

**To:** File for SPR-ADJ-TRV-DAP25-16 (25-106682-PLN)

**Prepared By:** Laurel Christian, Infrastructure Planner III  
Community Planning and Development Department

**Subject:** Development Services Written Findings  
Building Addition to Warehouse  
1805 Oxford Street SE

## **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 decision, the development meets all the applicable standards in the UDC as follows:

### **❖ CITY 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:
	A 30-inch water main is located in Oxford Street SE.
	2-inch water mains are located in Lewis Street SE and 20 <sup>th</sup> Street SE.
Sanitary Sewer	8-inch sanitary sewer mains are located in Oxford Street SE, Lewis Street SE,
Storm Drainage	A 60-inch storm main is located in Oxford Street SE.
	An 8-inch storm main is located in 20 <sup>th</sup> Street SE.

## ***SRC Chapter 200 – Urban Growth Management***

SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth

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).

Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

**Finding:** The development site is located both within and outside of the urban service area. However, the proposed development does not precede construction of required facilities, an UGA permit is not 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 proposed development is subject to SRC Chapter 71 and the Public Works Design Standards that require the use of Green Stormwater Infrastructure (GSI) to treat and detain stormwater generated from the development. The applicant's engineer submitted a preliminary stormwater management report demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. To ensure compliance with SRC Chapter 71 relating to stormwater management, the following condition applies:

**Condition:** Design and construct a storm drainage system at the time of development in compliance with *Salem Revised Code* (SRC) Chapter 71 and *Public Works Design Standards* (PWDS).

### ***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 Public Works Design Standards (PWDS) and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

### **❖ 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
Oxford Street SE (Collector)	Standard:	60-feet	34-feet
	Existing Condition:	60-feet	30-feet
Lewis Street SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	60-feet	22-feet
20 <sup>th</sup> Street SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	60-feet	30-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 development site abuts Oxford Street SE, Lewis Street SE, and 20<sup>th</sup> Street SE. Pursuant to SRC 803.40, boundary street improvements are required for the proposed development. Findings for each abutting street are provided in the following findings:

*Oxford Street SE* – The development site abuts Oxford Street SE along the southern property boundary. Oxford Street SE is classified as a collector street according to the Salem Transportation System Plan (TSP). Oxford Street SE has adequate right-of-way with according to SRC 803.025 Table 803-1 (Right-of-way Width). However, Oxford Street SE lacks adequate pavement improvement width, curbs, sidewalks, and landscape strips according to SRC 803.025 Table 803-2 (Pavement Width) and SRC 803.035 (Street Standards). As a condition of approval per SRC 803.040(a)(2), the applicant shall construct a half-street improvement to collector standards along the development frontage of Oxford Street SE.

**Condition:** Prior to issuance of a Certificate of Occupancy, construct a half-street improvement along the frontage of Oxford Street SE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

*Lewis Street SE* – The development site abuts Lewis Street SE along the northern property boundary. Lewis SE is classified as a local street according to the Salem Transportation System Plan (TSP). Lewis Street SE has adequate right-of-way with according to SRC 803.025 Table 803-1 (Right-of-way Width). However, Lewis Street SE

lacks adequate pavement improvement width, curbs, sidewalks, and landscape strips according to SRC 803.025 Table 803-2 (Pavement Width) and SRC 803.035 (Street Standards). As a condition of approval per SRC 803.040(a)(2), the applicant shall construct a half-street improvement to local street standards along the development frontage of Lewis Street SE.

**Condition:** Prior to issuance of a Certificate of Occupancy, construct a half-street improvement along the frontage of Lewis Street SE to local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

*20<sup>th</sup> Street SE* – The development site abuts 20<sup>th</sup> Street SE along the eastern property boundary. 20<sup>th</sup> Street SE is classified as a local street according to the Salem Transportation System Plan (TSP). 20<sup>th</sup> Street SE meets the minimum right-of-way width and pavement width standards established in SRC 803.025; therefore, additional boundary street improvements along 20<sup>th</sup> Street SE are not required.

▪ ***Sidewalks***

Street Standards require that all streets be improved with sidewalks. These standards also require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)) and that sidewalks be five feet in width (SRC 803.035(l)(2)(C)).

**Finding:** Property line sidewalks will be constructed as part of the required boundary street improvements for Oxford Street SE and Lewis Street SE. Along 20<sup>th</sup> Street SE, the existing sidewalks are located along the curbline. As shown on the applicant's plans, the sidewalks along 20<sup>th</sup> Street SE will be relocated to the property line along the development frontage of 20<sup>th</sup> Street SE.

**Condition:** Prior to issuance of a Certificate of Occupancy, construct a 5-foot-wide property line sidewalks along the development frontage of 20<sup>th</sup> Street SE.

▪ ***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:** Street tree plantings are required along Oxford Street SE and Lewis Street SE, where required boundary street improvements will provide landscape strips for street tree plantings. Along 20<sup>th</sup> Street SE, there is an existing public water line located behind the curb and within the landscape strip; therefore, street trees cannot be planted along 20<sup>th</sup> Street SE. As a condition of approval, street tree plantings along Oxford Street SE and Lewis Street SE are required.

**Condition:** Prior to issuance of a certificate of occupancy, install street trees to the maximum extent feasible along Oxford Street SE and Lewis Street 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 applicant proposes a three new driveway approach to serve the development site and has applied for a Class 2 Driveway Approach Permit; findings for which are provided in this decision. As described in the findings below, the proposal meets the approval criteria for a Class 2 Driveway Approach Permit. With approval of the Class 2 Driveway approach permit, the proposed development meets applicable criteria in SRC Chapter 804 relating to driveway approaches.

### ***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:** Pursuant to SRC Chapter 805, vision clearance areas are required for all street intersections and driveway approaches. The applicant's preliminary plans show a vision clearance obstruction at the new driveway approach onto Lewis Street SE which provides access to the proposed structure. The applicant has requested a Vision Clearance Adjustment, findings for which are provided below. With approval of the Class 2 Adjustment to the vision clearance standards established in SRC Chapter 805, the proposed development complies with this chapter.

## **❖ 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:** The subject property is designated on the Federal Emergency Management Agency floodplain maps as a Zone "AE" floodplain. The Floodplain Administrator has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined the 100-year base flood elevation for the subject development is 176-feet. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. An Elevation Certificate is

required to verify the new structure's elevation. The Elevation Certificates shall be submitted to the City to verify each structure's elevation prior to pouring building foundations and again prior to final occupancy.

**Condition:** Prior to issuance of any construction permits for the proposed development, the applicant shall obtain a Floodplain Development Permit in accordance with SRC Chapter 601.

**Condition:** Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.

### ***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 or hydric soils.

### ***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:** According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

***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. As conditioned, the required improvements will ensure that 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 warehouse building addition generates less than 200 average daily vehicle trips to the local street system and less than 1,000 average daily vehicle trips onto the collector street system. Therefore, a TIA is not required as part of the development submittal per SRC 803.015(b)(1). This criterion is not applicable.

***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.

## **CLASS 2 DRIVEWAY APPROACH PERMIT DECISION CRITERIA**

Salem Revised Code (SRC) 804.025(d) provides that an application for a Class 2 Driveway Approach 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.

The applicant proposes three (3) new driveway approaches subject to the Class 2 Driveway Approach permit Standards. Findings for each driveway approach are provided in the following findings.

***SRC 804.025(d)(1): The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.***

**Finding:** The applicant proposes three (3) driveway approaches to serve the development site:

*Driveway Approach 1:* A 22-foot-wide driveway approach onto Oxford Street SE providing access to a building maintenance road.

*Driveway Approach 2:* A 22-foot-wide driveway approach onto Lewis Street SE providing access to the warehouse building.

*Driveway Approach 3:* A 22-foot-wide driveway approach onto the terminus of Lewis Street SE providing access to the development site.

As described in the following findings, with established conditions of approval, the proposed driveway approaches meet the applicable standards in the Salem Revised Code Chapter 804 and the Public Works Design Standards. This criterion is met.

▪ ***SRC Chapter 804 Driveway Approach Development Standards***

SRC 804.050 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 proposed driveway approaches have been reviewed against the development standards in SRC Chapter 804 for driveway approaches accessing onto a collector and local streets and serving a commercial use. The proposed driveway approaches meet the development standards of the chapter.

▪ ***Public Works Design Standards***

The *Public Works Design Standards* (PWDS) establishes construction standards for driveway approaches to ensure safe and efficient access is provided to private property from the public right-of-way.

**Finding:** The Public Works Design Standards (PWDS) provide a standard detail for construction of driveway approaches serving commercial development (PWDS Standard Plan No. 302). All driveway approaches serving the development will be constructed to PWDS Standard Plans, as identified on the applicant's plans. Construction drawings for driveway approaches will be confirmed at time of Building Permit application. The proposed driveway approaches will be constructed to meet the PWDS.

***SRC 804.025(d)(2): No site conditions prevent placing the driveway approach in the required location.***

**Finding:** Development Services has reviewed the proposal and determined that no site conditions exist prohibiting the location of the proposed driveways. This criterion is met.

***SRC 804.025(d)(3): The number of driveway approaches onto an arterial are minimized.***

**Finding:** The proposed development has frontage on a collector street (Oxford Street SE) and local streets (Lewis Street SE and 20<sup>th</sup> Street SE). The proposed driveway approaches provide access onto collector and local classified street; access onto an arterial is not proposed. This criterion is met.

***SRC 804.025(d)(4): The proposed driveway approach, where possible:***



- (A) Is shared with an adjacent property; or**  
**(B) Takes access from the lowest classification of street abutting the property**

**Finding:** The proposed development has frontage on a collector street (Oxford Street SE) and local streets (Lewis Street SE and 20<sup>th</sup> Street SE). Findings for each driveway approaches are provided as follows:

*Driveway Approach 1:* This approach provides access onto Oxford Street SE which is classified as a collector street according to the Salem Transportation System Plan (TSP). This approach is necessary to provide maintenance access to the building and stormwater facility which is inaccessible from the on-site parking area. Due to existing site conditions, it is not feasible for this approach to be shared with adjacent property not can access to this portion of the development site be provided from a lower classification of street. Driveway Approach 1 meets the approval criteria as it is not possible to be served by a shared driveway approach or from the lowest classification of street abutting the property. This criterion is met.

*Driveway Approach 2:* This approach provides access onto Lewis Street SE, which is classified as a local street according to the Salem TSP. Driveway Approach 2 meets the approval criteria by taking access from the lowest classification of street abutting the property. This criterion is met.

*Driveway Approach 3:* This approach provides access onto Lewis Street SE, which is classified as a local street according to the Salem TSP. Driveway Approach 3 meets the approval criteria by taking access from the lowest classification of street abutting the property. This criterion is met.

**SRC 804.025(d)(5): The proposed driveway approach meets vision clearance standards.**

**Finding:** The applicant proposes three driveway approaches. Findings for each driveway approach are as follows:

*Driveway Approach 1:* This driveway approach meets the vision clearance standards established in SRC 805.005(b)(1)(B) for driveways serving commercial uses. This criterion is met.

*Driveway Approach 2:* For this approach, the applicant has requested a Class 2 Adjustment pursuant to SRC 805.015 to allow an Alternative Vision Clearance Standard, findings for which are provided below. With approval of the Class 2 Adjustment to allow an Alternative Vision Clearance Standard, this approach will meet the Vision Clearance Standards listed in SRC 805.015. This criterion is met.

*Driveway Approach 3:* This driveway approach meets the vision clearance standards established in SRC 805.005(b)(1)(B) for driveways serving commercial uses. This criterion is met.

***SRC 804.025(d)(6): The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.***

**Finding:** No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, Development Services analysis of the proposed driveways indicates that they will not create a traffic hazard and will provide for safe turning movements for access to the subject property. This criterion is met.

***SRC 804.025(d)(7): The proposed driveway approach does not result in significant adverse impacts to the vicinity.***

**Finding:** Development Services' analysis of the proposed driveways and the evidence that has been submitted indicate that the location of the proposed driveways will not have any adverse impacts to the adjacent properties or streets. This criterion is met.

***SRC 804.025(d)(8): The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.***

**Finding:** The applicant proposes three new driveway approaches. As described within the written findings for the Driveway Approach Permits, the proposed approaches meet the criteria of the chapter. By complying with the requirements of this chapter the applicant has minimized impacts to the functionality of adjacent streets and intersections. This criterion is met.

***SRC 804.025(d)(9): The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.***

**Finding:** The proposed driveway approaches are not located in the vicinity of a residentially zoned area. The driveways will not have an effect on the functionality of the adjacent streets. This criterion is met.

## **CLASS 2 ADJUSTMENT DECISION CRITERIA**

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(2) is as follows:

***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 a Class 2 Adjustment to allow for an Alternative Vision Clearance standard for a driveway approach onto Lewis Street SE which provides internal access to the building. Pursuant to SRC 805.005(b)(1)(B), a 10-foot-by-5-foot vision clearance triangle is required for the driveway approach. The vision clearance triangle is measured from the property line. The building addition has a 5-foot setback from the property line; therefore, cannot meet the vision clearance standard established in SRC 805.005(b)(1)(B). Pursuant to SRC 805.015, the applicant has requested an Alternative Vision Clearance Standard to allow the vision clearance to be measured from the back of the sidewalk, which at the driveway approach is located at the curblane rather than the property line, as shown on the applicant's plans. When the vision clearance is measured from the back of the curblane sidewalk, there is no vision clearance obstruction.

Vision clearance standards are established in order to ensure safety and visibility for vehicular, bicycle, and pedestrian traffic at intersections with streets and driveway approaches. The approach provides access onto Lewis Street SE, which is a dead-end street with relatively low vehicular and pedestrian traffic. The proposed driveway location and Alternative Vision Clearance Standard request meets the adjustment criteria by allowing for turning movements, sight distance, and traffic safety in this area equal to what would be accomplished by meeting the development standard.