NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005

CITY OF Salem AT YOUR SERVICE

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO.: SPR-DAP18-15

APPLICATION NO. : 18-112081-RP

NOTICE OF DECISION DATE: OCTOBER 23, 2018

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and five new retail shell buildings.

REQUEST: A Class 3 Site Plan Review for construction of a new retail shopping center, including five proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

APPLICANT: W. Josh Wells, P.E., Westech Engineering, Inc.

OWNER: Shari Reed & Matt Oyen for M&T Partners & Pacific Realty Associates LP

LOCATION: 2500-2600 Block of Boone Road SE / 97306

CRITERIA: Class 3 Site Plan Review: SRC Chapter 220.005(f)(3)
Class 2 Driveway Approach Permit SRC Chapter 804.025(d)

FINDINGS: The findings are in the attached Decision dated October 23, 2018.

DECISION: The Planning Administrator **APPROVED** Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15 subject to SRC Chapter 220 and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as Attachment B, and the following conditions of approval:

Condition 1: Prior to issuance of building permit, the applicant shall identify which screening method will be provided along the Boone Road and 27th Avenue frontages in compliance with CPC/ZC06-06 Condition 12.

Condition 2: Prior to issuance of building permit, the site plan shall be revised to provide internal pedestrian pathways which connect each of the proposed buildings within the shopping center, and which connect to public sidewalks along adjacent streets. The internal pedestrian pathways shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.

Condition 3: All remaining unsatisfied conditions of approval from CPC/ZC06-06 as specified in the November 30, 2015, "Certificate of Partial Satisfaction of Conditions of Approval and Deferral Agreement" shall be completed prior to final occupancy for the proposed development.

Condition 4: Prior to building permit issuance, where a proposed building crosses over an existing property line, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) a property line adjustment shall be recorded to remove or relocate the property line.

Condition 5: A minimum of 15 percent of the development site, approximately 159,168 square feet, shall be landscaped with the issuance of the first building permit for the Kuebler Gateway Shopping Center.

Condition 6: At the time of building permit application, the plans for the solid waste service areas shall demonstrate compliance with all applicable development standards of SRC Chapter 800.

Condition 7: The proposed off-street parking area shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks, landscape areas, or pedestrian pathways.

Condition 8: Bicycle parking areas shall be provided for each proposed building within the shopping center meeting the applicable amount and development requirements of SRC Chapter 806.

Condition 9: A minimum of 16 Oregon White Oaks shall be incorporated into the landscape design for the shopping center. Replanted trees shall have a minimum two-inch caliper.

Condition 10: The east site driveway on 27th Avenue SE should be constructed as a single-lane roundabout, with southbound right-turn by-pass lane to the site.

Condition 11: A stop sign should be installed at the new south site driveway (southbound) approach to Boone Road SE.

Condition 12: The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage.

Condition 13: All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

Condition 14: Along the frontages of Boone Road SE and 27th Avenue SE, construct a half-street improvement to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The fee-in-lieu amounts previously collected may be used towards the security amount required for the public construction pursuant to SRC 110.100.

Condition 15: Sidewalks shall be located parallel to and one foot from the adjacent right-of-way, however, if topography or other physical conditions, such as the previously mitigated wetland areas, make the construction of sidewalks impossible or undesirable, then a different location may be allowed per SRC 803.035(l)(2)(B).

Condition 16: For the portion of the subject property within Kuebler Gateway Subdivision, the applicant shall comply with the stormwater management plan that was adopted under SRC 71.180(c) and approved with SUB14-01.

Condition 17: For the portion of the subject property outside Kuebler Gateway Subdivision, the applicant shall design and construct a storm drainage system for areas of new and replaced impervious surface in compliance with SRC Chapter 71 and the current Public Work Design Standards (PWDS).

The rights granted by the attached decision for Class 3 Site Plan Review Case No. SPR-DAP18-15 must be exercised by **November 8, 2022** or this approval shall be null and void.

The rights granted by the attached decision for Class 2 Driveway Approach Permit Case No. SPR-DAP18-15 must be exercised or an extension granted by **November 8, 2020** or this approval shall be null and void.

Application Deemed Complete:	September 4, 2018
Notice of Decision Mailing Date:	October 23, 2018
Decision Effective Date:	November 8, 2018
State Mandate Date:	February 1, 2019

Case Manager: Aaron Panko, Planner III, APanko@cityofsalem.net; 503.540.2356

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., November 7, 2018**. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220 and 804.

The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

http://www.cityofsalem.net/planning

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

SITE PLAN REVIEW / DRIVEWAY APPROACH PERMIT
CASE NO. SPR-DAP18-15
DECISION

IN THE MATTER OF APPROVAL OF	**)**	**CLASS 3 SITE PLAN REVIEW**
SITE PLAN REVIEW AND DRIVEWAY	**)**	**AND CLASS 2 DRIVEWAY**
APPROACH PERMIT CASE NO. 18-15	**)**	**APPROACH PERMIT**
2500-2600 BLOCK OF	**)**	
BOONE ROAD SE - 97306	**)**	**OCTOBER 23, 2018**

In the matter of the application for a Class 3 Site Plan Review and Class 2 Driveway Approach Permit submitted by W. Josh Wells, P.E., Westech Engineering Inc., on behalf of the applicant and property owners M&T Partners Inc. and Pacific Realty Associates LP, represented by Shari L. Reed and Matt Oyen, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

Request: A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 24.38 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

A vicinity map illustrating the location of the property is attached hereto, and made a part of this staff report (Attachment A).

DECISION

APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, conformance with the approved site plans, and the following conditions of approval:

Condition 1: Prior to issuance of building permit, the applicant shall identify which screening method will be provided along the Boone Road and 27th Avenue frontages in compliance with CPC/ZC06-06 Condition 12.

Condition 2: Prior to issuance of building permit, the site plan shall be revised to provide internal pedestrian pathways which connect each of the proposed buildings within the shopping center, and which connect to public sidewalks along adjacent streets. The internal pedestrian pathways shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.

Condition 3: All remaining unsatisfied conditions of approval from CPC/ZC06-06 as specified in the November 30, 2015, "Certificate of Partial Satisfaction of Conditions of Approval and Deferral Agreement" shall be completed prior to final occupancy for the proposed development.

Condition 4: Prior to building permit issuance, where a proposed building crosses over an existing property line, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) a property line adjustment shall be recorded to remove or relocate the property line.

Condition 5: A minimum of 15 percent of the development site, approximately 159,168 square feet, shall be landscaped with the issuance of the first building permit for the Kuebler Gateway Shopping Center.

Condition 6: At the time of building permit application, the plans for the solid waste service areas shall demonstrate compliance with all applicable development standards of SRC Chapter 800.

Condition 7: The proposed off-street parking area shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks, landscape areas, or pedestrian pathways.

Condition 8: Bicycle parking areas shall be provided for each proposed building within the shopping center meeting the applicable amount and development requirements of SRC Chapter 806.

Condition 9: A minimum of 16 Oregon White Oaks shall be incorporated into the landscape design for the shopping center. Replanted trees shall have a minimum two-inch caliper.

Condition 10: The east site driveway on 27th Avenue SE should be constructed as a single-lane roundabout, with southbound right-turn by-pass lane to the site.

Condition 11: A stop sign should be installed at the new south site driveway (southbound) approach to Boone Road SE.

Condition 12: The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage.

Condition 13: All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

Condition 14: Along the frontages of Boone Road SE and 27th Avenue SE, construct a half-street improvement to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The fee-in-lieu amounts previously collected may be used towards the security amount required for the public construction pursuant to SRC 110.100.

Condition 15: Sidewalks shall be located parallel to and one foot from the adjacent right-of-way, however, if topography or other physical conditions, such as the previously mitigated wetland areas, make the construction of sidewalks impossible or undesirable, then a different location may be allowed per SRC 803.035(l)(2)(B).

Condition 16: For the portion of the subject property within Kuebler Gateway Subdivision, the applicant shall comply with the stormwater management plan that was adopted under SRC 71.180(c) and approved with SUB14-01.

Condition 17: For the portion of the subject property outside Kuebler Gateway Subdivision, the applicant shall design and construct a storm drainage system for areas of new and replaced impervious surface in compliance with SRC Chapter 71 and the current Public Work Design Standards (PWDS).

FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family, duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 Site Plan Review for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 Site Plan Review is required for this application pursuant to SRC 220.005(b)(3)(A) because the proposed development requires a Traffic Impact Analysis, and pursuant to SRC 220.005(b)(3)(C) because a Class 2 Driveway Approach Permit has been requested for the proposed driveway approaches onto 27th Avenue SE and Boone Road SE.

2. Background

On June 6, 2018 Class 3 Site Plan Review and Class 2 Driveway Approach Permit applications were filed for the proposed development. After additional information was received, the applications were deemed complete for processing on September 4, 2018.

On October 15, 2018, the applicant granted a 30-day extension to the 120-day deadline for this consolidated application, extending the 120-day State mandated decision deadline from January 2, 2019 to February 1, 2019.

The applicant's proposed development plans are included as Attachment B and the applicant's written statement addressing the approval criteria is included as Attachment C.

Previous land use history for the subject property is included below:

Comprehensive Plan Change and Zone Change Case No. 06-06 (CPC/ZC06-06). This decision approved a change to the Comprehensive Plan Map designation for the eastern most 18.4 acres of the subject property from Developing Residential to Commercial, and changed the zoning from RA (Residential Agriculture) to CR (Retail Commercial) subject to conditions of approval.

Zone Change Case No. 09-03 (ZC09-03). This decision approved a change to the zoning designation for the western most 9.96 acres from RA (Residential Agriculture) and CO (Commercial Office) to CO (Commercial Office) and CR (Retail Commercial).

Site Plan Review and Urban Growth Area Development Permit Case No. 12-11 (SPR-UGA12-11). Approved development of the Salem Clinic and medical office building, and an Urban Growth Area Development permit for the subject property. The application depicted three phases of development: UGA Phase 1, UGA Phase 2, and UGA Future Phase. UGA Phase 1 applied to the Salem Clinic development that has already been completed. UGA Phase 2 and UGA Future Phase apply to the subject property. All conditions of approval from SPR-UGA12-11 have been completed except for the following:

- Condition 9: As a condition of building permit for UGA Phase 2 or UGA Future Phase, complete all remaining mitigating street improvements required as a condition of approval for ZC09-03 and specified in CPC/ZC06-6.

Summary of Record:

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

Neighborhood and Citizen Comments:

Notice of the application was sent to the South Gateway Neighborhood Association (SGNA) and all property owners of record within 250 feet of the subject property. In addition, all of the application materials, the notice of filing, and the request for comments were made available on the City's website for interested parties to access prior to, and during the public comment period.

Comments were received from the SGNA and adjacent Morningside Neighborhood Association (Morningside) objecting to the application. Complete testimony from SGNA and Morningside is included as Attachment D.

One hundred and twenty-three comments were received from interested parties prior to and during the comment period. Seventy-nine indicating concerns or objections to the request, twenty-five indicating support for the request, with the remaining testimony neutral. Public testimony is included as Attachment E. Concerns and objections from both neighborhood associates and interested parties are summarized below:

1) **Traffic.** Concerns relating to the increase in the amount of traffic on surrounding streets, inadequate transportation infrastructure for the proposed use and future potential developments in the area, and concerns relating to pedestrian and bicycle safety and access to the site. Concerns were also expressed about the findings in the Transportation Impact Analysis

   Staff Response: The applicant was required to provide a Transportation Impact Analysis (TIA) as part of the Site Plan Review application. This TIA provided multiple recommendations in order to mitigate the impact to the transportation system. The City recognizes that there will be increased traffic with the proposed development, however the City concurs with the overall findings of the TIA and will condition the recommendations in order to adequately mitigate the transportation impacts. An additional response to specific concerns regarding the TIA is provided by the Assistant City Traffic Engineer in the Public Works memo (Attachment F).

   <u>Salem Urban Area Goals and Policies, Commercial Development Goal (Page 45, Salem Comprehensive Policies Plan), provides that:</u>

   > *Community shopping and service facilities shall be located adjacent to major arterials and shall provide adequate parking and service areas. Land use regulations shall include provisions for siting and development that discourage major customer traffic from outside the immediate neighborhoods from filtering through residential streets and provisions for connectivity to the facilities for pedestrian and bicyclists from residential neighborhoods.*

   The subject property is proposed to be developed with a community shopping and service facility. The location of the subject property along a parkway street (Kuebler Boulevard), a minor arterial street (Battle Creek Road SE), and two collector streets (Boone Road SE, and 27th Avenue SE), is consistent with the goals and policies of the Salem Comprehensive Policies Plan by providing

customers several alternatives for accessing the site, and therefore, discouraging use of nearby residential streets for major customer traffic.

In regards to the pedestrian and bicycle safety and access concerns to the site, the City Traffic Engineer indicates that there will be traffic signals at three of the corners of this site and that the traffic signals provide a protected pedestrian crossing at those intersections. On the other corner of the site (Boone Road at 27th Avenue), there will be an all-way stop controlled intersection. The all-way stop will provide low/no speed pedestrian/bicycle crossing opportunities. These controlled intersections will provide safe access between the Costco site and the surrounding neighborhoods.

2) **Compatibility concerns with the proposed shopping center.** Concerns expressed that the proposed Costco is not a compatible use with the surrounding residential area. Other locations, such as the east side of Interstate 5, may be better suited for the proposed Costco.

Staff Response: A change to the comprehensive plan map designation and zoning for the property was approved by the City Council and affirmed by LUBA in 2007 to change the designation of the property from Residential to Commercial and to change the zoning from RA (Residential Agriculture) to CR (Retail Commercial). During the CPC/ZC review process, Council determined that the change in designation for the property from residential to commercial was appropriate, and that future commercial development of the property was reasonably compatible with the surrounding land uses.

Conditions of approval on the zone change require the applicant to provide a wider landscape setback along street frontages that are opposite residential areas and require the installation of either a solid wall or landscape berm to help further buffer the development site.

CPC/ZC 06-06 included a condition of approval requiring that the property be developed with a retail shopping center and establishing a maximum amount of gross leasable area to 240,000 square feet to limit the size and scale of the development. No conditions were placed on CPC/ZC06-06 that limit the uses for the property to only neighborhood shopping and service facilities.

The proposed Costco use is classified as a retail sales use, and is an outright permitted use in the CR (Retail Commercial) zone. The shopping center, including the proposed Costco, is consistent with previous conditions of approval, and the use and development standards of the CR zone.

The adopted Economic Opportunities Analysis shows a projected deficit of approximately 271 acres of commercial land within the Urban Growth Boundary, with approximately 40 percent of the commercial land needed for retail uses. While the subject property is included in the study as vacant developable commercial land, and therefore doesn't contribute to the projected deficit, the proposed development will help the City of Salem to meet its projected retail sales and commercial service needs.

3) **Trees, wetlands, and open space.** Concerns regarding the impact of the proposed development on existing natural features on the property, including removal of significant trees, removal of wetlands, and loss of open space.

Staff Response: Preservation of identified natural open space areas and areas of natural resource significance are protected either through public acquisition, and/or land use regulations. SRC Chapter 808 is the tree preservation ordinance which provides protection of heritage trees, significant trees, and trees and native vegetation in riparian corridors, as natural resources for the City.

The proposed site plan indicates that there are approximately 80 existing mature trees on the subject property, including eight Oregon white oaks that are greater than 24 inches in diameter which are considered significant trees. All of the trees will be removed in connection with the proposed development. Significant trees are protected by SRC 808.015, however, there is an exception found in SRC 808.030(a)(2)(L) that allows removal of significant trees where the removal is necessary in connection with construction of a commercial facility. SRC Chapter 808 does not provide additional protections for non-significant trees. Findings in Section 3 of this report address the removal of significant trees on the subject property. As mitigation for the removal of significant trees, the applicant is required to replant a minimum of two Oregon white oaks for each significant tree removed.

Wetland remediation work was completed under Army Corp of Engineers permit number #NWP-2012-48. Wetlands remain on the property along the north side of Boone Road and the west side of 27th Avenue SE. The applicant's site plan does not propose to negatively impact the wetland areas. Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

4) **Quality of life.** Concerns were expressed regarding the noise impact from delivery vehicles and from other on-site activities, and regarding the impact of exterior lighting and illumination on the surrounding residential neighborhood.

Staff Response: Conditions of approval were placed on CPC/ZC 06-06 which require the applicant to provide a wider landscape setback along the areas of the perimeter of the property that are opposite to residential areas and require the installation of either a solid wall or landscape berm. The requirement for wider landscape strip and installation of the solid wall or landscape berm help to further buffer and reduce the noise and light impact from the development site on the nearby residential neighborhood.

General development standards of the Salem Revised Code relating to exterior lighting apply to all developments within the City and require that all exterior lighting shall be designed to provide illumination to the site and not cause glare into the public right-of-way and adjacent properties. Exterior light fixtures shall be either completely shielded from direct view; or no greater than five foot-candles in illumination when viewed at a height of five feet above ground at a distance of five feet outside the boundary of the lot. The applicant has provided an illumination plan for the proposed development indicating that at the perimeter of

the property, the maximum illumination from any proposed light source will not exceed three foot-candles, less than the maximum allowance.

City Department Comments:

The Public Works Department reviewed the proposal and provided a memo which is included as Attachment F.

The Fire Department has reviewed the plans and commented, “Plans did not identify Fire Department access or water supply. Fire will comment on items including these at time of building permit plan review. A minimum of two approved means of Fire Department access will be required for this development.”

Staff Response: At the time of building permit review, the proposed development plans are required to demonstrate compliance with all applicable fire code requirements for access and water supply.

The Building and Safety Division has reviewed the proposal and indicated no concerns.

Public Agency Comments:

Salem-Keizer Public Schools, Planning and Property Services, reviewed the proposal and commented, “Salem-Keizer Public Schools aerial fiber utility lines run along the east side of Pringle Road SE crossing Boone Road SE and Kuebler Road SE and connects to the west along the north side of Boone Road SE. Developer is responsible for any costs of relocation of the utility for development.”

Oregon Department of Transportation reviewed the proposal and provided comments included as Attachment G.

Cherriots has reviewed the proposal and commented that they would like to see two bus stops provided along Boone Road SE. In addition, Cherriots has requested that wider sidewalks be provided to accommodate bus stops, and that the location for the stops should be close to street lighting. If space is available, Cherriots will consider adding a shelter.

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

An application for Class 3 Site Plan Review shall be granted if:

(1) The application meets all applicable standards of the UDC;
(2) 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;
(3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and

(4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

The applicant is requesting to develop a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions. The following is a summary of applicable use and development standards for the subject property.

Comprehensive Plan Change/Zone Change Case No. 06-06, Conditions of Approval:

Condition 1: The intersection of Battle Creek and Boone Roads SE shall be improved to include a traffic signal with dedicated westbound left-turn lane, westbound right-turn lane and an eastbound left-turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.

Finding: This condition remains to be completed. The intersection of Battle Creek and Boone Road SE shall be improved to include a traffic signal with an eastbound left-turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.

Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard shall be improved to provide exclusive right-turn lane and a northbound left-turn lane with a minimum of 300 feet of storage. To provide the necessary northbound left-turn storage at this intersection with the southbound left-turn lane storage at Battle Creek and Boone Roads, side-by-side left turn lanes shall be constructed as approved by the Public Works Director.

Finding: The condition states, “side-by-side left-turn lanes shall be constructed as approved by the Public Works Director.” The applicant has proposed a design which includes dual northbound left-turn lanes which provide a minimum of 300 feet of storage. The design also provides the required side-by-side left-turn lane configuration. The City Traffic Engineer has reviewed the proposed design and concurs that it will provide the necessary storage for the left-turn lanes at the intersection of Battle Creek Road SE and Kuebler Boulevard SE, and the intersection of Battle Creek Road SE and Boone Road SE, and is consistent with the language of the original condition.

Condition 3: The south side of Kuebler Boulevard shall be widened to meet City of Salem Standards with curb, sidewalk and bike lanes. The widening shall extend from 1500 feet west of Battle Creek Road SE to the Interstate 5 ramps to provide an additional lane for a total of two eastbound lanes.

Finding: Capital Improvement Plan project number 713513, which included the widening of Kuebler Boulevard extended from 1500 feet west of Battle Creek Road SE

to the Interstate 5 ramps, was accepted as complete on March 5, 2018. The required improvement has been completed.

Condition 4: Dual left turn lanes shall be constructed on eastbound and westbound Kuebler Boulevard at 27th Avenue SE. Only one eastbound left-turn lane will be striped as there is only one receiving lane. For the westbound left turn lanes, an additional receiving lane shall be constructed which will drop immediately south of the subject property's driveway on 27th Avenue. The intersection of Kuebler Boulevard at 27th Avenue SE shall also be improved to provide an exclusive eastbound right-turn lane.

Finding: The condition is partially complete. Remaining improvements include installation of striping for dual left-turn lanes on westbound Kuebler Boulevard at 27th Avenue SE. For the westbound left-turn lanes, an additional receiving lane shall be constructed which will drop immediately south of the subject property's driveway on 27th Avenue SE.

Condition 5: In addition to boundary street improvements required by Salem Revised Code (SRC) 77.150, the developer shall coordinate with the city and use best practices for design and location of site access and shall construct left-turn lanes and pedestrian refuge islands where appropriate.

Finding: Capital Improvement Plan project number 713513, which included the widening of Kuebler Boulevard extended from 1500 feet west of Battle Creek Road SE to the Interstate 5 ramps, was accepted as complete on March 5, 2018. The required improvement has been completed.

Condition 6: The developer shall commit up to $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the neighborhood south of the proposed development if a need is identified. The Neighborhood Traffic Management Program is the process used to identify traffic calming needs.

Finding: This condition remains to be complete. If no need for traffic calming measures is identified, the applicant may provide a bond or security deposit in the amount of $5,000 to be dedicated to mitigation for future impacts that may not anticipated at this time.

Condition 7: The developer shall provide right-in access from Kuebler Boulevard with a design that minimizes impact to through vehicles and provides a safe driveway crossing for bicycle and pedestrian traffic the final design of which to be approved by the Salem Public Works Director. In addition, the developer shall complete the widening of the eastbound lanes of Kuebler Boulevard west to Commercial Street. This additional widening of approximately 1300 feet of Kuebler Boulevard is considered as payment for a grant of access on Kuebler Boulevard to allow a right-in driveway on the Subject Property.

Finding: Capital Improvement Plan project number 713513, which included the construction of the right-in access from Kuebler Boulevard to the subject property, was

accepted as complete on March 5, 2018. The required improvement has been completed.

Condition 8: The developer shall offset their access driveway along Boone Road SE from Cultus Avenue at a location approved by the Salem Public Works Director.

Finding: The shopping center has an existing driveway along Boone Road SE that is offset from Cultus Avenue SE, the proposed site plan shows one additional driveway on Boone Road SE that is directly across from Bow Court SE, in compliance with this condition of approval.

Condition 9: The developer shall establish a landscaped setback along the street frontages of the project area to provide buffering and screening from the street frontage. Along Kuebler Boulevard, the setback shall be a minimum of five (5) feet in depth from the property line, as required in the CR Zone, Salem Revised Code (SRC) 152.080. Along Boone Road SE and 27th Avenue SE, the setback shall be a minimum of fifteen (15) feet in depth where the project area lies opposite residential uses.

Finding: The building and vehicle use area setbacks provided along Boone Road SE and 27th Avenue SE, opposite of residential uses and residentially zoned property, are greater than 15 feet in depth, in compliance with this condition of approval.

Condition 10: The developer shall provide sidewalks along all street frontages. The sidewalks may be located inside the setback area as part of a landscape plan.

Finding: This condition is partially complete. The developer shall provide sidewalks along all remaining street frontages. The sidewalk shall be located along the curb line only where needed to reduce conflicts with the previously mitigated wetland areas; all other sidewalks shall be located parallel to and one foot from the adjacent right-of-way.

Existing sidewalks are provided along the Kuebler Boulevard, a portion of Boone Road and Battle Creek Road street frontages. Sidewalks will be provided along 27th Avenue and the remaining portion of Boone Road.

Condition 11: The developer shall provide landscaping within the street frontage setbacks as required in SRC 132.

Finding: Required setback areas adjacent to a street are proposed to be landscaped consistent with the landscaping requirements as conditioned, and as required by SRC Chapter 807 (Landscaping and Screening) which replaced SRC 132 (Landscaping) in the Unified Development Code (UDC) in 2014. The landscaping standards for street frontage did not change.

Condition 12: The developer shall provide a brick or masonry wall with a minimum height of six (6) feet along the interior line of the landscaped setback along Boone Road SE and 27th Avenue SE, opposite residential uses. The applicant/developer may provide a landscaped berm within the setback in lieu of a wall.

Finding: Prior to issuance of building permit, the applicant is required to identify which screening method will be provided along the Boone Road and 27th Avenue frontages.

Condition 1: Prior to issuance of building permit, the applicant shall identify which screening method will be provided along the Boone Road and 27th Avenue frontages in compliance with CPC/ZC06-06 Condition 12.

Condition 13: The developer shall provide sidewalks at all driveway entrances to the development. The internal pedestrian accessway shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.

Finding: The proposed site plan provides for internal pedestrian pathways leading to the main entrance for Costco, however, the internal pedestrian pathway does not connect the other buildings within the shopping center. Internal pedestrian pathways shall be provided throughout the development site connecting to each building.

Condition 2: Prior to issuance of building permit, the site plan shall be revised to provide internal pedestrian pathways which connect each of the proposed buildings within the shopping center, and which connect to public sidewalks along adjacent streets. The internal pedestrian pathways shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.

Condition 14: The subject 18.4 acre property shall be developed with a retail shopping center. The maximum amount of gross leasable area (GLA) for the retail shopping center on the subject property shall be 240,000 GLA. If the subject property is developed in conjunction with the abutting 10.08 acre property (for simplicity referred to as a 10.0 acre property) currently owned by the Salem Clinic (083W12C tax lot 702 5.5 acres and 083W11D tax lot 600 4.58 acres), the total amount of retail GLA and medical/dental offices on the two properties shall not exceed 299,000 GLA). The City shall have the right to enforce this condition through the enforcement procedures in its code or through a post acknowledgement plan amendment using required City and state procedures restoring the Residential plan designation and RA zone to the property.

Finding: The combined gross floor area for buildings within the proposed shopping center is approximately 189,550 square feet. The total floor area for the two existing medical/dental office buildings (Salem Clinic) are approximately 38,306 square feet in size. The combined gross leasable area for the shopping center development site is approximately 227,856 square feet, less that the maximum amount of gross leasable area allowed for the subject property.

Condition 15: All improvements shall be built as outlined as set forth in the November 21, 2006 staff report to City Council, including the widening of Kuebler Blvd. from the I-5 Interchange to Commercial Street and the right-in access from Kuebler to the property (except as modified by this Order).

Finding: Capital Improvement Plan project number 713513, was accepted as complete on March 5, 2018. The required improvement along Kuebler Boulevard has been completed, all remaining improvements from CPC/ZC06-06 will be built as discussed in the findings of this staff report.

Condition 16: Prior to issuance of a certificate of occupancy for any building on the subject property the following traffic improvements shall be completed; 1) The funded City CIP project to construct improvements on Kuebler Boulevard as identified in the applicant's September 2006 TIA; 2) All traffic mitigation improvements required to be constructed by the Developer as conditions of approval in this decision, and; 3) In addition to the other traffic mitigation improvements required as conditions of approval, the Developer shall construct an exclusive right-turn lane at the westbound Kuebler Boulevard intersection with 27th Avenue. The traffic improvements that the Developer is responsible for, in addition to the right-turn lane at westbound Kuebler and 27th Avenue, are as specified in conditions of approval 1 through 7 of this decision.

Finding: Capital Improvement Plan project number 713513, was accepted as complete on March 5, 2018. The required improvement has been completed.

Condition 17: The applicant, at the time of development application, shall coordinate with the Salem Area Transit District to enhance transportation and bus facilities on the site.

Finding: The applicant has contacted Cherriots Transit regarding enhancement of transportation and bus facilities on the site. Cherriots Transit has responded with a recommendation for additional transit stops along Boone Road SE. In addition, Cherriots has requested that wider sidewalks be provided to accommodate bus stops, and that the location for the stops should be close to street lighting. If space is available, Cherriots will consider adding a shelter. Pursuant to Condition 17, the application shall continue to coordinate with Cherriots to enhance transit opportunities for the proposed development.

As indicated in the findings above, some of the conditions of approval from CPC/ZC 06-06 have been complete or are partially complete. All remaining conditions shall be complete prior to final occupancy for the proposed development.

Condition 3: All remaining unsatisfied conditions of approval from CPC/ZC06-06 as specified in the November 30, 2015, "Certificate of Partial Satisfaction of Conditions of Approval and Deferral Agreement" shall be completed prior to final occupancy for the proposed development.

Development Standards – CR (Retail Commercial) Zone:

SRC 522.005(a) – Uses:
Finding: The proposed development includes four retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions. Permitted, special and conditional uses for the CR zone are found in SRC Chapter 522, Table 522-1. The proposed retail sales use (Costco Wholesale) and

gasoline service station are listed as outright permitted uses in the CR zone per Table 522-1.

Future uses for the proposed retail shell buildings will be determined at the time of occupancy permit, Class 1 Site Plan Review will be required to determine permitted uses in the proposed shell buildings.

SRC 522.010(a) – Lot Standards:
There are no minimum lot area or dimension requirements in the CR zone. All uses are required to have a minimum of 16 feet of street frontage.

Finding: The subject property consists of eight taxlots with a combined size of approximately 24.38 acres in size and has approximately 108 feet of frontage along Battle Creek Road SE, 1,855 feet of frontage along Kuebler Boulevard SE, 750 feet of frontage along 27th avenue SE and 1,112 feet of frontage along Boone Road SE, exceeding the minimum lot standards of the CR zone.

SRC 800.015 provides that every building or structure shall be entirely located on a lot. Where two or more lots are under single ownership to accommodate a single development, the entire combined area shall be considered as a single lot for purposes of the UDC. However, the Building Code does not allow buildings to cross over existing property lines. SRC 205.065(a) provides that the property boundary verification process may be used whereby the outside boundary of two or more contiguous units of land held under the same ownership may be established as the property line for purposes of application of the Building Code.

Condition 4: Prior to building permit issuance, where a proposed building crosses over an existing property line, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) a property line adjustment shall be recorded to remove or relocate the property line.

SRC 522.010(b) – Setbacks:
Setbacks within the CR zone shall be provided as set forth in Tables 522-3 and 522-4.

Kuebler Gateway Shopping Center East:
Buildings include Gas Station, Costco Wholesale, and Retail Shell Building

North: Adjacent to the north is right-of-way for Kuebler Boulevard SE. There is a minimum 5 foot building setback and a minimum 6-10 foot vehicle use area setback adjacent to a street.

Finding: The proposed off-street parking area is setback approximately 10 feet from the property line adjacent to Kuebler Boulevard SE, in compliance with the minimum standard. The proposed buildings are setback from the property line adjacent to Kuebler Boulevard as follows:

- Gas Station – Approximately 75 feet
- Costco Wholesale – Approximately 395 feet
- Retail Shell Building – Approximately 10 feet

South: Adjacent to the south is right-of-way for Boone Road SE. There is a minimum 5 foot building setback and a minimum 6-10 foot vehicle use area setback adjacent to a street.

CPC/ZC 06-06 Condition 9 requires a minimum 15 foot setback adjacent to Boone Road SE, and Condition 12 requires a minimum six foot tall brick or masonry wall along the interior line of the landscaped setback. The applicant/developer may provide a landscaped berm within the setback in lieu of a wall.

Finding: The proposed off-street parking area is setback approximately 42 feet from the property line adjacent to Boone Road SE, in compliance with the minimum standard. The proposed buildings are setback from the property line adjacent to Boone Road SE as follows:

- Gas Station – Approximately 650 feet
- Costco Wholesale – Approximately 26 feet
- Retail Shell Building – Approximately 715 feet

Additional screening required by CPC/ZC06-06 shall be provided adjacent to Boone Road SE.

East: Adjacent to the east is right-of-way for 27th Avenue SE. There is a minimum 5 foot building setback and a minimum 6-10 foot vehicle use area setback adjacent to a street.

CPC/ZC 06-06 Condition 9 requires a minimum 15 foot setback adjacent to Boone Road SE, and Condition 12 requires a minimum six foot tall brick or masonry wall along the interior line of the landscaped setback. The applicant/developer may provide a landscaped berm within the setback in lieu of a wall.

Finding: The proposed off-street parking area is setback approximately 50 feet from the property line adjacent to 27th Avenue SE, in compliance with the minimum standard. The proposed buildings are setback from the property line adjacent to 27th Avenue SE as follows:

- Gas Station – Approximately 55 feet
- Costco Wholesale – Approximately 400 feet
- Retail Shell Building – Approximately 800 feet

Additional screening required by CPC/ZC06-06 shall be provided adjacent to Boone Road SE.

West: Adjacent to the west is the western portion of the shopping center, zoned CR (Retail Commercial) and CO (Commercial Office). There is no building setback required adjacent to a commercial zoned property, vehicle use areas require a minimum five foot setback.

Finding: A shared driveway providing access to all existing and proposed uses within the shopping center is provided along the western property line. SRC 806.040(b)(2) provides that driveways may not be located within required setbacks except where the

driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Kuebler Gateway Shopping Center West:
Three new retail shell buildings and integrated parking area.

North: Adjacent to the north is right-of-way for Kuebler Boulevard SE. There is a minimum 5 foot building setback and a minimum 6-10 foot vehicle use area setback adjacent to a street.

Finding: The proposed off-street parking and vehicle use areas are setback approximately 10 feet from the property line adjacent to Kuebler Boulevard SE, in compliance with the minimum standard. The proposed buildings are setback from the property line adjacent to Kuebler Boulevard SE as follows:

- Shell Building A – Approximately 25 feet
- Shell Building B – Approximately 22 feet
- Shell Building C – Approximately 44 feet

South: Adjacent to the south is an existing office complex within a CO (Commercial Office) zone. Per Table 522-4, there is no building setback required adjacent to a commercial zoned property, vehicle use areas require a minimum five foot setback.

Finding: A shared driveway providing access to all existing and proposed uses within the shopping center is provided along the southern property line. SRC 806.040(b)(2) provides that driveways may not be located within required setbacks except where the driveway is a shared driveway located over the common lot line and providing access to two or more uses.

East: Adjacent to the east is the eastern portion of the shopping center, zoned CR (Retail Commercial).

Finding: The proposed off-street parking area is setback approximately 16 feet from the eastern property line.

West: Adjacent to the west is right-of-way for Battlecreek Road SE. There is minimum 5 foot building setback and a minimum 6-10 foot vehicle use area setback adjacent to a street.

Finding: The proposed off-street parking area is setback approximately 10 feet from the western property line adjacent to Battle Creek Road SE, in compliance with the minimum standard. The proposed buildings are setback from the property line adjacent to Battle Creek Road SE as follows:

- Shell Building A – Approximately 40 feet
- Shell Building B – Approximately 321 feet
- Shell Building C – Approximately 550 feet

SRC 522.010(c) – Lot Coverage, Height:
There is no maximum lot coverage standard in the CR zone, the maximum height allowance for all buildings and structures is 50 feet.

Finding: The applicant's statement indicates that the proposed buildings are 35 feet or less in height, the development complies with the lot coverage and height limitation of the CR zone.

SRC 522.010(d) – Landscaping:
(1) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
(2) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 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.

Finding: The combined area for the shopping center is approximately 24.36 acres (1,061,122 square feet) in size, requiring a minimum of 3.65 acres (159,168 square feet) of landscaping (24.36 x 0.15 = 3.654). The total amount of landscaping provided for the development site is approximately 4.69 acres (204,296 square feet), approximately 19.3 percent, exceeding the minimum requirement.

Development plans for the Kuebler Gateway Shopping Center shall demonstrate that a minimum of 15 percent landscaping will be provided for the development site with the first building permit.

Condition 5: A minimum of 15 percent of the development site, approximately 159,168 square feet, shall be landscaped with the issuance of the first building permit for the Kuebler Gateway Shopping Center.

General Development Standards – SRC Chapter 800

Solid Waste Service Areas – SRC 800.055

SRC 800.055(a) – Applicability.
Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: The proposed shopping center will include new solid waste service areas. The proposed site plan does not provide construction details for the proposed solid waste service areas. At the time of building permit application, the plans for the solid waste service area shall demonstrate compliance with all applicable development standards of SRC Chapter 800.

Condition 6: At the time of building permit application, the plans for the solid waste service areas shall demonstrate compliance with all applicable development standards of SRC Chapter 800.

Exterior Lighting – SRC 800.060

(a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way.
(b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:
    (1) Completely shielded from direct view; or
    (2) No greater than five foot-candles in illumination.

Finding: The applicant has provided an illumination plan for the proposed development, indicating that lighting on the site will not shine, reflect or cast glare onto neighboring properties or onto the public right-of-way. The illumination plan indicates that when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, the maximum illumination will be three foot-candles, in compliance with this section.

Off-Street Parking, Loading, and Driveways – SRC Chapter 806

SRC 806.005 - Off-Street Parking; When Required.
Off-street parking shall be provided and maintained for each proposed new use or activity.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.
Required off-street parking shall be located on the same development site as the use or activity it serves.

SRC 806.015 - Amount of Off-Street Parking.

a) *Minimum Required Off-Street Parking.* A minimum of 1 space per 250 square feet of floor area is required for shopping centers.

b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.

c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.

d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The proposed floor area for the shopping center is 189,550 square feet in size, requiring a minimum of 758 off-street parking spaces (189,550 / 250 = 758.2). A

minimum of 189.5 spaces are required to be standard size, the remaining spaces may be compact. A maximum of 1,327 off-street parking spaces are allowed for the shopping center (758 x 1.75 = 1,326.5). No carpool/vanpool spaces are required for the proposed shopping center use.

The proposed site plan indicates that 1,013 off-street parking spaces will be provided for the shopping center, including 24 accessible parking spaces (ADA) and six compact spaces. The off-street parking meets the requirements of SRC Chapter 806.

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

a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.

b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Adjacent to Buildings and Structures: Except for drive-through lanes, the off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5 foot wide landscape strip or by a minimum 5 foot wide paved pedestrian walkway.

Finding: The proposed vehicle use area complies with the minimum perimeter setback standards identified in the CR zone development standards and by SRC Chapter 806, and the minimum 5 foot setback requirement adjacent to buildings and/or structures.

a) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas 50,000 square feet and greater in size, a minimum of 8 percent of the interior parking area shall be landscaped.

Finding: The off-street parking area for Kuebler Gateway Shopping Center East is approximately 532,560 square feet in size, requiring a minimum of 42,605 square feet of landscape area (532,560 x 0.08 = 42,604.8). The proposed site plan indicates that 43,670 square feet of interior parking landscaping will be provided, exceeding the minimum landscape requirement.

The off-street parking area for Kuebler Gateway Shopping Center West is approximately 66,813 square feet in size, requiring a minimum of 5,345 square feet of landscape area (66,813 x 0.08 = 5,345.04). The proposed site plan indicates that 5,750 square feet of interior parking landscaping will be provided, exceeding the minimum landscape requirement.

A minimum of 1 deciduous shade tree shall be planted for every 12 parking spaces within the off-street parking area. Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of 5 feet.

b) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6.

Finding: The proposed parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806.

c) *Additional Off-Street Parking Development Standards 806.035(f)-(m).*

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are not shown on the proposed site plan.

Condition 7: The proposed off-street parking area shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks, landscape areas, or pedestrian pathways.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806, required compact parking spaces shall be marked and signed per SRC 806.035(k)(2).

Off-street parking area screening per SRC 806.035(m) is not required for the proposed development, because the property does not directly abut residentially zoned property.

Bicycle Parking

SRC 806.045 - General Applicability.
Bicycle parking shall be provided and maintained for each proposed new use or activity.

SRC 806.050 – Proximity of Bicycle Parking to use or Activity Served.
Bicycle parking shall be located on the same development site as the use or activity it serves.

SRC 806.055 - Amount of Bicycle Parking.
Per SRC Chapter 806, Table 806-8, shopping centers require the greater of four bicycle parking spaces, or a minimum of one space per 10,000 square feet for the first 50,000 square feet of floor area, plus one space per 20,000 square feet for 50,000-100,000 square feet, plus one space per 30,000 square feet for remaining square footage over 100,000 square feet.

Finding: The proposed Costco building is approximately 168,550 square feet in size, requiring a minimum of 10 bicycle parking spaces (50,000 / 10,000 = 5, plus, 50,000 / 20,000 = 2.5, plus 68,550 / 30,000 = 2.28). Each remaining building within the shopping center will require a minimum of four bicycle parking spaces, for a total of 30 bicycle parking spaces.

The proposed site plan indicates that 22 bicycle parking spaces will be provided for the shopping center, less than the minimum requirement.

Condition 8: Bicycle parking areas shall be provided for each proposed building within the shopping center meeting the applicable amount and development requirements of SRC Chapter 806.

SRC 806.060 – Bicycle Parking Development Standards.
Bicycle parking areas shall be developed and maintained as set forth in this section.

(a) Location. Bicycle parking areas shall be located within a convenient distance of, and shall be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance.
(b) Access. Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.
(c) Dimensions. Bicycle parking spaces shall be a minimum of six feet by two feet, and shall be served by a minimum four-foot-wide access aisle.
(d) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.

Finding: The location and design of the bicycle parking areas will be reviewed at the time of building permit application for conformance with this section.

Off-Street Loading Areas

SRC 806.065 - General Applicability.
Off-street loading areas shall be provided and maintained for each proposed new use or activity.

SRC 806.075 - Amount of Off-Street Loading.
Per SRC Chapter 806, Table 806-9, uses falling under the retail sales and service category require a minimum of one off-street loading space for floor area between 5,000 square feet to 60,000 square feet in size and a minimum of two loading spaces for buildings between 60,001 to 250,000 square feet in size. Loading spaces shall have a minimum width of 12 feet, minimum length of 30 feet, and minimum unobstructed vertical clearance of 14 feet.

Finding: The proposed Costco building is approximately 168,550 square feet in size, and requires a minimum of two off-street loading spaces. The proposed site plan indicates that four loading spaces will be provided on the north side of the building, with additional loading spaces on the west side of the building, meeting the minimum requirements of SRC Chapter 806.

Two proposed retail buildings on the Kuebler Gateway Shopping Center West plan are greater than 5,000 square feet in size and will each require one off-street loading space per Table 806-9. The site plan indicates that these buildings will have a dedicated off-street loading space meeting the minimum requirements of SRC Chapter 806.

Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: As conditioned, the first building permit for development of the shopping center will require a minimum of 159,168 square feet of landscape area. A minimum of one plant unit per 20 square feet, or 7,958 plant units (159,168 / 20 = 7,958.4) are required at the time of building permit. Of the required plant units, a minimum of 3,183 plant units (7,958 x 0.4 = 3,183.2) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review. Additional plant units may be required if the proposed landscape area increases.

Natural Resources

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

The existing conditions plan indicates that there are eight significant trees on the subject property; each of the significant trees is designated for removal. Pursuant to SRC 808.030(a)(2)(L), a tree and vegetation removal permit is not required for the removal of significant trees when the removal is necessary in connection with construction of a commercial or industrial facility. The applicant has provided a response indicating that the exception found in SRC 808.030(a)(2)(L) is applicable to the proposed development.

Finding: There is an existing grove of significant trees located on the southern portion of the subject property; the proposed site layout places the proposed building footprint for Costco in conflict with the grove of significant trees, requiring all of the trees to be removed. The applicant indicates that several factors were taken into consideration in the layout of the site, including impacts on the residential neighborhood from activities on site, parking lot circulation and truck deliveries to the site, and the location of the fuel station.

The applicant states that the proposed layout best minimizes potential impacts to the residential neighborhood south of Boone Road by utilizing the building itself to screen and buffer on-site activities.

SRC 808.030(a)(2)(L) requires the applicant to demonstrate that the removal is necessary in connection with construction of a commercial or industrial facility. The applicant's site plan and statement addressing SRC 808.030(a)(2)(L) demonstrates a need for removal of significant trees in connection with the proposed commercial development, therefore, the exception found in SRC 808.030(a)(2)(L) has been met.

To mitigate for the loss of eight significant trees, a minimum of two replacement Oregon white oaks shall be incorporated into the landscape design and replanted for each significant tree removed.

Condition 9: A minimum of 16 Oregon White Oaks shall be incorporated into the landscape design for the shopping center. Replanted trees shall have a minimum two-inch caliper.

SRC 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 wetland 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.

Wetland remediation work was completed under Army Corp of Engineers permit number #NWP-2012-48. Wetlands remain on the property along the north side of Boone Road and the west side of 27th Avenue SE. The applicant's site plan does not propose to negatively impact the wetland areas. Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point and 3-point landslide hazard areas on the subject property. The proposed activity of a commercial building adds 3 activity points to the proposal, which results in a total of 5-6 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment and/or geotechnical engineering report. A Geotechnical Engineering Report, prepared by Terracon Consultants, Inc. and dated April 16, 2018, prepared for Costco Wholesale was submitted to the City of Salem. A second Report of Geotechnical Engineering Services, prepared by GeoDesign Inc. and dated June 13, 2016, prepared for Pac Trust was also submitted to the City of Salem. These reports demonstrate the subject property can be developed without increasing the potential for slope hazard on the site or adjacent properties.

<u>Criterion 2:</u>

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: Land Use Decision CPC-ZC06-6 directed future developments to meet certain conditions of approval in order to ensure that the transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the site. Successive developments and City of Salem Capital Improvement Projects have since completed portions of the conditions of approval dictated in the original decision.

The following conditions of approval from CPC/ZC06-6 have been constructed:

1. Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard SE shall be improved to provide exclusive eastbound right-turn lane.

2. Condition 3: The south side of Kuebler Boulevard shall be widened to meet City of Salem Standards with curb, sidewalk, and bike lanes. The widening shall extend from 1500 feet west of Battle Creek Road SE to the Interstate 5 ramps to provide an additional lane for a total of two eastbound lanes.

3. Condition 4: Dual left-turn lanes shall be constructed on eastbound and westbound Kuebler Boulevard at 27th Avenue SE. Only one eastbound left-turn lane will be striped as there is only one receiving lane. The intersection of Kuebler Boulevard at 27th Avenue SE shall also be improved to provide an exclusive eastbound right-turn lane.

4. Condition 5: The developer shall construct left-turn lanes and pedestrian refuge islands where appropriate.

5. Condition 7: The developer shall provide right-in access from Kuebler Boulevard with a design that minimizes impact to through vehicles and provides a safe driveway crossing for bicycle and pedestrian traffic, the final design of which to be approved by the Salem PW Director. In addition, the developer shall complete the widening of the eastbound lanes of Kuebler Boulevard west to Commercial Street. This additional widening of approximately 1300 feet of Kuebler Boulevard is considered as payment for a grant of access on Kuebler Boulevard to allow a right-in driveway on the Subject Property.

6. Condition 8: Offset the access driveway along Boone Road SE from Cultus Avenue SE at a location approved by the PW Director.

7. Condition 16: The funded City CIP project for improvements on Kuebler Boulevard as identified in the applicant's September 2006 TIA, and an exclusive right-turn lane at the westbound Kuebler Boulevard intersection with 27th Avenue SE.

The following conditions are what remain for Public Works of the CPC/ZC06-6 conditions of approval:

1. Condition 1: The intersection of Battle Creek and Boone Roads SE shall be improved to include a traffic signal with an eastbound left-turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.

2. Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard SE shall be improved to provide a northbound left-turn lane with a minimum of 300 feet of storage. To provide the necessary northbound left-turn storage at this intersection with the southbound left-turn lane storage at Battle Creek and Boone Roads, side-by-side left-turn lanes shall be constructed as approved by the Public Works Director.

3. Condition 4: Install striping for dual left-turn lanes on westbound Kuebler Boulevard at 27th Avenue SE. For the westbound left-turn lanes, an additional receiving lane shall be constructed which will drop immediately south of the subject property's driveway on 27th Avenue SE.

4. Condition 6: Pay $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the residential neighborhood south of the proposed development as determined through the City's Neighborhood Traffic Management Program.

5. Condition 10: The developer shall provide sidewalks along all street frontages. The sidewalk shall be located along the curb line only where needed to reduce conflicts with the previously mitigated wetland areas; all other sidewalks shall be located parallel to and one foot from the adjacent right-of-way.

Pursuant to SRC 803.015, the applicant was required to provide a Transportation Impact Analysis (TIA) to identify the impacts of this proposed development on the public transportation system in the area, and construct any necessary mitigation measures identified in that report. The applicant submitted a TIA, prepared by Kittelson & Associates and dated May 31, 2018. The City Traffic Engineer reviewed the TIA and determined that the report meets the requirements of SRC 803.015.

The following mitigation measures are recommended in the TIA and shall be required as conditions of approval:

Condition 10: The east site driveway on 27th Avenue SE should be constructed as a single-lane roundabout, with southbound right-turn by-pass lane to the site.

Condition 11: A stop sign should be installed at the new south site driveway (southbound) approach to Boone Road SE.

Condition 12: The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage.

Condition 13: All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

Condition 2 of CPC/ZC06-06 requires a northbound left-turn lane with a minimum of 300 feet of storage at the intersection of Battle Creek Road SE and Kuebler Boulevard SE. The condition states, "side-by-side left turn lanes shall be constructed as approved by the Public Works Director." The applicant has proposed a design which includes dual northbound left-turn lanes which provide a minimum of 300 feet of storage. The design also provides the required side-by-side left-turn lane configuration. The City Traffic Engineer has reviewed the proposed design and concurs that it will provide the necessary storage for the left-turn lanes at the intersection of Battle Creek Road SE and Kuebler Boulevard SE, and the intersection of Battle Creek Road SE and Boone Road SE, and is consistent with the language of the original condition.

Condition 3 of CPC/ZC06-6 required that the south side of Kuebler Boulevard was widened to meet City of Salem Standards with curb, sidewalk, and bike lanes. The widening extended from 1500 feet west of Battle Creek Road SE to the Interstate 5 ramps to provide an additional lane for a total of two eastbound lanes. This condition was met by the Capital Improvement Plan project number 713513, which was accepted as complete on March 5, 2018. No additional right-of-way or street improvement is required on Kuebler Boulevard along the frontage of the proposed development. However, the applicant shall install the appropriate striping to the westbound dual left-turn lanes to allow for traffic flow into the future dual collection lanes on 27th Avenue SE.

The existing configurations of Boone Road SE and 27th Avenue SE along the frontages of the proposed development do not meet current standards for a Collector street classification per the *Salem Transportation System Plan*. The applicant shall construct a half-street improvement along both frontages to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

Condition 14: Along the frontages of Boone Road SE and 27th Avenue SE, construct a half-street improvement to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The fee-in-lieu amounts previously collected may be used towards the security amount required for the public construction pursuant to SRC 110.100.

Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)); however, the mitigated wetlands were placed between the future curb line and the right-of-way line along the frontages of Boone Road SE and 27th Avenue SE. These wetland channels conflict with the location of the sidewalk as required by the street standards. In order to protect the wetland areas, the sidewalk may be located along the curb line only as needed to reduce conflicts between the existing wetland channels and proposed improvements; all other

sidewalks shall be located parallel to and one foot from the adjacent right-of-way pursuant to SRC 803.035(l).

Condition 15: Sidewalks shall be located parallel to and one foot from the adjacent right-of-way, however, if topography or other physical conditions, such as the previously mitigated wetland areas, make the construction of sidewalks impossible or undesirable, then a different location may be allowed per SRC 803.035(l)(2)(B).

No special setbacks are required because the existing rights-of-way meet or exceed the standards for the boundary street classifications.

Criterion 3:

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

Finding: The driveway access onto Boone Road SE is proposed to be located directly across from Bow Court SE and provides for safe turning movements into and out of the property. The driveway access onto 27th Avenue SE is proposing a single-lane roundabout with southbound right-turn by-pass lane to the site, as recommended by the TIA submitted. The eastbound right-turn only access from Kuebler Boulevard SE was approved by a previous Land Use Decision and was designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

The proposed site plan provides for internal pedestrian pathways leading to the main entrance for Costco, however, the internal pedestrian pathway does not provide a connection to the other buildings within the shopping center. Internal pedestrian pathways shall be provided throughout the development site connecting to each building. As previously conditioned (Condition 2), the site plan shall be revised to provide internal pedestrian pathways which connect each proposed building within the shopping center.

Criterion 4:

The proposed development will be adequately served with City water, sewer, stormwater facilities, 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 is adequate to serve the proposed development.

The portion of the subject property within Kuebler Gateway Subdivision is subject to the stormwater management plan adopted under SRC 71.180(c) that was submitted and approved with SUB14-01. New stormwater requirements in SRC Chapter 71 and PWDS became effective January 1, 2014. The proposed subdivision was submitted prior to the effective date of the new requirements. As specified in SRC 71.080(c), because the applicant submitted a stormwater management plan as a part of the subdivision application prior to the effective date of the new ordinance, future Site Plan Review

applications shall comply with the applicant's stormwater management plan instead of the stormwater requirements that became effective January 1, 2014. The applicant's engineer for the portion of the subject property within the Kuebler Gateway Subdivision indicated that the future development will comply with the previously submitted stormwater management plan.

Condition 16: For the portion of the subject property within Kuebler Gateway Subdivision, the applicant shall comply with the stormwater management plan that was adopted under SRC 71.180(c) and approved with SUB14-01.

The portion of the subject property outside the Kuebler Gateway Subdivision shall be designed and constructed to current water quality and flow control standards as found in SRC Chapter 71 and 2014 Public Works Design Standards (PWDS). The applicant's engineer for the portion of the subject property outside the Kuebler Gateway Subdivision submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

Condition 17: For the portion of the subject property outside Kuebler Gateway Subdivision, the applicant shall design and construct a storm drainage system for areas of new and replaced impervious surface in compliance with SRC Chapter 71 and the current Public Work Design Standards (PWDS).

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. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

4. Analysis of Class 2 Driveway Approach Permit Approval Criteria

The approval criteria for a Class 2 Driveway Approach Permit are found in SRC 804.025(d), findings for each proposed driveway are included below.

Driveway approach to 27th Avenue SE:

Criterion 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 804 and Public Works Design Standards (PWDS).

Criterion 2:

No site conditions prevent placing the driveway approach in the required location.

Finding: The construction of the roundabout as recommended in the TIA provided by Kittelson & Associates and is required in order to locate the driveway along the frontage of 27th Avenue SE. There are no other site conditions prohibiting the location of the proposed driveway.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: The proposed driveway is not accessing onto an arterial street.

Criterion 4:

The proposed driveway approach, where possible:

a) Is shared with an adjacent property; or
b) Takes access from the lowest classification of street abutting the property.

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: The proposed driveway approach follows the recommendations found in the TIA submitted by Kittelson & Associates on May 31, 2018. No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements.

Criterion 7:

The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: The analysis provided in the TIA of the proposed driveway and recommended roundabout indicate that the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

Criterion 8:

The proposed driveway approach minimizes impact to the functionality of adjacent

streets and intersections.

Finding: The property is fronted by a Parkway street (Kuebler Boulevard SE), a Minor Arterial street (Battle Creek Road SE) and two Collector streets (Boone Road SE and 27th Avenue SE). The applicant is proposing the driveway approach to the lower classification of street and as recommended by the TIA provided by Kittelson & Associates. By complying with the requirements of SRC Chapter 804, constructing the required improvements found in the Conditions of Approval for CPC/ZC06-6, and following the recommendations of the TIA, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed driveway approach to 27th Avenue SE is located adjacent to a residentially zoned area. However, the direction of travel by the majority of drivers is into the commercially zoned area utilizing the single-lane roundabout. Installation of the southbound right-turn by-pass lane to the site, along with the single lane roundabout, significantly limits cut-through traffic into the residential areas, and minimizes the effect on the functionality of the adjacent streets.

Driveway approach to Boone Road SE:

Criterion 1:

The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The proposed driveway meets the standards of SRC Chapter 804 and PWDS.

Criterion 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.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: The proposed driveway is not accessing onto an arterial street.

Criterion 4:

The proposed driveway approach, where possible:

a) Is shared with an adjacent property; or
b) Takes access from the lowest classification of street abutting the property.

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: The proposed driveway approach meets the criteria set by previous land use decisions and shall follow the recommendations found in the TIA submitted by Kittelson & Associates. No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements.

Criterion 7:

The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: The driveway approach to Boone Road SE is located directly across from Bow Court SE. Our analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

Criterion 8:

The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The property is fronted by a Parkway street (Kuebler Boulevard SE), a Minor Arterial street (Battle Creek Road SE) and two Collector streets (Boone Road SE and 27th Avenue SE). The applicant is proposing the driveway approach to the lower classification of street and as recommended by the TIA provided by Kittelson & Associates. By complying with the requirements of SRC Chapter 804, constructing the required improvements found in the conditions of approval for CPC/ZC06-6, and following the recommendations of the TIA, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

Criterion 9:

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

Finding: The driveway approach to Boone Road SE is located directly across from a residentially zoned area. Locating the driveway directly across from Bow Court SE provides for safe turning movements into and out of the property. This additional driveway balances the adverse impacts to the residentially zoned area south of the subject property and will not have an adverse effect on the functionality of adjacent streets.

5. Based upon review of SRC Chapters 220 and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Final approval of Class 3 Site Plan Review and Class 2 Driveway Approach Permit Case No. 18-15 is hereby **APPROVED** subject to SRC Chapter 220 and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as Attachment B, and the following conditions of approval:

Condition 1: Prior to issuance of building permit, the applicant shall identify which screening method will be provided along the Boone Road and 27th Avenue frontages in compliance with CPC/ZC06-06 Condition 12.

Condition 2: Prior to issuance of building permit, the site plan shall be revised to provide internal pedestrian pathways which connect each of the proposed buildings within the shopping center, and which connect to public sidewalks along adjacent streets. The internal pedestrian pathways shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.

Condition 3: All remaining unsatisfied conditions of approval from CPC/ZC06-06 as specified in the November 30, 2015, “Certificate of Partial Satisfaction of Conditions of Approval and Deferral Agreement” shall be completed prior to final occupancy for the proposed development.

Condition 4: Prior to building permit issuance, where a proposed building crosses over an existing property line, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) a property line adjustment shall be recorded to remove or relocate the property line.

Condition 5: A minimum of 15 percent of the development site, approximately 159,168 square feet, shall be landscaped with the issuance of the first building permit for the Kuebler Gateway Shopping Center.

Condition 6: At the time of building permit application, the plans for the solid waste service areas shall demonstrate compliance with all applicable development standards of SRC Chapter 800.

Condition 7: The proposed off-street parking area shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks, landscape areas, or pedestrian pathways.

Condition 8: Bicycle parking areas shall be provided for each proposed building within the shopping center meeting the applicable amount and development requirements of SRC Chapter 806.

Condition 9: A minimum of 16 Oregon White Oaks shall be incorporated into the landscape design for the shopping center. Replanted trees shall have a minimum two-inch caliper.

Condition 10: The east site driveway on 27th Avenue SE should be constructed as a single-lane roundabout, with southbound right-turn by-pass lane to the site.

Condition 11: A stop sign should be installed at the new south site driveway (southbound) approach to Boone Road SE.

Condition 12: The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage.

Condition 13: All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

Condition 14: Along the frontages of Boone Road SE and 27th Avenue SE, construct a half-street improvement to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The fee-in-lieu amounts previously collected may be used towards the security amount required for the public construction pursuant to SRC 110.100.

Condition 15: Sidewalks shall be located parallel to and one foot from the adjacent right-of-way, however, if topography or other physical conditions, such as the previously mitigated wetland areas, make the construction of sidewalks impossible or undesirable, then a different location may be allowed per SRC 803.035(l)(2)(B).

Condition 16: For the portion of the subject property within Kuebler Gateway Subdivision, the applicant shall comply with the stormwater management plan that was adopted under SRC 71.180(c) and approved with SUB14-01.

Condition 17: For the portion of the subject property outside Kuebler Gateway Subdivision, the applicant shall design and construct a storm drainage system for areas of new and replaced impervious surface in compliance with SRC Chapter 71 and the current Public Work Design Standards (PWDS).



Aaron Panko,
Planning Administrator Designee

Prepared by Aaron Panko, Planner III

Attachments:
A. Vicinity Map
B. Proposed Development Plans
C. Applicant's Written Statement
D. Neighborhood Association Testimony
E. Public Testimony
F. Public Works Memo
G. Oregon Department of Transportation Comments

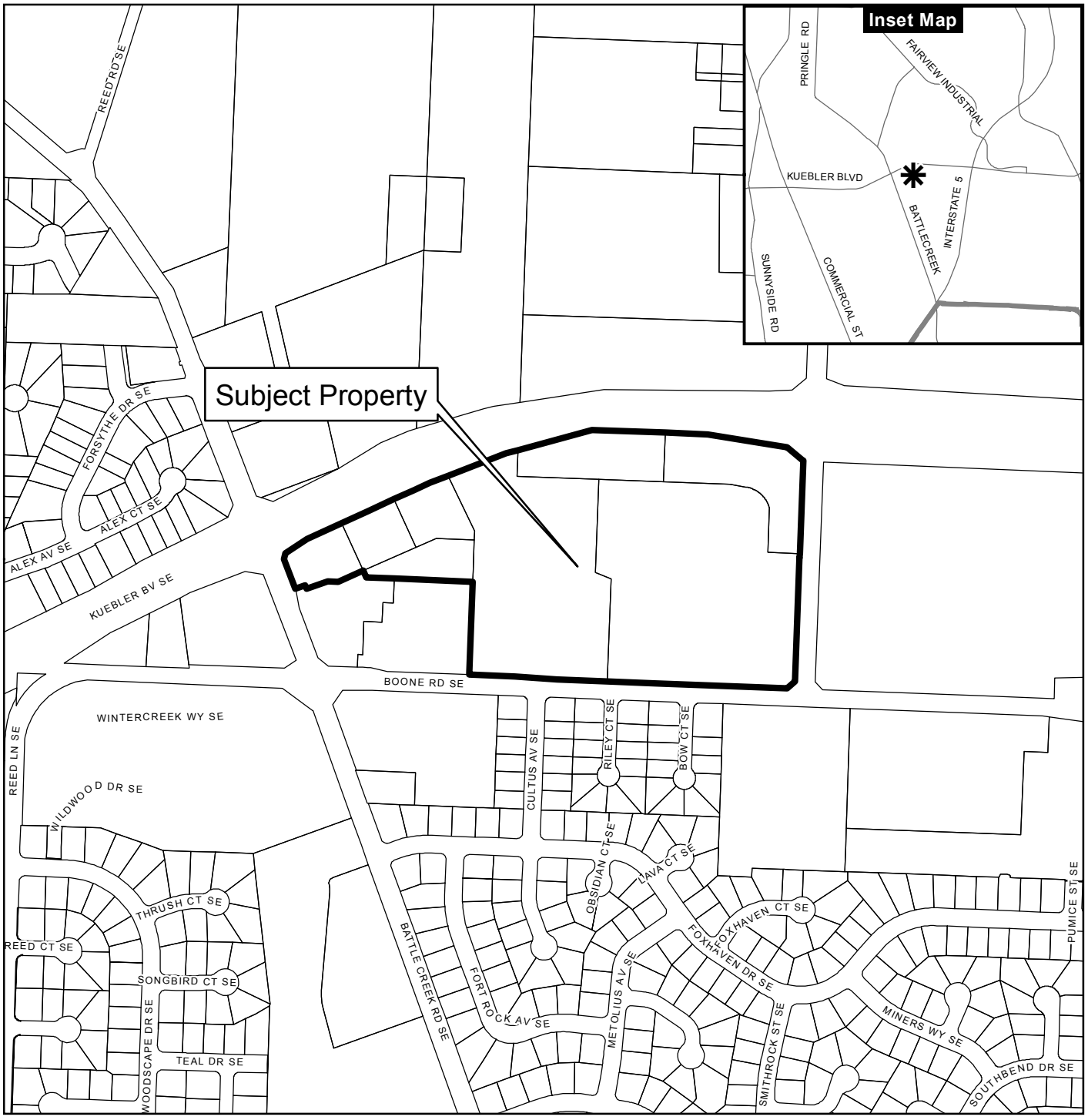
Application Deemed Complete:	September 4, 2018
Notice of Decision Mailing Date:	October 23, 2018
Decision Effective Date:	November 8, 2018
State Mandated Decision Date:	February 1, 2019

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., November 7, 2018**. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

http://www.cityofsalem.net/planning

ATTACHMENT A

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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ATTACHMENT B

SUMMARY TABLE

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

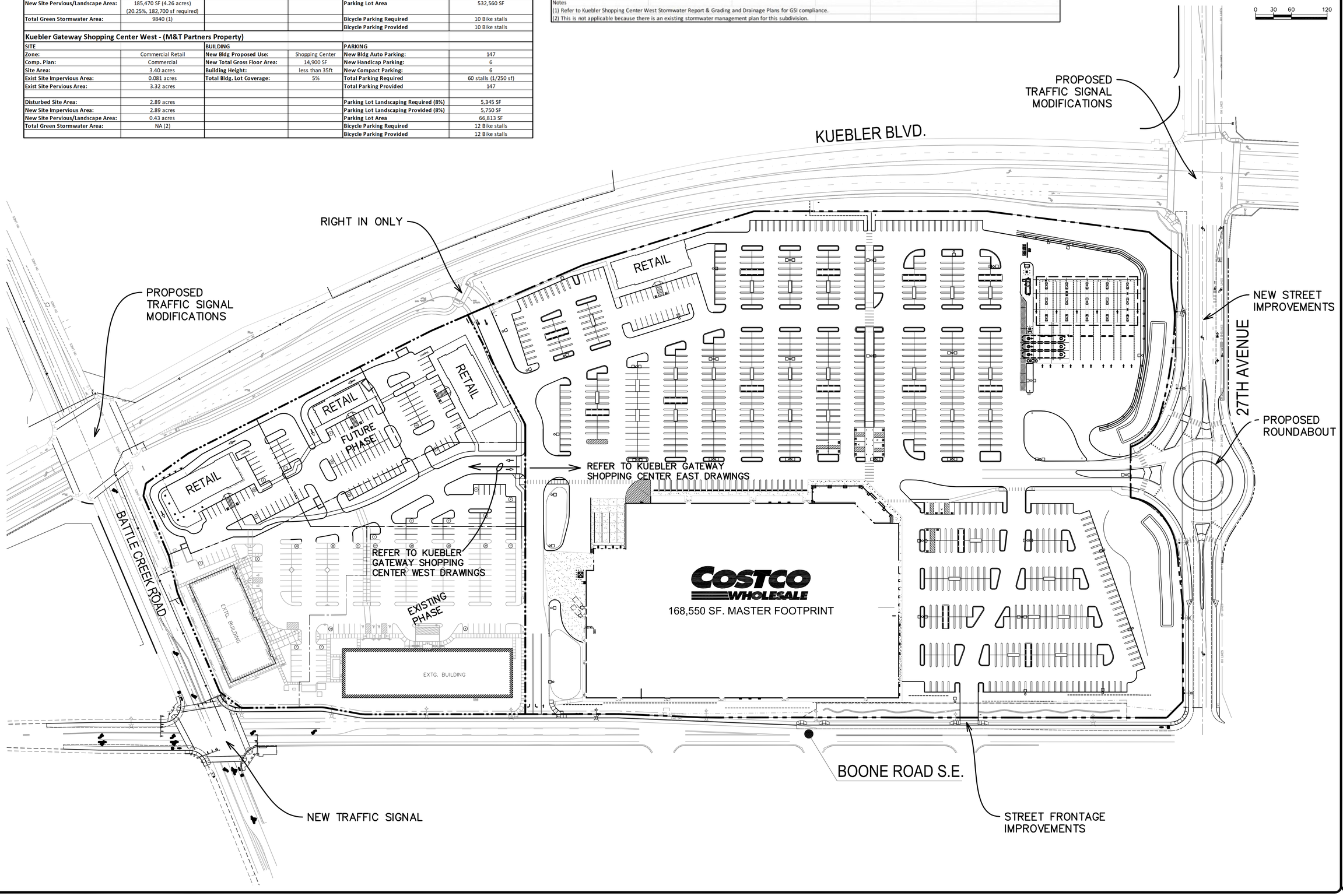
Kuebler Gateway Shopping Center West - (M&T Partners Property)

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 (21.7%, 3.52 acre required)			Parking Lot Area	599,373 SF
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.



NO.	DESCRIPTION	DATE	BY
1	REVISIONS		

SCALE
HORIZ: AS SHOWN
VERT: AS SHOWN

DSN. JW
DRN. TN
CKD. JW
DATE: MAY 2018

REVIEW
CITY OF KEIZER
REVIEWED 6/30/2020

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

M&T PARTNERS & PACIFIC REALTY ASSOCIATES
KUEBLER GATEWAY SHOPPING CENTER

OVERALL PLAN

DRAWING
C2.0

JOB NUMBER
2672.8001.0

8/10/2018 8:24:46 AM
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KUEBLER GATEWAY SHOPPING CENTER OVERALL LANDSCAPE PLAN

SALEM, OREGON

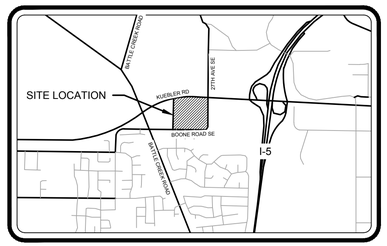
JULY 23, 2018

0 25' 50' 100'
1" = 50'-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) 313-8052
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

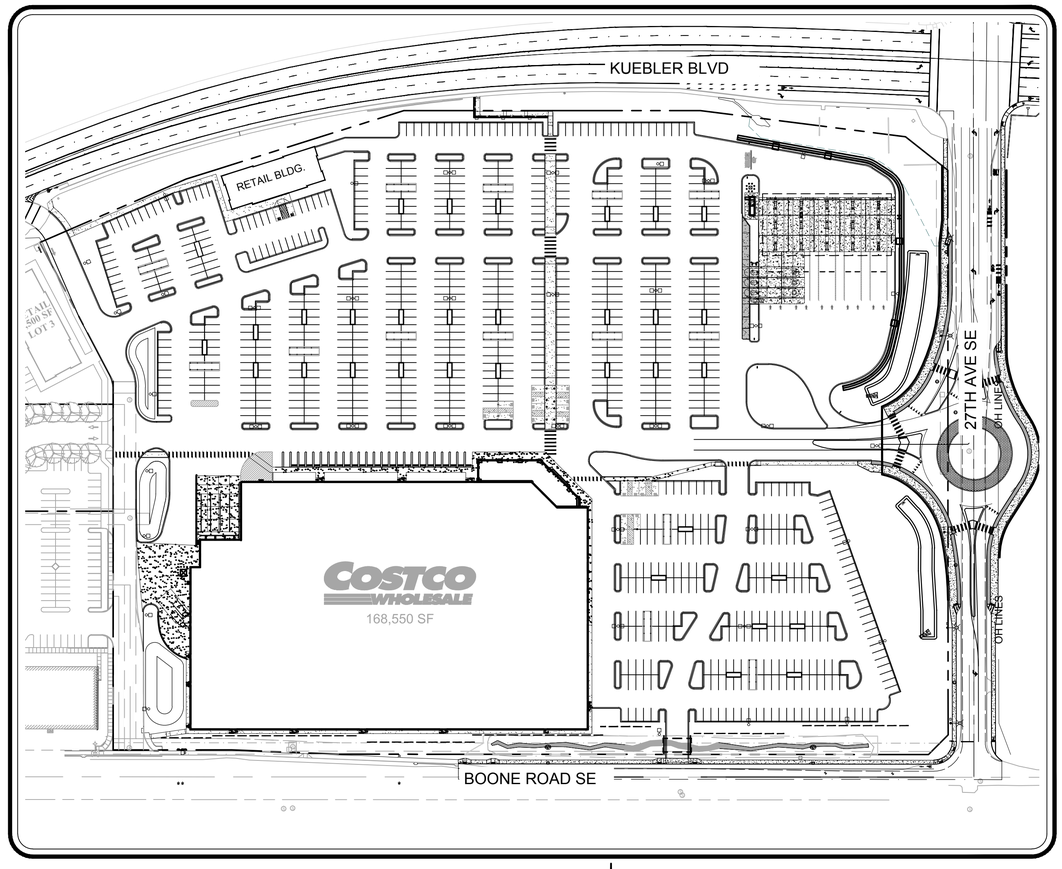
MECH/ELEC ENGINEER
TEI ENGINEERING
830. N. RIVERSIDE DRIVE, SUITE 200
RENTON, WA 98055
DOUGLAS SCOTT
PAAL RYAN
HARDY WIDJAJA
ANN TIEU
TEL: (206) 241-2012
FAX: (206) 241-3101
DSCOTT@TEI-ENGINEERING.COM
PRYAN@TEI-ENGINEERING.COM
HWIDJAJA@TEI-ENGINEERING.COM
AITE@TEI-ENGINEERING.COM

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 PROPOESED
ESC-04	EROSION CONTROL DETAILS

LEGEND

PROPOSED	EXISTING	DESCRIPTION
		BUILDING
		FLOW LINE CURB
		EXTRUDED CURB
		STANDARD CURB
		EDGE OF PAVEMENT
		EDGE OF CONCRETE
TV	TV	COMMUNICATIONS
FO	FO	BUILDING
T	T	TELEPHONE
G	G	GAS
E	E	ELECTRIC
OHP	OHP	OVERHEAD POWER
SS	SS	SANITARY SEWER
	SD	STORM
W	W	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
T	T	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
	MW	MONITORING WELL
		SIGN TOP
		IRRIGATION CONTROL VALVE
	CO	CLEANOUT

REVISIONS

REV	DATE	DESCRIPTION	BY

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

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

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

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SHEET
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\\bil-fng-fs04\bil-projects\22\14429-01\65CAD\SPRMC-CS-CV-COSTO.dwg PLOT DATE 2018-7-19 09:26 SAVED DATE 2018-07-19 06:05 USER: rhalvorson

KUEBLER BOULEVARD

PARCEL 1
TAX LOT 083W12C 01800
ZONING - CR

PARCEL 2
TAX LOT 083W12C 01900
ZONING - CR

PARCEL 3
TAX LOT 083W12C 02000
ZONING - CR

PARCEL 4
TAX LOT 083W12C 02100
ZONING - CR

ZONING - CR
083W11D 02600

ZONING - CO
083W11D 02800

ZONING - CR
083W11D 02700

ACCESS EASEMENT
15.00'

SEWER EASEMENT
15.00'

STORM DRAINAGE
EASEMENT
15.00'

TELECOM EASEMENT
15.00'

ELECTRICAL LINE
EASEMENT
15.00'

ACC
30.00'

EXISTING PUBLIC
STORM EASEMENT

SLOPE EASEMENT
VARIES

EXISTING ACCESS

EXISTING CONVEYANCE
DITCH AND RIPRAP

EXISTING EROSION CONTROL
SEDIMENT POND

SEE SHEET C101
FOR TREE DATA

EXISTING
ROADSIDE
DITCH

OVERHEAD WIRE EASEMENT
4.00'

DRAINAGE EASEMENT
24.25'

WETLANDS AREA

27TH AVENUE

BOONE ROAD SE

144.06' S89°59'53"W
259.30' S72°32'17"W
41.95' S72°32'17"W
210.23' S66°34'28"W
88.96' S0°00'33"E
N89°58'56"E 276.76'
N89°58'56"E 218.14'
N0°02'44"W 166.63'
N89°58'58"E 226.50'
S82°41'03"E 54.30'
R=103.00'
L=111.90'
Δ=64°06'14"
272.85' N82°43'26"W
N51°36'40"W
71.07'
N0°02'23"W 313.02'
N0°02'23"W 431.98'
S27°44'38"E 207.55'
315.21' S0°00'33"E
347.58' S0°00'33"E
486.02' S0°00'13"E
S70°05'50"E
58.24'
N89°55'03"E 156.38'
S87°40'27"E 141.54'
S89°58'00"E 170.10'
S89°58'00"E 608.09'
N0°02'11"W 150.83'
108.00' N89°58'00"W
N44°59'52"E
36.75'

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
COMMUNICATIONS	GAS METER
BUILDING	GAS VALVE
TELEPHONE	SANITARY SEWER MANHOLE
GAS	DITCH INLET
ELECTRIC	STORM MANHOLE
OVERHEAD POWER	STORM CATCH BASIN
SANITARY SEWER	STORM AREA DRAIN
STORM	CULVERT
WATER	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

60 0 60 120
SCALE IN FEET

REVISIONS REV	DATE	DESCRIPTION	BY

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

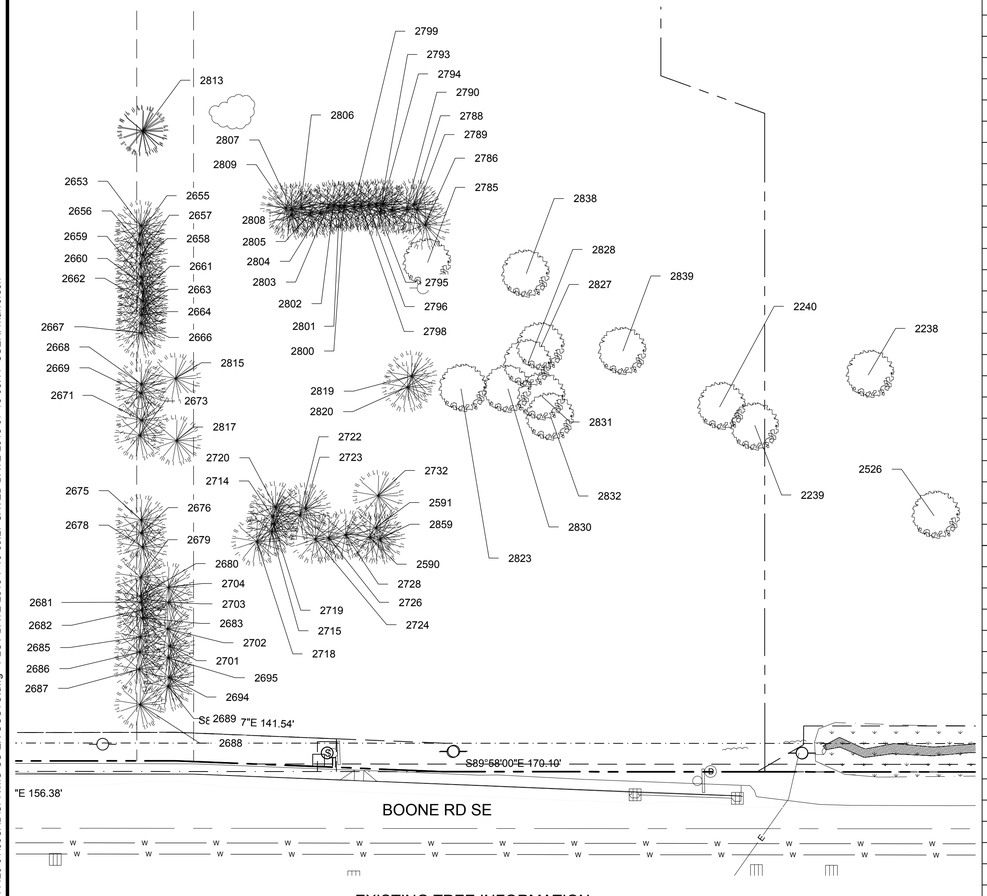
PARCEL A:
A TRACT OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY LINE OF BOONE ROAD S.E., SAID POINT BEING 30.00 FEET NORTH 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 INFORMATION
SCALE: 1" = 40'

EXISTING TREE TABLE

POINT NUMBER	TREE TYPE	CALIPER
2238	WHITE OAK	34
2239	WHITE OAK	34
2240	WHITE OAK	44
2526	WHITE OAK	28
2589	DOUGLAS-FIR	24
2590	DOUGLAS-FIR	22
2591	DOUGLAS-FIR	16
2653	BLACK PINE	15
2655	BLACK PINE	12
2656	BLACK PINE	19
2657	BLACK PINE	16
2658	BLACK PINE	12
2659	PONDERSONA PINE	15
2660	BLACK PINE	14
2661	BLACK PINE	12
2662	BLACK PINE	16
2663	BLACK PINE	8
2664	BLACK PINE	10
2666	PONDERSONA PINE	18
2667	BLACK PINE	13
2668	PONDERSONA PINE	10
2669	PONDERSONA PINE	14
2671	DOUGLAS-FIR	15
2673	DOUGLAS-FIR	20
2675	DOUGLAS-FIR	24
2676	DOUGLAS-FIR	12
2678	DOUGLAS-FIR	19
2678	DOUGLAS-FIR	19
2679	DEAD	
2680	BLACK PINE	7
2681	PONDERSONA PINE	12
2682	DEAD	
2683	PONDERSONA PINE	22
2685	PONDERSONA PINE	19
2686	PONDERSONA PINE	13
2687	PONDERSONA PINE	16
2688	PONDERSONA PINE	14
2689	PONDERSONA PINE	21
2694	BLACK PINE	20
2695	BLACK PINE	15
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

POINT NUMBER	TREE TYPE	CALIPER
2723	DOUGLAS-FIR	21
2724	GRAND FIR	25
2726	DOUGLAS-FIR	14
2728	DOUGLAS-FIR	21
2732	DOUGLAS-FIR	19
2785	ELM	12
2786	DOUGLAS-FIR	17
2788	DOUGLAS-FIR	14
2789	DOUGLAS-FIR	15
2790	DOUGLAS-FIR	12
2791	DOUGLAS-FIR	13
2793	DOUGLAS-FIR	9
2794	DOUGLAS-FIR	8
2795	DOUGLAS-FIR	13
2796	DOUGLAS-FIR	18
2798	DOUGLAS-FIR	7
2799	DOUGLAS-FIR	16
2800	DOUGLAS-FIR	14
2801	DOUGLAS-FIR	12
2802	DOUGLAS-FIR	14
2803	DOUGLAS-FIR	16
2804	DOUGLAS-FIR	8
2805	DOUGLAS-FIR	16
2806	DOUGLAS-FIR	17
2807	DOUGLAS-FIR	9
2808	DOUGLAS-FIR	21
2809	DOUGLAS-FIR	22
2813	DOUGLAS-FIR	26
2815	LONDON PLANETREE	26
2817	WESTERN REDCEDER	25
2819	BLACK PINE	21
2820	BLACK PINE	18
2823	WHITE OAK	51
2827	WHITE OAK	20
2828	WHITE OAK	18
2830	WHITE OAK	17
2831	WHITE OAK	12
2832	WHITE OAK	29
2838	WHITE OAK	30
2839	WHITE OAK	28

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=361.86'
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=366.06'
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 10" 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" PVC 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

REV	DATE	DESCRIPTION	BY
		REVISIONS	

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

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

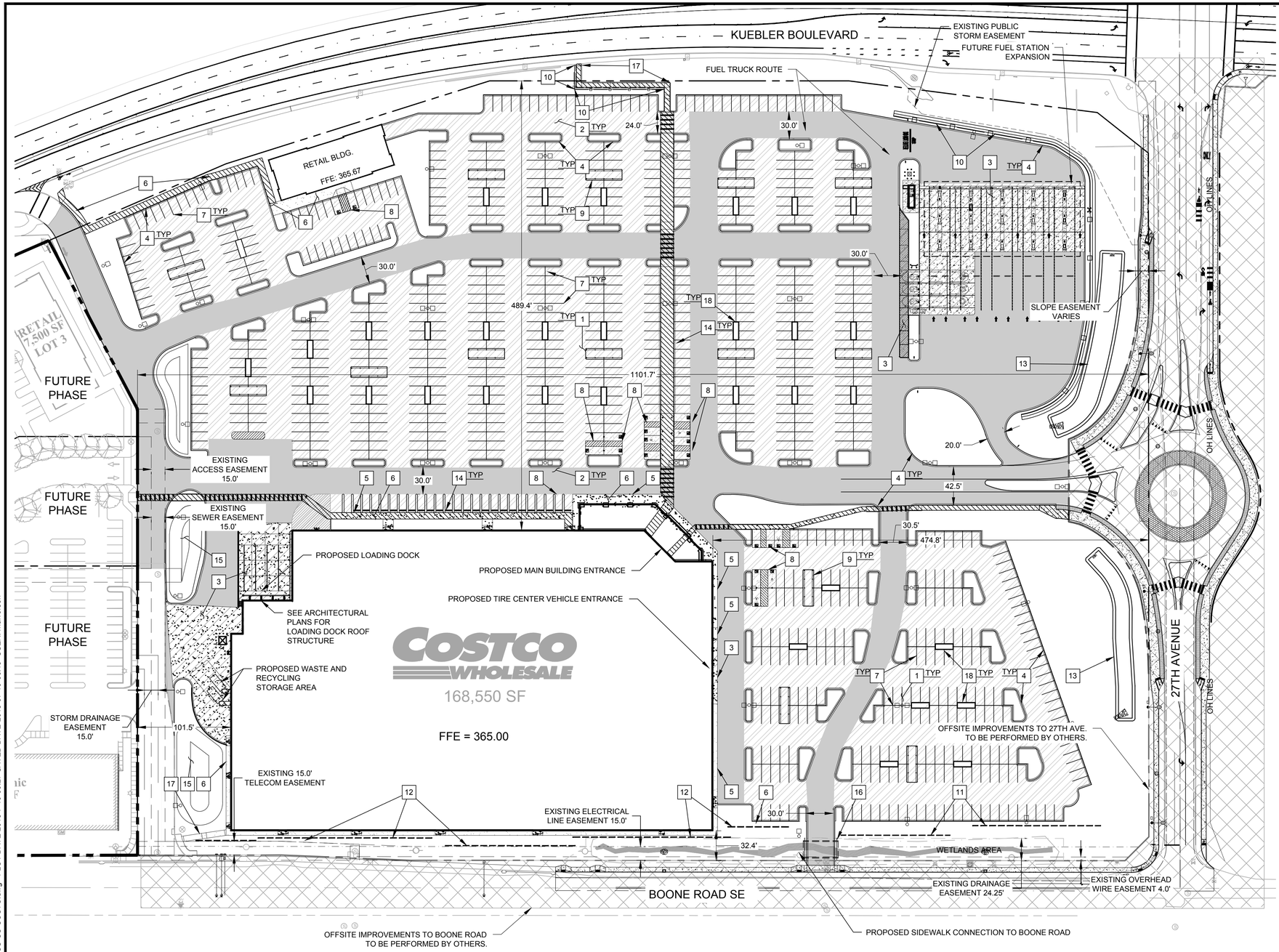
KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
EXISTING STRUCTURES
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT	14429-01
DATE	05/04/2018

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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

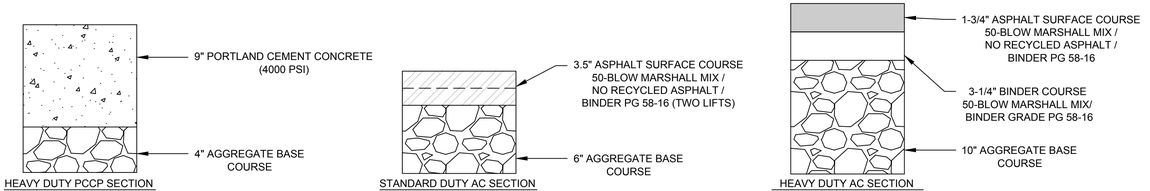
PAVING LEGEND

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

CONSTRUCTION NOTES

1. PROPOSED STANDARD ASPHALT PAVEMENT. SEE SECTION THIS SHEET.
2. PROPOSED HEAVY ASPHALT PAVEMENT. SEE SECTION THIS SHEET.
3. PROPOSED HEAVY CONCRETE PAVEMENT. SEE SECTION THIS SHEET.
4. PROPOSED STANDARD 6" CONCRETE CURB.
5. PROPOSED FLUSH CONCRETE CURB.
6. PROPOSED STANDARD CONCRETE SIDEWALK.
7. PROPOSED PARKING LOT STRIPING.
8. PROPOSED ADA PARKING LOT STRIPING.
9. PROPOSED CART CORRAL.
10. PROPOSED RETAINING WALL. SEE GRADING PLAN FOR MORE INFORMATION.
11. PROPOSED SCREEN WALL.
12. PROPOSED RETAINING AND SCREEN WALL. SEE GRADING PLAN FOR MORE INFORMATION. SEE ARCHITECTURAL PLANS FOR SCREEN WALL DETAILS.
13. PROPOSED STORMWATER FACILITY. SEE STORM PLAN AND GRADING PLAN FOR MORE INFORMATION.
14. PROPOSED CONCRETE WHEEL STOP.
15. PROPOSED LANDSCAPE BERM. SEE GRADING PLAN FOR MORE INFORMATION.
16. PROPOSED 17' WIDE BOX CULVERT (CONSPAN CULVERT - 38' LONG)
17. PROPOSED ADA RAMP WITH HANDRAILS.
18. PROPOSED LANDSCAPE ISLAND.

PAVING SECTIONS



REVISIONS			
REV	DATE	DESCRIPTION	BY

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

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

KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET

SITE PLAN

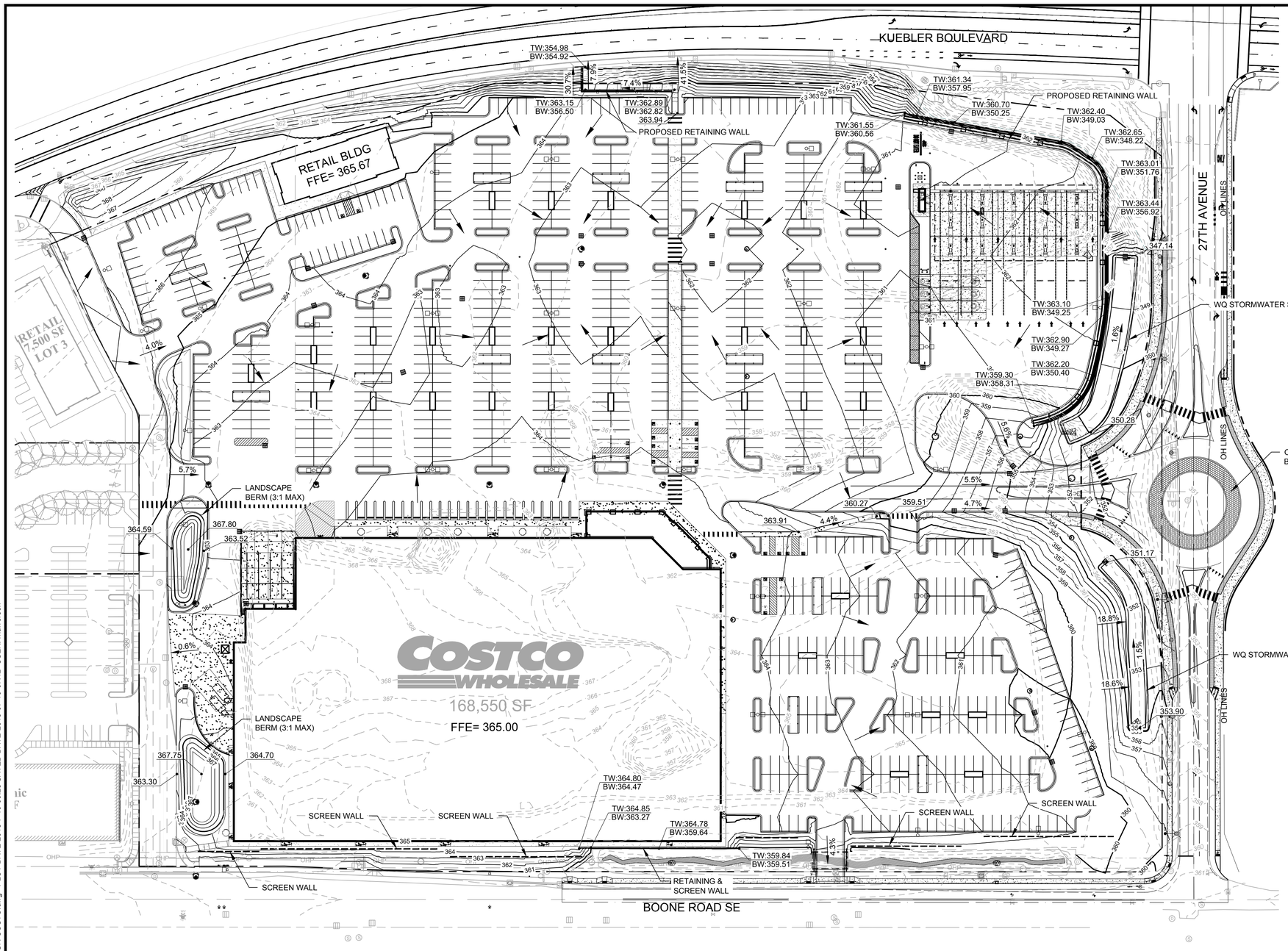
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT	14429-01
DATE	05/04/2018

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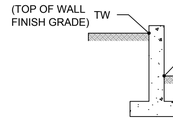
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\\bli-hg-fs04\bli-projects\22\14429-01\65CAD\SPRIMC-CS-CS-COSTO.dwg PLOT DATE 2018-7-19 09:27 SAVED DATE 2018-07-19 06:15 USER: rhalvorson



LEGEND

- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- X.X% PROPOSED SLOPE LABEL
- FLOW ARROW
- STORM CATCH BASIN
- STORM MANHOLE



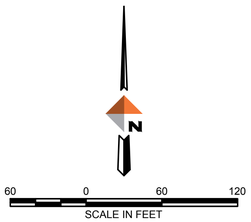
WALL GRADE LABELS DETAIL

SCALE: NTS

NOTE:

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

SEE ESC PLANS FOR EROSION & SEDIMENT CONTROL MEASURES



REVISIONS			
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999 LAKE DRIVE
ISSAQUAH, WA 98027
TEL: (425) 313-8100

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GRADING PLAN

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

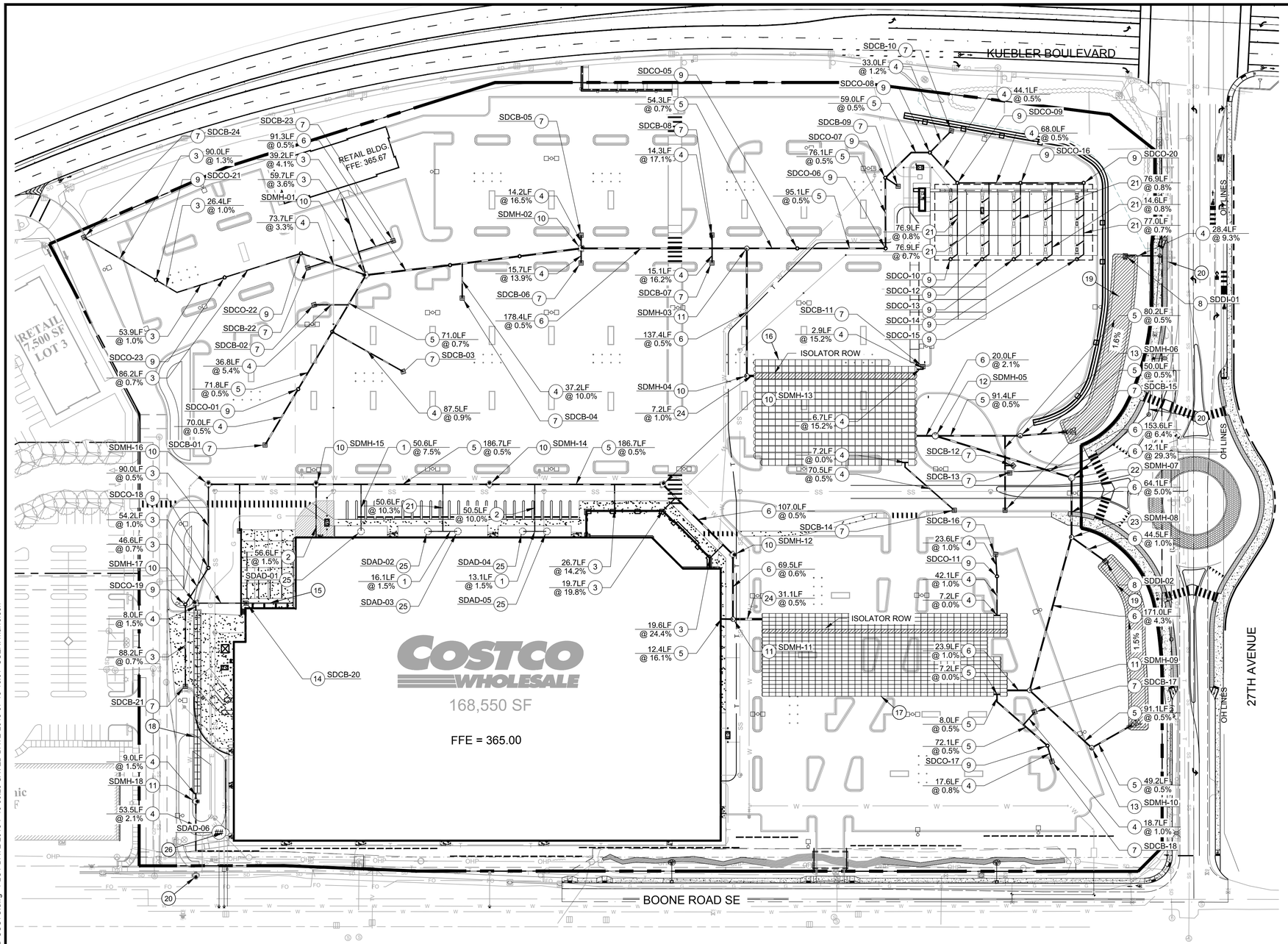
PROJECT	14429-01
DATE	05/04/2018

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SHEET

C300

\\bil-hg-fs04\bil-projects\22\14429-01\65CAD\SPRIMC-CS-GR-COSTCO.dwg PLOT DATE 2018-7-19 09:28 SAVED DATE 2018-07-19 07:12 USER: rhalvorson

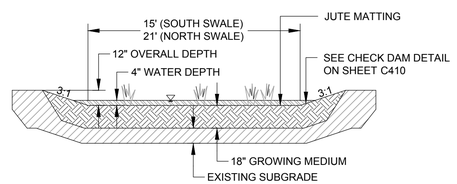


LEGEND

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

STORM CONSTRUCTION NOTES

1. PROPOSED 6" HDPE STORM LINE.
2. PROPOSED 10" DUCTILE IRON STORM LINE.
3. PROPOSED 10" HDPE STORM LINE.
4. PROPOSED 12" HDPE STORM LINE.
5. PROPOSED 15" HDPE STORM LINE.
6. PROPOSED 18" HDPE STORM LINE.
7. PROPOSED STANDARD CG-2 CATCH BASIN. SEE TABLE THIS SHEET.
8. PROPOSED DITCH INLET. SEE TABLE THIS SHEET.
9. PROPOSED STORM CLEANOUT.
10. PROPOSED 48" STORM MANHOLE. SEE TABLE THIS SHEET.
11. PROPOSED 60" FLOW CONTROL MANHOLE. SEE TABLE THIS SHEET.
12. PROPOSED 72" FLOW CONTROL MANHOLE. SEE TABLE THIS SHEET.
13. PROPOSED WATER QUALITY MANHOLE. SEE TABLE THIS SHEET.
14. PROPOSED 2 FILTER WATER QUALITY CATCH BASIN. SEE TABLE THIS SHEET.
15. PROPOSED TRENCH DRAIN.
16. PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (MC-3500 CHAMBERS).
    TOTAL VOLUME: 71,300 CF
    TOTAL CHAMBERS: 378
    TOTAL END CAPS: 32
17. PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (SC-740 CHAMBERS).
    TOTAL VOLUME: 60,800 CF
    TOTAL CHAMBERS: 756
    TOTAL END CAPS: 42
18. PROPOSED STORMTECH UNDERGROUND DETENTION SYSTEM (SC-310 CHAMBERS).
    TOTAL VOLUME: 1,650 CF
    TOTAL CHAMBERS: 52
    TOTAL END CAPS: 4
19. PROPOSED VEGETATED STORMWATER QUALITY SWALE. SEE SECTION THIS SHEET.
20. PROPOSED CONNECTION TO STORM MANHOLE INSTALLED UNDER PUBLIC IMPROVEMENTS.
21. PROPOSED 8" PVC STORM LINE.
22. PROPOSED 72" STORM MANHOLE. SEE TABLE THIS SHEET.
23. PROPOSED 60" STORM MANHOLE. SEE TABLE THIS SHEET.
24. PROPOSED 24" HDPE STORM LINE.
25. PROPOSED LANDSCAPE AREA DRAIN. SEE TABLE THIS SHEET.
26. 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-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-03
RIM: 361.96
IE IN (18"W) = 355.28
IE IN (15"E) = 355.28
IE OUT (18"S) = 355.18

SDMH-04
RIM: 362.89
IE IN (18"N) = 354.49
IE OUT (24"E) = 354.39

SDMH-05
RIM: 359.95
IE IN (18"W) = 352.38
IE OUT (15"E) = 352.18
IE OUT (18"E) = 354.43

SDMH-06
RIM: 356.93
IE IN (15"W) = 351.72
IE OUT (15"E) = 351.52

SDMH-07
RIM: 351.85
IE IN (18"S) = 344.31
IE IN (18"W) = 344.61
IE OUT (18"NE) = 344.11

SDMH-08
RIM: 353.84
IE IN (18"S) = 348.72
IE IN (15"SE) = 347.72
IE OUT (18"N) = 347.52

SDMH-09
RIM: 359.78
IE IN (18"W) = 355.00
IE OUT (15"SE) = 354.80
IE OUT (18"N) = 356.00

SDMH-10
RIM: 360.17
IE IN (15"NW) = 354.34
IE OUT (15"NE) = 354.14

SDMH-11
RIM: 364.80
IE IN (18"N) = 355.06
IE IN (15"W) = 356.00
IE OUT (24"E) = 354.96

SDMH-12
RIM: 364.60
IE IN (18"NW) = 355.57
IE OUT (18"S) = 355.47

SDMH-13
RIM: 364.26
IE IN (15"W) = 356.21
IE OUT (18"SE) = 356.11

SDMH-14
RIM: 364.32
IE IN (15"W) = 357.24
IE OUT (15"E) = 357.14

SDMH-15
RIM: 363.06
IE IN (15"W) = 358.27
IE IN (10"S) = 359.00
IE OUT (15"E) = 358.17

SDMH-16
RIM: 362.99
IE IN (10"S) = 358.95
IE OUT (15"E) = 358.85

SDMH-17
RIM: 363.59
IE IN (10"E) = 357.91
IE OUT (12"S) = 357.70

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-02
RIM: 364.86
IE OUT (6"E) = 363.13

SDAD-03
RIM: 364.86
IE OUT (6"W) = 363.13

SDAD-04
RIM: 364.89
IE OUT (6"E) = 362.39

SDAD-05
RIM: 364.90
IE OUT (6"W) = 362.39

SDAD-06
RIM: 364.74
IE IN (6"N) = 362.16
IE OUT (6"W) = 362.16

SDCB-01
RIM: 362.18
IE OUT (15"NE) = 358.73

SDCB-02
RIM: 363.74
IE OUT (12"E) = 359.99

SDCB-03
RIM: 362.54
IE OUT (12"NW) = 358.79

SDCB-04
RIM: 362.34
IE OUT (12"N) = 360.82

SDCB-05
RIM: 362.12
IE OUT (12"S) = 358.62

SDCB-06
RIM: 361.96
IE OUT (12"N) = 358.46

SDCB-07
RIM: 361.45
IE OUT (12"N) = 357.95

SDCB-08
RIM: 361.45
IE OUT (12"S) = 357.95

SDCB-09
RIM: 360.38
IE IN (12"NW) = 356.52

SDCB-10
RIM: 360.19
IE OUT (12"SW) = 357.19

SDCB-11
RIM: 360.12
IE OUT (12"S) = 356.31

SDCB-12
RIM: 355.25
IE OUT (12"W) = 352.25

SDCB-13
RIM: 355.05
IE OUT (12"W) = 352.35

SDCB-14
RIM: 357.47
IE OUT (12"NW) = 355.23

SDCB-15
RIM: 354.98
IE OUT (15"N) = 352.20

SDCB-16
RIM: 360.40
IE OUT (12"S) = 356.95

SDCB-17
RIM: 359.50
IE OUT (12"SW) = 356.00

SDCB-18
RIM: 360.06
IE OUT (12"N) = 356.14

SDCB-19
RIM: 362.05
IE OUT (10"N) = 359.06

SDCB-20
RIM: 360.80
IE OUT (10"W) = 358.45

SDCB-21
RIM: 363.18
IE OUT (10"N) = 360.53

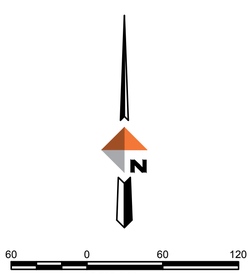
SDCB-22
RIM: 363.96
IE OUT (10"E) = 359.86

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



REVISIONS

REV	DATE	DESCRIPTION	BY

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

PREPARED FOR

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

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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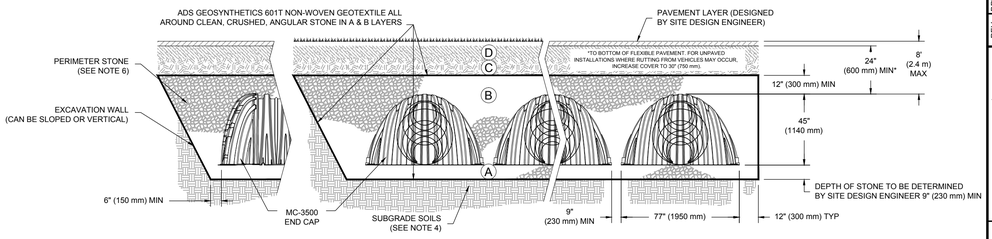
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\\bli-hg-fs04\bli-projects\22\14429-01\65CAD\SPRMC-CS-SD-COSTO.dwg PLOT DATE 2018-7-19 09:29 SAVED DATE 2018-07-18 16:01 USER: rhalvorson

ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. * *

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



*FOR COVER DEPTHS GREATER THAN 8.0' (2.4 m) PLEASE CONTACT STORMTECH

NOTES:

1. MC-3500 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
   PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

MC-3500
STANDARD CROSS SECTION

DESCRIPTION

REV	DRW	CHK
07/19/18	JLM	JLM

UPDATE

DATE: 11/18/14 DRAWN: JLM
CHECKED: JLM
PROJECT #:

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCTS DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

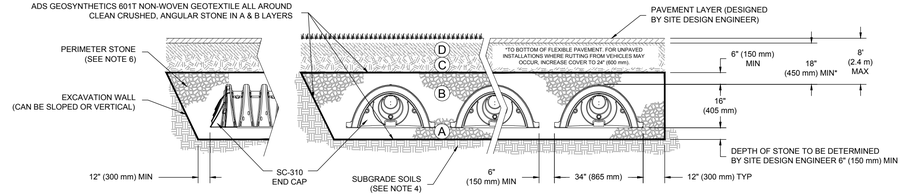
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

SHEET
1 OF 1

ACCEPTABLE FILL MATERIALS: STORMTECH SC-310 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. * *

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



NOTES:

1. SC-310 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-310 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
5. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
6. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

SC-310
STANDARD CROSS SECTION

DESCRIPTION

REV	DRW	CHK
07/19/18	JLM	JLM

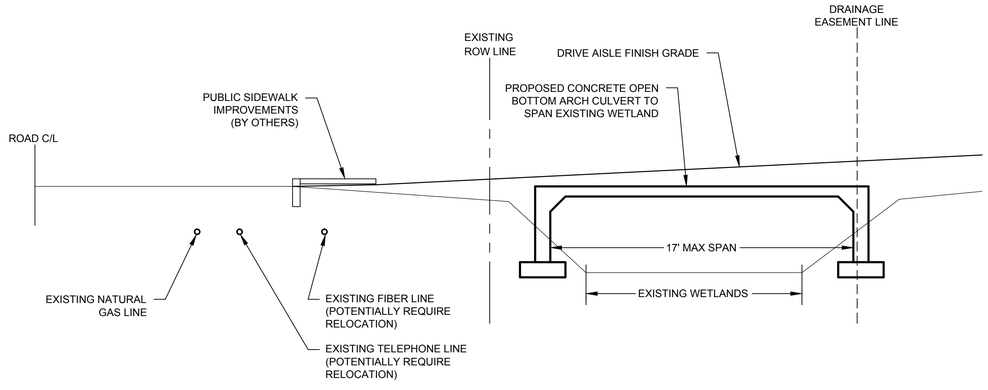
UPDATE

DATE: 11/18/14 DRAWN: JLM
CHECKED: JLM
PROJECT #:

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCTS DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

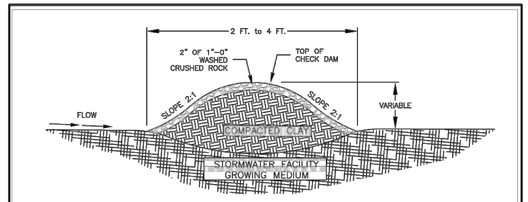
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

SHEET
1 OF 1



CONCRETE OPEN BOTTOM ARCH CULVERT DETAIL

SCALE: 1" = 5'



CHECK DAM

CHECK DAM SPACING			
FACILITY LENGTH (FT)	LONGITUDINAL STREET SLOPE	# OF CHECK DAMS	ADDITIONAL INLETS
30	<=1%	0	NONE
	>=1%	1	NONE
31 – 50	<=1%	1	NONE
	>=1%	2	1
51–70	<=1%	2	1
	>=1%	3	2
71–90	<=1%	3	2
	>=1%	4	3
91 +	<=1%	4	3
	>=1%	5	4

NOTES:

1. CHECK DAMS TO BE EVENLY SPACED BETWEEN INLET AND OUTLET. ADDITIONAL REQUIREMENTS MAY BE NECESSARY ON STEEP SLOPES
2. ADDITIONAL INLETS TO BE PLACED DIRECTLY DOWNSTREAM OF CHECK DAMS
3. TOP OF CHECK DAM TO BE 1" BELOW GUTTER ELEVATION AT INLET (AT CURB LINE) BUT NOT GREATER THAN 2" BELOW TOP OF CURB

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS
STANDARD PLAN
CHECK DAM DETAILS

APPROVED	CITY ENGINEER	1/01/14	DRAWN BY	KAK	12/2013	NO. 220
		DATE	CHECKED BY	KR	12/2013	

REVISIONS

REV	DATE	DESCRIPTION	BY

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

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

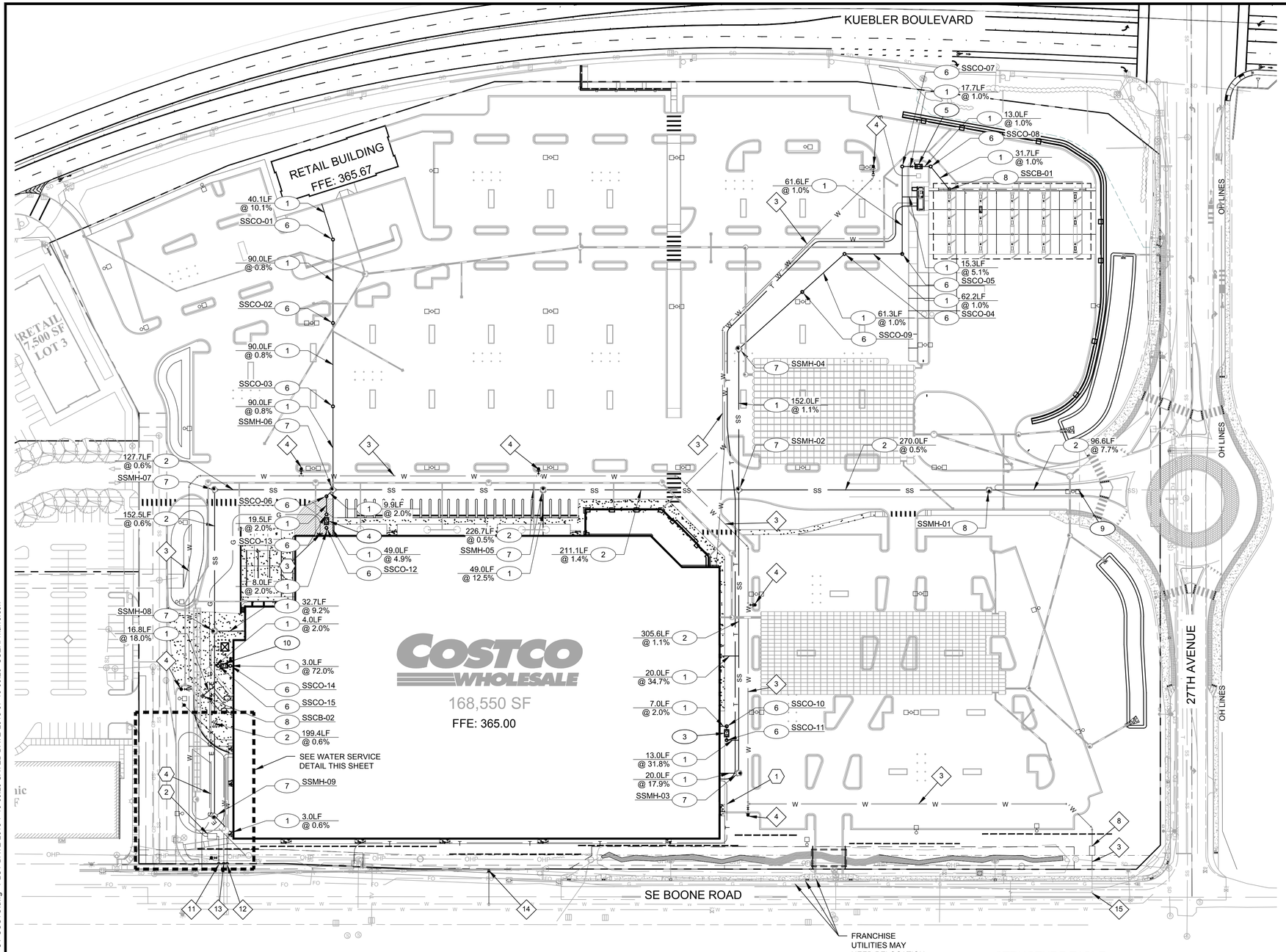
KUEBLER GATEWAY
SHOPPING CENTER
SITE PLAN REVIEW SET
STORM DETAILS
SE BOONE RD. AND 27TH AVE.
SALEM, OREGON, 97306

PROJECT 14429-01
DATE 05/04/2018

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SHEET
C410

\\bil-hg-fs04\bil-projects\22\14429-01\65CAD\SPRMC-CS-SD-COSTO.dwg PLOT DATE 2018-7-19 09:29 SAVED DATE 2018-07-18 16:01 USER: rhalvorson



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

1. PROPOSED 6" SDR-35 PVC SANITARY LINE.
2. PROPOSED 8" SDR-35 PVC SANITARY LINE.
3. PROPOSED 1000 GALLON GREASE INTERCEPTOR.
4. PROPOSED 1500 GALLON GREASE INTERCEPTOR.
5. PROPOSED 1000 GALLON OIL WATER SEPARATOR.
6. PROPOSED SANITARY CLEANOUT.
7. PROPOSED 48" SANITARY MANHOLE. SEE TABLE THIS SHEET.
8. PROPOSED SANITARY AREA DRAIN.
9. 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.
10. PROPOSED 800 GALLON SAND SEPARATOR.

WATER CONSTRUCTION NOTES

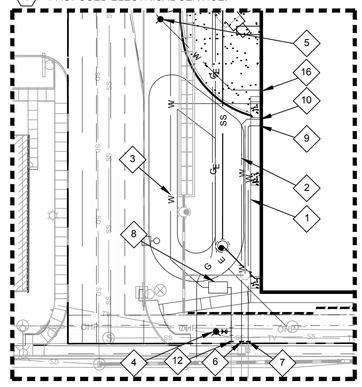
1. PROPOSED 2" IRRIGATION LINE.
2. PROPOSED 3" CL52 DUCTILE IRON WATER LINE.
3. PROPOSED 12" CL52 DUCTILE IRON WATER LINE.
4. PROPOSED FIRE HYDRANT ASSEMBLY.
5. PROPOSED FIRE DEPARTMENT CONNECTION & 6" CL52 DUCTILE IRON WATER LINE.
6. PROPOSED 3" DOMESTIC WATER METER INSTALLED UNDER PUBLIC IMPROVEMENTS.
7. PROPOSED 2" IRRIGATION WATER METER INSTALLED UNDER PUBLIC IMPROVEMENTS.
8. PROPOSED 8" DOUBLE CHECK DETECTOR BACKFLOW PREVENTION ASSEMBLY.
9. IRRIGATION DOUBLE CHECK LOCATED IN BUILDING.
10. PROPOSED DOMESTIC DOUBLE CHECK BACKFLOW ASSEMBLY LOCATED IN BUILDING.
11. CONNECT TO 12" WATER STUB INSTALLED UNDER PUBLIC IMPROVEMENTS.
12. CONNECT TO 3" DOMESTIC WATER LINE INSTALLED UNDER PUBLIC IMPROVEMENTS.
13. CONNECT TO 2" IRRIGATION WATER LINE INSTALLED UNDER PUBLIC IMPROVEMENTS.
14. HYDRANT INSTALLED UNDER PUBLIC IMPROVEMENTS.
15. CONNECT TO 12" STUB UNDER PUBLIC IMPROVEMENTS. VERIFY CONNECTION PRIOR TO CONSTRUCTION.
16. PROPOSED 12" FIRE LINE CONNECTION AND DOUBLE CHECK DETECTOR ASSEMBLY IN BUILDING.

FRANCHISE UTILITY NOTES

1. PROPOSED TELEPHONE SERVICE.
2. PROPOSED GAS SERVICE.
3. PROPOSED GAS METER.
4. PROPOSED ELECTRICAL SERVICE.

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



WATER SERVICE DETAIL

SCALE: 1" = 40'

REV	DATE	DESCRIPTION	BY

REVISIONS

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

PREPARED FOR

COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027
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

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SHEET

C500

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PRELIMINARY LANDSCAPE LEGEND (SYMBOLS SHOWN AT 1"=20')

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
DECIDUOUS SHADE TREES			
	ACER TRUN. X ACER PLAT. 'WARRENRED'	PACIFIC SUNSET MAPLE	MIN. 2–1/2" CAL., MIN. 10–12' HT., MATCHED, FULL & WELL–BRANCHED ABOVE 6' HT., B&B.
	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	
	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO (MALE ONLY)	
	GLEDITSIA T. INERMIS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	
	QUERCUS GARRYANA	OREGON WHITE OAK	
	ZELKOVA SERRATA 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	
DECIDUOUS ACCENT TREES			
	ACER CIRCINATUM	VINE MAPLE	MIN. (3) 3/4" CAL., 7'–8' HT., MULTI–TRUNKED, MATCHING SPECIMEN, WELL–BRANCHED, B&B.
	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	
	CORNUS NUTTALLII	PACIFIC DOGWOOD	
CONIFEROUS EVERGREEN TREES			
	CALOCEDRUS DECURRENS	INCENSE CEDAR	MIN. 7'–8' HT., FULL AND BUSHY TO BASE, B&B
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	
	THUJA PLICATA 'HOGAN'	HOGAN RED CEDAR	
LARGE SHRUBS			
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	24–30" HT., FULL & BUSHY, B&B OR CONT., SPACING AS SHOWN.
	CORNUS SERICEA	RED OSIER DOGWOOD	
	ILEX CRENATA 'CONVEXA'	CONVEXA JAPANESE HOLLY	
	MAHONIA AQUIFOLIUM	OREGON GRAPE	
	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	
	ROSA RUGOSA	RUGOSA ROSE	
	SYMPHOCARPUS ALBUS	COMMON SNOWBERRY	
MEDIUM SHRUBS			
	EUONYMUS A. 'COMPACTA'	COMPACT BURNING BUSH	MIN. 5 GAL. CONT., 21–24" HT. AND SPREAD, FULL AND BUSHY, SPACING AS SHOWN.
	RIBES SANGUINEUM	RED FLOWERING CURRANT	
	MAHONIA A. 'COMPACTA'	COMPACT OREGON GRAPE	MIN. 5 GAL. CONT., 18–21" HT. AND SPREAD, FULL AND BUSHY, SPACING AS SHOWN.
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	
SMALL SHRUBS			
	CORNUS KELSEYI	KELSEY DOGWOOD	MIN. 2 GAL. CONT., MIN. 15" HT. & SPREAD, FULL & BUSHY, SPACING AS SHOWN.
	PINUS M. MUGO	DWARF MUGHO PINE	
	VIBURNUM DAVIDII	DAVID VIBURNUM	
ORNAMENTAL GRASSES / ACCENTS			
	CALAMAGROSTIS A. 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL. CONT., FULL & BUSHY, SPACING AS SHOWN.
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	
	POLYSTICHUM MUNITUM	SWORD FERN	
GROUNDCOVERS			
	ARCTOSTAPHYLOS UVA–URSI	KINNIKINNICK	1 GAL. CONT. AT 18" O.C. TRIANG. SPACING, START FIRST ROW 12" FROM EDGE.
	FRAGARIA CHILOENSIS	WILD STRAWBERRY	
	MAHONIA REPENS	CREEPING MAHONIA	
	RHUS AROMATICA 'GRO–LOW'	GRO–LOW SUMAC	
	NATIVE GROUNDCOVER MIX:		
	GAULTHERA SHALLON	SALAL	1 GAL. CONT. AT 18" O.C. TRIANG. SPACING, START FIRST ROW 12" FROM EDGE. EQUAL QUANTITIES OF EACH. PLANT IN GROUPS OF 5–7 IN RANDOM DRIFTS.
	MAHONIA REPENS	CREEPING MAHONIA	
	POLYSTICHUM MUNITUM	SWORD FERN	
	SWALE PLANTING MIX		1 GAL. CONT. AT 18" O.C. BIO–RETENTION SOIL DEPTH AND REQUIREMENTS PER CIVIL.
	SOD LAWN		90% TURF–TYPE TALL FESCUE, 10% KENTUCKY BLUEGRASS, SEE SPECIFICATIONS
	ALUMINUM EDGING		

0 25' 50' 100'
1" = 50'-0"

COSTCO WHOLESALE
SALEM, OR

SALEM, OR

REGISTERED 2079 ANDREW RASMUSSEN OREGON 4/9/2018 LANDSCAPE ARCHITECT

PLANTING NOTES

1. ALL NEW LANDSCAPE AREAS ARE TO BE WATERED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM. SEE IRRIGATION PLANS.
2. MULCH ALL SHRUB AND GROUNDCOVER AREAS WITH A MINIMUM 3" DEPTH OF SPECIFIED MULCH.
3. WHERE GROUNDCOVER IS SHOWN, IT SHALL BE PLANTED AT THE SPECIFIED SPACING THROUGHOUT THE BED, INCLUDING AREAS UNDERNEATH TREES AND SHRUBS, START FIRST ROW 12" FROM EDGE OF BED.
4. SEE CIVIL DRAWINGS FOR GRADING, UTILITIES AND EROSION CONTROL.
5. CONTRACTOR SHALL PROVIDE DIGITAL PHOTOS OF A REPRESENTATIVE TREE, SHRUB, OR GROUNDCOVER FOR ALL MATERIALS IN LEGEND BELOW FOR LANDSCAPE ARCHITECT REVIEW AND ACCEPTANCE PRIOR TO PROCUREMENT. THIS SHALL ESTABLISH THE STANDARD FOR APPROVED MATERIAL.
6. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

ADDITIONAL NOTES FOR PRICING OF PRELIMINARY LANDSCAPE PLAN:

1. ALL PLANT MATERIALS TO BE OF THE HIGHEST QUALITY. PROVIDE DIGITAL PHOTOS FOR LANDSCAPE ARCHITECT'S APPROVAL PRIOR TO PROCUREMENT.
2. INSTALL MINIMUM 4" DEPTH HIGH QUALITY IMPORT TOPSOIL. USE ADDITIONAL TOPSOIL AS NEEDED TO CROWN BEDS MINIMUM 6" ABOVE ADJACENT CURBS.
3. IMPORT TOPSOIL SHALL BE SELECT, FERTILE, SCREENED (1/2"), WELL–DRAINED, WEED–FREE, BALANCED MATERIAL COMPOSED OF SAND, COMPOST AND A SMALL AMOUNT OF CLAY/SILT TO BE CLASSIFIED AS SANDY LOAM UNDER USDA CLASSIFICATION. TOPSOIL SHALL BE TESTED AT APPROVED TESTING LAB FOR CONFIRMATION OF SOIL TEXTURE AND CLASSIFICATION. IF CLASSIFIED AS SANDY LOAM, THEN TEST FOR PH, TRACE MINERALS, SALINITY, N, P, K AND AMENDMENT RECOMMENDATIONS TO ACHIEVE A PH BALANCED FERTILE TOPSOIL WITH MINIMUM 6% ORGANIC MATERIALS DERIVED FROM VEGETATIVE COMPOST. INCORPORATE STARTER FERTILIZER AND PLANT TABS PLUS FERTILIZER AND SOIL AMENDMENTS AS RECOMMENDED IN REPORT AT NO ADDITIONAL COST.
4. ALL LANDSCAPE AREAS TO BE PROVIDED WITH A IRRIGATION SYSTEM INCLUDING THE FOLLOWING ITEMS:
   - HUNTER MP–ROTATOR SPRAY HEADS AT PERIMETERS
   - NETAFIM TECHLINE CV DRIP LINES IN INTERIOR
   - SCHEDULE 40 PVC MAINLINE
   - CLASS 200 PVC LATERALS
   - 40 RAINBIRD PEB–PRS–D CONTROL VALVES
   - RAINBIRD ESP–LXD CONTROLLER WITH IQ CLOUD
   - SEPARATE IRRIGATION METER AND BACKFLOW DEVICE WITH ENCLOSURE
5. INSTALL 4" PERFORATED SUB DRAINS FOR ALL INTERIOR LANDSCAPE ISLANDS, CONNECTING TO STORM DRAIN SYSTEM.
6. REFER TO COSTCO STANDARD PLANTING AND IRRIGATION SPECIFICATIONS AND DETAILS FOR INSTALLATION AND REVIEW REQUIREMENTS.

LANDSCAPE CALCULATIONS (PROVIDED FOR PERMITTING PURPOSES ONLY)

COSTCO BUILDING AREA =	168,550 S.F.
EAST SIDE SITE AREA =	20.56 ACRES (895,393 SF)
EAST SIDE LANDSCAPE AREA REQUIRED =	134,309 S.F. (15%)
EAST SIDE LANDSCAPE AREA PROVIDED =	153,870 S.F. (17.2%)
INTERIOR LANDSCAPING:	
TOTAL INTERIOR PARKING LOT AREA =	390,600 S.F. (EXCL. DRIVEWAYS)
TOTAL INTERIOR LANDSCAPING REQUIRED =	31,248 S.F. (8%)
TOTAL INTERIOR LANDSCAPING PROVIDED =	39,740 S.F. (10.2%)
EAST SIDE PARKING STALLS =	892
EAST SIDE INTERIOR TREES REQUIRED = (1 TREE PER 12 STALLS)	75 (892/12 STALLS)
EAST SIDE INTERIOR TREES PROVIDED =	170+
LANDSCAPE ISLANDS AND PLANTER BAYS =	MIN. 5' WIDTH, MIN. 25 S.F.

PLANT UNITS:

EAST SIDE LANDSCAPED AREA =	132,140 S.F. (EXCL. EXISTING EASEMENTS)
TOTAL PLANT POINTS REQUIRED = (1 P.U. PER 20 S.F. LANDSCAPED AREA)	6,607 P.U.
TOTAL PLANT POINTS PROVIDED =	11,019 P.U.
PLANT POINTS REQUIRED FROM TREES =	2,643 P.U. (40% OF TOTAL REQUIRED)
PLANT POINTS PROVIDED FROM TREES =	3,209
SHADE TREES = 273 X 10 =	2,730
EVERGREEN/CONIFER TREES = 63 X 5 =	315
ORNAMENTAL TREES = 82 X 2 =	164
LARGE SHRUBS = 1,087 X 2 =	2,174
SMALL/MEDIUM SHRUBS = 3,236 X 1 =	3,236
LAWN OR GROUNDCOVER (SF)=120,000/50 =	2,400

TREE MITIGATION

EXISTING SIGNIFICANT TREES ON SITE (10"+): (SEE CIVIL DRAWINGS FOR TREE MAP & TABLE)	79
NUMBER OF TREES REQUIRING MITIGATION:	20 (25%)
ADDITIONAL TREES REQUIRED FOR MITIGATION:	40 (2:1)
ADDITIONAL TREES PROVIDED FOR MITIGATION:	40 (EVERGREENS)

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST SEATTLE WA 98112
206-322-1732 WWW.WDGINC.COM

17-0413-01
JULY 23, 2018

PRELIMINARY LANDSCAPE PLAN

L1.1

KUEBLER GATEWAY SHOPPING CENTER - EAST SIDE LANDSCAPE PLAN

SALEM, OREGON

JULY 23, 2018

SITE PLAN
PHASE LIMITS

KUEBLER BOULEVARD S.E.

BATTLE CREEK ROAD S.E.

BOONE ROAD S.E.

RETAIL 5,900 S.F.
LOT 1
AREA = 0.841 ACRES

RETAIL 2,900 S.F.
LOT 2
AREA = 0.795 ACRES

RETAIL 6,100 S.F.
LOT 3
AREA = 0.920 ACRES

LOT 4
AREA = 0.872 ACRES

LOT 5
AREA = 2.346 ACRES
EXTG. BUILDING

LOT 6
AREA = 1.549 ACRES
EXTG. BUILDING

4 BIKE STALLS

Loading

NEW 15' SANITARY SEWER FACILITIES EASEMENT AND MAINTENANCE AGREEMENT

EXTG. 15' SANITARY SEWER FACILITIES EASEMENT AND MAINTENANCE AGREEMENT

EXISTING PHASE

0 20 40 80

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

DSN. JW
DRN. TSN
CKD. JW
DATE: MAY 2018

REVIEW
WILLIAM T. WELLS 12-31-2020 OREGON REGISTERED PROFESSIONAL ENGINEER
RENEWS: 6/30/2020

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

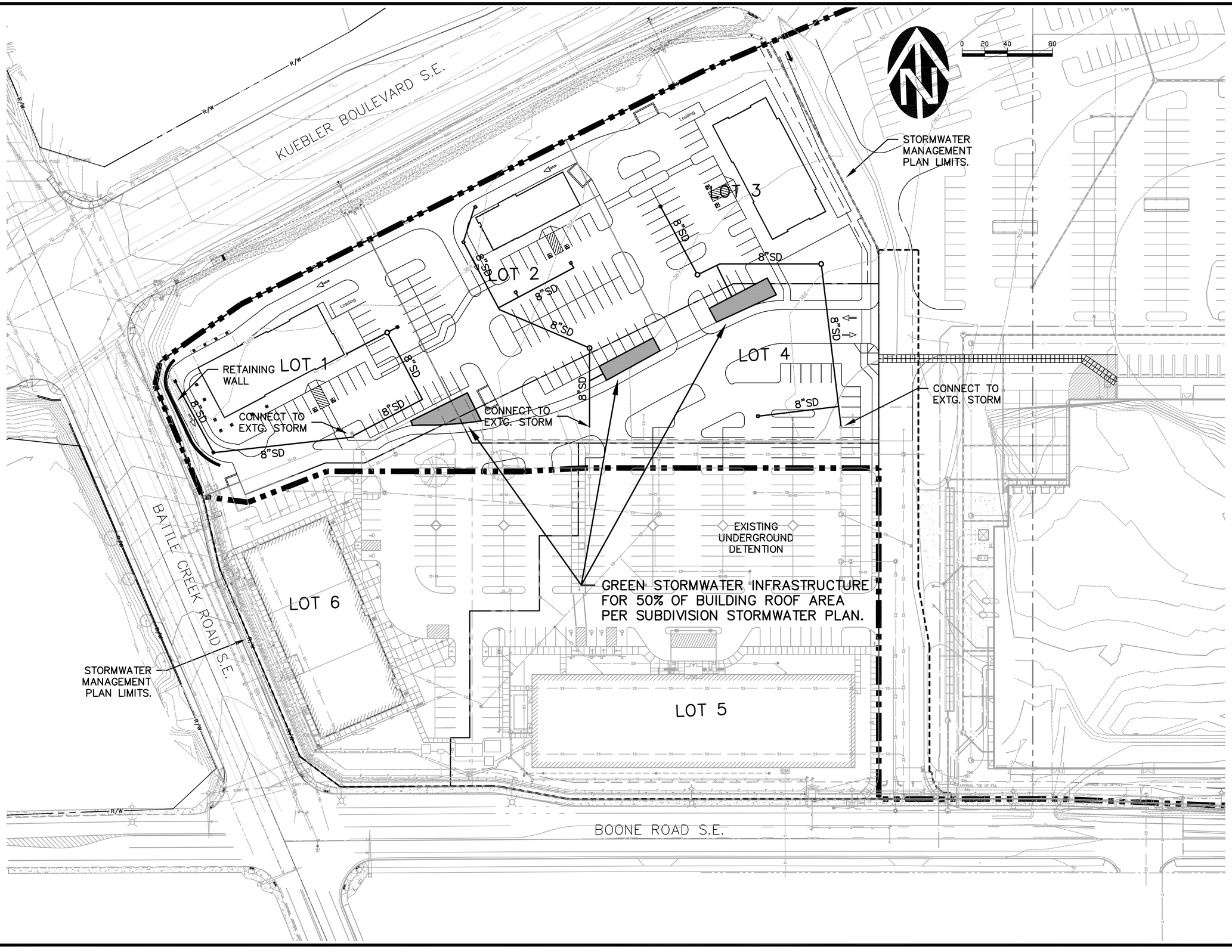
M & T PARTNERS
KUEBLER GATEWAY SHOPPING CENTER

WEST SITE PLAN

DRAWING
C3.0

JOB NUMBER
2672.8001.0

8/9/2018 11:12:24 AM
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NO.	DATE	DESCRIPTION	BY
		REVISIONS	

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1"

DSN. JW
DRN. TSN
CKD. JW
DATE: MAY 2018

REVIEW
RENEWS: 6/30/2020

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

M & T PARTNERS
KUEBLER GATEWAY SHOPPING CENTER

WEST STORMWATER MANAGEMENT PLAN

DRAWING
C4.0

JOB NUMBER
2672.8001.0

8/9/2018 11:13:16 AM
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KUEBLER BOULEVARD S.E.

BATTLE CREEK ROAD S.E.

BOONE ROAD S.E.

LOT 1

LOT 2

LOT 3

LOT 4

LOT 5
EXTG. BUILDING

LOT 6
EXTG. BUILDING

SS CONNECTION

DOM. W/L

FIRE W/L

SS

STORMTECH MC3500 CHAMBERS

EXTG. 15' SANITARY SEWER FACILITIES EASEMENT AND MAINTENANCE AGREEMENT

0 20 40 80

VERIFY SCALE
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IF NOT ONE INCH, OT THIS SHEET, ADJUST SCALES ACCORDINGLY

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

DSN. JW
DRN. TSN
CKD. JW
DATE: MAY 2018

REVIEW
RENEWS: 6/30/2020

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

M & T PARTNERS
KUEBLER GATEWAY SHOPPING CENTER

WEST OVERALL UTILITY PLAN

DRAWING
C5.0

JOB NUMBER
2672.8001.0

8/9/2018 11:14:17 AM
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Tross Consulting, Inc.

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 transportations 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.

PACTRUST

15350 SW Sequoia Parkway, Suite 300
Portland OR 97224
503.624.6300
pactrust.com

MEMORANDUM

DATE: August 10, 2018

TO: Aaron Panko

FROM: Matthew Oyen

SUBJECT: Site Plan Review Application 18-112081-RP Completeness Response

The following is an itemized response to your July 6, 2018 Completeness Review Checklist for Site Plan Review Application number 18-112081-RP.

1. **Transportation Impact Analysis** – City Traffic Engineer Review comments items 1-5.

   Response: Please see the Kittelson and Associates Response Memorandum to both the City Traffic Engineer's and ODOT comments dated August 9, 2018 included with this completeness package.

2. **SRC Chapter 808 – Preservation of Trees and Vegetation** - The existing conditions plan indicates there are several Oregon white oaks that are greater than 24 inches in diameter, classified as significant trees, which are located on the subject property and will be removed with the proposed development. Significant trees are required to be protected, but may be removed per SRC 808.030(a)(2)(L) upon a finding that the removal is necessary in connection with construction of a commercial or industrial facility.

   Please provide a statement indicating why the removal of significant trees is necessary for the proposed development.

   A tree removal permit was issued in 2012 (TRP12-02) for the removal of 15 percent of the trees on the development site. The tree inventory provided at the time indicated there were 8 significant trees located on the property. Sheet C101 provides an updated tree inventory showing 5 significant trees on the property, however it appears that 3 of the significant trees may have been identified as deciduous trees. Please update Sheet C101 to show all 8 significant trees.

   Response: Please see the code response narrative addressing the applicable criteria from SRC Chapter 808, an alternative site plan analysis for tree preservation prepared by MG2 dated February 22, 2018 and an updated drawing C101 noting all of the significant trees onsite included with this completeness package.

3. **Condition 6 from CPC/ZC 06-06 states the following:**

   The developer shall commit up to $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the residential neighborhood south of the proposed development if a need is identified. The Neighborhood Traffic Management Program is the process used to identify traffic calming needs.

   The applicant is advised to include a section in the written findings addressing this condition of approval. If no need for traffic calming measures is identified, the applicant may provide a bond or security deposit in the amount of $5,000 to be dedicated to mitigation for future impacts that may not anticipated at this time.

   Response: Based upon coordination with the City of Salem Public Works Department, the applicant will commit $5,000 to the City upon Site Plan Review Approval. This money will be held in trust by the City to address traffic calming needs identified by the City in the adjacent residential neighborhoods to the south following the opening of the shopping center.

4. **Condition 17 from CPC/ZC 06-06 states the following:**

   The applicant, at the time of development application, shall coordinate with the Salem Area Transit District to enhance transportation and bus facilities on the site.

   The land use application indicates that Salem-Keizer Transit has not been contacted. Please provide evidence that Salem-Keizer Transit has been notified of the proposed development and that the applicant is coordinating with Salem-Keizer Transit to enhance transportation and bus facilities to the site.

   Response: PacTrust has been coordinating with Chris French from Cherriots Transit regarding the potential of additional transit stops that could be incorporated as part of the proposed shopping center development. Included with this response is a copy of the email correspondence with Chris French regarding the proposed transit stops.

5. **Pedestrian Access – Kuebler Gateway Shopping Center East -** Pedestrian access to the sidewalk along Kuebler Boulevard is not provided to the proposed 6,100 square foot retail building on the proposed site plan. Please revise the plans to provide a direct pedestrian route from the proposed building to the public sidewalk.

   Response: Please see revised Site Plan Drawing C200 prepared by Dowl that shows a pedestrian connection from the 6,100 sf retail building to Kuebler Boulevard near the existing right-in access to the shopping center.

6. **SRC Chapter 806 – Interior Parking Area Landscaping** - In the summary table, the minimum amount of required interior parking lot landscaping is provided, however, the total parking lot area that this requirement is based off is not provided. Please include the total proposed parking lot areas for the development site in the summary table.

Response: Please see the updated Overall Site Plan Drawing C2.0 prepared by Westech Engineers that shows both the landscape area provided and the total parking lot area.

7. **SRC Chapter 806 – Off-Street Loading Spaces Required** - With the exception of the Costco building, the proposed site plan shows three new retail buildings that exceed 5,000 square feet in size.

   Retail buildings that are 5,000-60,000 square feet in size require a minimum of one off-street loading space, a minimum of 12 feet in width, 30 feet in length, and 14 feet of unobstructed vertical clearance.

   Please revise the site plan to include loadings spaces for these retail buildings. Alternatively, an off-street parking area meeting the requirements of this chapter may be used in place of a required off-street loading space when the use or activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves.

   Response: Please see updated West Site Plan Drawing C3.0 prepared by Westech Engineers and East Site Plan Drawing C200 prepared by Dowl. The drawings have been revised to show loading spaces that are a minimum of 12 feet wide by 30 feet long at the retail buildings that exceed 5,000 square feet in size.

From: Matt Oyen <MattO@PacTrust.com>
Sent: Thursday, August 30, 2018 2:59 PM
To: Aaron Panko
Subject: FW: KGCP000 - Kuebler Gateway Proposed Shopping Center
Attachments: SWorkroom_C18080813060.pdf

Aaron - please find attached the markups from Cherriots

Matthew H. Oyen, P.E.
Construction Manager

PacTrust

15350 SW Sequoia Parkway
Suite 300
Portland OR 97224
Main 503.624.6300
Direct 503.603.5492
Mobile 503.523.7619
matto@pactrust.com
www.pactrust.com

From: Chris French [mailto:Chris.French@cherriots.org]
Sent: Wednesday, August 08, 2018 1:20 PM
To: Matt Oyen
Subject: Re: KGCP000 - Kuebler Gateway Proposed Shopping Center

Matt,
Attached are the locations that we would like to see stops placed. pleas let me know if you have any questions.

Chris French

Senior Planner

chris.french@cherriots.org

Direct: 503-361-7540

On Fri, Aug 3, 2018 at 3:00 PM Matt Oyen <MattO@pactrust.com> wrote:

> Chris,
>
> Per our conversation please find attached a copy of the proposed site plan to help aid the discussion on potential bus stops.
>
> Once you have an opportunity to review please contact me to discuss.
>
> Have a great weekend,
>
> **Matthew H. Oyen, P.E.**
> Construction Manager
>
> **PacTrust**
>
> 15350 SW Sequoia Parkway
> Suite 300
> Portland OR 97224
> Main 503.624.6300
> Direct 503.603.5492
>
> Mobile 503.523.7619
> matto@pactrust.com
> www.pactrust.com

555 Court St NE, Suite 5230
Salem, OR 97301
Administration: 503-588-2424
Fax: 503-566-3933

SUMMARY TABLE

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 (8.2%)
New Site Pervious/Landscape Area:	185,470 SF (4.26 acres) (20.25%, 182,700 sf required)				
Total Green Stormwater Area:	9,840 (1)			Bicycle Parking Required	10 Bike stalls
				Bicycle Parking Provided	10 Bike stalls

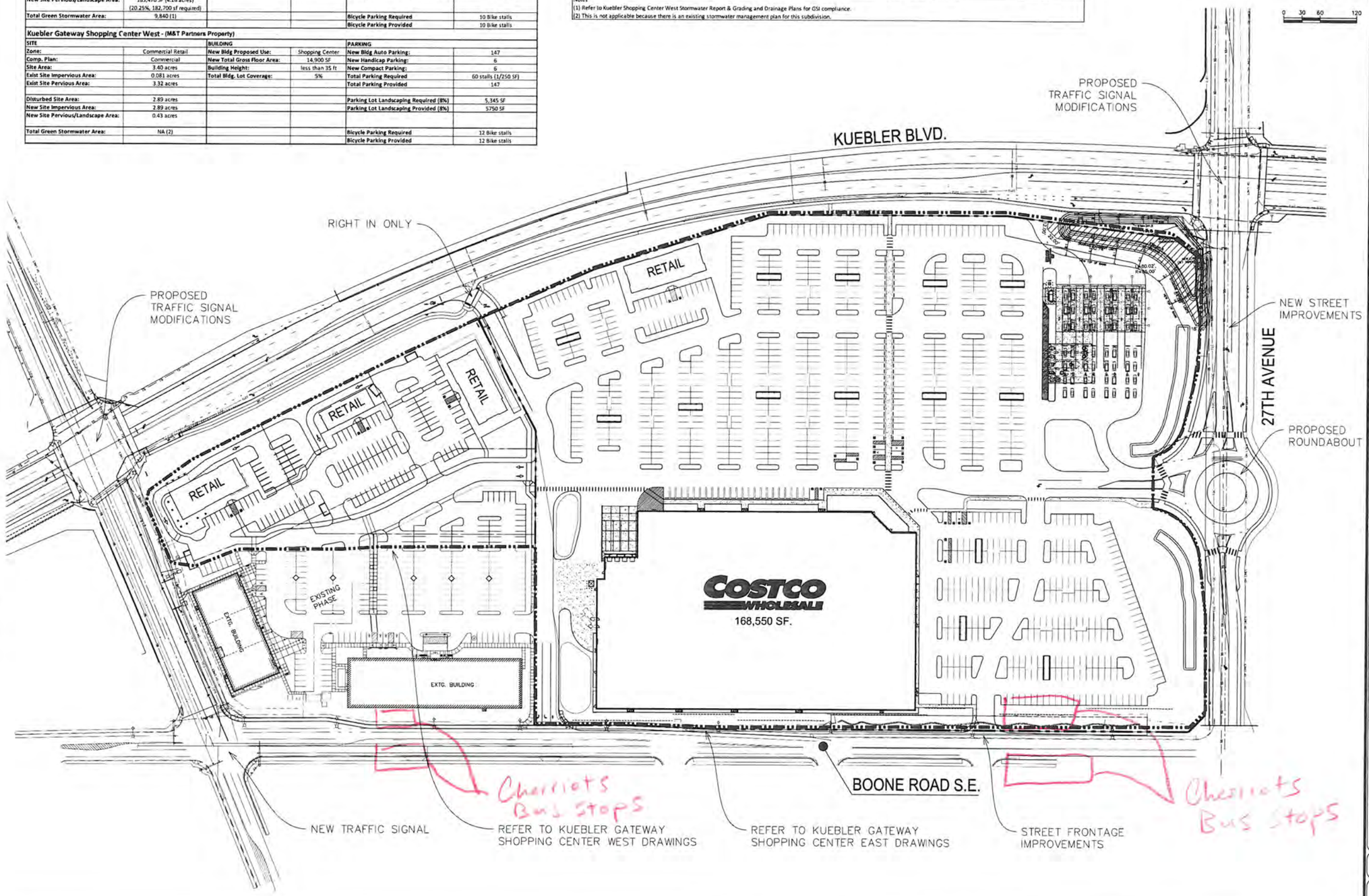
Kuebler Gateway Shopping Center West - (M&T Partners Property)

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 35 ft	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%)	5750 SF
New Site Pervious/Landscape Area:	0.43 acres				
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	48,420 SF
New Site Pervious/Landscape Area:	4.69 acres (21.7%, 3.52 acre required)				
Total Green Stormwater Area:	9840 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.



BY | DESCRIPTION | NO. | DATE
REVISIONS

SCALE
HORIZ: AS SHOWN
VERT: AS SHOWN
DSN. JW
DRN. TN
CHK. JW
DATE: MAY 2018

REVIEW REVIEW

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: mail@westech-eng.com

M & T PARTNERS
KUEBLER GATEWAY SHOPPING CENTER
OVERALL PLAN

DRAWING
C2.0
JOB NUMBER
2672.8001.0

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.

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date:	September 17, 2018	Project #: 22051
To:	Keith Blair, ODOT	
Cc:	Tony Martin, City of Salem Matt Oyen, Pacific Realty Associates, L.P. (PacTrust) Peter Kahn, AVP, Costco Wholesale Corporation	
From:	Andy Daleiden, PE, Claire Dougherty, and Anthony Yi, PE, Kittelson & Associates, Inc.	
Project:	Kuebler Gateway Shopping Center	
Subject:	Response to ODOT additional review comments	

This memorandum responds to additional Oregon Department of Transportation (ODOT) review comments to the May 2018 Traffic Impact Analysis (TIA) for the Kuebler Gateway Shopping Center. The ODOT review comments (dated August 27, 2018) were provided by the City to the Applicant on August 28, 2018. This memorandum summarizes ODOT comments in *italics* and provides our response in standard text.

ODOT – TIA RESPONSE MEMO REVIEW COMMENTS

ODOT comment #1: *Synchro signalized intersection phasing and timing reports have not been included within the original or amended reports and Region Traffic is unable to confirm if the I-5 signalized ramp terminals have been appropriately analyzed.*

Response #1: Attachment A includes the requested phasing and timing reports for the I-5 signalized ramp terminal intersections. In addition to the timing sheets provided by ODOT in February 2018, video footage was utilized to confirm signal timing and phasing operations in the field and validate the Synchro models included in operations analysis. Also, signal timing adjustments were made to optimize operations in the future total traffic conditions, given the increase in traffic and planned lane configuration and signal timing changes at other adjacent study intersections.

ODOT comment #2: *It appears the (ODOT APM) SimTraffic model only accounted for growth factors and did not account for PHF and Anti-PHF adjustments, per Chapter 8 of Version 1 of the APM.*

Response #2: The PHF and Anti-PHF adjustments were not previously included in the ODOT model analysis, as the calibrated existing conditions SimTraffic model produced reasonable vehicle queuing results without the PHF and Anti-PHF adjustments that matched more closely with the field observations.

Based on this calibration exercise, the PHF and Anti-PHF adjustment were not carried forward into the total traffic conditions SimTraffic model.

Per ODOT request, the SimTraffic model for total traffic conditions has been re-run following the ODOT Analysis Procedures Manual (APM), including the PHF and Anti PHF adjustments. Table A, below, summarizes the 95th percentile queues from Synchro (values reported in the TIA), SimTraffic (Calibrated and ODOT APM models), and field observations under year 2019 total traffic conditions during the weekday PM and Saturday midday peak hour conditions at the subject ODOT intersections.

Table A. Synchro, SimTraffic (Calibrated Model), and SimTraffic (ODOT APM) – Year 2019 Total Traffic Conditions Weekday PM and Saturday Midday Peak Hours, 95th Percentile Queue Lengths (all values in feet)

Intersection	Approach	Movement	Synchro (TIA)		Available Storage	SimTraffic (Calibrated Model)		SimTraffic (ODOT APM, including PHF/AntiPHF Adjustments)	
			P.M.	Saturday		P.M.	Saturday	P.M.	Saturday
Kuebler Blvd / 27th Avenue	EB	LT THR RT	25m 600 0m	50 650 0	290 1800 210	25 275 25	50 375 75	25 275 50	75 450 50
	WB	LT THR RT	300* 700 0m	275* 450 0	400 1100 175	350 400 25	375 350 25	400 525 25	400 525 25
	NB	LT THR RT	175 25 325	175 25 325	225 400 325	175 100 300	150 25 250	175 100 300	175 50 275
	SB	TH/RT LT	75 150	50 50	385 150	100 125	50 50	100 150	50 50
Kuebler Blvd / I-5 Southbound Ramps	EB	RT TH	0 725	0 600	300 1125	250 500	175 450	300 525	175 525
	WB	RT TH	0 450	0 200	425 940	175 400	0 275	225 450	0 300
	SB	LT RT RT	175* 375 375	150* 275 275	1350 1350 550	250 600 550	125 400 275	200 750 675	150 400 325
Kuebler Blvd / I-5 Northbound Ramps	EB	TH RT	100 0	50 0	940 150	100 0	100 0	125 0	100 0
	NB	TH/LT RT	150 75	50 25	1001 1001	125 125	75 75	150 125	75 75

Notes: 95th percentile queue lengths have been rounded up to the nearest car length, assuming one vehicle equals 25 feet.
*95th percentile volume exceeds capacity, queues may be longer;
m volume for 95th percentile queue is metered by upstream signal;
1 The NB ramp has an additional 1,200 feet of available storage for through/left-turn and right turn vehicles after the deceleration length.

As shown in Table A, all of the 95th percentile queue lengths are projected to be accommodated within the existing storage lengths at the I-5 Northbound Ramp/Kuebler Boulevard, I-5 Southbound Ramp/Kuebler Boulevard, and 27th Street/Kuebler Boulevard intersections under year 2019 total traffic conditions during the weekday p.m. and Saturday midday peak hours. Attachment B includes the 95th percentile queue worksheets associated with the revised ODOT APM SimTraffic analysis results.

ODOT comment #3: *ODOT maintains jurisdiction of the Pacific Highway No. 1 (I-5) and ODOT approval shall be required for all proposed mitigation measures to this facility. No mitigation measures to ODOT facilities have been proposed.*

Response #3: As summarized in the August 15, 2018 response to comment memorandum and above in responses #1 and #2, all key findings and recommendations remain the same as summarized in the May 2018 TIA. The ODOT mobility standard of 0.85 is met at the I-5 SB Ramp/Kuebler Boulevard and I-5 NB Ramp/Kuebler Boulevard intersections.

ATTACHMENTS

Attachment A: I-5 Terminal Intersections Synchro Phasing and Timing Reports

Attachment B: ODOT APM SimTraffic Queuing Analysis Results



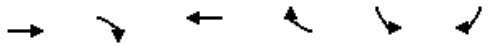
Attachment A: Synchro Phasing and Timing reports

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	1602	150	847	212	86	1423		
Future Volume (vph)	1602	150	847	212	86	1423		
Turn Type	NA	Free	NA	Free	Perm	custom		
Protected Phases	2		6			5 7 8	5	8
Permitted Phases		Free		Free	7			
Detector Phase	2		6		7	5 7 8		
Switch Phase								
Minimum Initial (s)	10.0		10.0		6.0		6.0	3.0
Minimum Split (s)	15.0		34.0		10.0		10.0	33.0
Total Split (s)	82.0		47.0		15.0		35.0	33.0
Total Split (%)	63.1%		36.2%		11.5%		27%	25%
Yellow Time (s)	5.0		5.0		4.0		4.0	4.0
All-Red Time (s)	0.0		0.0		0.0		0.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0			
Total Lost Time (s)	5.0		5.0		4.0			
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?								
Recall Mode	C-Min		C-Min		None		None	None
Act Effct Green (s)	77.7	130.0	58.4	130.0	11.0	65.1		
Actuated g/C Ratio	0.60	1.00	0.45	1.00	0.08	0.50		
v/c Ratio	0.81	0.10	0.56	0.15	0.68	0.86		
Control Delay	26.3	0.1	33.9	0.2	83.2	20.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	26.3	0.1	33.9	0.2	83.2	20.5		
LOS	C	A	C	A	F	C		
Approach Delay	24.0		27.1					
Approach LOS	C		C					

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

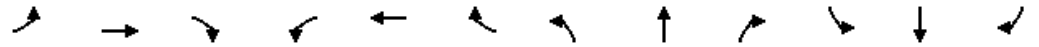
Splits and Phases: 4: I-5 SB Ramps & Kuebler Blvd





Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	Ø5	Ø8
Protected Phases	2		6			5 7 8	5	8
Permitted Phases		Free		Free	7			
Minimum Initial (s)	10.0		10.0		6.0		6.0	3.0
Minimum Split (s)	15.0		34.0		10.0		10.0	33.0
Total Split (s)	82.0		47.0		15.0		35.0	33.0
Total Split (%)	63.1%		36.2%		11.5%		27%	25%
Maximum Green (s)	77.0		42.0		11.0		31.0	29.0
Yellow Time (s)	5.0		5.0		4.0		4.0	4.0
All-Red Time (s)	0.0		0.0		0.0		0.0	0.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	0.5		0.5		0.5		0.5	0.5
Minimum Gap (s)	0.5		0.5		0.5		0.5	0.5
Time Before Reduce (s)	0.0		0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0		0.0	0.0
Recall Mode	C-Min		C-Min		None		None	None
Walk Time (s)			6.0					6.0
Flash Dont Walk (s)			23.0					23.0
Pedestrian Calls (#/hr)			0					0
90th %ile Green (s)	77.0		42.0		11.0		31.0	29.0
90th %ile Term Code	Coord		Coord		Max		Max	Max
70th %ile Green (s)	77.0		50.5		11.0		22.5	29.0
70th %ile Term Code	Coord		Coord		Max		Gap	Max
50th %ile Green (s)	71.5		58.6		11.0		8.9	34.5
50th %ile Term Code	Coord		Coord		Max		Gap	Max
30th %ile Green (s)	76.5		64.8		11.0		7.7	29.5
30th %ile Term Code	Coord		Coord		Max		Gap	Gap
10th %ile Green (s)	86.4		75.9		11.0		6.5	19.6
10th %ile Term Code	Coord		Coord		Max		Gap	Gap

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Control Type: Actuated-Coordinated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰		↱↱
Traffic Volume (vph)	0	1602	150	0	847	212	0	0	0	86	0	1423
Future Volume (vph)	0	1602	150	0	847	212	0	0	0	86	0	1423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	4.0		5.0	4.0				4.0		1.5
Lane Util. Factor		0.95	1.00		0.95	1.00				1.00		0.88
Frpb, ped/bikes		1.00	1.00		1.00	0.98				1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3471	1599		3539	1493				1570		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3471	1599		3539	1493				1570		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1669	156	0	882	221	0	0	0	90	0	1482
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	320
Lane Group Flow (vph)	0	1669	156	0	882	221	0	0	0	90	0	1162
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	4%	1%	0%	2%	6%	0%	0%	0%	15%	0%	2%
Turn Type		NA	Free		NA	Free				Perm		custom
Protected Phases		2			6							5 7 8
Permitted Phases			Free			Free				7		
Actuated Green, G (s)		77.7	130.0		58.4	130.0				11.0		62.6
Effective Green, g (s)		77.7	130.0		58.4	130.0				11.0		65.1
Actuated g/C Ratio		0.60	1.00		0.45	1.00				0.08		0.50
Clearance Time (s)		5.0			5.0					4.0		
Vehicle Extension (s)		0.5			0.5					0.5		
Lane Grp Cap (vph)		2074	1599		1589	1493				132		1395
v/s Ratio Prot		c0.48			0.25							c0.42
v/s Ratio Perm			0.10			0.15				0.06		
v/c Ratio		0.80	0.10		0.56	0.15				0.68		0.83
Uniform Delay, d1		20.3	0.0		26.3	0.0				57.8		27.8
Progression Factor		1.11	1.00		1.12	1.00				1.00		1.00
Incremental Delay, d2		2.6	0.1		1.3	0.2				11.0		4.2
Delay (s)		25.1	0.1		30.8	0.2				68.8		32.0
Level of Service		C	A		C	A				E		C
Approach Delay (s)		23.0			24.7			0.0			34.1	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	630	975	1	159
Future Volume (vph)	630	975	1	159
Turn Type	NA	NA	NA	Perm
Protected Phases	2	6	8	
Permitted Phases				8
Detector Phase	2	6	8	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	6.0	6.0
Minimum Split (s)	41.0	22.0	36.0	36.0
Total Split (s)	88.0	88.0	42.0	42.0
Total Split (%)	67.7%	67.7%	32.3%	32.3%
Yellow Time (s)	5.0	5.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	None	None
Act Effct Green (s)	111.3	111.3	9.7	9.7
Actuated g/C Ratio	0.86	0.86	0.07	0.07
v/c Ratio	0.23	0.48	0.67	0.66
Control Delay	3.1	3.0	81.7	20.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.1	3.0	81.7	20.5
LOS	A	A	F	C
Approach Delay	3.1	3.0	41.7	
Approach LOS	A	A	D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 75 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 48.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: I-5 NB Ramps & Kuebler Blvd



Lane Group	EBT	WBT	NBT	NBR
Protected Phases	2	6	8	
Permitted Phases				8
Minimum Initial (s)	10.0	10.0	6.0	6.0
Minimum Split (s)	41.0	22.0	36.0	36.0
Total Split (s)	88.0	88.0	42.0	42.0
Total Split (%)	67.7%	67.7%	32.3%	32.3%
Maximum Green (s)	83.0	83.0	38.0	38.0
Yellow Time (s)	5.0	5.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.5	0.5	0.5	0.5
Minimum Gap (s)	0.5	0.5	0.5	0.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None	None
Walk Time (s)	5.0	7.0	5.0	5.0
Flash Dont Walk (s)	31.0	10.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0
90th %ile Green (s)	106.8	106.8	14.2	14.2
90th %ile Term Code	Coord	Coord	Gap	Gap
70th %ile Green (s)	109.6	109.6	11.4	11.4
70th %ile Term Code	Coord	Coord	Gap	Gap
50th %ile Green (s)	111.5	111.5	9.5	9.5
50th %ile Term Code	Coord	Coord	Gap	Gap
30th %ile Green (s)	113.4	113.4	7.6	7.6
30th %ile Term Code	Coord	Coord	Gap	Gap
10th %ile Green (s)	115.0	115.0	6.0	6.0
10th %ile Term Code	Coord	Coord	Min	Min

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 75 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Control Type: Actuated-Coordinated

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↱			↰	↱			
Traffic Volume (vph)	0	630	0	0	975	290	84	1	159	0	0	0
Future Volume (vph)	0	630	0	0	975	290	84	1	159	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			4%			0%			0%	
Total Lost time (s)		5.0			5.0			4.0	4.0			
Lane Util. Factor		0.95			0.95			1.00	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	1.00			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.97			1.00	0.85			
Flt Protected		1.00			1.00			0.95	1.00			
Satd. Flow (prot)		3474			3302			1810	1357			
Flt Permitted		1.00			1.00			0.95	1.00			
Satd. Flow (perm)		3474			3302			1810	1357			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	677	0	0	1048	312	90	1	171	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	158	0	0	0
Lane Group Flow (vph)	0	677	0	0	1352	0	0	91	13	0	0	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	6%	4%	0%	3%	5%	0%	0%	19%	0%	0%	0%
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)		111.3			111.3			9.7	9.7			
Effective Green, g (s)		111.3			111.3			9.7	9.7			
Actuated g/C Ratio		0.86			0.86			0.07	0.07			
Clearance Time (s)		5.0			5.0			4.0	4.0			
Vehicle Extension (s)		0.5			0.5			0.5	0.5			
Lane Grp Cap (vph)		2974			2827			135	101			
v/s Ratio Prot		0.19			c0.41			c0.05				
v/s Ratio Perm									0.01			
v/c Ratio		0.23			0.48			0.67	0.13			
Uniform Delay, d1		1.7			2.3			58.6	56.2			
Progression Factor		1.61			1.00			1.00	1.00			
Incremental Delay, d2		0.1			0.6			10.0	0.2			
Delay (s)		2.8			2.9			68.6	56.4			
Level of Service		A			A			E	E			
Approach Delay (s)		2.8			2.9			60.6			0.0	
Approach LOS		A			A			E			A	

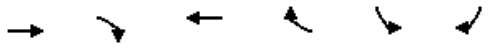
Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	1565	88	611	66	83	987		
Future Volume (vph)	1565	88	611	66	83	987		
Turn Type	NA	Free	NA	Free	Perm	custom		
Protected Phases	2		6			5 7 8	5	8
Permitted Phases		Free		Free	7			
Detector Phase	2		6		7	5 7 8		
Switch Phase								
Minimum Initial (s)	10.0		10.0		6.0		6.0	3.0
Minimum Split (s)	15.0		34.0		10.0		10.0	33.0
Total Split (s)	73.0		49.0		14.0		24.0	33.0
Total Split (%)	60.8%		40.8%		11.7%		20%	28%
Yellow Time (s)	5.0		5.0		4.0		4.0	4.0
All-Red Time (s)	0.0		0.0		0.0		0.0	0.0
Lost Time Adjust (s)	0.0		0.0		0.0			
Total Lost Time (s)	5.0		5.0		4.0			
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min		Min		None		None	None
Act Effct Green (s)	51.5	86.5	40.7	86.5	10.3	38.9		
Actuated g/C Ratio	0.60	1.00	0.47	1.00	0.12	0.45		
v/c Ratio	0.77	0.06	0.39	0.04	0.42	0.68		
Control Delay	17.1	0.1	15.9	0.1	49.3	13.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	17.1	0.1	15.9	0.1	49.3	13.6		
LOS	B	A	B	A	D	B		
Approach Delay	16.2		14.3					
Approach LOS	B		B					

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

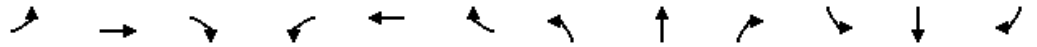
Splits and Phases: 4: I-5 SB Ramps & Kuebler Blvd





Lane Group	EBT	EBR	WBT	WBR	SBL	SBR	Ø5	Ø8
Protected Phases	2		6			5 7 8	5	8
Permitted Phases		Free		Free	7			
Minimum Initial (s)	10.0		10.0		6.0		6.0	3.0
Minimum Split (s)	15.0		34.0		10.0		10.0	33.0
Total Split (s)	73.0		49.0		14.0		24.0	33.0
Total Split (%)	60.8%		40.8%		11.7%		20%	28%
Maximum Green (s)	68.0		44.0		10.0		20.0	29.0
Yellow Time (s)	5.0		5.0		4.0		4.0	4.0
All-Red Time (s)	0.0		0.0		0.0		0.0	0.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	0.5		0.5		0.5		0.5	0.5
Minimum Gap (s)	0.5		0.5		0.5		0.5	0.5
Time Before Reduce (s)	0.0		0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0		0.0	0.0
Recall Mode	Min		Min		None		None	None
Walk Time (s)			6.0					6.0
Flash Dont Walk (s)			23.0					23.0
Pedestrian Calls (#/hr)			0					0
90th %ile Green (s)	68.0		57.3		10.0		6.7	27.2
90th %ile Term Code	Max		Hold		Max		Gap	Gap
70th %ile Green (s)	60.5		50.0		10.0		6.5	16.5
70th %ile Term Code	Gap		Hold		Max		Gap	Gap
50th %ile Green (s)	49.0		39.0		10.0		6.0	7.7
50th %ile Term Code	Gap		Hold		Max		Min	Gap
30th %ile Green (s)	46.5		36.5		10.0		6.0	5.3
30th %ile Term Code	Gap		Hold		Max		Min	Gap
10th %ile Green (s)	33.6		23.6		9.2		6.0	4.2
10th %ile Term Code	Gap		Hold		Gap		Min	Gap

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 86.5
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 118.2
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 79.7
30th %ile Actuated Cycle: 74.8
10th %ile Actuated Cycle: 60



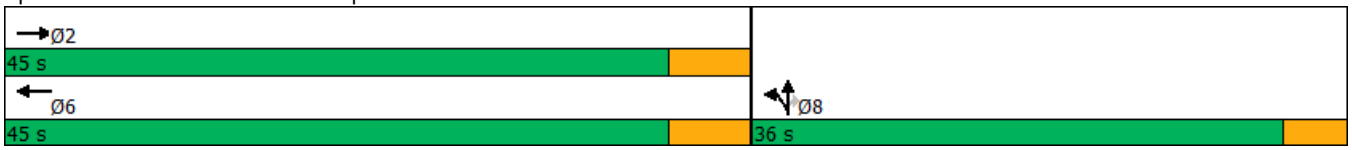
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰		↱↱
Traffic Volume (vph)	0	1565	88	0	611	66	0	0	0	83	0	987
Future Volume (vph)	0	1565	88	0	611	66	0	0	0	83	0	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	4.0		5.0	4.0				4.0		1.5
Lane Util. Factor		0.95	1.00		0.95	1.00				1.00		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3505	1583		3471	1538				1736		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3505	1583		3471	1538				1736		2787
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1613	91	0	630	68	0	0	0	86	0	1018
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	246
Lane Group Flow (vph)	0	1613	91	0	630	68	0	0	0	86	0	772
Heavy Vehicles (%)	0%	3%	2%	0%	4%	5%	0%	0%	0%	4%	0%	2%
Turn Type		NA	Free		NA	Free				Perm		custom
Protected Phases		2			6							5 7 8
Permitted Phases			Free			Free				7		
Actuated Green, G (s)		51.5	85.7		41.0	85.7				10.3		35.7
Effective Green, g (s)		51.5	85.7		41.0	85.7				10.3		38.2
Actuated g/C Ratio		0.60	1.00		0.48	1.00				0.12		0.45
Clearance Time (s)		5.0			5.0					4.0		
Vehicle Extension (s)		0.5			0.5					0.5		
Lane Grp Cap (vph)		2106	1583		1660	1538				208		1242
v/s Ratio Prot		c0.46			0.18							c0.28
v/s Ratio Perm			0.06			0.04				0.05		
v/c Ratio		0.77	0.06		0.38	0.04				0.41		0.62
Uniform Delay, d1		12.6	0.0		14.2	0.0				34.9		18.2
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.5	0.1		0.1	0.1				0.5		0.7
Delay (s)		14.2	0.1		14.3	0.1				35.4		18.9
Level of Service		B	A		B	A				D		B
Approach Delay (s)		13.4			12.9			0.0			20.2	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	9.5
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	656	595	2	104
Future Volume (vph)	656	595	2	104
Turn Type	NA	NA	NA	Perm
Protected Phases	2	6	8	
Permitted Phases				8
Detector Phase	2	6	8	8
Switch Phase				
Minimum Initial (s)	10.0	10.0	6.0	6.0
Minimum Split (s)	41.0	22.0	36.0	36.0
Total Split (s)	45.0	45.0	36.0	36.0
Total Split (%)	55.6%	55.6%	44.4%	44.4%
Yellow Time (s)	5.0	5.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Min	Min	None	None
Act Effct Green (s)	15.5	15.5	6.2	6.2
Actuated g/C Ratio	0.56	0.56	0.22	0.22
v/c Ratio	0.35	0.40	0.23	0.26
Control Delay	5.4	5.4	10.6	4.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.4	5.4	10.6	4.6
LOS	A	A	B	A
Approach Delay	5.4	5.4	7.3	
Approach LOS	A	A	A	

Intersection Summary	
Cycle Length: 81	
Actuated Cycle Length: 27.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: I-5 NB Ramps & Kuebler Blvd



Lane Group	EBT	WBT	NBT	NBR
Protected Phases	2	6	8	
Permitted Phases				8
Minimum Initial (s)	10.0	10.0	6.0	6.0
Minimum Split (s)	41.0	22.0	36.0	36.0
Total Split (s)	45.0	45.0	36.0	36.0
Total Split (%)	55.6%	55.6%	44.4%	44.4%
Maximum Green (s)	40.0	40.0	32.0	32.0
Yellow Time (s)	5.0	5.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.5	0.5	0.5	0.5
Minimum Gap (s)	0.5	0.5	0.5	0.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	Min	Min	None	None
Walk Time (s)	5.0	7.0	5.0	5.0
Flash Dont Walk (s)	31.0	10.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0
90th %ile Green (s)	14.8	14.8	6.7	6.7
90th %ile Term Code	Hold	Gap	Gap	Gap
70th %ile Green (s)	11.8	11.8	6.0	6.0
70th %ile Term Code	Hold	Gap	Min	Min
50th %ile Green (s)	10.0	10.0	6.0	6.0
50th %ile Term Code	Min	Min	Min	Min
30th %ile Green (s)	12.1	12.1	6.0	6.0
30th %ile Term Code	Dwell	Dwell	Min	Min
10th %ile Green (s)	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Skip	Skip

Intersection Summary
Cycle Length: 81
Actuated Cycle Length: 27.9
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 30.5
70th %ile Actuated Cycle: 26.8
50th %ile Actuated Cycle: 25
30th %ile Actuated Cycle: 27.1
10th %ile Actuated Cycle: 30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	656	0	0	595	102	83	2	104	0	0	0
Future Volume (vph)	0	656	0	0	595	102	83	2	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			4%			0%			0%	
Total Lost time (s)		5.0			5.0			4.0	4.0			
Lane Util. Factor		0.95			0.95			1.00	1.00			
Frt		1.00			0.98			1.00	0.85			
Flt Protected		1.00			1.00			0.95	1.00			
Satd. Flow (prot)		3541			3313			1777	1482			
Flt Permitted		1.00			1.00			0.95	1.00			
Satd. Flow (perm)		3541			3313			1777	1482			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	691	0	0	626	107	87	2	109	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	90	0	0	0
Lane Group Flow (vph)	0	691	0	0	716	0	0	89	19	0	0	0
Heavy Vehicles (%)	0%	4%	2%	0%	4%	7%	2%	0%	9%	0%	0%	0%
Turn Type		NA			NA		Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)		14.5			14.5			5.0	5.0			
Effective Green, g (s)		14.5			14.5			5.0	5.0			
Actuated g/C Ratio		0.51			0.51			0.18	0.18			
Clearance Time (s)		5.0			5.0			4.0	4.0			
Vehicle Extension (s)		0.5			0.5			0.5	0.5			
Lane Grp Cap (vph)		1801			1685			311	260			
v/s Ratio Prot		0.20			c0.22			c0.05				
v/s Ratio Perm									0.01			
v/c Ratio		0.38			0.43			0.29	0.07			
Uniform Delay, d1		4.3			4.4			10.2	9.8			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		0.0			0.1			0.2	0.0			
Delay (s)		4.3			4.5			10.4	9.9			
Level of Service		A			A			B	A			
Approach Delay (s)		4.3			4.5			10.1			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	28.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Attachment B: ODOT APM SimTraffic Queuing Analysis Results

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:25	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:35	5:35	5:35	5:35	5:35	5:35	5:35
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	9298	9453	9323	9394	9403	9201	9434
Vehs Exited	9238	9350	9442	9277	9357	9294	9424
Starting Vehs	629	602	684	616	664	689	608
Ending Vehs	689	705	565	733	710	596	618
Denied Entry Before	9	3	4	3	7	3	4
Denied Entry After	3	5	2	3	1	5	2
Travel Distance (mi)	11402	11571	11521	11545	11663	11354	11493
Travel Time (hr)	626.6	659.5	627.3	667.7	695.1	582.9	591.6
Total Delay (hr)	318.5	346.9	315.3	356.8	380.6	276.6	282.2
Total Stops	18079	19504	18332	19862	20749	16397	16788
Fuel Used (gal)	440.6	452.4	441.5	452.4	460.9	427.6	434.9

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:25	4:25	4:25	4:25
End Time	5:35	5:35	5:35	5:35
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	9341	9330	9212	9336
Vehs Exited	9287	9265	9010	9293
Starting Vehs	621	633	615	633
Ending Vehs	675	698	817	681
Denied Entry Before	7	3	1	3
Denied Entry After	4	7	4	0
Travel Distance (mi)	11514	11548	11286	11490
Travel Time (hr)	602.8	687.5	695.3	643.6
Total Delay (hr)	292.0	376.0	390.6	333.6
Total Stops	17062	20086	20474	18735
Fuel Used (gal)	435.4	455.1	449.6	445.0

Interval #0 Information Seeding

Start Time	4:25
End Time	4:35
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:35
End Time	5:35
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	9298	9453	9323	9394	9403	9201	9434
Vehs Exited	9238	9350	9442	9277	9357	9294	9424
Starting Vehs	629	602	684	616	664	689	608
Ending Vehs	689	705	565	733	710	596	618
Denied Entry Before	9	3	4	3	7	3	4
Denied Entry After	3	5	2	3	1	5	2
Travel Distance (mi)	11402	11571	11521	11545	11663	11354	11493
Travel Time (hr)	626.6	659.5	627.3	667.7	695.1	582.9	591.6
Total Delay (hr)	318.5	346.9	315.3	356.8	380.6	276.6	282.2
Total Stops	18079	19504	18332	19862	20749	16397	16788
Fuel Used (gal)	440.6	452.4	441.5	452.4	460.9	427.6	434.9

Interval #1 Information Recording

Start Time	4:35
End Time	5:35
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	9341	9330	9212	9336
Vehs Exited	9287	9265	9010	9293
Starting Vehs	621	633	615	633
Ending Vehs	675	698	817	681
Denied Entry Before	7	3	1	3
Denied Entry After	4	7	4	0
Travel Distance (mi)	11514	11548	11286	11490
Travel Time (hr)	602.8	687.5	695.3	643.6
Total Delay (hr)	292.0	376.0	390.6	333.6
Total Stops	17062	20086	20474	18735
Fuel Used (gal)	435.4	455.1	449.6	445.0

Intersection: 3: 27th Ave SE & Kuebler Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	38	319	339	40	346	449	734	703	211	190	172	317
Average Queue (ft)	6	114	131	1	181	240	242	247	8	93	10	166
95th Queue (ft)	23	242	272	28	311	390	525	513	139	167	80	284
Link Distance (ft)		876	876				1352	1352	1352		390	
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	250			200	375	375				200		290
Storage Blk Time (%)		1	2		0	0	2			1		1
Queuing Penalty (veh)		0	0		1	2	10			2		1

Intersection: 3: 27th Ave SE & Kuebler Blvd

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	147	122
Average Queue (ft)	72	44
95th Queue (ft)	135	96
Link Distance (ft)		5252
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	125	
Storage Blk Time (%)	3	0
Queuing Penalty (veh)	2	0

Intersection: 4: I-5 SB Ramps & Kuebler Blvd

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	T	T	R	L	R	R
Maximum Queue (ft)	557	572	225	465	445	325	207	919	741
Average Queue (ft)	315	332	94	324	282	38	94	448	377
95th Queue (ft)	487	502	276	438	418	209	181	750	657
Link Distance (ft)	1352	1352		712	712		1446	1446	1446
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)			150			250			
Storage Blk Time (%)		29			8				
Queuing Penalty (veh)		43			16				

Intersection: 5: I-5 NB Ramps & Kuebler Blvd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	TR	LT	R
Maximum Queue (ft)	134	140	167	138	165	134
Average Queue (ft)	41	45	46	43	70	60
95th Queue (ft)	100	106	120	112	136	103
Link Distance (ft)	712	712			941	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				150		150
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			1	1	2	0

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	12:50	12:50	12:50	12:50	12:50	12:50	12:50
End Time	2:00	2:00	2:00	2:00	2:00	2:00	2:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	7710	7751	7679	7889	7670	7774	7807
Vehs Exited	7763	7691	7681	7894	7630	7740	7762
Starting Vehs	472	455	467	446	459	445	411
Ending Vehs	419	515	465	441	499	479	456
Denied Entry Before	7	4	3	0	1	4	4
Denied Entry After	370	412	238	135	327	324	253
Travel Distance (mi)	9073	9177	8974	9249	9042	9161	9148
Travel Time (hr)	607.7	631.5	539.8	499.3	576.6	585.7	549.1
Total Delay (hr)	362.9	383.1	297.8	248.5	332.9	338.4	301.9
Total Stops	12829	13015	13001	13425	12796	13207	13189
Fuel Used (gal)	380.1	386.3	359.3	357.3	369.3	372.1	366.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	12:50	12:50	12:50	12:50
End Time	2:00	2:00	2:00	2:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	7679	7627	7840	7741
Vehs Exited	7662	7628	7813	7724
Starting Vehs	462	443	451	444
Ending Vehs	479	442	478	462
Denied Entry Before	4	2	0	0
Denied Entry After	217	238	276	278
Travel Distance (mi)	9005	9002	9159	9099
Travel Time (hr)	531.6	541.1	595.0	565.7
Total Delay (hr)	288.0	298.2	347.8	319.9
Total Stops	13179	12867	13351	13083
Fuel Used (gal)	359.3	360.6	379.9	369.0

Interval #0 Information Seeding

Start Time	12:50
End Time	1:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	1:00
End Time	2:00
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7710	7751	7679	7889	7670	7774	7807
Vehs Exited	7763	7691	7681	7894	7630	7740	7762
Starting Vehs	472	455	467	446	459	445	411
Ending Vehs	419	515	465	441	499	479	456
Denied Entry Before	7	4	3	0	1	4	4
Denied Entry After	370	412	238	135	327	324	253
Travel Distance (mi)	9073	9177	8974	9249	9042	9161	9148
Travel Time (hr)	607.7	631.5	539.8	499.3	576.6	585.7	549.1
Total Delay (hr)	362.9	383.1	297.8	248.5	332.9	338.4	301.9
Total Stops	12829	13015	13001	13425	12796	13207	13189
Fuel Used (gal)	380.1	386.3	359.3	357.3	369.3	372.1	366.3

Interval #1 Information Recording

Start Time	1:00
End Time	2:00
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	7679	7627	7840	7741
Vehs Exited	7662	7628	7813	7724
Starting Vehs	462	443	451	444
Ending Vehs	479	442	478	462
Denied Entry Before	4	2	0	0
Denied Entry After	217	238	276	278
Travel Distance (mi)	9005	9002	9159	9099
Travel Time (hr)	531.6	541.1	595.0	565.7
Total Delay (hr)	288.0	298.2	347.8	319.9
Total Stops	13179	12867	13351	13083
Fuel Used (gal)	359.3	360.6	379.9	369.0

Intersection: 3: 27th Ave SE & Kuebler Blvd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	106	490	516	61	381	428	666	538	35	194	64	301
Average Queue (ft)	13	210	230	2	198	244	186	170	3	90	5	148
95th Queue (ft)	61	407	431	40	372	401	510	422	23	163	48	258
Link Distance (ft)		875	875				1353	1353	1353		414	
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	250			200	375	375				200		290
Storage Blk Time (%)		6	11		2	4	1			0		0
Queuing Penalty (veh)		1	0		9	21	3			2		1

Intersection: 3: 27th Ave SE & Kuebler Blvd

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	54	67
Average Queue (ft)	10	17
95th Queue (ft)	35	50
Link Distance (ft)		5252
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	125	
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 4: I-5 SB Ramps & Kuebler Blvd

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	R	T	T	L	R	R
Maximum Queue (ft)	520	538	225	337	286	169	394	335
Average Queue (ft)	270	290	37	181	131	69	206	100
95th Queue (ft)	494	508	174	290	245	135	386	303
Link Distance (ft)	1353	1353		712	712	1446	1446	1446
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150					
Storage Blk Time (%)		18			0			
Queuing Penalty (veh)		16			0			

Intersection: 5: I-5 NB Ramps & Kuebler Blvd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	TR	LT	R
Maximum Queue (ft)	110	121	118	90	89	94
Average Queue (ft)	30	36	39	22	37	39
95th Queue (ft)	82	92	91	60	70	72
Link Distance (ft)	712	712			941	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				150		150
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			0	0		

PACTRUST

15350 SW Sequoia Parkway, Suite 300
Portland OR 97224
503.624.6300
pactrust.com

September 27, 2018

BY EMAIL

Aaron Panko
City of Salem
Community Development Dept.
555 Liberty St SE / Room 305
Salem, OR 97301

Re: PacTrust/Costco Class 3 Site Plan Review File #18-112081-RP
Response to City Planning Staff

Dear Aaron:

This letter responds to comments from SGNA and Mr. Anuta (for convenience we refer to both as SGNA), please include this letter in the record for the above matter. SGNA's objections are mistaken regarding the facts and the law. Many of their objections are ones that were fully raised and resolved in the City's previous approvals for a shopping center of the size and design. PacTrust has made significant investments in that approval, as you are aware, and it is not in a position to revisit those final approval decisions at this late date. It is well-established that issues long since settled in final land use decisions may not be collaterally attacked as SGNA seeks to do and, so, no purpose is served in responding to those issues in this site plan review process.

Concerning other issues we note the following:

1. Objections that traffic from 4 developments was not considered: The in-process developments used in the TIA were coordinated with City staff as part of the TIA scoping process. The TIA includes all in-process developments approved by the City at the time of preparing the traffic study. Furthermore, PacTrust has provided substantial street system improvements which have provided more than its share of traffic capacity and other improvements for those projects. Finally, for any of the listed projects that have not yet developed, *e.g.* CPC-ZC 16-01 (NE corner Kuebler and 27th), an updated TIA will be required of them at the time of their SPR.

2. Objections about the basis for Kittelson's trip generation calculations in the TIA: Kittelson's trip generation calculations are based on actual data from years of study of Costco trip generation. It is the best and most reliable data. Kittelson's Costco specific transportation information has been approved in numerous jurisdictions in the U.S., Canada, and Mexico and has been validated by jurisdiction staff in several cases through independent peer study during the development review process. Kittelson's work in this regard and its TIA meet all relevant city standards.

3. Objections about the 34% bypass rate in the TIA: The pass-by trip generation rates used in the study are based on data taken from existing Costco's with gas stations in the United States (includes warehouses with gas stations in Oregon). The Costco transportation database is the best source of information to use in developing trip generation estimates for Costco developments

since it provides use-specific data that most accurately represents the anticipated traffic characteristics of the unique development type. Kittelson's bypass rate and its TIA meet all relevant city standards.

4. Objections about seasonal adjustments and saturation flow rate (SFR) in the TIA: Per coordination with the City and ODOT, the application of a seasonal adjustment only applies to State facilities and not City intersections. Also, per Section 6.33 of the City Public Works Design Standards, "traffic counts shall be collected on a Tuesday, Wednesday, or Thursday that is not a city, state or federal holiday, when K-12 school in is session." The traffic counts used in the TIA meet these standards and were coordinated with City staff as part of the TIA scoping process. Additional details are also provided on page 6 of the August 9, 2018 Response to City and ODOT Review Comments memorandum.

5. Other objections about the SFR: Per coordination with City staff, a saturation flow rate study was performed at several key locations that meet the City of Salem requirements per Division 006 – Street Design Standards. These locations were discussed and confirmed with City staff as an acceptable representation of saturation flow rates within the study, as these locations experience higher levels of traffic flow and congestion. Additional details are provided on page 4 of the August 9, 2018 Response to City and ODOT Review Comments memorandum.

6. Objections that TIA study area is too small: The study area assumed in the TIA is appropriate. It was coordinated with City staff as part of the TIA scoping process and is consistent with the study area analyzed as part of the approved Kuebler PacTrust comprehensive plan amendment and zone change project.

7. Objections about the horizon year: The horizon year analysis period meets the requirements set under Section 6.33 of the City Public Works Design Standards, and was coordinated with City staff as part of the TIA scoping process.

8. Objections about right turn movements at I-5 S and Kuebler: The right-turn-on-red (RTOR) adjustment used in the traffic analysis is based on the traffic count data and video observations at the I-5 Southbound Ramp/Kuebler Boulevard intersection. Additional details are provided on page 4 of the May 2018 TIA.

9. Objections that queue length at Kuebler/27th will be too long: The May 2018 TIA and the August 9, 2018 Response to City and ODOT Review Comments memorandum establishes that the queueing analysis performed for this project meets the City of Salem requirements for a TIA (Division 006 – Street Design Standards). The completion of planned area improvements results in all of the storage lengths being adequate to accommodate the projected 95th percentile vehicle queues. With respect to the westbound through movement queue length at the Kuebler Boulevard/27th Avenue intersection, similar to many other signalized intersections throughout the City and beyond, limited access to both left and right-turn lanes lawfully occurs during congested conditions due to through vehicle queues. Queue length is adequate to meet required city standards.

10. Other objections about queuing: The queueing analysis presented in the TIA meets the City of Salem requirements for a TIA (Division 006 – Street Design Standards). However, per ODOT's request, a 95th percentile queuing analysis was performed using SimTraffic 10. The analysis focused on the subject intersections related to ODOT jurisdiction, which includes the I-5 Northbound and I-5 Southbound Ramps along Kuebler Boulevard. Additionally, the 27th

Street/Kuebler Boulevard intersection (City of Salem) was included in the operational analysis, since this intersection is the closest signalized intersection to the I-5 Southbound Ramp (approximately 1,225 feet of spacing). Results of the simulation-based queuing analysis indicate that the 95th percentile queue lengths are accommodated for all movements at the three intersections, which is consistent with the findings in the TIA. Additional details are provided on page 7 of the August 9, 2018 Response to City and ODOT Review Comments memorandum.

11. Objections about "clarity" for when transportation improvements will be in place. Details of all off-site transportation improvements are provided on page 11 and 12 of the May 2018 TIA. As stated in the May 2018 TIA, all improvements are scheduled to be complete prior to the opening of the Kuebler Gateway Shopping Center.

12. Objections about proximity of Oak trees to Wetlands: Oak trees on the site are at least 85 feet away from the relocated stream. As such they are not riparian vegetation and may lawfully be removed per the city's code.

13. Objections about wetlands: PacTrust received permits from the US Army Corps of Engineers (November 7, 2012/ NWP 2012-48) and the Oregon Department of State Lands (June 18th, 2012/ 49112-RF) authorizing the filling of a 0.36-acre wetland and a 420-foot long stream within the site. As mitigation for the fill, PacTrust purchased mitigation credits for the wetland and relocated the stream along a portion of the southern edge of the proposed development parcel. The stream and its plantings are monitored by Pacific Habitat Services, with annual monitoring reports forwarded to the Corps of Engineers. The stream and its plantings will not be impacted by the proposal and no further state, federal, or local natural resource permits are required.

14. Objections about Stormwater Quality and Quantity: As provided in Dowl Engineering's April 23, 2018 Preliminary Stormwater Report, the site's stormwater system has been designed to meet all applicable standards of the City of Salem Public Works Administrative Rule 104.044.4.2(p), for storm water quality treatment and quantity flow control. As outlined in the Stormwater Report, storm water quality will be accomplished with Green Stormwater Infrastructure consisting of the vegetated swales proposed along the eastern boundary of the site and approved mechanical treatment methods for the limited area on site where grade restrictions preclude the use of Green Stormwater Infrastructure. For stormwater quantity control, the project proposes the use of underground detention below the site due to low infiltration rates onsite as outlined on page 14 of Dowl's report. The final design of the detention systems and release structures will be provided in the Final Drainage Report at the time of Building Permit submittal.

Salem Stormwater Authority:
The City of Salem operates under a National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit in order to release stormwater runoff from the stormwater system directly to local streams. Per the City of Salem Public Works Administrative Rule 104.044.4.1(a)(3), the objective of the manual it to "Implement a stormwater treatment program reflecting the requirements associated with the National Pollution Discharge Elimination System (NPDES) Municipal Separate Strom System (MS4) Permit, Oregon Department of Environmental Quality (DEQ) Total Maximum Daily Load Program (TMDL), and the water quality needs of Salem's urban waterways." Therefore, by meeting the stormwater requirements of the City of Salem, the project meets all applicable state and federal stormwater requirements.

15. Objections about ponds and sediments: In 2013, the applicant graded the site after obtaining all required permits. The applicant obtained a City Public Works Grading Permit (# 13-106536) from the City of Salem; NPDES 1200-C Permit #28333 from Oregon Department of Environmental Quality; and Wetland Fill Permits from Department of State Lands (#49112-RF) and Department of the Army Corps of Engineers (# NWP-2012-48). As required, to control sediment from leaving the site in stormwater runoff during grading, the applicant constructed three onsite sedimentation detention basins. These are artificially created detention basin or ponds and were not on the property when DSL concurred in the wetland delineation noted below and are not jurisdictional "wetlands". The eastern most sedimentation basin collects the majority of the site storm water that exits through a floating skimmer prior to entering the City public storm drain system. The floating skimmer **is not** a pump, but rather a floating pipe that takes the clean water off of the top of the sedimentation pond, while the sediment settles to the bottom.

16. Objections about exterior lighting: As is customary, the applicant anticipated that the city would simply include a condition of approval that lighting meet SRC 800.060. However, we provide for you a photometric plan that establishes all of the fixtures are "Down Lights" that comply with section (a) and (b.2).

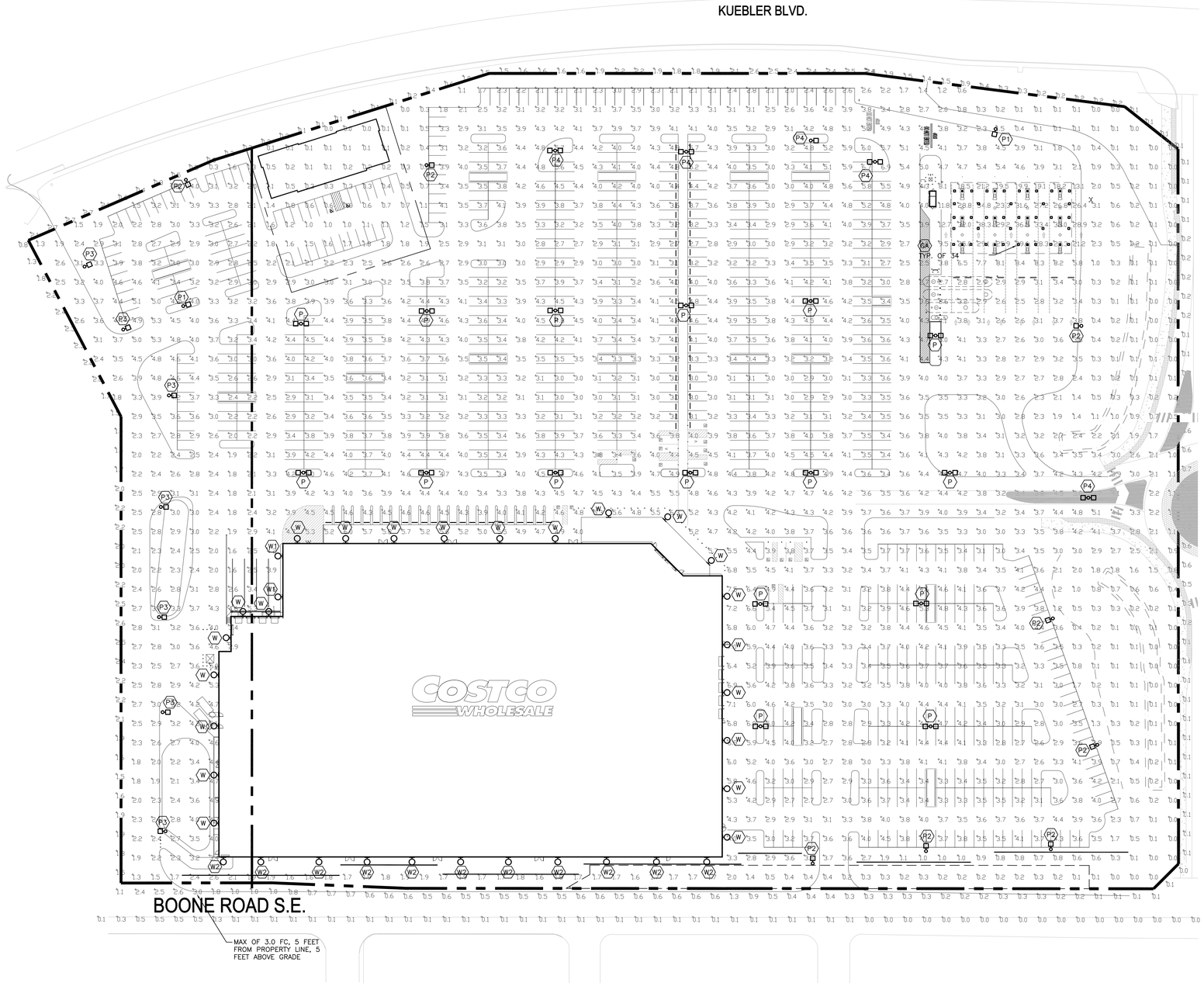
17. Objections about the PacTrust/Costco open house: This comment is misleading, unwarranted, and offensive. PacTrust and Costco jointly held an open house on the project site on June 19, 2018. This was conducted as an informal, open forum that was intended to promote dialogue among the participants, in a non-threatening setting. Participants had the chance to freely circulate and ask questions and speak their opinions with experts in traffic, civil engineering, landscaping, design as well as representatives from Costco's corporate office and its Salem general manager as well as representatives from PacTrust. The project was on open display, and everyone was given ample time to ask questions and express opinions. The event was intentionally informal, to avoid it from becoming a forum dominated by few speakers cutting out options for everyone else. The event started at 6:30 pm and the last participant departed at around 8:30 pm.

We hope you find this response beneficial. As you know, on August 10, 2018 PacTrust provided all the information to the city that it had requested in its July 6, 2018 incompleteness letter and has addressed all standards. We believe that we have consistently, timely and thoroughly addressed all issues raised by staff and ODOT during the site plan review period. We have done our best to work with SGNA and others regarding this project. At the end of the day, the property is approved for a shopping center and that is what is proposed in the site review application. We understand that there are some who would prefer that the property not develop with a shopping center. But accommodating that objection is simply not possible. As always, thank you for your help with this phase in the development of the Kuebler Gateway Shopping Center.

Very truly yours,

PACIFIC REALTY ASSOCIATES, L.P.

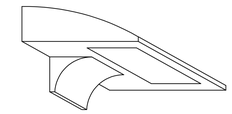
Matthew H. Oyen
Construction Manager



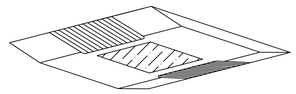
SITE PHOTOMETRIC PLAN
SCALE: 1" = 50'-0"

FIXTURE DESCRIPTION

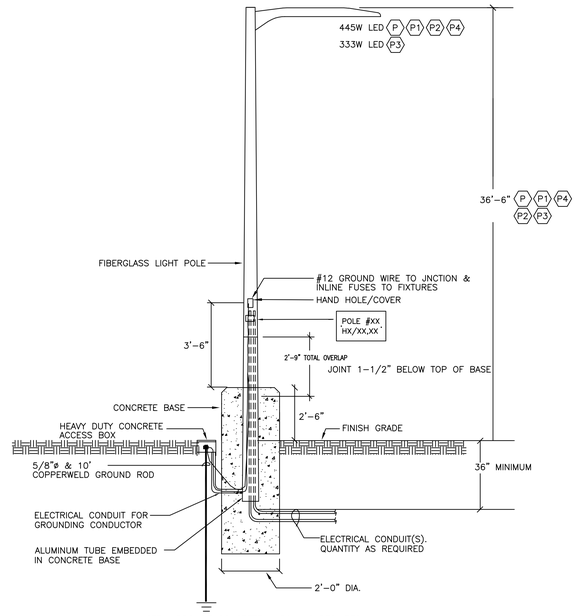
P	COOPER GALLEON GLEON-AF-08-LED-E1-5WQ-BZ, 445W TYPE 5 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P1	COOPER GALLEON GLEON-AF-08-LED-E1-SL3-HSS-BZ, 445W TYPE 3 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P2	COOPER GALLEON GLEON-AF-08-LED-E1-SL4-HSS-BZ, 445W TYPE 4 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P3	COOPER GALLEON GLEON-AF-06-LED-E1-RW-BZ, 333W TYPE 1 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
P4	COOPER GALLEON GLEON-AF-08-LED-E1-5MQ-BZ, 445W TYPE 5 DISTRIBUTION. FIBERGLASS POLE 36'-6" ABOVE GRADE, WITH 2'-6" BASE.
W	LITHONIA DSXW2 LED 40K 30C 1000 T2M, 109W LED, 20' MOUNTING HEIGHT
W1	LITHONIA DSXW2 LED 40K 30C 1000 TFTM, 109W LED, 20' MOUNTING HEIGHT
W2	LITHONIA DSXW2 LED 40K 30C 530 T2M, 54W LED, 20' MOUNTING HEIGHT
GA	96W LED, SURFACE SYMETRIC DOWN LIGHT, FLAT LENS, 18' MOUNTING HEIGHT



TYPICAL WALL PACK DETAIL (W, W1, & W2)
SCALE: NTS



FUEL FACILITY – LED (GA)
NO SCALE



NOTE: PROVIDE CONCRETE J-BOX AS REQUIRED. THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING ONLY. SEE STRUCTURAL DRAWINGS S0.2 FOR DETAILS.

POLE DETAIL
SCALE: NTS

ISSUE DATE: MARCH 2018
REVISION DATE:
DRAWN: KWL
CHECKED: ANT/JGM

T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200 98057
RENTON, WA 425-970-3753
PHONE: 425-970-3753
FAX: 425-970-3756

DD PAKACGE

BOONE ROAD SE
SALEM, OR

COSTCO WHOLESALE

SITE PHOTOMETRIC PLAN

PROJECT NO:18-149

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SE-1

REEL 3794 PAGE 111
MARION COUNTY
BILL BURGESS, COUNTY CLERK
02-26-2016 04:34 pm.
Control Number 404224 $ 76.00
Instrument 2016 00011029

CERTIFICATE OF PARTIAL SATISFACTION OF CONDITIONS OF APPROVAL AND DEFERRAL AGREEMENT

Know all persons by these presents that the City of Salem, an Oregon municipal corporation, declares that the conditions and obligations set forth in that certain deferral agreement recorded in Reel 3471, Page 126, Deed Records of Marion County, and those certain conditions of approval in the following land use or limited land use decisions; Site Plan Review/Design Review, Case No. SPR-UGA 12-11, Comprehensive Plan Change/Zone Change, Case No. CPC/ZC 06-6, and Zone Change, Case No. ZC 09-3, have been satisfied and discharged as set forth in Exhibit 1, attached hereto.

Dated this 30 day of November, 2015.

By: Steven Powers
City Manager, City of Salem, Oregon

STATE OF OREGON)
) ss.
County of Marion)

This instrument was acknowledged before me on November 30, 2015, by ~~Kacey Duncan as the Interim~~ Steve Powers as City Manager of the City of Salem, Oregon.

Julie Kay Deuchars
Notary Public—State of Oregon
My commission expires: August 19, 2019

initials

Public Works Information Only

OFFICIAL STAMP
JULIE KAY DEUCHARS
NOTARY PUBLIC - OREGON
COMMISSION NO. 942136
MY COMMISSION EXPIRES AUGUST 19, 2019

Project Number: 713513

Checked by: JW

Prepared by: _____

After recording, return to:
City Recorder
555 Liberty Street SE, Room 205
Salem OR 97301-3513

EXHIBIT 1

Item	Condition of Approval # and description	Decision #	Status	Detail
1	1) Construct a minimum 15' wide half-street improvement along the entire frontage ont the development side of Boone Road SE. The Street and ROW width shall also accommodate a westbound right-turn lane and a westbound left-turn lane at Battle Creek Road SE (Battle Creek)	SPR-UGA 12-11	Fully Satisfied	
2	2) As a condition of building permit issuance for UGA Phase 1, construct a minimum 23-foot-wide half-street improvement on the development side of Battle Creek from Boone Road to Kuebler Boulevard SE (Kuebler). The street and ROW width shall accommodate a northbound left-turn lane at Kuebler with a minimum of 300 feet of storage and a southbound left-turn lane at Boone with a minimum of 300 feet of storage	SPR-UGA 12-11	Fully Satisfied	
3	3) As a condition of building permit issuance for UGA Phase 1, construct and exclusive eastbound right-turn lane on Kuebler at Battle Creek	SPR-UGA 12-11	Fully Satisfied	
4	4) As a condition of building permit issuance for the first building in UGA Phase 2 or UGA Future Phase, along the entire frontage of the development side of Kuebler, construct a minimum 40-foot-wide half-street improvement. This project meets the criteria for fee-in-lieu of improvement per SRC 66.595	SPR-UGA 12-11	Fully Satisfied	Will be completed by City Improvements.
5	5) As a condition of building permit issuance for UGA Phase 1, construct a 12-inch water main in Battle Creek from Boone to Kuebler as shown in the Water System Master Plan. The main shall connect to the existing 30-inch system in boone and terminate at the northerly extent of the Battle Creek improvement	SPR-UGA 12-11	Fully Satisfied	
6	6) As a condition of building permit issuance for the first building in UGA phase 2 or UGA Future Phase complete the 12-inch water system in Battle Creek from Boone to Kuebler by connecting the 12 inch main in Battle Creek to the 10-inch main in the north side of Kuebler	SPR-UGA 12-11	Fully Satisfied	Will be completed by City Improvements.

7	7) Prior to the issuance of the building permit for the first building in UGA Phase 1, the applicant shall provide separate legal descriptions for the property zoned CR (Commercial Retail) and CO (Commercial Office)	SPR-UGA 12-11	Fully Satisfied	
8	8) Prior to the issuance of the building permit for the first building in UGA Phase 1, the applicant shall record Property Line Adjustment No. 12-03 and Property Line Adjustment No. 12-04	SPR-UGA 12-11	Fully Satisfied	
9	9) As a condition of building permit issuance for the first building in UGA Phase 2 or UGA Future Phase complete all remaining mitigating street improvements required as a condition of approval for zone change 09-03 and specified in the final approval of comprehensive Plan Change/Zone change 06-06	SPR-UGA 12-11	Partially Satisfied	The following conditions are not fully satisifed, and must be completed by developer: Items 12, 13, 15, 16, 17, 20-24, 27, and 28.
10	10) Prior to the issuance of the building permit for the first building in UGA Phase 1, the applicant shall sign an improvement deferral agreement which specifies the terms of the deferral as outlined in conditions 1,2, 3, 4 and 9. Said agreement shall be in a form approved by the city attorney and shall be filed in the deed records of Marion County	SPR-UGA 12-11	Fully Satisfied	
11	11) Prior to the issuance fo the building permit for the first building in UGA Phase 1, the applicant shall provide a copy of the recorded access easement across the abutting property (Marion County Assessor Map and TL 083W12C 01800), including a legal description that specifies the location of the easement and its dimensions in conformance with the approved site plan	SPR-UGA 12-11	Fully Satisfied	
12	1) The intersection of Battle Creek and Boone Roads SE shall be improved to include a traffic signal with dedicated westbound left-turn lane, westbound right turn lane and an eastbound left turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.	CPC/ZC 06-6	Not Satisfied	

13	2) The Intersection of Battle Creek Road SE and Kuebler Boulevard shall be improved to provide exclusive eastbound right-turn lane and northbound left-turn lane with a minimum of 300 feet of storage. To provide the necessary north bound left-turn storage at this intersection with the southbound left-turn lane storage at Battle Creek and Boone Roads, side-by-side left-turn lanes shall be constructed as approved by the Public Works Director.	CPC/ZC 06-6	Partially Satisfied	The following conditions are not satisfied and must be completed by developer: Owners are required to restripe Battlecreek Road between Kuebler and Boone, and also the "shadow" lane reconfiguration a certain distance South of Boone Road and a certain distance North of Kuebler.
14	3) The south side of Kuebler Boulevard shall be widened to meet City of Salem Standards with curb, sidewalk and bike lanes. The widening shall extend from 1500 feet west of Battle Creek Road SE to the Interstae 5 ramps to provide an additional lane for a total of two eastbound lanes	CPC/ZC 06-6	Fully Satisfied	Will be completed by City Improvements.
15	4) Dual left turn lanes shall be constructed on eastbound and westbound Kuebler Boulevard at 27th Ave Se. Only one eastbound left-turn lane will be striped as there is only one receiving lane. *For the westbound left turn lanes, an additional receiving lane shall be constructed wich will drop immediately south of the subject property's driveway on 27th Avenue.* The intersection of Kuebler Blvd at 27th Ave Se shall also be improved to provide an exclusive eastbound right-turn lane.	CPC/ZC 06-6	Partially Satisfied	The following conditions are not satisfied and must be completed by developer: For the westbound left turn lanes, an additional receiving lane shall be constructed wich will drop immediately south of the subject property's driveway on 27th Avenue.
16	5) In addition to boundary street improvements required by SRC 77.150, the developer shall coordinate with the city and use best practices for design and location of site access and shall construct left-turn lanes and pedestrian refuge islands where appropriate.	CPC/ZC 06-6	Partially Satisfied.	The following conditions are not satisfied and must be completed by developer: Coordinate with City re: design & location of site access
17	6) The developer shall commit up to $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the residential neighborhood south of the proposed development if a need is identified. The Neighborhood Traffic Management Program is the process used to identify traffic calming needs.	CPC/ZC 06-6	Not Satisfied	

18	7) The developer shall provide right-in access from Kuebler Boulevard with a design that minimizes impact to through vehicles and provides a safe driveway crossing for bicycle and pedestrian traffic the final design of which to be approved by the Salem Public Works Director. In addition, the developer shall complete the widening of the eastbound lanes of Kuebler Boulevard west to Commercial Street. This additional widening of approximately 1300 feet of Kuebler Boulevard is considered as payment for a grant of access on Kuebler Boulevard to allow a right-in driveway on the subject property.	CPC/ZC 06-6	Fully Satisfied	Will be completed by City Improvements.
19	8) The developer shall offset their access driveway along Boone Road SE from Cultus Avenue at a location approved by the Salem Public Works Director.	CPC/ZC 06-6	Fully Satisfied	
20	9) The applicant shall establish a landscaped setback along the street frontages of the project area to provide buffering and screening from the street frontage. Along Kuebler Blvd, the setback shall be a minimum of 5 feet in depth from the property line as required in the CR zone, ARC 152.080. Along Boone Road SE and 27th AVE SE the setback shall be a minimum of fifteen (15) feet in depth where the project area lies opposite residential uses.	CPC/ZC 06-6	Not Satisfied	
21	10) The developer shall provide sidewalks along all street frontages. The sidewalks may be located inside the setback area as part of a landscape plan	CPC/ZC 06-6	Partially Satisfied.	Developer must provide sidewalks along all street frontages, except for Kuebler Blvd. which will be provided by City as part of City Improvements.
22	11) The developer shall provide landscaping within the street frontage setbacks as required in SRC 132	CPC/ZC 06-6	Not Satisfied	
23	12) The developer shall provide a brick or masonary wall with a minimum height of six (6) feet along the interior line of the landscaped setback along Boone road SE and 27th Avenue SE, opposite residential uses. The applicant/developer may provide a landscaped berm within the setback in lieu of a wall	CPC/ZC 06-6	Not Satisfied	

24	13) The developer shall provide sidewalks at all driveway entrances to the development. The internal pedestrian accessway shall be distinct from the vehicular travel lanes by means such as striping, distinctive pavement, elevation, or other method that clearly distinguishes the area for pedestrian travel from vehicle travel.	CPC/ZC 06-6	Not Satisfied	
25	14) The subject 18.4 acre property shall be developed with a retail shopping center. The maximum amount of gross leasable area (GLA) for the retail shopping center on the subject propperty shall be 240,000 FLA. If the subject property is developed in conjunction with the abutting 10.08 acre property (for simplicity referred to as a 10.0 acre property) currently owned by the Salem Clinic (083W12C tax lot 702 5.5 acres and 083W11D tax lot 600 4.58 acres) the total amount of retail GLA and medical/dental offices on the two properties shall not to exceed 299,000 FLA. As such, the total GLA for a shopping center and offices on the combined properties if developed together, shall not exceed 299,000 GLA. The City shall have the right to enforce this condition through the enforcement procedures in its code or through a post acknowledgement plan amendment using required city and state procedures restoring the Residential plan designation and RA zone to the property.	CPC/ZC 06-6	Not Applicable, this condition is a continuing obligation that constitutes a development standard for the Subject Property.	
26	15) All improvements shall be built as outlined and as set forth in the November 21, 2006 staff report to City Council, including the widening of Kuebler Blvd. from I-5 Interchange to Commercial Street and the right-in access from Kuebler to the property (except as modified by this order)	CPC/ZC 06-6	Fully Satisfied	The improvements outlined in the referenced staff report are set forth as conditions of approval therein. Those conditions of approval are addressed separately in Items 13-31.

27	16) Prior to issuance of a certificate of occupancy for any building on the subject property the following traffic improvements shall be completed; 1) The funded City CIP project to construct improvements on Kuebler Boulevard as identified in the applicant's September 2006 TIA; 2) all traffic mitigation improvements required to be constructed by the Developer as conditions of approval in this decision, and 3) In addition to other traffic mitigation improvements required as conditions of approval, the Developer shall construct an exclusive right-turn lane at the westbound Kuebler Boulevard intersection with 27th Avenue. The traffic improvements that the Developer is responsible for, in addition to the right-turn lane at westbound Kuebler and 27th Ave, are as specified in conditions of approval 1 through 7 of this decision.	CPC/ZC 06-6	Partially Satisfied	The following conditions are not satisfied and must be completed by developer:
28	17) The applicant at the time of development application, shall coordiante with the Salem Area Transit District to enhance transporation and bus facilities on the site.	CPC/ZC 06-6	Not Satisfied	
29	1) Prior to development obtain a new UGA permit for the subject property	ZC09-3	Fully Satisfied	
30	2) Construct the mitigating street improvements specified in the final approval of CPC/ZC 06-6	ZC09-3	Partially Satisfied	The following conditions are not fully satisifed, and must be completed by developer: Items 12, 13, 15, 16, 17, 20-24, 27, and 28.
31	3) At the time of building permit, the applicant shall provide separate legal descriptions for the property zoned CR and CO, respectively.	ZC09-3	Fully Satisfied	

REEL: 3794 PAGE: 111

February 26, 2016, 04:34 pm.

CONTROL #: 404224

State of Oregon
County of Marion

I hereby certify that the attached instrument was received and duly recorded by me in Marion County records:

FEE: $ 76.00

BILL BURGESS
COUNTY CLERK

THIS IS NOT AN INVOICE.

ATTACHMENT D

From: Glenn Baly <glennbaly12345@gmail.com>
Sent: Wednesday, September 19, 2018 2:48 PM
To: Aaron Panko; Lisa Anderson-Ogilvie
Cc: 'Mike Hughes; Jerry Bennett; John Miller; John Shepard; Lora Meisner; Scott Bassett; Sylvia Machado; William Dalton; Leanne McClellan; Chuck Bennett; citycouncil
Subject: SGNA Comments - SPRDAP18-
Attachments: SGNA Comments - SPRDAP18-15 (9.19.2018b).pdf

Mr. Panko,

Attached are the South Gateway Neighborhood Association's (SGNA) formal comments regarding Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPRDAP18-15. The comments are submitted per SRC 64.290 and reflect our concerns regarding the impact of the proposed development. SGNA requests that the City address the concerns/questions before issuing any findings and provide written responses to all of the items listed.

Please contact me if you have any questions. Thanks for your consideration.

Glenn W. Baly
Chair
South Gateway Neighborhood Association

NEIGHBORHOOD ASSOCIATION
555 LIBERTY ST. SE ROOM 300 SALEM OREGON 97301 • TELEPHONE (503) 588-6261

September 19, 2018

Aaron Panko
Case Manager
City of Salem Planning Division
555 Liberty Street SE, Room 305
Salem, Oregon 97301

Re: South Gateway Neighborhood Association Comments on Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPRDAP18-15

Dear Mr. Panko,

The South Gateway Neighborhood Association (SGNA) has reviewed the Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPRDAP18-15 (Kuebler Gateway Shopping Center) application and has the following comments and concerns.

1. **SRC 220.005(f)(3)(B) - The Transportation system provides for the safe, orderly and efficient coordination of traffic into and out of the proposed development and negative impacts on the transportation system are mitigated adequately -** SGNA feels that addition of a Costco Wholesale warehouse would draw traffic/visitation from the Salem-Keizer and surrounding region and overwhelm existing transportation system and have negative impacts on surrounding residential neighborhoods. Our concerns are supported by significant questions and flaws in the Transportation Impact Analysis (TIA) submitted by Kittleson & Associates for this Kuebler Gateway Shopping Center.

   a) Trip Generation & Coverage

   - The TIA provides little evidence regarding the derivation of the trip generation figures. City of Salem Administrative Rules Section 6.33 requires trip generation to be based on the Institute of Transportation Engineers Trip Generation Manual. The TIA refers to an abundance of information from other Costco locations but provides none of that data that supports the use of an alternative trip generation or pass-by rate (May 31, 2018 TIA, pg. 19; August 9, 2018 TIA, pg. 2). City standards don't allow for a derivation from the ITE Trip Generation Manual and states that "[f]or land uses not listed in the ITE Trip

Generation Manual, studies for similar development in similar regions may be used upon approval by the City Traffic Engineer." Certainly, the Trip Generation Manual provides data for the proposed uses.

- The TIA estimates 7,210 new daily trips. A review of five other traffic impact analyses for Costcos in Oregon, Washington and California (see attached) found that this is less then all but one of the traffic impact analyses. The Central Point, Oregon Costco TIA estimated 10,670 new daily trips even though it services a smaller population area than the proposed Kuebler Gateway Shopping Center Costco.

- The TIA assumed a 34% pass-by trips based on a general retail category in the *Institute of Transportation Engineers Trip Generation Manual*. The discounted supermarket category pass-by trips category, which aligns closer to a Costco Wholesale, is 21%. The project TIA should be recalculated using the discounted supermarket pass-by assumption.

- Kittleson recently collected June traffic counts to validate the December count for one intersection (I-5 southbound at Kuebler Blvd.) to fulfill the ODOT recommended seasonal adjustment pointed out in review comments. Nine of the ten intersections in the TIA, including the intersection of Battle Creek Rd and Kuebler Blvd at mobility target (v/c=0.90) with the assumed higher saturation rate (1900), still have not been reassessed using the ODOT recommended seasonable adjustment.

- The TIA does not include traffic resulting from all potential development affecting the project area, including:

    - CPC-ZC-UGA18-02 (Kuebler Cascade View)
    - CPC-ZC16-01 (Kuebler Station)
    - Strong Rd at 27th St Subdivision
    - Amazon Distribution Facility (opening in 2019)

  These projects, individually and cumulatively, will have significant impact on area traffic volumes and should be included in the TIA since they weren't addressed in the property zone change in 2006.

- The TIA's coverage area should have included Battle Creek to the north of Kuebler (Pringle Rd/Reed Rd; Battle Creek south all the way from Kuebler to at least the planned Fabry Road extension from Reed Lane to Battle Creek; and west of Battle Creek Road on Boone Road around the curve to Reed Lane and west on Barnes and Baxter to Commercial Street. Probably even further south on Reed Lane to Mildred Road. All

these streets are collectors/arterials and are critical parts of both the street and bike route networks and would be affected by the increased traffic resulting from the project.

- Salem requires horizon year analysis periods of year of opening for development "allowed under existing zoning" and "year of opening each phase" for "multi-phased development" (Salem Administrative Rules 6.33). The TIA indicates that the year of opening for the proposed development is 2019. For such a large project, it would seem difficult to attain a year of opening in 2019. Additionally, this project is proposed to be constructed as a multi-phased development although no schedule has been provided in the TIA. The May 31, 2018 TIA states that "[t]he proposed Costco will include a warehouse and fuel station with four islands and the potential to add a fifth island in the future (30 fueling positions)." Due to the lack of detail in the trip generation estimates, it's unclear whether the trip generation presented includes four islands or five islands nor how many islands fueling positions are even proposed at this time versus the future. Additionally, the site plan illustrates a certain amount of retail as a "future phase." Again, there are no specifics about what will be constructed by 2019 versus some other time unknown time period.

b) Traffic Flow & Management

- According to the TIA, the Kuebler Boulevard/Battle Creek Road intersection currently operates at a v/c ratio of 0.85 and is approaching Salem's v/c ratio standard of 0.90 in the weekday PM peak hour. With the approval of the development, the intersection would operate at a v/c ratio of 0.90 (May 31, 2018 TIA, Figure 11).

- According to the TIA, the I-5 Southbound/Kuebler Boulevard intersection will operate at a v/c ratio of 0.85 during the weekday PM peak hour with the approval of the development. The ODOT mobility standard is a v/c ratio of 0.85 (May 31, 2018 TIA, Figure 11).

- The TIA assumes that 42% of southbound right turns at the I-5 Southbound/Kuebler Boulevard intersection are made on red signal indication (May 31, 2018 TIA, pg. 4). This assumption is not based on any submitted evidence and varies from the default right turn on red assumptions according to industry standard.

- The TIA relies on an ideal saturation flow rate of 1,900 vehicles per hour of green per lane for all intersections and lanes. The City requires that "ideal saturation flow rates greater than 1,800 vehicles per hour should not be used unless a separate flow rate analysis has been completed." A separate analysis was completed for a very limited number of intersections and movements. Some of the most congested movements

were analyzed and determined that the use of 1,900 vehicles per hour per lane was appropriate for most of the movements that were studied. In all, the study evaluated two intersections and a total of three intersection approaches in the weekday PM peak hour only. The TIA currently analyzes the impacts at nine intersections and 31 different approaches in two different time periods. While 1,900 vehicles per hour per lane may be appropriate at the most congested approaches, there is no evidence that supports the use of an ideal saturation flow rate at the remaining 28 intersection approaches. Considering the impacts of both the weekday PM and Saturday peak hours, a total of 59 approaches were not studied. Additionally, as described before, the need for a weekday AM peak hour analysis was ignored. The southbound left turn at the I-5 SB/Kuebler Boulevard intersection was observed to have a saturation flow rate of 1224 vehicles per hour per lane, but was not adjusted to 1800 vehicles per hour per lane.

- The proposed right-in access off of Kuebler Blvd. does not meet the City of Salem Access Management Criteria. Kuebler Blvd. is classified as a parkway and the access management criteria for a parkway is: "Limited access available through at-grade intersections or grade-separated interchanges with selected arterial and collector streets." The right-in access is neither an intersection nor a grade separated interchange. City of Salem Development Bulletin #34 issued in 2000 allowed the Public Works Director to approve new access points for public and private daily trips with 10,000 or more daily trips, but the PacTrust TIA submitted in September 2006 estimated 9,660 daily trips for the project.

- During the weekday PM peak hour, the westbound through movement queue length at the Kuebler Boulevard/27th Avenue intersection is anticipated to be 500 feet, blocking the westbound left turn lane (August 9, 2018 TIA, pg. 9, Table G) with the approval of the development.

- During weekday PM peak hour, the northbound right turn movement queue length at the Kuebler Boulevard/27th Avenue intersection is anticipated to be 325 feet, extending into the roundabout at 27th Avenue/Costco site access (August 9, 2018 TIA, pg. 9, Table G) with the approval of the development.

- The TIA states that "[a]ll of the intersections with changes included optimized signal timings given the significant changes planned at these intersections" (May 31, 2018 TIA, pg. 13). Apparently, no signal timing changes were made to the other intersections. The intersections along Kuebler Boulevard operate in coordination with the other signalized intersections. In order to depict realistic operations, the applicant should be required to analyze those other intersections as well with revised signal timing. The city should review the proposed signal timing to ensure that what is proposed would be acceptable. The proposed signal timing should be required to be implemented by the applicant.

- Only three intersections were evaluated using a simulation-based queuing analysis. The more critical intersection of question: Battle Creek Rd/Kuebler Blvd, and Battle Creek Rd/ Boone Rd were simply not reported and omitted. This information should have been provided especially when the re-calculated trip generation for the proposed retail pads were projected to be higher than the original estimation using the fitted curve methodology. In order to capture realistic queue lengths and spillover effects in an urban setting such the case in the study area, a microscopic simulation model such as SimTraffic should be utilized to report the queue lengths for closely spaced intersections such are many of the intersections in the study area.

- The intersection of I-5 Southbound/Kuebler Boulevard and Kuebler Boulevard/27th Avenue have apparently been analyzed incorrectly. Exhibit 1 of the August 9, 2018 TIA illustrates channelized southbound dual right turn lanes turning into three westbound through lanes on Kuebler Boulevard that extend all the way to the Kuebler Boulevard/27th Avenue intersection. The dual southbound lanes are not channelized behind an island nor are there three westbound lanes on Kuebler Boulevard. Additionally, the channelized right turn lane at the I-5 Southbound/Kuebler Boulevard intersection should have been modeled as a yield control not a free movement.

- During total traffic 2019 – PM condition, the northbound right turn movement queue length (306ft) for the intersection of 27th St and Kuebler Blvd exceed the available storage (290ft) when utilizing the ODOT calibration (preferred simulation parameters).

- During total traffic 2019 – PM condition, the westbound through movement queue length (490ft) is anticipated to cause significant blocking for movement attempting to occupy the storage lane to make a westbound left turn at the intersection of 27th St and Kuebler Blvd.

- Right-Turn-On-Red adjustment for I-5 southbound off ramp was assumed to be 42%. While this might reflect exiting conditions, it is likely that future conditions (development east of the Kuebler interchange and near the interchange) will not allow for this scenario to exist in the future.

- The intersection of Battle Creek Road/Boone Road crash rate is ranked higher than other comparative intersections. This intersection is proposed to be signalized, however further investigation is needed to evaluate other alternative solution to mitigate for this higher than usual crash rate. While a signal might address certain type of crashes, it may increase other types of crashes (May 31, 2018 TIA, pg. 6).

- Table 7 on Page 28 of the Kuebler Gateway Shopping Center TIA reports the left turn and right turn queue lengths for each intersection, however the table is missing the queue lengths for the through movements at each intersection. Some of the missing queue length exceed capacity such is the case for the westbound and eastbound through movements at the intersection of Kuebler/Battle Creek. The eastbound through movement 95th percentile queue length is 727 feet and the westbound through movement queue length is 947 feet.

- The TIA provides no analysis of queuing associated with the gas station. The Tigard Costco has had to make modifications to their on-site queue storage due to heavy demand. It is possible that gas station queuing could extend into primary entrance from 27th Avenue.

- Page 145 of the TIA reports intersection #1 (Kuebler/Battle Creek), the southbound through movement at the 95th percentile queue length (374 feet). This queue length will likely result in blocking the southbound left turn movement from entering the left turn bay at the signal.

- Clarity is needed regarding the various improvements that will be constructed by others or by PacTrust. Are these improvements required to be in place prior to the opening of this development? Additionally, should this development be required to complete the improvements if others do not complete the improvements prior to occupancy of this development? Have the improvements been designed and are financially guaranteed?

- Kuebler Boulevard is classified as a "parkway." Approximately 1,200 feet of the site's Kuebler Boulevard frontage was constructed without compliance with the City of Salem's Transportation System Plan (http://temp.cityofsalem.net/Departments/PublicWorks/TransportationServices/TransportationPlan/Documents/tsp_street_approved.pdf, Figure 3-1), which requires a seven-foot-wide planter strip between the curb and sidewalk. No planter strip has been constructed and the sidewalk has been constructed in the incorrect location. Additionally, a 16-foot-wide center landscaped median is required, but has not been constructed along any of the Kuebler Boulevard site frontage. 27th Avenue, Boone Road and Battle Creek Road are all classified as "collectors." Most of the site's 27th Avenue frontage that will be constructed is not illustrated to include a planter strip, also not in compliance with the City TSP. Approximately 960 feet of the site's Boone Road frontage has been constructed without a planter strip. The site plan illustrates that the remainder of the approximately 1,600-foot site frontage along Boone Road will also not be constructed in compliance with the City TSP. The approximately 430-foot-long Battle Creek Road site frontage has not been constructed with a landscape strip.

2. **SRC 220.005(f)(3)(A) The application meets all applicable standards of the Salem Urban Development Code.** SGNA feels that the Kuebler Gateway Shopping Center Site Plan Review doesn't meet applicable City of Salem and State/Federal requirements.

a) **Tree Removal –** The applicant's preferred alternative removes a majestic grove of mature Oregon White Oak, a habitat that has been reduced by 85% since non-native settlement of the Willamette Valley began. The grove of trees is located within 50 cubic yards of a riparian waterway indicated in the National Wetlands inventory (see attached) and Wetlands Delineation 05-0719 (see attached) thereby violating City of Salem UDC regarding tree removal.

b) **Wetlands -** The proposed placement of the building would sit directly on top of a preexisting watercourse and wetlands. Wetlands Delineation 05-0719 conducted in 2005 and the National Wetlands Inventory indicate that wetlands exist in the area to be developed for the property, but the applicant does not indicate how the wetlands will be mitigated or whether their project meets City, State and Federal requirements for fill/removal of wetlands.

c) **Stormwater** - As a "large" project, the proposed development is required to utilize surface stormwater detention and filtration, including runoff from the roof as specified on the drawings submitted with the recent subdivision actions. It appears that the current proposal may be violating State, Federal and City requirements relating to these important elements. Limited calculations based on total detention indicate that the project can meet a 5-year storm of 1.5 inches in 24 hours, but not the required 10-year storm standard or contain a 24-hour, 100-year storm as is being claimed.

d) **Lighting** – Application fails to address how the exterior lighting (building/parking) meets the City of Salem UDC (Sec. 800.060) prohibition on exterior lighting that reflects on to adjacent properties or glare on public right-of-way.

e) **Zone Change Approval** – The PacTrust property (CPC-ZC06-06) was approved as" a coordinated and unified retail, service, and office center to serve the major residential district that is emerging in the surrounding area. The intent of the project was to provide "community neighborhood" level commercial services to the area, as that category is described in the Comprehensive Plan (Applicant's Statement for Pacific Realty Associates, L.P. (PacTrust)- Keubler Blvd. Comprehensive Plan Amendment and Zone Change, Jeffrey R. Tross, June 3rd, 2006, p. 2).

The current development proposal anchored by a Costco Wholesale Costco that will draw visitation from the greater Salem-Keizer region in no way fulfills the intent of the approved zone change.

f) **Alternative Sites** – More viable alternatives for expanded Costco exist on undeveloped land on the east side of I-5 or near the Salem airport. Costco could redevelop large, vacant commercial properties (Salem K-mart site, etc.)

g) **Community Response/Public Involvement**

- 175+ people attended a June 5, 2018 public meeting on commercial development at the Keebler/27th Avenue intersection, especially Costco relocation. Attendees were overwhelmingly opposed to turning the Keebler Blvd & 27th Avenue area into a regional shopping center or the proposed Costco relocation. Concerns centered around traffic, infrastructure capacity, impact on surrounding neighborhoods and overall quality of life. It was also pointed out that the Costco relocation is a massive deviation from the neighborhood shopping/service center model approved for the PacTrust property rezoning in 2006.

- 811 people have signed an online petition opposing Costco's proposed relocation to the PacTrust property on Keebler. More signatures are added daily.

- South Gateway Neighborhood Association (SGNA) voted on June 14, 2018 to oppose the Costco relocation to Keebler Blvd. and turning the Keebler Blvd. /27th Ave. interchange into a regional shopping center.

- On June 19, 2018, PacTrust/Costco representatives held an Open House regarding the project that included 2-4 poster board stations with no presentation or opportunity for the public to express their opinion or ask questions regarding the project. PacTrust/Costco representatives never made formal presentations at the South Gateway or Morningside Neighborhood Associations.

SGNA remains opposed to the SPRDAP18-15 in its current form and requests that the City of Salem address and respond to the concerns/questions above before any findings are issued for SPRDAP18-15. Per SRC 64.290 and 64.295, SGNA requests written responses to all the concerns/questions listed above as it will guide further action regarding the development proposal.

Please contact me if you have questions or need more information. Thank you for your assistance.

Sincerely,

Glenn W. Baly

Glenn W. Baly
Chair
South Gateway Neighborhood Association
glennbaly12345@gmail.com

CC: City of Salem Mayor Chuck Bennett and City Council Members

Attachments:

Wetlands Map-Costco
Wetlands Delineation #05-0719
Oregon Costcos TIA Comparison

Oregon
Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

January 19, 2006

State Land Board

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Randall Edwards
State Treasurer

Pac-Trust
Attn: Eric Sporre
15350 SW Sequoia Parkway, Suite 300
Portland, OR 97224

RE: Wetland Delineation Report for Commercial Development at SE Kuebler Blvd and SE Battle Creek Road; Marion County; T8S R3W Sec.12C Tax Lots 702, 1800, 1900, 2000, 2100 and Sec.11D Tax Lot 600; WD #05-0719

Dear Mr. Sporre:

The Department of State Lands has reviewed the wetland delineation report prepared by Pacific Habitat Services, Inc. for the above referenced site. Based on the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 5 of the report. Within the study area/parcels, two wetland units were identified totaling 0.18 acres and a waterway connecting the two wetlands was identified totaling 0.01 acres. The wetlands and waterway are subject to the permit requirements of the state Removal-Fill Law. A state permit is required for fill or excavation of 50 cubic yards or more in a wetland area or below the ordinary high water line of a waterway (the 2 year recurrence interval flood elevation, if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process. The permit coordinator for this site is Carrie Landrum at extension 285.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information

necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

Thank you for having the site evaluated. Please phone me at extension 252 if you have any questions.

Sincerely,

Jill Myatt
Wetlands Specialist

Approved by Janet C. Morlan
Janet C. Morlan, PWS
Wetlands Program Manager

cc: John van Staveren, Pacific Habitat Services, Inc.
City of Salem Planning Department (Maps enclosed for updating LWI)
Mark Everett, Corps of Engineers
Carrie Landrum, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

This form constitutes a request for a jurisdictional determination by the Department of State Lands. It must be fully completed and signed, and attached to the front of reports submitted to the Department for review and approval.

RECEIVED
2005 DEC 21 P 2:06

Wetlands Program Manager/Oregon Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279

☐ Applicant ☒ Owner Name, Firm and Address: **Pac-Trust** **15350 sw Sequoia Parkway, Suite 300** **Portland, Oregon 97224**	Phone: (503) 624-6300 FAX # (503) 624-7755 E-mail: ericS@pactrustlp.com
☒ Authorized Legal Agent, Name and Address: **Pac-Trust** **Attn: Eric Sporre** **15350 sw Sequoia Parkway, Suite 300** **Portland, Oregon 97224**	Business phone # **503-419-2500** FAX # **503-419-2600** E-mail: **ben.williams@wrgdesign.com**

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior n[redacted]

Typed/Printed Name: ERIC A. SPORRE Signature: [redacted]

Date: Special instructions regarding site access:

Project and Site Information (for latitude & longitude, use centroid of site or start & end points of linear project)

Project Name: **Pac-Trust SE Kuebler Boulevard site**	Latitude: **44°53'13.27" N** Longitude: **123°0'27.36" W**
Proposed Use: **Commercial development**	Tax Maps # **8 3W 12C & 8 3W 11D**
Project Street Address (or other descriptive location): **Property bounded by SE Kuebler Blvd, 27th St SE, Boone Rd SE. and Battle Creek Road SE**	Township **08S** Range **03W** Section **12** QQ **C** Tax Lot (s) **702, 1800, 1900, 2000, 2100** Section **11** QQ **D** Tax Lot **600**
City: **Salem** County: **Marion**	Waterway: **n/a** River Mile: **n/a** NWI Quad(s): **Salem East**

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: **Pacific Habitat Services, Inc./Attn: John van Staveren** **9450 SW Commerce Circle, Ste 180** **Wilsonville, OR 97070**	Phone # **503-570-0800** FAX # **503-570-0855** E-mail address: **jvs@pacifichabitat.com**

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant [redacted] Date: 12/16/05

Primary Contact for report review and site access is ☐ Consultant ☐ Applicant/Owner ☒ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No	Total Wetland Acreage: **0.18 wetland, 0.01 drainage**

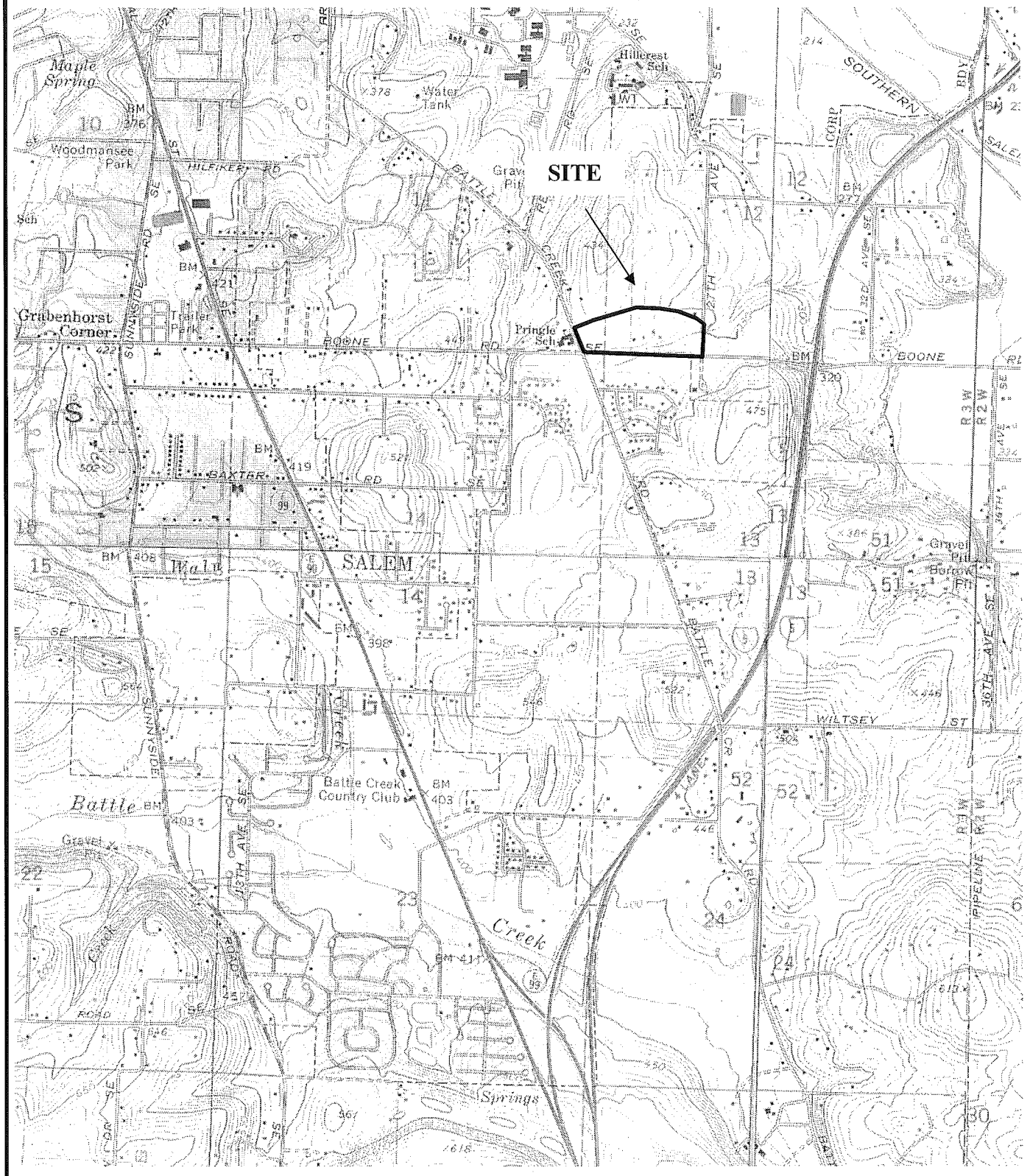
Delineation Purpose:

☐ R-F permit application submitted with delineation	☐ Sale, purchase, lease etc.
☐ Mitigation bank site	☐ Partition, re-plat, lot line adjustment
☐ Industrial Land Certification Program site	☐ Habitat restoration project
☒ R-F application will be submitted within 90 days	☐ Other: **R-F application will be submitted by** ___

Other Information:	Y	N	
Has previous delineation/application been made on parcel?	☐	☒	If known, previous DSL #
Does LWI, if any, show wetland on parcel?	☐	☒	LWI wetland code:

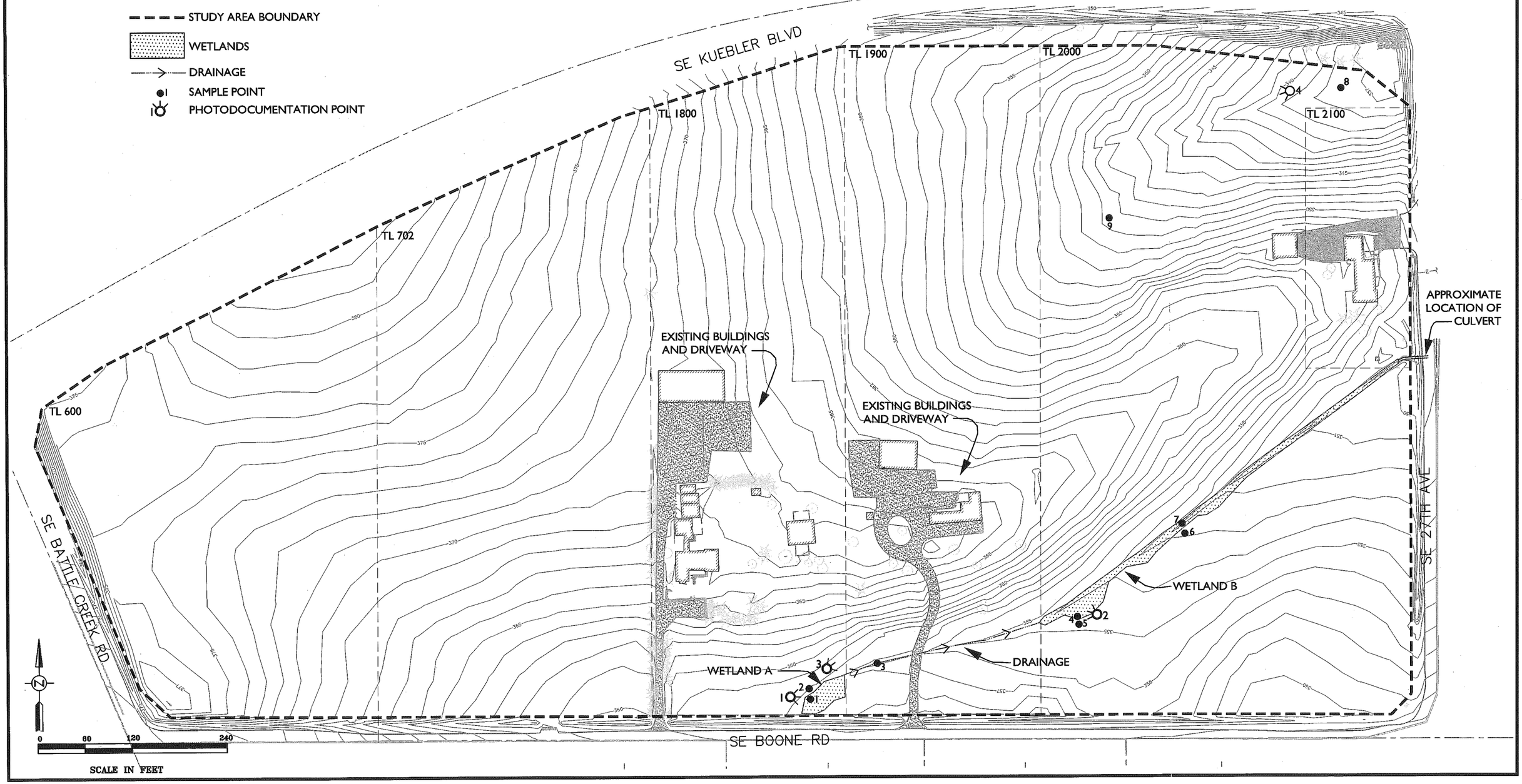
For Office Use Only

DSL Reviewer: JFL	Report Tier: ☒ 1 ☐ 2 ☐ 3	DSL WD # 2005-0719
Date Delineation Received: ___/___/___	DSL Project # _____	DSL Site # _____
Scanned: ☐ Final Scan: ☐	DSL WN # _____	DSL App. # _____



Location and general topography of the Pac-Trust SE Kuebler Boulevard site, Marion County, Oregon (USGS, Salem East, Salem West, Sidney and Turner quadrangles, 1986).

FIGURE 1



3349

12/12/05

Existing conditions and locations of wetlands, drainage, sample points, tax lots, and photodocumentation points at the Pac–Trust SE Kuebler Boulevard site in Salem, Oregon (professionally land surveyed by WRG Design, Inc., 2005). Survey accuracy is +/– 0.1 foot.

FIGURE 5

DSL Approved WD#05-0719

Pacific Habitat Services, Inc.

U.S. Fish and Wildlife Service

National Wetlands Inventory

Costco



August 7, 2018

This map is for ge
Service is not resp
base data shown
be used in accorda
Wetlands Mapper

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

COSTCO TRIP GENERATION COMPARISON

Project	Location	TIA Consultant	TIA date	Store Size (SF)	Weekday PM Peak hour trips	Daily net new trips	Daily net trips/ peak hr trips	New daily trips/kSF	Pass-by trips
Salem Costco + gas	**27th/Kuepbler**	**Kittelson & Assoc**	**5/31/2018**	**168,550**	**1,198**	**7,210**	**6.0**	**43**	**30-34%**
Costco + gas	Elk Grove CA	Kittelson & Assoc	2/2016	150,548	1,076	10,978	10.2	73	Excluded
Costco + 24 gas pumps	Central Point OR	Kittelson & Assoc	10/2015	160,000	900	10,670	11.9	67	7-15%*
Costco + gas	E Vancouver WA	Kittelson & Assoc	10/2009	154,700	417	6,158	14.8	40	34-35%
Costco +12 gas pumps	Ukiah CA	W-Trans	6/2012	148,000	700	11,204	16.0	76	37%
Costco + gas	San Marcos CA	RBF Consulting	9/2009	148,200	1,186	9,248	7.8	62	22%
			Averages for 5 TIAs	152,290	856	9,652	12.1	64	25-27%

*30-35% typical for Costco

CONCLUSIONS:

1) **Kittelson underestimates new Costco daily trips by 33% to 50% (3,577 to 7,286 trips).** Understating new trips makes it easy to downplay/ignore traffic impacts on surrounding neighborhoods and existing infrastructure (eg. I-5/Kuebler interchange), and minimizes improvements required to maintain acceptable levels of service.

>The TIA estimates new Costco net daily trips at **6.0 x weekday pm peak hour trips**; the average of 5 other studies is 12.1 x weekday pm peak hour trips. By this measure, new Costco net daily trips should be **1,198 x 12.1 = 14,496** = 7,286 more than Kittelson's 7,210 estimate.

>The TIA estimates new Costco net daily trips at **43 per 1,000 square feet (kSF)**; the average of 5 other studies is 64 trips per kSF. By this measure, new Costco net daily trips should be **168.55 kSF x 64 trips/kSF = 10,787** = 3,577 more than Kittelson's 7,210 estimate.

2) **The TIA does not address increased cut-through traffic in the South Gateway and Morningside neighborhoods** when Kuebler and/or Battle Creek inevitably back up more at peak hours than they do already.

3) **The TIA does not address increased difficulty of south Morningside residents in accessing Battle Creek Rd.** when it becomes a main thoroughfare to Costco. The intersections with Sunland, Gladmar, Independence, Southampton, and Forsythe all have reduced sight distance north and south along Battle Creek, due to hills and curves, exacerbated by excessive speeds many vehicles travel on Battle Creek. We may need a signal at one of the intersections (Independence?) to make access onto Battle Creek by south Morningside residents reasonably convenient and safe.

4) **The TIA takes a piecemeal approach to traffic impacts**, addressing Costco in isolation and not the cumulative impact of Costco + two adjacent regional shopping centers + the existing businesses on site + the million SF Amazon distribution center + the retirement facility now under construction + hundreds of apartment units and single-family residences now in the land use approval/development process.

From: Geoffrey James A.I.A. <gjamesarchitect@gmail.com>
Sent: Wednesday, September 19, 2018 1:33 PM
To: Aaron Panko
Subject: COSTCO/PACTRUST SITE PLAN REVIEW
Attachments: Kuebler- MNA Traffic concerns.pdf; KUEBLER COLLAGE PLAN 08-08-2018.pdf

Aaron Panko
City of Salem

Morningside N.A. voted to submit the attached traffic report and updated map, which is based on our adopted Morningside 360 Neighborhood Plan.
Please add to the Record of the Public Hearing.

Geoffrey James
Land Use Chair
Morningside Neighborhood Association
gjamesarchitect@gmail.com
503-931-4120

Morningside Neighborhood Association

September 2018 Comments

COSTCO/PACTRUST DEVELOPMENT: SITE PLAN REVIEW

The Morningside Neighborhood Association is taking this opportunity reiterate our concerns about the traffic impact of shopping centers (both approved and prospective) at the corners of Kuebler Boulvard SE and 27th Avenue SE.

The existing traffic flow between Battle Creek Road SE and Interstate 5 on Kuebler Boulevard SE is already marginal at times with traffic backing up on Battle Creek Road SE trying to get onto Kuebler Boulevard SE. The expansion of the I-5 – Kuebler Road SE Interchange has alleviated some of the problems in that area, but the new demand created by a Costco store in the existing Kuebler Gateway shopping center, the approved Kuebler Station shopping center, and a possible Kuebler Cascade View shopping center will definitely have a negative impact on 27th Avenue SE, Battle Creek Road SE, and Kuebler Boulevard SE traffic.

When assessing the traffic impact of these shopping centers, the City should also take into consideration the multiple new housing developments along Pringle Road SE, Reed Road SE, and Battle Creek Road SE north of Kuebler Boulevard as well as the significant warehouse development along Cordon Road SE. The combination of all of these will create a significant volume of new traffic on Kuebler Road SE.

We want to clearly express our concern about the negative impact of impeded traffic flow on Keubler Road SE and the probability that this will cause additional traffic on residential streets throughout the neighborhood as people attempt to avoid the congestion.

We are not traffic engineers, so we are not proposing a specific solution. It may be that Marietta Street SE and 32nd Avenue SE can be developed to handle additional traffic volume and alleviate some of the load on 27th Street SE and Kuebler Boulevard SE. It may also be that Kuebler Boulevard SE would require additional expansion and/or that a more efficient interchange (e.g. a two lane roundabout) will need to be developed at 27th Street SE and Kuebler Boulevard SE. As the traffic on Kuebler Road SE increases and the incentive to cross it to reach shopping sites grows, a pedestrian/bicycle bridge would allow safe crossing without further impeding traffic flow.

Morningside Neighborhood Association

The following Goal from the Morningside Neighborhood Plan, adopted on May 24, 2014, contains our general thoughts about traffic issues associated with the development of this area and some proposed actions.

GOAL 25

Protect the community's investment in Kuebler Blvd. SE as the primary east-west arterial in South Salem through effective access management and mobility planning for all modes of transportation.
POLICIES:

25.1 Traffic impacts resulting from development in the Kuebler/I-5 Interchange Area Northwest Quadrant shall be mitigated to protect the functionality of, and maximize the public investment in, Kuebler Blvd SE and Interstate Highway 5.

25.2 New two-way or signalized driveways should not be permitted onto Kuebler Blvd between 27th Ave SE and the Interstate 5 right-of-way.

25.3 The Morningside Neighborhood supports transportation infrastructure improvements in vicinity of the Kuebler/I-5 interchange that improve the flow of vehicle traffic, and provide for functional and safe passage of nonmotorized transportation and pedestrians.

25.4 Future development patterns between 27th Ave SE and Battle Creek/Reed Road SE should provide the following:
a) A high degree of street connectivity, with particular emphasis on through-connections to Reed Road SE;
b) Walkable block lengths;
c) Adequate intersection density to promote the use of nonmotorized transportation.

25.5 Holistic consideration should be given to the cumulative transportation impacts of development within the four quadrants of the Kuebler/I-5 Interchange Area.

RECOMMENDED ACTIONS:

A25.1 The Morningside Neighborhood supports the use of innovative, alternative intersection designs in the Kuebler/I-5 Interchange Area to maximize safety and mobility for all modes of travel (Figure 9.7). Examples may include, but are not limited to:

a) Displaced left-turn intersections;
b) Median U-turn intersections;
c) Through-about intersections; and
d) Roundabouts.

A25.2 To provide for efficient pedestrian movement and safety, the City and ODOT should explore opportunities to construct a grade-separated pedestrian crossing over Kuebler Blvd connecting the Kuebler/I-5 Interchange Area northwest and southwest quadrants.

A25.3 The Morningside Neighborhood strongly supports the establishment of east/west transit service along Kuebler Blvd, and an eventual extension of Salem-Keizer Transit District Bus Line 7 to connect to such service.

A25.4 Development in this area should be well integrated with local mass transit service. Developers should work with the Salem-Keizer Transit District to support establishment of east/west transit along Kuebler Blvd, and cutthrough service from Kuebler Blvd to the existing bus line along Fairview Industrial Drive SE.

A24.5 Private development interests are encouraged to should work closely with ODOT and City staff to find cost-effective solutions to northwest quadrant site constraints; including but not limited to interchange improvements, wetland management and public utility infrastructure placement.

This Report was developed by the Transportation and the Land-Use Committees and was approved by unanimous vote by the MNA Executive Board in August 2018

Pamela Schmidling, Chair.
Morningside Neighborhood Association

KUEBLER DEVELOPMENT AREA

Morningside N.A.
July 2018

BASED ON THE "MNA 360"
MORNINGSIDE NEIGHBORHOOD PLAN
ADOPTED BY SALEM CITY COUNCIL

T-Mobile

extend existing wetlands nature park trail

future INDUSTRIAL COMMERCIAL development

STRONG ROAD collector

future SINGLE FAMILY RESIDENTIAL SUBDIVISION

MARIETTA EXTENSION

(in adopted MNA Plan)

REED ROAD

REED ROAD PARK (undeveloped)

INTERSTATE I-5

future SINGLE FAMILY RESIDENTIAL SUBDIVISION

church

Kuebler Station

ZONING APPROVED IN 2015

extend existing wetlands nature park trail

proposed ROUNDABOUT & PED BRIDGE in MNA Plan

ODOT property

open up wetlands as a nature park

KUEBLER INTERCHANGE

BATTLECREEK ROAD

future MIXED USE DEVELOPMENT

KUEBLER BOULEVARD SE

ZONING APPROVED IN 2006

Kuebler Gateway

COSTCO WHOLESALE

MNA suggests Multi-family housing

Kuebler Cascade View

ZONE CHANGE WITHDRAWN JULY 2018

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ATTACHMENT E

From: Lisa Anderson-Ogilvie
Sent: Thursday, June 14, 2018 2:23 PM
To: Aaron Panko
Subject: Fwd: Kuebler Gateway Costco Proposal

Lisa | 503-540-2381

From: Dan Atchison
Sent: Thursday, June 14, 2018 5:22:07 PM
To: Lisa Anderson-Ogilvie
Cc: Chuck Bennett; Steve McCoid
Subject: FW: Kuebler Gateway Costco Proposal

Please include this in the record for the Costco application.

Dan

Dan Atchison
Salem City Attorney
503-588-6003

From: Chuck Bennett
Sent: Thursday, June 14, 2018 2:08 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fwd: Kuebler Gateway Costco Proposal

Sent from my iPad

Begin forwarded message:

> **From:** Casey <kopcho@7leaguebooks.com>
> **Date:** June 14, 2018 at 9:58:14 PM GMT+1
> **To:** "cbennett@cityofsalem.net" <cbennett@cityofsalem.net>
> **Cc:** "smccoid@cityofsalem.net" <smccoid@cityofsalem.net>
> **Subject: RE: Kuebler Gateway Costco Proposal**
> **Reply-To:** Casey <kopcho@7leaguebooks.com>
>
> Good afternoon Mayor,
>
> As a small business owner and resident of the south Salem neighborhood, Battlecreek Heights, I want to express my support for the proposed Costco relocation to the PacTrust Kuebler Gateway.

Having lived in high-growth areas such as Washington, DC, Austin, TX, and Scottsdale, AZ I recognize the necessity for continued retail expansion as the residential population increases.

I've found that residents concerns over traffic and noise are often misplaced as the traffic from 10-15 smaller retail stores that may fit in the same space as Costco tends to have a greater traffic impact, lower job growth, higher business failure rate, and more negative impact on property values.

I hope that the city sees fit to do what is in the best interest for the community as a whole and is not swayed by the fear of change from the community nearest to the build site.

I have voiced this opinion at neighborhood meetings and will continue to champion economic growth and development of a city that I hope becomes even more of a destination location than I believe it already is.

Regards,
Casey Kopcho
Managing Director
Seven League Books
512-563-4260

Sent with ProtonMail Secure Email.

From: Lisa Anderson-Ogilvie
Sent: Tuesday, June 19, 2018 10:47 AM
To: Aaron Panko
Subject: Fwd: Contact City Council
Attachments: ATT00001.bin

Lisa | 503-540-2381

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of er@vksafety.com <er@vksafety.com>
Sent: Monday, June 18, 2018 6:23:04 PM
To: citycouncil
Subject: Contact City Council

Your Name	Elmer Rasmussen
Your Email	er@vksafety.com
Your Phone	5039102537
Street	2154 CHURCHILL AVE SE
City	SALEM
State	OR
Zip	973021944
Message	Please do not approve of COSTCO moving to Kuebler. The area is for small businesses not Mega Stores. The traffic would reduce the area's quality of life. It needs to be in a commercial part of town. Thank ypu.

This email was generated by the dynamic web forms contact us form on 6/18/2018.

From: Dan Atchison
Sent: Thursday, June 21, 2018 7:52 AM
To: Lisa Anderson-Ogilvie; Aaron Panko
Subject: FW: Costco on Kuebler

Please include this in the record for the application.

Dan

Dan Atchison
Salem City Attorney
503-588-6003

From: Steve McCoid
Sent: Wednesday, June 20, 2018 3:20 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fw: Costco on Kuebler

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of kathleenbuzz@gmail.com <kathleenbuzz@gmail.com>
Sent: Tuesday, June 19, 2018 7:56 PM
To: Steve McCoid
Subject: Costco on Kuebler

Your Name	Kathleen BUSWELL
Your Email	kathleenbuzz@gmail.com
Message	Please vote against this. If you have ever traveled Kuebler anytime of the day ESPECIALLY rush hour you would know how devastating increased traffic from Costco will be. It makes more sense to put it on Cordon Rd or at the Keizer Station. Please don't ruin or neighborhood.

This email was generated by the dynamic web forms contact us form on 6/19/2018.

From: Dan Atchison
Sent: Thursday, June 21, 2018 7:52 AM
To: Lisa Anderson-Ogilvie; Aaron Panko
Subject: FW: New Costco proposal in the Kuebler neighborhood

Please include this in the record of the application.

Dan Atchison
Salem City Attorney
503-588-6003

From: Steve McCoid
Sent: Wednesday, June 20, 2018 3:19 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fw: New Costco proposal in the Kuebler neighborhood

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of davidhodges1949@gmail.com <davidhodges1949@gmail.com>
Sent: Tuesday, June 19, 2018 7:43 PM
To: Steve McCoid
Subject: New Costco proposal in the Kuebler neighborhood

Your Name	David and Julie Hodges
Your Email	davidhodges1949@gmail.com
Message	Steve, WE just attended our 2nd meeting on this proposal for a new Costco in our area of Salem. At both the meetings we have attended, no one has been in favor of this project. We ask you to listen to this public outcry, to rezone the area for PA - Public Amusement. A new public pool, a park - beautify the area - attract people. Don't chase them away from this area of Salem. Please, listen to the people. Don't allow this to happen. Thank you.

This email was generated by the dynamic web forms contact us form on 6/19/2018.

From: Lisa Anderson-Ogilvie
Sent: Friday, June 22, 2018 7:25 AM
To: Aaron Panko
Subject: Fwd: Contact Lisa Anderson-Ogilvie
Attachments: ATT00001.bin

Lisa | 503-540-2381

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of janelleckly47@gmail.com <janelleckly47@gmail.com>
Sent: Wednesday, June 20, 2018 4:41:37 PM
To: Lisa Anderson-Ogilvie
Subject: Contact Lisa Anderson-Ogilvie

Your Name	Janelle Coakley
Your Email	janelleckly47@gmail.com
Your Phone	503-540-9896
Street	2655 Foxhaven Dr SE
City	Salem
State	OR
Zip	97306
Message	I have lived in south Salem almost 20 years and live in close proximity to where Costco is planning to build on Kuebler. I am adamantly opposed to this plan. When that area was rezoned about 7 years ago, several studies were done that included traffic flow, sewer systems and water studies and all the studies came back saying that area on Kuebler could not sustain a large big box shopping area and the City Council approved it anyway. The traffic, noise pollution, inability of first responders getting into neighborhoods and a myriad of other problems will occur if Costco builds there. I'm advocating a re-zoning of that area so no big box stores can build.

This email was generated by the dynamic web forms contact us form on 6/20/2018.

From: Lisa Anderson-Ogilvie
Sent: Friday, June 22, 2018 7:26 AM
To: Aaron Panko
Subject: Fwd: Contact City Council
Attachments: ATT00001.bin

Lisa | 503-540-2381

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of akoltun64@gmail.com <akoltun64@gmail.com>
Sent: Thursday, June 21, 2018 4:58:50 PM
To: citycouncil
Subject: Contact City Council

Your Name	Adele Koltun
Your Email	akoltun64@gmail.com
Your Phone	971-218-2124
Street	2421 Wintercreek Way SE
City	Salem
State	OR
Zip	97306
Message	I am writing in opposition to building a Costco box store and 21 car gas station in an obvious residential area of south Salem. Please look at a map of Salem and note there are no other industrial sized box stores in this area. You are supposed to protect the best interest of the people you represent. Have you asked the homeowners across the street from the proposed Costco store & gas station how it will effect their property values? Or how the immense increase in traffic and noise will incredibly diminish their quality of life? I was told there was a traffic study that indicated traffic increases are of no concern. Have any of you gone to the current Costco? Both the store parking lot and gas station are currently a traffic nightmare. That traffic nightmare will be increased with a bigger store and gas station which will feed into a TWO lane RESIDENTIAL road (Boone Rd.). Unless you are willing to live across the street from this store and gas station, you should oppose this proposal. You need to represent the people of this community, not corporations. Thank you for your consideration. Adele Koltun

This email was generated by the dynamic web forms contact us form on 6/21/2018.

From: Brandi Brogoitti <brandi.cpafirm@gmail.com>
Sent: Thursday, June 28, 2018 9:33 AM
To: Tom Andersen
Subject: Costco relocation

Please do NOT allow Costco to move into our neighborhood on Battlecreek & Boone!! The light pollution, the daily/nightly deliveries via semi, the gas deliveries, the constant influx of traffic to an already burdened Kuebler and Battlecreek. Our children play on Boone, ride their bikes....we value our beautiful neighborhood.

Livability should be the No. 1 goal as the city considers future economic opportunities. That's because no number of retail jobs is worth becoming just another suburb. We are already turning the South end of Salem into a concrete building nightmare - insisting on building on every single inch of horizontal ground!

Each dollar spent with local enterprises circulates three times more than one spent with a chain. Small businesses build community, as unique establishments become meeting places. They place less stress on the environment by consuming less land, carrying more locally made products and locating closer to residents, eliminating car trips to stores on the outskirts of town.

A 282-page study conducted by the prestigious Wharton School of Economics concludes that these stores locate in "new commercial environments in both urban and rural areas, usually pulling consumers from 'Main Streets'
downtown and into the mega-discount stores in adjacent areas situated on formerly industrial zoned areas, replete with more-than-ample blacktop parking lots. A store like Costco should be as centrally located as possible to mitigate the amount of travel on our roads and reduce the influx to an outlaying area.

Now Costco decides to abandon its current location and build an even larger store, we will be stuck with a vacant mega-retail store and all the detrimental effects that brings. Just like much of Mission/Hwy 22 already has huge lots and buildings that are vacant and derelict. We can't expect Walmart to move in, there is already one too close - who will want that $11 million price tag any time soon????

Costco will gobble up significant portions of limited infrastructure development funds and send their profits out of the community. Those enormous stores are paying a negligible amount in taxes. For their size, they are contributing hardly anything while meanwhile demanding new electric lines and frontage roads and signalized intersections (among other things).

The affected neighborhood does NOT want Costco, literally, in our backyards.
There is a Costco in Albany, a short 15 minute drive away. North Salem wants a Costco, Keizer wants a Costco closer to them - let them have it!
The impact to livability in our neighborhood will be horribly impacted and should be the first concern of our City Council, our elected officials whom we have put our faith in to protect our best interests.

Costco is moving..we all get it. If you are going to let it invade a neighborhood, let that impact be where the people want it. Don't force it into a location that it isn't wanted just because Pac Trust is tired of holding that land vacant. There is a petition with at least 500 names on it already - please listen to your citizens, our voices are loud and clear.

Battlecreek is already a traffic nightmare during school and rush hours, it will become worse as it will become a main artery for a large portion of shoppers trying to avoid the horrible traffic on Kuebler/Cordon and I5.
There are multiple cul-de-sac streets along Boone, the traffic on Boone will increase exponentially and likely lead to residents unable to easily get in and out of their streets. The response time for our Fire Station located on Battlecreek will be impacted due to the congestion, the outlets of streets onto Battlecreek already get backed up as the traffic on Battlecreek gets backed up at the traffic light on Kuebler. I know there was a traffic study done - but relying on information from the people that will directly benefit is like asking a child to decide how many cookies they should get..you can't rely on the answer to be the right choice.

Brandi Brogoitti
Fort Rock Ave SE

From: Lisa Anderson-Ogilvie
Sent: Friday, June 29, 2018 12:04 PM
To: Aaron Panko
Subject: Fwd: pactrust development keubler and 27th
Attachments: Lisa Anderson planning administrator.docx

Lisa | 503-540-2381

From: PATTI NEWTON <pattin19@comcast.net>
Sent: Friday, June 29, 2018 11:36:51 AM
To: Lisa Anderson-Ogilvie
Subject: pactrust development keubler and 27th

Lisa,
Thank you for taking time to read my concerns on the above development project.
Patti

Patti Newton

2645 Foxhaven Dr SE, Salem, Oregon 97306
pattin19@comcast.net

Date: June 25th, 2018

Lisa Anderson-Ogilvie
Planning Administrator
Re: Property development PacTrust Keubler & 27th proposal

Dear Lisa:

I am writing to you today to express concerns I have regarding the land development proposed in our neighborhood. I, like many of my neighbors, have been left with a feeling that the proposed Costco development is a done deal and that the full impact of how this will effect our neighborhood, as well as the South Salem region has been fully considered.

I was born and raised in Salem and have been a long term resident of this neighborhood and have seen many changes to the area and do support development to a degree. In 1981 when we moved into this neighborhood we only had 12 houses and the Clark family still had sheep roaming in the field behind our house. We have been through the development of Keubler and all of the redo's it has had to have to accommodate all the traffic. With each 'improvement' of Keubler we see more traffic and more accidents occurring and placing a Costco on the land will not enhance the area, only increase the traffic problem.

I understand that development is going to occur but Costco or any big box store is not a 'neighborhood' store. I have been a member of Costco since the early 80's when we had to drive up to Portland and you could only be a member if you were a member of some professional organization so I am not 'anti Costco'. There are many plots of land in the area that in my mind would be better-suited locations for a Costco. For example, to the east of I-5 there are many acres of land zoned for industrial that could easily accommodate and even be expanded and that are not located in a neighborhood. I look at land to the east and feel it would only enhance Costco not hurt it. These areas could be easily accessed from I-5, HWY 22, Turner, Aumsville, Keizer and Silverton. One neighbor had documented pictures of Costco having many Semis' come in/out as well as using a street sweeper from 10pm-6am and they only plan to have a 3-foot noise breaker on the neighborhood side. Costco argues that 'there is only one entrance in/out at the current location, but at one time there was a 2nd driveway that allowed traffic in/out which is now less accessible since redoing their parking lot. Seems it would be much easier to reconfigure the current Costco lot rather than create chaos in a neighborhood. The current plan also includes increasing the number of gas pumps, which will only increase the traffic congestion.

My husband and I have had the opportunity to attend both meetings that have occurred recently on this project. We all left the first one with hope that we as tax paying citizens and residents of Salem still could offer our voice to this project. At the second meeting we were all disappointed with the attitude and response of the PacTrust representatives. We were one of the first folks in the door and when we went to the first concept drawing and asked questions, the gentleman was rather condescending and abrupt and we were essentially told that this is a done deal, get over it. His responses varied from 'well we have put 3 million dollars into improving Keubler for the town". When asked 'how many of your team live in this neighborhood or even in Salem', the response was 'I don't leave in Portland, I live in Beaverton', like that was an okay response. None of the representatives that night had any real answers, but left everyone feeling like I didn't matter and that the city has given their blessing to build.

As for the land that Pac Trust owns, why not develop it into a neighborhood friendly project and one the neighborhood would fully support. In speaking with the neighbors there would be support for many things: small strip mall with coffee shops and small restaurants that many of us could walk to for an evening out. Many of us could see a gas station (not Costco) or even a mini storage unit. These types of businesses would not have the traffic and noise impact Costco would have to this region.

In closing, I believe the city council and planning commission will listen to the concerns expressed by the neighbors of both South Salem Association and Morningside Association members and will realize what the true impact will be for more development on these parcels of land.

Sincerely,

Patti Newton

From: Lisa Anderson-Ogilvie
Sent: Saturday, June 30, 2018 7:56 PM
To: Aaron Panko
Subject: Fwd: Costco

Lisa | 503-540-2381

From: duval15@comcast.net <duval15@comcast.net>
Sent: Saturday, June 30, 2018 11:42:30 AM
To: Lisa Anderson-Ogilvie
Subject: Costco

Ms. Anderson-Ogilvie:

I live near the intersection of Kuebler and Battlecreek SE. I am opposed to the Costco being sited on Kuebler and 27th. My preference would be to site it on the other side of the freeway along Kuebler where the effects of traffic would be lessened. We already have so much traffic from the continued building of more and more living units in our area and beyond. Kuebler is a busy street. If Costco could just move down the road a bit, it would still be a great location for them, but would be beyond the freeway where most of Kuebler traffic leads.

Thank you.

Christina Duval
5163 Fort Rock Ave SE
Salem

971-218-0361

From: Lisa Anderson-Ogilvie
Sent: Monday, July 02, 2018 9:25 AM
To: Aaron Panko
Subject: FW: Kuebler Gateway Shopping Center

Lisa | 503-540-2381

From: danka8@juno.com [mailto:danka8@juno.com]
Sent: Saturday, June 23, 2018 4:51 PM
To: citycouncil <citycouncil@cityofsalem.net>
Subject: Kuebler Gateway Shopping Center

Salem City Council,

Even a cursory reading of the Traffic Impact Analysis for the Kuebler Gateway Shopping Center raises questions.

Page 12 of the TIA dated May 31, 2018 states,

> To account for regional traffic growth, a 1.0 percent annual growth rate was applied to existing traffic volumes, which is a similar approach to other traffic studies completed in the area.
>
> Additionally, an independent party is pursuing an amendment to the zoning of the 25.2-acre property immediately east of the proposed shopping center, to allow for commercial/retail uses (Reference 5). Access to the adjacent property could be provided opposite of the proposed shopping center driveway on 27th Avenue. As the City of Salem is currently evaluating the proposed zone change and development plan of this east lot, no in-process trips were included in the year 2019 background traffic conditions analysis. Only in-process trips associated with the approved Boone Wood Estates housing development assisted living facility and full occupancy of the existing Salem Clinic and spec medical office building were included in the year 2019 background traffic conditions analysis.

-A 1% growth rate in traffic is laughable. Obviously, development of the Mill Creek area and the Amazon facility will add significant traffic volume to Kuebler. Additional traffic will be generated by projects in the Fairview area and from many locations throughout south and southwest Salem. Rate of growth will considerably exceed 1%.

-The 2006 traffic analysis for the Battle Creek/Kuebler intersection, Weekday PM Peak Hour, counted 580 eastbound vehicles and 955 westbound. The 2017 count showed 885 and 1,149, respectively. That amounts to increases of 52% and 57%, far more than the presumed 1%

growth. Future increase will eclipse these percentages. It is apparent that nobody validates projected traffic counts in TIAs.

-It is noteworthy that other projects in the immediate vicinity of the subject property were not considered. A 25.2 acre development certainly adds volume. Another proposed facility on the NE corner of Kuebler and 27th will contribute traffic; it was not considered.

-When the 2006 traffic analysis was created, projected traffic conditions in 2025 were considered. That amounts to 19 years into the future. This study projects traffic for just next year! With property available directly across Kuebler to the north, and with considerable land for sale immediately east of I-5 on Kuebler and on Cordon Road (including at least three parcels of 25 acres each), there will be an enormous increase in traffic volume in just the next ten years.

-As congestion on Kuebler inevitably builds, drivers will seek alternative routes. In other words, cut-through traffic through neighborhoods will increase. The TIA does not address this significant impact, and Salem acknowledges it has no plan to deal with cut-through traffic.

The reality is this: Kuebler is the only reasonable access to I-5 from South Salem. Much of it is four lanes and will be forever so. There is no plan for a supplemental road.

Salem should institute a moratorium on approval of any major contributor to Kuebler traffic until a comprehensive plan looking 20, 30, even 40 years into the future is developed. Why?

At a recent SGNA meeting a former resident of Los Angeles spoke. He said his wife needed daily dialysis, a treatment that required him to drive her nine miles each way. Before he left the area it was taking him 1 ½ hour to drive those nine miles. There was no alternative. This is what the future holds for Kuebler unless the City and the County plans appropriately.

The future should dictate the present; the present should not drive the future.

Dan Reid
Ward 3

93% of Americans Won't See What's Hidden In This WWII Photo
pro.naturalhealthresponse.com
http://thirdpartyoffers.juno.com/TGL3132/5b2edd16dccb55d1663f1st01vuc

From: Lisa Anderson-Ogilvie
Sent: Tuesday, July 03, 2018 9:42 AM
To: Aaron Panko
Subject: FW: Kuebler Exit Into PacTrust Property
Attachments: Destival Page 1.pdf; Destival Page 2.pdf; Destival Page 3.pdf; Destival Page 4.pdf; Traffic Impact Analysis.pdf; Development Bulletin #34.pdf

FYI

Lisa | 503-540-2381

From: danka8@juno.com [mailto:danka8@juno.com]
Sent: Friday, June 22, 2018 9:47 AM
To: citycouncil <citycouncil@cityofsalem.net>
Subject: Kuebler Exit Into PacTrust Property

City Council Members,

When Kuebler was widened, an eastbound exit off Kuebler near the approximate middle of the PacTrust property was constructed. I contend this was placed in violation of existing City directives and should be removed.

Eric Destival, Assistant City Traffic Engineer, sent a letter to Kittleson & Associates, Inc. (associated with the PacTrust rezone in 2006) expressing strong objections to this exit. He noted this was in violation of Salem's Traffic Management System Plan and created safety problems. This letter is dated August 7, 2006 (attached).

I recently queried Tony Martin, another City Assistant Traffic Engineer, about this letter. He responded with the following:

> "The statements in Eric Destival's letter about the Parkway classification and function are correct. They were taken directly from the Salem TSP and are still in the current version of the TSP. But these policy statements are not standards.
>
> I have attached a copy of Development Bulletin #34 which was the access standard in place in 2006 when the Comprehensive Plan Change and Zone Change (CPC/ZC) was approved by City Council. As it states, "A spacing of less than one-mile will only be granted on approval of the Public Works Director", and "Uses permitted direct access are limited to major public and/or private developments generating traffic volumes of 10,000 or more vehicles per day." The 2006 Traffic Impact Analysis indicated the site would generate more than 10,000 vehicles per day, and the right-in only driveway (access) was approved by the Public Works Director. The criteria was met and a condition was placed in the CPC/ZC and approved by City Council.

> In 2014 the access standards changed and were placed in code. Salem Revised Code Chapter 804 is the current standard for access spacing for all roadway classifications. We cannot, by law, apply the current standards to something that was previously approved under a different standard. All of the conditions of approval contained in the CPC/ZC 06-6 were based upon the standards in place at the time and still apply to the property."

The Development Bulletin he cites is also attached. Please review the paragraphs under Parkway. What is pertinent regarding access and Parkway are the following:

> "A spacing of less than one-mile will only be granted on approval of the Public Works Director."
>
> "Uses permitted direct access are limited to major public and/or private developments generating traffic volumes of 10,000 or more vehicles per day."

I sent another email to Mr. Martin asking where he obtained his daily count of 10,000+ vehicles per day. That question remains unanswered after five days.

Attached is a page from the 2006 Traffic Impact Analysis for the PacTrust Kuebler Project. On page 3 of the Executive Summary, Zone Change Scenarios and Trip Generation Estimates, it clearly states,

> "The proposed new CR zoning on the site could add up to 5,085 net new daily trips beyond that which would be predicted for the RA zoning, for a total of 9,660 net new daily weekday trips on the adjacent street system."

While this is only 340 trips shy of the 10,000 requirement, it clearly does not meet the standard.

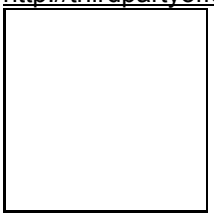
How is it possible that a City Assistant Traffic Engineer could publically object so strongly to this exit, and do so with the obvious knowledge and approval of the Public Works Director, then, suddenly, that same Public Works Director grant an exception…and does so in violation of the standard?

The exit should be removed and the impact reflected in the latest TIA. This argument stands regardless of who builds there.

Dan Reid
Ward 3

Drink This Before Bed, Watch Your Body Fat Melt Like Crazy
risingstarnewspaper.com

http://thirdpartyoffers.juno.com/TGL3132/5b2d284250bd22841364est02vuc



CITY OF Salem AT YOUR SERVICE

August 7, 2006

Anthony Yi, P.E.
Kittelson & Associates, Inc.
610 SW Alder, Ste 700
Portland OR 97205

SUBJECT: COMMENTS ON THE TRAFFIC IMPACT ANALYSIS PACTRUST KUEBLER PROJECT

Dear Mr. Yi:

This letter pertains to the draft Traffic Impact Analysis (TIA) submitted April 26, 2006, for the proposed Pactrust Kuebler Project located on Kuebler Boulevard SE between 27th Street SE and Battle Creek Road SE. This letter provides general comments and questions about the background assumptions and scope of the traffic study. Comments about the analysis results and conclusions will be reserved until review of your revised study.

Trip Distribution

We have accepted your basic trip distribution assumptions. In Table 5 you show 710 entering trips in the pm peak hour with 5 internal trips. Therefore, I assume there should be 705 entering trips at the site driveways. However, in adding up the driveway entering trips on Figure 8, I only calculated 590 trips. Please recheck your trip assignments.

Traffic Forecast Methodology

Your 2025 traffic forecasts included the Sustainable Fairview Development, Salem Regional Employment Center, as well as general area traffic growth. Your study should also consider the build-out of the adjacent residentially zoned property within the city limits, particularly the development proposal known as Falcon Ridge consisting of 1481 housing units on 186 acres north of Kuebler Boulevard SE. Traffic from this potential development should be added to the background traffic for year 2025 scenarios.

Coordination with ODOT

Oregon Department of Transportation has provided comments on the TIA from a Transportation Planning and Traffic Engineering perspective. Please review their comments, coordinate with them, and address their concerns in your TIA resubmittal. We welcome a meeting with Kittelson & Associates and other reviewing parties as soon as possible to coordinate and address concerns.

One comment from ODOT relates to the TIA assumption that Kuebler Boulevard SE will be widened to 5 lanes in 2007. The City of Salem has a project to widen westbound Kuebler Boulevard SE to 2 lanes from I-5 to just west of Battle Creek Road in 2008. This project also includes a new

traffic signal at 27th Street SE. Both Pactrust and the City of Salem recognize that a 5-lane Kuebler is needed prior to this development and that the logistics will need to be worked out.

Year 2007 No Build Scenario with Kuebler Improvements

We would like an additional analysis that considers year 2007 with no site development but includes the Kuebler Boulevard widening improvements. This scenario would provide the baseline for estimating the near term impact of the proposed development.

Year 2025 Proposed Zoning No Kuebler Access Scenario

We require an additional analysis scenario to look at the proposed zoning in year 2025 with no access on Kuebler Boulevard SE. This scenario should be compared to the existing zoning year 2025 scenario to determine if the proposed zone change significantly impacts the transportation facility(OAR 660-012-0060). If the TIA shows that the proposed zone change significantly impacts the transportation facility, the TIA must identify measures to mitigate the impact. Transportation improvements proposed to mitigate impacts of the zone change should include a brief scope and cost estimate.

OAR 660-012-0060 also recommends mixed use development, reduced density, multi-modal choices, and pedestrian-friendly development as ways to reduce vehicle demand and mitigate transportation impact. If any of these elements will be incorporated into the proposed development, the TIA may describe them and how they will mitigate transportation impacts.

Access to Kuebler Boulevard SE as a Condition of Zone Change

On page 26 of the TIA it states...

> *Access to the subject property was assumed via two full site driveways, one onto 27th Avenue and the other onto Boone Road, opposite Cultus Avenue. This access scenario was evaluated under both zoning conditions. However, to adequately service the site under the proposed zoning scenario, Pactrust is proposing a third access driveway, (right-in, right-out, left-in) along Kuebler Boulevard. Both access scenarios were evaluated under year 2007 total traffic conditions.*

This statement implies that access to Kuebler Boulevard SE is required (or highly desired) to accommodate the additional traffic of the proposed zoning. The legal, operational, and financial issues regarding granting access to Kuebler Boulevard SE have not been explored. No development is being proposed at this time. The Director of Public Works may determine at the time of development that access to Kuebler Boulevard SE will not be allowed. Therefore, you cannot assume that Kuebler access will be allowed in your TPR analysis. Without some agreement between Pactrust and the Director of Public Works that grants access to Kuebler Boulevard SE, your TPR

analysis must show that transportation impacts of the proposed zone change can be mitigated without access.

Access to Kuebler Boulevard Generally

We are not opposed to the Traffic Study discussing and evaluating access to Kuebler Boulevard SE. However, it is important for you to understand that granting access on a limited access arterial is a separate and distinct decision from the zone change. There are significant legal, safety, and operational issues that would make access to Kuebler Boulevard SE difficult. These issues are not discussed in the TIA.

1. Kuebler Boulevard is a Parkway in the Salem Transportation System Plan (TSP). Table 1 on page 3-11 of the TSP defines a Parkway's "Function" as "High capacity, high speed, roadway that primarily serves regional and intracity travel" and "Access Control" as "Limited access available through at-grade intersections or grade-separated interchanges with selected arterial and collector streets."

2. Kuebler Boulevard is an access controlled facility. Access control rights were purchased from adjacent property owners by the City of Salem, ODOT and/or FHWA. Relinquishing those rights back to adjacent property owners would require a review of the policies that resulted in the city purchasing those rights in the first place. Because those access rights were purchased with City, State or Federal funds a review of how those rights were acquired and reimbursement to the appropriate agency would be necessary prior to relinquishment of those rights.

3. The Traffic Engineering Section has concerns about long term operational and safety impacts of the requested access on Kuebler Boulevard.

   a. The right- in access with a deceleration lane would cause some disturbance to traffic flow on Kuebler Boulevard and a conflict for pedestrians and bicyclists using Kuebler Boulevard. The right-in access would have a lesser impact on the performance and safety of Keubler Boulevard than the other access movements requested.

   b. The right-out access with an acceleration lane on Kuebler Boulevard would cause merging and weaving problems. Vehicles merging on to Kuebler Boulevard would disrupt traffic flow and increase vehicle conflicts. Vehicles merging on to Kuebler Boulevard and then moving over two lanes to turn left at 27th Street would clearly create a safety problem. The TIA did not do a weaving analysis or origin destination analysis to evaluate the effect of this right-out access. Traffic Engineering Staff believes such an access would compromise the performance and safety of Kuebler Boulevard.

c. The proposed unsignalized westbound left turn from Kuebler Boulevard into the proposed development is undesirable. At some point, due to widening and future traffic volumes, the unprotected left turn into the development is likely to develop an accident history. The city will then either need to close this entrance or signalize it. The scope, cost and traffic impact of future remediation are not addressed. Traffic Engineering Staff believes such an access is ill advised.

TIA Resubmittal and Review Timeline

The Traffic Engineering Section intends to provide review of the revised TIA in a timely manner. Please allow four to five weeks from receipt of the revised TIA for our review and comments. Due to the involvement of other reviewers we suggest an agreed timeline for review and revision as required. The City of Salem and Kittelson/ Pactrust will also need to reach an agreement on development required mitigation and coordination of improvements prior to approval of the TIA. If access to Kuebler Boulevard is necessary to serve the proposed zoning a separate access agreement between Pactrust and the Director of Public Works would be required prior to approval of the land use action.

We appreciate working with you on this significant project. If you have any questions about this letter or would like set up a coordination meeting please contact me at 503-588-6211.

Sincerely,

Eric Destival, P.E.
Assistant City Traffic Engineer

LN:P:\Cons2006\Letter\PACTRUST2.WPD

cc: Dick Loffelmacher, Pacific Realty Associates, LP
Jeffrey Tross, Land Planning and Consultant
Bob Cantine, South Gateway Neighborhood Association Traffic Chair
Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2
Stephen B. Wilson, P.E., Senior Traffic Analyst, ODOT Region 2
Scott Mansur, P.E., DKS Associates
Kevin Hottmann P.E., City Traffic Engineer
Ronald J. Derrick, P.E., Senior Development Services Engineer
Michael Cerbone, Assistant Urban Planning Administrator
Judith Moore, Senior Planner

City of Salem Improvements - Kuebler Boulevard Improvement Project

- Based on conversations with City staff, the City of Salem has received authorization for federal funds towards improving Kuebler Boulevard from I-5 through Battle Creek Road. These are funded improvements on the City's Capital Improvement Program (CIP). The design phase for the *Kuebler Boulevard Improvement Project* is currently underway and project completion is expected in 2008 according to City staff. This improvement project includes the following:
    - A second westbound travel lane, curb, and sidewalk from the I-5 southbound ramp terminal to approximately 1,600 feet west of Battle Creek Road.
    - Intersection improvements at Kuebler Boulevard/Battle Creek Road to add exclusive right-turn lanes along the northbound, southbound and westbound approaches.
    - A new traffic signal at the Kuebler Boulevard/27th Avenue intersection.
    - Traffic signal interconnect along Kuebler Boulevard from the I-5 northbound ramp terminal to Commercial Street.

Zone Change Scenarios and Trip Generation Estimates

- Under the existing CO/RA zoning, the site could generate up to 4,575 net new daily weekday trips on the adjacent street system. Of these trips, approximately 515 net new trips would occur during the weekday p.m. peak hour and 450 net new trips would occur during the Saturday midday peak hour.
- The proposed new CR zoning on the site could add up to 5,085 net new daily trips beyond that which would be predicted for the RA zoning, for a total of 9,660 net new daily weekday trips on the adjacent street system. Of these trips, approximately 900 net new trips would occur during the weekday p.m. peak hour and 1,350 net new trips would occur during the Saturday midday peak hour.

Property Access

- Access to the subject property was assumed via two full site driveways, one onto 27th Avenue and the other onto Boone Road, opposite of Cultus Avenue. This access scenario was evaluated under both existing and the proposed zoning conditions. However, to better service the site and reduce traffic on Boone Road, PacTrust is proposing a third access driveway (right-in only) along Kuebler Boulevard. Both access scenarios were evaluated under year 2007 total traffic conditions.

Existing Zoning 2007 Total Traffic Conditions

- Under forecast year 2007 total traffic conditions (assuming a reasonable worst-case buildout under the existing zoning), the Boone Road/Battle Creek Road and Kuebler Boulevard/I-5 Southbound Ramp intersections are forecast to operate over City and ODOT standards. In addition, the Kuebler Boulevard/Battle Creek Road and Kuebler Boulevard/27th Avenue intersections are forecast to continue to operate unacceptably from 2005 existing traffic conditions.
- In addition to the funded City of Salem improvements to Kuebler Boulevard explained above, additional improvements are needed along Kuebler Boulevard and at the Boone Road/Battle

CITY OF Salem
AT YOUR SERVICE

February 7, 2000

TO: All Holders of the City of Salem Design Standards

EFFECTIVE DATE: March 1, 2000

SUBJECT: **DEVELOPMENT BULLETIN #34**

The following information is distributed as a public service to the Salem development community of engineers, architects, contractors, builders, and developers to make them aware of any changes in the City permit and plan approval process, design standards, or construction standards which may have an impact on their operations:

Design Standards for Access Management on Collectors, Arterials, and Parkways

PURPOSE: NOTICE OF CHANGE TO DESIGN STANDARDS

As Salem's transportation system grows and becomes more heavily utilized, it is essential to apply a uniform appropriate standard for access on major links. The access management increases safety and capacity of Salem streets.

The standards were developed by our Transportation Engineers and are defined in the attached memo dated January 12, 2000. They were built on the basis of requirements specified in the Appendix of the 1992 Salem Transportation Plan and the Access Management Objectives found in the 1998 Salem Transportation System Plan.

These standards will be applied to projects submitted for approval on or after March 1, 2000.

Please place this bulletin in your "Salem Department of Public Works Design Standards."

For more information, please contact the Public Works Department Permit Application Center at (503) 588-6211 or (503) 588-6292 (TTY).

Robert Reitmajer, PE
Chief Development Services Engineer

RR:LEK:P:\BULLETIN\DEVBUL34.WPD
Enclosures:
1. Memo
2. Index to Development Bulletins

ADA Accommodations Will Be Provided Upon Request

PUBLIC WORKS DEPARTMENT
555 Liberty St. SE / Rm. 325 • Salem, OR 97301-3503 • Phone (503) 588-6211 Fax (503) 588-6025 TTY (503) 588-6292

PUBLIC WORKS
CITY OF Salem AT YOUR SERVICE

MEMO

TO: Tim Gerling, Assistant Director
Department of Public Works

THRU: Peter Fernandez, Transportation Services Manager
Department of Public Works

FROM: Lew Garrison, City Traffic Engineer
Department of Public Works

DATE: January 12, 2000

SUBJECT: DEVELOPMENT BULLETIN

We need a Development Bulletin issued to provide documentation for access management requirements to be enacted for development, new or otherwise along the Arterial and Collector street system. Since we do not have the opportunity at this time to develop more thorough criteria, we propose, in the interim, to use as a basis the requirements specified in the Appendix of our 1992 Salem Transportation Plan and the Access Management Objectives found in the Transportation System Management Element of the 1998 Salem Transportation System Plan. Some modifications to those standards have been made.

These standards will apply for the following classification of streets:

PARKWAY

Access
Access spacing along Parkways shall be limited to one-mile intervals for Arterial or Collector street intersections and /or major intersections. A spacing of less than one-mile will only be granted on approval of the Public Works Director. Temporary access for private development may be granted until such time as permanent access from another facility can be established.

Permitted Access Uses
Uses permitted direct access are limited to major public and /or private developments generating traffic volumes of 10,000 or more vehicles per day.

MAJOR and MINOR ARTERIALS

Access
Access spacing between access points (street or private driveway) shall be a minimum of 370 feet centerline to centerline.

Permitted Access Uses
Uses permitted direct access are limited to public or private development generating 100 or more trips per day and community or urban parks.

Uses Prohibited Access
Uses prohibited direct access include single family and duplex residential, elementary and middle schools, and neighborhood parks.

COLLECTOR

Access
Access spacing is limited to corner separation from Collector or Arterial street intersections. At the corner of these intersections, a minimum spacing of 200 feet centerline to centerline (street to driveway) shall be maintained. If alternate access is available to a local street, access to the Collector will not be allowed.

Permitted Access Uses
No restrictions.

Uses Prohibited Access
None.

SPECIAL ACCESS CONSIDERATIONS FOR ALL ARTERIAL AND COLLECTOR STREETS

1. Where pre-existing patterns of land ownership preclude the application of the foregoing standards for Arterial or Collector streets, the following provisions shall apply:

   In locations where the minimum separation cannot be achieved, a shared access plan shall be adopted and implemented as follows:

   a) The shared access plan shall link parcels not permitted direct access under these standards to a permanent access point across adjoining parcels using a private drive, private street, or public street.

   b) Private drives shall be established with permanent irrevocable easements.

   c) Parcels that develop prior to the completion of a permanent shared access shall be permitted temporary Arterial access, if no other access is available, until the permanent access system is built.

   d) Parcels not designated for direct Arterial access will share a common temporary access until completion of the permanent access system.

2. Corner properties or corner properties without sufficient street frontage to maintain the access spacing as specified herein shall access the abutting side street of lower classification and provide the maximum corner separation possible or the minimum specified.

3. Any one development along the Arterial street system shall be considered in its entirety, regardless of the number of individual parcels it contains. Individual driveways will not be considered for each parcel.

4. Access to the Arterial street system shall be primarily limited to one point, provided adequate street frontage is available. Additional access may be permitted, provided adequate frontage and access spacing is available.

5. Signalized access for private streets and driveways onto the Arterial or Collector street system shall not be permitted within 1,320 feet of any existing or planned signal.

6. The spacing of access points shall be determined based on street classification. Generally, access spacing includes accesses along the same side of the street or on the opposite side of the street. Access points shall be located directly across from existing or future access, provided adequate spacing results.

7. All access to the public right-of way shall be located, designed, and constructed to the approval of the Public Works Director or his designee. Likewise, variances to these access management standards shall be granted at the discretion of the Public Works Director or his designee.

From: Lisa Anderson-Ogilvie
Sent: Tuesday, July 03, 2018 9:45 AM
To: Aaron Panko
Subject: FW: Question
Attachments: Page 1.pdf; Page 2.pdf; Page 3.pdf; Page 4.pdf

Lisa | 503-540-2381

From: Tony Martin
Sent: Friday, June 15, 2018 11:57 AM
To: Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Subject: FW: Question

FYI

From: danka8@juno.com [mailto:danka8@juno.com]
Sent: Thursday, June 14, 2018 4:31 PM
To: Tony Martin <TMartin@cityofsalem.net>
Subject: Question

Mr. Martin:

Attached is a letter dated 2006 from Eric Destival, Assistant (Salem) Traffic Engineer, which addresses some concerns about the PacTrust development on Kuebler. I call your attention to the third page of the letter (designated P.4 in the letter), point 1:

> Kuebler Boulevard is a Parkway in the Salem Transportation System Plan (TSP). Table 1 on page 3-11 of the TSP defines a Parkway's "Function" as "High capacity, high speed, roadway that primarily serves regional and intracity travel" and "Access Control" as "Limited access available through at-grade intersections or grade-separated interchanges with selected arterial and collector streets."

At the recent SEGNA meeting I asked why, if Kuebler is a designated Parkway, the City approved an exit to the PacTrust property off Kuebler. If I recall correctly, you said such access was permitted until 2014 when that permission was withdrawn and the Parkway definition changed. This seems to be in conflict with Eric's letter.

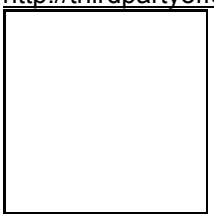
Obviously, I am missing something. Can you please explain this apparent contradiction. Thanks.

Dan Reid
Wared 3

We Say Goodbye To Kelly Ripa

risingstarnewspaper.com

http://thirdpartyoffers.juno.com/TGL3132/5b22faf11ba07af04ac3st01vuc



From: Lisa Anderson-Ogilvie
Sent: Monday, July 09, 2018 6:59 PM
To: David Hodges
Cc: Aaron Panko
Subject: RE: Costco

Ms. Hodges,

Thank you for your comments. They will be included in the record for this case and reviewed by my staff as they review the proposal.

Best,

Lisa Anderson-Ogilvie, AICP
Deputy Community Development Director
City of Salem | Community Development Department
555 Liberty St SE, RM 305
lmanderson@cityofsalem.net | 503-540-2381
Facebook | Twitter | LinkedIn | YouTube| CityofSalem.net

From: David Hodges [mailto:davidhodges1949@gmail.com]
Sent: Monday, July 09, 2018 6:53 PM
To: Lisa Anderson-Ogilvie <LMAnderson@cityofsalem.net>
Subject: Costco

Dear Ms. Anderson,
I am writing to you to express much concern about the possible Costco center coming in on Kuebler.
Of course our family would have to move, and can't stand to think of that much traffic to deal with. The city of Salem, as a seat of government should consider how to beautify the town with scenery that refreshes the residents, and the people and officials that come into town with nature, trees and fountains. We contend with high traffic slow downs in every area of town, with congestion and irksome traffic lights. It's very burdensome to travel to any other part of town. When we consider the smells and sounds of diesel ruining the night air, extra radiation and electricity exposure, noise and blinking lights it's untenable. Please consider the aesthetic value of decisions for the city and not just the money coming in. Thank you, Julie Hodges, Salem

From: Stacey Figgins <stacey.figgins@gmail.com>
Sent: Tuesday, July 10, 2018 7:59 PM
To: Aaron Panko
Subject: Keubler development

Hello,
I am a concerned citizen who is opposed to a large development on Kuebler. I would like to be updated on the progress of this development and any opportunity I may have to voice my opposition.
Thank you,
Stacey Figgins

From: Julie Masters <julieju@mailnew.com>
Sent: Wednesday, July 11, 2018 1:29 PM
To: Aaron Panko
Subject: Re: Developments

Thanks again. I guess all developments. Things happen all over.

It's too bad that development is developer-driven rather than community-driven. Is there a model in which a community decides what it wants then puts out a request for proposals to fulfill the community's needs and preferences? For example, it would be great if the community decided it wants more housing downtown, then put out a request for proposal to develop x number of units at the site of the Statesman building, and it has be a certain quality, price range, etc. Or that a significant development of affordable units be built on north Front St.

I appreciate your responses.

Yours,
Julie Masters

On Wed, Jul 11, 2018, at 12:39 PM, Aaron Panko wrote:

> Julie,
>
> We don't have a "major development" notification category, but if you are only interested in development applications being considered within a certain neighborhood association we can put you on that list to limit the number of emails you may receive. So we can do Costco, all developments, and/or only developments within a certain neighborhood association (or multiple associations). Just let me know what you want.
>
> Thanks!
>
> Aaron Panko
> Planner III
> City of Salem
> Community Development Dept.
> 555 Liberty St SE / Room 305
> Salem, OR 97301
> 503-540-2356
> apanko@cityofsalem.net
> www.cityofsalem.net/zoning

From: Julie Masters [mailto:julieju@mailnew.com]
Sent: Wednesday, July 11, 2018 12:31 PM

To: Aaron Panko <APanko@cityofsalem.net>
Subject: Re: Developments

Thank you, I guess all major development, if that's possible.

On Wed, Jul 11, 2018, at 12:25 PM, Aaron Panko wrote:

> Julie,
>
> Would you like to be put on the Kuebler Gateway Shopping Center (Costco) notification list, or do you want to be on the list to receive notice of all developments in Salem, including Costco?
>
> If you have any questions, please contact me.
>
> Aaron Panko
> Planner III
> City of Salem
> Community Development Dept.
> 555 Liberty St SE / Room 305
> Salem, OR 97301
> 503-540-2356
> apanko@cityofsalem.net
> www.cityofsalem.net/zoning

From: Julie Masters [mailto:julieju@mailnew.com]
Sent: Wednesday, July 11, 2018 12:22 PM
To: Aaron Panko <APanko@cityofsalem.net>
Subject: Developments

Please keep me informed of new developments in Salem.
Thank you,
Julie Masters
3490 Mock Orange Ct S

From: STEVE BURESH <stevenburesh@comcast.net>
Sent: Wednesday, July 11, 2018 7:16 PM
To: Aaron Panko
Subject: possible development in south Salem

Please keep me informed of proposed Costco building and large development projects in south Salem. I will be greatly impacted by increased traffic and do not wish to see downtown businesses suffer because of this.

Don't let developers looking for quick profit to adversely affect our quality of life here.

Steve Buresh

290 Sonora Way S

Salem 97302

From: Dan Atchison
Sent: Friday, July 13, 2018 9:59 PM
To: Aaron Panko
Subject: Fwd: Alternative to Costco on Kuebler

For the Costco matter

Begin forwarded message:

> **From:** Steve McCoid <SMcCoid@cityofsalem.net>
> **Date:** July 8, 2018 at 5:09:53 PM PDT
> **To:** Dan Atchison <DAtchison@cityofsalem.net>
> **Subject: Fw: Alternative to Costco on Kuebler**

From: noreply@cityofsalem.net <noreply@cityofsalem.net> on behalf of kathleenbuzz@gmail.com <kathleenbuzz@gmail.com>
Sent: Sunday, July 8, 2018 3:32 PM
To: Steve McCoid
Subject: Alternative to Costco on Kuebler

Your Email	kathleenbuzz@gmail.com
Message	Are you aware that the VCA Veterinary hospital now located on SE Commercial is interested in that very same property. That makes a whole lot more sense than Costco. Your constituents would thank you for it. Please help them get the property instead of Costco.

This email was generated by the dynamic web forms contact us form on 7/8/2018.

From: ROGER GERBER <gerberlr@comcast.net>
Sent: Thursday, July 19, 2018 4:15 PM
To: Aaron Panko
Subject: Development in South Salem

Please keep us informed of developments in South Salem, especially any at or near the proposed Costco on Keubler. My wife and I live a bit South of Keubler and East of Liberty, so we regularly use Keubler for access to Commercial, I-5 and points East. Despite recent improvements, Keubler's vehicle capacity is frequently overtaxed; traffic jams are common; during rush hours, they are the rule. Consequently, we regard any further development in the area without prior compensating development of infrastructure a very bad idea and wish to be kept informed so that we can comment whenever the opportunity arises.

Thanks,

Roger and Lana Gerber

From: Brian D. Sudano <briansudano@gmail.com>
Sent: Tuesday, July 31, 2018 11:53 AM
To: Aaron Panko
Subject: COSTCO Project input

Dear Mr. Panko,

I live near Kuebler and Battlecreek and currently there is quite a bit of traffic getting home from work as well as getting the kids to school. I think this is a bad idea to place a giant shopping center down the street. There simply isn't the infrastructure for the increase in traffic.

Thanks,

Brian Sudano

From: Kathleen Kolman <kathleenkolman@comcast.net>
Sent: Tuesday, July 31, 2018 2:53 PM
To: Aaron Panko
Subject: Proposed Costco

Dear Aaron,

I am writing in regard to the decision to be made soon on the proposed Costco move. My husband and I live south of Kuebler. We and those we know in our neighborhood are fervently hoping that this plan will not be approved. We are a neighborhood, not a commercial area. It would be unconscionable to put a Costco across the street from people's homes. The constant traffic and lines at the gas station would be ruinous to our neighborhood. We love having Salem Clinic there, and would love to see other manageable neighborhood commercial businesses there. There are several magnificent oak trees on the site, which could be built around, really enhancing the quality of the development. Those trees, along with the nature of our neighborhood, would be decimated by Costco.

Please do not approve this plan for development. Salem neighborhoods deserve better.

Sincerely,

Kathleen Kercheski

From: Richard Howell <howelltalk@gmail.com>
Sent: Tuesday, July 31, 2018 6:13 PM
To: Aaron Panko
Subject: Costco Project

Thank you for the coordinated planning underway for the development of vacant property at the corner of Keebler and Battlecreek. We live in the Cambridge neighborhood and utilize both Battlecreek and Kuebler streets. Battlecreek is more residential oriented and a thoroughfare to downtown whereas Kuebler serves commercial business and mainline traffic. Costco is a great addition to Salem. Would the Costco siting be better served where both main access thorough fares were commercially oriented as opposed to a mix of residential and commercial? Long term affect on Battlecreek should be a major consideration for what is ultimately planned for the proposed site. Thank you for creating a good long-term plan for Salem. We have a wonderful city. Richard Howell, 4906 Kinsington Street SE, 97302

From: Shari Coon <skroetts@gmail.com>
Sent: Tuesday, July 31, 2018 7:30 PM
To: Brad Nanke; Aaron Panko
Cc: Shari Coon
Subject: Opposed to new Costco Development in Salem

I am aware of potential plans for Costco to relocate to South Salem. My husband and I attended a meeting about the plans for the new development. We are adamantly opposed to the movement of Costco to South Salem.

We live on Kinsington St. SE in south Salem, 1 block from Kuebler. Currently, we already have traffic issues on Kuebler and people traveling through our neighborhood, and on our street, to bypass the traffic on Kuebler.

I don't understand how a Costco, and a larger facility than the current one, is even considering moving to a residential neighborhood. I understand the zoning issues that were changed, without support from individuals who live in that area. We didn't live here at that time.

Kuebler is already congested, and cannot handle more traffic. The traffic study we received was conducted by the company in favor of this development, which noted that the nearby roads could handle this increased amount of traffic. That is unbelievable. We are opposed to this development. Please contact us with any information on this development. We would also like to obtain information on how to appeal decisions that are not in the best interest of this area.

Shari and Chris Coon
4969 Kinsington St. SE
Skroetts@gmail.com

From: Lisa Anderson-Ogilvie
Sent: Tuesday, August 07, 2018 9:18 AM
To: Aaron Panko
Subject: FW: Costco

Lisa | 503-540-2381

From: ROGER COAKLEY [mailto:COAKTEK2@msn.com]
Sent: Tuesday, August 07, 2018 9:17 AM
To: citycouncil <citycouncil@cityofsalem.net>
Subject: Costco

This is Janelle Coakley, my husband is Roger Coakley and we're writing in opposition to Costco building in our neighborhood. We live at 2655 Foxhaven Dr SE and the traffic from Costco would dump directly into our neighborhood. We are one block off Boone Rd. It's absurd to think the largest retail store in Salem wants to build in a neighborhood!

Please vote "No" on this and consider re-zoning this area so no other "big box" store can build in our neighborhood.

Thank you.

Sent from Mail for Windows 10

From: Dan Atchison
Sent: Wednesday, August 08, 2018 9:55 AM
To: Aaron Panko
Subject: FW: Proposed Costco Site, etc.

FYI

Dan Atchison
Salem City Attorney
503-588-6003

From: Sally Cook
Sent: Wednesday, August 08, 2018 9:00 AM
To: Tim and Dana Taylor <5585@msn.com>; Dan Atchison <DAtchison@cityofsalem.net>
Subject: Re: Proposed Costco Site, etc.

Thanks Tim and Dana for your feedback. I can't comment about any pending land use issues, but appreciate your input. I have cc'd the city attorney to make sure any comments you have about pending land use issues can be documented in the right place.

Also, thanks for your input on Secor park. There is a coordinated effort between the neighborhood, staff and myself to make this a priority in the next policy agenda.

Have a great week,
~Sally

On Aug 8, 2018 8:01 AM, Tim and Dana Taylor <5585@msn.com> wrote:

While I understand Costco wanting a bigger store in Salem, I don't agree with placing it on Kuebler and 27th for all of the reasons I've read.

Why can't they keep their store on Mission and have a smaller place on Kuebler? It sounds like the new store and parking lot will be huge. That would improve the existing congestion on Mission and the proposed site on Kuebler. Right? Salem has grown in size and population. I'm pretty sure you have noticed how congested streets there are at this point. Citizens pay for those streets as well as the freeway, so please give good thought to our objections.

Second item, we walked through SECOR Park after the City crews cleaned things up. Looks so much better. They did a lot of work beyond mowing.
Hope there is at least another mowing before the end of Sept.

Not sure if I messaged you about my conversations with two Park Dept employees before the clean up took place. One with a nice young man who was removing sacks from the doggy doo can and putting a new one in. Don't know his name but he was a good rep of the City and passed my comment and phone number to a manager in Parks.

I later received a call from Parks and was told by I think a man named Alex. He said he walked through the park but didn't see any signs of camp fires. We took a look the same day and concluded his didn't look under brush that had grown during the spring. As a long time employee of the City I found his review of the area and his response lacking of interest. He was however, concerned about safety of kids being in the area if there really are campers...like he doubted our report. Concern about fire

hazard? Nope...he didn't look hard enough.

Thanks for listening. We hope to be at the next meeting of our neighborhood.

Sent from my iPad

From: Robbie <robbie3joan@yahoo.com>
Sent: Wednesday, August 08, 2018 11:42 AM
To: Aaron Panko
Subject: Costco Development

Hi, Aaron,

We are getting information from people saying the the Costco development is a done deal and it is out for bids and will be completed by August, 2019. How is that possible since it has not been approved by the city council and the comment period has not closed.

Since I feel that you are the one in the know, can you please enlighten us as the rumors are flying and we all need to get the straight story.

Anxiously awaiting your response.

Sincerely,
Roberta Bray

From: Nathaniel Nelson <snowmobile6@gmail.com>
Sent: Wednesday, August 08, 2018 7:12 PM
To: Aaron Panko
Subject: Costco on Keubler - YES PLEASE

Hi Aaron,

My family lives in South Salem off of Keubler and Sunnyside. I commute down Keubler to Turner Rd every day so I imagine I would be as impacted as the rest of my South Salem community.

While I understand that many people in the community are opposed to it, my family is very much looking forward to the possibility of Costco relocating to Keubler. Something commercial in nature will eventually be built on that land and we feel Costco would be one of the best things for that to be. It would provide us easier access to gas and groceries which would be very convenient and seems to cater to a more community-oriented customer base than some other stores do.

Thank you for taking our point of view into account. We respect the difficult decisions associated with your position, this one included.

Kindly,

Nathaniel Nelson
5290 Tanoak Ave SE
Salem, Oregon 97306

From: Arlene McKenna <arlenejmckenna@gmail.com>
Sent: Friday, August 10, 2018 10:33 AM
To: Aaron Panko
Cc: Glenn Baly
Subject: Public Comment period for Costco relocation proposal

Dear Aaron,

I was given your name as the Salem Project Manager for the proposal to relocate Costco to Kuebler Blvd and Battlecreek Rd. What is the status of that project and how long will public comments be accepted?

As a long-time resident of S. Salem Gateway's neighborhood, I have many concerns about siting a large commercial development next to established residential neighborhoods. The increase in traffic on roads that already appear to be at maximum capacity, and the increase of noise from large 18-wheel delivery trucks will negatively impact the homes nearby and likely decrease their value.

Will another traffic study be ordered? What firm did the original traffic study and how can one access their findings?

From what I understand, the parcels of land along Kuebler were rezoned awhile back (2012?) from Farmland/Residential to Commercial with the caveat that NEIGHBORHOOD retail shopping centers would be considered NOT HUGE REGIONAL shopping centers such as Costco. Can any of the zoning be re-evaluated in light of all the new residential development in this area? Residents would really enjoy nice restaurants, shops, more parks, and other places they can WALK to.

Salem needs to create more pedestrian friendly, beautiful areas, rather than ruining what's left and building more of the status quo. I think most would agree, we don't need more Mission Streets and Lancaster Drives. We are the capitol of a beautiful state. It is time we showed more creativity and vision.

Thank you for addressing my questions and concerns.

Sincerely,

Arlene McKenna
1670 Cinnamon Hill Dr. SE
Salem, Or 97306

From: Dan Atchison
Sent: Monday, August 13, 2018 2:24 PM
To: Aaron Panko
Cc: Lisa Anderson-Ogilvie
Subject: FW: Please send ODOT letter
Attachments: 2018 - MNA Traffic concerns.docx; ATT00001.htm

Looks like planning received this, but if not, please include in the record.

Dan Atchison
Salem City Attorney
503-588-6003

From: Chuck Bennett
Sent: Monday, August 13, 2018 2:22 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fwd: Please send ODOT letter

Sent from my iPad

Begin forwarded message:

> **From:** P and D Schmidling <sidrakdragon@live.com>
> **Date:** August 13, 2018 at 11:56:25 AM PDT
> **To:** city council salem <citycouncil@cityofsalem.net>, "Planning@cityofsalem.net" <Planning@cityofsalem.net>
> **Subject: FW: Please send ODOT letter**
>
> This is from Morningside Neighborhood Association. Part 1of 2
> Sent from Mail for Windows 10
>
> ---
>
> **From:** Alan Meyer <Alan.Meyer@comcast.net>
> **Sent:** Friday, August 10, 2018 9:49:14 AM
> **To:** Glenn Baly
> **Cc:** Schmidling Pam; Geoffrey James
> **Subject:** Re: Please send ODOT letter
>
> Glenn,
>
> Thanks. Here is a copy of the recommendation. Pam should be submitting it with a copy of Geoff's updated map.
>
> Alan Meyer

On Aug 10, 2018, at 9:18 AM, Glenn Baly <glennbaly12345@gmail.com> wrote:

Alan,

Here is a copy of the ODOT review of the Costco/Pactrust TIA. Could you send an electronic copy of the recommendation for Kuebler that Morningside voted on Wednesday?

Thanks for your help.

Glenn Baly
Chair
South Gateway Neighborhood Association

On Wed, Aug 8, 2018 at 7:59 PM Alan Meyer <Alan.Meyer@comcast.net> wrote:

> Thanks,
>
> Alan Meyer
> Sent from my iPhone

<Kuebler Gateway Shopping Center TIA - ODOT Region Traffic Comments.pdf>

July, 2018 Comments

The Morningside Neighborhood Association is taking this opportunity reiterate our concerns about the traffic impact of shopping centers (both approved and prospective) at the corners of Kuebler Boulvard SE and 27th Avenue SE.

The existing traffic flow between Battle Creek Road SE and Interstate 5 on Kuebler Boulevard SE is already marginal at times with traffic backing up on Battle Creek Road SE trying to get onto Kuebler Boulevard SE. The expansion of the I-5 – Kuebler Road SE Interchange has alleviated some of the problems in that area, but the new demand created by a Costco store in the existing Kuebler Gateway shopping center, the approved Kuebler Station shopping center, and a possible Kuebler Cascade View shopping center will definitely have a negative impact on 27th Avenue SE, Battle Creek Road SE, and Kuebler Boulevard SE traffic.

When assessing the traffic impact of these shopping centers, the City should also take into consideration the multiple new housing developments along Pringle Road SE, Reed Road SE, and Battle Creek Road SE north of Kuebler Boulevard as well as the significant warehouse development along Cordon Road SE. The combination of all of these will create a significant volume of new traffic on Kuebler Road SE.

We want to clearly express our concern about the negative impact of impeded traffic flow on Keubler Road SE and the probability that this will cause additional traffic on residential streets throughout the neighborhood as people attempt to avoid the congestion.

We are not traffic engineers, so we are not proposing a specific solution. It may be that Marietta Street SE and 32nd Avenue SE can be developed to handle additional traffic volume and alleviate some of the load on 27th Street SE and Kuebler Boulevard SE. It may also be that Kuebler Boulevard SE would require additional expansion and/or that a more efficient interchange (e.g. a two lane roundabout) will need to be developed at 27th Street SE and Kuebler Boulevard SE. As the traffic on Kuebler Road SE increases and the incentive to cross it to reach shopping sites grows, a pedestrian/bicycle bridge would allow safe crossing without further impeding traffic flow.

The following Goal from the Morningside Neighborhood Plan, adopted on May 24, 2014, contains our general thoughts about traffic issues associated with the development of this area and some proposed actions.

GOAL 25

Protect the community's investment in Kuebler Blvd. SE as the primary east-west arterial in South Salem through effective access management and mobility planning for all modes of transportation.

POLICIES:

25.1 Traffic impacts resulting from development in the Kuebler/I-5 Interchange

Area Northwest Quadrant shall be mitigated to protect the functionality of, and maximize the public investment in, Kuebler Blvd SE and Interstate Highway 5.

25.2 New two-way or signalized driveways should not be permitted onto Kuebler Blvd between 27th Ave SE and the Interstate 5 right-of-way.

25.3 The Morningside Neighborhood supports transportation infrastructure improvements in vicinity of the Kuebler/I-5 interchange that improve the flow of vehicle traffic, and provide for functional and safe passage of nonmotorized transportation and pedestrians.

25.4 Future development patterns between 27th Ave SE and Battle Creek/Reed Road SE should provide the following:
a) A high degree of street connectivity, with particular emphasis on through-connections to Reed Road SE;
b) Walkable block lengths;
c) Adequate intersection density to promote the use of nonmotorized transportation.

25.5 Holistic consideration should be given to the cumulative transportation impacts of development within the four quadrants of the Kuebler/I-5 Interchange Area.

RECOMMENDED ACTIONS:

A25.1 The Morningside Neighborhood supports the use of innovative, alternative intersection designs in the Kuebler/I-5 Interchange Area to maximize safety and mobility for all modes of travel (Figure 9.7). Examples may include, but are not limited to:

a) Displaced left-turn intersections;
b) Median U-turn intersections;
c) Through-about intersections; and
d) Roundabouts.

A25.2 To provide for efficient pedestrian movement and safety, the City and ODOT should explore opportunities to construct a grade-separated pedestrian crossing over Kuebler Blvd connecting the Kuebler/I-5 Interchange Area northwest and southwest quadrants.

A25.3 The Morningside Neighborhood strongly supports the establishment of east/west transit service along Kuebler Blvd, and an eventual extension of Salem-Keizer Transit District Bus Line 7 to connect to such service.

A25.4 Development in this area should be well integrated with local mass transit

service. Developers should work with the Salem-Keizer Transit District to support establishment of east/west transit along Kuebler Blvd, and cutthrough service from Kuebler Blvd to the existing bus line along Fairview Industrial Drive SE.

A24.5 Private development interests are encouraged to should work closely with ODOT and City staff to find cost-effective solutions to northwest quadrant site constraints; including but not limited to interchange improvements, wetland management and public utility infrastructure placement.

From: Anita Samaniego <anita7762@gmail.com>
Sent: Thursday, August 16, 2018 5:25 PM
To: Aaron Panko
Subject: Costco Relocation

My husband and I live in south Salem and we are overjoyed that Costco could be moving closer. Is there a petition for residents that are in

favor of the move?

Sincerely,

Michael and Anita Samaniego

From: Corinne Westbrook <Corinne.Westbrook@norpac.com>
Sent: Thursday, August 16, 2018 10:24 PM
To: Aaron Panko

I want to Express that I absolutely do NOT want to see costco moved. It is absurd to move it all the way south when it is in a central location. The crowding there would be the same as the crowding on mission. It has nothing to do with the number of exits but the number of people who use the store. The only way it would make sense is to make the south salem plan ANOTHER location, not moving it. Do not approve costco's application.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

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From: Syd Carr <scarrgo123@gmail.com>
Sent: Friday, August 17, 2018 2:45 PM
To: Aaron Panko
Subject: In Favor of Costco

Hello,
Just a quick note to say that I'm definitely in favor Costco coming out South. I know the obstacles they faced on Hawthorne because I opened that store many years ago and it was truly a nightmare.
I believe that the City has done their homework and hopefully know what they're doing. My only hope is that the entrances & exits far exceed the present chaos that plague Salem Costco Store #68.
I wish you all the best.

Sincerely,
Syd Carr

From: Dan Atchison
Sent: Saturday, August 18, 2018 11:17 AM
To: Aaron Panko
Subject: Fwd: 100 more people signed “ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR”

Begin forwarded message:

> **From:** Chris Hoy <CHoy@cityofsalem.net>
> **Date:** August 18, 2018 at 10:13:11 AM PDT
> **To:** Dan Atchison <DAtchison@cityofsalem.net>
> **Subject: Fwd: 100 more people signed “ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR”**

> Sent from my iPhone

> Begin forwarded message:

> > **From:** <mail@changemail.org>
> > **Date:** August 18, 2018 at 8:30:44 AM PDT
> > **To:** <choy@cityofsalem.net>
> > **Subject: 100 more people signed “ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR”**
> > **Reply-To:** "Change.org (change@mail.change.org)" <reply-fec516777762027e-112_TEXT-614132759-7259830-469384@mail.change.org>

change.org New signatures

Chris Hoy – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR

Petition by Hannah A. · 100 supporters



100 more people signed

View petition activity

RECENT SUPPORTERS



Crystal Tomlinson

Salem, OR · Aug 09, 2018

The traffic on Kuebler is bad enough. As someone who was in an accident at that particular intersection, that isn't the place for Costco. There are to many near misses in that area as it is. It is a busy street/intersection the way it is now, but to add in more trucks/cars it will make it unbearable. The intersection at Hawthorne and Mission is horrible and there are no homes there; I can't imagine what 27th and Kuebler would look like if Costco moved in.



Thomas Wright

Salem, OR · Aug 08, 2018

Why are you not building on the other side of Route 5, away from traffic patterns and much more amenable to neighbors? You know you will get your money back.

Helen Harrison

, · Aug 18, 2018

Jeremiah Froelick

, · Aug 18, 2018

Richard St Amant

, · Aug 18, 2018

View all 100 supporters

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more.

This notification was sent to choy@cityofsalem.net, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: Kay Buswell <kathleenbuzz@gmail.com>
Sent: Saturday, August 25, 2018 10:12 AM
To: Aaron Panko
Subject: Costco

Everyone I talk to thinks it is a dumb idea to put Costco in a residential area (on Kuebler) it makes more sense to locate it in the industrial area on Cordon Rd. Traffic is already a nightmare on Kuebler during rush hour it would be unfair to all the residents in Ward 4 to locate it there. I've heard that VCA Veterinary Clinic was interested in that same site, which makes more sense. We are all afraid that the council will cave to big money rather than the welfare of the citizens. Please don't be politicians that can be bought off, please care about the people you represent.

Sent from my iPhone

From: Corinne Westbrook <corinne.lee.13@gmail.com>
Sent: Wednesday, September 05, 2018 8:50 AM
To: Aaron Panko
Subject: Re: Costco

In response to your request for comment, I absolutely do not want to see Costco moved. The proposed area is already over crowded and this would make it worse. Additionally, this move may benefit the members of the south Salem community, but would hurt literally everyone else. The current Costco is in a very central location, that is accessible not only to the residents of Salem, but also the surrounding communities of Stayton, Sublimity, Aumsville, etc. Why move Costco closer to Albany where there already is another one?

The ONLY way this would make sense is if the Costco were in addition to the existing one, instead of a move. The reason for the crowding in the current Costco is not the lack of an additional entrance, but rather the sheer amount of people who use it.

So, I am vehemently against moving Costco. It would remove access to more people rather than giving access. The South Salem area is already overcrowded and this would just make it that much worse.

From: JUDY BAKER <judybaker97523@gmail.com>
Sent: Thursday, September 06, 2018 5:46 AM
To: Aaron Panko
Subject: Costco

I am excited to have Costco move closer to me. I live in rural S Salem, and it is a gallon of gas to get to and from costco now, not to mention the headache of only 1 entrance/ exit. It is always a source of contention in our household about who has to fight the traffic.
I am looking forward to more businesses moving in closer to S Salem. It has been needing expansion for quite some time. The exit is set up for it, the land is perfect and I cannot wait!!
Judy Baker

From: ROGER COAKLEY <COAKTEK2@msn.com>
Sent: Thursday, September 06, 2018 10:12 AM
To: Aaron Panko
Subject: Costco

This is Janelle Coakley and I live one block off Boone Road where there are intensions of building Costco. I am opposed to this. I can't imagine why they would want to and the city would allow the largest, busiest store in Salem to be build in a neighborhood. The traffic is already bad and becomes a nightmare during morning and evening commute times. There are times now, that I've been on Kuebler at a dead stand-still waiting for traffic.

Studies were done years ago on this area when it was first re-zoned. The conclusions were the roads were inadequate for more traffic, the water and sewer systems were also inadequate. So, why is the building of Costco even being considered? Please, vote against this plan.

Thank you,
Janelle Coakley

Sent from Mail for Windows 10

From: Patrick Spellman <spellmanss@hotmail.com>
Sent: Thursday, September 06, 2018 6:19 PM
To: Aaron Panko
Subject: Costco relocation

I live on Barnes Rd SE & have for the last 4 years... Barnes Rd SE is Already considered "The Road From Hell" because of all the daily traffic, (which ALREADY does NOT do the posted speed limit, by the way) The addition of Dutch Bros across from Les Schwab has NOT helped matters in the least, either. You take your life in your own hands EVERY DAY just trying to cross the street to get your mail. Building Costco at it's current projected location is only going to make these traffic matters MUCH WORSE!. You are going to start seeing fatalities happen on Barnes Rd, GUARANTEED!.. This is an EXTREMELY BAD Idea to build at this location... WOULD YOU WANT YOUR CHILDREN LIVING ON THIS STREET?? (I THINK NOT!)... The Body Count starts when Construction Begins!...

Sent from my T-Mobile 4G LTE Device

From: wendy rozar <wendroz@hotmail.com>
Sent: Thursday, September 06, 2018 6:38 PM
To: Aaron Panko
Subject: I’m so happy Costco will be closer!

Sent from my iPad

From: BARBARA RECTOR <bjrector@comcast.net>
Sent: Thursday, September 06, 2018 7:47 PM
To: Aaron Panko
Subject: Cosco move.

I am rather looking forward to COSTCO being in South Salem, but do have some questions.

1. Is the proposed area larger than where the store now is?

2. Will the parking lot and entrance/exit to the gas station be arranged differently? The one you have now is a nightmare and very dangerous.

3. Will there be more than one entrance and exit?

From: Christian Edelblute <christianedelblute@hotmail.com>
Sent: Thursday, September 06, 2018 8:41 PM
To: Aaron Panko
Subject: Costco Relocation Supported

We SUPPORT the development of the shopping center between Boone and Kuebler and 27th and Battle Creek!

It has been known all along that this, prime parcel of commercial property would be developed at some point in time. We thoroughly look forward to having the cleanliness and convenience a Costco close by will offer.

With utmost sincerity,

The Edelblute Family
2870 Bridgeport Avenue SE

Sent from my iPhone

From: Kathy Dalton <kmdalton1@gmail.com>
Sent: Thursday, September 06, 2018 9:05 PM
To: Aaron Panko
Subject: Costco fueling station

Mr Panko, I have a question about the in/out access of the proposed Costco fueling station. If I need to direct my question elsewhere, please advise.

We have a truck/trailer (RV) that is 48 feet in total length (27 feet of trailer and 21 feet of pickup truck). Sometimes fueling stations, especially older ones, are not designed to accommodate our rig for easy in/out access. Turns are too tight.

Can you tell me if the proposed Costco fueling station would accommodate an RV combo such as ours?

Actually, I have the same question regarding the new South Commercial Fred Meyer fueling station. Do you know if it has been designed to accommodate rigs like ours?

Thank you.
Kathy Dalton
kmdalton1@gmail.com

From: Lesa <lesaa@msn.com>
Sent: Friday, September 07, 2018 12:41 AM
To: Aaron Panko
Subject: New Costco

I'm all in favor of a Costco and gas station plus other businesses coming into this location. Costco has proven to be a good neighbor and their site plan shows that.
I hope a decent restaurant comes in too!

From: Dustin Wylam <dustinwylam@yahoo.com>
Sent: Friday, September 07, 2018 6:47 AM
To: Aaron Panko
Subject: Costco relocation

Good morning! I am writing in protest of the proposed Costco relocation to Kuebler Blvd and the new retail center at Kuebler and 27th Ave. I am concerned about the negative impact this retail development will have on the community including its traffic congestion and the environment. Hundreds of acres of Salem's fringe is being urbanized and commercialized at an unsustainable pace. Many species of wildlife from wild turkeys, to blacktail deer, to geese are being forcefully relocated by our excessive need to expand and build. I realize some development is necessary but it must be reigned in. It is the city planners and commissioners honorable duty to control and limit this expansion. South Salem traffic congestion has increased dramatically over a very short period and is compromising its livability. We have seen this first hand as residents of South Salem. The green and open spaces around and within Salem make it great for its human occupants and wildlife! Is there an end to the uncontrolled growth in site? The Kuebler road expansion helped immensely with congestion and was a positive change but adding more retail outlets will clog it up again! Do we need more retail? I doubt the hundreds of South Salem residents who use Kuebler to access I5 on their daily drives to work will appreciate the increased congestion. Let's focus on improving livability, congestion and the environment rather than financial gains through excessive commercial expansion. Costco is doing just fine where it's at. It's a crowded and inconvenient parking lot at the existing location because it's a popular store; a problem most businesses would love to have. The crowded existing parking lot is the burden that Costco should bear not the city. I guarantee a new giant Costco parking lot off Kuebler will be just as

crowded. If Costco needs more space perhaps they could explore expanding in areas already developed, like the old Capital auto property on mission. Please do not approve this new development as it will not improve Salem whatsoever. Sincerely, Dustin Wylam DMD

Sent from my iPhone

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15

PROJECT ADDRESS: 2500-2600 Block of Boone Road SE, Salem, OR 97306

AMANDA Application No. 18-112081-RP

COMMENT PERIOD ENDS: September 19, 2018

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

REQUEST: A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

Attached is a copy of the proposal and any related maps. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request. A decision for this proposal will be prepared by the planning staff from information available to staff. You are invited to respond with information relating to this property and this request. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 P.M., September 19, 2018 will be considered in the decision process. Comments received after this date will be not considered. ***Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail or hand deliver your comments to the Case Manager listed below.***

SEND QUESTIONS ORCOMMENTS TO: Aaron Panko, Case Manager City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; Fax: 503-588-6005; E-Mail: APanko@cityofsalem.net; http://www.cityofsalem.net/planning

PLEASE CHECK THE FOLLOWING THAT APPLY:

X 1. I have reviewed the proposal and have no objections to it.

___ 2. I have reviewed the proposal and have the following comments: _____

_____

_____

___ 3. Other: _____

_____

Name: Anita Samaniego

Address: 6077 Rellett Dr SE

Agency: _____

Phone: 480 209 3097

Date: 9/7/2018

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

From: Mike <letmetrim@gmail.com>
Sent: Saturday, September 08, 2018 3:51 PM
To: Aaron Panko
Subject: Costco

I am all for Costco relocating, I understand that this will not be good for a few people that live there. But it will have a much better approach for shoppers getting into the store and also leaving. There will have a few ways to access the site. The current store ha on way in and one way. Plus mission is a much busier street then kubler, the drivers play the biggest role in traffic flow and some drivers just don't get it or one wonders how they got their license in the first place. The city can't teach people how to act or drive.
Mike

From: Stacey Figgins <stacey.figgins@gmail.com>
Sent: Saturday, September 08, 2018 8:02 PM
To: Aaron Panko
Cc: Sally Long
Subject: Re: Notice of Filing / Request for Comments SPR-DAP18-15 for 2500-2600 Block of Boone Road SE

Dear Mr. Panko-
As residents of the Morningside neighborhood my husband and I have great concerns about what this new development will do to the livability of our neighborhood. We believe it will create excess traffic congestion. Furthermore, we see no reason why green space should be demolished when Mission Street continues to become a wasteland of one vacant large box store after another. We already have the ugly vacant lot at the intersection of Mission and 25th. Now, the Kmart and potentially the Costco will be sitting vacant as well? As one of the main thoroughfares that people use to get into our city, this road should be revitalized and invigorated. Instead, another retailer is planning on vacating land that has already been cleared of its natural resources to go tear up another one?
This just doesn't make good sense on any level.
We urge the city to consider other alternatives for additional shopping centers on the east side, particularly ones that reuse land that has already been developed.
Sincerely,
Stacey and David Figgins

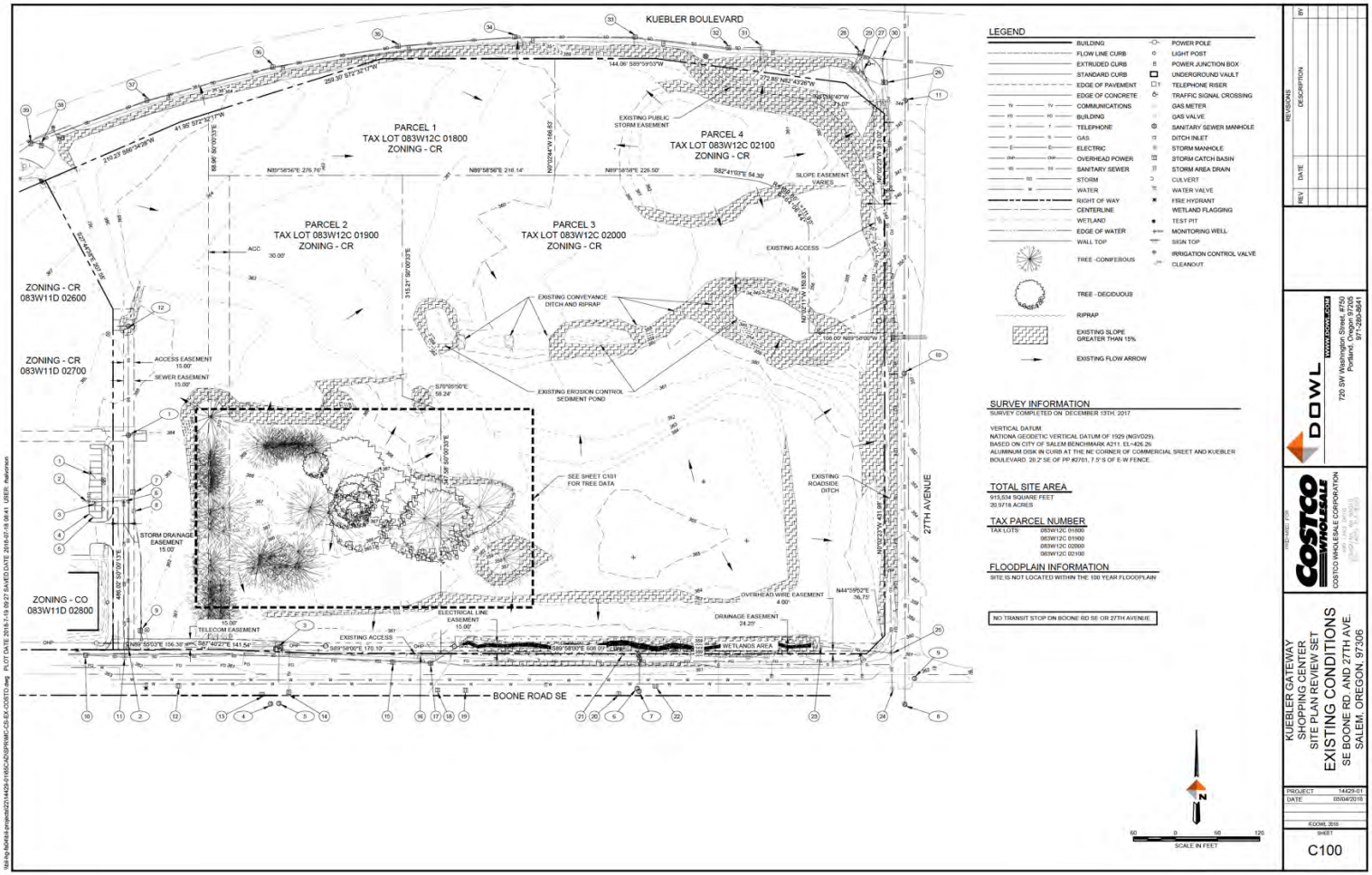
> On Sep 5, 2018, at 8:41 AM, Sally Long <SJLong@cityofsalem.net> wrote:
>
> <SPR-DAP18-15 NOF & RFC.pdf>

From: Geoffrey James <geoffreyjames@comcast.net>
Sent: Sunday, September 09, 2018 2:36 PM
To: Aaron Panko
Subject: COSTCO / PACTRUST SITE PLAN REVIEW: TESTIMONY OF GEOFFREY JAMES
Attachments: COSTCO OAKS PROTECTION.pdf

Aaron:
Attached is my testimony regarding the Costco / PacTrust current site plan.
I am recommending this alternative plan be rejected and DENIED, and that one of the three submitted alternative site plans be selected (for resubmission) that saves all the existing Significant Trees, i.e. the Oaks off Boone Road.
Please add my report to the Record of the Hearing.
Geoff

Geoffrey James

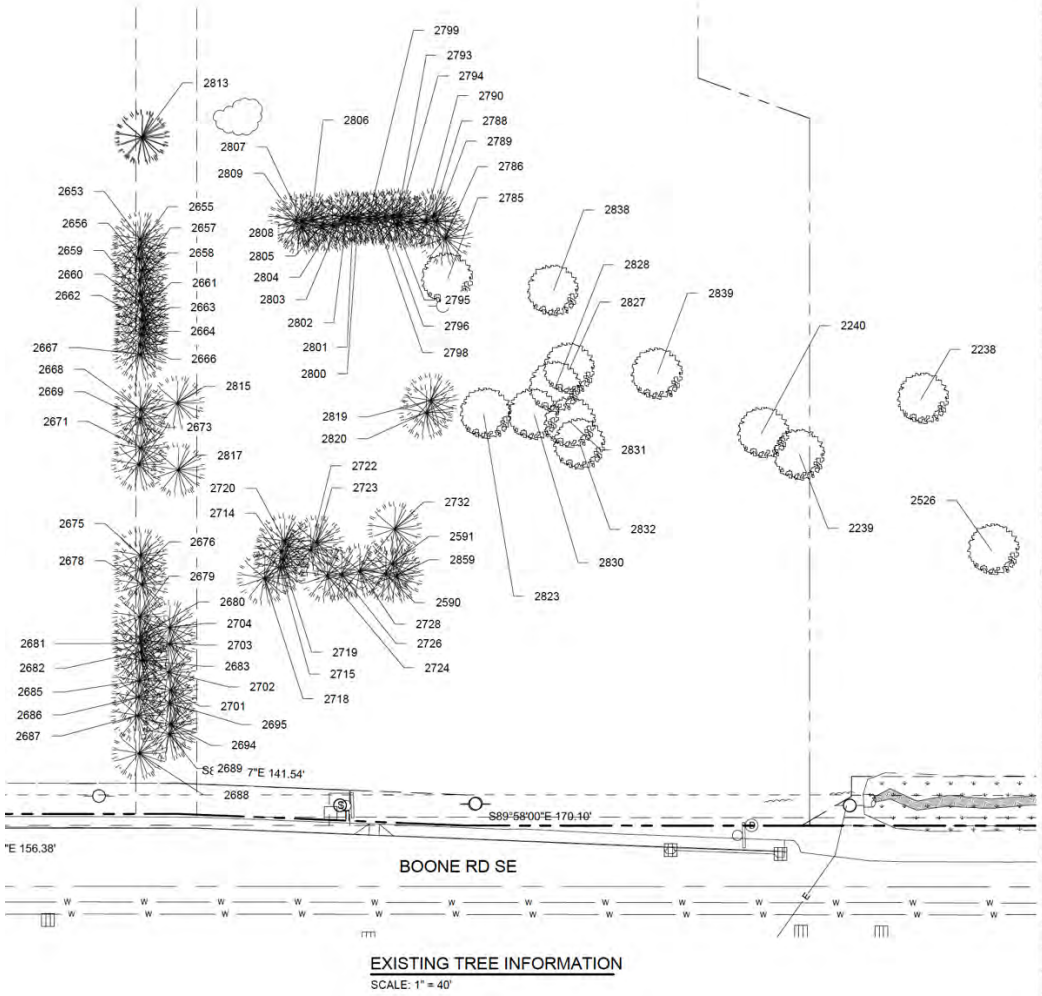
COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



THERE IS A GROVE OF WHITE OAK TREES LOCATED OFF BOONE ROAD
THE APPLICANT ILLUSTRATES SIX ALTERNATIVE SITE PLANS TO DEAL WITH THE OAKS AND HOW THE NEW BUILDINGS COULD THEREFORE BE SITED, VERSUS CONFLICT WITH THE TREES, WHICH WOULD HAVE TO BE CUT DOWN. UNFORTUNATELY, THE APPLICANT CHOOSES THE WORST SITE PLAN, AND PROPOSES TO REMOVE THE OAKS, AND SITE THE BIG BOX STORE EXACTLY WHERE THE SIGNIFICANT TREES ARE.

THE CURRENT SITE PLAN SHOUD BE DENIED **SAVE THE WHITE OAKS!**

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



EXISTING TREE INFORMATION
SCALE: 1" = 40'

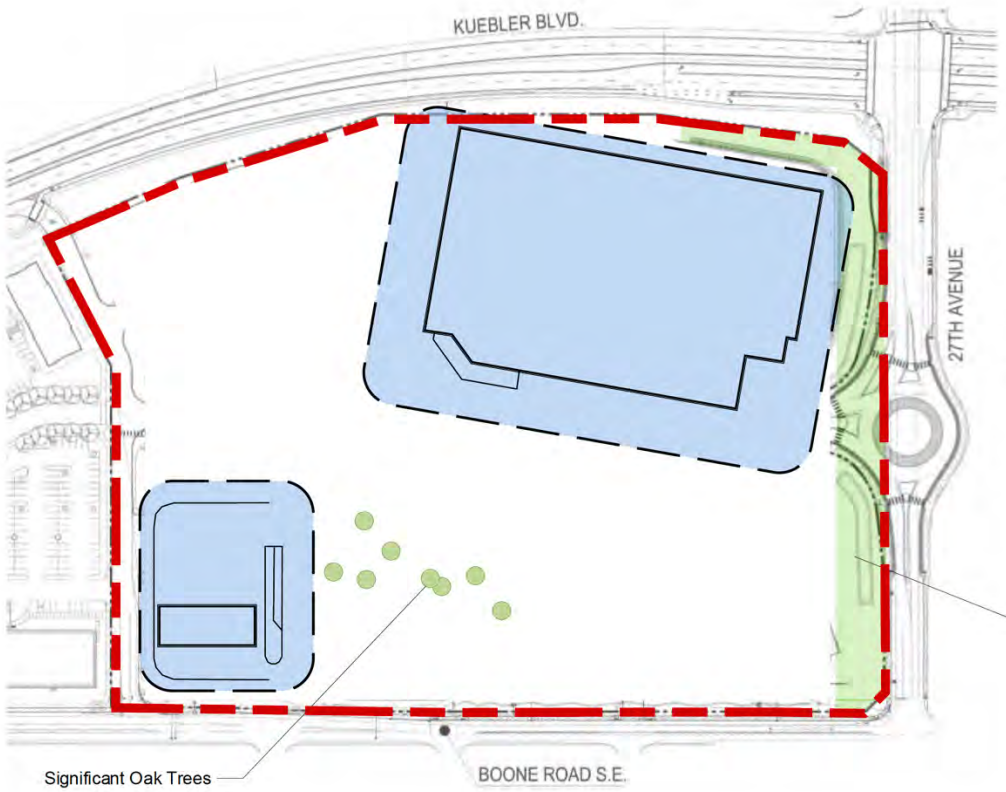
EXISTING TREE TABLE

POINT NUMBER	TREE TYPE	CALIPER
2238	WHITE OAK	34
2239	WHITE OAK	34
2240	WHITE OAK	44
2526	WHITE OAK	28
2589	DOUGLAS-FIR	24
2590	DOUGLAS-FIR	22
2591	DOUGLAS-FIR	16
2653	BLACK PINE	15
2655	BLACK PINE	12
2656	BLACK PINE	19
2657	BLACK PINE	16
2658	BLACK PINE	12
2659	PONDERSONA PINE	15
2660	BLACK PINE	14
2661	BLACK PINE	12
2662	BLACK PINE	16
2663	BLACK PINE	8
2664	BLACK PINE	10
2666	PONDERSONA PINE	18
2667	BLACK PINE	13
2668	PONDERSONA PINE	10
2669	PONDERSONA PINE	14
2671	DOUGLAS-FIR	15
2673	DOUGLAS-FIR	20
2675	DOUGLAS-FIR	24
2676	DOUGLAS-FIR	12
2678	DOUGLAS-FIR	19
2678	DOUGLAS-FIR	19
2679	DEAD	
2680	BLACK PINE	7
2681	PONDERSONA PINE	12
2682	DEAD	
2683	PONDERSONA PINE	22
2685	PONDERSONA PINE	19
2686	PONDERSONA PINE	13
2687	PONDERSONA PINE	16
2688	PONDERSONA PINE	14
2689	PONDERSONA PINE	21
2694	BLACK PINE	20
2695	BLACK PINE	15
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

POINT NUMBER	TREE TYPE	CALIPER
2723	DOUGLAS-FIR	21
2724	GRAND FIR	25
2726	DOUGLAS-FIR	14
2728	DOUGLAS-FIR	21
2732	DOUGLAS-FIR	19
2785	ELM	12
2786	DOUGLAS-FIR	17
2788	DOUGLAS-FIR	14
2789	DOUGLAS-FIR	15
2790	DOUGLAS-FIR	12
2791	DOUGLAS-FIR	13
2793	DOUGLAS-FIR	9
2794	DOUGLAS-FIR	8
2795	DOUGLAS-FIR	13
2796	DOUGLAS-FIR	18
2798	DOUGLAS-FIR	7
2799	DOUGLAS-FIR	16
2800	DOUGLAS-FIR	14
2801	DOUGLAS-FIR	12
2802	DOUGLAS-FIR	14
2803	DOUGLAS-FIR	16
2804	DOUGLAS-FIR	8
2805	DOUGLAS-FIR	16
2806	DOUGLAS-FIR	17
2807	DOUGLAS-FIR	9
2808	DOUGLAS-FIR	21
2809	DOUGLAS-FIR	22
2813	DOUGLAS-FIR	26
2815	LONDON PLANETREE	26
2817	WESTERN REDCEDER	25
2819	BLACK PINE	21
2820	BLACK PINE	18
2823	WHITE OAK	51
2827	WHITE OAK	20
2828	WHITE OAK	18
2830	WHITE OAK	17
2831	WHITE OAK	12
2832	WHITE OAK	29
2838	WHITE OAK	30
2839	WHITE OAK	28

HERE IS THE TREE PLAN AND A SCHEDULE OF EXISTING TREES, TYPES, & CALIPER

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

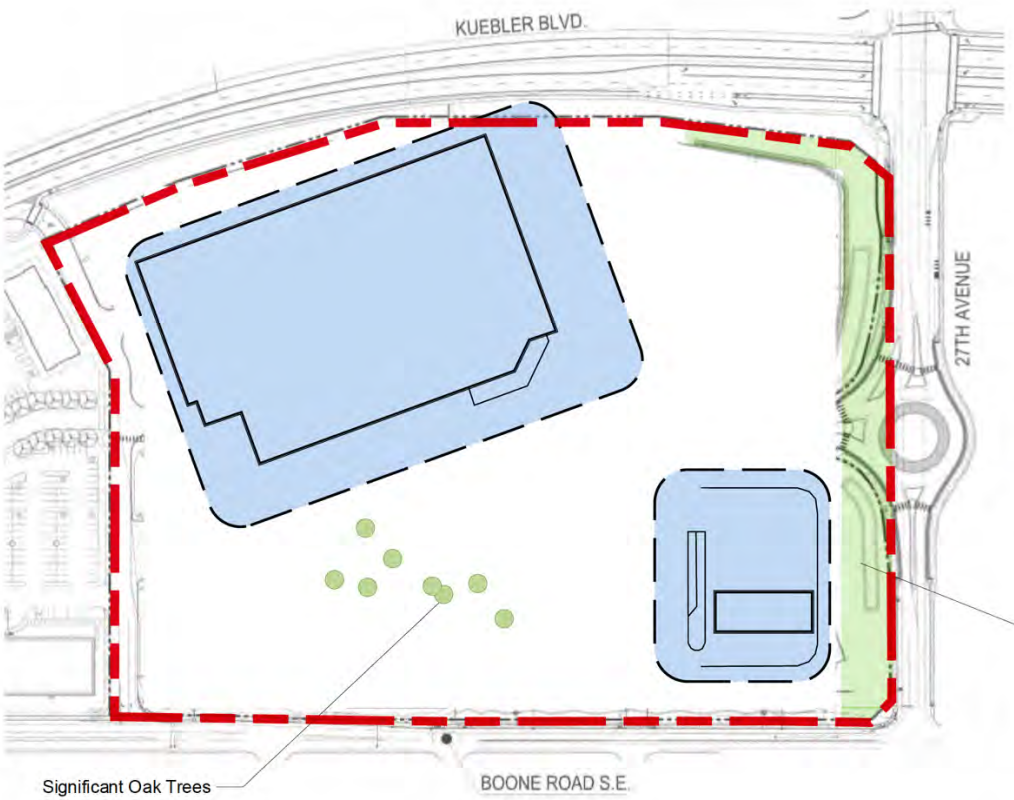
Costco Wholesale
Salem, OR

Site Plan Option for Tree Retention **NE Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

THIS SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN INDEED BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE SHOWN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

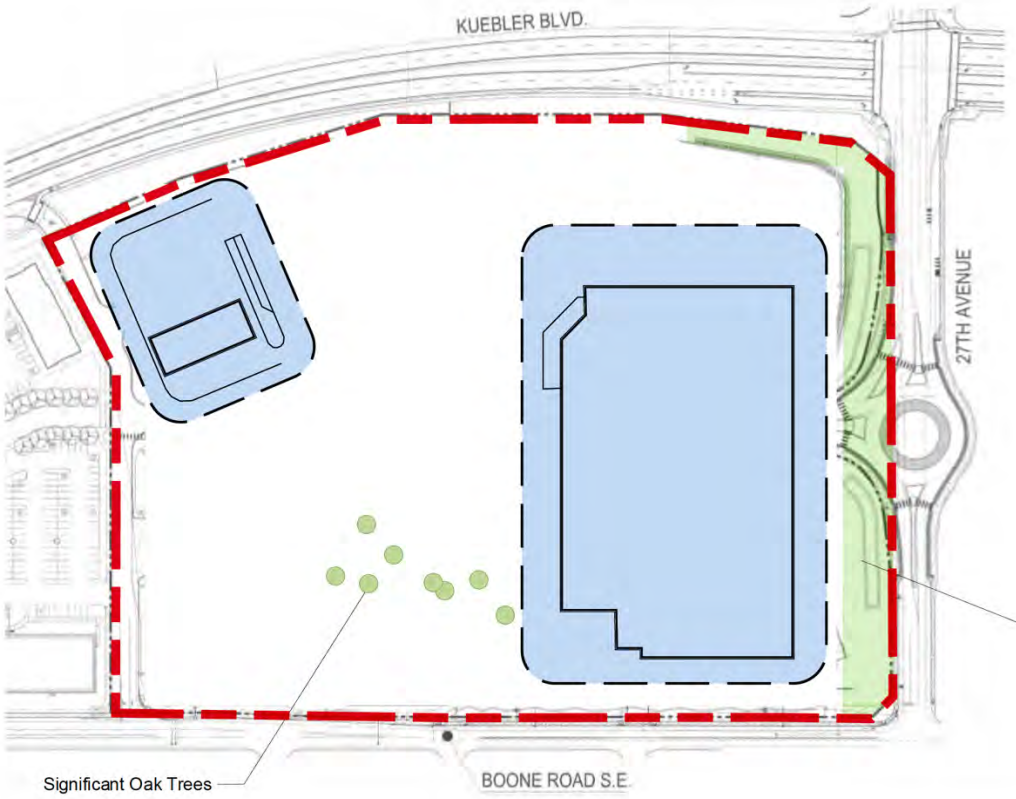
MG2

Costco Wholesale
Salem, OR
Site Plan Option for Tree Retention **NW Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

ANOTHER SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN AGAIN BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE ONCE AGAIN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

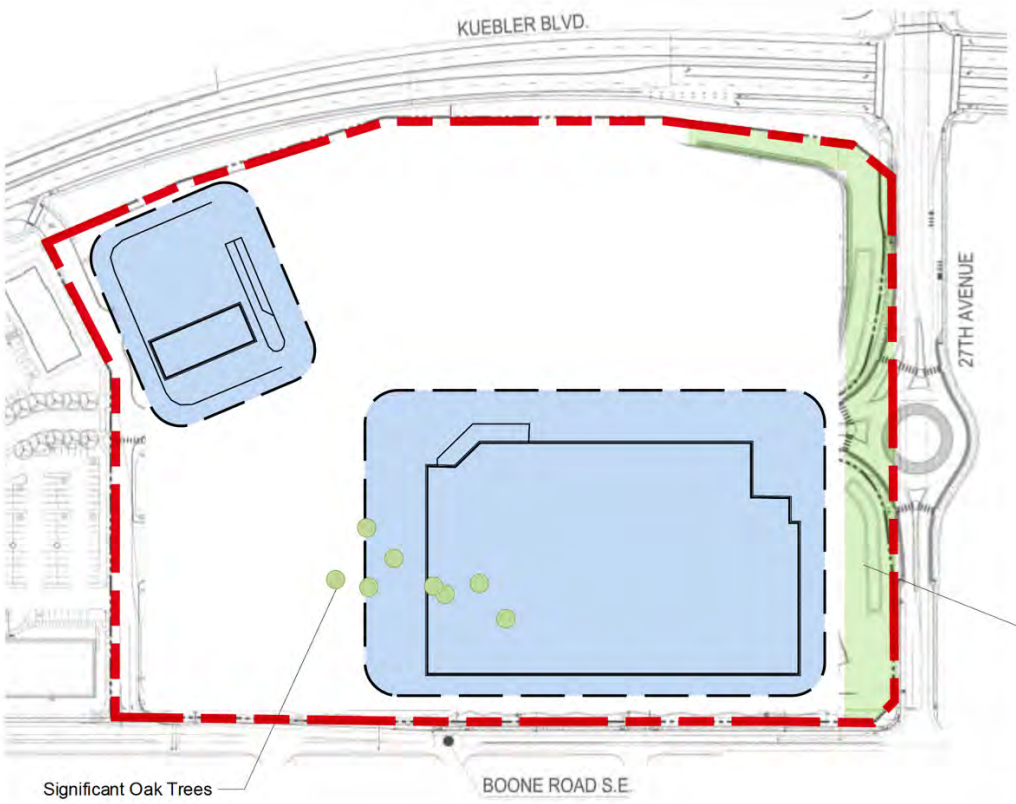
Costco Wholesale
Salem, OR

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

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

A THIRD ALTERNATIVE SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE ONCE AGAIN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

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 1**

THIS SITE PLAN, FROM THE APPLICANT, SHOWS ALL BUT ONE OF THE SIGNIFICANT OAK TREES REMOVED, BECAUSE THE NEW BUILDINGS ARE UNFORTUNATELY SITED EXACTLY WHERE THE TREES ARE LOCATED.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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

MG2

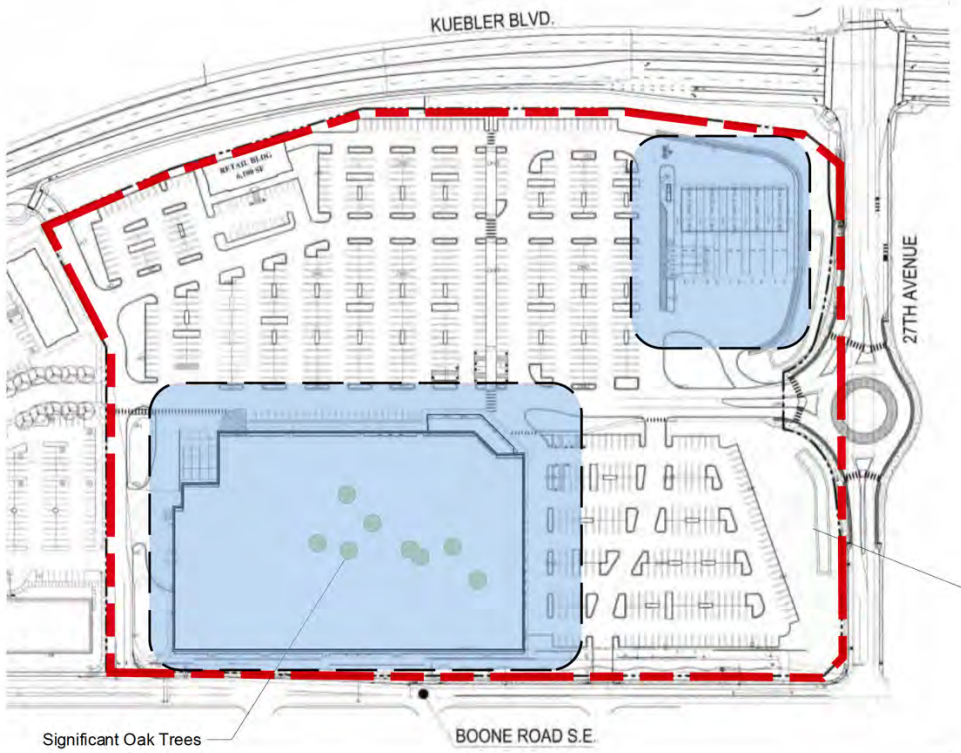
Costco Wholesale
Salem, OR

Site Plan Option for Tree Retention **SW Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

ANOTHER SITE PLAN, FROM THE APPLICANT, ONCE AGAIN SHOWS ALL BUT TWO OF THE SIGNIFICANT OAK TREES REMOVED, BECAUSE THE NEW BUILDINGS ARE SITED EXACTLY WHERE THE TREES ARE LOCATED

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

Costco Wholesale
Salem, OR
Current Site Plan

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

THE ACTUAL CURRENTLY PROPOSED SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES WOULD ALL BE REMOVED, THE NEW BIG BOX STORE IS SHOWN TO BE SITED EXACTLY WHERE THE GROVE OF OAKS ARE LOCATED. OBVIOUSLY THIS IS NOT THE INTENT OF SALEM'S TREE PROTECTION ORDINANCES.

THEREFORE: THIS CURRENT SITE PLAN SHOULD BE DENIED

ACTION: ONE OF THE ALTERNATIVE SITE PLANS SHOULD BE SELECTED, AND THE APPLICATION RE-SUBMITTED.

From: er@vksafety.com
Sent: Monday, September 10, 2018 8:46 AM
To: Aaron Panko; glennbaly12345@gmail.com
Subject: Costco Development
Attachments: SPR-DAP18-15 NOF RFC.pdf

Please see our attached comments

Elmer Rasmussen, CSP
Principal
Viking Safety Consultants Inc.
Cell 503-910-2537

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REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15

PROJECT ADDRESS: 2500-2600 Block of Boone Road SE, Salem, OR 97306

AMANDA Application No. 18-112081-RP

COMMENT PERIOD ENDS: September 19, 2018

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

REQUEST: A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

Attached is a copy of the proposal and any related maps. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request. A decision for this proposal will be prepared by the planning staff from information available to staff. You are invited to respond with information relating to this property and this request. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 P.M., September 19, 2018 will be considered in the decision process. Comments received after this date will be not considered. ***Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail or hand deliver your comments to the Case Manager listed below.***

SEND QUESTIONS ORCOMMENTS TO: Aaron Panko, Case Manager City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; Fax: 503-588-6005; E-Mail: APanko@cityofsalem.net; http://www.cityofsalem.net/planning

PLEASE CHECK THE FOLLOWING THAT APPLY:

__ 1. I have reviewed the proposal and have no objections to it.

✓ 2. I have reviewed the proposal and have the following comments: see attached

__ 3. Other: _____

Name: Elmer and Jean Rasmussen

Address: 2154 Churchill Ave SE Salem OR 97302

Agency: _____

Phone: 503-910-2537

Date: 9/11/2018

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

We oppose the COSTCO development.

The Costco development is not conducive to a mostly residential neighborhood. It will increase the danger to children walking and riding their bikes in the neighborhood with the additional traffic. Kuebler Blvd cannot handle the increased traffic. Not only will it back up traffic on Kuebler Boulevard, but the backup will extend to Interstate 5 and Commercial street. Finally, property values for homes will decrease since the area becomes less desirable because of the issue expressed above.

Elmer Rasmussen, CSP
Jean Rasmussen
2154 Churchill Ave SE Salem, OR 97302
503-910-2537
9/10/2018

From: Raelyn <beadsbyrae@aol.com>
Sent: Monday, September 10, 2018 10:40 AM
To: Aaron Panko
Subject: Costco Relocation

Let me first say I am a Costco Member I love the store and have no problem driving the short distance to where it is currently located. I live in the neighborhood where they are planning to relocate. I could walk to the store but that would be impossible to carry my purchases home. So I would be one of the 80,00000 customers driving to the store. I have no faith that this letter or any other letter you receive will make any difference with the City of Salem. I believe it will be pushed through and the neighborhood where I live will be a tangled mess of traffic 7 days a week. I think it is a terrible plan to move here why not on the other side of the freeway where there is large parcels of land? Please pursue another property that is not in a residential area. Thanks Raelyn Breslin

From: Comcast <sheribear@comcast.net>
Sent: Tuesday, September 11, 2018 7:28 AM
To: Aaron Panko
Subject: Costco SPR DAP18-15

Good morning,
I am writing to express my approval of the new project development at at Kuebler and I-5. I live very close to the proposed site on Cindercone Ct and understand the traffic will increase, but feel that the additional opportunities to shop and dine will benefit South Salem. Currently we have to drive to Lancaster, Mission or Keizer or downtown.

Sheri Siddall
2784 Cindercone Ct SE
Salem 97306

From: danka8@juno.com
Sent: Tuesday, September 11, 2018 10:37 AM
To: Aaron Panko
Subject: Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. S PR-DAP18-15
Attachments: Application Comments Sept. 11 2018.docx

Aaron,

Please disregard my earlier comments regarding this application. This revised commentary corrects some statements and adds additional thoughts. Thanks

Dan Reid
danka8@juno.com

_____
Unbelievable German World War 2 Photo Shocks Americans
pro.healthresponses.org
http://thirdpartyoffers.juno.com/TGL3132/5b97fd506044a7d500ae0st04vuc
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Traffic

The transportation [system] will fall below applicable performance standards in 2025 regardless of the proposal and regardless of planned infrastructure improvements. P. 26 of Order No. 2007-16-CPC/ZC.

Page 12 of the Transportation Impact Analysis dated May 31, 2018 states,

> To account for regional traffic growth, a 1.0 percent annual growth rate was applied to existing traffic volumes, which is a similar approach to other traffic studies completed in the area.
>
> Additionally, an independent party is pursuing an amendment to the zoning of the 25.2-acre property immediately east of the proposed shopping center, to allow for commercial/retail uses (Reference 5). Access to the adjacent property could be provided opposite of the proposed shopping center driveway on 27th Avenue. As the City of Salem is currently evaluating the proposed zone change and development plan of this east lot, no in-process trips were included in the year 2019 background traffic conditions analysis. Only in-process trips associated with the approved Boone Wood Estates housing development assisted living facility and full occupancy of the existing Salem Clinic and spec medical office building were included in the year 2019 background traffic conditions analysis. P. 12

-The 2006 traffic analysis for the Battle Creek/Kuebler intersection, Weekday PM Peak Hour, counted 535 eastbound vehicles and 585 westbound. The 2017 count shows 1,024 and 1,497 respectively. The eastbound growth rate is approximately 5.5%, *over five and one-half times* the assumed rate of growth in the TIA. The westbound growth rate is 8%! Total increases amount to 91% and 155%, respectively. It is apparent that nobody validates projected traffic counts in TIAs. Furthermore, the TIA states this purported growth rate is consistent with other traffic studies in the area. What are these studies, who did them and when were they conducted?

-A 1% growth rate in traffic is laughable. Obviously, development of the Mill Creek area and the Amazon facility will add significant traffic volume to Kuebler. Additional traffic will be generated by projects in the Fairview area and from many locations throughout south and southwest Salem. The rate of growth will considerably exceed the current one.

-When the 2006 traffic analysis was created, projected traffic conditions in 2025 were considered. That amounts to 19 years into the future. The latest study projects traffic for just next year! With developable property available directly across Kuebler to the north (225 residential units), with considerable land for sale immediately east of I-5 on Kuebler and on Cordon Road (including at least three parcels of over 25 acres each), and with a large apartment project soon to start in the Fairview area (181 units), there will be an enormous increase in traffic volume in just the next ten years. Add to this the impact of at least two nearby shopping centers, the Mill Creek complex, and Amazon, we have the makings of a real traffic nightmare *with or without* Costco.

-As congestion on Kuebler inevitably builds, drivers will seek alternate routes. In other words, cut-through traffic through neighborhoods will increase. Even PacTrtust identifies this problem. In its Applicant's Statement dated May 3, 2006, p. 5, one reads, "The increased vehicle traffic will impact Kuebler Blvd. and the Kuebler-Commercial intersection, but can also be expected to infiltrate through the newly developing residential areas to the west of Battle Creek." The TIA does not address this significant impact, and Salem acknowledges it has no plan to deal with cut-through traffic.

When Salem widened Kuebler, Morningside Neighborhood Association was told Stroh Lane would be a right-in, right-out configuration. What ensued was a right-in, right-out, left-in arrangement. This actually facilitates cut-through traffic when drivers choose to avoid backed-up traffic on eastbound Kuebler. By this example Salem actually encourages cut-through traffic.
.

Changes Since the Rezone Approval in 2007

The page numbers reference the approval for the rezone (Order 2007-16-CPC/ZC.

There are no other appropriately designated sites in the vicinity along either of the major streets in southeast Salem. P.7

The Applicant requires a location where the market lacks community shopping services. P.8

The proposed use has been specifically identified by the Applicant as a community shopping center. P.8

According to the SACP Plan Map, there are no appropriately sized parcels designated "Commercial" in the southeast part of the City. P.8

This City of Salem sponsored EOA found that there is a deficit of available commercial land within the UGB for the 20-year planning period. P.9

The market area here is for several neighborhoods but is not "regional." P. 11

From the applicant: "Those are the primary tenants-again you don't know who is going to show up until you get there. But if you take a look at it, Lancaster is just down the road and has every kind of retail imaginable. Nobody from down there is driving to this shopping center. North Salem is taken care of. Commercial is taken care of. We're not creating something drawing for ten miles, we are responding to a market that exists. A road with 27,000 cars on it that is only going to go up, a neighborhood with very good demographics, which allows you to get good restaurants and uses that people will enjoy. That is what we'll respond to. This idea that we are pulling from all over Salem just isn't going to happen." P. 12

The area the proposed use is to serve is a three-neighborhood area in southeast Salem …P. 13

All these statements are no longer true. Why is it that a rezone can be approved given stated conditions, then a period of 10, 20, even 50 years elapse before actual development ensues? What validity has the process? In this instance 11 years have elapsed and many changes have occurred. It is patently apparent the process is one that ensures the developer has considerable latitude to effect changes at the expense of the community.

Right-in Egress Off Kuebler

Kuebler is designated a Parkway. As such ingress and egress is limited to intersections. This is true of any Parkway in Salem…except for the PacTrust property.

Eric Destival, Assistant City Traffic Engineer, sent a letter to Kittleson & Associates, Inc. (affiliated with the PacTrust rezone in 2006) expressing strong objections to this exit. He noted this was in violation of Salem's Traffic Management System Plan and created safety problems. This letter is dated August 7, 2006.

> "There are significant legal, safety, and operational issues that would make access to Kuebler Boulevard SE difficult." "The right-in access with a deceleration lane would cause some disturbance to traffic flow on Kuebler Boulevard and a conflict for pedestrians and bicyclists using Kuebler Boulevard."

Development Bulletin #34 was the access standard in place in 2006 when the Comprehensive Plan Change and Zone Change (CPC/ZC) was approved by City Council. It states, "A spacing of less than one-mile will only be granted on approval of the Public Works Director", and "Uses permitted direct access are limited to major public and/or private developments generating traffic volumes of 10,000 or more vehicles per day." The 2006 Traffic Impact Analysis indicated the site would generate more than 10,000 vehicles per day, and the right-in only driveway (access) was approved by the Public Works Director. The criteria was met and a condition was placed in the CPC/ZC and approved by City Council.

In 2014 the access standards changed and were placed in code. Salem Revised Code Chapter 804 is the current standard for access spacing for all roadway classifications. Regarding a Parkway, this states

> "A spacing of less than one-mile will only be granted on approval of the Public Works Director."
>
> "Uses permitted direct access are limited to major public and/or private developments generating traffic volumes of 10,000 or more vehicles per day."

How can a City Assistant Traffic Engineer publically object so strongly to this exit, and do so with the obvious knowledge and approval of the Public Works Director, then, suddenly, that same Public Works Director grant an exception three months later?

The answer? Money.

In a letter from Eric Destival dated November 13, 2006 this statement is made:

Page 3 of Order 2007-16-CPC/ZC, (7), states "The developer shall provide right-in access from Kuebler Boulevard with a design that minimizes impact to through vehicles and provides a safe driveway crossing for bicycle and pedestrian traffic the final design of which to be approved by the Salem Public Works Director. In addition, the developer shall complete the widening of the eastbound lanes of Kuebler Boulevard west to Commercial Street. This additional widening of approximately 1300 feet of Kuebler Boulevard is considered as payment for a grant of access of Kuebler Boulevard to allow a right-in driveway on the Subject Property."

In other words, for a payment, i.e. widening 1,300 feet of Kuebler, the City abrogated the Parkway standard.

This is not a System Development charge. This same letter on page 1 states, "The TIA shows that the transportation impacts of the proposed development can be mitigated without a right-in access on Kuebler Boulevard."

If another developer with less financial means had requested identical access, would the City have acceded? I hardly think so. This is an overt case of favoritism and should never have occurred. It is discriminatory. It is inappropriate at best and perhaps illegal at worst.

The exit should be removed and the impact reflected in a revised TIA. The integrity of a Parkway should be maintained. This argument stands regardless of who locates there.

Some have said this would invite a lawsuit from PacTrust to recover the cost of widening. I submit PacTrust has significantly altered the original intended use of the property, hence it is PacTrust that has violated the rezone agreement. As one example, I repeat a statement made by PacTrust in testimony for the rezone:

> " This idea that we are pulling from all over Salem just isn't going to happen."

Costco obviously draws customers from far away, even including McMinnville. With 30 refueling stations it will draw a multitude of in-state and out-of-state vehicles from I-5. PacTrust misrepresented its intentions and used fraudulent means in seeking the rezone. It has violated the rezone agreement and has no basis for a lawsuit.

<u>Viability of Kuebler</u>

Kuebler already accommodates a considerable volume of vehicular traffic. As development ensues both east and west of I-5 this will increase, and increase significantly. Kuebler, for much of its length, is four lanes and will remain four lanes forever. Unless one chooses to drive north to Mission or south to the Delaney Road on-ramp, motorists will use Kuebler to access I-5. Sadly, Salem has planned for no supplemental route. Given these conditions, the future of Kuebler is grim.

At a recent SGNA meeting a former resident of Los Angeles spoke. He said his wife needed daily dialysis, a treatment that required him to drive her nine miles each way. Before he left the area it was taking him 1 ½ hour to drive those nine miles. There was no alternative. This is what the future holds for Kuebler unless the City and the County plan responsibly.

Summary

The 2007 rezone was granted based on conditions which existed at that time, and for the use specified by PacTrust. In the intervening 11 years much has changed, including, in particular, the intended use of the property.

The Traffic Impact Analysis is misleading and inaccurate and obviously biased in favor of PacTrust. This is not surprising since PacTrust paid for the study. It is a clear conflict of interest.

The viability of Kuebler must be preserved. Siting Costco at this location will severely affect the ability of Kuebler to move traffic and will adversely affect surrounding neighborhoods.

The application should be denied.

Dan Reid
Ward 3

From: Lorne Bradshaw <lorne.bradshaw@gmail.com>
Sent: Tuesday, September 11, 2018 1:40 PM
To: Aaron Panko
Cc: glennbaly12345@gmail.com
Subject: Costco (SPR_DAP18-15 Amanda app # 18-112081-RP) Comments

Aaron Panko,

I have received and reviewed the proposal that was mail to me at my home, 5017 Bow Ct SE, Salem, OR. I objections to the proposal.

Comments:

- Costco is not a local neighbor community business. It brings in business from all over Salem and beyond.

-Building 3 extra retail shells on the property does not change it into the Kuebler Gateway Shopping center. Let's make no mistake this would be the Costco shopping center.

-Traffic. I believe this would increase traffic considerably on Kuebler and on Boone RD. At community meetings with Costco and PacTrust they said their studies said the increased traffic would be no more than a medium-sized restaurant. What medium-sized restaurant needs a building, a parking lot, and entrances the sizes as being proposed? When asked for more details and traffic numbers PacTrust was "unable" to supply us with details.

-Impact on the residential community along Boone RD. The proposal does not contain any kind of buffer between our community and Costco along Boone RD. Costco should build some kind of buffer along Boone rd to lessen the impact on the community. And that Boone rd should not supply direct access to Costco. Bow Ct SE is a dead-end road. The only access to it is via Boone RD. And if I read these plans correctly, they want to add a Costco entrance on to Boone directly across from Bow CT SE.

To recap, Increased traffic, no buffer between the residential community and the shopping center, using Boone Rd as part of access to Costco, and the fact that Costco is not just a local shopping center providing local services.

I think that if Costco wants to be located on the proposed property they need to do more to deal with traffic, and they need to make an effort (spend money) to make an acceptable buffer between them and the residential community and they should remove dependence on Boone RD. On the other side of a buffer, they could add their own access road that runs parallel to Boone RD that drastically reduces the impact on Boone. I believe these are reasonable requests of a company the size of Costco, and of the City of Salem. I understand the need for growth, but please protect our communities at the same time.

Thanks for your time,

From: Janet Lundeen <jrlundeen@aol.com>
Sent: Tuesday, September 11, 2018 8:26 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: Proposed Costco development - PLEASE DO NOT APPROVE!

Mr. Panko, Mr. Bennett and City Council members.

Traffic on Kuebler is quite bad at times - vehicles going to and from a Costco development will impede traffic flow substantially. I live south of Kuebler and west of Commercial and may well be forced to go south on I-5 to the Delaney Rd exit simply to go north on I-5. ODOT recently did work on the I-5 southbound exit to Kuebler to eliminate traffic backing up on I-5 during rush hour. With a new Costco development, traffic will likely start backing up onto I-5 again.

Not only will traffic be degraded but also the character, peace and safety of our neighborhoods as more people come to Costco and come to know the south Salem area. I know 'money talks' and the Costco people have great influence. But they already have a location that they get great profit from - do they really need more money. Are you getting emails and calls from people asking Costco to move the the Kuebler location? No I'm sure you aren't - you are getting communication asking that Costco **NOT** be relocated to Kuebler. I implore you to let Costco stay on Mission Street and do not degrade our neighborhoods or our travel.

Sincerely,

Janet Lundeen

From: Hannah Evans <hevans82@gmail.com>
Sent: Wednesday, September 12, 2018 10:46 AM
To: Aaron Panko
Subject: Costco on Kuebler comment-don't worry it's positive!!!!

Hi, I own a home in the creekside area. My neighbors seem to be very upset by the Costco move. However , I support it and welcome the business moving to more safe and suitable location. I am a Costco member at hate that parking lot and exit. I avoid trips to Costco for that reason. I feel like its all an accident waiting to happen. I am glad things are moving forward and sorry for all the complaints from my uptight and bored neighbors.

Hannah Evans
Local home owner!

From: ROGER COAKLEY <COAKTEK2@msn.com>
Sent: Wednesday, September 12, 2018 11:38 AM
To: Aaron Panko
Subject: Costco

I am voicing my opposition to the re-location of Costco onto Kuebler. I live one block off Boone and this would over-tax the whole areas traffic, water, sewage, and first responders. Please vote “NO” on this proposition.

Thank you,
Janelle Coakley

Sent from Mail for Windows 10

From: TIM <tim_c28@yahoo.com>
Sent: Wednesday, September 12, 2018 12:25 PM
To: Aaron Panko
Subject: No Costco on Keubler

A move to put Costco at the intersection of 27th Kuebler would be a ridiculous move by the city of Salem to allow it to happen. There is plenty of available flat commercial property located else where. It does not need to border a residential neighborhood. Adding additional traffic to Keubler would interrupt the flow of traffic and impact the off ramp at I-5. Bad idea, bad idea!

Tim

From: Chelsea Hickok <chelsearhickok@gmail.com>
Sent: Wednesday, September 12, 2018 12:25 PM
To: citycouncil; Chuck Bennett; Aaron Panko
Subject: Opposition to Costco- SPR DAP18-15

Hello,

I am strongly weary of the Costco Development relocating to Kuebler Blvd. I live off of Battlecreek only a few blocks away from this area and I don't see it as being a positive change or development for the area. It seems there would be several better suited locations in Salem for something of this magnitude, rather than next to several residential neighborhoods, schools and an already extremely busy intersection and road. This will change people's day to day way of living and navigating among their homes and not for the better unfortunately. Kuebler is already almost at complete capacity and adding Costco and other large developments would totally and completely exceed the parkway's and interchange's capability. Kuebler and I-5 interchange was JUST worked on and improved for the better . . . it's disappointing to know that this new development now can possibly come in and make all that work and change for the better seem in vein, because of the overwhelming amount of traffic and congestion it will bring. I don't like to rock the boat or make waves . . . but it is really hard to see the positives of this type of development moving to this type of location. It just doesn't seem logical or feasible.

Thanks for your time
Chelsea Hickok

From: **Tomoko** H <tomokoharpster@gmail.com>
Sent: Wednesday, September 12, 2018 12:28 PM
To: citycouncil; Chuck Bennett; Aaron Panko
Subject: SPR DAP18-15

Whom it may concern,

I strongly oppose the plan of Costco's relocation from the following reasons.

• IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets. • The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams. • Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity. • The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area. • The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers. • Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties.

Thank you for your consideration.

Tomoko Harpster

From: Lisa Anderson-Ogilvie
Sent: Wednesday, September 12, 2018 12:31 PM
To: Aaron Panko
Subject: FW: Costco relocation

Importance: High

Lisa | 503-540-2381

-----Original Message-----
From: Brandi Brogoitti [mailto:brandi.cpafirm@gmail.com]
Sent: Wednesday, September 12, 2018 12:09 PM
To: Chuck Bennett <CBennett@cityofsalem.net>
Cc: citycouncil <citycouncil@cityofsalem.net>
Subject: Costco relocation
Importance: High

Please do NOT allow Costco to move into our neighborhood on Battlecreek & Boone!! The light pollution, the daily/nightly deliveries via semi, the gas deliveries, the constant influx of traffic to an already burdened Kuebler and Battlecreek. Our children play on Boone, ride their bikes....we value our beautiful neighborhood. 1000 parking spaces?! 30 gas pumps?! These things do not belong in a neighborhood....they belong at the abandoned Kmart building, the empty decaying lots next to the Car Dealership next to the National Guard building, at the current Costco location.

Livability should be the No. 1 goal as the city considers future economic opportunities. That's because no number of retail jobs is worth becoming just another suburb. We are already turning the South end of Salem into a concrete building nightmare - insisting on building on every single inch of horizontal ground!

Each dollar spent with local enterprises circulates three times more than one spent with a chain. Small businesses build community, as unique establishments become meeting places. They place less stress on the environment by consuming less land, carrying more locally made products and locating closer to residents, eliminating car trips to stores on the outskirts of town.

A 282-page study conducted by the prestigious Wharton School of Economics concludes that a store like Costco should be as centrally located as possible to mitigate the amount of travel on our roads and reduce the influx to an outlaying area. Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.

Now Costco decides to abandon its current location and build an even larger store, we will be stuck with a vacant mega-retail store and all the detrimental effects that brings. Just like much of Mission/Hwy 22 already has huge lots and buildings that are vacant and derelict. We can't expect Walmart to move in, there is already one too close - who will want that $11 million price tag any time soon????

Costco will gobble up significant portions of limited infrastructure development funds and send their profits out of the community. Those enormous stores are paying a negligible amount in taxes. For their size, they are contributing hardly anything while meanwhile demanding new electric lines and frontage roads and signalized intersections (among other things).

The affected neighborhood does NOT want Costco, literally, in our backyards.
There is a Costco in Albany, a short 15 minute drive away. North Salem wants a Costco, Keizer wants a Costco closer to them - let them have it!
The impact to livability in our neighborhood will be horribly impacted and should be the first concern of our City Council, our elected officials whom we have put our faith in to protect our best interests.

Costco is moving..we all get it. If you are going to let it invade a neighborhood, let that impact be where the people want it. Don't force it into a location that it isn't wanted just because Pac Trust is tired of holding that land vacant. There is a petition with at least 500 names on it already - please listen to your citizens, our voices are loud and clear.

Battlecreek is already a traffic nightmare during school and rush hours, it will become worse as it will become a main artery for a large portion of shoppers trying to avoid the horrible traffic on Kuebler/Cordon and I5.
There are multiple cul-de-sac streets along Boone, the traffic on Boone will increase exponentially and likely lead to residents unable to easily get in and out of their streets. The response time for our Fire Station located on Battlecreek will be impacted due to the congestion, the outlets of streets onto Battlecreek already get backed up as the traffic on Battlecreek gets backed up at the traffic light on Kuebler. I know there was a traffic study done - but relying on information from the people that will directly benefit is like asking a child to decide how many cookies they should get..you can't rely on the answer and the traffic study done by the developers has been declared flawed by ODOT.

Brandi Brogoitti
Fort Rock Ave SE

From: Lora Meisner <lmgb@earthlink.net>
Sent: Wednesday, September 12, 2018 1:19 PM
To: Aaron Panko
Cc: Chuck Bennett; citycouncil
Subject: re: PacTrust/Costco Development Case# SPR DAP18-15

The proposed development is NOT what the developer originally promised the former Mayor and Council—they said it was going to be a neighborhood commercial center. Costco is NOT a neighborhood center. It is a Regional commercial warehouse. There are homes in surrounding neighborhoods that don't have 30+ pump gas station in their back yards and don't want to hear large semi's idling at all hours of the day and night.

So we have a commercial warehouse Costco with 1000+ parking spaces relocating from a 6-lane highway to a 4-lane parkway and their so-called traffic study doesn't show traffic jams and increased accidents on the two 2-lane side streets, 27th and Battle Creek? Really? Somehow I can't believe that. There are two other developments that will be developed in the same area—with over 3000 parking spaces and these developments would be more than double the size of Woodburn Premium Outlets. Our infrastructure and neighborhoods are not prepared for this and the state has NO money to redo the interchange. Kuebler is already at 85% of its capacity. The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area.

With climate change and the consistent degradation of our land, streams and wetlands, the massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers.

This proposed development needs to be rejected and reverted back to the original promise from PacTrust of a neighborhood commercial center.

Lora Meisner
1347 Spyglass Court SE
Salem, OR 97306
503-588-6924

From: Tom Jackman <thinkthis@gmail.com>
Sent: Wednesday, September 12, 2018 1:33 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: Case# SPR DAP18-15

All,

I write to you as a resident of the Woodscape neighborhood that is located just West of the new Costco shopping complex that is in development on Keubler Blvd near the I5.

I just wanted to say that my wife and I are super excited about it and we think it will do a lot to boost real estate value in the area as these projects often do. I know that the typical people writing these emails are retired and/or childless and these folk often have nothing better to do than complain about city development that is vital to the continued growth and health of the city.

I am raising three young kids and I'm ecstatic about new shopping opportunities in our relatively barren section of town and the added convenience these places will provide.

"Not in my backyard" (NIMBY) is a issue in every single development project that has ever existed since the dawn of civilization. Know that there are a lot of younger, busier people who think the same way I do who don't have the time or the wherewithal to write you all to show our support for responsible development in the South Salem area.

As someone who intends to reside in the South Salem area for the next few decades I am glad the city is helping to grow and mature the area. No one likes traffic and no one enjoys seeing trees cut down. I trust that these concerns are being dealt with by the city and by the developers and I look forward to seeing this project when it is fully completed.

Thanks,

Thomas Jackman

From: Aaron Pesek <apesek@samhealth.org>
Sent: Wednesday, September 12, 2018 1:44 PM
To: Aaron Panko
Cc: citycouncil; Aaron Pesek
Subject: Kuebler Blvd Development / Costco Relocation

RE: Kuebler Blvd Development / Costco Relocation

Mr. Panko / Salem City Council,

I am writing this email to state I am strongly opposed to the Costco Relocation to the Kuebler Blvd. Development in South Salem. I currently reside at 2007 Stefon Ct SE, which is adjacent to Battlecreek Rd, North of Kuebler Blvd.

Since we moved to our residence in June of 2015, the traffic in South Salem, specifically Battlecreek Rd, has increased tremendously. When I looked at the traffic study completed for the Kuebler Development, I immediately noticed the study was completed on 2 days in December of 2015. That is LAUGHABLE. December traffic is generally the lightest Salem has to offer. Also, December 2015 traffic and present 2018 traffic has completely changed, anyone with poor vision and 12 brain cells can see that. Traffic has increased on Battlecreek, speed has increased, danger has increased. Specifically, in April of 2017, our son was driving northbound on Battlecreek Road on a weekday afternoon. He was driving to visit a friend that was at a residence directly on Battlecreek Road. As he was turning left into the residence, a speeding car came over the hill and t-boned him, sending the car spinning multiple times on the road and ended up in the ditch on the east side of the road. Both vehicles were totaled. This is the kind of traffic and accidents that are happening today at present, and that is WITHOUT adding thousands of extra cars traveling to and from Costco. My mind cannot possibly grasp what the developers and the city are thinking by putting this in/near a residential area of South Salem, a gem of Salem, a great place to live in Salem. Every third day I seem to encounter a traffic accident on Kuebler Blvd, mostly at the intersection of Kuebler and Battlecreek. I know there are a lot of people that are in favor of the Costco at the Kuebler Development, but these residents cite the reason they are excited is because the traffic is a nightmare at Mission, and they just suddenly believe plopping it into a residential area with 1 more exit out of the parking lot will magically make the traffic disappear. Where is the leadership on this flawed logic?? The biggest problem is that the Costco will be a left turn from Kuebler coming from I-5, making it worse than its current location (right hand turn off Mission, a non-residential area).

Am I opposed to the Kuebler Blvd Development at all? NO. I am definitely in favor of the development, for a few businesses to go in this area, as I do understand this is a great location off the interstate. But a Costco? A Costco that will increase traffic by thousands of vehicles per day? In a residential area with families and children? NO. Maybe if …. IF Salem did not have a Costco in their city limits, a business like Costco would add jobs and be great for the Salem Economy. But this is just to literally move Costco 3.8 miles down the road. This is adding no jobs. This is adding no local economic benefits. This is adding nothing to Salem, other than probably increasing Costco's bottom-line by a few dollars, because of the INCREASED TRAFFIC AND SHOPPERS.

At a minimum, a new and CURRENT traffic study needs to be completed, one in the summer when traffic is high. Once this new traffic study is completed, it will be very, very, very clear that adding Costco

traffic to Kuebler Blvd is harmful to the city. The facts will speak for itself. But at the present time, there are no current traffic study facts. Just an out-dated, baseless traffic study that means nothing.

For the safety of South Salem. For the integrity of its people. Please say NO to the Costco Development.

Thank you,

Aaron Pesek
Reimbursement Supervisor
Samaritan Health Services
541-768-4441

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From: Lisa Roisen <sadiecat1@comcast.net>
Sent: Wednesday, September 12, 2018 2:26 PM
To: Aaron Panko
Subject: Costco SPR DAP18-15

Mr Panko,
I live very close to the proposed site of the relocation of Costco and I ADAMANTLY oppose it. The reasons I oppose it are rational and realistic and would impact the surrounding neighborhoods negatively on many levels.
If Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development, more than twice the size of the Woodburn Premium Outlets. This in and of itself should cause you to turn down the proposed Costco development. Kuebler can't handle this kind of traffic. The three projects together could include more than 3,000 parking spaces, Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. How can you approve this? Additionally, the surrounding streets and I-5 interchange will be bumper to bumper traffic, look at Mission St in front of Costco right now, and knowing that Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.
Now let's talk about the traffic study done by the developers which has been declared flawed by ODOT. The City needs to require a new traffic study taking into account all proposed developments in the area. Originally the developer promised the City that this development would be a neighborhood commercial center, like a grocery store, NOT a regional commercial center such as Costco that will attract traffic from all of Marion and Polk counties.
Why would you approve something that is so hotly opposed by the people who live nearby? Don't the hundreds of people directly affected have anything to say about what is built near their homes, negatively impacting our property values? A commercial warehouse like Costco needs to be in commercial area, NOT A NEIGHBORHOOD!
What is wrong with you people. We are the local taxpayers who should have the say as to if this gets built or not...not the big corporate Costco from Washington State.
Thank you,
Lisa Roisen

Sent from my iPad

From: Roger Coakley <coaktek2@gmail.com>
Sent: Wednesday, September 12, 2018 2:43 PM
To: Aaron Panko
Subject: Costco

The commercial development would be more than TWICE the size of the Woodburn Premium Outlets.
• The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams.
• Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.
• The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area.
• The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers.
• Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties.
Please also include any other impacts/concerns that you have about the proposed relocation of Costco to Kuebler Blvd. The South Gateway Neighborhood Association will be submitting formal comments, but the City needs to hear from as many Salem residents as possible so they understand the opposition to this project.

Thank you,
Janelle Coakley

Sent from Mail for Windows 10

From: Dan Atchison
Sent: Wednesday, September 12, 2018 3:32 PM
To: Aaron Panko
Subject: FW: Costco

For the record.

Dan Atchison
Salem City Attorney
503-588-6003

From: Cara Kaser
Sent: Wednesday, September 12, 2018 1:03 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fwd: Costco

FYI

Cara Kaser
Salem City Councilor, Ward 1
ckaser@cityofsalem.net

From: Larry Phelan <godogs69@sbcglobal.net>
Sent: Wednesday, September 12, 2018 10:50:55 AM
To: Cara Kaser
Subject: Costco

I'm surprised you are asking for input since this is a done deal. If not, why is there a "for sale " sign at the current site? I live on Bow CT and will be staring at the Boone entrance to Costco. Boone is already a drag strip and wonder what magic is up your sleeve to slow down the maniacs eager to enter the store? All the work on Kuebler will never prove effective once this project is done. Thanks for having no foresight. Also can't wait for the shopping carts and dumpster divers to show up.
Sent from my iPhone

From: Danny Brogoitti <dannybrogoitti@gmail.com>
Sent: Wednesday, September 12, 2018 3:42 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: SPR DAP18-15

• IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets.

• The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams.

• Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.

• The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area.

• The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers.

• Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties.

Not to mention, the proposed location is right next to a fire station. The traffic this will bring, wikl dramatically increase response times for them, which is dangerous and insanely irresponsible.

Best Regards
~ Mr. Brogoitti

From: Lesa <lesaa@msn.com>
Sent: Wednesday, September 12, 2018 4:25 PM
To: Aaron Panko
Subject: Case SPR DAP18-15

Hello Aaron,
My name is Lesa Archibald. I live in the Sumpter neighborhood area. I want you to know that I strongly support Costco coming in to South Salem.
I understand there will be more traffic for me going to get on I-5 or cross over it.
I'm more concerned about all the semi trucks accessing I-5 coming from the Amazon facility to the east.
That part of Keubler/Cordon is only two lanes wide!
That poses a much bigger issue than Costco.
Costco takes the adjacent neighborhood into account and place the site to make them selves better neighbors.
I would appreciate information about road improvements for that area!

Thank you,
Lesa Archibald
5496 Mallard St SE
Salem, Oregon 97306

From: 43bands44 <43bands44@comcast.net>
Sent: Wednesday, September 12, 2018 4:35 PM
To: Aaron Panko
Subject: Costco

Love the idea of a Costco. Better than strip malls.
Bob Steiner

Sent from my Verizon, Samsung Galaxy smartphone

From: 43bands44 <43bands44@comcast.net>
Sent: Wednesday, September 12, 2018 4:38 PM
To: Aaron Panko
Subject: Costco

Love the idea of the proposed Costco. Good location as long as it has plenty of exits and entrances.
Bob Steiner
South Gateway

Sent from my Verizon, Samsung Galaxy smartphone

From: drz450 <drz450@comcast.net>
Sent: Wednesday, September 12, 2018 5:16 PM
To: Aaron Panko
Subject: Costco

No Costco on keubler!!

Sent from my Verizon, Samsung Galaxy smartphone

From: Greg May <gregory_may@yahoo.com>
Sent: Wednesday, September 12, 2018 6:01 PM
To: Aaron Panko
Subject: Costco in south Salem

My wife and I are loving the idea of seeing Costco closer to our home on wiltsey rd south east!

We can't wait to see the project move forward!

Sent from my iPhone

From: viciaadams@gmail.com
Sent: Wednesday, September 12, 2018 6:51 PM
To: Aaron Panko
Subject: SPR DAP18-15

Dear Sir/Madam,

I'm greatly concerned about the proposed Costco relocation to 27th St in SE Salem. There are a few points I would like to bring up;

• IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets.

• The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams.

• Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.

• The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area.

Respectfully yours,

Vicia Adamson

Powered by Cricket Wireless

From: Jean Younis <jcyounis@gmail.com>
Sent: Wednesday, September 12, 2018 6:59 PM
To: Aaron Panko
Subject: Support for Costco Relocation

I would be happy to see Costco relocate to Kuebler. I feel it is a good business with excellent business practices and clientele. A much better option than businesses with longer hours.

Jean Younis
Morningside Resident

From: Richard Rosenau <rgrosenau@icloud.com>
Sent: Wednesday, September 12, 2018 7:46 PM
To: Aaron Panko
Subject: Costco Relocation

I am 100% in FAVOR of the new location.

Sent from my iPad

From: Sheila Tuthill <sheila.tuthill@gmail.com>
Sent: Wednesday, September 12, 2018 7:37 PM
To: Aaron Panko; crbennett@cityofsalem.com; citycouncil
Subject: Proposed Costco on Kuebler Blvd

Re: SPR DAP 18-15

The reasons for rejecting a Costco on Kuebler Blvd are several:

First, a large Nursing Home facility and new residential develop are being constructed on Boone Road across from the proposed Costco site which would appreciably exacerbate traffic flow in the event Costco were situated as proposed.

Secondly, Traffic in front of Pringle School would increase dramatically, placing students walking home from school at risk.

Thirdly, During morning and evening rush hour traffic can be backed up all the way from Commercial to Battlecreek. Furthermore, situating a Costco in a residential area would create both excessive noise and air pollution, compromising the welfare of local residents.

Costco would level a grove of 100 year old Legacy Oaks which are habitat for wildlife.

Salem employed a specious algorithm in it's traffic projections by assuming Costco traffic would approximate that of comparable big box stores, when in fact Costco draws appreciably more vehicles. There are no retail developments on Kuebler between Skyline Road and I-5, save for the Commercial Street intersection; an exception from this established historical precedent should not be granted to Costco.

If only every City Council member could visualize him/herself looking out their living room window only to see the ugly back side off a Costco store, and opening the door and smelling the insidious fumes from Costco's mega gas station, fumes which could damage the lungs of our children.

Costco is a billion dollar corporation whose loyalty is only to it's shareholders. It will unleash a phalanx of lawyers bearing sharkskin suits, alligator shoes, and gold Rolex watches to intimidate our City Council members. Let's hope the City Council members possess the intestinal fortitude to defend the David against the Goliath, by protecting the folks who are depending on them to do the right thing.

Speaking as someone who believes in the Golden Rule, I would never advocate inflicting this nightmare on another neighborhood for my own convenience.

John Tuthill

From: Bill <willisw2001@aol.com>
Sent: Wednesday, September 12, 2018 8:10 PM
To: Aaron Panko
Subject: Costco relocation (case SPR DAP 18-15)
Attachments: Costco trip comparison2.xlsx; Panko.ltr.docx

Hi Aaron. Attached is my input on the Costco case.

Bill Worcester

Sent from Mail for Windows 10

September 12, 2018

Aaron Panko, Case Manager

City of Salem

Subj: Proposed Costco Relocation (Case# SPR DAP 18-15)

Dear Mr. Panko:

In light of the proposed locaton of a new 168,550-square-foot Costco, along with other retail developments, near the intersection of 27th and Kuebler, my wife and I attended the open house held near the site on June 19. I was subsequently able to obtain a copy of the Kittelson & Assoc. traffic impact analysis (TIA).

I am not a traffic engineer, but I am a retired Marion County engineer and public works director with 30 years of experience dealing with land use and traffic issues. My impression from a conversation with the Kittelson representative at the open house, reinforced by reviewing the TIA, is that Kittelson's analysis seriously underestimates the new trips to be attracted by this large-scale project. Google helped me to find five other Costco TIA's, three done by Kittelson and two by other consultants. Boiling the typically massive document down to some basic numbers, I believe Kittelson is underestimating trip generation by 33% to 50%. The attached spreadsheet shows how I reached this conclusion.

1. The TIA estimates new Costco net daily trips ("net" excludes pass-by and intra-site trips) at 7,210 and weekday pm peak hour trips at 1,198. Daily trips thus equal 6 times peak hour trips. However, in the other five studies, daily trips average 12.1 x peak hour trips. Applying that ratio to the Costco TIA, net daily trips should be 12.1 x 1,198=14,496 trips, DOUBLE Kittelson's estimate.

2. From another angle, the TIA estimates net daily trips at 43 per 1,000 square feet (ksf) of building area. The other five studies average 64 trips per ksf. Applying that ratio to the Costco TIA, net daily trips should be 168.55 ksf x 64 = 10,787, an increase of 3,577 trips over Kittelson's estimate. Kittelson's number is 33% low by this measure.

Other concerns include the narrow focus of the TIA to the immediate area of the Costco site. It ignores additional cut-through traffic in the south end of the Morningside neighborhood where we live, and possibly the South Gateway neighborhood as well, when Kuebler Blvd.

and/or Battlecreek Rd. inevitably become more congested, especially at morning and evening commute hours. Our personal interest is the already high volume of cut-through traffic using the Boone/Kinsington/Wickshire/Southampton corridor as an alternate to Kuebler between Commercial St. and Battlecreek Rd. The Boone/Kinsington/Wickshire/Chauncey/Webster corridor is also the only route for much of Morningside neighborhood traffic to access Kuebler and Commercial. Look at a map and you can see why I refer to this as a 'funnel' route to our neighbors to the north of Wickshire.

The TIA takes a piecemeal approach, looking at Costco in isolation. It ignores the cumulative impact of Costco plus two adjacent regional shopping centers, plus the existing and future businesses on the site, plus the million-square-foot Amazon distribution center off Aumsville Highway, plus the huge retirement facility under construction to the south of the Costco site, and hundreds of new and proposed apartments and subdivisions now in the development process. All this combined portends gridlock on Battlecreek and Kuebler, and unacceptable cut-through traffic on our neighborhood streets.

The TIA does not address the increased difficulty south Morningside residents will face in accessing Battlecreek Rd. when it becomes a major thoroughfare leading to Costco and the adjacent shopping centers. The intersections with Sunland, Gladmar, Independence, Soughampton, and Forsythe all have limited sight distance looking north and south along Battlecreek, due to hills and curves. It is already a challenge to enter Battlecreek safely, due to steadily increasing traffic and excessive speeds many vehicles travel on Battlecreek. We may need a signal at one of these intersections (Independence?) by build-out of the proposed developments to make access onto Battlecreek reasonably convenient and safe.

While the TIA touches on the functionality of the I-5/Kuebler interchange, it is clearly Costco's intent to draw shoppers from the region, not just Salem. The two adjacent shopping centers are also labeled "regional." The regional traffic impacts on the interchange and Kuebler itself need further analysis and probably additional mitigating measures to insure an acceptable level of service in this already busy locale.

To sum up, I submit there is a solid case for requiring Kittelson to revisit their trip generation numbers for Costco and all affected mitigation measures. Understating new daily trips by 33% to 50% is a serious flaw with implications for many other assumptions and findings throughout the study, and therefore undercuts the scope of mitigation measures that should be

required in the immediate Costco vicinity, along Kuebler and Battlecreek within a reasonable radius. It also downplays impacts of spill-over traffic using neighborhood streets to avoid congested arterials that should provide efficient access to the proposed regional shopping developments. Any TIA produced by professional traffic engineers should be based on realistic assumptions for the type and size of the development, and accurately project its true impacts on the surrounding area and existing infrastructure.

While it's probably safe to assume the Costco relocation is a done deal at this point, the residents of our impacted neighborhoods deserve a TIA that objectively addresses issues that directly affect our quality of life, and proposes mitigations sufficient to limit impacts as much as possible. Please feel free to contact me if you have any questions, and thank you for your attention to this matter of great concern to us and our neighbors here in south Morningside.

Respectfully,

Bill Worcester
1935 Wickshire Ave SE
503-371-9293
willisw2001@aol.com

Attach: Trip Comparison Spreadsheet

C: Mayor Chuck Bennett
City Council Members
Pamela Schmidling, Chair, Morningside Neighorhood
Glenn Baly, Chair, South Gateway Neighorhood
Dan & Kathy Reid

COSTCO TRIP GENERATION COMPARISON

Project	Location	TIA Consultant	TIA date	Store Size (SF)	Weekday PM Peak hour trips	Daily net new trips	Daily net trips/ peak hr trips	New daily trips/kSF	Pass-by trips
Salem Costco + gas	**27th/Kuepbler**	**Kittelson & Assoc**	**5/31/2018**	**168,550**	**1,198**	**7,210**	**6.0**	**43**	**30-34%**
Costco + gas	Elk Grove CA	Kittelson & Assoc	2/2016	150,548	1,076	10,978	10.2	73	Excluded
Costco + 24 gas pumps	Central Point OR	Kittelson & Assoc	10/2015	160,000	900	10,670	11.9	67	7-15%*
Costco + gas	E Vancouver WA	Kittelson & Assoc	10/2009	154,700	417	6,158	14.8	40	34-35%
Costco +12 gas pumps	Ukiah CA	W-Trans	6/2012	148,000	700	11,204	16.0	76	37%
Costco + gas	San Marcos CA	RBF Consulting	9/2009	148,200	1,186	9,248	7.8	62	22%
			Averages for 5 TIAs	152,290	856	9,652	12.1	64	25-27%
								*30-35% typical for Costco	

CONCLUSIONS:

1) **Kittelson underestimates new Costco daily trips by 33% to 50% (3,577 to 7,286 trips).** Understating new trips makes it easy to downplay/ignore traffic impacts on surrounding neighborhoods and existing infrastructure (eg. I-5/Kuebler interchange), and minimizes improvements required to maintain acceptable levels of service.

>The TIA estimates new Costco net daily trips at **6.0 x weekday pm peak hour trips**; the average of 5 other studies is 12.1 x weekday pm peak hour trips. By this measure, new Costco net daily trips should be **1,198 x 12.1 = 14,496** = 7,286 more than Kittelson's 7,210 estimate.

>The TIA estimates new Costco net daily trips at **43 per 1,000 square feet (kSF)**; the average of 5 other studies is 64 trips per kSF. By this measure, new Costco net daily trips should be **168.55 kSF x 64 trips/kSF = 10,787** = 3,577 more than Kittelson's 7,210 estimate.

2) **The TIA does not address increased cut-through traffic in the South Gateway and Morningside neighborhoods** when Kuebler and/or Battle Creek inevitably back up more at peak hours than they do already.

3) **The TIA does not address increased difficulty of south Morningside residents in accessing Battle Creek Rd.** when it becomes a main thoroughfare to Costco. The intersections with Sunland, Gladmar, Independence, Southampton, and Forsythe all have reduced sight distance north and south along Battle Creek, due to hills and curves, exacerbated by excessive speeds many vehicles travel on Battle Creek. We may need a signal at one of the intersections (Independence?) to make access onto Battle Creek by south Morningside residents reasonably convenient and safe.

4) **The TIA takes a piecemeal approach to traffic impacts**, addressing Costco in isolation and not the cumulative impact of Costco + two adjacent regional shopping centers + the existing businesses on site + the million SF Amazon distribution center + the retirement facility now under construction + hundreds of apartment units and single-family residences now in the land use approval/development process.

From: rachel_lindsey@yahoo.com
Sent: Wednesday, September 12, 2018 9:21 PM
To: citycouncil; Aaron Panko; Chuck Bennett
Subject: SPR DAP18-15

I am sending this email with my concerns about the possible relocation of Costco to Kuebler.

I have lived in the Commercial/Kuebler area for 14 years. The growth of Salem has been incredible...especially in South Salem. We already have such bad traffic on Kuebler that adding Costco is going to make it 100% worse.

Not only that, but just one block south of Kubler is all residential area. Having a large commercial store that is ALWAYS busy like that is not in the best interest of this neighborhood. it would be one thing if this was a second Costco location in Salem. But with this being the only Costco location in the entire city of 170,000 people, it is not a good place.

there was the upgrade of the off-ramps and on-ramps of I5 at kuebler in the last few years. It was scary before it was renovated and having to sometimes stop on the freeway for the exit. Putting Costco down in that area you're going to have cars sripped on the freeway once again.

please reconsider. Adding Costco on Kuebler is not a good option for Salem.

thanks,
rachel harris

From: patdaviselectric@gmail.com
Sent: Wednesday, September 12, 2018 10:38 PM
To: Aaron Panko
Subject: Please no costco in south salem

We already have to much traffic on Kuebler, please don't let a new costco go in here.

Sent from my iPad

From: Phyllis Seitz <phseitz44@gmail.com>
Sent: Thursday, September 13, 2018 6:31 AM
To: Aaron Panko
Subject: spr dap18-15

This is not the place for a regional store like costco. Traffic problems will make Kuebler exit impossible.

From: Dan Atchison
Sent: Thursday, September 13, 2018 7:31 AM
To: Aaron Panko
Subject: FW: Costco No please

Dan Atchison
Salem City Attorney
503-588-6003

From: Chuck Bennett
Sent: Wednesday, September 12, 2018 9:56 PM
To: Dan Atchison <DAtchison@cityofsalem.net>
Subject: Fwd: Costco No please

Sent from my iPad

Begin forwarded message:

> **From:** Darla Bell <dancedrill@yahoo.com>
> **Date:** September 12, 2018 at 9:39:01 PM PDT
> **To:** crbennett@cityofsalem.net
> **Subject: Costco No please**
>
> Dear mayor Bennett,
>
> IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets. • The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams. • Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity. • The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area. • The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers. • Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties. Please also include any

other impacts/concerns that you have about the proposed relocation of Costco to Kuebler Blvd. The South Gateway Neighborhood Association will be submitting formal comments, but the City needs to hear from as many Salem residents as possible so they understand the opposition to this project.

Please find another location for Costco
Sent from my iPad

From: Lisa Anderson-Ogilvie
Sent: Thursday, September 13, 2018 8:05 AM
To: Aaron Panko
Subject: Fwd: Costco

Lisa | 503-540-2381

From: Scott Green <scttgreen17@icloud.com>
Sent: Thursday, September 13, 2018 4:39:21 AM
To: citycouncil
Subject: Costco

Let's get a new Costco. Make sure union craft builds it. Otherwise you get what you pay for.

Sent from my iPhone

From: RYAN LANGDON <ryanlangdon@comcast.net>
Sent: Thursday, September 13, 2018 9:32 AM
To: Aaron Panko
Subject: No To Costco On Kuelber

Aaron,
The proposed Costco expansion on Keebler is not a good fit for our neighborhood. Keebler is already near capacity even after the recent upgrade to the road/ intersections. That upgrade did not include expansions that would support a regional commercial center that would include over 30 gas pumps and and over 3000 parking spaces . Please take into consideration all of us who live in this area and have worked to create a livable environment. Allowing Coscto and its like in the neighborhood will turn our neighborhood into a business center. If the current traffic structure on Mission street can not support a Coscto, how can you expect Keebler with much less infrastructure to support the traffic?
Please consider the below points.
• IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets. • The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams. • Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity. • The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area. • The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers. • Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties. Please also include any other impacts/concerns that you have about the proposed relocation of Costco to Kuebler Blvd. The South Gateway Neighborhood Association will be submitting formal comments, but the City needs to hear from as many Salem residents as possible so they understand the opposition to this project.
Thanks for your help,

Ryan Langdon

From: Heather Krys-York <heather_krys_york@yahoo.com>
Sent: Thursday, September 13, 2018 10:41 AM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: South Salem Costco development

To Whom it May Concern:

I would like to provide my input as a homeowner in South Salem regarding the proposed new Costco to be built off Kuebler and 27th. I am 100% in favor of this being built. I love Costco but think the current one on Mission is difficult to get in and out of.

I think Costco is a stand up company that will take care of the property and their employees. I would much rather see them move in than a Walmart or Grocery Store Outlet.

Sincerely,

Heather Krys-York
290 Boone Rd SE
Salem, OR 97396

Sent from my iPhone

From: WD Smith <wdsmith39@gmail.com>
Sent: Thursday, September 13, 2018 11:42 AM
To: Aaron Panko; Chuck Bennett; citycouncil; letters@statesmanjournal.com; dhughes@statesmanjournal.com; Sharon Smith
Subject: Amazon and Costco-The Perfect Traffic Storm for Kuebler Blvd and adjacent neighborhoods.

The one million square foot Amazon Fulfillment Center on Kuebler Blvd and Lancaster Drive will open soon. Several hundred more cars will traverse Kuebler Blvd and the Interstate 5 Interchange onto Kuebler. Additionally, several hundred more trucks will be delivering and picking up Amazon goods every day. The average Amazon Fulfillment Center ships over 20,000 packages a day. To fill those orders a similar volume must come into the Center. Read about the effect an Amazon Fulfillment Center had on Robbinsville New Jersey. We can do nothing about the Amazon effect on Kuebler Blvd and the surrounding roads and neighborhoods.
We can do something about the proposed Costco facility on Kuebler Blvd!

Amazon's mega warehouse gridlocks traffic in N.J. towns

Updated December 2, 2015 at 12:36 PM; Posted December 1, 2015 at 6:08 PM

By Cristina Rojas
crojas@njadvancemedia.com,
For NJ.com

UPDATE: N.J. mayor vows to sue Amazon over warehouse traffic gridlock
ROBBINSVILLE -- The holiday rush is underway at Amazon's 1.2 million-square-foot fulfillment center in Robbinsville.
Bins full of orders move along 14 miles of conveyor belts, but outside, traffic grinds to a halt for miles when more than 4,000 employees are going in and out during rush hour.

"Since this holiday season, it's gotten horrendous," said Debbie Lange, whose Lynwood Estates neighborhood in Upper Freehold bears the brunt of the traffic gridlock. "It's really bad."

School buses get caught up in the traffic, kids who drive to school arrive late and it has become nearly impossible to get in and out of the neighborhood that sits across the street from the Gordon Road entrance.

Lange said the drive to Allentown High School would normally take four minutes but is now a half-hour.

Another resident, Robert Lerman, said it can take as long as 40 minutes to move three-quarters of a mile. When his wife drops off their sons at sports practice, a 10-minute round trip has now become a 35- to 40-minute drive.

"The quality of life has been destroyed."

The proposed Costco Facility on Kuebler Blvd and Battle Creek Road and adjacent commercial development will move the traffic from Hawthorne Avenue SE, SR 22 and I-5 to Battle Creek Road, Kuebler Blvd and I-5 on top of the hundreds of Amazon cars and hundreds of trucks servicing the Amazon Facility. Do we want the "quality of our lives" destroyed? Costco on Kuebler is not a done deal in spite of what Costco Management might think.

SAY NO TO COSTCO ON KUEBLER BLVD!

From: A S <heedthefool@hotmail.com>
Sent: Thursday, September 13, 2018 12:07 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: SPR DAP18-15 public comment

Dear Mr. Panko, Mayor Bennet, and City Council Members,

I am writing to voice my opposition to the proposed relocation of Costco to Kuebler Blvd. between Battle Creek and 27th (Case# SPR DAP18-15).

I am concerned that a Costco would degrade the quality of life in the Salem neighborhood where I live (Morningside). Costco would be a regional commercial center and would attract traffic from all of Marion and Polk counties onto a street that is already at 85% of its traffic capacity.

The neighborhood deserves an explanation as to why the Costco is being placed is such a disruptive location, when it could instead be placed on the east side of I-5 without becoming a nuisance to the immediate neighbors as well as aggravating the hundreds of South Salem residents who rely on Kuebler for I-5 access.

If the developer kept their original promise, and put in an appropriate neighborhood commercial center, the area would be improved rather than degraded. Residents like me would be able to enjoy car-free shopping, as the area is walkable from many of our homes. Even if I were a Costco customer, which I am not, I wouldn't be able to walk there to shop because most of their products are too large and heavy to carry without a car. If people have to drive to shop at Costco anyway, why not put it a little farther from places of residence, and put more pedestrian- and bike-friendly shops nearby?

Thank you for your attention and consideration,

Alison Shields
Salem Resident
Southampton Dr. SE

From: ROGER COAKLEY <COAKTEK2@msn.com>
Sent: Thursday, September 13, 2018 1:58 PM
To: Aaron Panko
Subject: Objecting to Costco relocation

SPR DAP18-15 We haven't started to see the impact of the Amazon warehouse employees on the Kuebler/I-5 exchange. We sure don't need the traffic a Costco would bring to that location.

Sent from Mail for Windows 10

From: Shane <shanep@reagan.com>
Sent: Thursday, September 13, 2018 2:01 PM
To: Aaron Panko
Subject: Yes on proposed Costco Move

Hello Aaron,

I just wanted to share my support for the Costco relocation.

Thanks,

Shane Phelps
Woodscape Green Neighborhood Resident/Homeowner.

From: Sylvia Machado <ladymachado@gmail.com>
Sent: Thursday, September 13, 2018 5:16 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Cc: 'Glenn Baly'; 'William Dalton'
Subject: SPR DAP18-15

Good afternoon:
I live in South Salem, off of Commercial. I am very concerned about Costco possibly moving to South Salem on Kuebler Blvd.
I drive down Kuebler to get on the 5 freeway, and at peak traffic times Kuebler is already very busy.
I can't imagine (actually unfortunately I can imagine) how heavy the traffic would be with the addition of:

1. Costco moving to Kuebler at the 5 freeway
2. Development of the two acreages at 27th and the 5
3. 1,000 employees and countless number of delivery trucks at the new Amazon building on Kuebler

Also, one of the things I love about Oregon, and about Salem, is the "green space". We have a beautiful area here (that's why I moved here) and taking down all the trees for these developments is a sacrilege! I thought the commercial development on Kuebler was going to be "community friendly". The addition of Costco and the other potential developments is not "friendly" to this community.

Respectfully,
Concerned citizen,
Sylvia Machado
South Salem, OR

From: Robbie <robbie3joan@yahoo.com>
Sent: Thursday, September 13, 2018 8:18 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: COSTCO DEVELOPMENT RE: SPR DAP18-15

Comments regarding SPR DAP18-15

I am a home owner in the Nottingham Woods development kitty corner to the proposed development cite, bordering on Battlecreek Rd and Kuebler. Battlecreek is one lane in each direction. There are several neighborhoods located here, enclosed by Battlecreek Rd with no egress east or south from our homes other than Battlecreek. When the traffic backs up we find it difficult to leave the area especially from about 3 pm to 6pm. There are hundreds of homes that are impacted in this area. To have a company so large that it attracts 1000 trips a day especially with 3 to 6 pm being their highest volume of customers, it appears that it is not practical or workable.

Commercial Blvd, the primary artery used to access Kuebler, is already heavily impacted by traffic causing a large number of people to divert to Battlecreek road, the next line of access from most of Salem to Kuebler. It is obvious to me that the traffic on Battlecreek will increase exponentially, compounding egress issues for the homeowners and access and egress issues for emergency vehicles not to mention making it more difficult to access to I-5 freeway. (Faulty traffic study done on Kuebler and no traffic study done on Commercial).

Costco's suggested mitigation to alleviate issues is to put 2 additional left hand turn lanes in and a traffic signal. That will not solve the problem. There is no space, plans or money to enlarge any of the existing roadways. This area of the community is not designed to handle this type of traffic and there are no mitigating solutions. It won't take the bulk of traffic off Battlecreek, so we can leave our homes. The entrances to the project do not appear to keep traffic from backing up on to 27 St or Ave, and going South on the south side of Battlecreek will cause a bottleneck.

This whole situation appears to be an ill advised proposal. And to think they want to develop an area eventually twice the size of the Woodburn outlet is frightening.

If the roads were planned better around the idea of having a store like Costco going in before all the homes and actual roads had been constructed maybe it wouldn't be such a problem, but trying to fix it after the fact--not so easy or practical and there are no plans to change or widen or alleviate the issue or money to pay for it.. It makes more sense to build a Costco where all the roads can be constructed with access and egress for the appropriate size and design for the project.

There are several empty stores and properties in Salem where companies have gone out of business. Anchor stores are going out of business and to plan more just to have them vacate seems ridiculous. The land on Kuebler could be used better than what has been suggested.

Costco states that the roadways are capable of handling 2019 traffic (the estimated time for opening, with faulty traffic studies) but they appear to have no solution for the future. Being that the road will not change and assuming that growth will make traffic increase, Costco has no workable solution for the future.

Traffic coming south off I-5 is of some concern since the connection where the apron meets the roadway heading West, the asphalt is already deteriorating. Once that gets worse it will become a constant repair item as more and more traffic goes that way.

We have not been given the amount of delivery trips that would occur daily nor the hours of delivery. Their plans are to put the warehouse directly in front of 3 cul de sacs of homes, just feet away from the homes. The noise level would be totally unfair to those homeowners and their access and

egress will be impacted with the 1 lane in each direction separating their homes from the warehouse. If their deliveries are all day and night that is just unacceptable.

Thirty gas pumps present air pollution and fire hazards. It is bad enough that when traffic backs up on Kuebler, which has gotten better since the widening of Kuebler, the exhaust fumes from sitting traffic come over the berm and into our homes. Putting that much of a traffic draw will increase the vehicles sitting at the traffic signals and increase the fumes in our homes.

Putting a hotel sounds more doable but it seems like we already have a lot of hotels. More medical buildings or small businesses, a nice restaurant, even a Whole Foods wouldn't draw as much traffic. Please no Costco. I don't mind them building a Costco, but build it where is won't present a traffic nightmare and out of residential areas.

Roberta Bray
2194 Alex Ave SE
Salem, Or 97302

From: Carol Dare <carolalbrechtdare@gmail.com>
Sent: Friday, September 14, 2018 9:30 AM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: Costco Proposal

I urge you to reject the Costco proposal for a regional development on Kuebler Blvd for the following reasons;
The traffic study done by the developers has been declared flawed by ODOT, The city should require a new traffic study taking into account all proposed developments in the area.

Three potential projects in the area totaling 82 acres would require 3,000 parking spaces and a potential of 30 gas pumps, adding pollution to the area. Costco alone has 1,000 parking spaces.

The Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate precious trees.

The Kuebler Parkway is already at 85% capacity. New traffic from 82 acres of retail space and surrounding apartment and housing developments would overwhelm it. What about pedestrians? Bike Lanes?

Please reject the Costco proposal.

Thank you,
Carol A. Dare

From: Tim Burton <tburton@acm.org>
Sent: Friday, September 14, 2018 5:03 PM
To: Aaron Panko
Subject: Costco relocation

I'm writing to object to the Costco relocation to Kuebler. The traffic between I-5 and Battlecreek Road is a near-nightmare at busy times at the present time and Costco would only make it intolerable.

Tim Burton, M.D.
tburton@acm.org



"The problem of power is how to achieve its responsible use rather than its irresponsible and indulgent use; of how to get men of power to live for the public rather than off the public." -- John F Kennedy

From: Patrice Aiello <paiyellow@gmail.com>
Sent: Saturday, September 15, 2018 12:20 PM
To: Chuck Bennett; Aaron Panko; citycouncil
Subject: Costco SPR DAP18-15

A considerable amount of development is planned on and around Kuebler between I-5 and Battle Creek. As unwelcome as this is, the zoning is in place with both residential and retail slated to go in.

However, Costco is a whole different story from other retailers. It is an absolute outrage to bring Costco to this location. It is totally inadequate for Costco to have one location to serve all of Salem and all of the vast surrounding areas. Other large chains offer more than one store. The popularity and patronage of Costco place it far above any other store in number of visits.

This location is not even central to the areas being served. Customers are going to be coming from vast distances and all bearing down on our mostly residential area in the southeast. This is ridiculous. If they are to have only one store, it should be centrally located. East of I-5 and more to the north would be much more appropriate. Ideally, I would love to see them keep their current store and open a second one in north Salem.

Our area here cannot support this kind of traffic. Even ODOT says that Costco's traffic study is flawed. We are already going to endure a considerable increase in traffic because of the new housing and retail that will be built. Allowing a Costco to come here is going to make that already burdensome increase into an absolute traffic nightmare.

WE BEG YOU - DO NOT LET COSTCO COME HERE.

Patrice (and Frank) Aiello
6067 Pikes Pass St SE
Salem 97306

From: Jim Scheppke <jscheppke@comcast.net>
Sent: Saturday, September 15, 2018 12:49 PM
To: Aaron Panko
Subject: Comment on Plans for Costco

Dear Mr. Panko:
I strongly object to the plan for a new Costco on Kuebler Road that would, as I understand it, result in the destruction of a grove of Oregon White Oak trees. The City of Salem has deemed Oregon White Oaks to be "significant trees" as they should. We should not allow developers to destroy them. I understand that the developer developed alternative plans that would not result in the destruction of the Oregon White Oaks. The City should insist that one of these alternatives be selected instead of the one that is being proposed.

I live close to the former Oregon School for the Blind where the City allowed Salem Hospital to destroy many Oregon White Oaks. That was a terrible decision. Let's not repeat this mistake in the future please.

Thank you for your consideration,

Jim Scheppke
1840 E. Nob Hill, Salem
jscheppke@comcast.net
503-269-1559

From: Jim and Lily Sehon <jimlilysehon@msn.com>
Sent: Saturday, September 15, 2018 2:04 PM
To: Aaron Panko; Chuck Bennett
Subject: SR DAP 18-15

Re: SPR DAP 18-15

I am writing to express our opposition to the proposed development of the Costco facility cited above.

A large nursing home/ assisted living facility and new residential development are being constructed on Boone Road across from the proposed Costco site. This will increase traffic in our area.

Studies have documented that the current traffic flow on SE Commercial is at 85%of capacity. Traffic is frequently backed-up all the way from SE Commercial to SE Battlecreek. Siting a Costco in this residential area would create both excessive traffic congestion, noise and air pollution, compromising the welfare of local residents.

Costco would level a grove of 100 year old legacy oaks which are habitat for wildlife.

I urge you to vote against granting a permit to allow Costco to build on their proposed location.

Respectfully,

James and Lily Sehon
2795 Eastlake Dr SE
Salem, Oregon 97306

From: Sonja & Bob <snbpranger@comcast.net>
Sent: Saturday, September 15, 2018 2:11 PM
To: Aaron Panko
Subject: opposition to Costco relocation

There is no infrastructure to accommodate this additional traffic. Boone and 27th already has all the traffic it can handle. The streets are narrow,2 lanes with no sidewalks, curbs and no traffic signals.
By years end Boone Ridge Senior Assisted Living Facility will be open and they will have 122 units. That facility will be open 24 hrs a day. That means add'l traffic nights and weekends with Doctors, Visitors, maintenece workers, cooks, etc. etc.
In addition to this there is a 32 lot subdivision that is now ready for business and lots are For Sale.
Costco needs to move North or East instead of closer to their sister store in Albany which puts them 15 minutes apart.
Respectfully,
Bob & Sonja Pranger
5334 Summerlake St. S.E.

From: Edward Zager <edicted@aol.com>
Sent: Saturday, September 15, 2018 9:20 PM
To: Aaron Panko
Subject: SPR DAP18-15

Hi Mr. Panko,

I am writing in favor of the proposed development of the Costco store on Kuebler and Battlecreek. I was very excited to hear of the move from Mission to Kuebler. I look forward to the growth and opportunity that the Costco store will bring to our area.

I also understand there is discussion about two other developments in that same area. one on the north side of Kuebler and another on the east side of 27th. I am also in favor of these developments. My hope is that we can attract some nicer restaurants and stores. I have heard that the Cheesecake Factory would like to come to Salem. That would be awesome. I also thought this location would be a great place for an Apple Store. I was really hoping for the In n Out Burger coming to South Salem but it looks like Keizer beat us to it.

Thank you for your time

Sincerely,

Edward Zager
305 Silver Hills Cir SE
Salem, OR 97306

503-881-4343

From: Darla Bell <dancedrill@yahoo.com>
Sent: Sunday, September 16, 2018 12:07 AM
To: Aaron Panko
Subject: SPR DAP18-15

Dear members of the city of Salem,

Please do not allow Costco to move into the site near south Salem Clinic. Here are some of the reasons why it is a bad idea.
IF Costco is allowed to move to Kuebler Blvd it will be the first of three potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets.

- The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams.

Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.

- The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area. • The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers. • Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties. Please also include any other impacts/concerns that you have about the proposed relocation of Costco to Kuebler Blvd. The South Gateway Neighborhood Association will be submitting formal comments, but the City needs to hear from as many Salem residents as possible so they understand the opposition to this project.

Thank you,
Darla Bell
Sent from my iPad

From: stevequady@netscape.net
Sent: Sunday, September 16, 2018 11:42 AM
To: Aaron Panko; Chuck Bennett; citycouncil
Cc: glennbaly12345@gmail.com
Subject: Case# SPR DAP18-15 Pactrust/Costco Proposed Development

Re: Case# SPR DAP18-15 (Pactrust/Costco)

It has been indicated that "public comments" are now accepted. Here is our comment:

You are in South Salem vicinity at peak traffic condition! You wish to get on I-5 and go North.

As you know, North is where all the greatest is on earth like the rest of Salem and Kaiser!

For significant numbers South Salem drivers, they already choose to avoid Kuebler Blvd congestion and traffic signals. They choose to go South on Commercial, enter I-5 South briefly, and exit on Delaney/Turner interchange.

Then they **ring around the interchange** on Delaney and enter North I-5.

At peak traffic times, traffic can back up and does threaten traffic flow on I-5 southbound. Also, darting, dangerous maneuvers by drivers within the interchange do occur.

We went to the last South Gateway Neighborhood Association meeting, and Commissioner Cameron indicated there are no plans for Delaney or interchange work in this vicinity. Work is planned for an interchange near Woodburn. It was indicated that this is a ODOT problem and a State of Oregon representative problem.

Personally, we believe a new interchange off Robin Rd should be explored.

We believe this traffic flow situation must be resolved for orderly development in South Salem to occur.

COSTCO and such other proposed development should be **required to contribute to real solutions to major traffic flow problems** before City of Salem approval.

Steve and Debbie Quady

1137 Newport Rd, Salem 97306

From: David Ellis <ellis5804@comcast.net>
Sent: Sunday, September 16, 2018 1:55 PM
To: Aaron Panko; Chuck Bennett
Subject: SPR DAP18-15

My wife and I are reaching out to you in regard to the proposed relocation of Costco to Kuebler Bloulevard in SE Salem. Despite being sympathetic to Costco's problems at its' current location, we are in strong opposition to such a move.

This is a logical outcome to humanity's unchecked focus on "growth" at all costs. We would cite Los Angeles' traffic problems as an example. Our understanding is that they are unable to move forward on mass transit remedies because of the massive,alresady built, freeway system. As on Kuebler, once this is done its cannot be undone.

If our understanding is correct. This complex will be larger than Woodburn Mall. We understand that a large service e station complex is now part of the proposal. What is the potential environmental impact t on local water sources. Where we live, not real far away, ground waterer and drainage issues are already a periodic issue.

We have b been told that the developer initially promised that this would only vie a neighborhood retail center and not a regional complex. Is this true? Finally, it is our understanding that ODOT has serious concerns about the traffic impact study done by the developers. This is probably our major concern.

Thank you for your service. We don't envy you the decisions you have to make on complex issues such was this.

From: Joanne Kendall <jomomba1959@gmail.com>
Sent: Sunday, September 16, 2018 3:05 PM
To: Aaron Panko
Subject: SPRDAP18-15

I would love to have costco move to keubler. The traffic may grow, and some roads will need to have up dates but all and all I thing it's a win win . Joanne Kendall.

From: J. Whitehead <johnwh19@aol.com>
Sent: Sunday, September 16, 2018 6:39 PM
To: Aaron Panko
Subject: SPR-DAP18-15

Referencing SPR-DAP18-15

Good day Mr Panko, I just wanted to let you know I support the Costco relocation to SE Kuebler Blvd.

John Whitehead
880 Fran St SE
Salem, OR 97306

From: John Ledger <jledger@comcast.net>
Sent: Sunday, September 16, 2018 11:12 PM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: Concerns from South Gateway Neighborhood member about Costco relocation

Hello:
I oppose the proposed relocation of Costco from Hawthorne and Mission St. to Kuebler Blvd. and 27th in southeast Salem. Costco is a good and well-managed business that keeps its site location tidy and maintained. I do not dispute that Costco is a good employer and a good neighbor to the other commercial businesses and office buildings at its current site on Hawthorne and Mission St. I contend that Costco does not belong on the Kuebler parkway at 27th and Battle Creek, where the neighbors are residential subdivisions. I was told by Costco management that the intersection of Hawthorne and Mission St. has an average daily traffic count of 4,000 vehicles. Of course, not all these vehicles are headed to Costco. An additional 1,000 vehicles at the intersection of Kuebler and 27th is 1,000 cars too many. Any increase in vehicle traffic will greatly impact the flow of traffic in this area and diminish the area's livability. Slow traffic on Kuebler to the I-5 ramps during weekday morning or evening rush hour is inconvenient but this little bit of inconvenience will be nothing compared to 7 days a week of traffic if and when Costco relocates.

In the past I have ridden my bike to my workplace on Fairview Industrial Drive from the Ironwood subdivision. The safest route for a bicyclist is to stay off Commercial St. during morning rush hour, which led me to ride down Fabry, Reed, Battle Creek to 27th. Now this route will take me directly to the proposed Costco site. I will have to rethink my bike route if Costco's relocation becomes a reality.

Finally, I am glad to live on the southwest side of Commercial St and Kuebler Blvd. My neighborhood will be insulated from the employee and delivery truck traffic and light-polluting parking lot of a 20.6 acre Costco warehouse site and its 24-fuel position gas station and 168,550 square foot warehouse/ tire store. Unfortunately, residents of Woodscape, Battle Creek, and Boone Rd. are not so lucky. They purchased homes that once bordered pastoral farmland and, in a cruel twist of fate, has now been rezoned commercial.

Costco does not belong in our residential neighborhood. It should stay at Hawthorne and Mission St. with the car lots, Best Western and office buildings.

Julie Yip
605 Valleywood Drive SE
Salem

From: Dan Atchison
Sent: Monday, September 17, 2018 3:39 AM
To: Aaron Panko
Subject: Fwd: 100 more people signed "ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR"

Begin forwarded message:

> **From:** Steve McCoid <SMcCoid@cityofsalem.net>
> **Date:** September 16, 2018 at 11:24:30 PM PDT
> **To:** Dan Atchison <DAtchison@cityofsalem.net>
> **Subject: Fw: 100 more people signed "ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR"**

From: mail@changemail.org <mail@changemail.org>
Sent: Saturday, September 15, 2018 9:40 PM
To: Steve McCoid
Subject: 100 more people signed "ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR"

change.org

New signatures

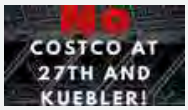
Change.org · The world's platform for change

change.org

Lowe's agrees to stop selling toxic paint stripper products. Lowe's announced they would stop selling toxic paint strippers by the end of 2018, after more than 65,000 people signed a petition started by Cindy and Hal Wynne.

Steve McCoid – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

ckaser@cityofsalem.net: Stop the Costco development on 27th and Kuebler in Salem, OR



Petition by Hannah A. · 100 supporters

100 more people signed

View petition activity

RECENT SUPPORTERS

Daniel Norton

Salem, OR · Sep 06, 2018

Location and increased traffic for the area will be unacceptable for area residents. The city of Salem needs to do a better job of planning for growth.



Deborah Dobay

Salem, OR · Aug 31, 2018

Traffic for all nearby residents and several nearby schools will increase beyond capacity of the area. Increased congestion, noise, and pollution would affect area residents and several nearby schools permanently. Property values of current stable neighborhoods would decrease. Say goodbye to livability to this area of Salem. Ility

taylor ferguson

, · Sep 16, 2018

Dubstep XII

, · Sep 16, 2018

Gabi Naber

, · Sep 15, 2018

View all 100 supporters

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more.

This notification was sent to smccoid@cityofsalem.net, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: Dan Atchison
Sent: Monday, September 17, 2018 3:41 AM
To: Aaron Panko
Subject: Fwd: Costco

Begin forwarded message:

> **From:** Chuck Bennett <CBennett@cityofsalem.net>
> **Date:** September 15, 2018 at 4:25:19 PM PDT
> **To:** Dan Atchison <DAtchison@cityofsalem.net>
> **Subject: Fwd: Costco**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Nancy Holman <nancyholman51@gmail.com>
> > **Date:** September 15, 2018 at 3:57:50 PM PDT
> > **To:** crbennett@cityofsalem.net
> > **Subject: Costco**
> >
> > Dear Mr. Mayor,
> > I am opposed to the larger development of the Costco area as many others are. At this delicious, peaceful moment, I'm enjoying the utter peace and quiet across from Leslie Middle School. It's like this (pin-drop quiet) on weekends. Open up a Costco alone and my whole neighborhood changes for the worse. Add a gas station along with more box stores, it will destroy exactly why I pooled every cent I could to "buy out south". The well established, cleaner, kept-up, more cared-for, more peaceful, older houses and yards I dreamed of owning for 30 odd years. I used to live on Duncan Ave., NE. One street away from (years ago) a couple drive-by shootings and call-girls with their pimps @ the corner of Duncan/Silverton Rd. Ask Peter Courtney. He took the time to come out and help drive away the drug dealers and call girls in our neighborhood. When I found I was going to have my son, I became determined to move "out south" by Leslie. Better school, not so many problems here. Peaceful. Pretty. Quiet. It's been years now; son grown, working, but still love my Leslie neighborhood as it is.
> > Thanks for being there,
> > Nancy A. Holman☺

From: P and D Schmidling <sidrakdragon@live.com>
Sent: Monday, September 17, 2018 2:14 PM
To: Aaron Panko
Subject: FW: COSTCO RECOMMENDATIONS
Attachments: COSTCO OAKS PROTECTION.pdf

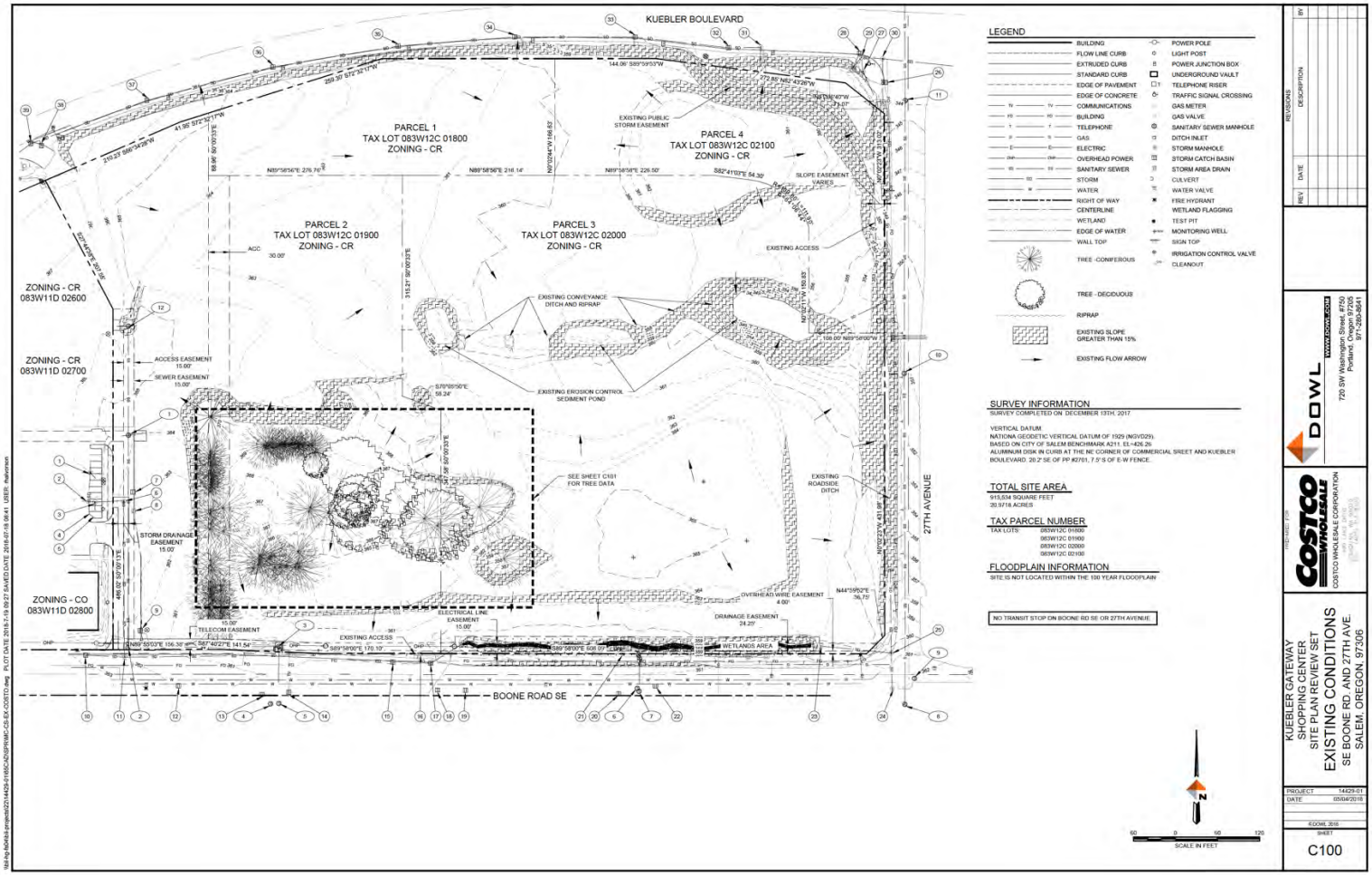
1 of 2 From MNA

Sent from Mail for Windows 10

From: Geoffrey James
Sent: Sunday, September 9, 2018 2:46 PM
To: larry george, MNA; Joshua Kay; Bob Krebs MNA; alan meyer, MNA; Muriel Meyer; Dan Reid; Richard Reid; Sue Reid; Scott Schaefer MNA; Schmidling, Pamela; alan tocchini MNA; Bennie Yows MNA; James, Geoffrey
Subject: COSTCO RECOMMENDATIONS

Morningside Board:
The City is inviting comments at this time regarding the current Site Plan Review of the proposed Costco development on the PacTrust property. I request that all MNA board members receive an emailed copy of the MNA recommendations we recently voted on. Each board member should receive a copy. The letter and report and graphics should go to Aaron Panko. Apanko@cityofsalem.net.
Meanwhile, for your information, I an attaching a copy of my individual testimony regarding this land use application. As you may know, I am involved in several large developments around Salem, (like Fifty Oaks on Liberty, and Riverbend Neighborhood Center) and they feature site planning that saves the existing trees, especially the Oaks, and site the buildings and parking so that they miss, and therefore preserve, the trees.
The attached report shows six alternative site plans, but unfortunately the Costco folks chose the one site plan version that removes ALL the trees. My recommendation is DENIAL, or rather that they should re-submit one of the alternative site plans that show how the large big box store can be sited so as to miss the Significant Trees.
Geoff

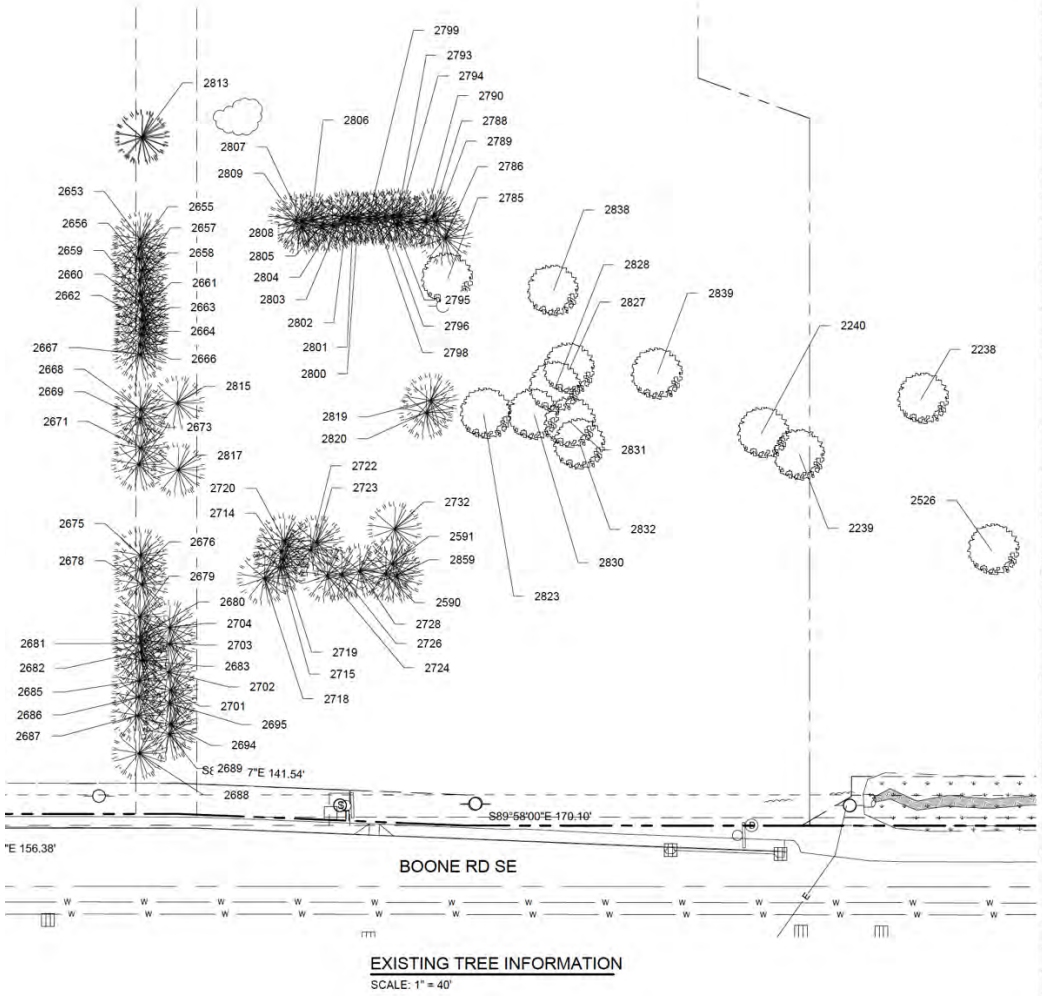
COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



THERE IS A GROVE OF WHITE OAK TREES LOCATED OFF BOONE ROAD
THE APPLICANT ILLUSTRATES SIX ALTERNATIVE SITE PLANS TO DEAL WITH THE OAKS AND HOW THE NEW BUILDINGS COULD THEREFORE BE SITED, VERSUS CONFLICT WITH THE TREES, WHICH WOULD HAVE TO BE CUT DOWN. UNFORTUNATELY, THE APPLICANT CHOOSES THE WORST SITE PLAN, AND PROPOSES TO REMOVE THE OAKS, AND SITE THE BIG BOX STORE EXACTLY WHERE THE SIGNIFICANT TREES ARE.

THE CURRENT SITE PLAN SHOUD BE DENIED **SAVE THE WHITE OAKS!**

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



EXISTING TREE INFORMATION
SCALE: 1" = 40'

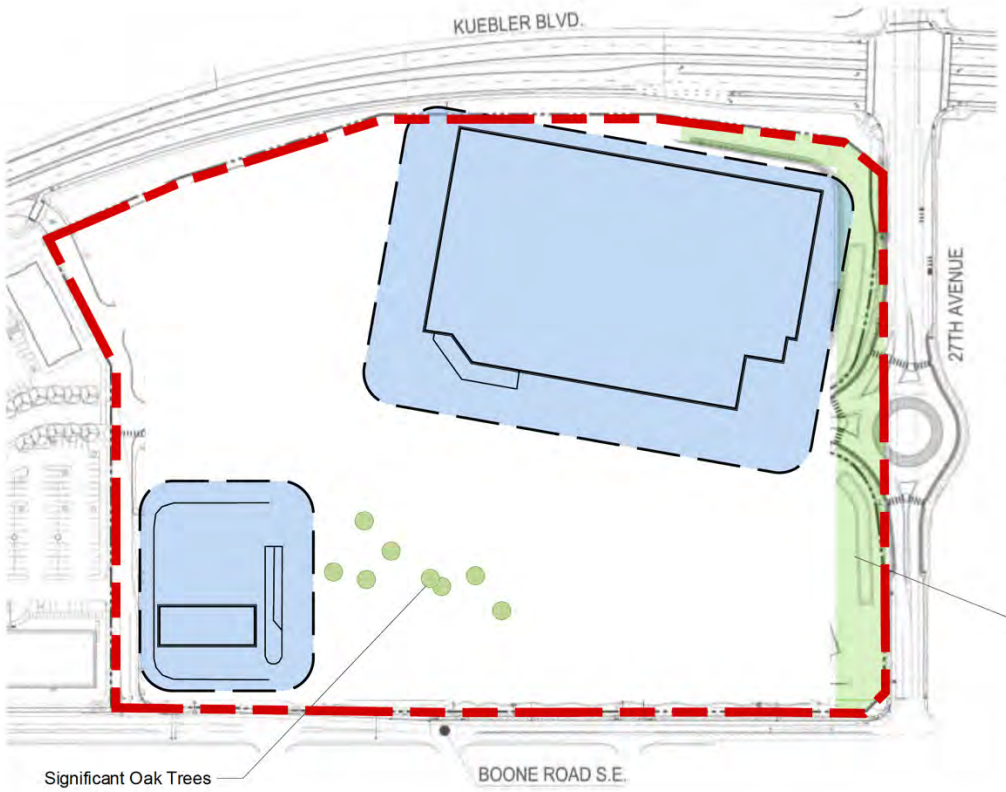
EXISTING TREE TABLE

POINT NUMBER	TREE TYPE	CALIPER
2238	WHITE OAK	34
2239	WHITE OAK	34
2240	WHITE OAK	44
2526	WHITE OAK	28
2589	DOUGLAS-FIR	24
2590	DOUGLAS-FIR	22
2591	DOUGLAS-FIR	16
2653	BLACK PINE	15
2655	BLACK PINE	12
2656	BLACK PINE	19
2657	BLACK PINE	16
2658	BLACK PINE	12
2659	PONDERSONA PINE	15
2660	BLACK PINE	14
2661	BLACK PINE	12
2662	BLACK PINE	16
2663	BLACK PINE	8
2664	BLACK PINE	10
2666	PONDERSONA PINE	18
2667	BLACK PINE	13
2668	PONDERSONA PINE	10
2669	PONDERSONA PINE	14
2671	DOUGLAS-FIR	15
2673	DOUGLAS-FIR	20
2675	DOUGLAS-FIR	24
2676	DOUGLAS-FIR	12
2678	DOUGLAS-FIR	19
2678	DOUGLAS-FIR	19
2679	DEAD	
2680	BLACK PINE	7
2681	PONDERSONA PINE	12
2682	DEAD	
2683	PONDERSONA PINE	22
2685	PONDERSONA PINE	19
2686	PONDERSONA PINE	13
2687	PONDERSONA PINE	16
2688	PONDERSONA PINE	14
2689	PONDERSONA PINE	21
2694	BLACK PINE	20
2695	BLACK PINE	15
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

POINT NUMBER	TREE TYPE	CALIPER
2723	DOUGLAS-FIR	21
2724	GRAND FIR	25
2726	DOUGLAS-FIR	14
2728	DOUGLAS-FIR	21
2732	DOUGLAS-FIR	19
2785	ELM	12
2786	DOUGLAS-FIR	17
2788	DOUGLAS-FIR	14
2789	DOUGLAS-FIR	15
2790	DOUGLAS-FIR	12
2791	DOUGLAS-FIR	13
2793	DOUGLAS-FIR	9
2794	DOUGLAS-FIR	8
2795	DOUGLAS-FIR	13
2796	DOUGLAS-FIR	18
2798	DOUGLAS-FIR	7
2799	DOUGLAS-FIR	16
2800	DOUGLAS-FIR	14
2801	DOUGLAS-FIR	12
2802	DOUGLAS-FIR	14
2803	DOUGLAS-FIR	16
2804	DOUGLAS-FIR	8
2805	DOUGLAS-FIR	16
2806	DOUGLAS-FIR	17
2807	DOUGLAS-FIR	9
2808	DOUGLAS-FIR	21
2809	DOUGLAS-FIR	22
2813	DOUGLAS-FIR	26
2815	LONDON PLANETREE	26
2817	WESTERN REDCEDER	25
2819	BLACK PINE	21
2820	BLACK PINE	18
2823	WHITE OAK	51
2827	WHITE OAK	20
2828	WHITE OAK	18
2830	WHITE OAK	17
2831	WHITE OAK	12
2832	WHITE OAK	29
2838	WHITE OAK	30
2839	WHITE OAK	28

HERE IS THE TREE PLAN AND A SCHEDULE OF EXISTING TREES, TYPES, & CALIPER

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

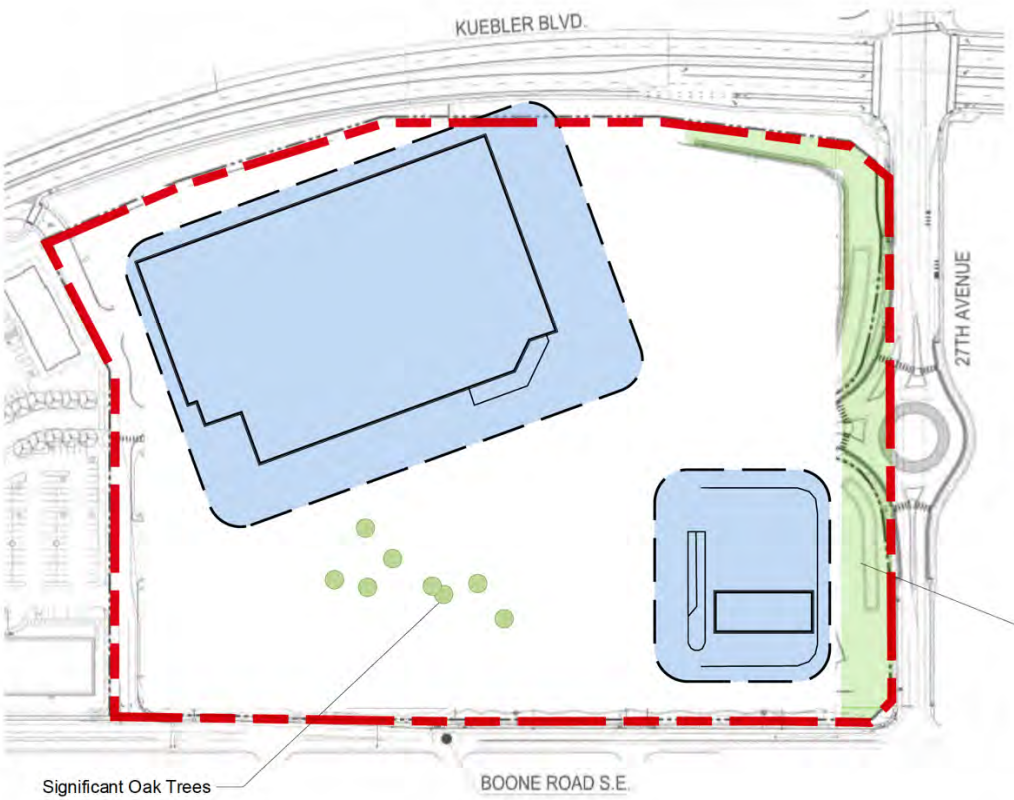
Costco Wholesale
Salem, OR

Site Plan Option for Tree Retention **NE Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

THIS SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN INDEED BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE SHOWN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

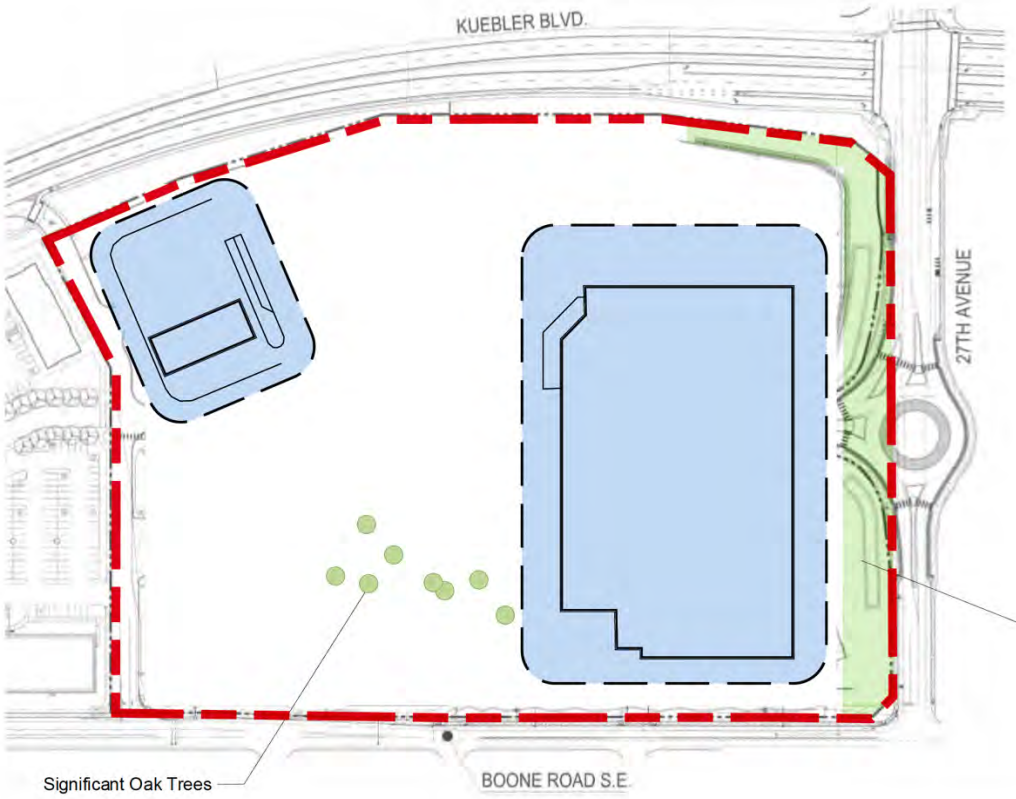
MG2

Costco Wholesale
Salem, OR
Site Plan Option for Tree Retention **NW Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

ANOTHER SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN AGAIN BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE ONCE AGAIN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

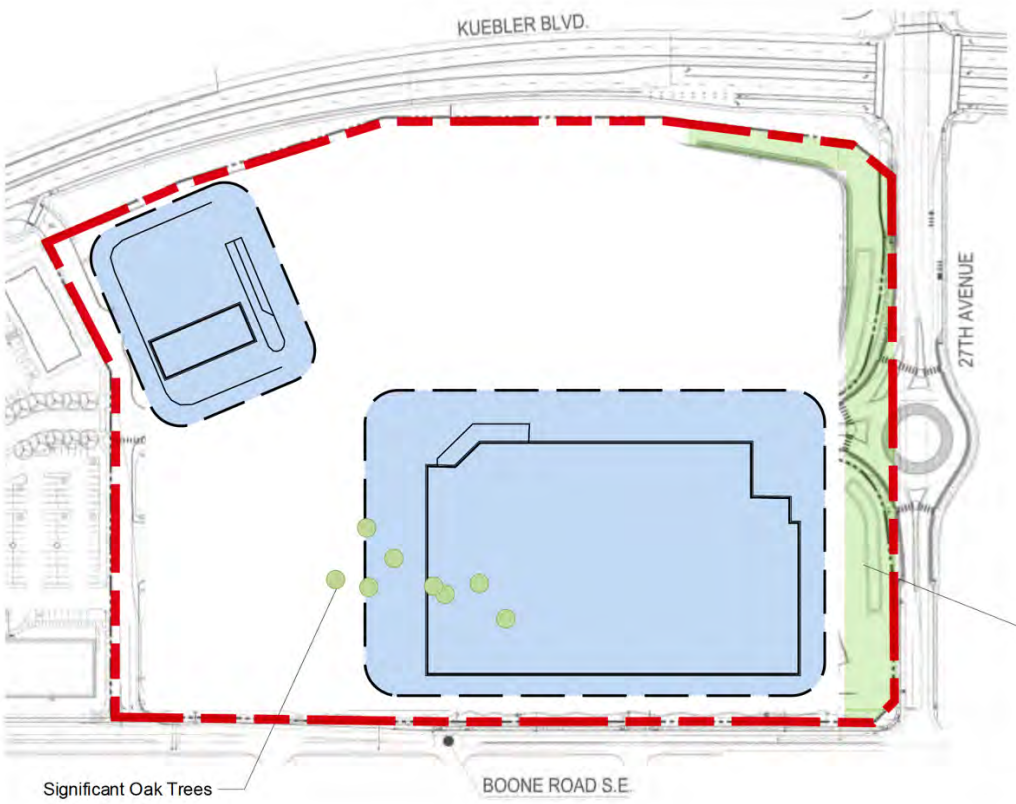
Costco Wholesale
Salem, OR

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

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

A THIRD ALTERNATIVE SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES CAN BE PROTECTED AND RETAINED, AND THE NEW BUILDINGS ARE ONCE AGAIN SITED SO AS TO SAVE THE TREES.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

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 1**

THIS SITE PLAN, FROM THE APPLICANT, SHOWS ALL BUT ONE OF THE SIGNIFICANT OAK TREES REMOVED, BECAUSE THE NEW BUILDINGS ARE UNFORTUNATELY SITED EXACTLY WHERE THE TREES ARE LOCATED.

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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

MG2

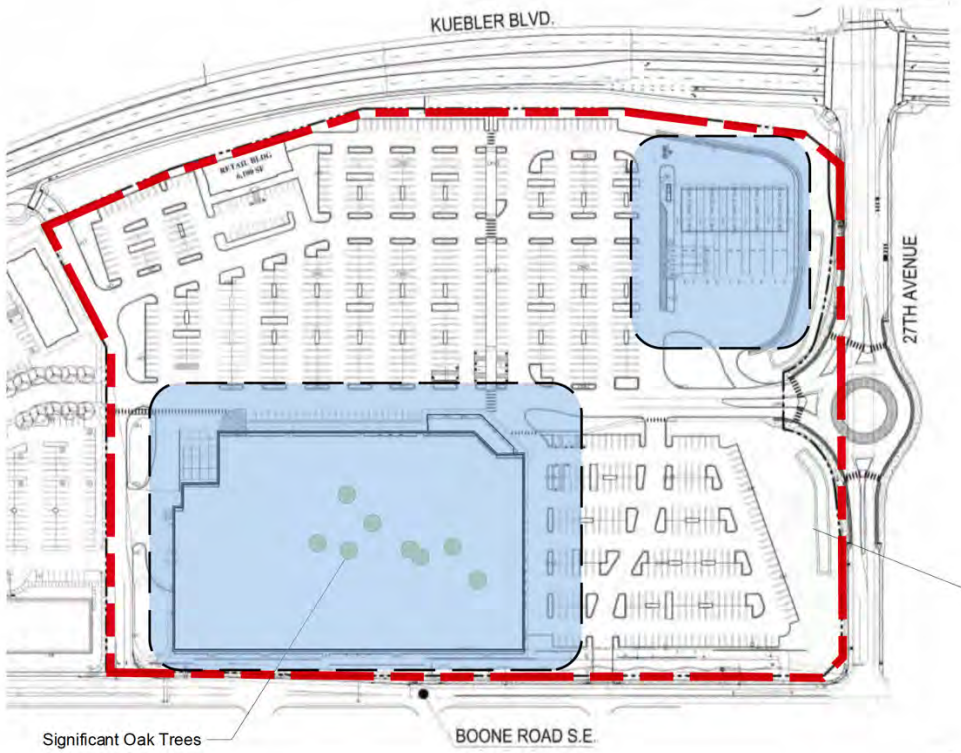
Costco Wholesale
Salem, OR

Site Plan Option for Tree Retention **SW Option**

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

ANOTHER SITE PLAN, FROM THE APPLICANT, ONCE AGAIN SHOWS ALL BUT TWO OF THE SIGNIFICANT OAK TREES REMOVED, BECAUSE THE NEW BUILDINGS ARE SITED EXACTLY WHERE THE TREES ARE LOCATED

COSTCO SOUTH SALEM: WHITE OAKS PROTECTION: DENY CURRENT SITE PLAN



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.

MG2

Costco Wholesale
Salem, OR
Current Site Plan

MG2 Project: 17-0413-01A
Project Manager: S Bullock
Date: August 9, 2018

THE ACTUAL CURRENTLY PROPOSED SITE PLAN, FROM THE APPLICANT, SHOWS HOW THE SIGNIFICANT OAK TREES WOULD ALL BE REMOVED, THE NEW BIG BOX STORE IS SHOWN TO BE SITED EXACTLY WHERE THE GROVE OF OAKS ARE LOCATED. OBVIOUSLY THIS IS NOT THE INTENT OF SALEM'S TREE PROTECTION ORDINANCES.

THEREFORE: THIS CURRENT SITE PLAN SHOULD BE DENIED

ACTION: ONE OF THE ALTERNATIVE SITE PLANS SHOULD BE SELECTED, AND THE APPLICATION RE-SUBMITTED.

From: DOUGLAS A FARRIS <DBFARRIS62@msn.com>
Sent: Monday, September 17, 2018 10:26 PM
To: Sally Long; Aaron Panko
Subject: Costco at Kuebler

Dear Sally and Aaron,

We live on Riley Court, off of Boone Rd, right across the street from where the proposed Costco building could be built. We are original owners of our home and moved into our house the summer of 1998, twenty years ago. We liked this little neighborhood because it is quiet and conveniently located. In the mid-2000s, we fought with the city to maintain the residential status of the property across Boone Road. We lost that battle, but we still want that area to be used appropriately for a residential neighborhood. We have not talked with a single neighbor in any of this Gateway area who favors having Costco there, or the other buildings proposed on the east side of 27th.

Salem Clinic is a good neighbor. **What is being proposed for that property would not be a good neighbor!** There are several reasons:

1. **The increased traffic**, from all directions, on Kuebler. It can already be a traffic jam at peak times of the day. Exiting I-5 at Kuebler can be extremely slow already. Potentially a thousand cars or more could come daily to shop or get gas at Costco. We have the retirement facility on the hill above 27th as well as a new housing development by Lulay, that is already being constructed.
2. **Light pollution and noise pollution**. Costco is open long hours, needing lighting for a very large parking lot. Numerous truck deliveries would typically come at night or early morning. Every night! We did not ask for that in our front yards!
3. **Major reworking of Kuebler, 27th Ave, Boone Rd, and Battle Creek Rd.** would all be required. How can you shoehorn all of this proposal into such a small crowded area?
4. **Exits from the property.** The proposed exits and entrances are awkward and would put traffic right into this residential neighborhood.

There are several good choices for Costco to relocate here in Salem which would also be close to the freeway. West on Mission has a huge property which was Capitol Toyota; a good spot for folks that are used to going to the present Costco. There are several other properties that could be used for various other retail stores. **It boils down to this: the South Gateway Neighborhood does not want or need a "Kuebler Gateway Shopping Center."**

Please consider this carefully.

Thank you,
Doug and Beverly Farris

5146 Riley Ct. SE

From: Chastine Howard <chastine.howard@gmail.com>
Sent: Tuesday, September 18, 2018 11:38 AM
To: Aaron Panko; Sally Long
Subject: Notice of Filing / Request for Comments SPR-DAP18-15 for 2500-2600 Block of Boone Road SE

Good morning,

I hope this email finds you well. I can only imagine the comment you have received over the lat few months about this project. It speaks to the concern and ire of the residents.

I have grown up in the Salem-Keizer area. Throughout the 30+ years I've lived here, I have lived in almost every area of Salem and Keizer. I've also lived in Beaverton, OR near the major Park and Recreation Complex for several years. I've even lived in the Tri-Cities, WA for a few years. And in both of those areas, it seems to be better suited to support active, engaged families with amazing parks and recreation opportunities. I'd love to see a Sports Complex at the proposed site more so than a Costco. At least it would keep the community active and engaged - and might actually IMPROVE property values - unlike the current proposal of Costco. Plus, it could improve tourism and increase a sense of community to the area. I see lots of City of Salem signs for "Future Park" but nothing ever comes of it. I don't know how converting a school's field into a Park can count. For example, the sign at Lee Elementary has been up for years... but that's a whole other topic.

I am in strong opposition to this proposed new Costco location. I call into question the Traffic Study submitted by PacTrust. I work off of Hawthorn Avenue, very near the current Costco site and can personally attest to the traffic nightmare. HOWEVER, I much prefer having all the Big Box Stores (Home Depot, Lowe's, Super Walmart, Costco) lining a road that is designed for that type of use - Like Mission Street. If anything, Costco might want to consider redesigning for better traffic flow in, out and around their current site plan on Hawthorn. It doesn't make any sense to approve the relocation - to have it so close to neighborhoods.

This is not to say I'm completely opposed to anything going there. I'd be amenable to a smaller, community grocery store and some non-chain restaurants - all with very strict design guidelines with walking paths to add to a community feel.

IF this is already a done deal and the project is approved, please make sure they pay ALL of their impact, improvement and development fees. Salem residents/tax payers are fed up with footing the bill of developers and corporate America. Enough is Enough! Now, more than ever it's important to take a stand and do something to ***benefit*** the future of the residents of this city and not those who have no vested interest in our has-the-potential-to be-great city of Salem.

I am happy to speak with you about this - feel free to give me a call.
--
Chastine Howard

2893 Bastille Ave SE, 97306 - resident of Battlecreek Estates
503.551.8528
"The purpose of life, after all, is to live it, to taste experience to the utmost, to reach out eagerly and without fear for newer and richer experiences." ~ Eleanor Roosevelt

From: claudia hagedorn <cihagedorn@yahoo.com>
Sent: Tuesday, September 18, 2018 11:51 AM
To: Aaron Panko
Subject: Costco Relocation

Dear Aaron,

As a South Salem Cambridge neighborhood home owner my husband and I would like to voice our opposition to the proposed Costco on Keubler.
Our neighborhood already has a traffic flow problem created by people attempting to avoid Kuebler and using Boone Road as a supposed short-cut.
Literally, hundreds of cars pass by our home daily. With an added Costco and it's gas station the traffic on Kuebler will increase and even more people will be traveling through our residential streets. Many of these people have loud cars and exceed the speed acceptable for a neighborhood putting our children at risk as they ride bicyles and walk through the streets. My husband was nearly hit recently as he attempted to cross the street and get our mail.

Unlike the current location for Costco, this new location if located near several nice neighborhoods. These people pay taxes. With added noise and traffic increases both on Kuebler and on our residential streets, home values will undoubtedly decrease resulting in less tax review for the city and state. This a huge concern for our neighborhood as many of us are either retired or have young families.

Kuebler is already extremely busy especially during rush hours. I can not imagine how busy it will be if Costco is allowed to build and especially if they also put in a gas station. In addition to the traffic on Kuebler, I think you need to consider the impact on other streets in the area such as Battle Creek/Pringle. This street has become increasingly busy and with its many risky intersections into various neighborhoods, the chance of serious or fatal accidents will also increase with the building of a regional rather than neighborhood shopping area such as the proposed Costco.

Please say NO to the Costco plan for development. As home owners and tax payers in Salem we ask that you do your job and keep our neighborhoods liveable and our streets safe.

Claudia Hagedorn

From: Neil Richardson <neilr@ieee.org>
Sent: Wednesday, September 19, 2018 6:41 AM
To: Aaron Panko
Cc: Chuck Bennett; citycouncil
Subject: Concerns over SPR DAP18-15 (Costco on Kuebler Blvd)

To Whom It May Concern,

I am writing to register my strong concerns regarding case "SPR DAP18-15", the proposed relocation of Costco on Kuebler Blvd (west of I-5) in south Salem.

Kuebler Blvd is already near capacity during peak traffic times, despite significant expansion less than two years ago. I am concerned that adding Costco in the proposed location will overwhelm nearby surface streets and cause backups during the evening commute that extend from Kuebler onto I-5 itself. (This seems even more likely given the number of apartments being rapidly added in the same area.)

It also seems likely to me that the nighttime lighting requirements of a major project such as a Costco will cause issues for nearby residences (both in the neighborhood and in the developments that overlook the property). (There are ways to mitigate these effects, but they are not common in Salem and I do not expect to see them deployed here.)

Finally, I have heard that this developer has submitted flawed documentation (a traffic study declared flawed by ODOT) and made assurances that are not honored in the current proposal (they indicated there would not be a gas station--the current proposal has over 30; promised that this development was to be a neighborhood commercial center--it obviously is a regional center).

I am generally in favor of neighborhood shops and services, however I'm aware of no argument that makes sense to move Costco to this location, when there is plenty of land on the East side of I-5 that seems to better suit the desired purposes.

Thank you for your time,
-Neil Richardson
5502 Lone Oak Rd SE

From: Deb Cozzie <debcozzie@live.com>
Sent: Wednesday, September 19, 2018 9:05 AM
To: Aaron Panko
Subject: Costco SPR DAP18-15

Re: SPR DAP18-15

Aaron Panko,

I want to express my concern and opposition regarding the Costco development that is proposed for Kuebler Blvd.

As a South Salem resident who lives and works near this potential project, I'm fearful of the impact it will have on my quality of life. I live near Sunnyside and Kuebler, I work at Battle Creek and Kuebler, and I have interest in a business on Fairview Industrial Drive. The Costco development will cause further congestion to these areas, resulting in even more time consuming commutes for such a short-distance to travel.

The potential for even more accidents at Battle Creek and Kuebler should be noted as well. A week ago Friday there was an accident that caused an interruption in power and 1-1.5 hours of traffic delay – not to mention the human damage and property damage that goes along with accidents such as these.

In March of this year, the Statesman Journal did a report on the top 10 most dangerous intersections in Salem/Keizer. The intersections were ranked by the number of serious crashes over the past decade. From the list, Kuebler & Sunnyside was listed as #8 and Kuebler & Battle Creek was listed as #2. Adding the increased traffic count that a Costco development will cause is no doubt going to compound this! This is shocking and I'm very concerned for the safety of my soon-to-be-driving teenagers.

https://www.statesmanjournal.com/videos/news/2018/03/21/video-salemkeizers-top-10-most-dangerous-intersections/33161889/



VIDEO: Salem/Keizer's top 10 most dangerous intersections

www.statesmanjournal.com

A look at Salem/Keizer's top 10 most dangerous intersections

The traffic study must be redone and needs to take into account all of the proposed developments in this area, as well as the ever increasing traffic that we are experiencing on the Reed Rd turnpike leading to and from the Fairview Industrial area. The blind curve at the corner of Reed Ln and Boone Rd is also a concern for pedestrians and bike riders who would be drawn to a Costco.

My hope is that the City of Salem will not allow Costco to develop at this proposed site and that the City will protect its South Salem residents from the regional traffic that will impact us for years to come.

Deb Cozzie

5270 Forest Glen Ct SE

Salem, OR 97306

From: Bill Lucas <bill@wildwoodco.com>
Sent: Wednesday, September 19, 2018 9:18 AM
To: Aaron Panko
Subject: Costco Comments Letter RE: SPR DAP18-15
Attachments: City Costco letter.docx

Aaron,

Attached are my comments regarding Costco.

Regards, Bill Lucas

Re: SPR DAP18-15

Dear City of Salem Staff, 9/14/2018

This letter is in regards to the proposal to locate a Costco on Kuebler Boulevard. I am appalled that this would even be a consideration on the lot between Boone Road, Battle Creek, 27th Ave, and Kuebler. Costco is a mad house most days and all you have to do is look at Mission Street during business hours. Kuebler is at eighty five percent capacity from what I have read, and at rush hour it is beyond that threshold. There was an accident at 5:00 pm at the Kuebler intersection 9/7 and it backed up Kuebler to the freeway. Can you imagine how bad I 5 would be backed up when there is an accident at this intersection with Costco there? I live on Boone Road right next to the stop sign of Battle Creek and I have a hard time exiting my driveway to get on Boone since the medical clinic went in. Pac Trust lied about impact on the area and added a turn lane at the intersection of 27th and Battle Creek to ease traffic, but I have seen accidents increase and cars being flipped over from oncoming traffic because they are trying to get on Battle Creek. The cars are getting hit by traffic heading south on Battle Creek and traffic trying to make a left off of Boone. Costco will affect my property value and will make it near impossible to exit my driveway if a traffic signal is placed at Boone and Battle Creek. I am all for other shops' going into the area, but Costco is not welcome in this neighborhood. Adding Costco will hurt my property value and will add significant danger to an already dangerous intersection. Kuebler Boulevard will be gridlock at Battle Creek and Kuebler at all times if there is a light at the intersection of Boone, which is less than 500 feet from Battle Creek. At 8:00am the traffic is backed up past the intersection of Boone and I have to go to Stroh which is down the road off of Barnes to get on Kuebler. The city needs to deny this huge proposal or it will drastically change South Salem in a negative way.

Sincerely,

Bill Lucas-Resident of Boone Rd

From: Grace Smith <graces4575@gmail.com>
Sent: Wednesday, September 19, 2018 9:22 AM
To: Aaron Panko
Subject: Costco

Hello, Mr. Panko. I am a long-time resident of 27th Avenue SE, across from where the proposed new Costco store is potentially to be sited. I am opposed to adding a large big box store in this area.

Over the 40 years I have lived in this area, I have seen a steady increase in traffic on our two-lane road. I am concerned about the liveability of our area should a store of this size be located there. There is no question that it will attract much more traffic than we have currently.

Currently, there are many bottlenecks during peak times with heavy traffic at all times on Kuebler and surrounding streets. Adding a lot more traffic will inevitably lead to more accidents, in my opinion. Kuebler is not designed for the traffic it has now, let alone adding more.

I know that there is very little an individual citizen can do to combat "big money" and "big business" in our city, but I feel it necessary to express my opinion in this matter.

Thank you for your consideration of my opinion.

Grace Smith
4575 27th Avenue SE
Salem, OR 97302
503.260.7062

From: SJ Liddane <sjliddane@gmail.com>
Sent: Wednesday, September 19, 2018 10:33 AM
To: Aaron Panko; Chuck Bennett; citycouncil
Subject: Re: SPR DAP18-15 Costco Development Project

I strongly object to the relocation of Costco from its present location to Kuebler for the following reasons:

I need to visit the Salem Clinic for my diabetes treatments on a regular basis and putting in a gigantic regional commercial Costco complex will negatively impact my access to my needed medical care.

A much smarter and better plan would be to build the Costco location on the east side of Interstate 5 where thousands of open acres exist and utilized by other commercial giants like Amazon.

As a Salem resident I strongly object to the proposed Costco relocation project.

Regards,
Steven J. Liddane

From: Mike Hughes <hughes.m@comcast.net>
Sent: Wednesday, September 19, 2018 12:08 PM
To: Aaron Panko
Cc: Chuck Bennett; citycouncil
Subject: PacTrust Kuebler Development

Mr. Panko,

In 2006, Pacific Realty Associates (PacTrust) applied for and received a Comprehensive Plan/Zone Change for property in the 2500 Block of Boone Rd. SE. The application requested a Comprehensive Plan change in designation from "Developing Residential" to "Commercial" and a zone change from RA (Residential Agriculture) to CR (Retail Commercial). The change was requested in order to allow the development of "…a location for community and neighborhood retail, service, and office uses to serve the residential subarea in the vicinity.". and "…to provide 'community and neighborhood' level commercial services to the area…". There was a considerable amount of resistance and debate but after 18 months of discussion and adjustments, City Council finally agreed to allow the changes subject to 17 conditions in December of 2007.

In 2013, after some of the required conditions had been completed, an improvement deferral agreement was executed in order to allow construction of a medical clinic and medical office building, even though all of the conditions had not yet been met.

In 2018, PacTrust and M&T Partners submitted an application for a Site Plan Review to allow development of a shopping center which would be centered around a Costco store. The proposed site plan includes some fascinating ideas including Salem's first roundabout so vehicles would not have to come to a complete stop for a minute or more when turning left or passing through the intersection. I also find the storm water storage system to be intriguing and would like to learn more about how well they have performed at other locations.

But while we are current members and shop at the existing Salem Costco, I would argue that a reasonable person would consider it to be a regional business, similar to a Super WalMart or an outlet mall, rather than a "community and neighborhood" enterprise. Indeed, Costco's official corporate name is Costco Wholesale Corporation and it is a membership warehouse club, which appears to be, at best, a possible conditional use allowed in a CR zone (although there is no specific mention of membership clubs).

In addition, there are a number of other reasons this is not an appropriate proposal. These include:

- The acceptable siting possibilities submitted by MG2, for the proposed Costco would require the removal of up to 8 significant white oak trees for the proposed warehouse and fuel pump stations. I would point out that the removal of these trees would only

be necessary for the projected Costco and not if it were developed as a community shopping center as originally proposed.

- The site plans submitted call for 33% more paved parking spaces than required creating a lot more impervious surface than necessary as well as making the area more difficult to navigate safely by any means other than automobile.
- I think there are very few people who would bike, take the bus, or walk to Costco with shopping bags. In addition, while the proposal claims to meet Criteria C, it seems that, while the entrances have "sidewalks to provide pedestrian access from the street to the shopping center", safe and efficient movement between sites inside the proposed shopping center appears questionable (assuming any other sites are ever actually developed).
- Despite the Traffic Impact Analysis which has been submitted, traffic on Kuebler and Battlecreek, which is already marginal would become significantly worse. I would also question the pass-by trip numbers since Costco tends to be a destination rather than a place one stops by on a whim while going somewhere else.

In closing, I would like to express my appreciation for the people in Community Development with whom I interacted. They were very helpful, answered questions, provided guidance in navigating the city website, and helped explain the land use and planning process. While I question some of the rationale and decisions made in the past, I have been very impressed with the current employees who seem to be intent on serving all the citizens of Salem rather than a few special interests.

Sincerely,

Michael Hughes

935 Barkstone Ct. SE
Salem, OR 97306

From: dewdropw@aol.com
Sent: Wednesday, September 19, 2018 4:25 PM
To: Aaron Panko
Subject: STOP relocation of Costco!

Mr. Panko,

RE: Case# SPR DAP18-15

Please do not allow the relocation of Costco to Kuebler & Battlecreek. Salem DOES NOT need a bigger Costco. What is become of the old Costco & gas station? Another empty building in Salem? Please protect our city from this unnecessary growth that will have a detrimental effect on our community.

More reasons why we oppose the Costco relocation:

- IF Costco is allowed to move to Kuebler Blvd it will be the first of *three* potential developments in the I-5 and Kuebler Blvd vicinity totally 82.6 acres of commercial development—more than TWICE the size of the Woodburn Premium Outlets.
- The three projects could include more than 3,000 parking spaces—Costco development has 1,000 parking spaces alone. These developments will draw dense traffic 7 days a week. Originally, Pactrust indicated that there would be no gas stations, now they are proposing over 30 pumps. Adding pollution to our streams.
- Surrounding streets and I-5 interchange will be overwhelmed. Kuebler is already at 85% of its capacity, Costco and the other developments would exceed the parkway's and interchange's capacity.
- The traffic study done by the developers has been declared flawed by ODOT and City needs to require a new traffic study taking into account all proposed developments in the area.
- The massive Costco warehouse will destroy registered wetlands on the property, impact flooding in local creeks, and eliminate a grove of more than 50 trees including a white oaks and majestic conifers.Originally the developer promised the city that this development would be a neighborhood commercial center—NOT a regional commercial center such as Costco that will attract regional traffic from all of Marion and Polk counties.

Please, Mr. Panko, speak up for and protect our neighborhood!

Sincerely,

Daniel & Deborah West
314 Kanuku St. SE
Salem, OR 97306

From: Karl Anuta <kga@integra.net>
Sent: Wednesday, September 19, 2018 3:20 PM
To: Aaron Panko
Cc: 'Lora Meisner'; 'William Dalton'
Subject: RE: Kuebler Gateway Shopping Center - Costco - Site Plan 18-112081-RP
Attachments: Salem Costco Comments 9-19-18 with attachments incorporated.pdf

Mr. Panko – Here they are as a single PDF.

Karl G. Anuta
503-827-0320

From: Karl Anuta [mailto:kga@integra.net]
Sent: Wednesday, September 19, 2018 3:18 PM
To: 'APanko@cityofsalem.net'
Cc: 'Lora Meisner'; 'William Dalton'
Subject: Kuebler Gateway Shopping Center - Costco - Site Plan 18-112081-RP

Mr. Panko – Attached are some comments on this project, and individual PDF's of the attachments referenced in them. Please confirm receipt.

These should be self explanatory, but if you have any questions please do not hesitate to ask.

To try to make things more efficient for you, I will also send a combined comment and attachment set all as one PDF momentarily.

Karl G. Anuta
Law Office of Karl G. Anuta, P.C.
735 S.W. First Avenue
Strowbridge Bldg, Second Floor
Portland, Oregon 97204
503-827-0320 (phone)
503-228-6551 (fax)
https://sites.google.com/site/lawofficeofkarlanuta/

KARL G. ANUTA

LAW OFFICE OF KARL G. ANUTA, P.C.
735 SW FIRST AVENUE, 2ND FLOOR
PORTLAND, OREGON 97204
(503) 827-0320
FACSIMILE (503) 228-6551

TRIAL ATTORNEY
LICENSED IN
OREGON & WASHINGTON

E-MAIL
KGA@INTEGRA.NET

September 19, 2018

ViaEmail: APanko@cityofsalem.net
Aaron Panko
Case Manager
City of Salem Planning Division
555 Liberty St SE, Room 305
Salem, OR 97301

Re: **Comments** on Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15

Dear Mr. Panko:

These comments are submitted on behalf of neighborhood residents William Dalton, Lora Meisner, and other like-minded individuals in an around Salem, and other parts of Oregon, that would be affected by this ill-conceived and inappropriate proposed development.

THE PROPOSED DEVELOPMENT

The latest proposal for this parcel is for a Costco store with a very large footprint, including a massive gas station, along with some unspecified future "retail" buildings. This proposal should be rejected outright, since it bears absolutely no resemblance to the representations made by PacTrust during the approval process for the rezoning of this property:

> PacTrust proposes to establish a coordinated and unified retail, service, and office center **to serve** the major residential district that is emerging in the surrounding area.
>
> *****
>
> The intent of the project is to provide "**community neighborhood" level** commercial **services** to the area, as that category is described in the Comprehensive Plan.

Applicant's Statement for Pacific Realty Associates, L.P. (PacTrust)- Keubler Blvd. Comprehensive Plan Amendment and Zone Change, Jeffrey R. Tross, June 3rd, 2006, p. 2 (emphasis added).

A development dominated by a behemoth Costco complex cannot possibly be construed as **serving** the surrounding residential district. This is about as far from a "community neighborhood" level of services as one could imagine. Costco stores typically draw from large regional areas for their customers. Salem should not allow development of this sort, based on what looks to be a classic 'bait and switch' development tactic.

A Costco store of this size and scope on this property is like a whale in a bathtub. It cannot possibly be squeezed onto this site and comply with laws and policies on setback, noise, light, traffic, safety, public and bicycle transportation designed to protect and benefit neighbors and inhabitants of the City. There can and should be development on this site, but the site is utterly unsuitable for this currently proposed Costco mega-store.

The damage necessary to try to cram this much development onto this particular parcel will despoil important natural resources and run roughshod over environmental and neighborhood functionality concerns. It is the wrong project, in the wrong place, and a completely different "bill of goods" than the City and its citizens were sold originally. It should not be allowed to go forward.

POTENTIAL PROJECT IMPACTS

1. Natural Resources Impacts

Wetland and Water Resources

In the 'Background' section of the current Site Plan Review materials, the applicant provides a Timeline of events summarizing "land use approvals, and the public improvements provided by the Applicant to date, for the proposed shopping center development." This includes, for example, a Tree Removal Permit and some Mass Grading related permits.

Missing from the Timeline is any mention of the wetlands and former stream on the property. This is a troubling omission, because Oregon Department of State Lands (DSL) issued a Wetland Delineation Concurrence to PacTrust for this property on January 19, 2006. A copy is attached. That Delineation found two wetlands totaling .18 acres, as well as a stream connecting them.[1]

The Delineation cautions that these water resources are subject to the state's removal-fill law, ORS 196.795-990. Yet aerial and street level views of the property as it currently sits, make it obvious that the previously delineated wetlands and stream are no more. See attached 2018 Aerial photo.

There has clearly been a great deal of grading activity on the site. Instead of the previously Delineated wetlands and stream, there are now three ponds (with a pump system) that appear to move the stream water to an entirely different location. See attached 2017

[1] The DOWL Drainage Report submitted by the applicant also references and maps a former stream on the site. See attached annotated Map. And the National Wetland Inventory also references wetlands in that same general area.

annotated aerial photo.[2] In addition, the "existing conditions" drawing submitted by the applicant now show wetlands only on the south edge of the property where none were previously mapped. See attached annotated drawing.

The lack of any explanation by PacTrust for how the wetlands and stream disappeared from the property, and when, how, and why ponds were constructed, is extremely concerning. It raises the possibility that important state recognized water resources have been illegally filled without required permits from DSL and/or the United States Army Corp of Engineers (USACE).

If there were permits obtained, why is the application silent on this key historical point? What other critical omissions exist, that have not yet been discovered by the neighbors or the City?

In any event, **if there are** wetland fill permits, then the applicant appears to have failed to notify the City of those permits. The City's Administrative Rules at 109-001.16(b) require applicants to provide a "copy of all permits required by other agencies before a development permit can be issued for a project" when work in wetlands and streams is required. The applicant bears all responsibility for coordinating with the various agencies involved and obtaining necessary permits.

If this applicant or its agents or predecessors are found to have illegally filled the stream and wetlands, then all applications and permits should be immediately suspended under SRC Sec. 75.175, with appropriate penalties assessed. We urge the City to begin an investigation, in conjunction with DSL and USACE, of what happened to the Delineated wetlands and stream on this site. Restoration of any illegally filled waterbodies should be required of this applicant.

The City should also consider whether the zoning change for the property should be rescinded, and any development of the property be made contingent on fully preserving the water resources intact. In addition, the pumped discharges from this property should be investigated to determine if they are properly permitted under SRC Sec. 71.050 and Sec 75.050, as well as state and federal stormwater and pollutant discharge laws.

Trees

This property contains a mature, healthy stand of Oregon White Oak.[3] The applicant's preferred alternative eliminates all of these majestic trees. That may in fact be the only way to shoehorn a giant big box store onto a parcel that was instead designed for "community neighborhood" development. However, there are certainly ways to develop the property as originally proposed, and still save these trees.

Eighty-five percent of Oregon White Oaks have been developed out of existence. Oregon White Oaks are considered "significant trees" under SRC Sec. 808.505. The City

[2] It may be that these ponds, due to their hydrologic condition, now also constitute wetlands.

[3] At one point the application references 5 White Oaks. *See e.g.* Drawing C101. However, actual observations and online aerial photos of the site suggest there are as many as 11 Oaks on site. Clearly, the City should conduct its own site visit, to verify **all** the facts stated on the application materials.

should not allow the developer to "bait and switch" its way out of a design that protects these trees and actually serves the existing neighborhood.

Although the Code allows removal of such trees for construction of a commercial or industrial facility under SRC Sec. 808.030(L), it does so only when such a removal is "necessary." This exception should not be allowed here, for these vanishingly rare trees. A developer's preferred high profit design alternative should not be construed as being "necessary." The City should take all measures available to it, to ensure that developers such as this accommodate, rather than eliminate, these important community assets.

An acceptable plan for a "community neighborhood" development on this property should include designation of this stand as heritage trees under SRC Sec. 808.010, preserving and featuring these irreplaceable remnants of Salem's rich natural heritage. In addition, these trees appear to be within a riparian corridor, and so should be protected.

The description of the development envisioned for this property when the applicant rezoned it could easily include preserving these trees. That is the sort of development the City should approve here, rather than allowing the wanton destruction of more rare trees, just so a developer can try to cram a grossly inappropriately sized development onto the property.

Air Quality

Development on this tract as proposed will generate a high volume of auto and diesel truck traffic. That will increase tailpipe emissions and exacerbate existing emissions through congestion, with slower moving traffic. The City should be working hard to reduce greenhouse gas emissions, not exacerbate them. The City should insist that the developer quantify the emissions that will likely be created, and the City should require the developer to mitigate the anticipated effects on local air quality.

Water Quality and Stormwater

This proposed development would sit on and is in close proximity to other waterbodies. The large number of vehicles that would access the proposed development, combined with impervious surfaces is likely to be a source of damaging pollutants. Such pollutants are known to come from parking lots, and they include heavy metals, thermal pollution, and petroleum compounds.[4] Development here should utilize state of the art stormwater treatment, and

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[4] The National Research Council issued an exhaustive report on the impacts stormwater runoff, which concluded: "[s]tormwater runoff from the built environment remains one of the great challenges of water pollution control, as this source of contamination is a principal contributor to water quality impairment of waterbodies nationwide." *See, Urban Stormwater Management in the United States*, National Research Council (Oct. 15, 2008), available online at: http://www.epa.gov/npdes/pubs/nrc_stormwaterreport.pdf As the report makes clear, there are multidimensional impacts from stormwater: "In addition to entrainment of chemical and microbial contaminants as stormwater runs over roads, rooftops, and compacted land, stormwater discharge poses a physical hazard to aquatic habitats and stream function, owing to the increase in water velocity and volume that inevitably result." *Id.* Stormwater runoff, particularly runoff from roads and commercial properties, has been documented to lead to increased Salmon spawning mortality. *See e.g., Landscape Ecotoxicology of Coho Salmon*

preservation and protection of the quality of all existing waterbodies should be required.

Light and Noise

We don't see that the application effectively addresses the City UDC sections on lighting. The mass of the big box in the developer's preferred configuration faces its back to the neighborhood. The developer seems to assert that this configuration would shield neighbors from light and noise from the development.

But the back of the store is where truck deliveries and unloading typically occur, and where garbage is typically stored (and noisily hauled away). In fact, there is likely no way to effectively shield the neighbors from a building that is much too big for the site and the neighborhood, nor from the heavy trafficking that will result from this particular proposed use at this location.

2. Traffic Impacts

The traffic impacts from this project would be untenable for this neighborhood and overwhelm the roads that serve it. The proposal is not going to provide safe, orderly and efficient traffic. It will instead likely create significant traffic impacts, both nearby and likely even on I-5.

The Traffic Impacts Analysis (TIA) submitted by the applicant is badly flawed. The input from ODOT and other members of the public, already show that. We hired a highly qualified traffic engineer to also review the proposal, and his preliminary analysis suggests there are major flaws that need to be addressed. Some of the issues so far identified are:

- The operation of the study intersections and the ability to meet ODOT and City of Salem mobility standards cannot be verified, due to a number of omissions or errors in the traffic impact analyses dated May 31, 2018 and August 9, 2018.

- According to the TIA, the Kuebler Boulevard/Battle Creek Road intersection currently operates at a v/c ratio of 0.85 and is approaching Salem's v/c ratio standard of 0.90 in the weekday PM peak hour. With the approval of the development, the intersection would operate at a v/c ratio of 0.90 (May 31, 2018 TIA, Figure 11).

Spawner Mortality in Urban Streams, August 2011, available online at: https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0023424. Stormwater runoff has been shown to be can cause direct and indirect thermal pollution. Stormwater can cause extensive erosion, alter stream channels and degrade riparian habitat. In turn, stormwater can increase solar impacts on waterbodies. Stormwater can also induce temperature spikes. Many studies examine the connection between impervious surfaces, stormwater and temperature. *See e.g., Enhancing Storm Water Infiltration To Reduce Water Temperature Downstream*, available at EPA online at: http://www.epa.gov/nps/natlstormwater03/08Dorava.pdf. *See also, Stormwater Temperature Monitoring in Federal Way, Washington,* available online at: http://www.stormh2o.com/july-august-2006/stormwater-temperature-monitoring.aspx ; *The Effectiveness of Rock Cribs in Reducing Stormwater Temperature Runoff,* available online at: http://asae.frymulti.com/abstract.asp?aid=17126&t=2; and J.C. Denardo et al., *Stormwater Mitigation and Surface Temperature Reduction by Green Roofs,* Journal of the Amer. Soc. Of Agri. Eng., Vol. 48, No. 4, pp. 1491-96 (2005).

- According to the TIA, the I-5 SB/Kuebler Boulevard intersection will operate at a v/c ratio of 0.85 during the weekday PM peak hour with the approval of the development. The ODOT mobility standard is a v/c ratio of 0.85 (May 31, 2018 TIA, Figure 11).

- Table 7 of the TIA reports the left turn and right turn queue lengths for each intersection, however the table is missing the queue lengths for the through movements at each intersection. Some of the missing queue lengths exceed capacity such as westbound and eastbound through movements at the intersection of Kuebler/Battle Creek. The eastbound through movement 95th percentile queue length is 727 feet and the westbound through movement queue length is 947 feet.

- The TIA reports Intersection #1 (Kuebler/Battle Creek), southbound through movement at the 95th percentile queue length (374 feet). This queue length will likely result in blocking the southbound left turn movement from entering the left turn bay at the signal.

- The TIA assumes that 42% of southbound right turns at the I-5 SB/Kuebler Boulevard intersection are made on red signal indication (May 31, 2018 TIA, pg 4). This assumption is not based on any submitted evidence and varies from the default right turn on red assumptions according to industry standard.

- The TIA provides little evidence regarding the derivation of the trip generation figures. City Rules Section 6.33 requires trip generation to be based on the Institute of Transportation Engineers Trip Generation Manual. The TIA refers to an abundance of information from other Costco locations but provides none of that data that supports the use of an alternative trip generation or pass-by rate (May 31, 2018 TIA, pg 19; August 9, 2018 TIA, pg 2). City standards don't allow for a derivation from the ITE Trip Generation Manual and states that “[f]or land uses not listed in the ITE Trip Generation Manual, studies for similar development in similar regions may be used **upon approval by** the City Traffic Engineer.” (emphasis added). We have seen no such approval and the ITE Trip Generation Manual provides data for the proposed uses, so no such approval should be authorized.

- The TIA illustrates that 40% of site generated traffic travels to/from intersections to the west (August 9, 2018 TIA, Figure 8). Kuebler Boulevard/Stroh Lane intersection will see an increase of 418 trips in weekday PM peak hour. City of Salem threshold for study area is an increase in trips of 50 in a peak hour (See, Section 6.33). There are likely several intersections along Kuebler Boulevard and Commercial Street that were omitted from the TIA and are required to be analyzed per the clear and objective city standard.

- The TIA fails to analyze the weekday AM peak hour. The City requires analysis of AM period (Rule 6.33). Costco gas stations are typically open in AM peak hour. According to ITE Trip Generation Manual, 30 fueling positions would generate 308 trips in the weekday AM peak hour likely distributing at least 50 trips through several

intersections. Costco gas stations appear to generate far more traffic than typical gas stations. The 21,000 square feet of retail will likely be open during the weekday AM peak hours. There is also likely Costco activity during this time period.

- The TIA may fail to base background growth and trip distribution on Mid-Willamette Valley Council of Governments (MWVCOG) travel demand model as required (Salem Administrative Rules 6.33). The TIA relies on 1% growth rate citing this "is a similar approach to other traffic studies completed in the area" (May 31, 2018 TIA, pg 12). Additionally, the trip distribution "was based on historical Salem Costco sales data and examination of site access, parking layout and site circulation." There is no mention that trips were distributed based upon the travel demand model as required. There is also no information provided about how the trip distribution figures were determined nor was the "historical Salem Costco sales data" presented.

- Weekday PM peak counts are required to be taken between 3 PM and 6 PM (Rule 6.33), but they appear to have been only taken between 4 PM and 6 PM (May 31, 2018 TIA, Appendix A).

- Salem requires horizon year analysis periods of year of opening for development "allowed under existing zoning" and "year of opening each phase" for "multi-phased development" (Salem Administrative Rules 6.33). The TIA indicates that the year of opening for the proposed development is 2019. For such a large project, it would seem **highly unlikely** to actually attain a year of opening in 2019. Additionally, this project is proposed to be constructed as a multi-phased development although no schedule has been provided in the TIA. The May 31, 2018 TIA states that "[t]he proposed Costco will include a warehouse and fuel station with four islands and the potential to add a fifth island in the future (30 fueling positions)." [5] Due to the lack of detail in the trip generation estimates, its unclear whether the trip generation presented includes four islands or five islands nor how many islands fueling positions are even proposed at this time versus the future. Additionally, the site plan illustrates a certain amount of retail as a "future phase." Again, there are no specifics about what will be constructed by 2019 versus some other time unknown time period.

- Kuebler Boulevard is classified as a Parkway (May 31, 2018 TIA, pg 6, Table 2). Section 804.040 of the Salem Development Code states that "[d]riveway approaches onto a parkway shall be no less than one mile from the nearest driveway approach or street intersection, measured from centerline to centerline." The access would be just 660 feet east of the Kuebler Boulevard/Battle Creek Road intersection and approximately 1290 feet west of the Kuebler Boulevard/27th Avenue intersection. This criterion cannot be met. The code further states that "[t]he standards set forth in this section cannot be varied or adjusted." A Kuebler access cannot meet the standard. The TIA and site plan need to be updated to reflect no access to Kuebler Boulevard.

[5] It is not clear if all those fueling positions will be for cars of if commercial truck fueling is also contemplated.

- Clarity is needed regarding the various improvements that will be constructed by others or by PacTrust. Are these improvements required to be in place prior to the opening of this development? Additionally, should this development be required to complete the improvements if others do not complete the improvements prior to occupancy of this development? Have the improvements been designed and are financially guaranteed?

- The TIA suffers badly from omitting the additional traffic likely to be generated from other development in the works nearby. These include Kuebler Cascade View, Kuebler Station, Strong Rd. at 27th Street Subdivision, and the Amazon Distribution Facility. When the TIA is redone, these impacts should be included.

- The TIA provides no analysis of queuing associated with the gas station. The Tigard Costco has had to make modifications to their on-site queue storage due to heavy demand. It is possible that gas station queuing could extend into primary entrance from 27th Avenue.

- The intersection of Battle Creek Road/Boone Road crash rate is ranked higher than other comparative intersections. This intersection is proposed to be signalized, however further investigation is needed to evaluate other alternative solution to mitigate for this higher than usual crash rate. While a signal might address certain type of crashes, it may increase other types of crashes (May 31, 2018 TIA, pg 6).

- The TIA relies on an ideal saturation flow rate of 1,900 vehicles per hour of green per lane for all intersections and lanes. The City requires that “ideal saturation flow rates greater than 1,800 vehicles per hour should not be used unless a separate flow rate analysis has been completed.” A separate analysis was completed for a very limited number of intersections and movements. Some of the most congested movements were analyzed and determined that the use of 1,900 vehicles per hour per lane was appropriate for most of the movements that were studied. In all, the study evaluated two intersections and a total of three intersection approaches in the weekday PM peak hour only. The TIA currently analyzes the impacts at nine intersections and 31 different approaches in two different time periods. While 1,900 vehicles per hour per lane may be appropriate at the most congested approaches, there is no evidence that supports the use of an ideal saturation flow rate at the remaining 28 intersection approaches. Considering the impacts of both the weekday PM and Saturday peak hours, a total of 59 approaches were not studied. Additionally, as described before, the need for a weekday AM peak hour analysis was ignored. The southbound left turn at the I-5 SB/Kuebler Boulevard intersection was observed to have a saturation flow rate of 1224 vehicles per hour per lane, but was not adjusted to 1800 vehicles per hour per lane.

- Kuebler Boulevard is classified as a “parkway.” Approximately 1,200 feet of the site's Kuebler Boulevard frontage appear to have been constructed without compliance with the City of Salem's Transportation System Plan (http://temp.cityofsalem.net/Departments/PublicWorks/TransportationServices/Trans

portationPlan/Documents/tsp_street_approved.pdf, Figure 3-1) which requires a seven foot wide planter strip between the curb and sidewalk. No planter strip has been constructed and the sidewalk has been constructed in the incorrect location. Additionally, a 16 foot wide center landscaped median is required, but has not been constructed along any of the Kuebler Boulevard site frontage. 27th Avenue, Boone Road and Battle Creek Road are all classified as “collectors.” Most of the site's 27th Avenue frontage that will be constructed is not illustrated to include a planter strip, also not in compliance with the City TSP. Approximately 960 feet of the site's Boone Road frontage has been constructed without a planter strip. The site plan illustrates that the remainder of the approximately 1,600 foot site frontage along Boone Road will also not be constructed in compliance with the City TSP. The approximately 430 foot long Battle Creek Road site frontage has not been constructed with a landscape strip.

- During weekday PM peak hour, the northbound right turn movement queue length at the Kuebler Boulevard/27th Avenue intersection is anticipated to be 325 feet, extending into the roundabout at 27th Avenue/Costco site access (August 9, 2018 TIA, pg 9, Table G) with the approval of the development. This is likely not an appropriate place for a roundabout.

- During the weekday PM peak hour, the westbound through movement queue length at the Kuebler Boulevard/27th Avenue intersection is anticipated to be 500 feet, blocking the westbound left turn lane (August 9, 2018 TIA, pg 9, Table G) with the approval of the development.

- The TIA states that “[a]ll of the intersections with changes included optimized signal timings given the significant changes planned at these intersections” (May 31, 2018 TIA, pg 13). Apparently, no signal timing changes were made to the other intersections. The intersections along Kuebler Boulevard operate in coordination with the other signalized intersections. In order to depict realistic operations, the applicant should be required to analyze those other intersections as well with revised signal timing. The city should review the proposed signal timing to ensure that what is proposed would be acceptable. The proposed signal timing should be required to be implemented by the applicant.

- Much of the queuing analysis was prepared using Synchro, which is a macroscopic model. This methodology is appropriate for isolated intersections that are uncongested. In order to capture realistic queue lengths and spillover effects in an urban setting such the case in the study area, a microscopic simulation model such as SimTraffic should be utilized to report the queue lengths for closely spaced intersections such are many of the intersections in the study area.

- The intersection of I-5 SB/Kuebler Boulevard and Kuebler Boulevard/27th Avenue have apparently been analyzed incorrectly. Exhibit 1 of the August 9, 2018 TIA illustrates channelized southbound dual right turn lanes turning into three westbound through lanes on Kuebler Boulevard that extend all the way to the Kuebler

Boulevard/27th Avenue intersection. The dual southbound lanes are not channelized behind an island nor are there three westbound lanes on Kuebler Boulevard.

- Bicycles are not mentioned in the TIA, but are a significant transportation consideration, as reflected in Chapter 7 of the Transportation Section of the Salem Comprehensive Plan. The intersection of Kuebler Blvd. and Boone Rd. SE is currently identified with a “caution” rating by the bicycle suitability map.

- Pass-by trips were calculated at 34% in the TIA, but a “general retail” benchmark was used, rather than the “discounted grocery” estimation, which is 21%. The assessment should be redone using this assumption, since it is closer to the Costco business model.

- All ten involved intersections should be evaluated for seasonal adjustments and reassessed in the TIA. Only I-5 southbound at Keubler Blvd. was evaluated in June to validate the December count.

- Since Keubler Bvld. is under ODOT jurisdiction up to 27th street, ODOT Development Review Guidelines of a 15 year horizon should be evaluated, *ie,* from 2020 to 2035, or further out, depending on when a credible start date can be established.

- The TIA coverage area needs to be expanded to include collector and arterial streets important to auto and bike traffic that will see increased traffic resulting from the proposed development. Battle Creek Rd. north of Kuebler Blvd. to Pringle Rd. and Reed Rd; Battle Creek Rd. south from Kuebler Blvd. to at least to the planned Fabry Rd. extension from Reed Lane; Boone Rd. west of Battle Creek Rd.; Barnes Ave. and Baxter Rd. west to Commercial Street. Battle Creek Rd./Kuebler Blvd. intersection was not included in the TIA simulation based queuing analysis; nor was the Battle Creek Rd./Boone Rd. intersection. These should all be evaluated in an updated TIA.

The City should require the applicant to produce credible estimates of the traffic impacts of this project that corrects the many flaws. For comparison purposes, the City should ask the applicant to supply TIAs for seven similarly-sized Costcos in Oregon or other sites in the Pacific Northwest, including the existing Costco in Salem. This is necessary because the Trip Comparison Spreadsheet already submitted by another neighbor indicates that the TIA for this proposal is **grossly** underestimating the actual number of likely trips.

With the other development recently approved in South Gateway, and the traffic impacts from that, the addition of this development as planned will very likely overwhelm the capacity of the road network in the area. Costco’s apparent desire to move from its present location does not suddenly make this currently location suitable for a huge, regional, retail warehouse development.

Costco (or PacTrust if that is who is really pushing this concept) should abandon this

plan, and instead develop a Costco on another parcel that can accommodate such a project without making life miserable for the local community. There are other parcels, not that far off, that would potentially work. The City should insist that Costco/PacTrust fully explore those options, rather than trying to fit a proverbial whale in a bathtub at this location.

CONCLUSION

The current proposal seeks a huge change for this section of the City of Salem. There are many many questions and concerns raised by this proposal. Before such a change should be seriously considered, the applicant should **prove** by submission of **evidence** that the impacts its proposal would have on the City and its inhabitants will leave them **better off** than they now are. At this point nothing even remotely close to the required quality and volume of evidence has been put forward by the applicant. Given that, the City should reject this proposal.

We urge the landowner in question to propose development in keeping with the neighborhood, and their own prior representations. Find a way to keep those special trees, and be a good neighbor, not the proverbial bully on the block.

We trust these comments will be helpful. If you have any questions please do not hesitate to ask.

Sincerely,

/s/ *Karl G. Anuta*

Karl G. Anuta
On behalf of neighbors
Dalton, Meisner, and others similarly situated

Oregon
Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
www.oregonstatelands.us.

State Land Board

Theodore R. Kulongoski
Governor

Bill Bradbury
Secretary of State

Randall Edwards
State Treasurer

January 19, 2006

Pac-Trust
Attn: Eric Sporre
15350 SW Sequoia Parkway, Suite 300
Portland, OR 97224

RE: Wetland Delineation Report for Commercial Development at SE Kuebler Blvd and SE Battle Creek Road; Marion County; T8S R3W Sec.12C Tax Lots 702, 1800, 1900, 2000, 2100 and Sec.11D Tax Lot 600; WD #05-0719

Dear Mr. Sporre:

The Department of State Lands has reviewed the wetland delineation report prepared by Pacific Habitat Services, Inc. for the above referenced site. Based on the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 5 of the report. Within the study area/parcels, two wetland units were identified totaling 0.18 acres and a waterway connecting the two wetlands was identified totaling 0.01 acres. The wetlands and waterway are subject to the permit requirements of the state Removal-Fill Law. A state permit is required for fill or excavation of 50 cubic yards or more in a wetland area or below the ordinary high water line of a waterway (the 2 year recurrence interval flood elevation, if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process. The permit coordinator for this site is Carrie Landrum at extension 285.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information

necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

Thank you for having the site evaluated. Please phone me at extension 252 if you have any questions.

Sincerely,

Jill Myatt
Wetlands Specialist

Approved by Janet C. Morlan
Janet C. Morlan, PWS
Wetlands Program Manager

cc: John van Staveren, Pacific Habitat Services, Inc.
City of Salem Planning Department (Maps enclosed for updating LWI)
Mark Everett, Corps of Engineers
Carrie Landrum, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

This form constitutes a request for a jurisdictional determination by the Department of State Lands. It must be fully completed and signed, and attached to the front of reports submitted to the Department for review and approval.

RECEIVED
2005 DEC 21 P 2:06

Wetlands Program Manager/Oregon Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279

☐ Applicant ☒ Owner Name, Firm and Address: **Pac-Trust** **15350 sw Sequoia Parkway, Suite 300** **Portland, Oregon 97224**	Phone: (503) 624-6300 FAX # (503) 624-7755 E-mail: ericS@pactrustlp.com
☒ Authorized Legal Agent, Name and Address: **Pac-Trust** **Attn: Eric Sporre** **15350 sw Sequoia Parkway, Suite 300** **Portland, Oregon 97224**	Business phone # **503-419-2500** FAX # **503-419-2600** E-mail: **ben.williams@wrgdesign.com**

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior n[redacted]

Typed/Printed Name: ERIC A. SPORRE Signature: [redacted]

Date: Special instructions regarding site access:

Project and Site Information (for latitude & longitude, use centroid of site or start & end points of linear project)

Project Name: **Pac-Trust SE Kuebler Boulevard site**	Latitude: **44°53'13.27" N** Longitude: **123°0'27.36" W**
Proposed Use: **Commercial development**	Tax Maps # **8 3W 12C & 8 3W 11D**
Project Street Address (or other descriptive location): **Property bounded by SE Kuebler Blvd, 27th St SE, Boone Rd SE. and Battle Creek Road SE**	Township **08S** Range **03W** Section **12** QQ **C** Tax Lot (s) **702, 1800, 1900, 2000, 2100** Section **11** QQ **D** Tax Lot **600**
City: **Salem** County: **Marion**	Waterway: **n/a** River Mile: **n/a** NWI Quad(s): **Salem East**

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: **Pacific Habitat Services, Inc./Attn: John van Staveren** **9450 SW Commerce Circle, Ste 180** **Wilsonville, OR 97070**	Phone # **503-570-0800** FAX # **503-570-0855** E-mail address: **jvs@pacifichabitat.com**

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant [redacted] Date: 12/16/05

Primary Contact for report review and site access is ☐ Consultant ☐ Applicant/Owner ☒ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No	Total Wetland Acreage: **0.18 wetland, 0.01 drainage**

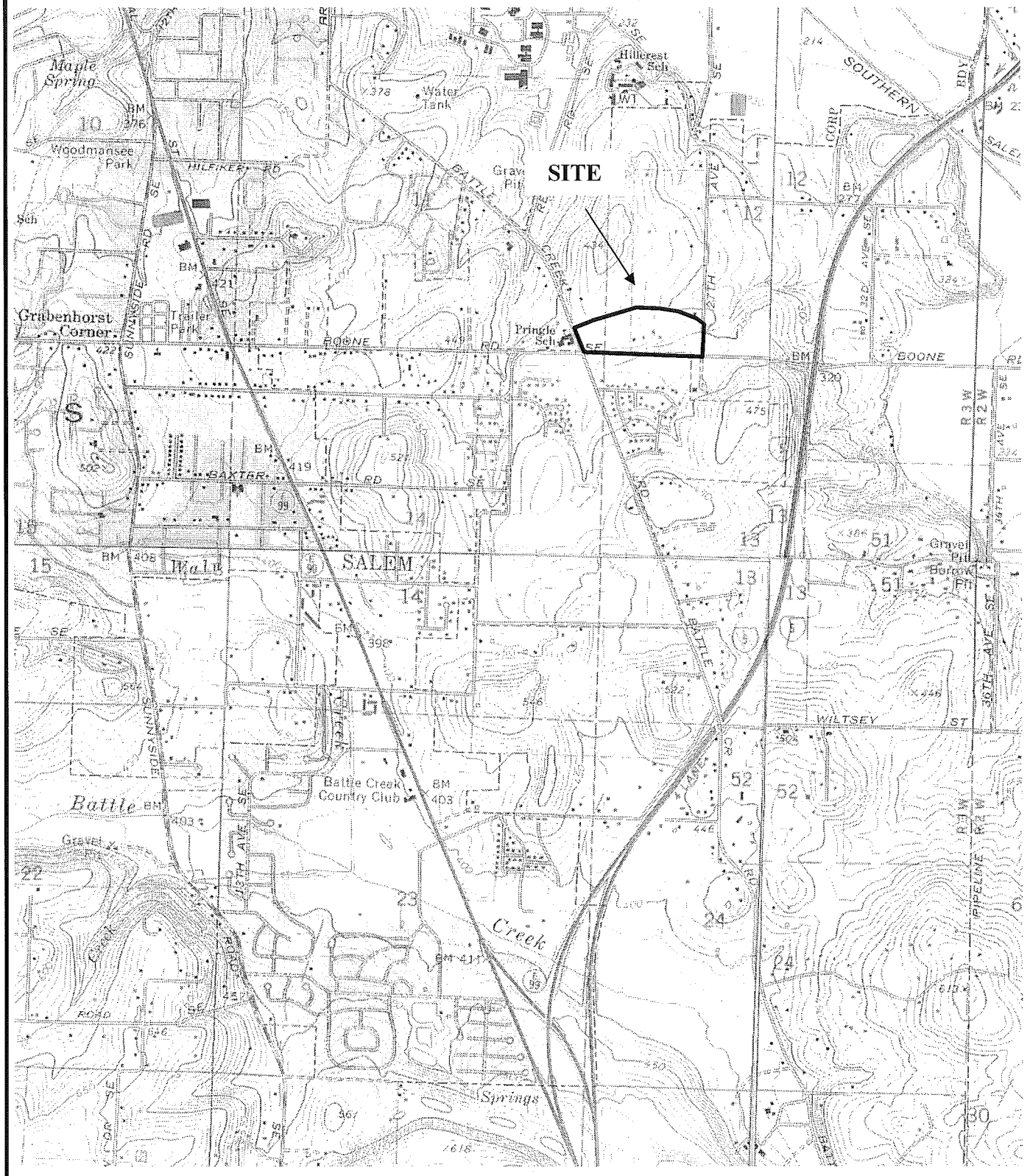
Delineation Purpose:

☐ R-F permit application submitted with delineation	☐ Sale, purchase, lease etc.
☐ Mitigation bank site	☐ Partition, re-plat, lot line adjustment
☐ Industrial Land Certification Program site	☐ Habitat restoration project
☒ R-F application will be submitted within 90 days	☐ Other: **R-F application will be submitted by** ___

Other Information:	Y	N	
Has previous delineation/application been made on parcel?	☐	☒	If known, previous DSL #
Does LWI, if any, show wetland on parcel?	☐	☒	LWI wetland code:

For Office Use Only

DSL Reviewer: JFL	Report Tier: ☒ 1 ☐ 2 ☐ 3	DSL WD # 2005-0719
Date Delineation Received: ___/___/___	DSL Project # _____	DSL Site # _____
Scanned: ☐ Final Scan: ☐	DSL WN # _____	DSL App. # _____



Location and general topography of the Pac-Trust SE Kuebler Boulevard site, Marion County, Oregon (USGS, Salem East, Salem West, Sidney and Turner quadrangles, 1986).

FIGURE 1

No ponds

stream connecting wetlands A & B

STUDY AREA BOUNDARY

WETLANDS

DRAINAGE

SAMPLE POINT

PHOTODOCUMENTATION POINT

SE KUEBLER BLVD

TL 1800

TL 1900

TL 2000

TL 2100

TL 702

TL 600

SE BATTLE CREEK RD

SE 27TH AVE

SE BOONE RD

EXISTING BUILDINGS AND DRIVEWAY

EXISTING BUILDINGS AND DRIVEWAY

APPROXIMATE LOCATION OF CULVERT

WETLAND A

WETLAND B

DRAINAGE

N

0 60 120 240

SCALE IN FEET

3349

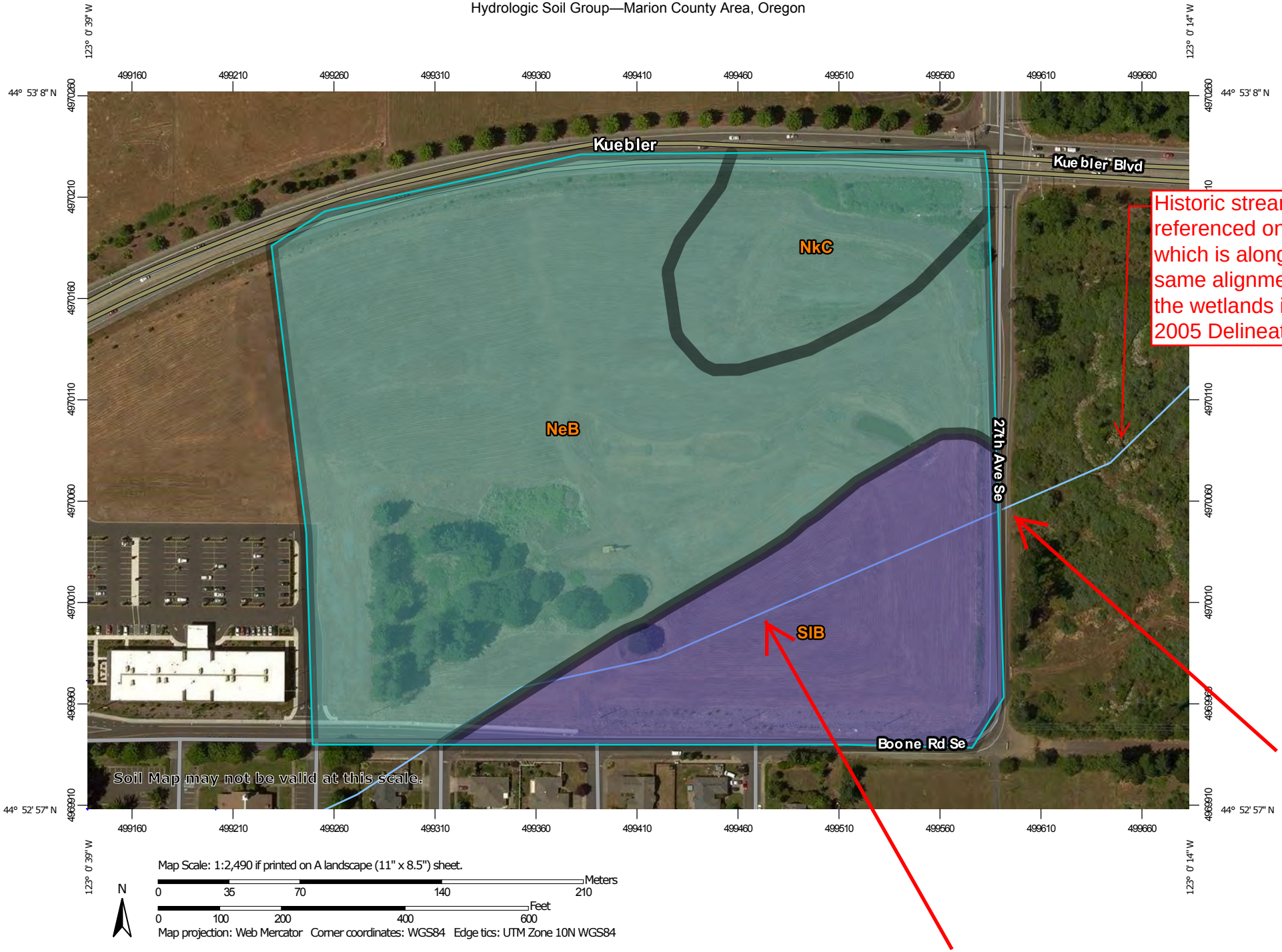
12/12/05

Existing conditions and locations of wetlands, drainage, sample points, tax lots, and photodocumentation points at the Pac–Trust SE Kuebler Boulevard site in Salem, Oregon (professionally land surveyed by WRG Design, Inc., 2005). Survey accuracy is +/– 0.1 foot.

FIGURE 5

Pacific Habitat Services, Inc.

DSL Approved WD#05-0719


123° 0' 39" W
123° 0' 14" W
44° 53' 8" N
44° 52' 57" N
499160
499210
499260
499310
499360
499410
499460
499510
499560
499610
499660
4970260
4970210
4970160
4970110
4970060
4970010
4969960
4969910
Kuebler
Kuebler Blvd
NkC
NeB
SIB
27th Ave Se
Boone Rd Se
Historic stream referenced on p.7, which is along same alignment as the wetlands in the 2005 Delineation
Soil Map may not be valid at this scale.
Map Scale: 1:2,490 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0 35 70 140 210
Feet
0 100 200 400 600
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Lines

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Points

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Marion County Area, Oregon
Survey Area Data: Version 14, Sep 19, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

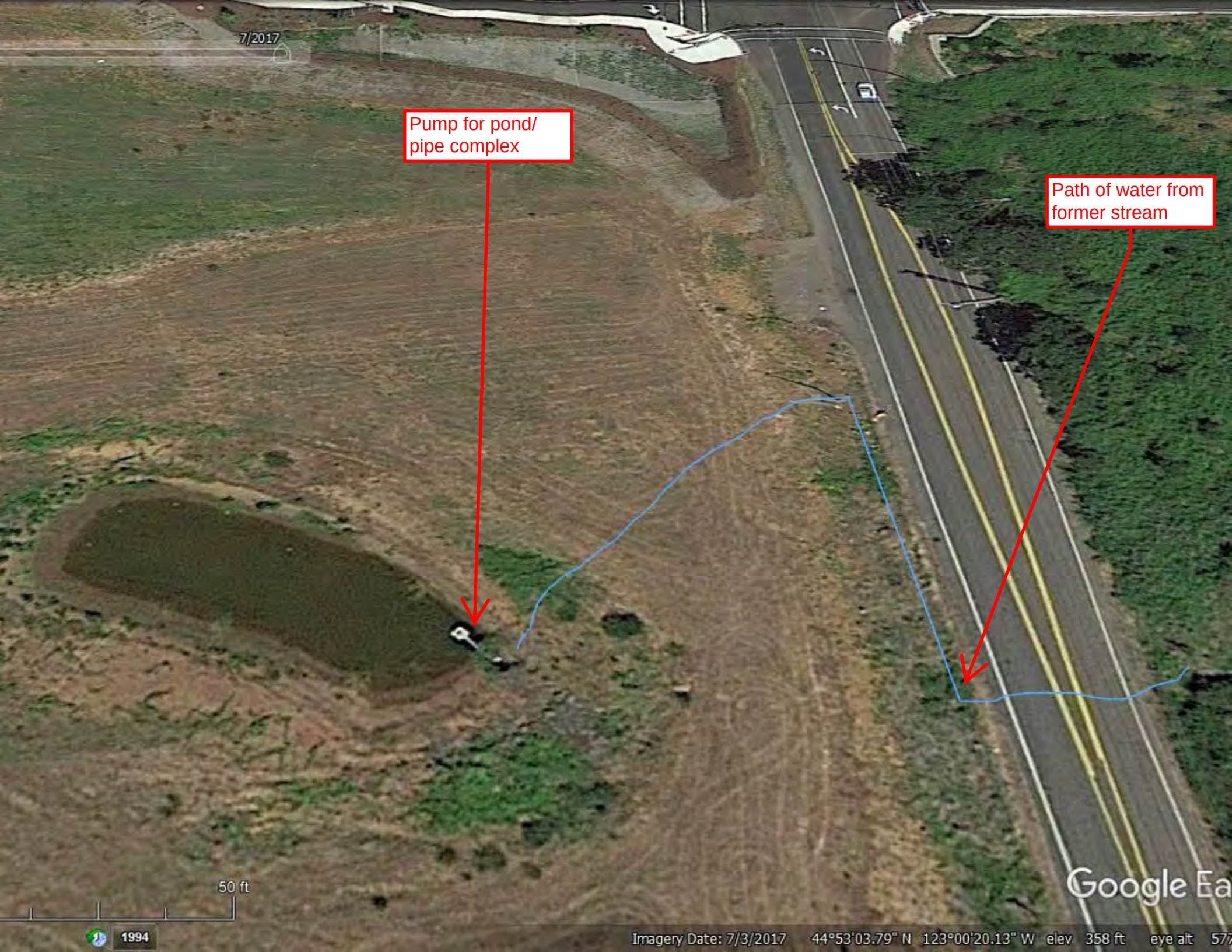
Date(s) aerial images were photographed: Jun 15, 2015—Jun 23, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Google Maps Kuebler Blvd



Imagery ©2018 Google, Map data ©2018 Google 100 ft


7/2017
Pump for pond/
pipe complex
Path of water from
former stream
50 ft
1994
Imagery Date: 7/3/2017 44°53'03.79" N 123°00'20.13" W elev 358 ft eye alt 577
Google Ea

KUEBLER BOULEVARD

None of these ponds are on 2005 Delineation

PARCEL 1
TAX LOT 083W12C 01800
ZONING - CR

PARCEL 2
TAX LOT 083W12C 01900
ZONING - CR

PARCEL 3
TAX LOT 083W12C 02000
ZONING - CR

PARCEL 4
TAX LOT 083W12C 02100
ZONING - CR

ZONING - CR
083W11D 02600

ZONING - CR
083W11D 02700

ZONING - CO
083W11D 02800

144.06' S89°59'53"W

259.30' S72°32'17"W

41.95' S72°32'17"W

210.23' S66°34'28"W

88.96' S0°00'33"E

N89°58'56"E 276.76'

N89°58'56"E 218.14'

N0°02'44"W 166.63'

N89°58'58"E 226.50'

S82°41'03"E 54.30'

272.85' N82°43'26"W

N51°36'40"W 71.07'

EXISTING PUBLIC STORM EASEMENT

SLOPE EASEMENT VARIES

R=403.90'
L=214.06'14"

N0°02'23"W 313.02'

EXISTING ACCESS

N0°02'11"W 150.83'

108.00' N89°58'00"W

S27°44'38"E 207.55'

ACC
30.00'

315.21' S0°00'33"E

EXISTING CONVEYANCE DITCH AND RIPRAP

EXISTING EROSION CONTROL SEDIMENT POND

ACCESS EASEMENT
15.00'

SEWER EASEMENT
15.00'

S70°05'50"E
58.24'

STORM DRAINAGE EASEMENT
15.00'

347.58' S0°00'33"E

SEE SHEET C101
FOR TREE DATA

EXISTING ROADSIDE DITCH

27TH AVENUE

N0°02'23"W 431.98'

486.02' S0°00'13"E

15.00'
TELECOM EASEMENT

N89°55'03"E 156.38'

S87°40'27"E 141.54'

EXISTING ACCESS

S89°58'00"E 170.10'

ELECTRICAL LINE EASEMENT
15.00'

S89°58'00"E 608.09'

WETLANDS AREA

OVERHEAD WIRE EASEMENT
4.00'

N44°59'52"E
36.75'

DRAINAGE EASEMENT
20.00'

BOONE ROAD SE

NO TRANSIT STOP ON BOONE RD SE OR 27TH AVENUE

LEGEND

- 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
- EXISTING SLOPE GREATER THAN 15%
- EXISTING FLOW ARROW
- 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

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

60 0 60 120
SCALE IN FEET

REV	DATE	DESCRIPTION	BY
		REVISIONS	

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

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

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

PROJECT 14429-01
DATE 05/04/2018

©DOWL 2018

SHEET
C100

\\hil-fs\hil-projects\22\14429-01\65CAD\SPRMC-CS-EX-COSTO.dwg PLOT DATE: 2018-5-29 19:24 SAVED DATE: 2018-04-30 09:22 USER: rhalvorson

SURVEY INFORMATION

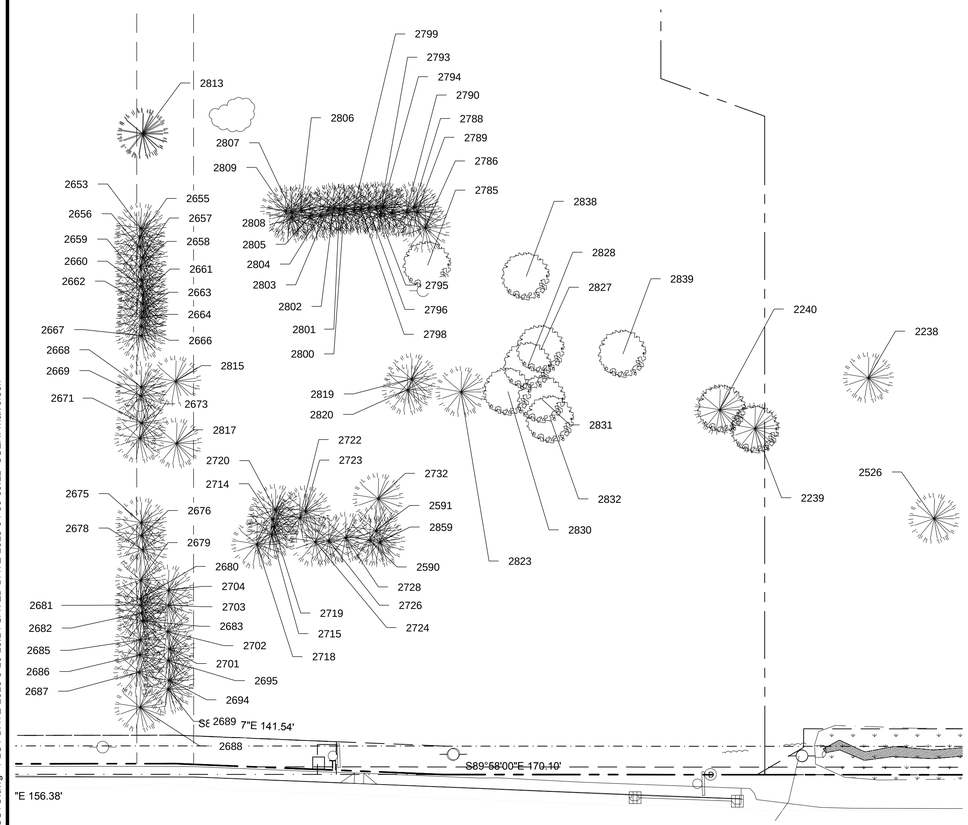
PARCEL A:
A TRACT OF LAND LYING IN THE SOUTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 8 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY LINE OF BOONE ROAD S.E., SAID POINT BEING 30.00 FEET NORTH 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 INFORMATION
SCALE: 1" = 40'

EXISTING TREE TABLE

POINT NUMBER	TREE TYPE	CALIPER
2238	OAK	34
2239	OAK	34
2240	OAK	44
2526	OAK	28
2589	CONIFER	24
2590	CONIFER	22
2591	CONIFER	16
2653	CONIFER	15
2655	CONIFER	12
2656	CONIFER	19
2657	CONIFER	16
2658	CONIFER	12
2659	CONIFER	15
2660	CONIFER	14
2661	CONIFER	12
2662	CONIFER	16
2663	CONIFER	8
2664	CONIFER	10
2666	CONIFER	18
2667	CONIFER	13
2668	CONIFER	10
2669	CONIFER	14
2671	CONIFER	15
2673	CONIFER	20
2675	CONIFER	24
2676	CONIFER	12
2678	CONIFER	19
2678	CONIFER	19
2679	CONIFER	15
2680	CONIFER	7
2681	CONIFER	12
2682	CONIFER	7
2683	CONIFER	22
2685	CONIFER	19
2686	CONIFER	13
2687	CONIFER	16
2688	CONIFER	14
2689	CONIFER	21
2694	CONIFER	20
2695	CONIFER	15
2701	CONIFER	16
2702	CONIFER	16
2703	CONIFER	13
2704	CONIFER	17
2714	CONIFER	28
2715	CONIFER	21
2718	CONIFER	6
2719	CONIFER	12
2720	CONIFER	26
2722	CONIFER	7

POINT NUMBER	TREE TYPE	CALIPER
2723	CONIFER	21
2724	CONIFER	25
2726	CONIFER	14
2728	CONIFER	21
2732	CONIFER	19
2785	DECD	12
2786	CONIFER	17
2788	CONIFER	14
2789	CONIFER	15
2790	CONIFER	12
2791	CONIFER	13
2793	CONIFER	9
2794	CONIFER	8
2795	CONIFER	13
2796	CONIFER	18
2798	CONIFER	7
2799	CONIFER	16
2800	CONIFER	14
2801	CONIFER	12
2802	CONIFER	14
2803	CONIFER	16
2804	CONIFER	8
2805	CONIFER	16
2806	CONIFER	17
2807	CONIFER	9
2808	CONIFER	21
2809	CONIFER	22
2813	CONIFER	26
2815	MAPLE	26
2817	CEDER	25
2819	CONIFER	21
2820	CONIFER	18
2823	OAK	51
2827	DECD	20
2828	DECD	18
2830	DECD	17
2831	DECD	12
2832	DECD	29
2838	DECD	30
2839	DECD	28

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=361.86'
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=366.06'
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 10" 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" PVC 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

REVISIONS

REV	DATE	DESCRIPTION	BY

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

PREPARED FOR
COSTCO WHOLESALE
COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98070
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

©DOWL 2018

SHEET
C101

\\bl-fs\bl-projects\22\14429-01\65CAD\SPRIMC-CS-EX-COSTO.dwg PLOT DATE 2018-5-29 19:24 SAVED DATE 2018-04-30 09:22 USER: rhalvorson

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15

RECEIVED
SEP 10 2018
COMMUNITY DEVELOPMENT

PROJECT ADDRESS: 2500-2600 Block of Boone Road SE, Salem, OR 97306

AMANDA Application No. 18-112081-RP

COMMENT PERIOD ENDS: September 19, 2018

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

REQUEST: A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

Attached is a copy of the proposal and any related maps. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request. A decision for this proposal will be prepared by the planning staff from information available to staff. You are invited to respond with information relating to this property and this request. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 P.M., September 19, 2018 will be considered in the decision process. Comments received after this date will be not considered. ***Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail or hand deliver your comments to the Case Manager listed below.***

SEND QUESTIONS ORCOMMENTS TO: Aaron Panko, Case Manager City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; Fax: 503-588-6005; E-Mail: APanko@cityofsalem.net; http://www.cityofsalem.net/planning

PLEASE CHECK THE FOLLOWING THAT APPLY:

X 1. I have reviewed the proposal and have no objections to it.

___ 2. I have reviewed the proposal and have the following comments: _____

___ 3. Other: _____

Name: LARRY R. GEORGE

Address: 1285 CENTENNIAL CT. SE

Agency: BOARD MEMBER MORNISIDE N/A

Phone: 503-362-2230

Date: SEPT. 5, 2018

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15

PROJECT ADDRESS: 2500-2600 Block of Boone Road SE, Salem, OR 97306

AMANDA Application No. 18-112081-RP

COMMENT PERIOD ENDS: September 19, 2018

RECEIVED
SEP 17 2018
COMMUNITY DEVELOPMENT

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

REQUEST: A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550 square foot building for Costco Wholesale, and a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE - 97306 (Marion County Assessor's Map and Tax Lot numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

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PLEASE CHECK THE FOLLOWING THAT APPLY:

__ 1. I have reviewed the proposal and have no objections to it.

X 2. I have reviewed the proposal and have the following comments: We feel the traffic increase on 27th and on Boone Rd due to the huge senior living facility and the 30+ homes that are also being built at the east end of Boone Rd, should be considered before adding the traffic of Costco. Those of us living in cul-de-sacs off Boone Rd will be unable to leave our homes.

__ 3. Other:

Name: William and Ezra Jones

Address: 5006 Riley Ct SE

Agency:

Phone: 503-400-0876

Date: 9-10-2018

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING:	Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15
PROJECT ADDRESS:	2500-2600 Block of Boone Road SE, Salem, OR 97306
AMANDA Application No.	18-112081-RP
COMMENT PERIOD ENDS:	September 19, 2018

RECEIVED
SEP 17 2018
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PLEASE CHECK THE FOLLOWING THAT APPLY: Re: Case# SPR-DAP18-15

___ 1. I have reviewed the proposal and have no objections to it.

X 2. I have reviewed the proposal and have the following comments: Costco doesn't belong in a residential area. Put it on Cordon Rd. Why should the neighborhood suffer with more traffic, for 68 more parking spaces. The developers, big money are the only ones wanting this. Consider the people (voters).

___ 3. Other: _____

Name: Kathleen Buswell

Address: 5226 Snowflake St SE

Agency: _____

Phone: 503-910-7079

Date: 9-12-18

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING:	Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP18-15
PROJECT ADDRESS:	2500-2600 Block of Boone Road SE, Salem, OR 97306
AMANDA Application No.	18-112081-RP
COMMENT PERIOD ENDS:	September 19, 2018

RECEIVED
SEP 17 2018
COMMUNITY DEVELOPMENT

SUMMARY: An application for development of the Kuebler Gateway Shopping Center, including Costco, a retail fueling station, and four new retail shell buildings.

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PLEASE CHECK THE FOLLOWING THAT APPLY: Re: Case# SPR-DAP18-15

__ 1. I have reviewed the proposal and have no objections to it.

X 2. I have reviewed the proposal and have the following comments: TRAFFIC ON 27TH will be AN UNMANAGEABLE BOTTLENECK. DEVELOPERS HAVE THEIR HEADS UP THEIR BUTTS FOR A PROFIT. THEY'RE THE ONLY ONES WHO WANT IT.

__ 3. Other: AND THEY DON'T LIVE HERE!

Name: JAY BUSWELL

Address: 5226 SNOWFLAKE ST. SE, SALEM, OR

Agency:

Phone: 503-910-7069

Date: 09-12-2018

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

RECEIVED
AUG 15 2018
COMMUNITY DEVELOPMENT

Aug 11, 2018

Hello,
Lisa Anderson-Ogilvie,
Planning administrate,

Thought I'd drop my opinion on Costco being built - just 5 houses from our house.

My name is Nancy Wallstrom, my husband and I live at 5098 Cultus Ave SE. We live on the corner of Cultus Ave + Fox Haven. Its the main road to get thru the neighborhood if your going northwest and northeast to the freeway.

Here's some reasons why this won't work.

1 - Kuebler Rd. can't be widen any more. (Kuebler built in 1985, 1995, and 2017) Kuebler Rd can't take the extra traffic created by building Costco here.

2 - Fire Department, can't make service calls, as traffic will be heavier in this area. Station #9 is located at Boone + Battlecreek since 1984.

There's a new three story senior nursing home going up at 2500 Boone, site around the corner from the extrance/exit to Costco. How are they going to get around? Widen - Boone Rd? Cut into Costco's property here?

3 - Value,
What about the Value to our house? Property valve will go down. They did when Walmart on - at 5200 commercial was built in Feb - 2, 1991. I did a survey. Everyone said there valves went down.

4 - With me/us living on the corner it takes me 4 times just to back out of our driveway. As people fly around the corner of Fox haven - going right (North) on the Celtics. Need a stop sign on Fox haven.

5 - Bow, Riley and Celtics ave will have more traffic as people make u-turns to get around. As they missed the entrance/exit to Costco.

page 2

Here's some ideas
more positive here

1. put Costco on the land at Battle Creek Rd and Reed Rd. The old Fairview Hospital property. plenty of land, could still widen Battlecreek Rd, near the freeway North + South. Or use back roads to 25th. No - neighbor issue here !!
good idea - here..!!

2 - What about Cordon Rd, near the New Amazon and home porte area? Plenty of empty land here?

This is a Quiet Neighborhood, your turning our neighborhood into Lancaster Drive or missions and Hawthrowne where Costco is Now.

THINK, THINK, —— this thru in twenty years the traffic will be worse!

This area is too small for Costco, put a smaller store in there.

I can honestly say, this is going to be a Night-MARE on Keubler Rd.

We live here, we have to live here - people just come to Costco and go home!

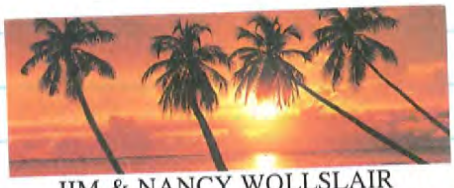
please, please,
rethink this over
put all your heads together,
don't ruin the neighborhood

Think, Think,
listen to us neighbors
who live on Bond Riley and Cultus ave.

would you like this in your neighborhood - your back yard.

Thanks for taking the time to read this.

Nancy Wollslair



JIM & NANCY WOLLSLAIR
5098 Cultus Ave SE, Salem, OR 97306-2512

CITY OF Salem AT YOUR SERVICE

MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: October 19, 2018

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-DAP18-15 (18-112081-RP)
4865 27TH AVENUE SE
KUEBLER GATEWAY SHOPPING CENTER

PROPOSAL

A Class 3 Site Plan Review for construction of a new retail shopping center, including four proposed retail shell buildings, a 168,550-square-foot building for Costco Wholesale, a retail fueling station with up to 30 pump positions, and a Class 2 Driveway Approach permit for proposed driveway access to Boone Road SE and 27th Avenue SE, for property approximately 20.6 acres in size, zoned CR (Retail Commercial), and located in the 2500-2600 Block of Boone Road SE (Marion County Assessor's Map and Tax Lot Numbers: 083W12C / 01800, 01900, 02000, and 02100, also 083W11D / 02400, 02500, 02600, and 02700).

RECOMMENDED CONDITIONS OF APPROVAL

1. Along the frontages of Boone Road SE and 27th Avenue SE, construct a half-street improvement to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The fee-in-lieu amounts previously collected may be used towards the security amount required for the public construction pursuant to SRC 110.100.

2. The east site driveway on 27th Avenue SE should be constructed as a single lane roundabout, with southbound right-turn by-pass lane to the site.

3. A stop sign should be installed on at the new south site driveway (southbound) approach to Boone Road SE.

4. The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage.

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).

5. All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

6. For the portion of the subject property within Kuebler Gateway Subdivision, the applicant shall comply with the stormwater management plan that was adopted under SRC 71.180(c) and approved with SUB14-01.

7. For the portion of the subject property outside Kuebler Gateway Subdivision, the applicant shall design and construct a storm drainage system for areas of new and replaced impervious surface in compliance with SRC Chapter 71 and the current PWDS.

The following conditions of approval implement the requirements from CPC-ZC06-6 that are not yet complete:

8. From CPC-ZC06-6, Condition 1: The intersection of Battle Creek Road SE and Boone Road SE shall be improved to include a traffic signal with an eastbound left-turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.

9. From CPC-ZC06-6, Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard SE shall be improved to provide a northbound left-turn lane with a minimum of 300 feet of storage. To provide the necessary northbound left-turn storage at this intersection with the southbound left-turn lane storage at Battle Creek Road SE and Boone Road SE, side-by-side left-turn lanes shall be constructed as approved by the Public Works Director.

10. From CPC-ZC06-6, Condition 4: Install striping for dual left-turn lanes on westbound Kuebler Boulevard SE at 27th Avenue SE. For the westbound left-turn lanes, an additional receiving lane shall be constructed which will drop immediately south of the subject property's driveway on 27th Avenue SE.

11. From CPC-ZC06-6, Condition 6: Pay $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the residential neighborhood south of the proposed development as determined through the City's Neighborhood Traffic Management Program.

12. From CPC-ZC06-6, Condition 10: The developer shall provide sidewalks along all street frontages. The sidewalk shall be located along the curb line only where needed to reduce conflicts with the previously mitigated wetland areas; all other sidewalks shall be located parallel to and one foot from the adjacent right-of-way.

FACTS

Streets

1. 27th Avenue SE

   a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

   b. Existing Condition—This street has a variable-width (28-foot minimum) improvement within a 68-foot-wide right-of-way abutting the subject property.

2. Boone Road SE

   a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

   b. Existing Condition—This street has a minimum 20-foot improvement within a minimum 60-foot-wide right-of-way abutting the subject property.

3. Battle Creek Road 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 Condition—This street has an minimum 58-foot improvement within a 72-foot-wide right-of-way abutting the subject property.

4. Kuebler Boulevard SE

   a. Standard—This street is designated as a Parkway street in the Salem TSP. The standard for this street classification is an 80-foot-wide improvement within a 120-foot-wide right-of-way.

   b. Existing Conditions—This street was fully constructed as part of a City of Salem Capital Improvement Project (PN 713513) that was completed in March 2018 and has adequate right-of-way along the frontage of the subject property.

Storm Drainage

1. Existing Conditions

   a. A 12-inch storm main is located in Kuebler Boulevard SE.

   b. An 18-inch storm main is located in Boone Road SE.

   c. A detention basin is located in the northeast corner of the subject property.

2. The portion of the subject property within Kuebler Gateway Subdivision is subject to the stormwater management plan adopted under SRC 71.180(c) that was submitted and approved with SUB14-01.

3. The portion of the subject property outside Kuebler Gateway Subdivision shall be designed and constructed to current water quality and flow control standards as found in SRC Chapter 71 and 2014 PWDS.

Water

1. Existing Conditions

   a. The subject property is within the S-2 water service level.

   b. A 12-inch water main is located in Battle Creek Road SE and Kuebler Boulevard SE along the frontage of the western portion of the subject property. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

   c. The undeveloped lots on the western portion of the subject property are currently served from the 12-inch main located in Kuebler Boulevard SE. There is a 10-foot water access easement along the eastern boundary of Lot 3 in order to serve Lot 4.

   d. There are 24-inch and 30-inch water mains located in Boone Road SE. The 24-inch mains generally convey flows of 8,500 to 19,700 gallons per minute. The southeastern lot is currently served by the 24-inch main.

   e. A 2-inch irrigation water service line is located within the right-of-way along the northern frontage of the eastern portion of the development, extending from the 8-inch fire service main (hydrant) to the stormwater detention basin at the northeast corner of the property.

Sanitary Sewer

1. Existing Conditions

   a. A private sewer system serves the Kuebler Gateway Subdivision.

   b. A 24-inch sewer line is located in 27th Avenue SE.

CRITERIA AND FINDINGS

Urban Growth Preliminary Declaration

An Urban Growth Preliminary Declaration was issued for the subject property under SPR-UGA12-11. The application depicted three phases of development: UGA Phase 1, UGA Phase 2, and UGA Future Phase. UGA Phase 1 applied to the Salem Clinic development that has already been completed. UGA Phase 2 and UGA Future Phase apply to the subject property. All conditions of approval from SPR-UGA12-11 have been completed except for the following:

- Condition 9: As a condition of building permit for UGA Phase 2 or UGA Future Phase, complete all remaining mitigating street improvements required as a condition of approval for ZC09-03 and specified in CPC/ZC06-6.

This condition of approval is described in more detail below in conjunction with findings related specifically to CPC/ZC06-6.

Site Plan Review

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.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point and 3-point landslide hazard areas on the subject property. The proposed activity of a commercial building adds 3 activity points to the proposal, which results in a total of 5-6 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a

geological assessment and/or geotechnical engineering report. A Geotechnical Engineering Report, prepared by Terracon Consultants, Inc. and dated April 16, 2018, prepared for Costco Wholesale was submitted to the City of Salem. A second Report of Geotechnical Engineering Services, prepared by GeoDesign Inc and dated June 13, 2016, prepared for PacTrust was also submitted to the City of Salem. These reports demonstrate the subject property could be developed without increasing the potential for slope hazard on the site or adjacent properties.

Wetland remediation work was completed under Army Corp of Engineers permit number #NWP-2012-48. Wetlands remain on the property along the north side of Boone Road SE and the west side of 27th Avenue SE. The applicant's site plan does not propose to negatively impact the wetland areas. Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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—Land Use Decision CPC-ZC06-6 directed future developments to meet certain conditions of approval in order to ensure that the transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the site. Successive developments and City of Salem Capital Improvement Projects have since completed portions of the conditions of approval dictated in the original decision.

The following conditions of approval from CPC/ZC06-6 have been constructed and no longer are required:

1. Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard SE shall be improved to provide exclusive eastbound right-turn lane.

2. Condition 3: The south side of Kuebler Boulevard shall be widened to meet City of Salem Standards with curb, sidewalk, and bike lanes. The widening shall extend from 1500 feet west of Battle Creek Road SE to the Interstate 5 ramps to provide an additional lane for a total of two eastbound lanes.

3. Condition 4: Dual left-turn lanes shall be constructed on eastbound and westbound Kuebler Boulevard SE at 27th Avenue SE. Only one eastbound left-turn lane will be striped as there is only one receiving lane. The intersection of Kuebler Boulevard SE at 27th Avenue SE shall also be improved to provide an exclusive eastbound right-turn lane.

4. Condition 5: The developer shall construct left-turn lanes and pedestrian refuge islands where appropriate.

5. Condition 7: The developer shall provide right-in access from Kuebler Boulevard SE with a design that minimizes impact to through vehicles and provides a safe driveway crossing for bicycle and pedestrian traffic, the final design of which to be approved by the Salem PW Director. In addition, the developer shall complete the widening of the eastbound lanes of Kuebler Boulevard SE west to Commercial Street SE. This additional widening of approximately 1,300 feet of Kuebler Boulevard SE is considered as payment for a grant of access on Kuebler Boulevard SE to allow a right-in driveway on the Subject Property.

6. Condition 8: Offset the access driveway along Boone Road SE from Cultus Avenue SE at a location approved by the PW Director.

7. Condition 16: The funded City CIP project for improvements on Kuebler Boulevard SE as identified in the applicant's September 2006 TIA, and an exclusive right-turn lane at the westbound Kuebler Boulevard SE intersection with 27th Avenue SE.

The following conditions are what remain for Public Works of the CPC/ZC06-6 conditions of approval and are included in the conditions of approval found on page 2 above:

1. Condition 1: The intersection of Battle Creek Road SE and Boone Road SE shall be improved to include a traffic signal with an eastbound left-turn lane. The southbound left-turn lane shall be lengthened to provide a minimum of 300 feet of storage.

2. Condition 2: The intersection of Battle Creek Road SE and Kuebler Boulevard SE shall be improved to provide a northbound left-turn lane with a minimum of 300 feet of storage. To provide the necessary northbound left-turn storage at this intersection with the southbound left-turn lane storage at Battle Creek Road SE and Boone Road SE, side-by-side left-turn lanes shall be constructed as approved by the Public Works Director.

3. Condition 4: Install striping for dual left-turn lanes on westbound Kuebler Boulevard SE at 27th Avenue SE. For the westbound left-turn lanes, an additional receiving lane shall be constructed which will drop immediately south of the subject property's driveway on 27th Avenue SE.

4. Condition 6: Pay $5,000 for traffic calming devices (such as speed humps or other traffic calming measures) to be used in the residential neighborhood south of the proposed development as determined through the City's Neighborhood Traffic Management Program.

5. Condition 10: The developer shall provide sidewalks along all street frontages. The sidewalk shall be located along the curb line only where needed to reduce conflicts with the previously mitigated wetland areas; all other sidewalks shall be located parallel to and one foot from the adjacent right-of-way.

Pursuant to SRC 803.015, the applicant was required to provide a Transportation Impact Analysis (TIA) to identify the impacts of this proposed development on the public transportation system in the area, and construct any necessary mitigation measures identified in that report. The applicant submitted a TIA, prepared by Kittelson & Associates and dated May 31, 2018. The City Traffic Engineer reviewed the TIA and determined that the report meets the requirements of SRC 803.015.

The following mitigation measures are recommended in the TIA and shall be required as conditions of approval:

1. The east site driveway on 27th Avenue SE should be constructed as a single lane roundabout, with southbound right-turn by-pass lane to the site.

2. A stop sign should be installed on at the new south site driveway (southbound) approach to Boone Road SE.

3. The westbound left-turn lane at intersection of Kuebler Boulevard SE and Battle Creek Road SE should be restriped to provide 400 feet of storage. See attachment C in the TIA revisions document dated August 9, 2018 for diagram.

4. All future landscaping, above-ground utilities, and site signage should be located and maintained to ensure adequate sight-distance is provided at the site driveways.

Condition 2 of CPC/ZC06-6 requires a northbound left-turn lane with a minimum of 300 feet of storage at the intersection of Battle Creek Road SE and Kuebler Boulevard SE. The condition states, "side-by-side left-turn lanes shall be constructed as approved by the Public Works Director." The applicant has proposed a design which includes dual northbound left-turn lanes which provide a minimum of 300 feet of storage. The design also provides the required side-by-side left-turn lane configuration. The City Traffic Engineer has reviewed the proposed design and concurs that it will provide the necessary storage for the left-turn lanes at the intersection of Battle Creek Road SE and Kuebler Boulevard SE, and the intersection of Battle Creek Road SE and Boone Road SE, and is consistent with the language of the original condition.

Condition 3 of CPC/ZC06-6 required that the south side of Kuebler Boulevard SE be widened to meet City of Salem Standards with curb, sidewalk, and bike lanes. The widening extended from 1500 feet west of Battle Creek Road SE to the Interstate 5

ramps to provide an additional lane for a total of two eastbound lanes. This condition was met by the Capital Improvement Plan project number 713513, which was accepted as complete on March 5, 2018. No additional right-of-way or street improvement is required on Kuebler Boulevard SE along the frontage of the proposed development. However, the applicant shall install the appropriate striping to the westbound dual left-turn lanes to allow for traffic flow into the future dual collection lanes on 27th Avenue SE.

The existing configurations of Boone Road SE and 27th Avenue SE along the frontages of the proposed development do not meet current standards for a Collector street classification per the Salem TSP. The applicant shall construct a half-street improvement along both frontages to Collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)); however, the mitigated wetlands were placed between the future curb line and the right-of-way line along the frontages of Boone Road SE and 27th Avenue SE. These wetland channels conflict with the location of the sidewalk as required by the street standards. In order to protect the wetland areas, the sidewalk may be located along the curb line only as needed to reduce conflicts between the existing wetland channels and proposed improvements; all other sidewalks shall be located parallel to and one foot from the adjacent right-of-way pursuant to SRC 803.035(l).

No special setbacks are required because the existing rights-of-way meet or exceed the standards for the boundary street classifications.

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 driveway access onto Boone Road SE is proposed to be located directly across from Bow Court SE and provides for safe turning movements into and out of the property. The driveway access onto 27th Avenue SE is proposing a single-lane roundabout with southbound right-turn by-pass lane to the site, as recommended by the TIA submitted. The eastbound right-turn only access from Kuebler Boulevard SE was approved by a previous Land Use Decision and was designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

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 portion of the subject property within Kuebler Gateway Subdivision is subject to the stormwater management plan adopted under SRC 71.180(c) that was submitted and approved with SUB14-01. New stormwater requirements in SRC Chapter 71 and PWDS became effective January 1, 2014. The proposed subdivision was submitted prior to the effective date of the new requirements. As specified in SRC 71.080(c), because the applicant submitted a stormwater management plan as a part of the subdivision application prior to the effective date of the new ordinance, future Site Plan Review applications shall comply with the applicant's stormwater management plan instead of the stormwater requirements that became effective January 1, 2014. The applicant's engineer for the portion of the subject property within the Kuebler Gateway Subdivision indicated that the future development will comply with the previously submitted stormwater management plan.

The portion of the subject property outside the Kuebler Gateway Subdivision shall be designed and constructed to current water quality and flow control standards as found in SRC Chapter 71 and 2014 PWDS. The applicant's engineer for the portion of the subject property outside the Kuebler Gateway Subdivision submitted a statement demonstrating compliance with Stormwater *PWDS* Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

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. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

Driveway Approach Permit—27th Avenue SE

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 804 and PWDS.

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

Finding—The construction of the roundabout as recommended in the TIA provided by Kittelson & Associates is required in order to locate the driveway

along the frontage of 27th Avenue SE. There are no other 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—The proposed driveway approach follows the recommendations found in the TIA submitted by Kittelson & Associates on May 31, 2018. No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements.

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

Finding—The analysis provided in the TIA of the proposed driveway and recommended roundabout indicates that the proposed driveway 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 fronted by a Parkway street (Kuebler Boulevard SE), a Minor Arterial street (Battle Creek Road SE) and two Collector streets (Boone Road SE and 27th Avenue SE). The applicant is proposing the driveway approach to the lower classification of street and as recommended by a

Transportation Impact Analysis provided by Kittelson & Associates. By complying with the requirements of SRC Chapter 804, constructing the required improvements found in the conditions of approval for CPC/ZC06-6, and following the recommendations of the TIA, 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 to 27th Avenue SE is located adjacent to a residentially zoned area. However, the direction of travel by the majority of drivers is into the commercially zoned area utilizing the single-lane roundabout. Installation of the southbound right-turn by-pass lane to the site, along with the single lane roundabout, significantly limits cut-through traffic into the residential areas, and minimizes the effect on the functionality of the adjacent streets.

Driveway Approach Permit—Boone Road SE

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 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:

iii. Is shared with an adjacent property; or

iv. 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—The proposed driveway approach meets the criteria set by previous land use decisions and shall follow the recommendations found in the TIA submitted by Kittelson & Associates. No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements.

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

Finding—The driveway approach to Boone Road SE is located directly across from Bow Court SE. Our analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway 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 fronted by a Parkway street (Kuebler Boulevard SE), a Minor Arterial street (Battle Creek Road SE) and two Collector streets (Boone Road SE and 27th Avenue SE). The applicant is proposing the driveway approach to the lower classification of street and as recommended by the TIA provided by Kittelson & Associates. By complying with the requirements of SRC Chapter 804, constructing the required improvements found in the conditions of approval for CPC/ZC06-6, and following the recommendations of the TIA, 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 driveway approach to Boone Road SE is located directly across from a residentially zoned area. Locating the driveway directly across from Bow Court SE provides for safe turning movements into and out of the property. This

additional driveway balances the adverse impacts to the residentially zoned area south of the subject property and will not have an adverse effect on the functionality of adjacent streets.

Response to Citizen Comments

In response to the South Gateway Neighborhood Association comments about wetland mitigation and stormwater facilities issues:

The wetland remediation work was completed per permit #NWP-2012-48 from Army Corps of Engineers. The proposed Costco improvements are based off of the remediated wetland location and will adhere to local, state, and federal requirements.

The Public Works Department thoroughly reviews stormwater designs to ensure compliance with the stormwater design standards. The onsite and frontage improvements will adhere to current stormwater design standards in order to receive design and plan approval. A thorough engineering design and plan review will occur following the Land Use decision.

In response to the South Gateway Neighborhood Association comments about traffic and transportation concerns:

From Tony Martin, Assistant City Traffic Engineer: The applicant was required to submit a Transportation Impact Analysis (TIA) as part of the Site Plan Review application. This TIA provided multiple recommendations in order to mitigate the impact to the transportation system. The City recognizes that there will be increased traffic with the proposed development, however the City concurs with the overall findings of the TIA and will condition the recommendations in order to adequately mitigate the transportation impacts.

The applicant's traffic engineer will address the specific Transportation Impact Analysis issues. However, below are my comments on a few items that are City and process related:

Section 1.a. – Trip Generation & Coverage

Bullet #5 – "The TIA does not include traffic resulting from all potential development affecting the project area …"

Although including "in-process" development in a TIA is not a requirement pursuant to City Code or Administrative Rules, the City required only the proposed development that has been permitted and is reasonably expected to be operational by the time the proposed development opens.

Bullet #6 – "The TIA's coverage area should have included Battle Creek Road SE to the north of Kuebler …"

The TIA included an analysis of the following intersections, existing driveways, and proposed driveways:

1. Battle Creek Road SE and Kuebler Boulevard SE
2. North Driveway (Right-In) and Kuebler Boulevard SE (Existing)
3. 27th Avenue SE and Kuebler Boulevard SE
4. I-5 Southbound Ramps and Kuebler Boulevard SE
5. I-5 Northbound Ramps and Kuebler Boulevard SE
6. 27th Avenue SE and East Driveway (Future)
7. 27th Avenue SE and Boone Road SE
8. Southeast Driveway and Boone Road SE (Future)
9. Southwest Driveway (Future) and Boone Road SE and Bow Court SE (Existing)
10. Battle Creek Road SE and Boone Road SE

This study area includes the same scope that was required in 2006 for the Comprehensive Plan Change and Zone Change and it is appropriate for this development as determined by the City Traffic Engineer.

Bullet #7 – "Salem requires horizon year analysis periods of year of opening for development …"

Pursuant to Salem Administrative Rule 6.33, in Table 6-33, the appropriate horizon year for a development that is "allowed under existing zoning" is the "year of opening." This development is proposed to open in 2019 which is the analysis year in the TIA.

Section 1.b. – Traffic Flow & Management

Bullet #5 – "The proposed right-in access off of Kuebler Boulevard SE does not meet the City of Salem Access Management Criteria …"

The right-in access was approved by City Council with the Comprehensive Plan Change and Zone Change. Table 5 of the approved 2006 TIA indicates there would be a total of 9,660 "net new trips" to the transportation system, but was estimated there will be 14,440 daily trips to the site which exceeds the 10,000 trip minimum threshold.

Bullet #19 – "Kuebler Boulevard SE is classified as a "Parkway." Approximately 1,200 feet of the site's Kuebler Boulevard SE frontage was constructed without compliance to the *City of Salem's Transportation System Plan* …"

The City of Salem constructed Kuebler Boulevard SE improvements between Interstate 5 and Lone Oak Road S. The City utilized a lesser standard than is identified in the Salem TSP in order to minimize costs and lessen impacts to adjacent properties, while providing the same capacity to the roadway system. No additional improvements are warranted along Kuebler Boulevard SE because it does not meet the definition of an under-improved street pursuant to SRC 803.005.

Prepared by: Jennifer Scott, Program Manager
cc: File

Oregon
Kate Brown, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building A
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: August 27, 2018

TO: Casey Knecht, PE
Region 2 Development Review Coordinator

Keith P Blair

FROM: Keith P. Blair, PE
Region 2 Senior Transportation Analyst

SUBJECT: Kuebler Gateway Shopping Center (Salem) – Outright Use
Amended TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted August 9, 2018 response and amendment to comments on the traffic impact analysis (dated May 31, 2018) to address traffic impacts due to development of a Costco warehouse, fuel station, and four retail building (approximately 21,000 square-feet) on the southwest quadrant of the Kuebler Boulevard/27th Avenue intersection in the city of Salem, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual* (*APM*). Both versions of the *APM* were most recently updated in July 2018. Current versions are consistently published online at: http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx. As a result, we submit the following comments for the City's consideration:

Recommended analysis items to be addressed:

1. Synchro signalized intersection phasing and timing reports have not been included within the original or amended reports and Region Traffic is unable to confirm if the I-5 signalized ramp terminals have been appropriately analyzed.
2. It appears the (ODOT APM) SimTraffic model only accounted for growth factors and did not account for PHF and Anti-PHF adjustments, per Chapter 8 of Version 1 of the *APM*.

Proposed mitigation comments:

3. ODOT maintains jurisdiction of the Pacific Highway No. 1 (I-5) and ODOT approval shall be required for all proposed mitigation measures to this facility. No mitigation measures to ODOT facilities have been proposed.

Thank you for the opportunity to review this traffic impact analysis. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted report. It is possible the above comments could have an effect on the operational analysis results which may be significant enough to have an effect on the conclusions of the study. If the City determines the above comment will merit the need for reanalysis, we are willing and able to assist with an additional round of review. If there are any questions regarding these comments, please contact me at (503) 986-2857 or Keith.P.Blair@odot.state.or.us.

From: KNECHT Casey <Casey.KNECHT@odot.state.or.us>
Sent: Wednesday, September 19, 2018 4:37 PM
To: Aaron Panko
Cc: EARL Robert; KAGAWA Leia; THOMAS Matthew A *ODOT
Subject: ODOT Comments for City of Salem SPR-DAP18-15 - Wells/Costco

Aaron,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the application for the Kuebler Gateway Shopping Center in Salem. Please include these comments in the public hearing record and notify ODOT of the staff decision by sending a copy to odotr2planmgr@odot.state.or.us when available.

While the property is not adjacent to a state facility, the I-5/Kuebler interchange was identified and evaluated as part of the study area of the TIA for this site. Please ensure that the recommendations outlined in the TIA are carried out. Additionally, the property directly to the east of this site does not have access rights to 27th Avenue between the signal at Kuebler and just north of the proposed roundabout; therefore, ODOT is in favor of the location of the roundabout to ensure that future development to the east can utilize the roundabout for access to 27th.

Please contact me with any questions.

Casey Knecht, P.E.
Development Review Coordinator | ODOT Region 2
885 Airport Rd SE, Bldg P | Salem OR 97301
503-986-5170 | casey.knecht@odot.state.or.us

From: KNECHT Casey <Casey.KNECHT@odot.state.or.us>
Sent: Thursday, September 27, 2018 11:48 AM
To: Aaron Panko
Cc: BLAIR Keith P; EARL Robert; KAGAWA Leia
Subject: ODOT Comments for Applicant's Response - Kuebler Gateway Shopping Center/Costco
Attachments: Kuebler Gateway Shopping Center Response - ODOT Region Traffic Comments 20180925.pdf

Aaron,

I've attached comments from ODOT Region 2 Traffic on the response to previous comments for the Kuebler Gateway Shopping Center development. There are still some technical inconsistencies with how ODOT's standard procedures were applied, however, the overall conclusions of the study should be the same.

Thanks for the opportunity to comment.

Casey Knecht, P.E.
Development Review Coordinator | ODOT Region 2
885 Airport Rd SE, Bldg P | Salem OR 97301
503-986-5170 | casey.knecht@odot.state.or.us

From: Aaron Panko [mailto:APanko@cityofsalem.net]
Sent: Thursday, September 20, 2018 12:19 PM
To: KNECHT Casey
Cc: ODOT Reg 2 Planning Manager
Subject: FW: KGCP000 - Site Plan Review Application 18-112081-RP

Casey,

The applicant has prepared a response to ODOT's August 27, 2018 comments.

Please let me know if you have any questions,

Aaron Panko
Planner III
City of Salem
Community Development Dept.
555 Liberty St SE / Room 305
Salem, OR 97301
503-540-2356
apanko@cityofsalem.net
www.cityofsalem.net/zoning

From: Matt Oyen [mailto:MattO@PacTrust.com]
Sent: Thursday, September 20, 2018 10:50 AM

To: Aaron Panko <APanko@cityofsalem.net>
Cc: BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>; Tony Martin <TMartin@cityofsalem.net>; Anthony Yi <AYI@kittelson.com>; jwells@westech-eng.com; Shari Reed <ShariR@PacTrust.com>
Subject: KGCP000 - Site Plan Review Application 18-112081-RP

Aaron,

Attached is Kittelson's response to the ODOT August 27, 2018 correspondence seeking additional clarification. ODOT's request was for additional clarification to the existing analysis, which does not trigger any mitigation. This additional clarification is provided as part of the usual development review process and reflects PacTrust's commitment to address the concerns raised by ODOT. However, we wish to reiterate that this response does not impact the completeness of our submittal already on file with the City, or the 120 day processing period.

If you have any questions regarding the attached Kittelson Traffic Memorandum, or need any additional information please contact us.

Thank you,

Matthew H. Oyen, P.E.
Construction Manager

PacTrust

15350 SW Sequoia Parkway
Suite 300
Portland OR 97224
Main 503.624.6300
Direct 503.603.5492
Mobile 503.523.7619
matto@pactrust.com
www.pactrust.com

Oregon
Kate Brown, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building A
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: September 25, 2018

TO: Casey Knecht, PE
Region 2 Development Review Coordinator

FROM: Keith P. Blair, PE
Region 2 Senior Transportation Analyst

SUBJECT: Kuebler Gateway Shopping Center (Salem) – Outright Use
Response to ODOT Review Comments

ODOT Region 2 Traffic has completed our review of the submitted response to ODOT's August 27, 2018 comments on the traffic impact analysis (dated May 31, 2018) to address traffic impacts due to development of a Costco warehouse, fuel station, and four retail building (approximately 21,000 square-feet) on the southwest quadrant of the Kuebler Boulevard/27th Avenue intersection in the city of Salem, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual* (*APM*). As a result, we submit the following comments for the City's consideration:

Analysis item to be noted:

1. The revised "ODOT APM" SimTraffic model only accounted for a single recording period with the AntiPHF adjustment. Rather, per page 8-12 and Exhibit 8-8 of APM-V1, the PHF Adjust should be set to "Yes" during the seeding and the peak 15-minute (recording #1) intervals and the AntiPHF Adjust set to "No." The AntiPHF Adjust should be set to "Yes" and the PHF Adjust set to "No" for recording interval #2. However, as the analysis primarily utilized a separate SimTraffic model which was claimed to have been calibrated to more closely match field observations, this inconsistency with ODOT's standard procedure is not anticipated to have a significant effect on the queue length analysis or the conclusions of the study.

Thank you for the opportunity to review this response to ODOT's previous comments. As the analysis files were not provided, Region 2 Traffic has only reviewed the submitted response. If the City determines the above comment will merit the need for reanalysis, we are willing and able to assist with an additional round of review. If there are any questions regarding these comments, please contact me at (503) 986-2857 or Keith.P.Blair@odot.state.or.us.