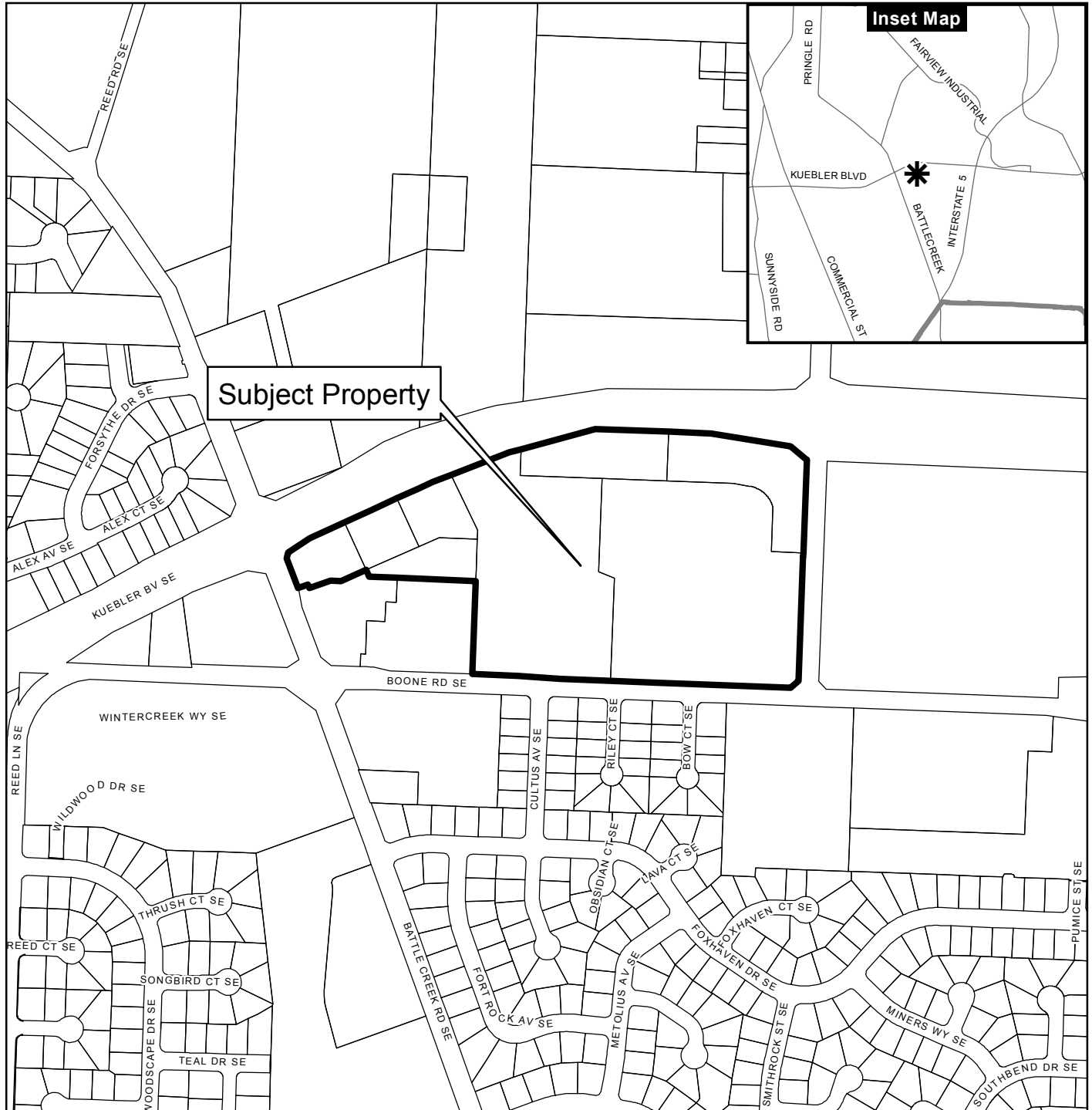


Vicinity Map

2500-2600 Block of Boone Road SE



Legend

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

0 100 200 400 Feet

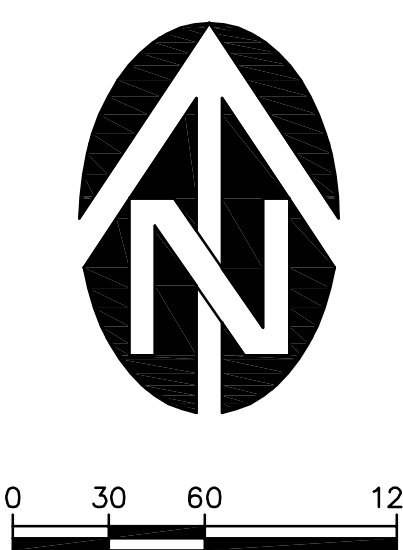


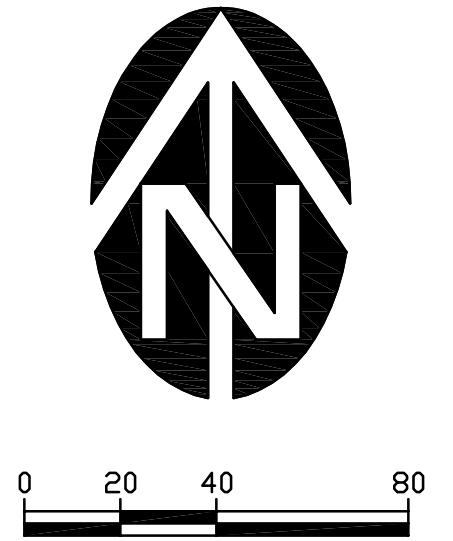
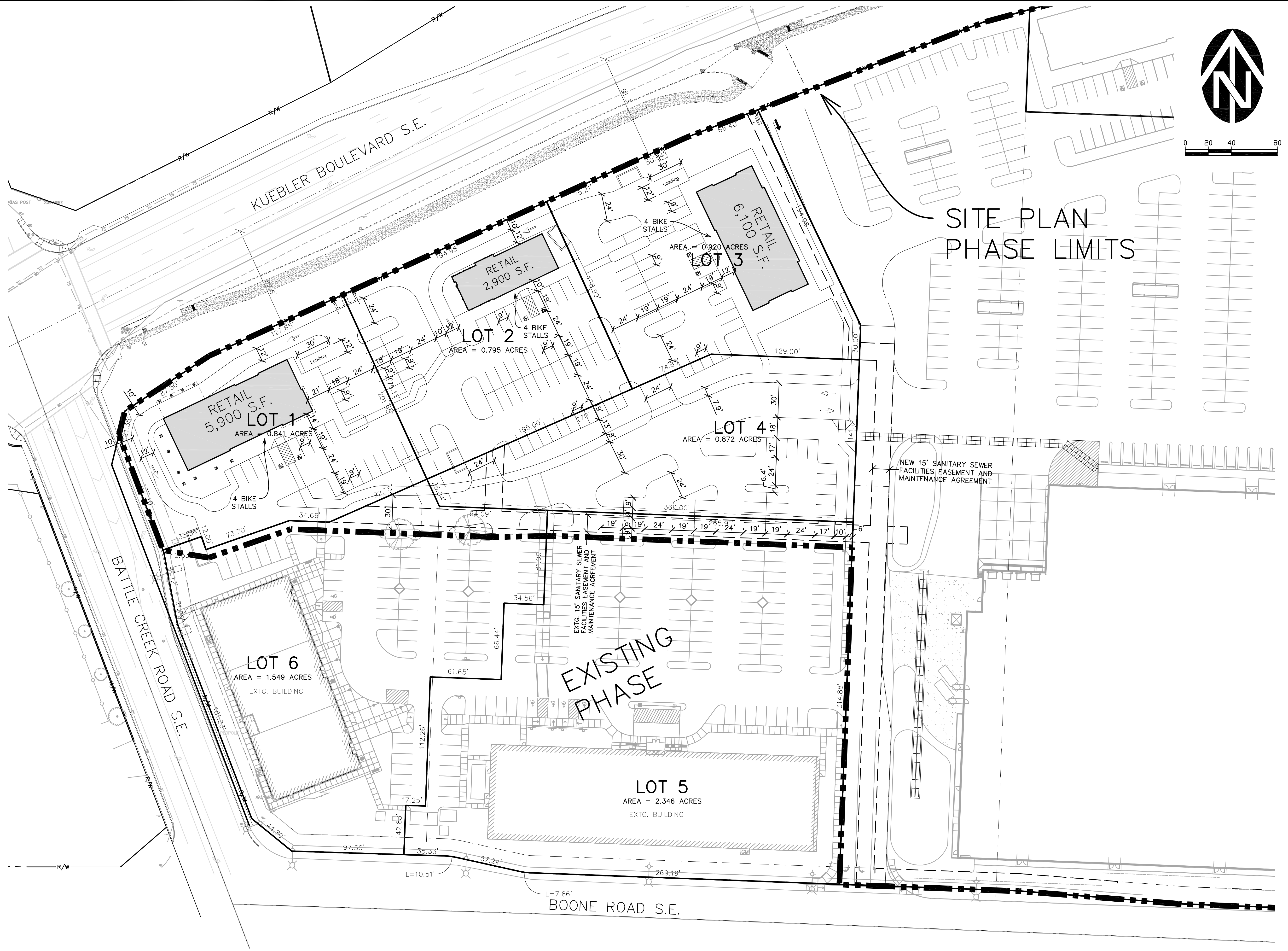
CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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Kuebler Gateway Shopping Center East - (PacTrust Property)					
SITE		BUILDING	PARKING		
Zone:	Commercial Retail	New Bldg Proposed Use:	Shopping Center	New Bldg Auto Parking:	848
Comp. Plan:	Commercial	New Total Gross Floor Area:	174,650 SF	New Handicap Parking:	18
Site Area:	20.96 acres (20.55 acres after ROW dedication)	Building Height:	35'	New Compact Parking:	0 stalls
Exist Site Impervious Area:	0.00 acres	Total Bldg. Lot Coverage:	19%	Total Parking Required	699 stalls (1/250 sf)
Exist Site Pervious Area:	20.55 acres			Total Parking Provided	866
Disturbed Site Area:	20.55 acres			Parking Lot Landscaping Required (8%)	31,248 SF
New Site Impervious Area:	709,700 (16.29 acres)			Parking Lot Landscaping Provided (8%)	43,670 SF
New Site Pervious/Landscape Area:	185,470 SF (4.26 acres) (20.25%, 182,700 sf required)			Parking Lot Area	532,560 SF
Total Green Stormwater Area:	9840 (1)			Bicycle Parking Required	10 Bike stalls
				Bicycle Parking Provided	10 Bike stalls
Kuebler Gateway Shopping Center West - (M&T Partners Property)					
SITE		BUILDING	PARKING		
Zone:	Commercial Retail	New Bldg Proposed Use:	Shopping Center	New Bldg Auto Parking:	147
Comp. Plan:	Commercial	New Total Gross Floor Area:	14,900 SF	New Handicap Parking:	6
Site Area:	3.40 acres	Building Height:	less than 35ft	New Compact Parking:	6
Exist Site Impervious Area:	0.081 acres	Total Bldg. Lot Coverage:	5%	Total Parking Required	60 stalls (1/250 sf)
Exist Site Pervious Area:	3.32 acres			Total Parking Provided	147
Disturbed Site Area:	2.89 acres			Parking Lot Landscaping Required (8%)	5,345 SF
New Site Impervious Area:	2.89 acres			Parking Lot Landscaping Provided (8%)	5,750 SF
New Site Pervious/Landscape Area:	0.43 acres			Parking Lot Area	66,813 SF
Total Green Stormwater Area:	NA (2)			Bicycle Parking Required	12 Bike stalls
				Bicycle Parking Provided	12 Bike stalls

Kuebler Gateway Shopping Center COMBINED					
SITE		BUILDING		PARKING	
Zone:	Commercial Retail	New Bldg Proposed Use:	Shopping Center	New Bldg Auto Parking:	995
Comp. Plan:	Commercial	New Total Gross Floor Area:	189,550 SF	New Handicap Parking:	24
Site Area:	24.36 acres	Building Height:	35'	New Compact Parking:	6
Exist Site Impervious Area:	0.081 acres	Total Bldg. Lot Coverage:	17%	Total Parking Required	759 stalls (1/250 sf)
Exist Site Pervious Area:	24.28 acres			Total Parking Provided	1013
				Maximum Parking Allowed	1328
Disturbed Site Area:	24.28 acres			Parking Lot Landscaping Required (8%)	36,593 SF
New Site Impervious Area:	19.18 acres			Parking Lot Landscaping Provided (8%)	48,420 SF
New Site Pervious/Landscape Area:	4.69 acres			Parking Lot Area	599,373 SF
	(21.7%, 3.52 acre required)				
Total Green Stormwater Area:	9,840 SF (1)(2)			Bicycle Parking Required	22 Bike stalls
				Bicycle Parking Provided	22 Bike stalls
Notes					
(1) Refer to Kuebler Shopping Center West Stormwater Report & Grading and Drainage Plans for GSI compliance.					
(2) This is not applicable because there is an existing stormwater management plan for this subdivision.					





VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON ORIGINAL DRAWING SCALE ACCURACY		DATE: MAY 2018	
DRN.	JW	TSN	1
CKD.	JW	NO.	1
DESCRIPTION		REVISIONS	
BY		BY	

REVIEW

WILLIAM J. WESTECH

PROFESSIONAL ENGINEER

STATE OF OREGON

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3966
E-mail: westech@westech-eng.com

M & T PARTNERS

KUEBLER GATEWAY SHOPPING CENTER

WEST SITE PLAN

DRAWING
C3.0

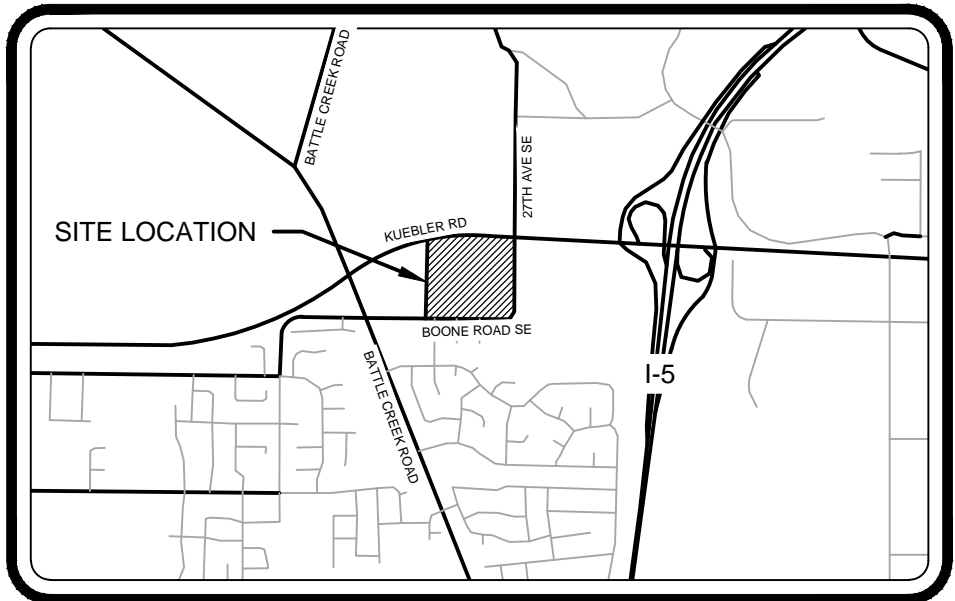
JOB NUMBER
2672.8001.0

KUEBLER GATEWAY SHOPPING CENTER

SITE PLAN REVIEW SET

BOONE ROAD SE AND 27TH AVE SE
SALEM, OREGON 97306

VICINITY MAP
NOT TO SCALE



LEGAL DESCRIPTION
SEE SHEET C101

TAX PARCEL NUMBER

TAX LOTS: 083W12C 01800
083W12C 01900
083W12C 02000
083W12C 02100

SURVEY INFORMATION

VERTICAL DATUM:
NATIONA GEODETIC VERTICAL DATUM OF 1929 (NGVD29).
BASED ON CITY OF SALEM BENCHMARK A211. EL=426.26
ALUMINUM DISK IN CURB AT THE NE CORNER OF COMMERCIAL STREET AND KUEBLER BOULEVARD. 20.2' SE OF PP #2701, 7.5' S OF E-W FENCE.

PROJECT CONTACTS/UTILITIES

OWNER
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027
PETER KAHN
TEL: (425) 313-6052
FAX: (425) 313-8105
PKAHN@COSTCO.COM

ARCHITECT
MG2
3333 MICHELSON DR., SUITE 100
IRVINE, CA 92612
STEVE BULLOCK
TEL: (206) 962-6614
STEVE.BULLOCK@MG2.COM

CIVIL ENGINEER
DOWL LLC.
720 SW WASHINGTON ST., SUITE 750
PORTLAND OR, 97205
JEFF SHOEMAKER
TEL: (971) 280-8641
FAX: (800) 865-9847
JSHOEMAKER@DOWL.COM

GEOTECHNICAL ENGINEER
TERRACON
21904 64TH AVE W, SUITE 100
MOUNTLAKE TERRACE, WASHINGTON 98043
JIM SCHMIDT
TEL: (425) 409-2603
FAX: (425) 771-3549
JAMES.SCHMIDT@TERRACON.COM

LANDSCAPE ARCHITECT
WEISMAN DESIGN GROUP
2329 EAST MADISON ST.
SEATTLE, WA 98112-5416
DAN HARVEY
TEL: (206) 322-1732
FAX: (206) 322-1799
DAN@WDGINC.COM

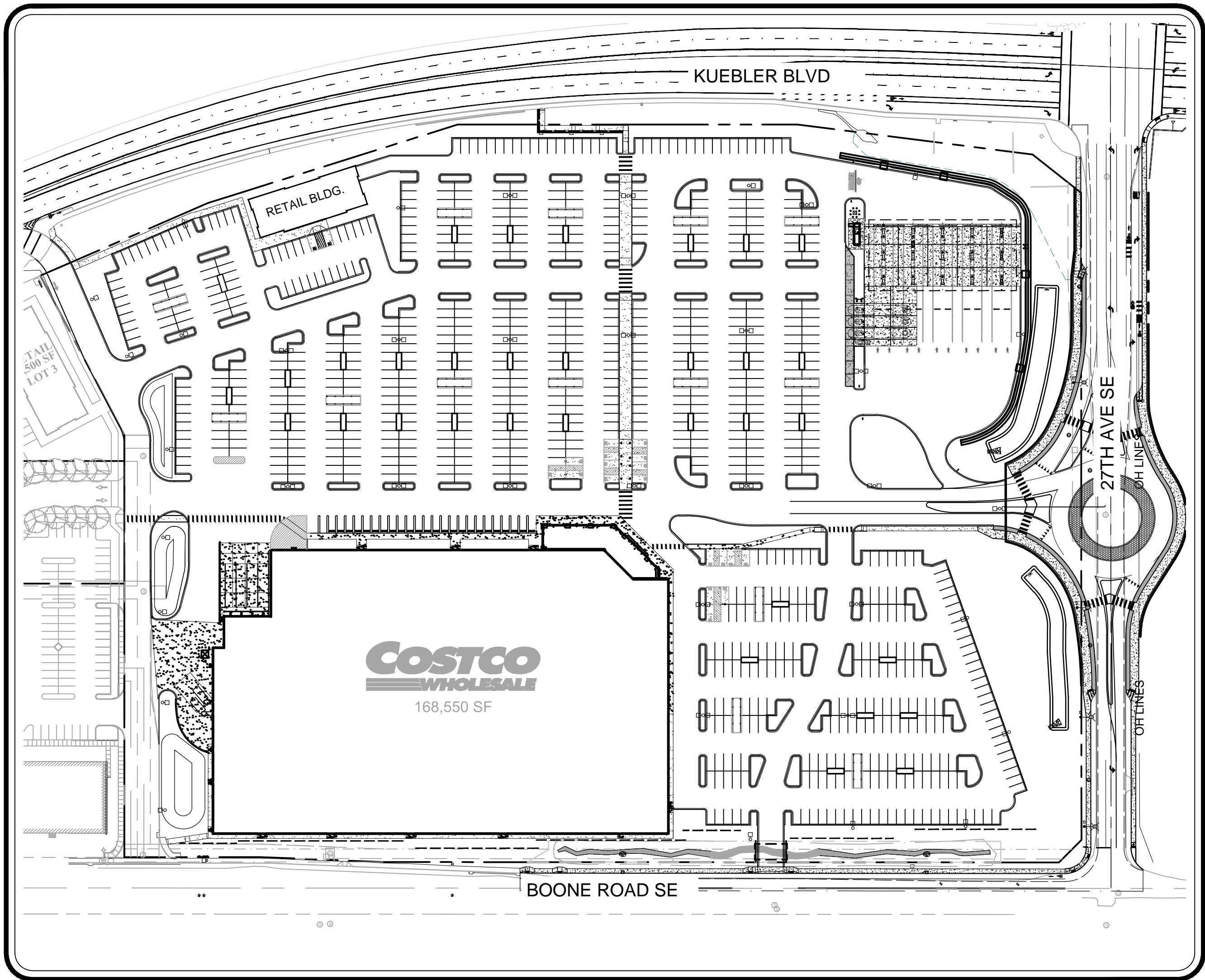
MECH/ELEC ENGINEER
TEI ENGINEERING
830, N. RIVERSIDE DRIVE, SUITE 200
RENTON, WA 98055
DOUGLAS SCOTT
PAAL RYAN
HARDY WIDJAJA
ANN TIEU
TEL: (206) 241-2012
FAX: (206) 241-3101
DSCOTT@TEI-ENGINEERING.COM
PRYAN@TEI-ENGINEERING.COM
HWIDJAJA@TEI-ENGINEERING.COM
AITE@TEI-ENGINEERING.COM

CITY OF SALEM
PUBLIC WORKS DEPARTMENT
555 LIBERTY STREET SE, ROOM 325
SALEM, OR 97301-3513
CURT PELLATZ
TEL: (503) 588-6211
FAX: (503) 588-6025
CPELLATZ@CITYOFSALEM.NET

PGE
PORTLAND GENERAL ELECTRIC
7800 SW MOHAWK ST
TUALATIN, OR 97062
TEL: (503) 323-6700
FAX: (503) 612-3501

NW NATURAL
NORTHWEST NATURAL
220 NW 2ND AVE.
PORTLAND, OREGON 97209
TEL: (503) 721-2512

CENTURY LINK
CENTURY LINK
740 STATE ST.
SALEM, OR 97301
TEL: (503) 315-9883



SCALE 1" = 100'

SHEET INDEX

SHEET NO.	DESCRIPTION
C000	COVER SHEET
C100	EXISTING CONDITIONS
C101	EXISTING STRUCTURES
C200	SITE PLAN
C300	GRADING PLAN
C400	STORM DRAINAGE PLAN
C410	STORM DETAILS
C500	UTILITY PLAN
ESC-01	EROSION CONTROL COVER SHEET
ESC-02	EROSION CONTROL EXISTING CONDITIONS
ESC-03	EROSION CONTROL PROPOSED
ESC-04	EROSION CONTROL DETAILS

LEGEND

PROPOSED	EXISTING	DESCRIPTION
		BUILDING
		FLOW LINE CURB
		EXTRUDED CURB
		STANDARD CURB
		EDGE OF PAVEMENT
		EDGE OF CONCRETE
		COMMUNICATIONS
		BUILDING
		TELEPHONE
		GAS
		ELECTRIC
		OVERHEAD POWER
		SANITARY SEWER
		STORM
		WATER
		RIGHT OF WAY
		CENTERLINE
		WETLAND
		EDGE OF WATER
		WALL TOP
		TREE - CONIFEROUS
		TREE - DECIDUOUS
		RIPRAP
		POWER POLE
		LIGHT POST
		POWER JUNCTION BOX
		UNDERGROUND VAULT
		TELEPHONE RISER
		TRAFFIC SIGNAL CROSSING
		GAS METER
		GAS VALVE
		SANITARY SEWER MANHOLE
		DITCH INLET
		STORM MANHOLE
		STORM CATCH BASIN
		STORM AREA DRAIN
		CULVERT
		WATER VALVE
		FIRE HYDRANT
		WETLAND FLAGGING
		TEST PIT
		MONITORING WELL
		SIGN TOP
		IRRIGATION CONTROL VALVE
		CLEANOUT

PREPARED FOR
COSTCO WHOLESALE
COSTCO WHOLESALE CORPORATION
9901 LAKE DRIVE
ISSAQUAH, WA 98027
TEL: (425) 313-8100

DOWL
720 SW Washington Street, #750
Portland, Oregon 97205
971-280-8641
WWW.DOWL.COM

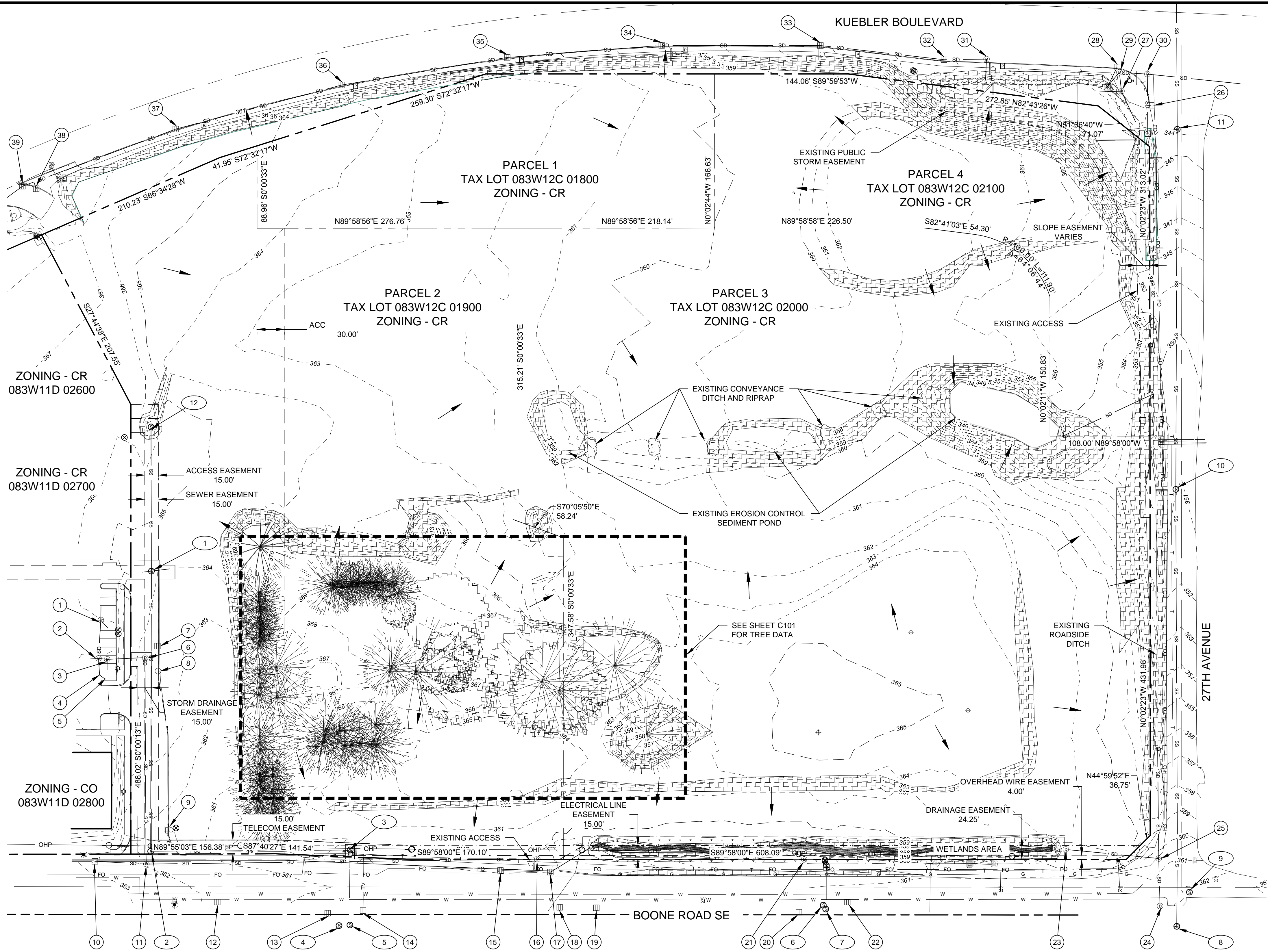
KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
COVER SHEET
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT 14429-01
DATE 05/04/2018

©DOWL 2018
SHEET
C000

REV	DATE	DESCRIPTION	BY

\\bl-hg-iso04tbl-projects\22114429-01\65CAD\SPR\MC-CS-EX-COSTO.dwg PLOT DATE 2018-07-19 09:27 SAVED DATE 2018-07-18 08:41 USER: hallowson



LEGEND

	BUILDING		POWER POLE
	FLOW LINE CURB		LIGHT POST
	EXTRUDED CURB		POWER JUNCTION BOX
	STANDARD CURB		UNDERGROUND VAULT
	EDGE OF PAVEMENT		TELEPHONE RISER
	EDGE OF CONCRETE		TRAFFIC SIGNAL CROSSING
	TV		GAS METER
	FO		GAS VALVE
	T		SANITARY SEWER MANHOLE
	G		DITCH INLET
	E		STORM MANHOLE
	OHP		STORM CATCH BASIN
	SS		STORM AREA DRAIN
	SD		CULVERT
	W		WATER VALVE
	RIGHT OF WAY		FIRE HYDRANT
	CENTERLINE		WETLAND FLAGGING
	WETLAND		TEST PIT
	EDGE OF WATER		MONITORING WELL
	WALL TOP		SIGN TOP
	TREE - CONIFEROUS		IRRIGATION CONTROL VALVE
	TREE - DECIDUOUS		CLEANOUT
	RIPRAP		
	EXISTING SLOPE GREATER THAN 15%		
	EXISTING FLOW ARROW		

SURVEY INFORMATION

SURVEY COMPLETED ON DECEMBER 13TH, 2017

VERTICAL DATUM:
NATIONA GEODETIC VERTICAL DATUM OF 1929 (NGVD29).
BASED ON CITY OF SALEM BENCHMARK A211. EL=426.26
ALUMINUM DISK IN CURB AT THE NE CORNER OF COMMERCIAL SREET AND KUEBLER BOULEVARD. 20.2' SE OF PP #2701, 7.5' S OF E-W FENCE.

TOTAL SITE AREA

913,534 SQUARE FEET
20.9718 ACRES

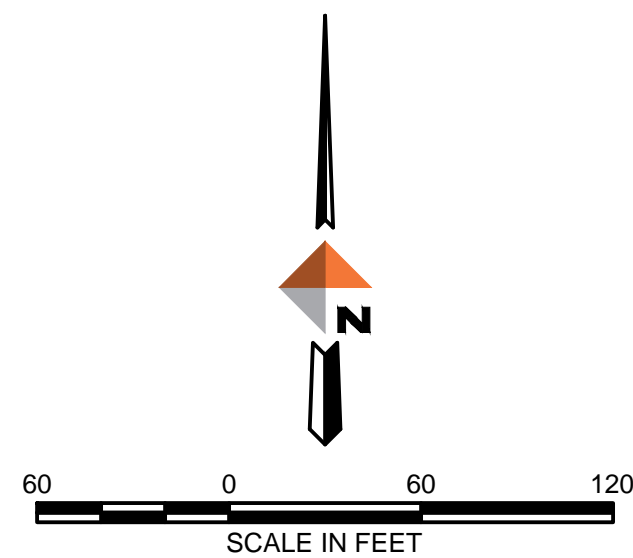
TAX PARCEL NUMBER

TAX LOTS: 083W12C 01800
083W12C 01900
083W12C 02000
083W12C 02100

FLOODPLAIN INFORMATION

SITE IS NOT LOCATED WITHIN THE 100 YEAR FLOODPLAIN

NO TRANSIT STOP ON BOONE RD SE OR 27TH AVENUE



REV	DATE	REVISIONS	
		DESCRIPTION	BY
<div>DOWL 720 SW Washington Street, #750 Portland, Oregon 97205 TEL: (425) 313-8100 WWW.DOWL.COM</div>			
<div>COSTCO WHOLESALE CORPORATION COSTCO WHOLESALE CORPORATION 10000 NE NEASUM DRIVE PORTLAND, OREGON 97220 TEL: (503) 313-8100</div>			
<div>KUEBLER GATEWAY SHOPPING CENTER SITE PLAN REVIEW SET EXISTING CONDITIONS SE BOONE RD. AND 27TH AVE. SALEM, OREGON, 97306</div>			
PROJECT		14429-01	
DATE		05/04/2018	
©DOWL 2018		SHEET	
		C100	

SURVEY INFORMATION

PARCEL A:
A TRACT OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY LINE OF BOONE ROAD S.E., SAID POINT BEING 30.00 FEET NORTH 00°05'21" EAST AND 678.71 FEET SOUTH 89°58'00" EAST FROM THE SOUTHWEST CORNER OF SAID SECTION 12; AND RUNNING THENCE NORTH 89°58'00" WEST 467.90 FEET ALONG SAID NORTH RIGHT-OF-WAY LINE; THENCE NORTH 00°00'13" WEST 491.37 FEET; THENCE NORTH 27°44'38" WEST 207.56 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF KUEBLER BOULEVARD, SAID POINT BEING 90.56 FEET SOUTHEASTERLY OF AND AT RIGHT ANGLES TO THE CENTERLINE OF SAID KUEBLER BOULEVARD; THENCE NORTH 66°34'28" EAST 210.23 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO AN ANGLE POINT IN SAID RIGHT-OF-WAY, SAID POINT BEING 80.00 FEET SOUTHEASTERLY OF AND AT RIGHT ANGLES TO SAID CENTERLINE; THENCE NORTH 72°32'17" EAST 41.95 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO A POINT WHICH IS 79.61 FEET SOUTHEASTERLY OF AND AT RIGHT ANGLES TO SAID CENTERLINE; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE SOUTH 00°00'33" EAST 88.97 FEET; THENCE NORTH 89°58'56" EAST 276.76 FEET; THENCE SOUTH 00°00'33" EAST 315.21 FEET; THENCE SOUTH 70°05'50" EAST 58.24 FEET; THENCE SOUTH 00°00'33" EAST 347.58 FEET TO THE POINT OF BEGINNING; EXCEPTING THAT PORTION CONVEYED TO CITY OF SALEM, AN OREGON MUNICIPAL CORPORATION, ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF OREGON BY DEED RECORDED FEBRUARY 25, 2013 IN REEL 3476, PAGE 0048, BOOK OF RECORDS.

PARCEL B
BEGINNING AT A POINT ON THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 2556, PAGE 0136, DEED RECORDS FOR MARION COUNTY, OREGON WHICH BEARS SOUTH 89°58'00" EAST 347.25 FEET AND NORTH 00°00'33" WEST 712.34 FEET FROM THE SOUTHWEST CORNER OF SECTION 12 IN TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, IN THE CITY OF SALEM, MARION COUNTY, OREGON; THENCE NORTH 00°00'33" WEST ALONG SAID WEST LINE A DISTANCE OF 88.97 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF KUEBLER BOULEVARD; THENCE NORTH 72°32'17" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 259.30 FEET; THENCE NORTH 89°59'52" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 247.43 FEET TO THE EAST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 2579, PAGE 0170, BOOK OF RECORDS; THENCE SOUTH 00°02'44" EAST ALONG SAID EAST LINE A DISTANCE OF 166.63 FEET; THENCE SOUTH 89°58'56" WEST 494.90 FEET TO THE POINT OF BEGINNING.

PARCEL B1:
A 30.00 FOOT WIDE ACCESS EASEMENT THE WESTERLY LINE OF WHICH IS DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE ABOVE DESCRIBED TRACT AND RUNNING THENCE SOUTH 00°00'33" EAST A DISTANCE OF 682.34 FEET TO THE NORTH LINE OF BOONE ROAD.

PARCEL C:
BEGINNING AT A POINT ON THE NORTH LINE OF BOONE ROAD AT ITS INTERSECTION WITH THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 2579, PAGE 0172 BOOK OF RECORDS WHICH POINT BEARS SOUTH 89°58'00" EAST 842.63 FEET AND NORTH 00°02'44" WEST 30.00 FEET FROM THE SOUTHWEST CORNER OF SECTION 12 IN TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN IN THE CITY OF SALEM, MARION COUNTY, OREGON; THENCE NORTH 00°02'44" WEST ALONG THE WEST LINE OF SAID TRACT, A DISTANCE OF 682.78 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 00°02'44" WEST ALONG THE WEST LINE OF SAID TRACT, A DISTANCE OF 166.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF KUEBLER BOULEVARD SE; THENCE NORTH 89°59'52" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 144.06 FEET TO AN ANGLE POINT THEREIN; THENCE SOUTH 82°43'26" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 272.85 FEET; THENCE SOUTH 51°36'40" EAST 71.07 FEET TO AN ANGLE POINT IN THE WEST RIGHT-OF-WAY LINE OF 27TH AVE.; THENCE SOUTH 00°02'23" EAST ALONG THE WEST RIGHT-OF-WAY LINE OF SAID 27TH AVE. A DISTANCE OF 313.02 FEET; THENCE NORTH 89°58'00" WEST A DISTANCE OF 108.00 FEET; THENCE NORTH 00°02'11" WEST ALONG THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 1595, PAGE 0219, BOOK OF RECORDS, A DISTANCE OF 150.83 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE LEFT (THE CHORD OF WHICH BEARS NORTH 50°37'43" WEST 106.15 FEET) A DISTANCE OF 111.90 FEET; THENCE NORTH 82°41'03" WEST 54.30 FEET; THENCE NORTH 89°59'00" WEST 226.50 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL D:
BEGINNING AT A POINT ON THE NORTH LINE OF BOONE ROAD AT ITS INTERSECTION WITH THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 1089, PAGE 0148, BOOK OF RECORDS WHICH POINT BEARS SOUTH 89°58'00" EAST 842.63 FEET AND NORTH 00°02'44" WEST 30.00 FEET FROM THE SOUTHWEST CORNER OF SECTION 12 IN TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN IN THE CITY OF SALEM, MARION COUNTY, OREGON; THENCE NORTH 89°58'00" WEST ALONG SAID NORTH LINE A DISTANCE OF 163.81 FEET; THENCE NORTH 00°00'33" WEST 347.58 FEET; THENCE NORTH 70°05'50" WEST 58.24 FEET; THENCE NORTH 00°00'33" WEST 315.21 FEET; THENCE NORTH 89°58'56" EAST 218.14 FEET; THENCE SOUTH 89°59'00" EAST 226.50 FEET; THENCE SOUTH 82°41'03" EAST 54.30 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE RIGHT (THE CHORD OF WHICH BEARS SOUTH 50°37'43" EAST 106.15 FEET) A DISTANCE OF 111.90 FEET TO A POINT ON THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN REEL 1595, PAGE 0219, BOOK OF RECORDS; THENCE SOUTH 00°02'11" EAST ALONG SAID WEST LINE A DISTANCE OF 150.83 FEET; THENCE SOUTH 89°58'00" EAST A DISTANCE OF 108.00 FEET, TO THE WEST RIGHT-OF-WAY LINE OF 27TH AVENUE; THENCE SOUTH 00°02'23" EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 431.98 TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE; THENCE SOUTH 44°59'52" WEST 36.75 FEET TO THE NORTH LINE OF SAID BOONE ROAD; THENCE NORTH 89°58'00" WEST ALONG SAID NORTH LINE, A DISTANCE OF 444.28 FEET TO THE POINT OF BEGINNING.

EXISTING TREE TABLE

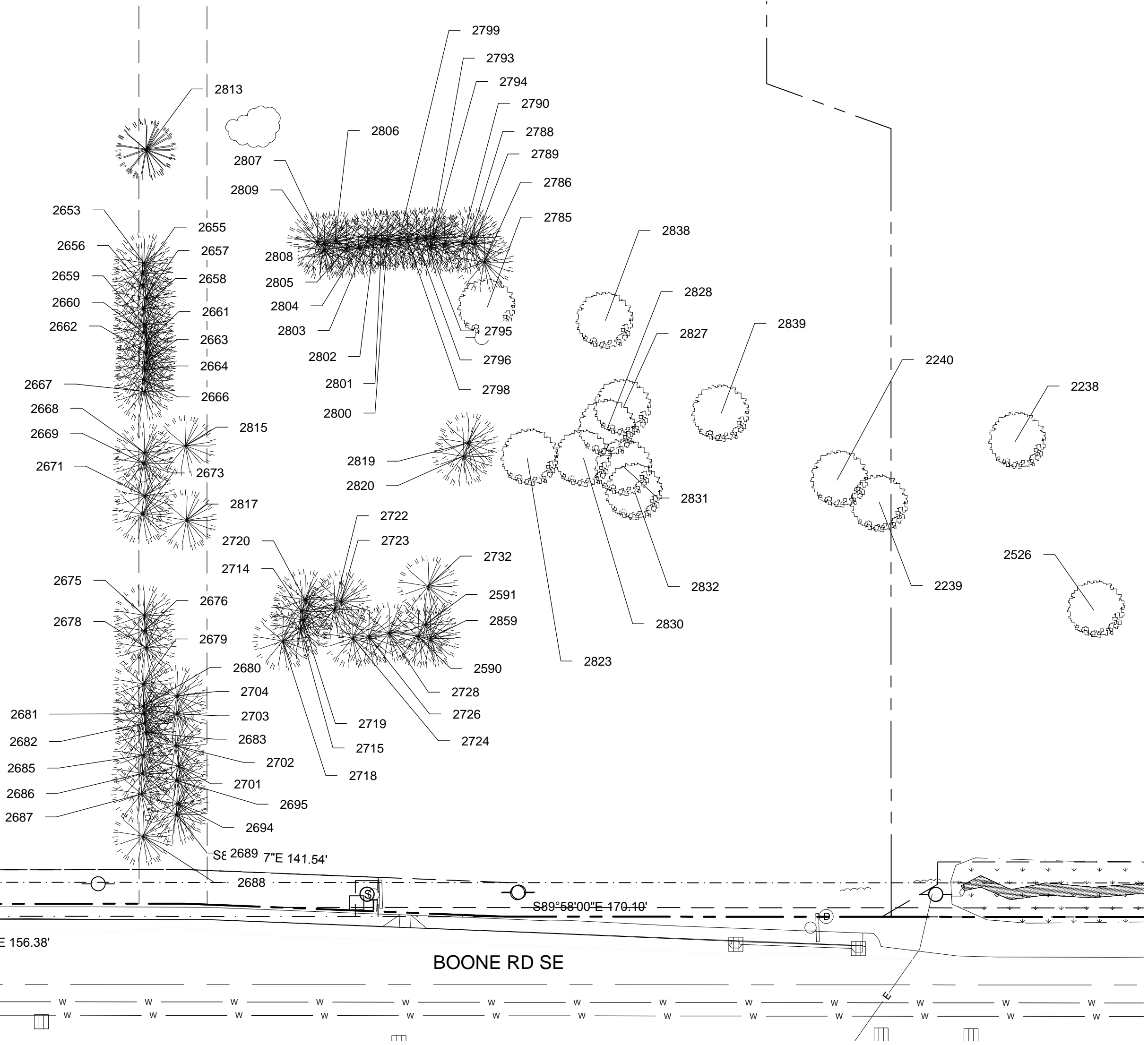
POINT NUMBER	TREE TYPE	CALIPER	POINT NUMBER	TREE TYPE	CALIPER
2238	WHITE OAK	34	2723	DOUGLAS-FIR	21
2239	WHITE OAK	34	2724	GRAND FIR	25
2240	WHITE OAK	44	2726	DOUGLAS-FIR	14
2526	WHITE OAK	28	2728	DOUGLAS-FIR	21
2589	DOUGLAS-FIR	24	2732	DOUGLAS-FIR	19
2590	DOUGLAS-FIR	22	2785	ELM	12
2591	DOUGLAS-FIR	16	2786	DOUGLAS-FIR	17
2653	BLACK PINE	15	2788	DOUGLAS-FIR	14
2655	BLACK PINE	12	2789	DOUGLAS-FIR	15
2656	BLACK PINE	19	2790	DOUGLAS-FIR	12
2657	BLACK PINE	16	2791	DOUGLAS-FIR	13
2658	BLACK PINE	12	2793	DOUGLAS-FIR	9
2659	PONDERSONA PINE	15	2794	DOUGLAS-FIR	8
2660	BLACK PINE	14	2795	DOUGLAS-FIR	13
2661	BLACK PINE	12	2796	DOUGLAS-FIR	18
2662	BLACK PINE	16	2798	DOUGLAS-FIR	7
2663	BLACK PINE	8	2799	DOUGLAS-FIR	16
2664	BLACK PINE	10	2800	DOUGLAS-FIR	14
2666	PONDERSONA PINE	18	2801	DOUGLAS-FIR	12
2667	BLACK PINE	13	2802	DOUGLAS-FIR	14
2668	PONDERSONA PINE	10	2803	DOUGLAS-FIR	16
2669	PONDERSONA PINE	14	2804	DOUGLAS-FIR	8
2671	DOUGLAS-FIR	15	2805	DOUGLAS-FIR	16
2673	DOUGLAS-FIR	20	2806	DOUGLAS-FIR	17
2675	DOUGLAS-FIR	24	2807	DOUGLAS-FIR	9
2676	DOUGLAS-FIR	12	2808	DOUGLAS-FIR	21
2678	DOUGLAS-FIR	19	2809	DOUGLAS-FIR	22
2678	DOUGLAS-FIR	19	2813	DOUGLAS-FIR	26
2679	DEAD		2815	LONDON PLANETREE	26
2680	BLACK PINE	7	2817	WESTERN REDCEDER	25
2681	PONDERSONA PINE	12	2819	BLACK PINE	21
2682	DEAD		2820	BLACK PINE	18
2683	PONDERSONA PINE	22	2823	WHITE OAK	51
2685	PONDERSONA PINE	19	2827	WHITE OAK	20
2686	PONDERSONA PINE	13	2828	WHITE OAK	18
2687	PONDERSONA PINE	16	2830	WHITE OAK	17
2688	PONDERSONA PINE	14	2831	WHITE OAK	12
2689	PONDERSONA PINE	21	2832	WHITE OAK	29
2694	BLACK PINE	20	2838	WHITE OAK	30
2695	BLACK PINE	15	2839	WHITE OAK	28
2701	BLACK PINE	16			
2702	BLACK PINE	16			
2703	BLACK PINE	13			
2704	BLACK PINE	17			
2714	PONDERSONA PINE	28			
2715	PONDERSONA PINE	21			
2718	PONDERSONA PINE	6			
2719	PONDERSONA PINE	12			
2720	PONDERSONA PINE	26			
2722	DOUGLAS-FIR	7			

SANITARY SEWER DATA

- 1
- SANITARY SEWER MANHOLE
RIM=364.11'
IE 8" PVC IN (N)=357.47'
IE 8" PVC IN (W)=357.26'
IE 8" PVC IN (E)=357.25'
IE 8" PVC OUT (S)=357.10'
- 2
- SANITARY SEWER MANHOLE
RIM=361.88'
IE 8" PVC IN (N)=354.60
IE 8" PVC OUT (E)=354.36
- 3
- SANITARY SEWER MANHOLE
RIM=361.02'
IE (W)=352.84'
IE (S)=352.56'
- 4
- SANITARY SEWER MANHOLE
RIM=360.51'
- 5
- SANITARY SEWER MANHOLE
RIM=360.57'
- 6
- SANITARY SEWER MANHOLE
RIM=360.99'
- 7
- SANITARY SEWER MANHOLE
RIM=360.87'
- 8
- SANITARY SEWER MANHOLE
RIM=362.82'
IE (W)=345.05'
IE (N)=345.00'
- 9
- SANITARY SEWER MANHOLE
RIM=362.02'
- 10
- SANITARY SEWER MANHOLE
RIM=350.93'
IE (S)=341.99'
IE (N)=341.06'
- 11
- SANITARY SEWER MANHOLE
RIM=344.44'
IE 8" PVC STUB? (W)=334.66'
IE 24" CONC IN (S)=333.86'
IE 24" CONC OUT (N)=333.10'
- 12
- SANITARY SEWER MANHOLE
RIM=350.42'
IE 24" CONC IN (S)=329.68'
IE 24" CONC OUT (N)
- 13
- SANITARY SEWER MANHOLE
RIM=363.83'
IE (W)=360.63'
IE (S)=360.39'

STORM DRAINAGE DATA

- 1
- STORM DRAIN MANHOLE
FILTERA SYSTEM
RIM=365.06'
IE 12" CPP IN (S)=359.91'
IE 10" CPP IN (SE)=359.89'
IE 18" CPP IN (W)=359.75'
IE 18" CPP OUT (N)=359.67'
SUMP=356.03'
- 2
- STORM DRAIN MANHOLE
FILTERA SYSTEM
RIM=365.99'
IE 18" CPP IN (W)=359.70'
IE 18" CPP OUT (N)=359.66'
PIPES TURNED DOWN TO S & E
SUMP=356.37'
- 3
- STORM DRAIN MANHOLE
RIM=365.85'
IE 18" CPP IN (W)=356.33'
IE 8/10" CPP IN (S)=356.27'
IE 18" CPP OUT (E)=356.21'
- 4
- CONTECH MANHOLE
RIM=365.41'
FILTERA SYSTEM
- 5
- CONTECH MANHOLE
RIM=365.36'
FILTERA SYSTEM
- 6
- STORM DRAIN MANHOLE
RIM=363.82'
IE 18" CPP IN (W)=356.10'
IE 18" CPP OUT (S)=356.00'
- 7
- STORM TRAPPED INLET
RIM=363.55'
TRAPPED INLET (N)
IE 4" IP (S)=362.30'
SUMP=359.88'
- 8
- STORM AREA DRAIN
RIM=363.42'
- 9
- CONTECH MANHOLE/CATCH BASIN
FILTERA SYSTEM
RIM=361.24'
- 10
- CATCH BASIN
RIM=362.56'
- 11
- STORM DRAIN MANHOLE
RIM=361.85'
IE 18" CPP IN (N)=355.75'
IE 18" CPP OUT (E)=355.55'
- 12
- CATCH BASIN
RIM=361.35'
- 13
- CATCH BASIN
RIM=360.17'
- 14
- CATCH BASIN
RIM=360.15'
- 15
- CATCH BASIN
RIM=359.82'
IE 4" IN (W)=359.10'
IE 4" IN (E)=358.96'
IE 10" OUT (E)=358.36'
- 16
- STORM DRAIN MANHOLE
RIM=360.68'
IE 18" IN (W)=354.55'
IE 18" OUT (E)=354.50'
- 17
- CATCH BASIN
RIM=359.88'
IE 4" IN (W)=358.98'
IE 4" IN (E)=358.14'
IE 10" OUT (W)=358.03'
- 18
- CATCH BASIN
RIM=359.46'
- 19
- CATCH BASIN
RIM=359.68'
- 20
- CATCH BASIN
RIM=359.91'
- 21
- STORM DRAIN MANHOLE
RIM=360.47'
IE 18" IN (E)=353.77'
IE 18" OUT (W)=353.69'
- 22
- CATCH BASIN
RIM=360.17'
- 23
- STORM DRAIN MANHOLE
RIM=359.66'
- 24
- STORM DRAIN MANHOLE
RIM=361.66'
- 25
- STORM DRAIN MANHOLE
RIM=360.48'
IE 18" IN (W)=352.66'
IE 30" (N)=352.16'
IE 30" (S)=352.16'
- 26
- CATCH BASIN
RIM=343.40'
IE 12" IP (W)=341.65'
SUMP=340.70'
- 27
- STORM DRAIN MANHOLE
OVERSIZED LID
FILTERA SYSTEM
RIM=344.77'
IE 6" PVC IN (W)=337.70'
IE 6" PVC IN (S)=337.70'
PIPE TURNED DOWN TO N
SUMP=333.43'
- 28
- CATCH BASIN
RIM=344.44'
IE 12" PVC (S)=341.92'
SUMP=341.44'
- 29
- STORM DRAIN MANHOLE
RIM=344.92'
IE 18" CPP IN (S)=336.10'
IE 12" PVC IN (SW)=336.00'
IE 36" CONC OUT (E)=335.87'
- 30
- STORM DRAIN MANHOLE
RIM=344.09'
IE 18" PVC IN (S)=336.29'
IE 36" CONC IN (W)=335.69'
IE 36" CONC OUT (E)=335.65'
- 31
- STORM DRAIN MANHOLE
OVERSIZED LID
RIM=346.89'
IE 14" PVC IN (W)=341.99'
IE 16" PVC OUT (S) TURNED DOWN,
CANNOT DIP
SUMP=337.96'
- 32
- CATCH BASIN
RIM=347.47'
IE 14" PVC IN (W)=343.15'
IE 14" PVC OUT (E)=342.91'
SUMP=341.92'
- 33
- CATCH BASIN
RIM=349.45'
IE 14" PVC IN (W)=345.25'
IE 14" PVC OUT (E)=345.05'
SUMP=344.20'
- 34
- CATCH BASIN
RIM=352.46'
IE 12" PVC IN (W)=348.45'
IE 14" PVC OUT (E)=348.10'
SUMP=347.29'
- 35
- CATCH BASIN
RIM=355.38'
IE 12" PVC IN (W)=351.44'
IE 12" PVC OUT (E)=351.21'
SUMP=350.38'
- 36
- CATCH BASIN
RIM=358.66'
IE 12" PVC IN (W)=354.61'
IE 12" PVC OUT (E)=354.48'
SUMP=353.70'
- 37
- CATCH BASIN
RIM=362.12'
IE 12" PVC IN (W)=358.08'
IE 12" PVC OUT (E)=357.95'
SUMP=356.97'
- 38
- CATCH BASIN
RIM=365.23'
IE 12" PVC (N)=361.08'
SUMP=360.18'
- 39
- CATCH BASIN
RIM=365.35'
IE 12" PVC IN (W)=361.20'
IE 12" PVC OUT (E)=361.00'
SUMP=360.15'
- 40
- CATCH BASIN
RIM=365.52'
IE 12" PVC OUT (E)= 361.50'
SUMP FULL OF DEBRIS



EXISTING TREE INFORMATION
SCALE: 1" = 40'

BY

DESCRIPTION

DATE

REV

REVISIONS

WWW.DOWL.COM

DOWL

720 SW Washington Street, #750
Portland, Oregon 97205
971-280-8641

PREPARED FOR

COSTCO WHOLESALE CORPORATION

5900 N. KALE AVENUE
ISSAQUAH, WA 98029
TEL: (425) 313-8100

KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
EXISTING STRUCTURES
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT

14429-01

DATE

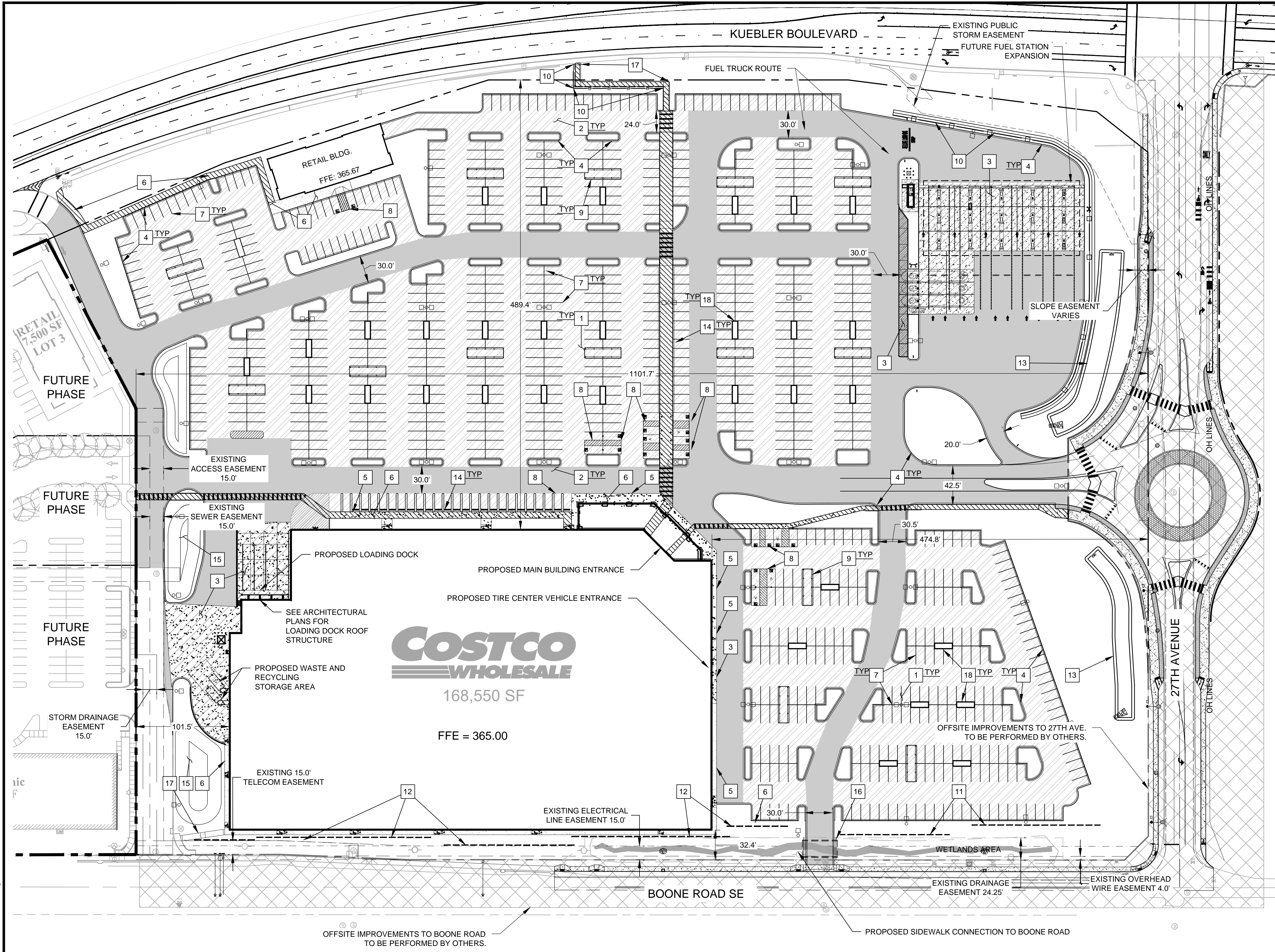
05/04/2018

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SHEET

C101

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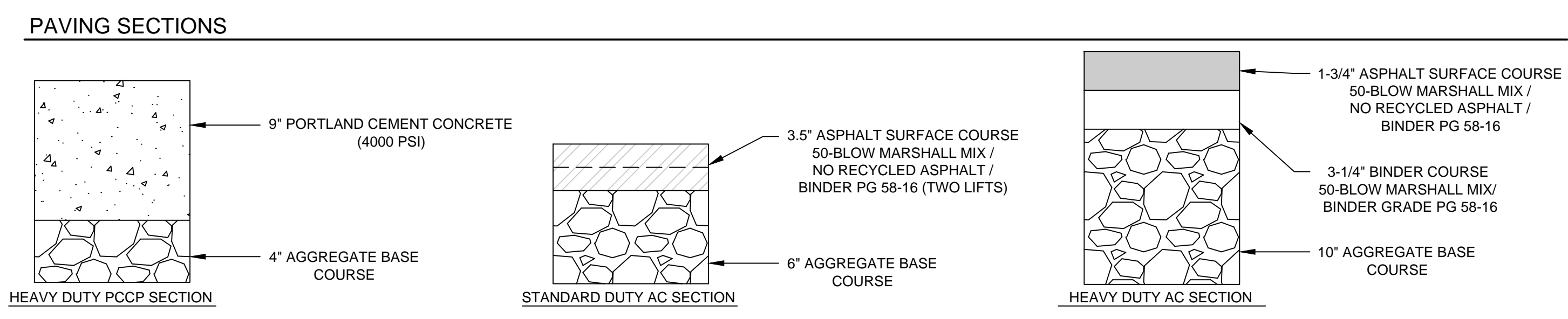


PARKING STALL DATA
SPACES PROVIDED (TOTAL) = 865 PARKING SPACES
REGULAR PARKING PROVIDED = 847 PARKING SPACES
ADA PARKING PROVIDED = 18 PARKING SPACES

TOTAL SITE AREA
895,325 SQUARE FEET
20.55 ACRES

- PAVING LEGEND**
- HEAVY DUTY PCCP
 - HEAVY DUTY AC
 - STANDARD DUTY AC
 - IMPROVEMENTS TO BE PERFORMED BY OTHERS
 - ADA ACCESSIBLE ROUTE

- CONSTRUCTION NOTES**
- PROPOSED STANDARD ASPHALT PAVEMENT. SEE SECTION THIS SHEET.
 - PROPOSED HEAVY ASPHALT PAVEMENT. SEE SECTION THIS SHEET.
 - PROPOSED HEAVY CONCRETE PAVEMENT. SEE SECTION THIS SHEET.
 - PROPOSED STANDARD 6" CONCRETE CURB.
 - PROPOSED FLUSH CONCRETE CURB.
 - PROPOSED STANDARD CONCRETE SIDEWALK.
 - PROPOSED PARKING LOT STRIPING.
 - PROPOSED ADA PARKING LOT STRIPING.
 - PROPOSED CART CORRAL.
 - PROPOSED RETAINING WALL. SEE GRADING PLAN FOR MORE INFORMATION.
 - PROPOSED SCREEN WALL.
 - PROPOSED RETAINING AND SCREEN WALL. SEE GRADING PLAN FOR MORE INFORMATION. SEE ARCHITECTURAL PLANS FOR SCREEN WALL DETAILS.
 - PROPOSED STORMWATER FACILITY. SEE STORM PLAN AND GRADING PLAN FOR MORE INFORMATION.
 - PROPOSED CONCRETE WHEEL STOP.
 - PROPOSED LANDSCAPE BERM. SEE GRADING PLAN FOR MORE INFORMATION.
 - PROPOSED 17" WIDE BOX CULVERT (CONSPAN CULVERT - 38' LONG)
 - PROPOSED ADA RAMP WITH HANDRAILS.
 - PROPOSED LANDSCAPE ISLAND.



REVISIONS	
REV	DATE

720 SW Washington Street, #750
Portland, Oregon 97205
TEL: (425) 313-8100

PREPARED FOR
COSTCO WHOLESALE CORPORATION
5900 ALICE DRIVE
ISSAQUAH, WA 98029
TEL: (425) 313-8100

KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
SITE PLAN

SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT	14429-01
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SHEET	
C200	

KUEBLER BOULEVARD

RETAIL BLDG
FFE= 365.67










COSTCO
WHOLESALE

FFE= 365.00

BOONE ROAD SE

LEGEND

- | | |
|---|------------------------|
|  | EXISTING MINOR CONTOUR |
| | EXISTING MAJOR CONTOUR |
|  | PROPOSED MINOR CONTOUR |
|  | PROPOSED MAJOR CONTOUR |
|  | PROPOSED SLOPE LABEL |
|  | FLOW ARROW |
|  | STORM CATCH BASIN |
|  | STORM MANHOLE |

(TOP OF WALL
FINISH GRADE)

Diagram illustrating the cross-section of a wall. The top of the wall is labeled TW (Top of Wall). The bottom of the wall finish grade is labeled BW (Bottom of Wall Finish Grade).

WALL GRADE LABELS DETAIL

SCALE: NTS

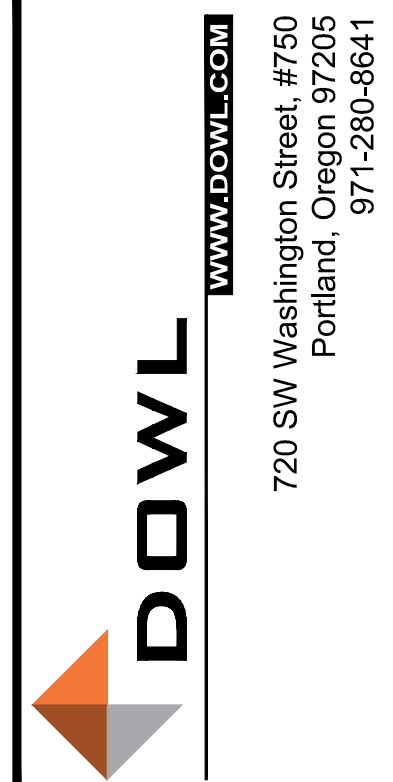
✓ OFF-SITE IMPROVEMENTS
BY OTHERS

– WQ STORMWATER SWALE

NOTE:

GRADES FOR 27TH AVE SE ARE APPROXIMATE AND TO BE COORDINATED WITH DEVELOPER.

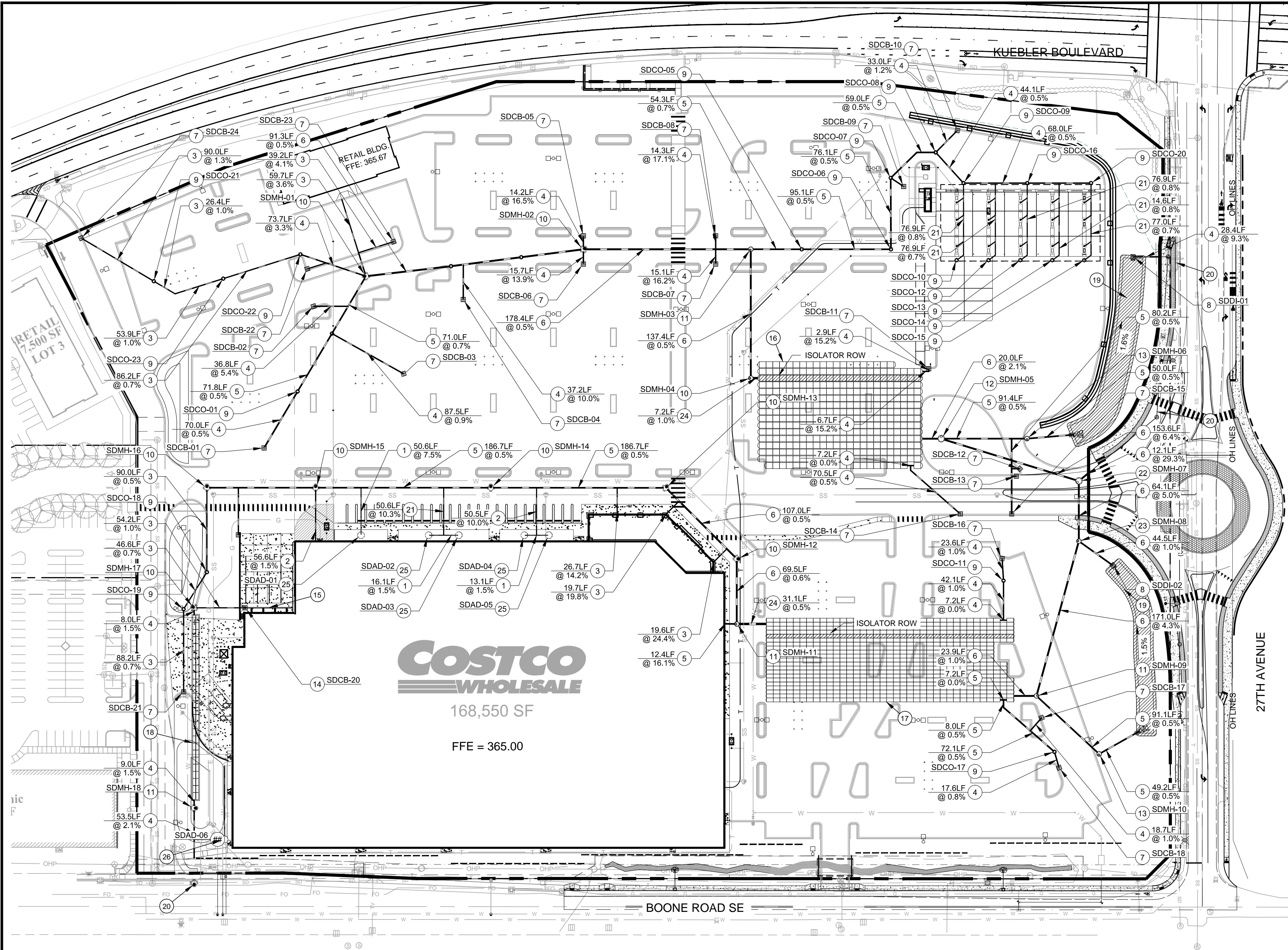
SEE ESC PLANS FOR EROSION &
SEDIMENT CONTROL MEASURES

[illegible]

KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
GRADING PLAN
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT	14429-01
DATE	05/04/2018
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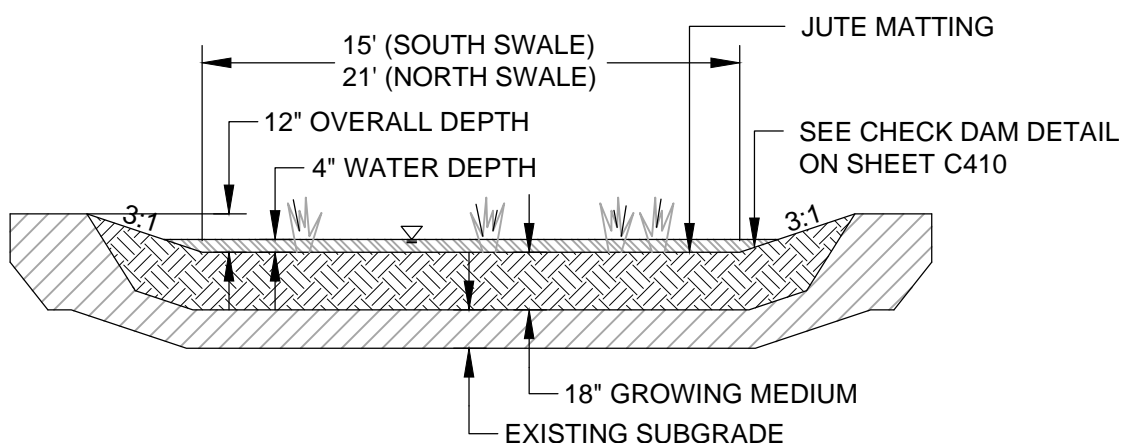


LEGEND

	STORM LINE
	STORM MANHOLE
	STORM CATCH BASIN
	STORM CLEANOUT
	STORM DETENTION CHAMBERS
	STORMWATER WATER QUALITY SWALE

STORM CONSTRUCTION NOTES

- PROPOSED 6" HDPE STORM LINE.
- PROPOSED 10" DUCTILE IRON STORM LINE.
- PROPOSED 10" HDPE STORM LINE.
- PROPOSED 12" HDPE STORM LINE.
- PROPOSED 15" HDPE STORM LINE.
- PROPOSED 18" HDPE STORM LINE.
- PROPOSED STANDARD CG-2 CATCH BASIN. SEE TABLE THIS SHEET.
- PROPOSED DITCH INLET. SEE TABLE THIS SHEET.
- PROPOSED STORM CLEANOUT.
- PROPOSED 48" STORM MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED 60" FLOW CONTROL MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED 72" FLOW CONTROL MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED WATER QUALITY MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED 2 FILTER WATER QUALITY CATCH BASIN. SEE TABLE THIS SHEET.
- PROPOSED TRENCH DRAIN.
- PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (MC-3500 CHAMBERS).
TOTAL VOLUME: 71,300 CF
TOTAL CHAMBERS: 378
TOTAL END CAPS: 32
- PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (SC-740 CHAMBERS).
TOTAL VOLUME: 60,800 CF
TOTAL CHAMBERS: 756
TOTAL END CAPS: 42
- PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (SC-310 CHAMBERS).
TOTAL VOLUME: 1,650 CF
TOTAL CHAMBERS: 52
TOTAL END CAPS: 4
- PROPOSED VEGETATED STORMWATER QUALITY SWALE. SEE SECTION THIS SHEET.
- PROPOSED CONNECTION TO STORM MANHOLE INSTALLED UNDER PUBLIC IMPROVEMENTS.
- PROPOSED 8" PVC STORM LINE.
- PROPOSED 72" STORM MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED 60" STORM MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED 24" HDPE STORM LINE.
- PROPOSED LANDSCAPE AREA DRAIN. SEE TABLE THIS SHEET.
- PROPOSED FRENCH DRAIN. SEE TABLE THIS SHEET.



VEGETATED STORMWATER QUALITY SWALE

SCALE: 1" = 5'

MANHOLE DATA

SDMH-01 RIM: 364.29 IE IN (15'SW) = 357.54 IE IN (12'N) = 357.54 IE IN (12'W) = 357.54 IE OUT (18'E) = 357.44	SDMH-04 RIM: 362.89 IE IN (18'N) = 354.49 IE OUT (24'E) = 354.39	SDMH-07 RIM: 351.85 IE IN (18'S) = 344.31 IE IN (18'W) = 344.61 IE OUT (18'NE) = 344.11	SDMH-10 RIM: 360.17 IE IN (15'NW) = 354.34 IE OUT (15'NE) = 354.14	SDMH-13 RIM: 364.26 IE IN (15'W) = 356.21 IE OUT (18'SE) = 356.11	SDMH-16 RIM: 362.99 IE IN (10'S) = 358.95 IE OUT (15'E) = 358.85
SDMH-02 RIM: 362.23 IE IN (18'W) = 356.27 IE IN (12'N) = 356.27 IE IN (12'S) = 356.27 IE OUT (18'E) = 356.17	SDMH-05 RIM: 359.95 IE IN (18'W) = 352.38 IE OUT (15'E) = 352.18 IE IN (15'W) = 354.43	SDMH-08 RIM: 353.84 IE IN (18'S) = 348.72 IE IN (15'SE) = 347.72 IE OUT (18'N) = 347.52	SDMH-11 RIM: 364.80 IE IN (18'N) = 355.06 IE IN (15'W) = 356.00 IE OUT (24'E) = 354.96	SDMH-14 RIM: 364.32 IE IN (15'W) = 357.24 IE OUT (15'E) = 357.14	SDMH-17 RIM: 363.59 IE IN (10'E) = 357.91 IE OUT (12'S) = 357.70
SDMH-03 RIM: 361.96 IE IN (18'W) = 355.28 IE IN (15'E) = 355.28 IE OUT (18'S) = 355.18	SDMH-06 RIM: 356.93 IE IN (15'W) = 351.72 IE OUT (15'E) = 351.52	SDMH-09 RIM: 359.78 IE IN (18'W) = 355.00 IE OUT (15'SE) = 354.80 IE OUT (18'N) = 356.00	SDMH-12 RIM: 364.60 IE IN (10'NW) = 355.57 IE OUT (18'S) = 355.47	SDMH-15 RIM: 363.06 IE IN (15'W) = 358.27 IE IN (10'S) = 359.00 IE OUT (15'E) = 358.17	SDMH-18 RIM: 367.75 IE IN (12'N) = 357.44 IE OUT (12'S) = 357.34

CATCH BASIN DATA

SDAD-01 RIM: 364.44 IE OUT (6'N) = 361.94	SDAD-05 RIM: 364.90 IE OUT (6'W) = 362.39	SDCB-03 RIM: 362.54 IE OUT (12'NW) = 358.79	SDCB-07 RIM: 361.45 IE OUT (12'N) = 357.95	SDCB-11 RIM: 360.12 IE OUT (12'S) = 356.31	SDCB-15 RIM: 354.98 IE OUT (15'N) = 352.20
SDAD-02 RIM: 364.86 IE OUT (6'E) = 363.13	SDAD-06 RIM: 364.74 IE IN (6'N) = 362.16 IE OUT (6'W) = 362.16	SDCB-04 RIM: 362.34 IE OUT (12'N) = 360.82	SDCB-08 RIM: 361.45 IE OUT (12'S) = 357.95	SDCB-12 RIM: 355.25 IE OUT (12'W) = 352.25	SDCB-16 RIM: 360.40 IE OUT (12'S) = 356.95
SDAD-03 RIM: 364.86 IE OUT (6'W) = 363.13	SDCB-01 RIM: 362.18 IE OUT (15'NE) = 358.73	SDCB-05 RIM: 362.12 IE OUT (12'S) = 358.62	SDCB-09 RIM: 360.38 IE IN (12'NW) = 356.52	SDCB-13 RIM: 355.05 IE OUT (12'W) = 352.35	SDCB-17 RIM: 359.50 IE OUT (12'SW) = 356.00
SDAD-04 RIM: 364.89 IE OUT (6'E) = 362.39	SDCB-02 RIM: 363.74 IE OUT (12'E) = 359.99	SDCB-06 RIM: 361.96 IE OUT (12'N) = 358.46	SDCB-10 RIM: 360.19 IE OUT (12'SW) = 357.19	SDCB-14 RIM: 357.47 IE OUT (12'NW) = 355.23	SDCB-18 RIM: 360.06 IE OUT (12'N) = 356.14
					SDCB-19 RIM: 362.05 IE OUT (10'N) = 359.06
					SDCB-23 RIM: 364.11 IE OUT (10'W) = 360.11
					SDCB-24 RIM: 365.94 IE OUT (10'SE) = 361.94
					SDDI-01 RIM: 347.15 IE OUT (12'E) = 344.15
					SDDI-02 RIM: 351.17 IE OUT (15'NW) = 348.17



60 0 60 120
SCALE IN FEET

REV	DATE	DESCRIPTION	BY

REVISIONS	DESCRIPTION	BY

KUEBLER GATEWAY SHOPPING CENTER SITE PLAN REVIEW SET	STORM DRAINAGE PLAN	SE BOONE RD. AND 27TH AVE. SALEM, OREGON, 97306

PROJECT	14429-01
DATE	05/04/2018

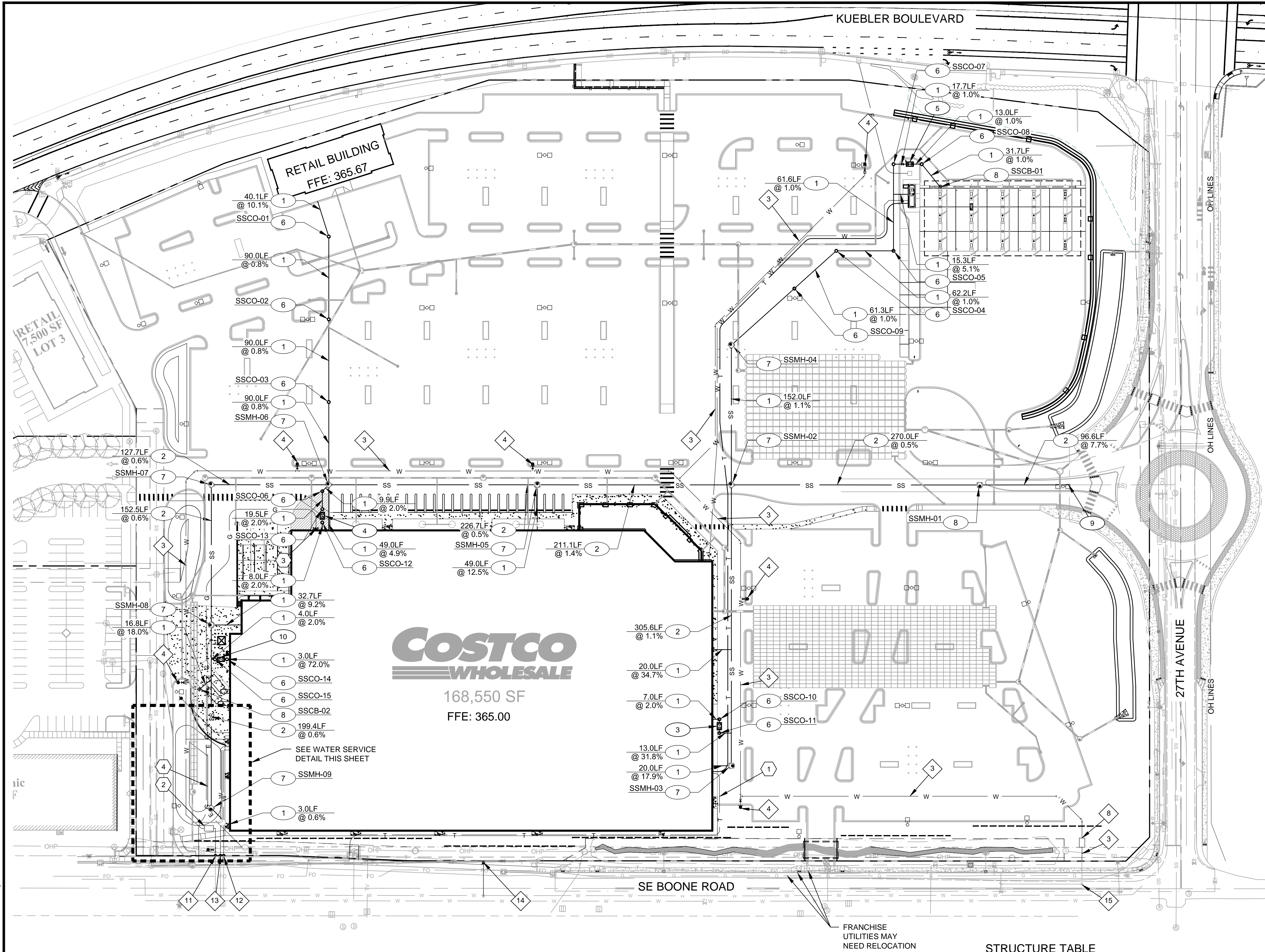
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C400

PREPARED FOR	COSTCO WHOLESALE COSTCO WHOLESALE CORPORATION 5900 S. LAKE AVENUE ISSAQUAH, WA 98029 TEL: (425) 313-8100
WWW.DOWL.COM	

DOWL	720 SW Washington Street, #750 Portland, Oregon 97205 971-280-8641

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FRANCHISE
UTILITIES MAY
NEED RELOCATION

STRUCTURE TABLE

SSMH-01 RIM: 356.01 IE IN (8"W) = 349.77 IE OUT (8"E) = 349.57	SSMH-04 RIM: 362.61 IE IN (6"NE) = 354.46 IE OUT (6"S) = 353.05	SSMH-07 RIM: 362.97 IE IN (8"S) = 356.46 IE OUT (8"E) = 356.36
SSMH-02 RIM: 363.53 IE IN (8"W) = 351.32 IE IN (8"S) = 351.32 IE IN (6"N) = 351.32 IE OUT (8"E) = 351.12	SSMH-05 RIM: 364.43 IE IN (8"W) = 354.36 IE IN (6"S) = 354.36 IE OUT (8"E) = 354.26	SSMH-08 RIM: 364.45 IE IN (6"E) = 357.48 IE IN (8"S) = 357.48 IE OUT (8"N) = 357.38
SSMH-03 RIM: 364.77 IE IN (6"W) = 354.93 IE OUT (8"N) = 354.73	SSMH-06 RIM: 363.48 IE IN (6"S) = 355.59 IE IN (6"SW) = 355.59 IE IN (6"N) = 355.59 IE IN (8"W) = 355.59 IE OUT (8"E) = 355.49	SSMH-09 RIM: 366.58 IE OUT (8"N) = 358.73

LEGEND

W	PROPOSED WATER LINE
SS	PROPOSED SANITARY SEWER LINE
T	PROPOSED TELECOM LINE
E	PROPOSED ELECTRICAL LINE
G	PROPOSED GAS LINE
●	PROPOSED FIRE HYDRANT
○	PROPOSED WATER VALVE
○	PROPOSED SANITARY SEWER MANHOLE
○	PROPOSED SANITARY SEWER CLEANOUT

SANITARY SEWER CONSTRUCTION NOTES

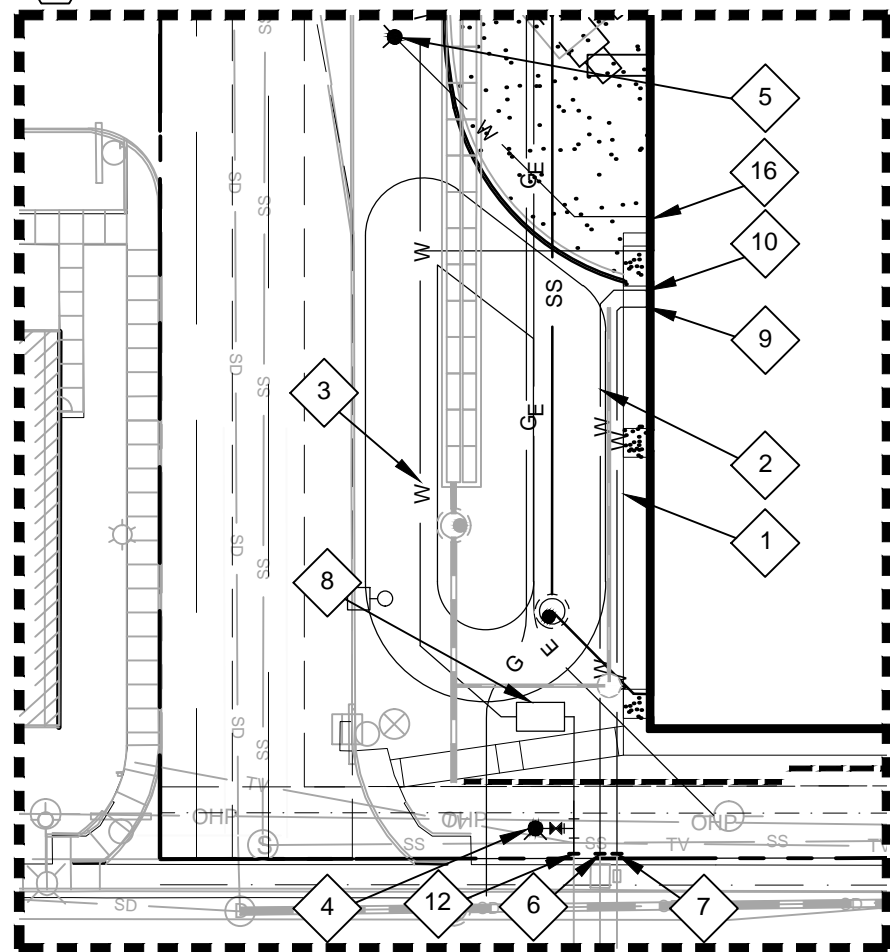
- PROPOSED 6" SDR-35 PVC SANITARY LINE.
- PROPOSED 8" SDR-35 PVC SANITARY LINE.
- PROPOSED 1000 GALLON GREASE INTERCEPTOR.
- PROPOSED 1500 GALLON GREASE INTERCEPTOR.
- PROPOSED 1000 GALLON OIL WATER SEPARATOR.
- PROPOSED SANITARY CLEANOUT.
- PROPOSED 48" SANITARY MANHOLE. SEE TABLE THIS SHEET.
- PROPOSED SANITARY AREA DRAIN.
- PROPOSED CONNECTION TO 8" SANITARY SEWER LINE STUBBED UNDER PUBLIC IMPROVEMENTS. SEE PLAN FOR INVERT ELEVATION CONTRACTOR TO POTHOLE CONNECTION PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF FINDINGS.
- PROPOSED 800 GALLON SAND SEPARATOR.

WATER CONSTRUCTION NOTES

- PROPOSED 2" IRRIGATION LINE.
- PROPOSED 3" CL52 DUCTILE IRON WATER LINE.
- PROPOSED 12" CL52 DUCTILE IRON WATER LINE.
- PROPOSED FIRE HYDRANT ASSEMBLY.
- PROPOSED FIRE DEPARTMENT CONNECTION & 6" CL52 DUCTILE IRON WATER LINE.
- PROPOSED 3" DOMESTIC WATER METER INSTALLED UNDER PUBLIC IMPROVEMENTS.
- PROPOSED 2" IRRIGATION WATER METER INSTALLED UNDER PUBLIC IMPROVEMENTS.
- PROPOSED 8" DOUBLE CHECK DETECTOR BACKFLOW PREVENTION ASSEMBLY.
- IRRIGATION DOUBLE CHECK LOCATED IN BUILDING.
- PROPOSED DOMESTIC DOUBLE CHECK BACKFLOW ASSEMBLY LOCATED IN BUILDING.
- CONNECT TO 12" WATER STUB INSTALLED UNDER PUBLIC IMPROVEMENTS.
- CONNECT TO 3" DOMESTIC WATER LINE INSTALLED UNDER PUBLIC IMPROVEMENTS.
- CONNECT TO 2" IRRIGATION WATER LINE INSTALLED UNDER PUBLIC IMPROVEMENTS.
- HYDRANT INSTALLED UNDER PUBLIC IMPROVEMENTS.
- CONNECT TO 12" STUB UNDER PUBLIC IMPROVEMENTS. VERIFY CONNECTION PRIOR TO CONSTRUCTION.
- PROPOSED 12" FIRE LINE CONNECTION AND DOUBLE CHECK DETECTOR ASSEMBLY IN BUILDING.

FRANCHISE UTILITY NOTES

- PROPOSED TELEPHONE SERVICE.
- PROPOSED GAS SERVICE.
- PROPOSED GAS METER.
- PROPOSED ELECTRICAL SERVICE.



WATER SERVICE DETAIL

SCALE: 1" = 40'

REVISIONS		BY	DESCRIPTION
REV	DATE		

DOWL
720 SW Washington Street, #750
Portland, Oregon 97205
TEL: (425) 313-8100
WWW.DOWL.COM

COSTCO WHOLESALE
COSTCO WHOLESALE CORPORATION
5900 BUCKLE DRIVE
ISSAQUAH, WA 98073
TEL: (425) 313-8100

KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
UTILITY PLAN
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT	14429-01
DATE	05/04/2018

©DOWL 2018
SHEET
C500

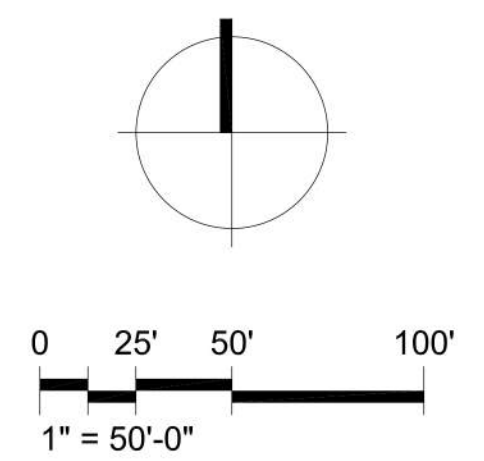


KUEBLER GATEWAY SHOPPING CENTER

OVERALL LANDSCAPE PLAN

SALEM, OREGON

JULY 23, 2018



Jeffrey R. Tross
Land Planning and Development Consultant
1720 Liberty St. SE, Salem, Oregon 97302
Phone and fax (503) 370-8704 email jefftross@msn.com

SITE PLAN REVIEW
for
PACIFIC REALTY ASSOCIATES L.P. and M&T PARTNERS
KUEBLER GATEWAY SHOPPING CENTER

Overview

Pacific Realty Associates, L.P. (PacTrust) and M&T Partners (the Applicants) submit this Application for Site Plan Review (SPR) for development of a shopping center, as anticipated on their Kuebler property. This Application is consistent with the approvals of CPC/ZC 06- 06 and ZC 09-03, and other related land use actions. The property is bounded by Kuebler Boulevard on the north, Battle Creek Road on the west, 27th Avenue on the east, and Boone Road on the south, and totals 28.4 acres. The property is designated Commercial on the Salem Area Comprehensive Plan (SACP) map, and it is zoned Commercial Retail (CR) and Commercial Office (CO). The property is made up of tax lots 1800, 1900, 2000, 2100 on Assessor's map T8S R3W Section 12C; and tax lots 2400, 2500, 2600 2700, 2800 and 2900 on tax map T8S R3W Section 11D.

The proposed shopping center development requires SPR approval per SRC Chapter 220, and a Type III SPR application.

Background

This SPR Application is the culmination of over 12 years of multiple and sequential land use approvals and Applicant funded public improvements that are specific to, and required for, the proposed shopping center development. In brief, the initial land use application for the eastern 18.4 acres of the project was filed in 2006, and a final decision of approval was adopted by the City in December, 2007, Order No. 2007-16-CPC/ZC. Additions and improvements to public facilities to serve the property, as well as the greater community, have been made as required by conditions of approval, and as a result of substantial financial expenditures by the Applicant in advance of realizing any benefit from those additions and improvements prior to development of the property. These expenditures have involved additions and improvements to the local transportation system, including street and sidewalk expansion and intersection improvements, and have assisted the City in making additional transportation improvements that were planned, but not feasible to construct, without the funds for the additional improvements.

The following summary is a timeline of the land use approvals, and the public improvements provided by the Applicant to date, for the proposed shopping center development:

- December 13, 2007 - Original Comprehensive Plan/Zone Change Approval Order No. 2007-16-CPC/ZC (CPC/ZC 06-6) became final following affirmation by LUBA of City's approval. This decision was for the original 18.4 acres (the eastern portion of the 28 acres) and changed the Comprehensive Plan Map Designation from Residential to Commercial and changed the zoning from Residential Agriculture to Commercial Retail.
- October 22, 2008 - Property Line Adjustments No. 08-19, 08-20 and 08-21 were approved by the City between TL1800, TL1900, TL2000 and TL2100. This created the current boundaries for TL 1800, 2000 and 2100. Tax lot 1900 was later adjusted as noted below in 2010 to include an additional 2.56 acres of land to the west from TL702 to create the property as currently configured.
- October 27, 2009 - Zone Change 09-03 approval for the western 9.96 Acres of the 28 Acre property that includes the western approximately 2.56 acres of the property. This decision changed the western approximately 2.56 acres of the property from a combination of Residential Agriculture and Commercial Office to Commercial Retail. This decision also required all of the original conditions of approval from CPC/ZC 06-6 be completed prior to development of any portion of the 9.96 Acres, or the entire 28 Acres.
- June 3, 2010 - the Property Line Adjustment Deed for TL702 and TL1900 to add the 2.56 acres onto the original 18.4 acre property associated with the original Comp Plan/Zone Change decision 06-6 was signed and subsequently recorded in reel 3196 page 169 of the Deed Records for Marion County.
- May 22, 2012 - Received Tree Removal Permit TRP 12-02 for the overall 28 acre property, which included trees around the former residences located on the property. The larger stand of trees at the SW corner of the property was left in place based on coordination with the City pending a final site plan for development of the property.
- June 11, 2012 - Received 1200-C permit No. 28333 from Oregon Department of Environmental Quality for original mass grading efforts on the property.
- June 22, 2012 - Received City Grading permit 12-107398-GD for Mass grading on the property.
- September 7, 2012 - Type II Site Plan Review Approval SPR-UGA 12-11 received for development of Salem Clinic Building and Medical Office Building. Decision allowed development to occur based on Deferral Agreement with the City to allow development prior to completion of all of the offsite roadway improvements required by ZC 09-03 and original CPC/ZC 06-6 decisions.
- February 8, 2013 - Executed Improvement Deferral Agreement with the City in accordance with SPR-UGA 12-11 that allowed development of the Salem Clinic and Medical Office building without completing all of the original offsite improvements that were part of the original CPC/ZC 06-6 approval and subsequent ZC 09-03. Improvements completed that were part of the conditions of approval on the property included the widening of Battle Creek and Boone Road CPC/ZC 06-6 and ZC 09-03. To date, the Applicant has spent \$647,000 for offsite improvement work.
- May 9, 2013 - Received City Grading Permit 13-106536-GD to complete mass grading onsite.
- January 2, 2015 - Entered into improvement agreement with the City for Kuebler Boulevard widening from Commercial Street to I-5 interchange that was part of the original conditions of approval associated with CPC/ZC 06-6 and ZC 09-3. The agreement documents conditions of approval that are satisfied as part of a \$3 Million early contribution by the Applicant toward the City's completion of the widening of the eastbound lanes of Kuebler

Boulevard and establishes \$2,000,000 of Traffic SDC credits that can be utilized as part of the future development of the property in return for the early contribution. The work completed as part of the City's construction project also included the right-in turn lane off of Kuebler Boulevard into the property. In November, 2015, the Applicant funded \$3 Million to the City of Salem, and the City completed the widening of Kuebler Boulevard in November, 2016.

- February 26, 2016 - Applicant received partial Satisfaction of original Conditions of Approval associated with CPC/ZC 06-6 and ZC 09-03 for contributions toward Kuebler Frontage Improvements and prior offsite improvements completed with the first phase of development for the Salem Clinic and Medical office building.

The Applicant's fulfillment of conditions of approval and large scale monetary outlays for public infrastructure improvements in advance of receiving development approval is very rare, if not unprecedented, in the City.

Summary of Existing and Proposed Shopping Center Development

The major features of the existing medical office buildings and the proposed shopping center development are as follows.

In 2013, 3.9 acres in the southwest corner of the site, zoned CO, was developed with the 23,500 sf Salem Clinic medical building, and a spec 14,700 sf medical office building. This SPR Application is for construction of a shopping center on 23.47 acres of the site that is zoned CR. The proposed shopping center development will include the construction of a 168,500 sf Costco store, a gas service pad, and four retail shop buildings consisting of 21,000 sf. The retail shop buildings will accommodate multiple tenants, including uses such as restaurants, retail services and specialty retail. These are Permitted Uses in the CR zone, which provides for a wide range of retail and service uses, as shown in SRC Chapter 522, Table 522-1. The shopping center will be known as "Kuebler Gateway Shopping Center".

Access to the shopping center will be provided by a combination of existing and new driveways from the bordering streets. There is an existing full-access driveway on Boone Road that currently serves the two medical office buildings. This driveway is one of the site access drives approved in CPC/ZC 06-6 (Condition (8)), and was planned to also serve as an access to the contiguous shopping center development. There is also an existing, right-in only driveway from Kuebler Boulevard that was also approved in CPC/ZC 06-6 (Condition (7)), which was constructed in 2016 as a part of the City's Kuebler Boulevard widening project. In addition to these existing driveways, a full access driveway from 27th Avenue is planned, as well as a second full-access driveway from Boone Road in the eastern part of the property. The three full-access driveways and the limited, right-in only driveway, will constitute all points of access to the property. There will be no access from Battle Creek Road.

All parking required to serve the shopping center will be located within the property, and arranged to serve the various uses. No off-site or on-street parking is proposed or needed. Parking for the medical office buildings already exists, and additional parking will be provided for the shopping center. According to the Zone Code, SRC Chapter 806, the new shopping center requires a minimum of one parking space/250 sf of gross floor area. The total of all buildings in the shopping center as planned is 189,500 sf, which will require a total of 758 parking spaces.

The site plan provided with this SPR Application provides for 1,013 spaces, which satisfies the Code requirement.

SITE PLAN REVIEW, SRC 220

A Pre-Application Conference to discuss this SPR was held on January 22, 2018. The criteria for a Class III SPR are provided in SRC Chapter 220.005(f)(3). The site plan included as part of this Application shows the proposed shopping center development in relation to the applicable development standards of the Code. A Summary Table is also included that provides detailed information that addresses the development standards that apply to the shopping center.

The criteria for a Class III SPR are addressed as follows:

(A) The application meets all applicable standards of the UDC.

The site development plan demonstrates the relationship of the design to the requirements of the Code. The Summary Table identifies the applicable standards and how they are satisfied by the site development plan. As demonstrated by these documents, the site development plan conforms to all applicable development standards for lot coverage, building height, property line setbacks, driveways location, parking, and landscaping, among others.

CR zone, SRC Chapter 522. The applicable development standards include the following:

- (a) Lot standards, Table 522-2: There are no standards for lot area, width or depth. The minimum street frontage for uses other than residential is 16 ft. The shopping center has 4,525' of street frontage (total of all four streets).
- (b) Setbacks, Tables 522-3 and 522-4: The setbacks for the shopping center are established by the zone, and as required by the conditions of approval in CPC/ZC 06- 6. Where the conditions of approval require a greater setback, the site plan conforms to that requirement:

From Kuebler:

Building setback, Zone = 5ft, CPC/ZC 06-6 = 5ft

Vehicle Use Areas, Zone = 10ft; CPC/ZC 06-6 = 5ft

From Battle Creek:

Buildings - Zone = 10 ft.; Vehicle Use Areas = 10 ft

From 27th Ave:

Buildings - Zone = 5ft; CPC/ZC 06-6 = 15ft (Cond. (9))

Vehicle Use Areas - Zone = 10ft; CPC/ZC 06-6 = 15ft (Cond. (9))

From Boone Road:

Buildings - Zone = 5ft; CPC/ZC 06-6 = 15ft (Cond. (9))

Vehicle Use Areas - Zone = 10ft; 06-6 CPC/ZC = 15ft (Cond (9))

Zone to Zone Setback: 0 ft

The landscape setbacks are as follows (ref CPC/ZC 06-6 Cond. (9)):

From Kuebler: 10 ft

From Battle Creek: 10 ft

From 27th Street: 15ft

From Boone Road: 15ft

Zone to Zone: 0 ft

See overall Kuebler Gateway Shopping Center drawing Kuebler Gateway Shopping Center East Side Concept Site Plan & C3.0 West Site Plan for setback dimensions.

(c) Lot coverage and building height, Table 522-5:

There is no maximum lot coverage in the CR zone. The maximum building height is 50 ft. The proposed retail buildings are 35 ft or less.

(d) Landscaping SRC Chapter 807

1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.

Please refer to the proposed landscaping plans L1.1 and L1.1W. These plans show that the landscaping plan meets or exceeds the plant unit requirements of SRC 807.

2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Please refer to the proposed landscaping plans L1.1 and L1.1W. These plans show that the landscaping plans meet or exceed the plant unit requirements of SRC 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.

As shown on the Summary Table the proposed shopping center development is 23.47 acres, proposed landscape is 5.09 acres, providing 21.7% landscaping. The proposed landscaping exceeds the standard, and this criterion is satisfied.

SRC 804 Driveway Approaches. The applicable development standards include the following:

804.025 Class 2 Driveway Approach Permit

(d) 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;

The proposed new driveway approaches off of 27th Avenue and Boone Road are to be constructed per Public Works Design Standards. This can be confirmed during

construction plan review. The proposed shopping center development will also utilize the existing full movement access on Boone Road and the right-in access on Kuebler Boulevard, which were approved in CPC/ZC 06-6 and constructed in conformance with that approval to serve the overall property.

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

No site conditions have been identified that prevent placing the driveway approaches in the required locations.

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

The only driveway approach to an arterial is the existing right-in only access from Kuebler Boulevard. This approach includes a separate right-turn lane outside of the eastbound through travel lanes. The Applicant is proposing a full access driveway from 27th Avenue, as approved in CPC/ZC 06-6 and a new full movement access driveway on Boone Road. 27th Avenue and Boone Road are Collectors (STSP). The property will also utilize the existing full movement access on Boone Road. There will be no additional approaches onto Kuebler Boulevard, and no driveways onto Battle Creek Road. Those are the only arterials bordering the property. Because there is only one driveway approach to an arterial, and it is an existing driveway, the number of approaches onto an arterial are minimized.

(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;

The full access driveways will include one from 27th Avenue, and two from Boone Road, as approved in CPC/ZC 06-6. 27th Avenue and Boone Road are classified as Collectors by the STSP. These are the lowest classification of street abutting the property, as Kuebler Boulevard and Battle Creek Road are both arterials. These access points will provide access to all parcels within the property as part of the integrated shopping center traffic circulation plan.

(5) The proposed driveway approach meets vision clearance standards;

The proposed new driveways (on 27th Avenue, and Boone Road,) will meet the vision clearance standards. This can be confirmed during construction plan review. The existing driveways on Boone Road and Kuebler Boulevard meet vision clearance standards.

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

The Applicant is proposing use of the existing right-in only from Kuebler Boulevard and existing full movement access driveway on Boone Road, as well as a proposed new

access from 27th Avenue. and a proposed new full movement access on Boone Road, as approved in the CPC/ZC 06-6. As described in the updated TIA that has been prepared for this SPR at the locations shown, the driveways do not create traffic hazards, and allow for safe turning movements. The design and location of the driveways have been coordinated with the other improvements to the street system that have been required as part of CPC/ZC 06-6, as detailed in the TIA, most of which are already in place.

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

The Applicant is proposing use of the existing right-in from Kuebler Boulevard and an existing full access driveway from Boone Road, as well as a new access from 27th Avenue and a new full movement access on Boone Road, as approved in CPC/ZC 06-6. Based on the updated TIA prepared for this SPR, with the improvements to the street system that have already been constructed for this property, and the additional improvements that are specified and will be completed, the proposed driveways do not result in significant adverse impacts to the vicinity.

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

The location of the proposed driveway on 27th Avenue and the proposed driveway on Boone Road have been coordinated with the existing driveways, existing streets, and other improvements to the surrounding streets and intersections including 27th Avenue and Kuebler Boulevard, and Boone Road and Battle Creek Road. These improvements are detailed in the updated TIA. The proposed driveway approaches minimize impacts to the functionality of adjacent streets and intersection through appropriate spacing, by incorporating turn lanes, and by creation of a round-about on 27th Avenue.

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

The Applicant is proposing use of the existing right-in only from Kuebler Boulevard and an existing full movement access from Boone Road, as well as a new access from 27th Avenue. and a new full movement access on Boone Road, as approved in CPC/ZC 06-6. Only the Boone Road driveways are proximate to existing residential development that is located south of Boone Road. The existing driveway is off-set to the west of Cultus Ct. SE, and the new driveway will be in-line with Bow Ct SE. These locations have been specified to minimize turn movement conflicts with residential traffic, and are spaced apart to maintain the functionality of the street. The land on the east side of the proposed 27th Avenue. driveway is currently zoned for residential use, but is not developed. The proposed roundabout on 27th Avenue has been planned to coordinate with a future access to that property, and to minimize impacts to future use of that property by controlling the speed and direction of traffic to and from the proposed shopping center development. These measures balance adverse impacts and the functionality of the street, in conformance with this criterion.

SRC 806.035 - Off-Street Parking and Vehicle Use Area Development Standards:

The site development plan demonstrates conformance with the development standards for off street parking and vehicle use area provided in SRC Chapter 806.035. The total off-street parking area will total 559,473 sf. The interior landscaping is 48,420 sf or 8.1%, which exceeds the 8% standard in 806.035, Table 806-5 (for parking area >50,000 sf). The parking space dimensions conform to the standards in Table 806-6, which are a minimum of 9'x19' for full-size and 8'x15' for compact spaces. The driveway aisle widths of 24' meet the standard of 806.040, Table 801-7. The parking area will be paved with a hard surface and storm drainage provided as required, 806.035(g). A total of 10 bicycle parking spaces are required and provided, 806.045.

(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.

The potential traffic impact of the original 2006 shopping center proposal was evaluated in a Traffic Impact Analysis (TIA) for CPC/ZC 06-6. That study recommended a variety of improvements to the transportation system that were required to mitigate the potential impacts of the projected traffic volume. The TIA that was approved and adopted as part of CPC/ZC 06-6 considered the total planned commercial retail and medical office use of the contiguous 28.4 acres site, of which this proposed shopping center development is a part. Improvements to the transportation system required for development of the contiguous 28 acre site were specified in CPC/ZC 06-6 and adopted in the City's approval decision. Since that decision, major improvements have been completed to comply with that approval, and which include the following:

- 1) Kuebler Boulevard Widening from Commercial Street to I-5 on-ramp that provided an additional eastbound thru lane. Applicant and the City of Salem entered into an agreement whereby Applicant agreed to fund \$3 Million for this project. This work was completed by the City Public Works Department in 2016.
- 2) Kuebler Boulevard & 27th Avenue Intersection: Eastbound right turn lane, dual westbound left turn lanes. This work was completed concurrently with the Kuebler Boulevard Road widening work in 2016.
- 3) Kuebler & Battle Creek Road Intersection: Eastbound right turn lane, north bound left turn lane, south bound left turn lane, westbound right turn lane. This work was completed by Applicant with the Salem Clinic and medical/office building development in 2013 and the Kuebler Boulevard Road widening work in 2016.
- 4) Battle Creek & Boone Road Intersection: South bound left turn lane, west bound left and right turn lanes, and north bound left turn lanes. This work was completed by Applicant with the Salem Clinic and medical/office building development in 2013.

Remaining transportation system improvements to be completed with the proposed shopping center development include the following:

- 1) Signal at Boone Road and Battle Creek including the addition of an eastbound left turn lane;
- 2) Boone Road street frontage improvements;
- 3) 27th Avenue street frontage improvements; and
- 4) Signal modifications at Battle Creek Road and Kuebler Boulevard., and Kuebler Boulevard and 27th Avenue.

The Applicant has provided an updated TIA as part of this SPR Application to review the proposed shopping center development and analyze the effect of the projected traffic on the transportation system including intersection level of service standards, Kittelson & Associates, Transportation Impact Analysis for the Proposed Kuebler Gateway Shopping Center, May 1, 2018. This TIA is included as a part of this SPR Application. The updated TIA found that a new roundabout located at the main shopping center access on 27th Avenue (as shown on the site plan) will meet City intersection level of service standards. Improvements to the transportation system that were identified in the TIA for both the 2006 Comp Plan/Zone Change, and the SPR Application, will be completed as part of the proposed shopping center development. The improvements to the transportation system are proportionate to the impacts of the proposed shopping center development. By making improvements that are required to maintain the capacity of the transportation system and meet level of service standards, in proportion to the impacts of the proposed shopping center development, the safe, orderly, and efficient circulation of traffic into and out of the property will be provided, and negative impacts to the transportation system will be mitigated.

The 2006 TIA analyzed the potential traffic impact of a shopping center and medical/office development totaling 299,000 sf, of which 240,000 sf would be retail space. The combined development in this SPR Application includes less building square footage than the 2006 TIA. The specific trip-generation characteristics of the combined development have been considered in the updated TIA. In summary, the updated TIA has estimated that the traffic generated by the existing medical office buildings and proposed shopping center development will be less than the volume estimated in the original 2006 development proposal. The difference in the two proposed developments is 1,102 fewer daily trips (Table 1). The traffic volume will also be less during the calculated weekday p.m. peak hour and the Saturday peak hour time periods. With the transportation system improvements that have already been completed, in-process improvements, and additional recommended improvements, all of the study intersections will continue to operate at an acceptable level of service, including the expected increases in background traffic. Full details and analysis is provided in the updated TIA attached as Appendix XXXXX.

The property is served by Kuebler Boulevard, a Parkway; Battle Creek Road, a Minor Arterial, Boone Road, a Collector; and 27th Avenue, a Collector; as shown on the Salem Transportation System Plan (STSP) Street Plan (Map 3-1). With the existing, in-process, and recommended improvements the transportation system will provide for the safe, orderly, and efficient circulation of traffic into and out of the property at full build-out, and negative impacts to the system will be adequately mitigated. Based on the analysis, findings and recommendations of the updated TIA, this criterion is satisfied.

(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

As shown on the site plan drawing C2.0 Overall Plan, the parking areas and driveways are designed to provide for convenient and proximate access to all buildings in the proposed shopping center development. All required parking is provided on the property, and no off-site parking is required. All driveway entrances serving the property will include sidewalks to

provide for pedestrian access from the street to the shopping center, as required by CPC/ZC 06-6 Condition (13). The driveways will be at the locations specified by the City to meet spacing standards from existing street intersections and driveways in the area. The internal driveways provide circulation throughout the shopping center for motor vehicles and bicycles to the entries of the buildings. Parking spaces are located adjacent to each building; and then in rows that extend perpendicular to the buildings to provide for safe, convenient and efficient pedestrian access to the shopping center buildings. Parking is provided at the required ratio for shopping centers of 1 space per 250 sf of gross floor area, SRC Table 801-1. The parking spaces, aisles, and driveways are designed to meet or exceed Code requirements for length and width. Full size parking spaces will be 9' x 19' and compact spaces will be 8'x15'. Ten bicycle parking spaces are provided, as required by the formula for shopping center in Table 806-8. Because parking will be proximate to each building, the number of parking spaces will meet the Code requirement, the internal driveways will provide access to all of the access drives and throughout the property for motor vehicles and bicycles, and pedestrian access is provided on the access driveways, the design of the parking areas and driveways facilitate the safe and efficient movement of vehicles, bicycles and pedestrians.

(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development.

As shown on the Utility Plans C5.0 and C500, all required City services and utilities are available at adequate levels to serve the property. The property is within a fully urbanized part of the city and all necessary services are available and of sufficient size to serve the property. The Applicant will install the required utilities on the property.

In summary, the criteria for a Type III site plan review are satisfied because (i) the site design conforms to the Code standards that apply to the type of development that is planned, (ii) the site is served by streets in the appropriate Transportation System Plan classifications, (iii) street system improvements have been and are being made as required by the conditions of approval, and additional improvements will be made as recommended by the updated TIA to provide for the safe, orderly and efficient movement of vehicles, bicycles and pedestrians and avoid negative impacts to the transportations system, (iv) the parking areas and driveways have been designed to facilitate safe and efficient movement of traffic through the property and, (v) the existing and proposed shopping center development will be adequately served by City utilities and facilities.

KUEBLER GATEWAY SHOPPING CENTER SITE PLAN REVIEW – SRC
CHAPTER 808 CODE RESPONSE NARRATIVE TO CITY COMMENTS
DATED JULY 6, 2018

SRC Chapter 808 Preservation of Trees and Vegetation

The property is designated "Commercial" on the Salem Area Comprehensive Plan (SACP) map, and it is zoned Commercial Retail (CR), SRC Chapter 522. The CR zone is the city's major zone for commercial uses, and includes an extensive range of retail, service, and office uses and activities. The property has been approved for development of a shopping center with a maximum gross leasable area of 240,000 square feet of retail space, as specified in CPC/ZC 06-6, condition of approval (14). The proposed shopping center consists of an anchor retail building of 168,550 square feet, and approximately 21,000 square feet of leasable space in 4 retail buildings, for a total gross leasable area of 189,550 square feet. Neither the Decision granting approval for the shopping center, or the Zone Code, place any restrictions or limitations on the allowable size or square footage of any individual commercial building within the approved shopping center.

As shown in the SPR submittal binder, section 6, Proposed Development Plans, sheets C100 and 101, there are a number of trees on the SW portion of the site. These trees include 8 Oregon White Oaks that are classified as significant trees. These trees are proposed for removal. Significant trees may be removed per SRC 808.030(a)(2)(L):

Removal of Oregon white oaks (Quercus garryana) where the removal is necessary in connection with construction of a commercial or industrial facility.

Civil sheet C101 shows the locations of the 8 significant trees on the site, and Landscape Plan sheet L1.1 shows mitigation calculations.

The proposed shopping center would result in the removal of the 8 Oregon White Oak trees in order to place the anchor retail building in the southwest part of the site. In this orientation, a majority of the customer entrance/exit activity will occur on the north side of the building, thereby significantly mitigating visibility and noise to the residential neighborhood south of Boone Road. During our site development process, we considered a number of layouts including placing the anchor retail building in the NW, NE and SE corners of the site in an effort to potentially retain some or all of these trees. However, each of these scenarios would result in greater potential for impacts to the residential neighborhood. These potential impacts would primarily be due to noise from parking lot traffic and truck deliveries to the anchor store, and the fuel station – See attached conceptual site plan scenarios.

The proposed shopping center layout with the anchor retail building located in the SW corner of the site just east of the medical buildings and the access driveway, best minimizes potential impacts to the residential neighborhood south of Boone Road by using the building itself to screen and buffer parking lot traffic and delivery activity. The ability to mitigate the potential impacts of the parking lot and activity at the front of the building from the residential neighborhood to the south causes the removal of the eight trees in connection with construction of the approved commercial shopping center to be necessary. Importantly, it also places the fuel station in the far northeast corner near 27th Avenue and Kuebler Boulevard where it is farthest from the residential neighborhood to the south. At that location, fuel deliveries and customer traffic will have immediate access from the main driveway on 27th, which reduces traffic movements in the southern portion of the site near Boone Road.

The conditions of approval associated with CPC/ZC 06-6 addressed the potential noise and visual impact issue associated with the development of a commercial retail shopping center of 240,000 square feet by requiring a 6 foot tall masonry wall or berm and 15 foot wide landscape buffer along the southern property line. The proposed shopping center configuration enhances the existing required mitigation to the residential neighborhood south of Boone Road because potential noise and visual activities are placed as far from the residential areas as possible, and the back wall of the anchor retail building is a 35' tall x 300' wide, thick masonry wall, which provides greater protection from potential impacts to the residential neighborhood south of Boone Road.



Pros:

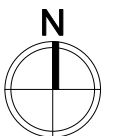
- 1 Costco quiet side adjacent to neighborhood, screening much of the parking, loading and fuel facility operations.
- 2 Fuel Facility located as far as possible from residential neighborhood.
- 3 Costco improvements oriented towards Kuebler, the more commercial street.
- 4 The Costco development aligns and integrates with the adjacent development to the west.
- 5 Site layout allows for most convenient accessibility away from residential street to the south.

Cons:

- 1 All oak trees removed.

Significant Oak Trees

Topo and Access constraints



Costco Wholesale

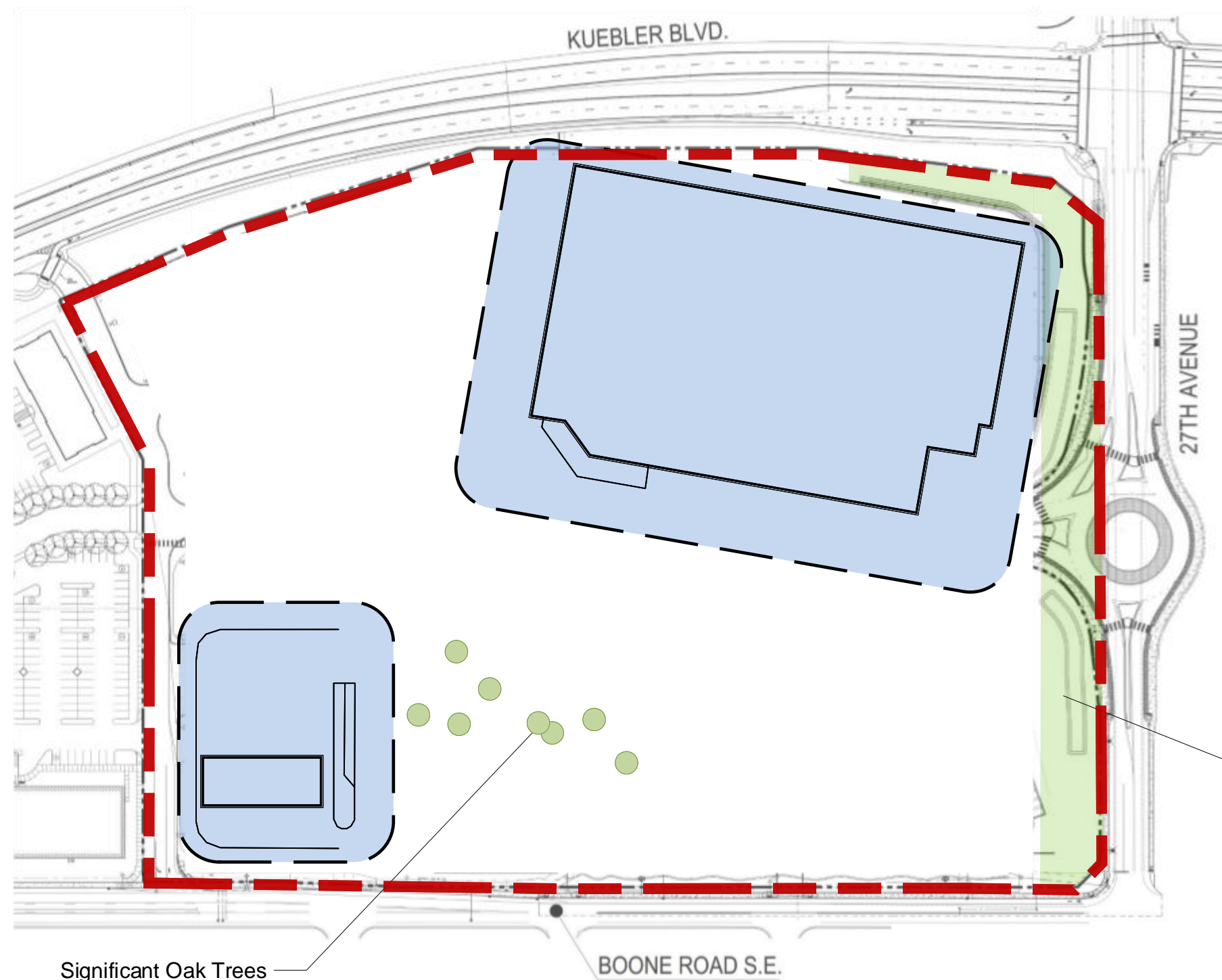
Salem, OR

Current Site Plan

MG2 Project: 17-0413-01A

Project Manager: S Bullock

Date: August 9, 2018



Pros:

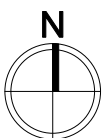
- 1 Oak trees might be able to be retained but will reduce the number of parking stalls.
- 2 The Costco development integrates with the adjacent development to the west.

Cons:

- 1 Site access from 27th Ave roundabout impacted - conflicts with Costco Receiving Area.
- 2 Site access encourages use of residential street to the south.
- 3 Costco building mass does not act as noise buffer to neighborhood.
- 4 Back of warehouse oriented toward commercial street - screening entry from view.
- 5 Fuel facility directly adjacent to residential neighborhood.
- 6 Costco Receiving area directly oriented toward residential.
- 7 Warehouse siting creates inefficient parking layout - reducing stall count.

Significant Oak Trees

Topo and Access constraints



Costco Wholesale

Salem, OR

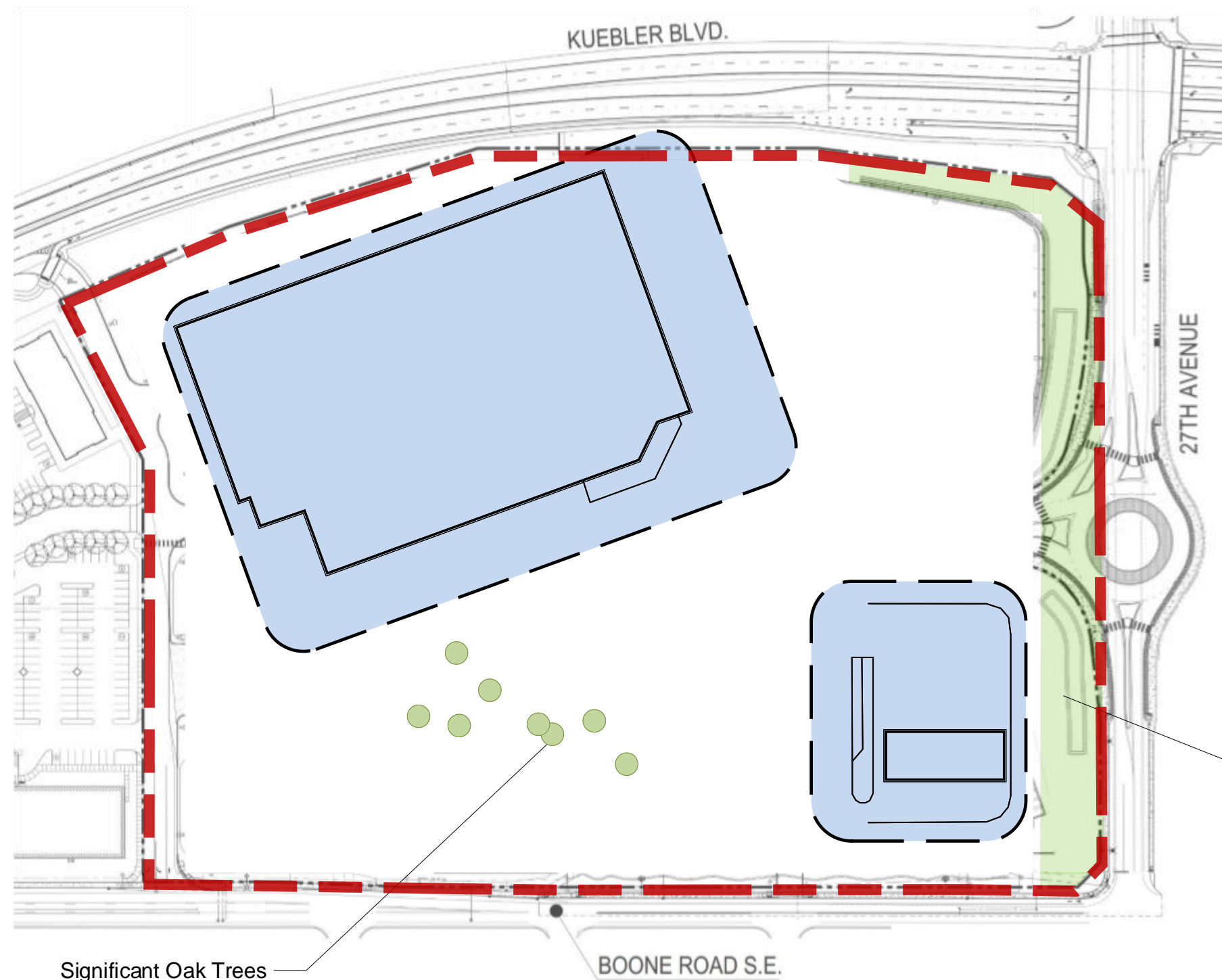
MG2 Project: 17-0413-01A

Project Manager: S Bullock

Date: August 9, 2018

Site Plan Option for Tree Retention

NE Option



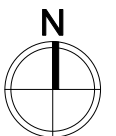
Pros:

- 1 Oak trees might be able to be retained but will reduce the number of parking stalls.
- 2 The Costco development integrates with the adjacent development to the west.
- 3 Site layout allows for most access to avoid residential street to the south. However, since the store faces south, a fair number of trips will likely access from the south.

Cons:

- 1 Warehouse Receiving area directly oriented toward residential neighborhood.
- 2 Sound and light impacts from the parking lot, fuel facility and loading dock on the adjacent residential neighborhood.
- 3 Costco building mass does not act as noise buffer to neighborhood.
- 4 Back of warehouse oriented toward commercial street – screening entry from view.
- 5 Fuel Facility directly adjacent to residential neighborhood.
- 6 The Costco development somewhat turns away from the adjacent development to the west.
- 7 Left turn into fuel facility congested
- 8 Warehouse siting creates inefficient parking layout – reducing stall count.

Topo and Access constraints



Costco Wholesale

Salem, OR

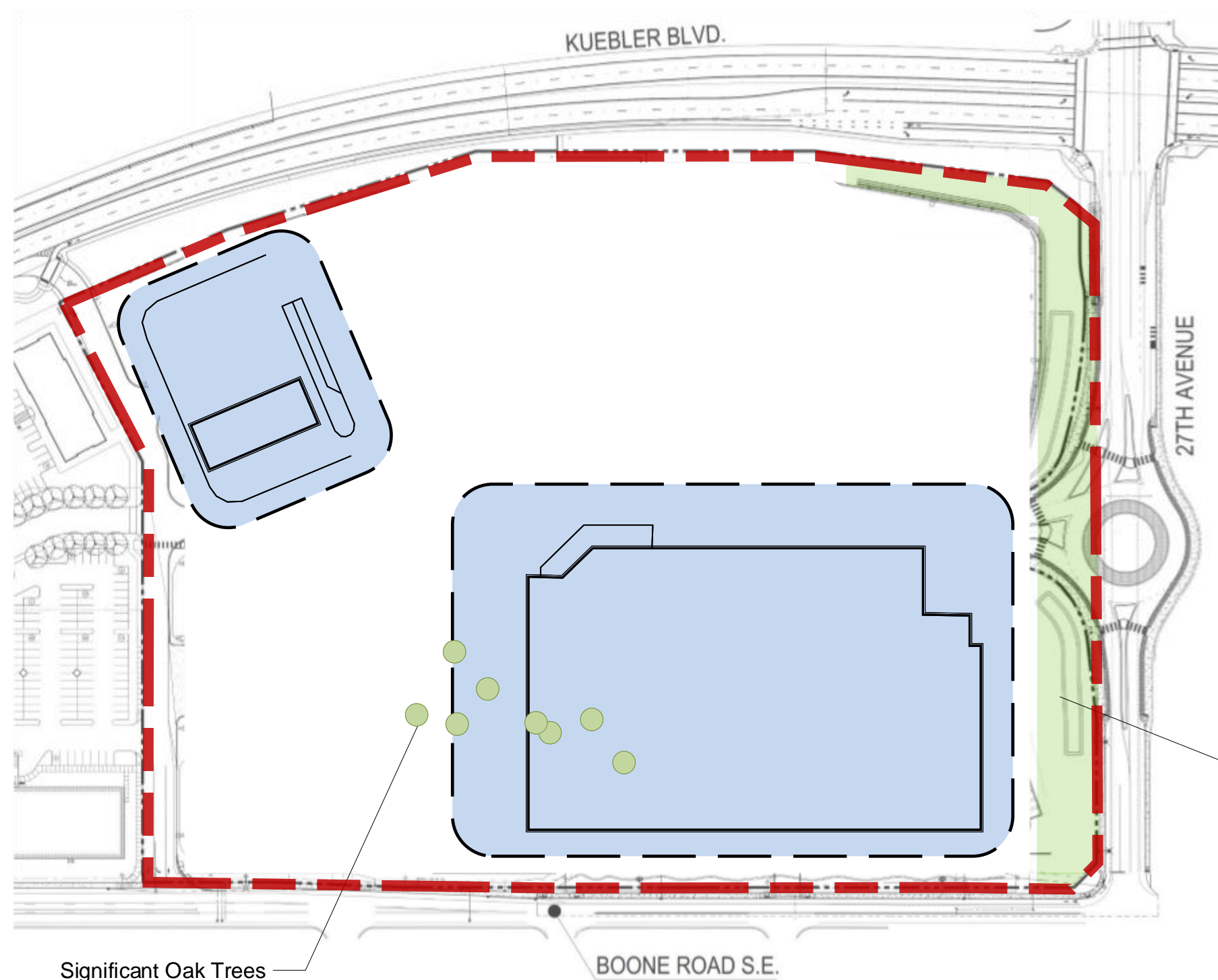
MG2 Project: 17-0413-01A

Project Manager: S Bullock

Date: August 9, 2018

Site Plan Option for Tree Retention

NW Option

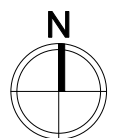


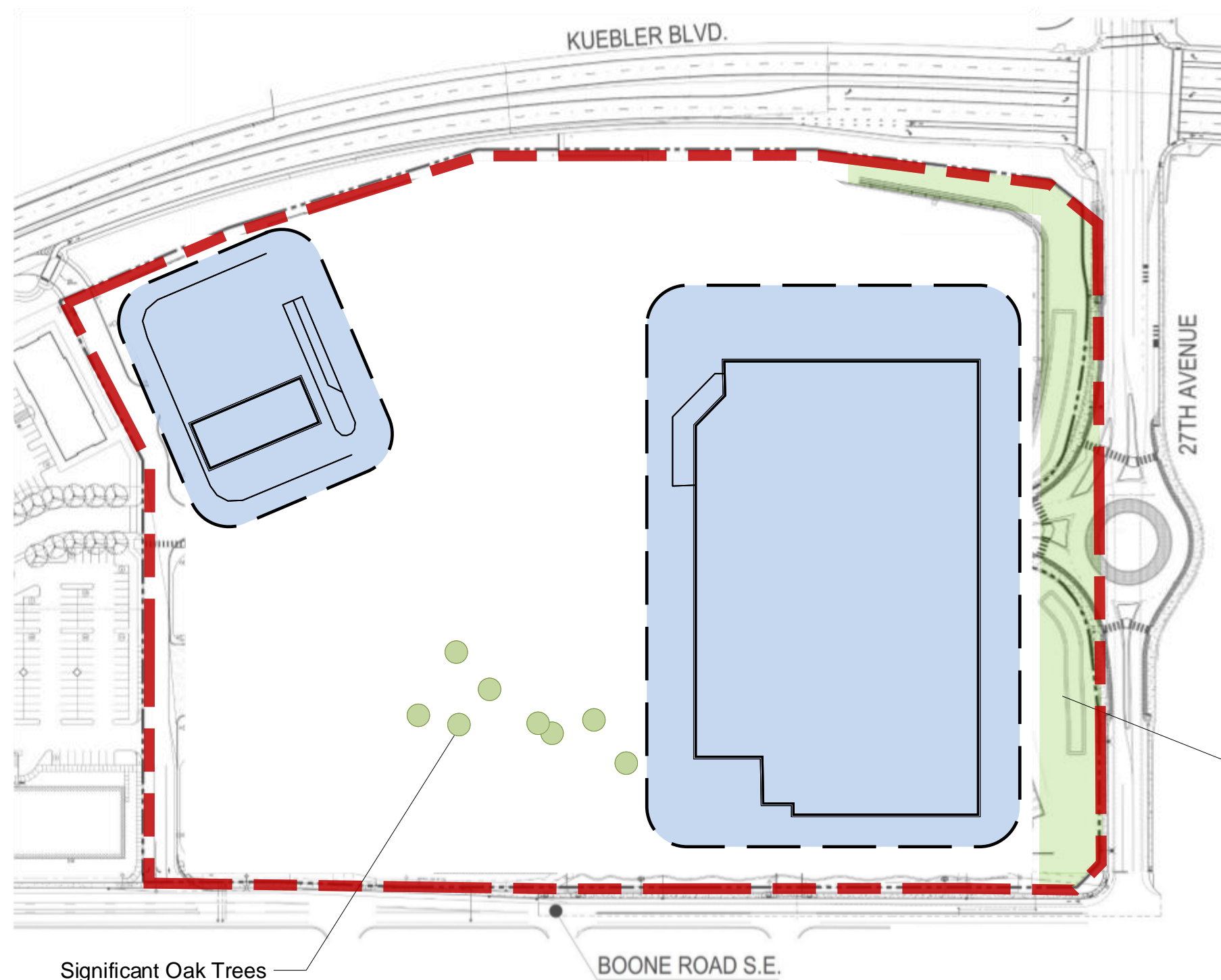
Pros:

- 1 Costco quiet side adjacent to residential, screening much of the parking, loading and fuel facility operations.
- 2 Fuel facility located on Kuebler Blvd.
- 3 Costco improvements oriented towards Kuebler, the more commercial street.
- 4 Some Oak trees may be able to be retained.

Cons:

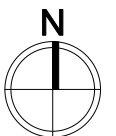
- 1 Site access from 27th Ave. roundabout impacted – conflicts with Costco Receiving Area.
- 2 Loading docks are no longer screened from 27th.
- 3 Connection to development to the west lost.
- 4 Warehouse siting creates inefficient parking layout-reducing stall-count.
- 5 Tree retention impacts parking.
- 6 Fuel Facility operations oriented toward residential.





Significant Oak Trees

Topo and Access constraints



Pros:

- 1 Oak trees might be able to be retained. Some will have to be removed to accommodate the loading dock.
- 2 Fuel facility located on Kuebler Blvd.
- 3 Costco entry more prominently faces Kuebler.
- 4 Costco improvements oriented towards Kuebler, the more commercial street.

Cons:

- 1 Site access from 27th Ave. roundabout lost.
- 2 Primary site access will be from residential street to the south.
- 3 Costco building mass does not act as noise buffer to neighborhood.
- 4 Loading docks directly adjacent to residential.
- 5 Fuel Facility operations oriented toward residential.
- 6 Connection with the development to the west is lost.
- 7 Primary parking area adjacent to existing residential
- 8 Warehouse siting creates inefficient parking layout-reducing stall count.
- 9 Tree retention impacts parking.



Costco Wholesale

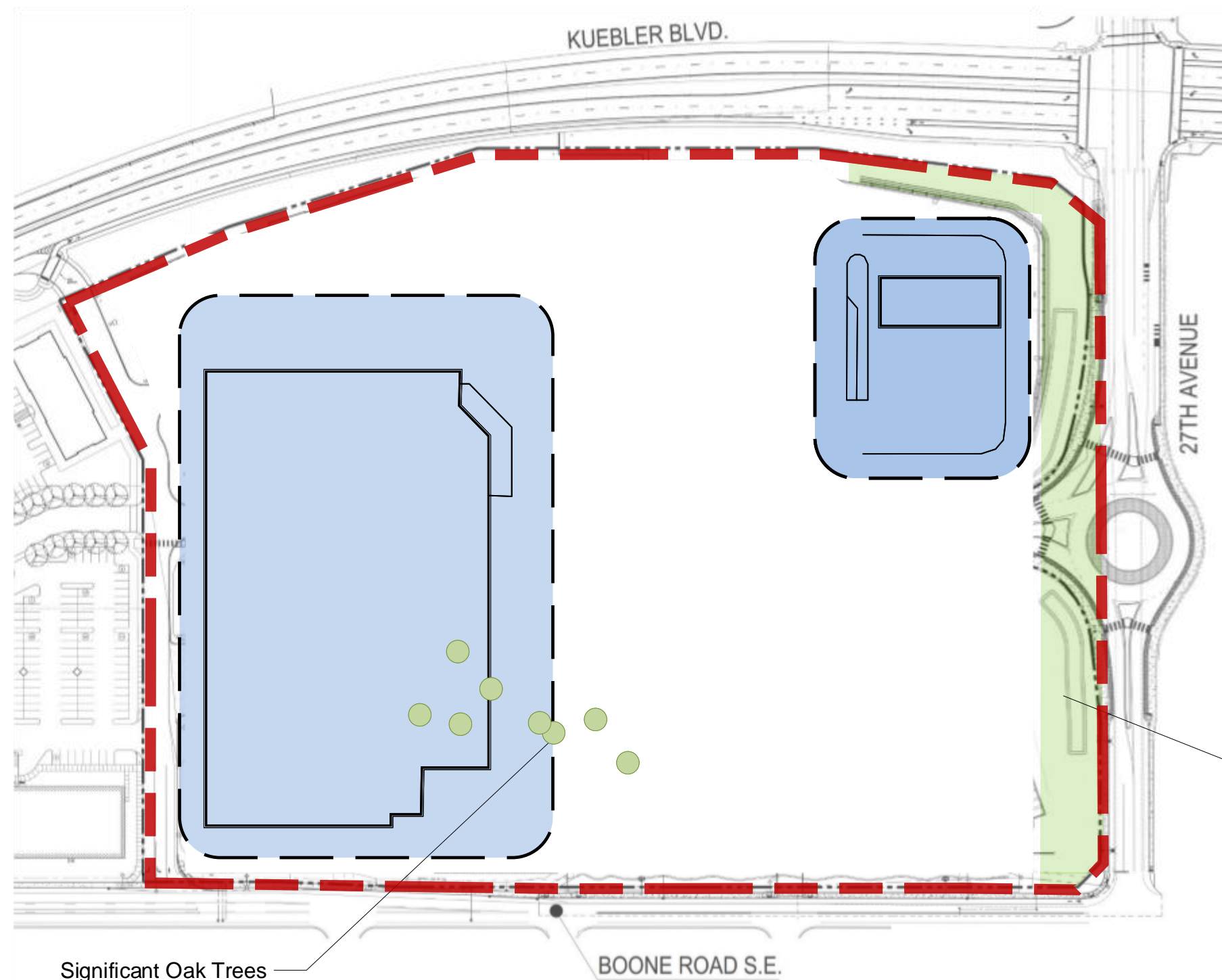
Salem, OR

MG2 Project: 17-0413-01A

Project Manager: S Bullock

Date: August 9, 2018

Site Plan Option for Tree Retention **SE Option 2**

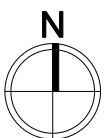


Pros:

- 1 Fuel Facility located on Kuebler Blvd. - furthest from residential.
- 2 Costco improvements oriented towards Kuebler, the more commercial street.
- 3 Costco entry more prominently faces Kuebler.

Cons:

- 1 Site access encourages use of residential street to the south.
- 2 Oak trees will have to be removed to accommodate the loading dock operations.
- 3 No connection with development to the west.
- 4 Limited access from internal drive to the west of the warehouse.
- 5 Loading docks and parking will be impacted by tree retention.
- 6 Loading docks directly adjacent to residential to the south.
- 7 Costco building mass does not act as noise buffer to neighborhood.
- 8 Primary parking area adjacent to existing residential



Costco Wholesale

Salem, OR

MG2 Project: 17-0413-01A

Project Manager: S Bullock

Date: August 9, 2018

Site Plan Option for Tree Retention

SW Option