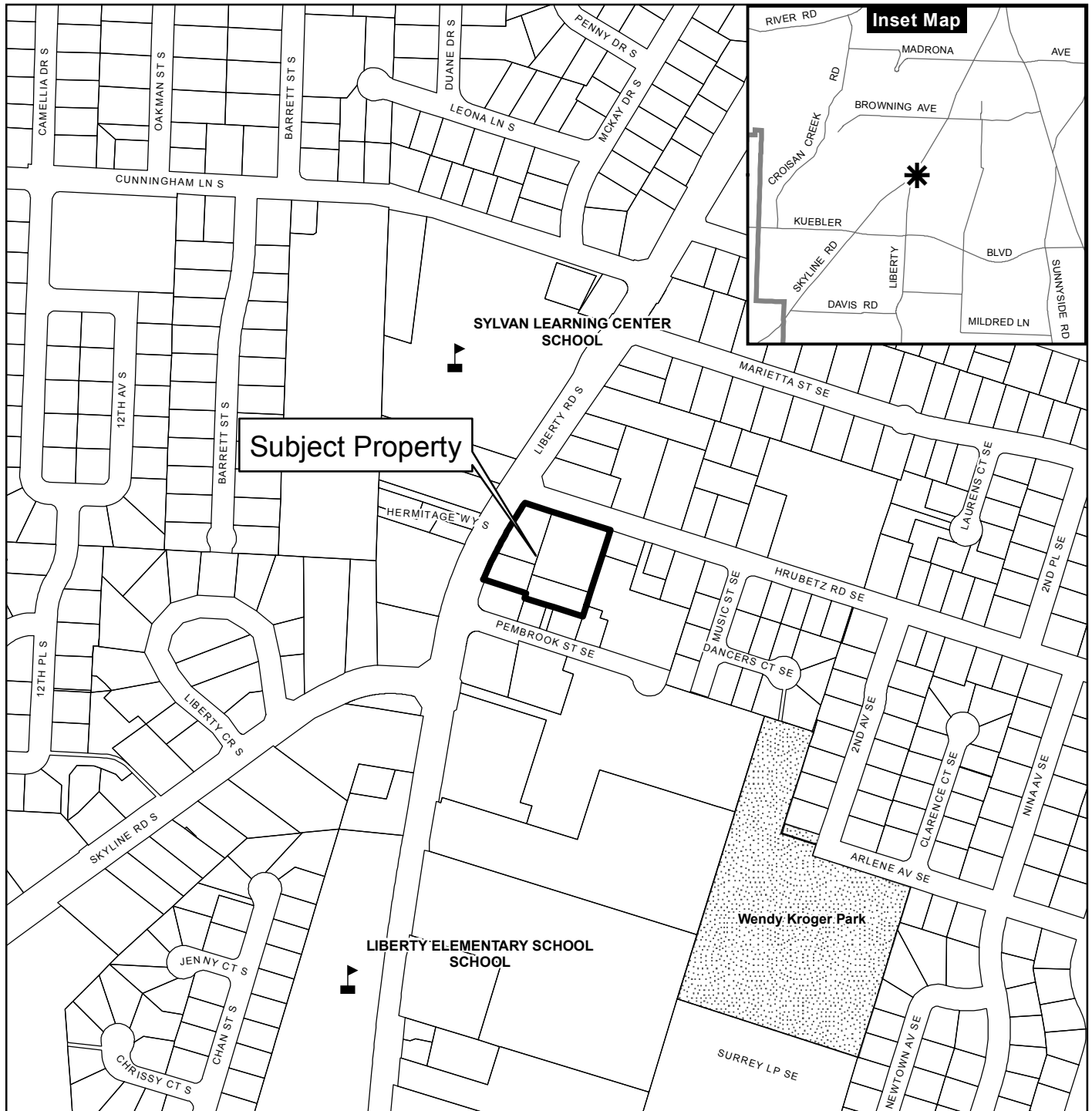








# Vicinity Map

## 4700 Block of Liberty Road S



### Legend

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

 Parks

**CITY OF Salem**  
AT YOUR SERVICE  
Community Development Dept.

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0 100 200 400 Feet

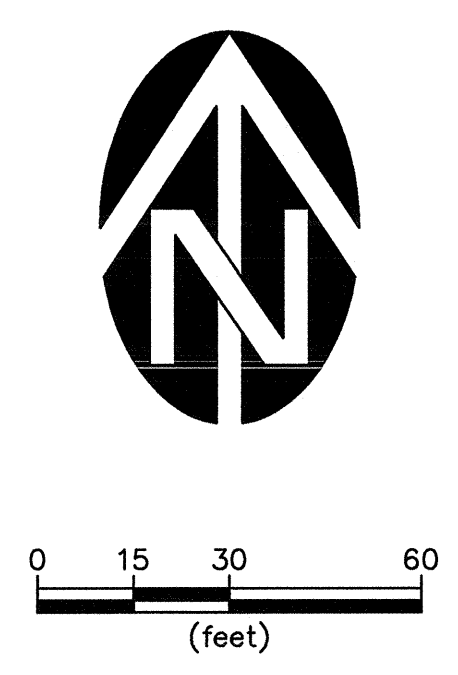


EROSION CONTROL LEGEND	
	SILT SACK INLET PROTECTION, PER DTL
	BIO BAGS, PER DTL
	SILT FENCE/CLEARING LIMITS
NOTES:	
1.	NO CONCRETE WASHOUTS OR STOCKPILES ALLOWED ON SITE.
DEMOLITION LEGEND	
(R)	CONTRACTOR TO REMOVE
(P)	CONTRACTOR TO PROTECT
(R1)	CONTRACTOR TO COORDINATE W/ FRANCHISE UTILITY TO REMOVE
(R2)	CONTRACTOR TO MAINTAIN THROUGH CONSTRUCTION, RELOCATE ONCE COMPLETED.
(R3)	CONTRACTOR TO ABANDON PER DEPT. OF WATER RESOURCES STANDARDS
(S)	SAWCUT
(A)	CONTRACTOR TO ABANDON
(A1)	ADJUST TO NEW FINISHED GRADE

BENCHMARK UTILIZED:  
CITY OF SALEM # 8207  
ELEV: 476.56' NGVD 29  
NE CORNER LIBERTY RD SE, AND KUEBLER BLVD SE,  
8.3' NORTH OF MANHOLE, 12.2' SOUTHWEST OF SIGNAL POLE.

DISCLAIMER: UTILITIES DEPICTED ARE BASED ON EVIDENCE FOUND IN THE FIELD, MUNICIPALITY AND/OR OTHER GOVERNMENT ENTITY AS-BUILT PLANS, CONTRACTOR PLANS AND OTHER DOCUMENTS OF RECORD. BARKER SURVEYING ASSUMES NO RESPONSIBILITY FOR UTILITIES THAT ARE NO LONGER IN USE, INSTALLED AFTER THE DATE OF ACTUAL SURVEY, NOT IDENTIFIED OR NOT LOCATED. THIS INCLUDES UTILITIES UPON PUBLIC OR PRIVATE PROPERTY.

SPECIFIC UTILITY POSITIONS INDICATED ON THE GROUND SURFACE PROVIDED BY LOCATION SERVICES MAY VARY DUE TO UNDERGROUND DETECTION CAPABILITIES.



ABBREVIATIONS	
ASPH	ASPHALT
AD	AREA DRAIN
ASSY	ASSEMBLY
BLDG, BLD	BUILDING
BW	BOTTOM OF WALL
CATV	CABLE TELEVISION
CB	CATCH BASIN
CO	CLEAN-OUT
CONC	CONCRETE
CL	CENTERLINE
DIP	DUCTILE IRON PIPE
EG	EDGE OF GRAVEL
EOP, EP	EDGE OF PAVEMENT
ELEV	ELEVATION
EX, EXIST	EXISTING
FDC	FIRE DEPT. CONNECTOR
FT	FEET
FF	FINISH FLOOR
FG	FINISH GRADE
FI	FIRE HYDRANT
FI	FIELD INLET
FM	FORCE MAIN
GRAV	GRAVEL
GM	GAS METER
GP	GATE POST
GS	GROUND SHOT
GV	GAS VALVE
HC	HANDICAP
HYD	HYDRANT
IR	IRON ROD
IP	IRON PIPE
IRR	IRRIGATION
INV	INVERT
JB	JUNCTION BOX
LP	LIGHT POLE
M	METER, MAIN
MB	MAILBOX
MH	MANHOLE
OH	OVER-HEAD
P/L, R	PROPERTY LINE
PP	POWER POLE
PVC	POLYVINYL CHLORIDE
PWR	POWER
R, RAD	RADIUS
ROW, R/W	RIGHT-OF-WAY
SS	SANITARY SEWER
SD	STORM DRAIN
SVC	SERVICE
SWK, S/W	SIDEWALK
TC	TOP OF CURB
TEL	TELEPHONE
TRANS	TRANSFORMER
TS	TRAFFIC SIGNAL
TW	TYPICAL
UG, U/G	UNDER GROUND
UTIL	UTILITY
W/	WITH
WM	WATER METER
WLM	WETLANDS MARKER
YPC	YELLOW PLASTIC CAP

SYMBOLS	
AD	AREA DRAIN
or	CATCH BASIN
COO	CLEANOUT
FX	FIRE HYDRANT
GV	GAS VALVE
WV	WATER VALVE
GPW	GAS/POWER/WATER METER
DSO	DOWN SPOUT
MT	MANHOLE TELEPHONE
MSD	MANHOLE STORM DRAIN
MS	MANHOLE SANITARY SEWER
SP	SIGN POST
PEO	PEDESTAL
MB	MAIL BOX
IV	IRRIGATION VALVE
LP	LIGHT POLE
UP	UTILITY/POWER POLES
TP	TEST PIT
MF	MONUMENT FOUND

LINE TYPES	
CATV LINE	CATV — CATV — CATV — CATV — CATV — CATV — CATV
COMMUNICATION LINE	COM — COM — COM — COM — COM — COM — COM
EASEMENT LINE	-----
FENCE LINE	— — — — —
FIBER OPTIC LINE	FOC — FOC — FOC — FOC — FOC — FOC — FOC
GAS LINE	GAS — GAS — GAS — GAS — GAS — GAS — GAS
OVERHEAD LINE	OH LINES — OH LINES — OH LINES — OH LINES — OH LINES
PHONE LINE	PH — PH — PH — PH — PH — PH — PH
POWER LINE	ELEC — ELEC — ELEC — ELEC — ELEC — ELEC — ELEC
SANITARY SEWER LINE	SS — SS — SS — SS — SS — SS — SS
STORM DRAIN LINE	SD — SD — SD — SD — SD — SD — SD
WATER LINE	W — W — W — W — W — W — W

STUDIO

3

ARCHITECTURE  
INCORPORATED

222 COMMERCIAL ST. NE  
SALEM, OR 97301-3410  
P: 503.390.6500  
F: 503.390.6501  
www.studio3architecture.com

REGISTERED PROFESSIONAL ENGINEER

NO. 76415PE

STATE OF OREGON

WILLIAM J. WELLS

RENEWAL: 6/30/2025

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECT AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY FAX, MAIL, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 3136.0000.0

DATE: 4/5/2019

DRAWN BY: AK

CHECKED BY: JW

REVISIONS:

1

2

3

4

WESTTECH ENGINEERING, INC.

CONSULTING ENGINEERS AND PLANNERS

3641 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302

Phone: (503) 585-2474 Fax: (503) 585-3986

E-mail: westtech@westtech-inc.com

NEW MIXED USE DEVELOPMENT:

SOUTH LIBERTY RD

SALEM, OR

LIBERTY RD SE AND HRUBETZ RD

SHEET:

C1.0

EXISTING CONDITIONS,  
DEMO & EROSION CONTROL  
PLAN



LIBERTY ROAD SE

HRUBETZ ROAD

PEMBROOK STREET



### SITE PLAN KEYNOTES:

- 1

PROPERTY LINE
- 2

CONCRETE WALKWAY, MIN 5' WIDTH TO ALL MAIN ENTRIES AND SITE AMENITIES
- 3

BICYCLE RACKS, SEE A1.02
- 4

CANOPY ABOVE
- 5

EXTEIOR TRASH ENCLOSURE, PERMITTED UNDER 19-116110-00-BP
- 6

EXTERIOR SIGN, SEE SHEET A1.02
- 7

PROVIDE ACCESSIBLE PARKING SIGN, TYP. SEE SHEET A1.02
- 8

PROVIDE ACCESSIBLE VAN PARKING SIGN, TYP. SEE SHEET A1.02
- 9

FDC LOCATION WITH SIGNAGE, SEE CIVIL DRAWINGS FOR DISTANCE FROM NEAREST FIRE HYDRANT.
- 10

PEDESTAL MOUNT MAILBOX CLUSTER
- 11

8" CMU WALL TO EXTEND LENGTH OF ADJACENT PARKING STALL, 3'-0" A.F.G.
- 12

48'-0" ROW DEDICATION
- 13

ALTERNATIVE HAMMERHEAD DEAD-END FIRE APPARATUS TURNAROUND PER OFC D103.1
- 14

12'-0" x 30'-0" LOADING SPACE, DELEVERY VEHICLE NOT TO EXCEED 8,000 POUNDS
- 12

6" CONCRETE WALL TO EXTEND PERIMETER OF DRIVE-THRU THAT IS WITHIN 6'-0" OF THE PROPERTY LINE, CONCRETE WALL TO BE 3'-0" A.F.G.

### SITE PLAN GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
3. EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
4. REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
5. JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CIVIL.
6. SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
7. SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

### SITE DEVELOPMENT:

SITE AREA:	64,053 sf = 1.47 ACRES
ZONING:	CR & CO
BUILDING AREAS:	
FUTURE BLDG A:	3,387 sf RETAIL
FUTURE BLDG B:	3,321 sf RETAIL
BLDG C:	3,534 sf RETAIL / 23,526 sf RESIDENTIAL (26 UNITS)
BUILDING HEIGHTS:	
FUTURE BLDG A:	25'-0"
FUTURE BLDG B:	25'-0"
BLDG C:	50'-0"
PARKING:	
COMMERCIAL:	1/250 sf REQ'D = 41 SPACES
RESIDENTIAL:	1.5/DWELLING REQ'D = 39 SPACES
PROVIDED:	80 SPACES 8-HANDICAP / 1-VAN 51 COMPACT (64%) 24 STANDARD
TOTAL AREA OF OFF-STREET PARKING:	29,042 sf
RQD LANDSCAPING:	MIN. 5% = 1,452 sf
PROVIDED:	2,155 sf

### SITE PLAN LEGEND:

	BUILDING AREA
	BUILDING OVERHANG / CANOPY ABOVE
	LANDSCAPING
	CONCRETE FLOOR / SIDEWALK / PAD

### LOT COVERAGE:

SITE AREA BREAKDOWN	AREA	%
BUILDINGS	13,626 SF	21.27 %
PAVINGS, SIDEWALKS	37,521 SF	58.58 %
LANDSCAPE	12,906 SF	20.15 %
TOTAL SITE AREA	64,053 SF	100 %

STUDIO

3

ARCHITECTURE  
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PROJECT # 2018-071  
DATE: 29 JUN 2019

REVISIONS  
1 08/07/19 CITY COMMENTS  
2 10/25/19 CITY COMMENTS

LAKE PLAZA

DEVELOPMENT

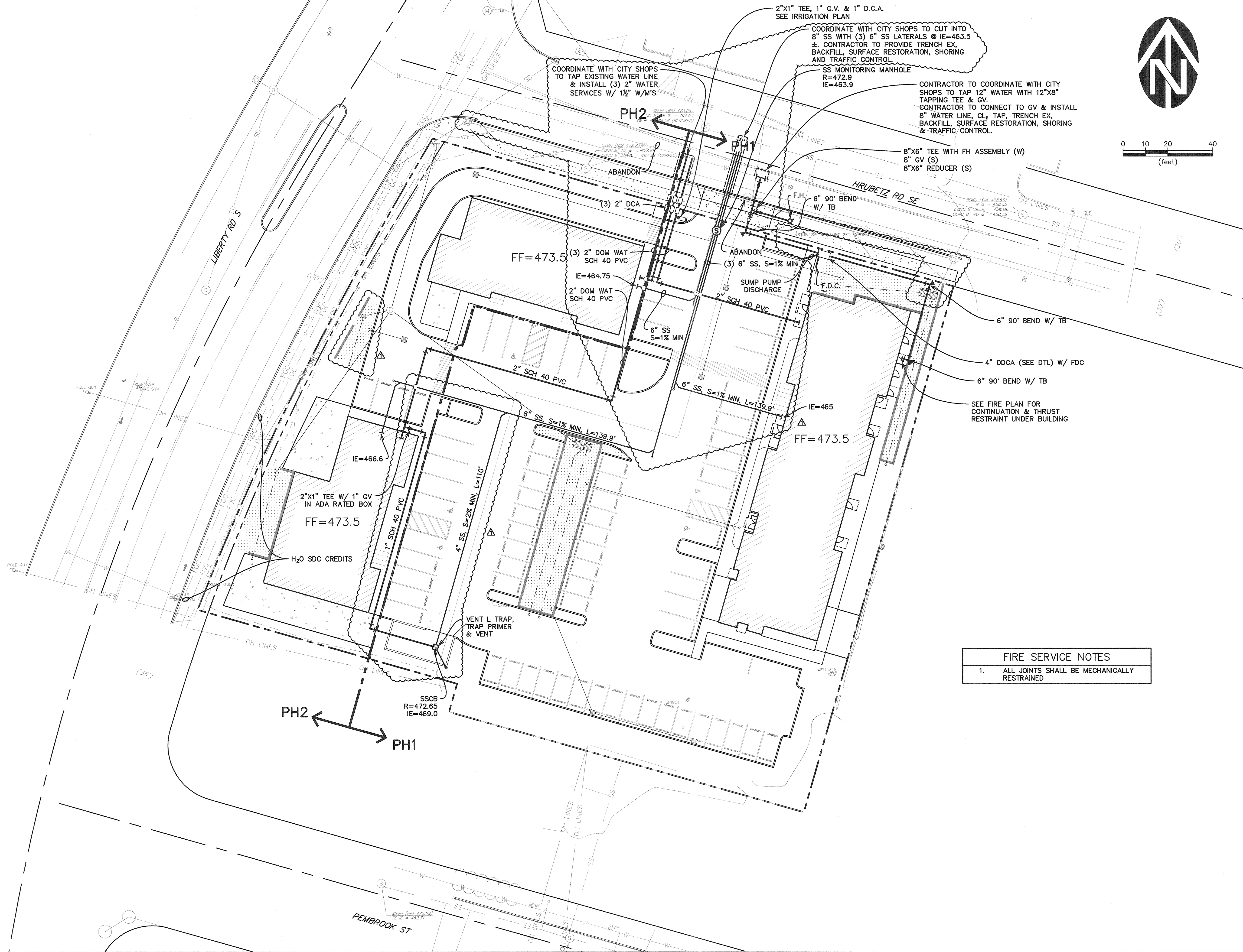
LIBERTY RD S & HRUBETZ RD S, SALEM, OR

SHEET:

A1.01

SITE PLAN





FIRE SERVICE NOTES	
1.	ALL JOINTS SHALL BE MECHANICALLY RESTRAINED

NEW MIXED USE DEVELOPMENT:

SOUTH LIBERTY RD

SALEM, OR

LIBERTY RD SE AND HRUBETZ RD

SHEET:  
**C3.0**  
UTILITY PLAN

STUDIO  
**3**  
ARCHITECTURE  
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REGISTERED PROFESSIONAL  
ENGINEER  
7644 SPE  
OREGON  
NOV. 12, 2008  
WILLIAM J. WELLS  
RENEW: 6/30/2020

IN THE EVENT CONFLICTS ARE DISCOVERED  
BETWEEN THE ORIGINAL SIGNED AND SEALED  
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AND/OR THEIR CONSULTANTS, AND ANY COPY OF  
THE DOCUMENTS TRANSMITTED BY FAX, FILE,  
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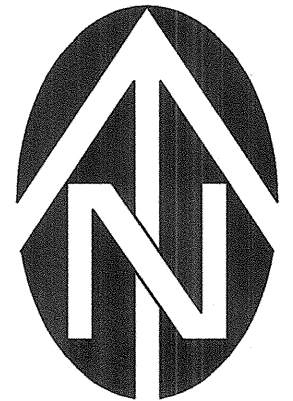
PROJECT # 3136.0000.0  
DATE: 4/5/2019  
DRAWN BY: AK  
CHECKED BY: JW

REVISIONS:

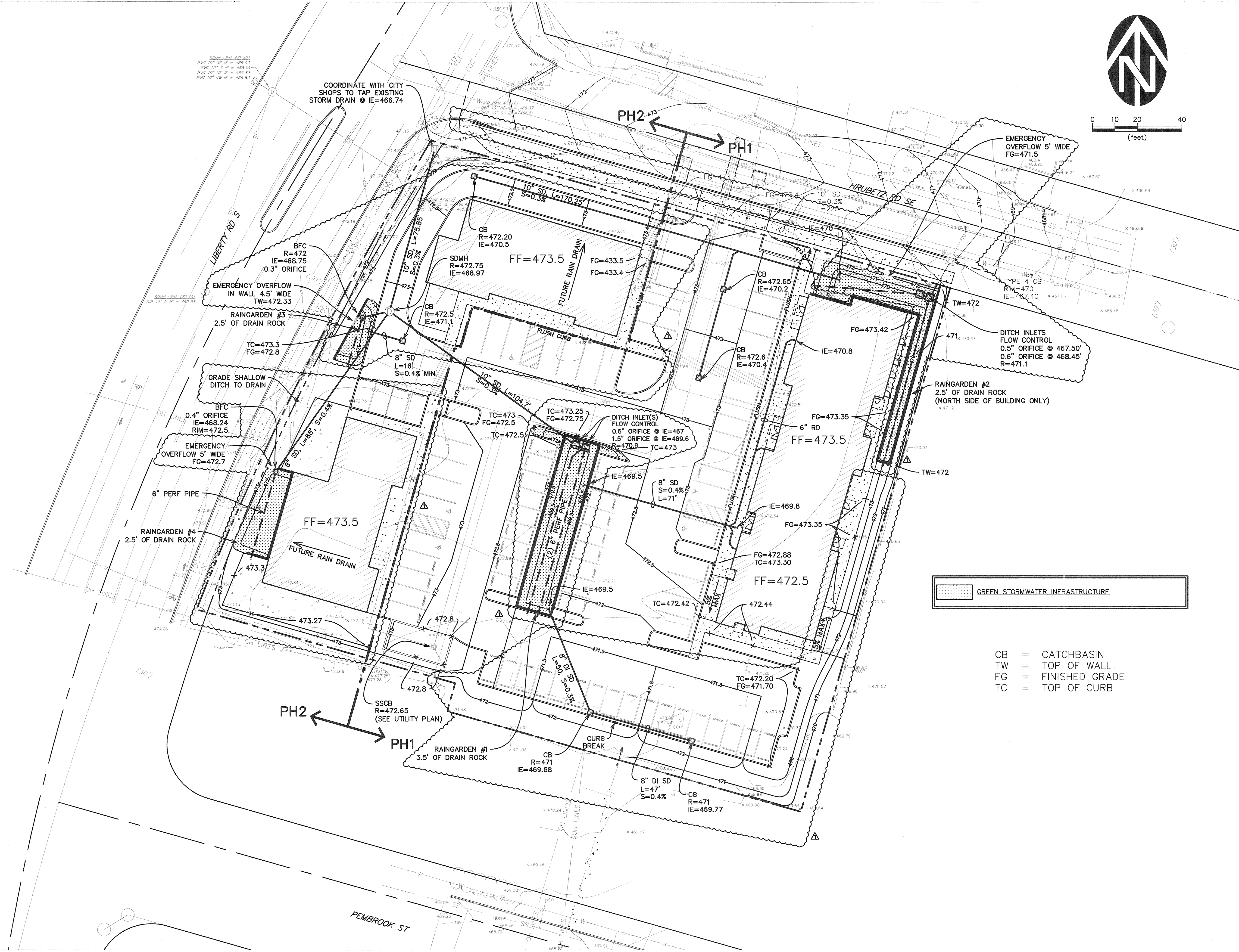
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WESTECH ENGINEERING, INC.  
CONSULTING ENGINEERS AND PLANNERS  
3941 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westech@westech-eng.com





0 10 20 40  
(feet)



CB = CATCHBASIN  
TW = TOP OF WALL  
FG = FINISHED GRADE  
TC = TOP OF CURB



## Conditional Use Written Statement

October 8<sup>th</sup>, 2019

Laike Plaza Development  
Liberty RD S & Hrubetz RD S  
Salem, OR  
Zoned CO & CR

The proposed project includes the development of a mixed-use building with retail on the ground floor and multi-family above. The property is currently zoned as both a CO & CR parcel. Outlined below is how the proposed project addresses all applicable approval criteria for a Conditional Use Permit.

Conditional Use Permit design criteria:

- The proposed use is allowed as a conditional use in the zone
  - o The property is zoned as both a CO & CR zone. While multi-family housing is permitted outright in a CO zone, it is permitted as a conditional use within a CR zone
- The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions
  - o While the development will certainly increase the density of homes within the area, the proposed project will additionally provide a mixture of uses, creating economic and social vitality within the neighboring communities. The proposed mixed-use building will provide a variety of housing opportunities to meet the expected population growth within the Salem Urban Growth boundary, all the while providing adequate parking for all uses on the site so as to have a minimal adverse impact on the neighboring residents. Through the findings of the Traffic Analysis Report, it was also found that all adjacent intersections will continue to meet operational standards during peak hours with the additional vehicular traffic that the proposed development will produce
- The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property
  - o The proposed project is consistent with Salem Urban Area Goals and Policies for both Residential & Mixed-Use Development within the Salem Area Comprehensive Plan. The proposed Mixed-Use building is intentionally located towards the back end of the development along the East property line in order to provide a buffer and a sense of relief between the retail services proposed on the West side of the development along Liberty road and the adjacent RM2 zone and residential uses of the neighboring sites. The



proposed development will also provide the surrounding properties with an additional shopping center within walking distance to promote the livability of the neighborhood

We believe that through the findings above, the proposed project meets all applicable approval criteria for a conditional use within a CO zone.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gene Bolante", with a stylized, flowing script.

Gene Bolante, AIA  
Studio 3 Architecture, Inc  
275 Court Street NE  
Salem, Oregon 97301  
[gene@studio3architecture.com](mailto:gene@studio3architecture.com)  
503-390-6500





## Class II Zoning Adjustment - Written Statement

October 30<sup>th</sup>, 2019

Laike Plaza Development  
Liberty RD S & Hrubetz RD S  
Salem, OR  
Zoned CO & CR

The proposed project includes the development of approximately 10,500 square feet of retail, including a building with drive-thru food service and another with 26 apartments above ground floor retail. The property is currently composed of four (4) separate parcels which is currently being consolidated into two (2) parcels through a Partition Tentative Plan, the location of the proposed interior lot line separating the two (2) parcels can be seen in the attached Site Plan. Through this Zoning Adjustment, we are proposing a reduction to the interior lot line set back for off-street parking and vehicle use from 5'-0" to 0'-0." Outlined below is how the proposed project addresses all applicable approval criteria for a Class II - Zoning Adjustment permit.

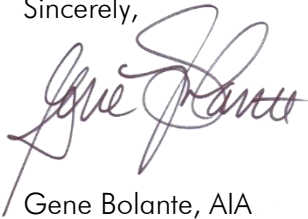
Class II - Zoning Adjustment design criteria:

- **The purpose underlying the specific development standard proposed for adjustment is clearly satisfied by the proposed development.**
  - o Other than the requested change to the Interior Lot line setback adjustment from 5'-0" to 0'-0", the proposed project meets all other off-street parking and vehicle setbacks listed under SRC 806.035.(a)-(m).
- **If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.**
  - o The proposed project is not in a residential zone, therefore the project does not need to satisfy this requirement.
- **If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone**
  - o Only one Zoning Adjustment is being requested, therefore the project does not need to satisfy this requirement.

We believe that through the findings above, the proposed project meets all applicable approval criteria for a Class II – Zoning Adjustment.



Sincerely,

A handwritten signature in dark ink, appearing to read 'Gene Bolante', with a stylized, flowing script.

Gene Bolante, AIA  
Studio 3 Architecture, Inc  
275 Court Street NE  
Salem, Oregon 97301  
[gene@studio3architecture.com](mailto:gene@studio3architecture.com)  
503-390-6500



## Driveway Approach - Class I Adjustment Written Statement

October 8<sup>th</sup>, 2019

Laike Plaza Development  
Liberty RD S & Hrubetz RD S  
Salem, OR  
Zoned CO & CR

The proposed project includes the development of approximately 10,500 square feet of retail, including a building with drive-thru food service and another with 26 apartments units above ground floor retail. The property sits on a corner lot that abuts both a Collector Street (Hrubetz RD SE) and a Major Arterial street (Liberty RD S). Outlined below is how the proposed project addresses all applicable approval criteria for a Driveway Approach – Class 1 Adjustment permit.

Class I Adjustment design criteria:

- The purpose underlying the specific development standard proposed for adjustment is satisfied by the proposed development through the Driveway approach developmental standards below
  - o Access onto local and collector streets - 804.030
    - **804.030.b.1; Permitted Access. Driveway approaches onto collector streets shall only provide access to a permitted parking or vehicular use area.**
      - The proposed driveway satisfies this requirement and will only provide access to site parking.
    - **804.030.C; Spacing. Driveway approaches providing direct access to a collector street shall be located no less than 200 feet from intersections with major arterials.**
      - The proposed access of the corner lot is provided on the lower street classification, Hrubertz RD SE. Driveway access has been provided as far East as the proposed development allows, providing 170'-0" between the intersection of Hrubertz and Liberty and the centerline of the driveway access. Based on the site constraints and required parking for the proposed uses, this was the most logical location for the driveway access.
    - **804.030.d; Vision Clearance. Driveway approaches onto local and collector streets shall comply with the vision clearance requirements set forth in SRC chapter 805**
      - The proposed driveway access provides the required vision clearance for driveways serving uses other than single family and two family uses per 805.005.b.1.B
  - o Driveway Approach Development Standards – 804.050

- 804.050.b.2; Driveway width for uses other than single family and two family shall provide a minimum of 22'-0" and a maximum of 40'-0" for a two-way driveway approach
  - The proposed driveway width for a two-way driveway approach is 32'-0"
- The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development
  - o As outlined on in the summary of the Traffic Impact Analysis Report prepared by DKS Associates for the proposed development, the proposed driveway accessway and increase in vehicular traffic due to the proposed uses will not negatively impact the surrounding developments.

We believe that through the findings above, the proposed project meets all applicable approval criteria for a Driveway Approach Permit.

Sincerely,



Gene Bolante, AIA  
Studio 3 Architecture, Inc  
275 Court Street NE  
Salem, Oregon 97301  
[gene@studio3architecture.com](mailto:gene@studio3architecture.com)  
503-390-6500



**TO:** Aaron Panko, Planner III  
Community Development Department

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

**DATE:** December 10, 2019

**SUBJECT:** **PUBLIC WORKS RECOMMENDATIONS**  
**CU-SPR-ADJ-DAP19-08 (19-114007-RP)**  
**120 HRUBETZ ROAD SE**  
**MIXED USE DEVELOPMENT**



## PROPOSAL

A Conditional Use Permit and Class 3 Site Plan Review request for a proposed mixed-use development with three new buildings, including 26 multi-family residential units and approximately 10,242 square feet of retail floor area, a Class 2 Adjustment request to eliminate the required interior setback for the off-street parking area, and a Class 1 Adjustment to reduce the minimum driveway spacing requirement, for property approximately 1.47 acres in size, zoned CR (Retail Commercial) and CO (Commercial Office), and located at the 4700 Block of Liberty Road S - 97302 (Marion County Assessors Map and Tax Lot numbers: 083W09DB / 00400, 00500, 00600, and 01000).

## RECOMMENDED CONDITIONS OF APPROVAL

1. Prior to building permit issuance, convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Liberty Road S. The half-width shall be measured from the engineered centerline of Liberty Road S.
2. Prior to building permit issuance, convey land for dedication to equal a half-width right-of-way of 30 feet on the development side of Hrubetz Road SE, and a 30-foot radius at the intersection of Hrubetz Road SE and Liberty Road S.
3. Construct a half-street improvement along the frontage of Hrubetz Road SE to Collector street standards as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, and curb ramps at the intersection of Hrubetz Road SE and Liberty Road S.
4. Close existing driveways along the frontage of Liberty Road S pursuant to SRC 804.060(a)(4).

5. Construct the incomplete portions of a half-street improvement along the frontage of Liberty Road S as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include but not be limited to property line sidewalk, street trees, and street lights.
6. Obtain City approval for quitclaim of existing sewer easements located on the subject property and abandon any existing public sewer mains on the subject property.
7. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

## **FACTS**

### **Streets**

1. Liberty Road S
  - a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
  - b. Existing Condition—This street has an approximate 68-foot improvement within a 85-foot-wide right-of-way abutting the subject property. The existing improvement is offset from the true centerline.
2. Hrubetz 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 Conditions—This street has an approximate 24-foot improvement within a 58-foot-wide right-of-way abutting the subject property.

### **Storm Drainage**

1. Existing Conditions
  - a. A 12-inch storm line is located in Liberty Road S.



## Water

### 1. Existing Conditions

- a. The subject property is located within the S-2 water service level.
- b. A 12-inch water line is located in Hrubetz Road SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.
- c. A 10-inch water line is located in Liberty Road S. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

## Sanitary Sewer

### 1. Existing Conditions

- a. A 6-inch sewer line is located on the property, connecting to Hrubetz Road SE.
- b. An 8-inch sewer line is located in Hrubetz Road SE.

## CRITERIA AND FINDINGS

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

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

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

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

**Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately**

**Finding**—The existing configuration of Hrubetz Road SE and Liberty Road S do not appear to meet current standards for their classification of street per the Salem TSP. As a condition of building permit issuance, the applicant shall convey land for dedication of right-of-way equal to 48 feet from the engineered centerline of Liberty Road S, 30 feet from centerline of Hrubetz Road SE, and a 30-foot radius at the intersection of Hrubetz Road SE and Liberty Road S pursuant to SRC Chapter 803. As a condition development, the applicant shall construct a half-street improvement along the frontage of Hrubetz Road SE, and curb ramps at the intersection of Hrubetz Road SE and Liberty Road S, as specified in the PWDS and consistent with the provisions of SRC Chapter 803. The applicant shall also construct the incomplete portions of a half-street improvement along the frontage of Liberty Road S as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include but not be limited to: property line sidewalk, street trees, and street lights.

**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 proposed driveway access onto Hrubetz Road SE will provide for safe turning movements into and out of the property.

There are two existing driveways along the frontage of Liberty Road S. The applicant shall close existing driveways along the frontage of Liberty Road S pursuant to SRC 804.060(a)(4) and rebuild sidewalk along the entire frontage of Liberty Road S in accordance with SRC Chapter 803 and PWDS.

**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 applicant's plan shows water services connecting to an existing steel water main. Water connections shall instead be connected to the existing 12-inch ductile iron water



main in Hrubetz Road SE. The existing well on the property shall be abandoned per DEQ standards or an RP assembly must be installed pursuant to PWDS.

The applicant shall obtain City approval for quitclaim of existing sewer easements located on the subject property and abandon any existing public sewer mains on the subject property.

The applicant's engineer 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.

**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 is located on a Collector street less than 200 feet from a Major Arterial; therefore, a Class 1 adjustment is required for driveway spacing as described below. Otherwise, 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 development reduces the number of driveways accessing onto an arterial street from two to zero.

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

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

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

**(5) Proposed driveway approach meets vision clearance standards;**

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

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

**Finding**—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

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

**Finding**—Staff analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed 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 located on the corner of a Major Arterial street (Liberty Road S) and a Collector street (Hrubetz Road SE). The applicant is proposing a driveway to the lower classification of street and it requires a zoning adjustment to meet the spacing requirements of SRC Chapter 804. The proposed driveway approach is located on a Collector street and minimizes the impact to adjacent streets and intersections by reducing the number of access points from two on a Major Arterial to one on a lower classification of street.

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

**Finding**—The proposed driveway approach is not located in the vicinity of a residentially zoned area. The driveway will not have an effect on the functionality of the adjacent streets.

**CRITERIA AND FINDINGS—Class 2 Adjustments**

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(1) is as follows:

**Criteria—The purpose underlying the specific development standard proposed for adjustment is:**

- 1. Clearly inapplicable to the proposed development; or**
- 2. Clearly satisfied by the proposed development.**

**Finding—**The applicant is requesting a Class 1 adjustment to allow for spacing less than the standard of 200 feet pursuant to SRC 804.030(c). The proposed driveway spacing is located approximately 180 feet from the Major Arterial street, or a 10 percent adjustment. The development is proposing to close two existing driveways to a Major Arterial street and construct the one new driveway to a Collector street. This driveway spacing minimizes turning conflicts along Liberty Road S, a Major Arterial. The Assistant City Traffic Engineer has reviewed the proposed driveway and finds that the turning movements and traffic safety for the proposed driveway location are equal to what would be accomplished by meeting the development standard.

Prepared by: Jennifer Scott, Program Manager  
cc: File



## REQUEST FOR COMMENTS

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

CASE NO: CU-SPR-ADJ-DAP19-08

AMANDA APPLICATION NO.: 19-117677-ZO / 19-114007-RP / 19-117679-ZO / 19-122832-ZO / 19-117682-ZO

ADDRESS: 4700 Block of Liberty Rd S

ZIPCODE: 97302

HEARD BY: Hearings Officer

CASE MANAGER: Aaron Panko

**SUMMARY:** Proposed mixed-use development with three buildings, including 26 multi-family residential units, and approximately 10,242 square feet of retail floor area.

**REQUEST:** A Conditional Use Permit and Class 3 Site Plan Review request for a proposed mixed-use development with three new buildings, including 26 multi-family residential units and approximately 10,242 square feet of retail floor area, a Class 2 Adjustment request to eliminate the required interior setback for the off-street parking area, and a Class 1 Adjustment to reduce the minimum driveway spacing requirement, for property approximately 1.47 acres in size, zoned CR (Retail Commercial) and CO (Commercial Office), and located at the 4700 Block of Liberty Road S - 97302 (Marion County Assessors Map and Tax Lot numbers: 083W09DB / 00400, 00500, 00600, and 01000).

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 staff report 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., Friday, December 6, 2019,** will be considered in the staff report. Comments received after this date will be provided to the review body. **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 OR COMMENTS TO:** Aaron Panko, Planner III 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](mailto:APanko@cityofsalem.net); <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING ITEMS THAT APPLY:

- ☐ 1. We have reviewed the proposal and have no comments.
- ☒ 2. We have reviewed the proposal and have the following comments:

*See attached*

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Agency: \_\_\_\_\_  
Phone No.: \_\_\_\_\_  
Date: 12.4.19

Salem-Keizer Public Schools, Planning and Property Services  
3630 State Street, Salem OR 97301  
David Fridenmaker, Manager  
503-399-3335

**IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM**



DAVID FRIDENMAKER, Manager  
Facility Rental, Planning, Property Services  
3630 State Street, Bldg. C • Salem, Oregon 97301-5316  
503-399-3335 • FAX: 503-375-7847

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Christy Perry, Superintendent

December 4, 2019

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

RE: Land Use Activity Case No. CU-SPR-ADJ-DAP19-08, 4700 Block Liberty Rd S

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

#### **IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY**

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Wright	Elementary	K thru 5
Judson	Middle	6 thru 8
Sprague	High	9 thru 12

Table 1

#### **SCHOOL CAPACITY & CURRENT ENROLLMENT**

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.



School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Wright	Elementary	396	510	78%
Judson	Middle	995	995	100%
Sprague	High	1,701	1,940	88%

Table 2

### POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	26	MF	0.201	5
Middle	26	MF	0.077	2
High	26	MF	0.084	2

Table 3

### POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Wright	Elem.	396	0	5	510	510	79%
Judson	Mid.	995	50	2	52	995	105%
Sprague	High	1,701	62	2	64	1,940	91%

Table 4

### ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the



path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Wright	Elementary	Walk Zone
Judson	Middle	Walk Zone
Sprague	High	Walk Zone

Table 5

### ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	5	\$54,925	\$274,625
Middle	2	\$64,045	\$128,090
High	2	\$73,164	\$146,328
TOTAL			\$549,043

Table 6

\*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2019 First Quarter.

The elementary and middle school attendance boundary lines bisect the subject property. A school attendance boundary change will be needed subsequent to approval of this land use case.

Sincerely,



David Fridenmaker, Manager  
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Manager – Custodial, Property and Auxiliary Services, Michael Shields, Director of Transportation