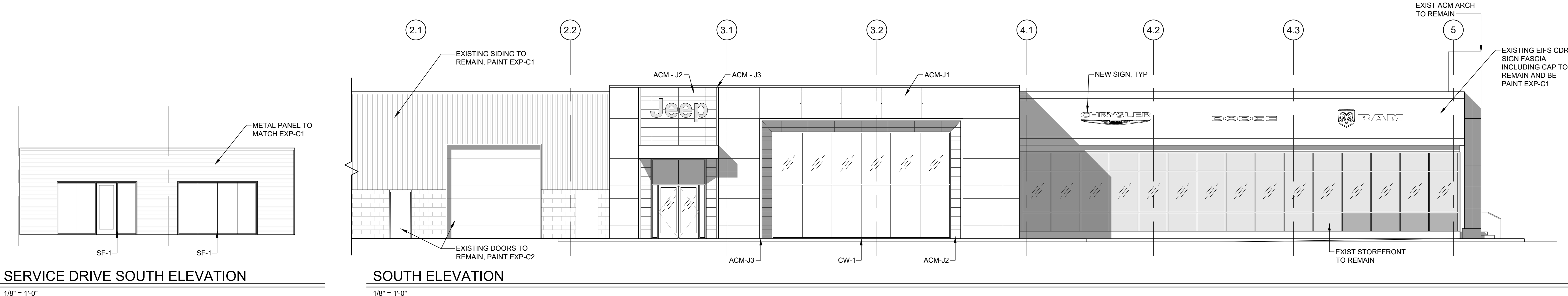
ZONE: CR RETAIL COMMERCIAL
TAX LOTS: 073W36BD 00600
073W36AC 00700
073W36AC 00800
073W36AC 00900
TOTAL AREA: 5.65 AC (246,114 SQ FT)
USE: MOTOR VEHICLE SALES

LOT COVERAGE	EXISTING	PROPOSED
BUILDINGS	32,877 SF	36,047 SF
CONCRETE & ASPHALT	180,694 SF	173,149 SF
LANDSCAPING	32,543 SF	36,918 SF (15.0%)

PARKING:
PROPOSED: 15 CUSTOMER SPACES, INCLUDING 2 ACCESSIBLE (1 VAN ACCESSIBLE)
VEHICLE STORAGE: 396
BICYCLE PARKING:
REQUIRED: 4 SPACES
PROPOSED: 4 SPACES

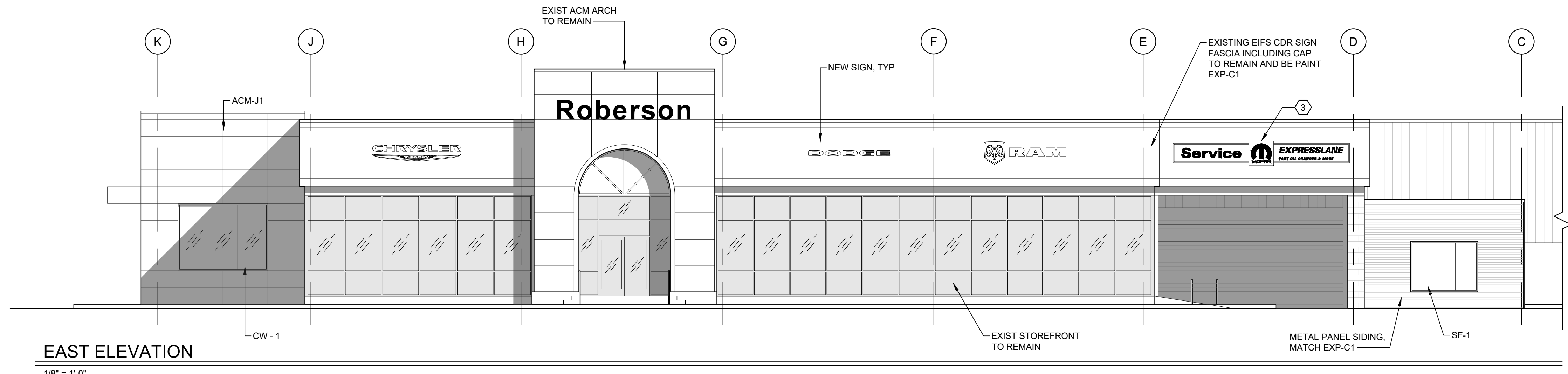


MISSION STREET SE (STATE HIGHWAY NO. 22)



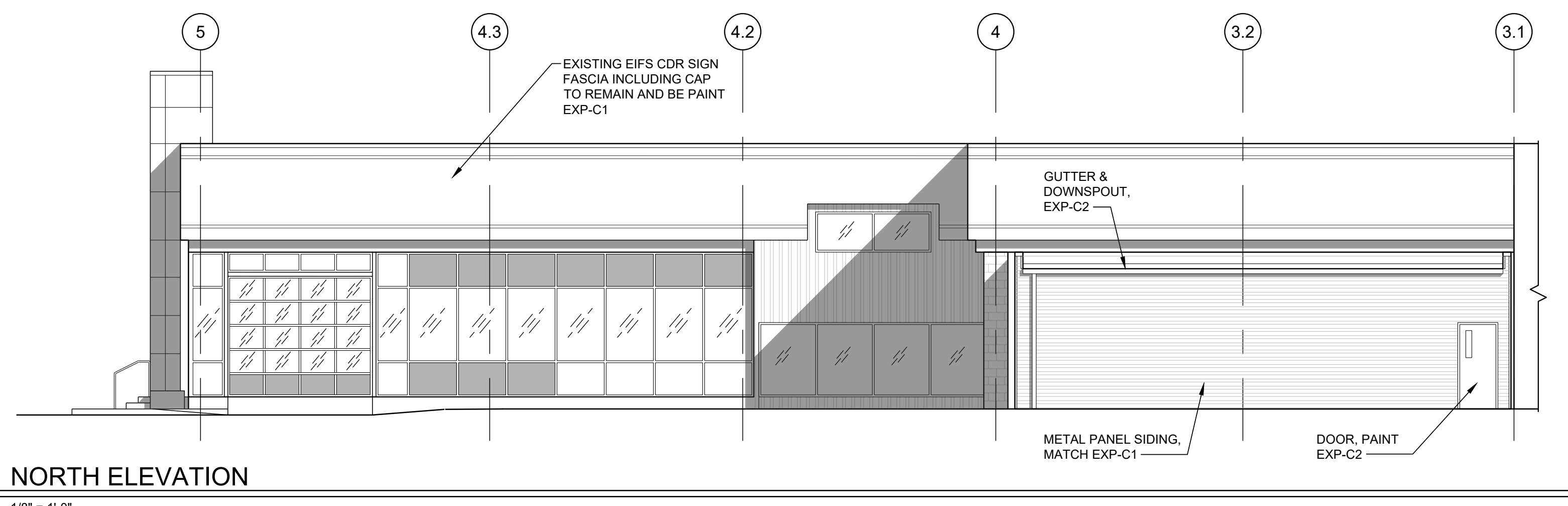
SERVICE DRIVE SOUTH ELEVATION

SOUTH ELEVATION



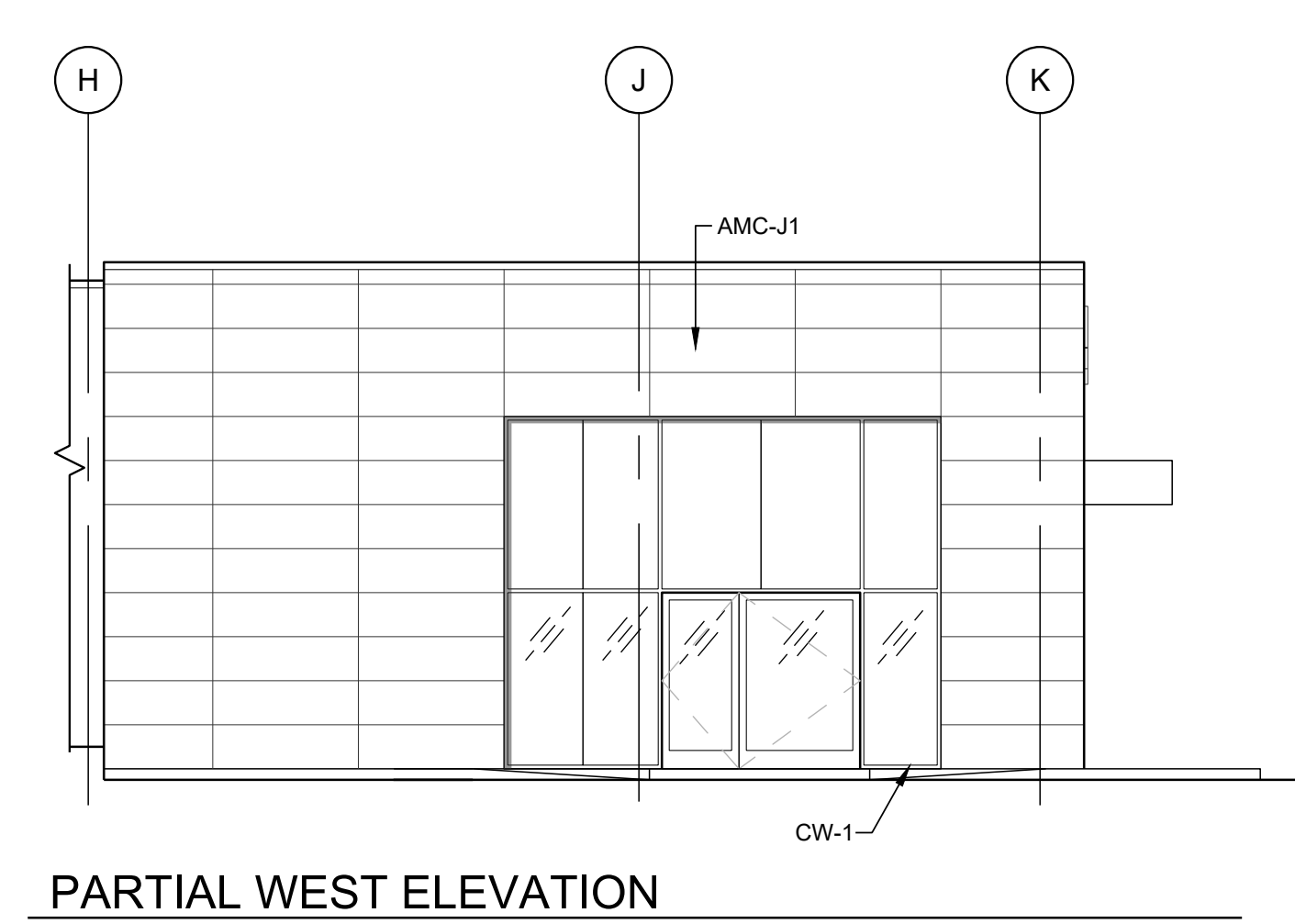
EAST ELEVATION

1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"



PARTIAL WEST ELEVATION

1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE									
CODE	BRAND FACADE	MATERIAL	MANUFACTURER	PATTERN/PRODUCT LINE	COLOR/FINISH	TYPE/SIZE	REMARKS	REQUIREMENTS	
ACM-J1	JEEP	ALUMINUM COMPOSITE METAL PANEL		STACK BOND	MICA MRO ANTHRACITE GREY (4MM)	23" X 72" FINISH FACE (THICKNESS: 4 MM)	FIELD FACADE	MUST BE INSTALLED BY FCA-APPROVED VENDOR: AGI, METAL DESIGN SYSTEMS, OR PRINCIPLE	
ACM-J2	JEEP	ALUMINUM COMPOSITE METAL PANEL		STACK BOND	HARVEST TRAIL BAMBOO (4 MM OCP)	8" X 48" FINISH FACE (THICKNESS: 4 MM)	ACCENT FACADE		
ACM-J3	JEEP	ALUMINUM COMPOSITE METAL PANEL		-	HIGH POLISHED ALUMINUM (DM HPA)	DM HPA (THICKNESS: 3 MM)	TRIM		
MF-1	CDR & JEEP	BRAKE METAL FLASHING		-	COLOR TO MATCH ADJACENT ACM	.032 GAUGE	BRAKE METAL PARAPET CAP		
ACM-C1	CDR	ALUMINUM COMPOSITE METAL PANEL	ALPOLIC, REYNOBOND, ENVELOPE 2000	STACK BOND	SILVER METALLIC (MTLC BSX SILVER)		FIELD FACADE	SEE SPECIFICATIONS	
ACM-C2	CDR	ALUMINUM COMPOSITE METAL PANEL	ALPOLIC, REYNOBOND, ENVELOPE 2000		HIGH POLISHED ALUMINUM (DM HPA SLVR)		ENTRY ARCH ACCENT		
EXP-J1	JEEP	EXTERIOR PAINT	SHERWIN WILLIAMS	-	SW 7067 CITYSCAPE	SATIN	EXTERIOR FIELD PAINT		
EXP-J2	JEEP	EXTERIOR PAINT	SHERWIN WILLIAMS	-	SW 6991 BLACK MAGIC	SATIN	EXTERIOR ACCENT PAINT		
EXP-C1	CDR	EXTERIOR PAINT	BENJAMIN MOORE	-	1612 PELICAN GREY	FLAT	EXTERIOR FIELD PAINT		
EXP-C2	CDR	EXTERIOR PAINT	BENJAMIN MOORE	-	1615 ROCK GRAY	FLAT	EXTERIOR TRIM PAINT		
CW-1	CDR & JEEP	CURTAIN WALL FRAMING	KAWNEER	STRUCTURAL SILICON GLAZED KAWNEER 1600 CURTAIN WALL SYSTEM 2	CLEAR ANODIZED	BUTT JOINTED	SHOWROOM FRONT FACADE USE WITH GL-1		
CW-2	CDR & JEEP	CURTAIN WALL FRAMING	KAWNEER	STRUCTURAL SILICON GLAZED KAWNEER 1600 CURTAIN WALL SYSTEM 1	CLEAR ANODIZED		CHRYSLER ARCH, USE WITH GL-1		
SF-1	CDR & JEEP	STOREFRONT FRAMING	KAWNEER	KAWNEER TRIFAB 451 SYSTEM	CLEAR ANODIZED	BUTT JOINTED	USE WITH GL-1		
GL-1	CDR & JEEP	INSULATED GLASS	VTRO ARCHITECTURAL GLASS	-	SOLARBAN 70XL	1" CLEAR INSULATING GLASS	ARGON FILL		

PRELIMINARY
NOT FOR CONSTRUCTION

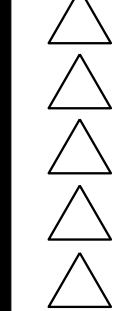
PRELIMINARY DATE:
11-18-2024

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WWW.CARLSONVEIT.COM • 503.390.0281

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SALEM, OR 97301

revisions:



date:
project: 02023
dwg file: A-201-X-02023
drawn by: JM
checked by: NW
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Carlson Veit Junge Architects PC

BUILDING
ELEVATIONS

sheet:

A-201
of:



MEMO

TO: Jacob Brown, Planner II
Community Planning and Development Department

FROM: Laurel Christian, Infrastructure Planner III
Community Planning and Development Department

DATE: April 22, 2025

SUBJECT: Infrastructure Memo
CU-SPR-ADJ16-01MOD2 (24-122285-PLN)
3100 Ryan Drive SE
Building Additions to Existing Car Sales

PROPOSAL

A consolidated application for a Conditional Use Permit modification and Class 3 Site Plan Review to develop two new building additions and site improvement to an existing motor vehicles sales use with a Class 2 adjustment to eliminate the required pedestrian connection to Mission Street SE, per SRC 800.065 (a)(1). The subject property is 5.64 acres in size, are zoned CR (Retail Commercial), and located at 3100 and 3000 Ryan Drive SE (Marion County Assessor Map and Tax Lot: 073W36AC0/0900/0800/0700/0600)

SITE PLAN REVIEW CONDITIONS OF APPROVAL

1. Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Ryan Drive SE and Hawthorne Avenue SE.
2. As shown on the applicant's plans, permanently close the unused driveway approach to Ryan Drive SE and replace with curb and sidewalk.

SITE PLAN REVIEW DECISION CRITERIA

The following Code references indicate the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC (*Unified Development Code*)

Finding—As proposed and conditioned in the findings within the memo, the

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

development meets all the applicable standards in the UDC as follows:

City Utility Infrastructure Standards

The existing conditions of public infrastructure available to serve the subject property are described in the following table:

Utilities & Parks	
Type	Existing Conditions
Water	Water Service Level: G-0
	A 10-inch water main is located in Ryan Drive SE.
Sanitary Sewer	An 8-inch sanitary sewer main is located in Ryan Drive SE.
Storm Drainage	A 12-inch storm main is located in Ryan Drive SE and extends onto the subject property in an easement.

SRC Chapter 200 - Urban Growth Management:

SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

Finding: The subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required.

SRC Chapter 71 – Stormwater:

The proposed development is subject to SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004.

Finding: The Land Use Application was accepted for review on October 31, 2024. The proposed development is subject to the Stormwater Code and Standards applicable at time of application acceptance. The stormwater code in effect at time of application acceptance requires green stormwater infrastructure for projects which involve 10,000 sq. ft. or more of new and replaced impervious surface per SRC Chapter 71. The applicant's Engineer submitted a calculation showing the new and replaced impervious surface does not exceed the 10,000 sq. ft. threshold; therefore, green stormwater infrastructure is not required for the development, based on the plans submitted for the Land Use Application. Confirmation of the new and replaced impervious area will be completed at time of Building Permit application. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075. The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 10,000 square feet of new or replaced impervious surface.

SRC 802 – Public Improvements:

▪ *Development to be served by City utilities:*

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

Finding: Public water, sanitary sewer, and stormwater infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. 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.

City Street and Right-of-way Standards

The existing conditions of streets abutting the subject property are described in the following table:

Streets			
Street Name		Right-of-way Width	Improvement Width
Ryan Drive SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	68-feet	36-feet
Hawthorne Avenue SE (Major Arterial)	Standard:	96-feet	68-feet
	Existing Condition:	100-feet	86-feet
North Santiam Hwy SE (Parkway)	Standard:	120-feet	80-feet
	Existing Condition:	148-feet	114-feet

SRC 803 – Street and Right-of-way Improvements

▪ *Boundary Street Improvements*

Pursuant to SRC 803.025, except as otherwise provided in this chapter, right-of-way width and pavement width for streets and alleys shall conform to the standards set forth in Table 803-1 (Right-of-way Width) and Table 803-2 (Pavement Width). In addition, SRC 803.040 requires dedication of right-of-way for, and construction or improvement of, boundary streets up to one-half of the right-of-way and improvement width specified in SRC 803.025 as a condition of approval for certain development.

Finding: The subject property abuts Ryan Drive SE along the northern property boundary; this street is classified as a local street according to the Salem Transportation System Plan (TSP). The subject property abuts Hawthorne Avenue SE along the

eastern property boundary; this street is classified as a major arterial street according to the Salem TSP. The subject property abuts North Santiam Highway along the southern property boundary; this street is classified as a parkway street according to the Salem TSP and is under the Oregon Department of Transportation jurisdiction. Ryan Drive SE, Hawthorne Avenue SE, and North Santiam Highway meet the minimum right-of-way width and pavement width standards established in SRC 803.025; therefore, additional improvements along the boundary streets are not required.

▪ **Street Trees**

Pursuant to SRC 803.035(k) and SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible.

Finding: Along Ryan Drive SE and Hawthorne Avenue SE, the sidewalks are located along the curbline. Along Ryan Drive SE, there is approximately 11-feet between the existing curbline sidewalk and the property line, which is adequate space for planting street trees behind the sidewalk. Along Hawthorne Avenue SE, there is approximately 8-feet between the existing curbline sidewalk and the property line, which is adequate space for planting street trees behind the sidewalk. North Santiam Highway is under the jurisdiction of the Oregon Department of Transportation (ODOT) and there is no agreement along this segment of ODOT right-of-way for the City to maintain street trees; therefore, trees are not required within the North Santiam Highway along the property frontage. Pursuant to SRC 803.035(k) and SRC 86.015(e), the applicant shall provide street trees along the frontages Ryan Drive SE and Hawthorne Avenue SE along the development frontage.

Condition: Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Ryan Drive SE and Hawthorne Avenue SE.

SRC Chapter 804 – Driveway Approaches:

SRC 804 establishes development standards for driveway approaches providing access from the public right-of-way to private property in order to provide safe and efficient vehicular access to development sites.

Finding: The development site is served by existing driveway approaches onto Ryan Drive SE. The existing driveway approach serving the site meets applicable sections of SRC Chapter 804 and does not warrant modification.

The applicant proposes to close one (1) driveway approach along Ryan Drive SE. The driveway is planned to be replaced with landscaping, as shown on the applicant's plans, and will no longer serve a vehicle use area. Per SRC 804.030(b) driveway approaches shall only provide access to permitted vehicle use areas. As a condition of approval, the driveway approach shall be permanently closed and replaced with curb and sidewalk.

Condition: As shown on the applicant's plans, permanently close the unused driveway approach to Ryan Drive SE and replace with curb and sidewalk.

SRC Chapter 805 – Vision Clearance:

SRC Chapter 805 establishes vision clearance standards in order to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways.

Finding: The proposed building additions do not cause a vision clearance obstruction per SRC Chapter 805.

Natural Resources

SRC 601 – Floodplain: Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: Floodplain Administrator 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.

SRC Chapter 809 – Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

Finding: According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas. Hydric soils are mapped on the property; however, the site is completely developed; therefore, Wetlands Notice was not provided.

SRC Chapter 810 - Landslide Hazards: The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility.

Finding: SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The applicant's proposal does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required.

SRC 220.005(f)(3)(B) The transportation system into and out of the proposed development conforms to all applicable city standards.

Finding: Access to the proposed development will be provided by the network of existing public streets that surround the property. The street system in and adjacent to the development will provide for the safe, orderly, and efficient circulation of traffic to and from the development. This criterion is met.

SRC 220.005(f)(3)(C) The proposed development mitigates impacts to the transportation system consistent with the approved traffic impact analysis, where applicable.

Finding: The proposed building additions to an existing car dealership generate less than 200 average daily vehicle trips to the local street system. Therefore, a Traffic Impact Analysis (TIA) is not required as part of the proposed subdivision submittal per SRC 803.015(b)(1) and this criterion is not applicable.

Criteria: SRC 220.005(f)(3)(D) The proposed development will be served with City water, sewer, storm drainage, and other utilities.

Finding— The Development Services division reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the lots within the proposed development, subject to the conditions of approval established in this decision. This approval criterion is met.

Prepared by: Laurel Christian, Infrastructure Planner III
cc: File