

Presently Hillyer's Stayton Ford is located 11361 Mill Creek Rd SE , Aumsville, OR South-east of the intersection of Golf Club Road and the North Santiam Hwy (US 22.) Hillyer's Stayton Ford provides Sales and services for Stayton, Aumsville, Sublimity, the communities further up the Santiam Canyon as well as Salem and other valley communities. The Aging facility is non compliant with Ford Motor Company Standards. Rehabilitation of the existing facility would prove costly with less than desirable results

There are limited locations that are suitable for this type of development (none in the city.) this location is particular attractive because of it proximity to the freeway interchange. Power Chevrolet and other automotive service are located immediately across Hwy 22 within the City of Sublimity. Hillyer Stayton Ford will be located on will include 2 buildings: a single story Sales and Service of 25,000 sf, and a single story watercraft sales and service Building 6,000 sf, The site will accommodate new and used inventory customer and employee parking. The total size of the annexation site is 335,832.29sf (7.71 AC). The side of the developed site is 255,086.19 sf (5.86 AC). The site also includes 38,615 sf of Landscape 15.1% approximately of the developed site

## **APPLICATION FOR ANNEXATION**

*1. NEED: What is the demonstrated need for this property to be annexed into the City?*

We are proposing a site with an appropriate highway orientation (required by the manufacturer), size, zoning, and a comprehensive plan designation which allows a automobile use. Currently there are no parcels within the City of Stayton that meet these criteria.

*2. ADEQUATE UTILITIES: How will the proposed annexation obtain or maintain adequate utility systems (including water, sewer, surface water drainage, power, and communications), and connections, including easements, to properly serve the subject property in accordance with accepted City standards? All public improvements must meet City of Stayton standard specifications. All design plans must be approved by the City prior to construction. The City will inspect all construction.*

*a. List public services currently available to the site:*

*Water Supply: - inch line available in Street. None available at this time. Domestic and Fire protection by means of a private well.*

*Sanitary Sewer: - inch line available in Street. A 12" sanitary sewer is available to the Northwest approximately 1300 LF away along Golf Lane SE.*

*Storm Sewer: - inch line available in Street. Site storm sewer will be diverted and filtered on-site through on-site storm water swales.*

*Natural Gas: - inch line available in Street. None available at this time. Natural Gas will be provided by NW Natural.*

*Telephone: is (or) is not available in Street. None available at this time. Telephone service will be provided by local utility.*

*Cable TV: is (or) is not available in Street. None available at this time. Cable TV service will be provided by local utility.*

*Electrical: is (or) is not available in Street. None available at this time. Three Phase Electrical service will be provided by local utility.*

*b. Will existing City public services need to be replaced or upgraded to accommodate the demands created by the annexation? no*

*3. Is the subject property contiguous to the city limits? Yes, along the west property line*

*4. Is the proposed annexation compatible with the character of the surrounding area and does it comply with the urban growth program and policies of the City? The proposed improvement is compatible with the Automotive uses at the interchange. There is little character to respond to. Public/semi-public open spaces to the west and developing residential to the south. We believe we are compatible*

*5. How does the proposed annexation comply, or will be made to comply with all applicable provisions of state and local law? The building will certainly comply with Oregon Structural Specialty Code. We comply with the applicable state Goal and local ordinance*

*6. If the proposed annexation is a contract annexation, does the proposal include the cost of City facility and service extensions as calculated by the Public Works Director? No*

## **COMPREHENSIVE PLAN AMENDMENT**

*1. How is the amendment consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City? In the case of a Comprehensive Plan Map amendment, how does the requested designation for the site compare with relevant Comprehensive Plan policies and, on balance, more supportive of the Comprehensive Plan as a whole than the old designation?*

### **Goal 9. Economic Development.**

The following italicized section has been excerpted from Oregon's Statewide Planning Goals & Guidelines for Goal 9: Economic Development (OAR 660-015-0000(9)):

Comprehensive plans for urban areas shall:

1. Include an analysis of the community's economic patterns, potentialities, strengths, And deficiencies as they relate to state and national trends;
2. Contain policies concerning the economic development opportunities In. the Community;
- 3, Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan Policies;

**Proposed Finding: The City's Comprehensive Plan contains commercial and economic development policies pertaining to the identification and protection of employment lands. This proposal to amend the comprehensive plan map from residential to Commercial and will enhance the City's employment lands. This site is unique in size, location and orientation. There are no other sites in the City that match this criteria.**

### **Goal 10 Housing.**

The following italicized section has been excerpted from Oregon's Statewide Planning Goals & Guidelines for Goal10: Housing (OAR 660-015-0000(10)):

To provide for the housing needs of citizens of the state Buildable lands for residential use shall be Inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

## **GUIDELINES**

### **A. PLANNING**

1. In addition to Inventories of buildable lands, rousing elements of a comprehensive plan should, at a minimum, include:

- (1) a comparison of the distribution of the existing population by income with the distribution of available •housing units by cost;
- (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels,•
- (3) a determination of expected housing demand at varying rent ranges and cost levels;

- (4) allowance for a variety of densities and types of residences in each community; and
- (5) an inventory of sound housing. in urban areas Including units capable• of being rehabilitated. •

2. Plans should be developed in a manner that insures the provision of appropriate types and amounts of land within urban growth boundaries. Such land sha,u/d be necessary and suitable for housing that meets the housing needs of households of all income levels.

3. Plans should provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

*Response: As detailed above, Oregon Statewide Planning Goal 10 requires the City to allocate adequate amounts and types of land to accommodate the needed housing units for all incomes. In compliance with Goal 10, the City conducted a Housing Needs Analysis Report to determine the housing needs for the City for the next twenty (20) years and buildable lands inventory. That analysis concluded that the City has a surplus of approximately 850 acres of single family zoned land. The 2012 Comprehensive Plan stated: *The roughly 850 acres of land designated for residential development provides more than twice the land projected to be needed, assuring an adequate supply during the planning period.**

*Response: This application, while a small change, will decrease the amount of single family zoned land which is In keeping with Goal 10 and the polices contained In the Comprehensive Plan. Therefore, the proposal will help ensure the City remains compliant with Goal 10.*

#### **A. Natural & Historic Resource Goals**

1. Noise levels in the city will continue to not be detrimental to the welfare of the citizens. *Response: This use will not be detrimental to noise levels. To the extent this use might create noise it will be directed away from the city by virtue of a north facing slope. This site is currently designated as Residential. The noise level of the Highway can exceed 100 decibels. A commercial use that is relatively quiet will provide two important mitigation factors for noise:*

*A. the remaining residential properties 300 to 600 feet further away from the highway.*

*B. The mass of the ground will reflect/absorb noise from the highway.*

2.The mill creek and North Santiam River floodplains will be used and managed in order to minimize flood damage and preserve water quality.

*Response: The flood plains will not be directly be affected by the application. Water quality and storm water management will be provided on site per city standard*

3. Adequate open space will be provided in the urban growth area through the provision of public parks, and private open space.

*Response: This application will not adversely affect Open space, it will positively affect private opens space as described in 1 above*

4. Historic resources of the city will maintain their integrity and significance for the benefit of future generations.

**Response: This application will not adversely affect Historic resources**

5. Fisheries habitat will be maintained.

**Response: This application will not adversely affect fisheries**

6. Identified significant wetlands will continue their functions unimpaired by development activity

**Response: This application as no identified wetlands, this is upground near the top of the hill**

7. Development activity will be designed to avoid potential hazards associated with steep slopes

**Response: This site is gently sloping site the average slope being less than 5%. The proposal is intended to sit lightly on the slope and minimize excessive cuts and fills.**

## **B. Transportation Goals**

1. The mobility of Stayton residents and businesses will be maximized by access to a multimodal transportation system.

**Response: The application will have minimal impact on the transportation system. The Additional traffic will not reach the threshold of requiring modification to streets.**

2. The City will create and maintain a multi-modal transportation system with the greatest efficiency of movement possible for Stayton residents and businesses in terms of travel time, travel distance, and efficient management of the transportation system.

**Response: The application is for a decidedly single mode of transportation (i.e. sales and service of automobiles and small trucks.) to extent possible we will encourage multi-model transportation, bicycle parking will be provided to the requirements of city code. At the end of the day one must bring their car to the garage to service.**

3. The City will maintain and improve transportation safety.

**Response: The impact from this application will not reach the threshold of requiring modification to streets. While an increase traffic is an increase. The increase within the margin of safety established**

4. The costs of development of the City's transportation infrastructure and services will be equitably distributed

**Response: the additional trips generated by the amendment is realitively small. In the short term there is no/little impact on the transportation infrastructure.**

5. Environmental impacts associated with traffic and transportation system development will be limited and mitigated.

**Response: the additional trips generated by the amendment are relatively small. In the short term there is no/little impact on the environment on a local level. On a global scale a new automobile used less fuel, burns cleaner, leaks less oil.**

6. Use of alternative modes of transportation will be increased.

**Response: this is a decidedly single-mode of transportation facility, for the sales and service of automobiles. We will provide the requisite bike parking.**

7. Transportation improvements will be coordinated with all effected levels of government.

**Response: Golf Lane SE is a local street owned in part by the county, by ODOT and by the City of Stayton. Access permit will need to be obtained from ODOT. Future**

development will no doubt require the construction at the intersection of Cascade Highway and Whitney

8. The transportation system will be planned and maintained, including street design and access standards, based on functional classification.

Response: the additional trips generated by the amendment is relatively small. As the Developing residential to the South develops which is likely to cause the reconstruction of the signalized intersection of Whitney and Cascade Highway. Some reclassification of down-stream streets will probably be required. Whatever portion of Golf Lane that remain

9. The impacts of truck traffic on local streets will be minimized.

Response: The site is as close to highway 22 as possible. That proximity to the highway limits truck miles within the city.

10. The City will have adequate financial revenues to fund its capital improvement program and maintenance needs.

Response: No capital improvements are anticipated at this time

### **C. Public Facility Goal**

1. Urban development will occur in areas with existing services and in those areas where future extensions of those services can be provided in the most feasible, efficient, and economical manner.

Response: As the Developing residential to the South develops which is likely to cause the reconstruction of the signalized intersection of Whitney and Cascade Highway. It would be appropriate extend Services at that time which is the most feasible, efficient, and economical manner.

### **D. Housing Goals**

1. Existing and future residents will be provided a choice of housing types in safe and healthful housing.

2. New residential developments will be designed and built to become attractive neighborhoods.

Response: The Developing residential to the south will benefit by noise buffer created by distance and topography. While this application is for a commercial property. This amendment will improve the developing residential property to the south.

### **E. Economic Goal**

1. Provide for the future commercial, industrial and social needs of the community with a balanced mix of economic activity.

Response: this amendment will trade land in excess of 20 year buildable land bank for immediate commercial development. This provide additional Family wage jobs

### **F. Land Use Goals**

1. Provide for a land use regulation process that promotes a livable community and provides for expeditious review of development proposals.

2. Coordinate the development of land outside the current city limits with Marion and Linn Counties.

Response: Not applicable

## G. Energy Goal

1. Conserve energy resources and encourage the use of renewable energy resources.

Response: this facility will conserve energy over their existing facility. This facility will be closer for residence of Stayton and Sublimity. Less miles translates to fuel saved

## H. Fiscal Goal

1. Provide and maintain essential public services and facilities in a sustainable manner reflective of the available revenue.

Response: this facility is revenue neutral

2. Why does the current Comprehensive Plan not provide adequate areas in appropriate locations for uses allowed in the proposed land use designation? How is the addition of this property to the inventory of lands for the proposed designated consistent with projected needs for such lands in the Comprehensive Plan?

Response: this is a highway oriented use. The location is also subject the approval of the Manufacturer. There are no parcels within the City of Stayton that:

- A. Have a Highway orientation
- B. Of sufficient size to accommodate the use
- C. And have the appropriate zoning and comprehensive plan designation.

3. Explain how the amendment is in compliance with the statewide land use goals that apply to the subject properties or to the proposed land use designation. If the proposed designation on the subject property requires an exception to the Goals, how does the proposal comply with the applicable criteria in the LCDC Administrative Rules for the type of exception needed?

Response: Not applicable

4. Are existing or anticipated transportation facilities adequate for the uses permitted under the proposed designation? Is the proposed amendment in conformance with the Oregon Transportation Planning Rule (OAR 660-012-0060)?

OAR Section 660-012-0060(1) further states that to determine if a proposed use significantly affects a transportation facility the following must be found:

- (a) Changes the functional classification of an existing or planned transportation facility;
- (b) Changes standards implementing a functional classification system; or
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:
  - (A) Allow land uses or levels of development which would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
  - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable level performance standard identified in the TSP or comprehensive plan;

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified comprehensive plan.

Response: This application will not significantly change the functional classification of an existing or planned transportation facility nor reduce or worsen the performance of an existing or planned transportation facility. The Subject Property has street frontage on Golf Lane, which functions as local street. Subject Property will maintain the current transportation and traffic levels and there will be no adverse impact or significant change to the existing traffic infrastructure. The Applicant has provided a Trip Generation Estimate the change of the Comprehensive plan and the related development will not warrant modification to the transportation system

5. How does the current Comprehensive Plan Map provide more than the projected need for lands in the existing land use designation?

Response: In reviewing the 2012 comprehensive plan it is apparent there is residential buildable land in excess of the 20 year supply. In fact the 2012 Comprehensive Plan stated: No change in the Urban Growth Boundary is proposed with the adoption of this 2012 Comprehensive Plan. Though there is more land in the UGB than will likely be necessary for urban growth during the 20-year planning period, That supply has not been significantly diminished in the intervening years which was twice the required inventory at that time.

6. Are the public facilities and services necessary to support the uses allowed in the proposed designation available or likely to be available in the near future?

Response: In Part as enumerated in the Site plan Review.

7. How will the uses allowed in the proposed designation affect existing or planned uses on adjacent land?

Response: the adjacent land uses are largely non-existent developing residential, as previously stated Hillyer Stayton Ford will provide Noise buffer to adjacent land to the south. To the North and across Highway 22, Power Auto group and Les Schwab Tires on Sublimity Blvd are nearly identical use (more intense.) To East is the frontage road and the Cascade Highway-North Santiam Highway interchange. To the South and over the crest of the hill is developing residential land in the county. To the West a large Treed acreage, in the City of Stayton, designated Public/Semi-Public Opens spaces.

#### Conclusion

Based on the findings contained in this written statement, the Applicant has satisfactorily addressed the applicable criteria for granting an approval of the application to change the Comprehensive Plan Designation from Residential to Commercial; the application to change the zoning to CG Commercial General; and the Site Plan Review request subject to standard Conditions of Approval.



## SITE PLAN REVIEW

1. ADEQUATE UTILITIES: How will the development obtain or maintain adequate utility systems (including water, sewer, surface water drainage, power, and communications), and connections, including easements, to properly serve the subject property in accordance with accepted City standards?

a. How will the applicant assure there are adequate water, sewer, and storm drainage facilities available to serve the proposed development?

b. List public services currently available to the site:

Water Supply: - inch line available in Street. **None available at this time. Domestic and Fire protection by means of a private well and on-site storage in compliance with NFPA 1142.**

Sanitary Sewer: - inch line available in Street. **A 12" sanitary sewer is available to the Northwest approximately 1300 LF away along Golf Lane SE.**

Storm Sewer: - inch line available in Street. **Site storm sewer will be diverted and filtered on-site through on-site storm water quality facility.**

Natural Gas: - inch line available in Street. **None available at this time. Natural Gas will be provided by NW Natural.**

Telephone: is (or) is not available in Street. **None available at this time. Telephone service will be provided by local utility.**

Cable TV: is (or) is not available in Street. **None available at this time. Cable TV service will be provided by local utility.**

Electrical: is (or) is not available in Street. **None available at this time. Three phase Electrical service will be provided by local utility.**

c. Will existing City public services need to be replaced or upgraded to accommodate the demands created by the development? **Response: existing 12" sanitary sewer which is located approximately 1300 LF away should be adequate to handle the additional load.**

2. TRAFFIC CIRCULATION: How will the development provide for safe and efficient internal traffic circulation, including both pedestrian and motor vehicle traffic, and provision for safe access to and from the property to those public streets and roads which serve the property? **Response: We are proposing a circular traffic flow around the main structure for deliveries and customer vehicles.**

3. STREET IMPROVEMENTS: How will the development provide for all necessary improvements to local streets and roads, including the dedication of additional right-of-way to the City and/or the actual improvement of traffic facilities to accommodate the additional traffic load generated by the proposed development? **Response: Golf Lane SE (an ODOT frontage road) will remain a turnpike road until future developments warrants additional improvements. It will be subject to the requirement of ODOT access permit. This Frontage road purpose is to provide access to properties such as this.**

4. PARKING AND LOADING AREAS: How will the development provide for parking areas and adequate loading/unloading facilities? **Response: The proposed parking along with the traffic circulation is indicated on the site plan sheet SPR1 and SPR8 (a demonstration of Unified Access and Circulation.)**

5. OPEN STORAGE AREAS/OUTDOOR STORAGE YARDS: Are there any open storage areas or outdoor storage yards included in the development? If yes, how will they meet development code standards? **Response: There are no open storage areas onsite other than display vehicles.**

6. OFFSITE IMPACTS: How will the development minimize off site impacts such as noise, odors, fumes, or other impacts? **Response: Noise along with other impacts will be minimized through the required buffering, setbacks and screening. There are minimal impact from facilities of this nature. The Power Autogroup (across hwy 22) is a demonstration of such off site impacts.**

7. DESIGN STANDARDS: How does the proposed development meet the applicable design standards for commercial or multi-family residential development? **Response: We are providing the necessary buffering between the proposed CG-Zone and the adjacent zones indicated on the site plan (sheet SPR1).**

8. COMPATIBILITY WITH NEIGHBORING PROPERTIES: How will the design and placement of buildings and other structural improvements provide compatibility in size, scale, and intensity of use between the development and neighboring properties? **Response: Through the required buffering and the proposed screening (see sht SPR1)**

9. DESIGN WILL SERVE INTENDED USE: How will the location, design, and size of the proposed improvements to the site fulfill the intended purpose of the intended use of the site and will properly serve anticipated customers or clients of the proposed improvements? **Response: The proposed structures will have all the necessary components and features which are required, and are necessary for the proposed use.**

10. LANDSCAPING: How will the proposed landscaping prevent unnecessary destruction of major vegetation, preserve unique or unusual natural or historical features, provide for vegetative ground cover and duct control, and present an attractive interface with adjacent land use and development? **Response: The site is currently bare, and has no significant vegetation. We are providing you a landscape plan for your review (sheet SPR 5). The proposed planting material will improve the general appearance of the site.**

11. SCREENING: How will the design of any visual or physical barriers around the property (such as fences, walls, vegetative screening or hedges) allow them to perform their intended function while having no undue adverse impact on existing or contemplated land uses. **Response: We are proposing a 6' tall, black, powder-coated, slatted fence on 3 sides of the property (see sheet SPR1). The fence will provide privacy, and security.**

12. MAINTENANCE: What continuing provisions are there for maintenance and upkeep of the proposed development? **Response:** Upkeep and maintenance will be performed by the employees and or maintenance/landscape contractors. Mr. Hillyer has designed and operated a similar facility in Woodburn for the last 20 years. This is offered as prima fascia evidence to an excellent track record and personal pride in his facility

### **SMC17.20.200 COMMERCIAL DESIGN STANDARD 3. SITE DESIGN.**

An Automobile Dealership is decidedly different than other retail, their goods are too large to fit in a shopping cart, automobiles are purchased differently. People shop harder, research, haggle, negotiate. Traditionally the Dealer displays their wares at the curb line. In many cases an Automobile is purchased personally. Because of the price tag purchases are considerably less frequent. The appeal of bright paint and shiny chrome is important to marketing. Lighting is designed to highlight and maximize the sparkle not unlike a jewelry store or the Grocery Store Produce department. Great care is taken to select proper temperature of lighting to best present the object for sale. Grading of the display lot is carefully considered to put the goods in the most appealing position possible. In fact the Display lot is the outdoor extension of the Showroom. It is simply not possible to display every model and option available inside.

While building in close proximity to the street improves pedestrian access, enhances street vitality, the automobile dealership is decidedly a single mode of transportation oriented facility. Pedestrian friendly design is less important, because I am bringing my trade-in when I buy a new car. It is not possible to ride my bike to bring my car in for service. The dealer will provide adequate bike parking but it is likely to go unused because this is a facility dedicated to the sale and service of the Automobile. Since customers more than likely arrive by car, parking for sales and service is provided interior to the lot in close proximity to Parts Service and Sales. In that respect we are complying with the requirement. It is our intent to comply with the standard (exception) in SMC 17.20.200(b) 1 and 3 and SMC 17.26.020.5. Connectivity and Circulation Standards. The following is a demonstration thereof:

### **SMC17.20.200 COMMERCIAL DESIGN STANDARD 3. SITE DESIGN.**

b. Building Orientation. All new commercial developments shall have their buildings oriented to the street. The following standards will apply:

Except as provided in subsections 2 and 3 below, all buildings shall have at least 1 primary building entrance facing an adjoining street (i.e. within 45 degrees of the street property line), or if the building is turned more than 45 degrees from the street (i.e. the front door is on a side elevation), the primary entrance shall not be more than 20 feet from a street sidewalk and a walkway shall connect the primary entrance to the sidewalk.

**As explained above it is highly impractical and to our economic detriment to locate the building within 20' of the right-of-way and we will comply with SMC 17.20.200(b) 1 and 3 and SMC 17.26.020.5. Connectivity and Circulation Standards**

1) In commercial districts, off street parking, driveways, and other vehicle areas shall not

be placed between buildings and the street(s) to which they are oriented, except as provided under subsection 3. Off street parking in the commercial districts shall be oriented internally to the site and divided by landscaped areas meeting the standards of Section 17.20.060.10.

As explain above, we are displaying our wares in our outdoor showroom. The Automobiles are not parked they are displayed. Required parking is interior and rear of the lot and the side and rear of the building

2) In commercial districts, the building orientation standard may be met with vehicle areas allowed between the street right-of-way and a building's primary entrance when the decision authority finds that the following criteria are met:

- a) Placing vehicle areas between the street right-of-way and the building's primary entrance will not adversely affect pedestrian safety and convenience based on: the distance from the street sidewalk to the building entrance, projected vehicle traffic volumes, available pedestrian walkways, and Section 17.26, Title 12, Standard Specifications and the adopted Transportation System Plan.

We are providing a pedestrian walkway to the ODOT right-of-way (frontage road.) There may be cross traffic perpendicular to the pedestrian walkway is less significant than the traffic parallel to the pedestrian walkway because the cross traffic is the display lot, and the parallel traffic is the normal customer traffic. The Display traffic is light because:

1. there are not open space to park in. when everyone goes home at night the display lot is full
2. When one exits and leaves the display area you are accompanied by dealership employee.
3. There is just a lot less traffic for test drives than service and parts

- b) The proposed vehicle areas are limited to 1 driveway meeting the requirements of 17.26, Title 12, Standard Specifications and the adopted Transportation System Plan, with adjoining bays of not more than 8 consecutive parking spaces per bay (including ADA accessible spaces) on the side(s) of the drive aisle.

We will comply with the standard address below and demonstrated on the site plan. There is a larger lot at the rear of building for service vehicles and employees, but that is beyond the reach of pedestrian walkway (the front door faces the street and parking is at the side of the building) The customer parking is divide in groupings of less than 8 consecutive spaces

- b) The building's primary entrance is connected to an adjoining street by a pedestrian walkway that meets the standards of Section 17.26.020.5.

We will comply with the standard address below and demonstrated on the site plan.

- 3) When there is insufficient street frontage to orient buildings to the street in a development with multiple buildings, a primary entrance may be oriented to a common green, plaza or courtyard. When oriented this way, the primary entrance(s) and common green, plaza or courtyard shall be connected to the street by a pedestrian walkway meeting the standards of Section

We will comply with the standard as address below and demonstrated on the site plan. The primary sales building is oriented toward the street and the secondary building (boat sales and service) is at 45 degrees to both Golf Lane and the service road. Both buildings are connect to parking and each other by designated pedestrian walkway

4) Outdoor Service Areas. Outdoor service areas shall face either a fenced interior area, side or rear property line, a separate service corridor, a service alley, or a service courtyard.

**We will comply with the standard, we do no service outside. All service work is performed inside the service department**

- a) If the location of an outdoor service area as proscribed by this Section is difficult to accommodate because of site considerations, the decision authority may determine that the service area may be located in another location with additional screening requirements.
- b) Screening of outdoor service areas. Screening shall be provided at the ends of all service corridors or courtyards.
  - i. Outdoor service areas shall be screened either with a solid evergreen hedge or solid fence of materials similar to the rest of the development that is a minimum of 6 feet in height.
  - ii. Screening from public view by chain-link fence with or without slats is prohibited.

**We will comply with the standard, we do no service outside. All service work is performed inside the service department**

#### SMC 17.26.020.5. CONNECTIVITY AND CIRCULATION STANDARDS.

##### a. Connectivity.

- 1) The street system of proposed subdivisions shall be designed to connect with existing, *proposed, and planned streets outside of the subdivision as specified in 17.24.050.1.a.*

**While the access to Cascade highway will change from Golf Lane SE will likely change to the signalized intersection of Whitney and Cascade Highway with future development, The ODOT frontage road is unlikely to change. It is designed by ODOT to accomplish the purpose for which we are using it.**

- 2) Wherever a proposed development abuts unplatted, developable land a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. This is consistent with and an extension of 17.24.050.1.a.

**Access to Cascade highway will likely change from Golf Lane SE to Whitney, Golf Lane is unlikely to change in front of the dealership because there is not a logical alternative to provide access to the acreage residential beyond. It is an ODOT right-of-way and it is doing what ODOT designed it for.**

- 3) Neighborhood collectors and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic calming measures are the preferred means of discouraging through traffic. These measures are defined in the Stayton Transportation System Plan.

Access to the neighborhood (outside the city limits) will remain as is. This access is appropriate. Because Golf Lane is a dead end and provides access to around a dozen Homes, the traffic count is low. Traffic calming and cut-through traffic is not an issue

- 4) Developers shall construct roadways within their development site to conform to the Future Street Plan in the transportation system plan. Flexibility of the future roadway alignment shall be at the discretion of the Public Works Director and/or his designee but must maintain the intent of the Future Street Plan.

There are no internal road ways planned with in the development because there is one business owner,that provides multiple types retail and service opportunity. Circulation is done in the form of a parking lot and roadways are unnecessary. Because of the development is downstream of any possible development to the south and a state highway is to north. No provision need be made for a future street plan

- 5) A system of joint use driveways and crossover easements shall be established wherever feasible and shall incorporate the following:

- a) A continuous service drive or crossover easement corridor extending the entire length of each block served to provide for driveway separation consistent with the access standards set for each functional roadway classification.

A service drive to a common parking area is planned. Since the business are owned by one entity easement are not necessary. The standard assumes separate ownerships but the internal circulation will function as desired by the standard.

- b) A design speed of 10 mph and a maximum width defined in the Standard Specifications for Public Works Construction, Section 300 – Street Design Standards, 2.22, to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

The service drive is already limited by state law to 5 mph. and will accommodate two way traffic as well as delivery vehicles

- c) Access stub-outs and other design features to make it visually obvious that the abutting properties will be tied in to provide crossover easement via a service drive;

Future access is not anticipated and is not a part of the business plan. The service drive could however be modified at some later date should some other use materialize.

- d) A unified access and circulation system plan shall be submitted as part of the documentation for joint and cross access. A unified access and circulation system plan encompasses contiguous, adjacent parcels that share access(es). The unified access and circulation system plan shows how the joint and cross access(es) work together to meet the needs of all property owners and uses. It includes showing how parking areas of the various uses sharing access(es) coordinate and work with each other.

The Unified Access and Circulation System Plan may be found on sheet SPR-8 this demonstrates pedestrian and vehicular circulation. There are no cross access easements because the businesses are of one-ownership

Having demonstrated we will comply with the standard in SMC 17.20.200(b) 1 and 3 and SMC 17.26.020.5. Connectivity and Circulation Standards, we have full filled the requirements and intent of SMC 17.20.200(b)

: