

TO: Jamie Donaldson, Planner II
Community Development Department

FROM: Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department

DATE: May 17, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP22-25 (22-101856)
4688 TRUAX DRIVE SE
INDUSTRIAL FLEX BUILDINGS**



PROPOSAL

A Class 3 Site Plan Review and a Class 2 Driveway Approach for the development of three new flex space industrial buildings, buildings 221, 222, and 223 for Phase 1, with two buildings approximately 72,000 square feet and one building 200,000 square feet in size, with associated parking, landscaping, and storage areas. The subject property is approximately 17.85 acres in size, zoned EC (Employment Center), and located at 4688 Truax Drive SE - 97317 (Marion County Assessors Map and Tax Lot number: 082W08 / 0109).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct a half-width turnpike improvement along the development side of Kuebler Boulevard SE from 1,200 feet south of Aumsville Highway SE to the Mill Creek Bridge or pay a fee-in-lieu of improvements equal to \$19,561 per acre of development at the time of building permit issuance.
2. Construct a stormwater drainage system pursuant to the Mill Creek Industrial Park Stormwater Master Plan or to current standards.

FACTS

Streets

1. Truax Drive SE
 - a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

- b. Existing Conditions—This street has an approximate 40-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

2. Aumsville Highway SE

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

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Truax Drive SE.
- b. An 18-inch storm main is located in on the subject property within an easement.

Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level.
- b. There are 24-inch water mains located in Truax Drive SE and Aumsville Highway SE.

Sanitary Sewer

1. Existing Conditions

- a. There are 15-inch sewer mains located in Truax Drive SE and Aumsville Highway SE.

CRITERIA AND FINDINGS

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

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

Finding—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 – Landslides.

Public Works staff 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.

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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—Truax Drive SE and Aumsville Highway SE meet the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

During review of the Mill Creek Corporate Center Subdivision (SUB08-05MOD2), the City of Salem and State of Oregon identified the cumulative impacts of development for the Mill Creek Corporate Center and recommended mitigation projects in an Intergovernmental Agreement for the Development dated March 14, 2005. The following conditions are recommended for this phase of development:

Condition: Construct a half-width turnpike improvement along the development side of Kuebler Boulevard SE from 1,200 feet south of Aumsville Highway SE to the Mill Creek Bridge.

This improvement is required as a condition of any phase. The applicant may pay a fee-in-lieu of improvements at time of building permit issuance equal to \$19,561 per acre of development at the time of building permit issuance.

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—There are two existing driveways onto Truax Drive SE and one additional driveway is requested with this application, for a total of three driveways onto Truax Drive SE along the subject property. A Traffic Impact Analysis (TIA) prepared by DKS Associates dated January 2022 was submitted and reviewed by the Assistant City Traffic Engineer; findings are summarized below.

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 Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

The application demonstrates compliance with the Mill Creek Industrial Park Stormwater Management Plan. Pursuant to SRC 71.080(c), the developer may comply with the requirements of this chapter or with the regulations in effect at the time of the tentative plan application. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS and/or the Mill Creek Industrial Park Stormwater Management 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.

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;**

Finding—The proposed driveway meets the standards for SRC Chapter 804 and PWDS.

- (2) No site conditions prevent placing the driveway approach in the required location;**

Finding—There are no site conditions prohibiting the location of the proposed driveway.

- (3) The number of driveway approaches onto an arterial are minimized;**

Finding—The proposed driveway is not accessing onto an Arterial street.

- (4) The proposed driveway approach, where possible:**

- i. **Is shared with an adjacent property; or**
- ii. **Takes access from the lowest classification of street abutting the property;**

Finding—The proposed driveway is currently located with access to the lowest classification of street abutting the subject property.

(5) Proposed driveway approach meets vision clearance standards;

Finding—The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

(6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

Finding—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. As recommended in the TIA, the applicant shall coordinate signage and landscaping to assure the necessary sight distance can be achieved at the middle and southern driveways. Additionally, the TIA recommends that sight distance at all proposed driveways is verified and documented prior to occupancy.

(7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveways will not have any adverse impacts to the adjacent properties or streets.

(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

Finding—The property is located on the corner of a Major Arterial street (Aumsville Highway SE) and a Collector street (Truax Drive SE). The applicant is proposing a driveway to the lower classification of street, and it meets the spacing requirements of SRC Chapter 804. By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

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

Finding—The proposed driveway approach is not located in the vicinity of a residentially zoned area.

Prepared by: Matt Olney, Program Manager
cc: File