


TO: Peter Domine, Planner II
Community Planning and Development Department

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

DATE: February 13, 2025

SUBJECT: Infrastructure Memo
SPR-ADJ25-02 (24-123196-PLN)
2390 Commercial Street SE
Car Wash Addition and Coffee Stand

PROPOSAL

A Class 3 Site Plan Review for an addition to an existing car wash and development of a new coffee stand. The consolidated application includes two Class 2 Adjustments. The subject property is 0.42-acres in size, zoned MU-III (Mixed Use III) and located at 2390 Commercial Street SE (Marion County Assessors Map and Tax Lot Number 073W34CA / 3900).

RECOMMENDED CONDITIONS OF APPROVAL

1. Prior to issuance of a building permit, the applicant shall submit a grading plan that details the limits and depth of disturbance of existing impervious surface required to accommodate the proposed development. If the new or replaced impervious surface exceeds 5,000 square feet, the applicant shall modify their plans to include Green Stormwater Infrastructure pursuant to SRC SRC 71.090.
2. 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).
3. The development is subject to a special setback equal to 48-feet from the centerline of Commercial Street SE.
4. The development is subject to a special setback equal to 30-feet from the centerline of Judson Street SE.
5. The development is subject to a special setback equal to 30-feet from the centerline of West Nob Hill Street SE.

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).

EXISTING CONDITIONS – INFRASTRUCTURE

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

Streets			
Street Name		Right-of-way Width	Improvement Width
Commercial St SE (Major Arterial)	Standard:	96-feet	68-feet
	Existing Condition:	85-feet	72-feet
Judson St SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	50-feet	34-feet
West Nob Hill St SE (Local)	Standard:	60-feet	30-feet
	Existing Condition:	40-feet	24-feet

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: S-1
	A 12-inch water main is located in Commercial Street SE.
	A 10-inch water main is located in West Nob Hill Street SE.
Sanitary Sewer	A 10-inch sanitary sewer main is located in Judson Street SE.
	An 8-inch sanitary sewer main is located in West Nob Hill Street SE.
Storm Drainage	A 24-inch storm main is located in Commercial Street SE.
	An 8-inch storm main is located in Judson 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 memo, the development meets all the applicable standards in the UDC as follows:

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: Pursuant to SRC 71.090, "large projects" are required to provide stormwater management through the use of Green Stormwater Infrastructure (GSI). Per SRC 70.005, "large projects" are defined as development projects which includes 5,000 square feet or more of new or replaced impervious surfaces. The applicant provided a written statement indicating that the proposed development would not be considered a "large project" requiring GSI; however, a grading plan submitted with the building permit application shows the development will include over 5,000 square feet of new and replaced impervious surfaces (24-125119-BP). The removal and replacement of the asphalt surface appears to be necessary for regrading of the site to accommodate the new development; this would require GSI per SRC 71.090 and no area has been provided on the plans for stormwater management. It is recommended that the applicant submit a grading plan demonstrating the limits and depth of the disturbance to determine whether or not GSI is required. If GSI is required, the applicant shall modify the site plans to include GSI for stormwater management. In order to comply with SRC Chapter 71 relating to stormwater management, the following conditions apply:

Condition: Prior to issuance of a building permit, the applicant shall submit a grading plan that details the limits and depth of disturbance of existing impervious surface required to accommodate the proposed development. If the new or replaced impervious surface exceeds 5,000 square feet, the applicant shall modify their plans to include Green Stormwater Infrastructure pursuant to SRC SRC 71.090.

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 800 – General Development Standards:

▪ ***Special Setbacks:***

SRC 800.040 establishes special setbacks in order to allow for eventual street widening without creating nonconforming situations.

Finding: As described in the Boundary Streets section of the decision, boundary street improvements, including right-of-way dedication is not required for the proposed development. The streets abutting the property do not meet the minimum right-of-way width standards for their classification according to Table 803-1 (Right-of-way Width). Therefore, special setbacks apply to the proposed development pursuant to SRC 800.040.

Commercial Street SE – According to the Salem Transportation System Plan (TSP), this street is classified as a Major Arterial Street. The ultimate right-of-way width required for a Major Arterial Street is 96-feet and the existing right-of-way width is 85-feet. Therefore, a special setback equal to 48-feet from the centerline of Commercial Street SE applies to the subject property:

Condition: The development is subject to a special setback equal to 48-feet from the centerline of Commercial Street SE.

Judson Street SE – According to the Salem Transportation System Plan (TSP), this street is classified as a Local Arterial Street. The ultimate right-of-way width required for a local street is 60-feet and the existing right-of-way width is 50-feet. Therefore, a special setback equal to 30-feet from the centerline of Judson Street SE applies to the subject property:

Condition: The development is subject to a special setback equal to 30-feet from the centerline of Judson Street SE.

West Nob Hill Street SE – According to the Salem Transportation System Plan (TSP), this street is classified as a Local Street. The ultimate right-of-way width required for a Local Street is 60-feet and the existing right-of-way width is 40-feet. Therefore, a special setback equal to 30-feet from the centerline of West Nob Hill Street SE applies to the subject property:

Condition: The development is subject to a special setback equal to 30-feet from the centerline of West Nob Hill Street SE.

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.

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 Commercial Street NE, Judson Street SE, and West Nob Hill Street SE. The streets surrounding the property do not meet the standards for right-of-way and/or improvement width according to the standards set forth in Table 803-1 (Right-of-way Width) and Table 803-2 (Pavement Width). Pursuant to SRC 803.040(d)(1) and SRC 803.040(d)(2) boundary street improvements are not triggered due to the size of the proposed building and building addition. The existing street system is adequate to serve the proposed development.

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 an existing driveway approach onto Commercial Street SE and an existing driveway approach onto Judson Street SE. The existing driveway approaches serving the site meet the applicable sections of SRC Chapter 804 and do not warrant modification.

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: As shown on the applicant's site plan, the proposal does 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 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.

Criteria: 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. 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.

Criteria: 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 development site is served by an existing driveway approach onto Commercial Street SE and an existing driveway approach onto Judson Street SE. The existing driveway accesses provide for safe turning movements into and out of the property and modifications are not warranted per SRC Chapter 804 (Driveway Approaches).

Criteria: 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.

RESPONSE TO COMMENTS

- 1. Vehicle Congestion and Site Access:** Comments received from the Neighborhood Association express concerns for vehicle queuing into the development site and the proposed car wash and coffee kiosk. The comments express concerns for vehicle queuing to extend into the adjacent public right-of-ways.

Staff Response: The development site is served by two existing driveway approaches; one onto Commercial Street SE and one onto Judson Street SE. No changes to existing access are proposed and none are required per *SRC Chapter 804 – Driveway Approaches*. There are no standards within the Salem Revised Code which speak to vehicle queuing on-site. However, the applicant has provided a site plan that shows vehicle queuing space for both the additional car wash bay and the coffee kiosk. All vehicle queuing is expected to remain on-site. Obstructions to vehicle travel in the public right-of-way are a Traffic Violation Enforcement Issue.

The Neighborhood Association requests that the driveway approach onto Commercial Street be limited to right-turn and exit only; however, there are no standards which would require the applicant to reconfigure the driveway approach to be one-way. The Neighborhood Association also requests that signage be placed in the right-of-way that limits stopping in the travel lane along Judson Street SE, to ensure vehicle turning movements at the intersection are not blocked. However; there are no standards which would require the applicant to provide this type of signage in the right-of-way. The applicant has provided vehicle queuing space on-site. Any vehicle queuing in the public right-of-way would be subject to a Traffic Violation enforced by the Police Department.

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