



Community Planning and Development

555 Liberty St. SE / Room 305 • Salem, OR 97301-3503 • 503-588-6173 • www.cityofsalem.net

April 20, 2024

LAND USE APPLICATION COMPLETENESS REVIEW

Subject Property: 1105 Front Street NE

Reference Nos.: 24-106451-PLN (Class 3 Site Plan Review, Tentative Subdivision Plan, Class 1 & 2 Adjustment, Class 2 Driveway Approach Permit)

Applicant: Trent Michels
The Future of Neighborhood Development, LLC

Phone:
E-Mail: trent.michels@gmail.com

Agent: Grace Wolff
AKS Engineering & Forestry, LLC
3700 River Road N
Keizer, OR 97303

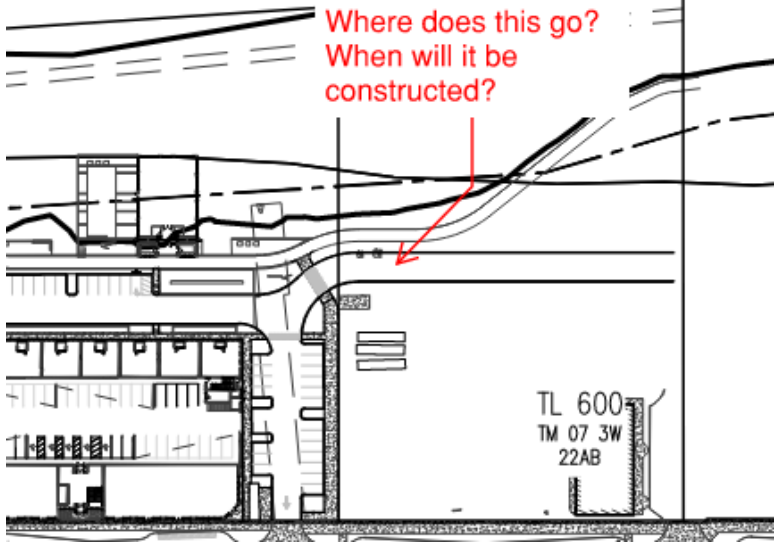
Phone: 503-400-6028
E-Mail: wolffg@aks-eng.com

The Planning Division has conducted its completeness review of the proposed Class 3 Site Plan Review, Tentative Subdivision Plan, Class 1 and 2 Adjustment, and Class 2 Driveway Approach Permit for property located at 1105 Front Street NE. In order to deem the application complete and to continue processing the application, modifications/and or additional information is needed to address the following item(s):

Item:	Description:
Application Form	<p>SRC 300.210(a)(1)(G) requires land use applications to be signed by the applicant, owner of the property, and/or the duly authorized representative. The land use application form submitted is signed by Trent Michels. Per SRC 300.210(a)(1)(G), land use applications are required to be signed by the applicant and owner, or an authorized representative thereof.</p> <p>Because the subject properties are owned by Front Street Properties LLC and Truitt Properties LLC, authorized representatives of these two companies are also required to sign the application form authorizing its submittal.</p>
Application Fee	<p><u>Site Plan Review Fee:</u> In review of the application fee paid for the Site Plan Review component of the application, it appears that the "Type of Plan Check" selected during the folder creation process was Multi-Family. However, because the proposal is for a mixed-use development, the Multi-Family plan check is incorrect and the applicable Site Plan Review application fees were incorrectly billed. The correct total Site Plan Review fee should be \$93,484.00. The site plan review fee that was paid (<i>\$68,148.00</i>) was for a multi-family project and is therefore less than the full required amount. An additional application fee of \$25,336.00 is therefore required for the site plan review application.</p> <p><u>Class 2 Adjustment Fee:</u> Based on review of the application materials submitted for the application a Class 2 Adjustment was requested in order to approve an</p>

Item:	Description:
	<p>alternative street standard for the planned design of Front Street NE. A Class 2 Adjustment is not required, however, for alternative street standards. As such, there is one less Class 2 Adjustment required with the application and the Class 2 Adjustment component of the application was overpaid by \$250.00.</p>
Recorded Deed	<p>SRC 300.210(a)(2) requires copies of the recorded deeds, with legal descriptions, to be submitted for the properties included in a land use application. A title report has been provided, but copies of the current recorded deeds for the properties have not yet been submitted.</p>
Proof of Signature Authority	<p>The subject properties are owned by Front Street Properties LLC and Truitt Properties LLC. The application form is required to be signed by the authorized representatives of both companies and proof of signature authority is required for whomever signs the application demonstrating they have signature authority to sign the application on behalf of the companies.</p>
List of LLC Members	<p>SRC 300.210(a)(3) requires the submittal of any information that would give rise to an actual or potential conflict of interest under state or local ethics laws for any member of a Review Authority that will or could make a decision on the application.</p> <p>In order to implement this submittal requirement applicants are required to submit a list of the names of all of the members of the company, LLC, or organization that is involved with a land use application request as either an owner or applicant. This allows the members of any potential Review Authority at the City who may end up reviewing the application to be able to identify whether any potential conflict of interest exists with the applicant and/or property owner.</p> <p>Because the subject properties are owned by Front Street Properties LLC and Truitt Properties LLC, a list of all of the members of these companies is needed.</p>
Tree Preservation & Removal Plan	<p>The Tree Preservation and Removal Plan needs to be revised to address the following:</p> <ul style="list-style-type: none"> ▪ Riparian Corridor Boundaries: The subject property is located adjacent to both the Willamette River and Mill Creek. The Tree Preservation and Removal Plan needs to be revised to show the 75-foot-wide riparian corridor of the Willamette River and the 50-foot-wide riparian corridor of Mill Creek in order to determine which trees and native vegetation on the site are within a riparian corridor boundary and therefore protected under SRC 808.020. ▪ Riparian Corridor Vegetation: Per SRC 808.020, both trees and native vegetation are protected within riparian corridors. The Tree Preservation and Removal Plan appears to inventory trees with a dbh of 10 inches or greater. The application materials provided do not, however, identify whether an inventory of existing native vegetation was conducted. Confirmation is needed whether there is any existing native vegetation located within the riparian corridors of either the Willamette River or Mill Creek present on the property and, if so, whether the native vegetation is proposed to be preserved or removed. Within riparian corridors, native vegetation includes trees less than 10 inches dbh. ▪ Tree Removal Permit Exemption: SRC 808.030(a)(2)(G) exempts the removal of trees and native vegetation within a riparian corridor from the requirement

Item:	Description:
	<p>to obtain a tree removal permit when the removal of the tree or native vegetation is necessary for public trail or public park development and maintenance. It doesn't appear, however, that all of the trees identified for removal need to be removed to accommodate the construction of the Willamette Greenway path. See tree removal comments included with arborist's report identifying those trees which appear as though they can be preserved based on their assessed health and the minimal amount of disturbance to their critical root zones.</p> <ul style="list-style-type: none"> ▪ Trees & Vegetation on Proposed Lots 5 & 6: The Tree Preservation and Removal Plan does not include proposed Lots 5 and 6 of the subdivision. If any required improvements associated with the approval of the subdivision (<i>such as utility lines, bike paths, etc.</i>) will be required to cross through Lots 5 and 6 and such improvements will result in the need to remove existing trees and vegetation on that portion of the site, the Tree Preservation and Removal Plan will need to be revised to show the riparian corridor boundary of the Willamette River and existing trees and native vegetation on Lots 5 & 6 that that will be proposed for removal.
Approved Subdivision Name	<p>For subdivision applications, SRC 205.030(j)(3) requires submittal of a name for the subdivision that's been approved by the County Surveyor. The <i>Marion County Subdivision/Condominium Name Request Form</i> that's required to be completed and submitted with the subdivision application can be found on the Marion County Surveyor's Office website at the following location: https://www.co.marion.or.us/PW/Survey/Documents/subcondonamerequest.pdf</p>
New CFEC Standards for Large Parking Lots	<p>The total size of the new surface parking lot area included with the development is more than one-half acre in size. Therefore, the additional new large parking lot landscaping standards adopted in response to the State's Climate Friendly & Equitable Communities (CFEC) administrative rules apply. The additional parking lot standards are included under SRC 806.035(n).</p>
Additional Comments on Plans	<p>Please see the additional staff comments included on the attached plans.</p>
<p><u>Development Services Comments</u> <i>Submittal Requirements</i> - <i>The following items have been identified as required material to be provided by the applicant prior to deeming the application "complete".</i></p>	
Traffic Impact Analysis	<p>Pursuant to SRC 220.005(e)(2)(l) and 803.015(b)(1), a Traffic Impact Analysis (TIA) is required. The applicant's traffic engineer is advised to contact Tony Martin, Assistant City Traffic Engineer, at 503-588-6211 or tmartin@cityofsalem.net to discuss the scope needed and if there are any questions about the TIA requirements.</p>
Class 2 Driveway Approach Permit	<p>The applicant applied for three (3) Class 2 Driveway Approach Permits; however, one additional may be required. There is a driveway on the plans that extends towards Shipping Street NE. It is unclear if this will be constructed as part of this development or in the future. If constructed with this development, the proposed driveway approach will be subject to the Class 2 Driveway Approach requirements described in SRC 804.025. The applicant shall submit the applicable application and fee.</p>

Item:	Description:
	
Stormwater Management	<p>The application does not provide sufficient details to identify how the site is compliant with SRC 71, it does not appear based on the information provided that adequate area has been provided for GSI pursuant to Public Works Design Standards (PWDS) Appendix 4E. Comments on the stormwater report will be provided to the applicant's engineer. The applicant should indicate if stormwater management for lots 5 and 6 will be deferred until development on those lots.</p>
Street Trees Required	<p>Existing and proposed street trees shall be shown on the applicants site plan per SRC 220.005(e)(1)(A)(ix).</p>
Tentative Subdivision Plan	<p>The tentative plan does not include all required items listed under SRC 205.030(a).</p> <ul style="list-style-type: none"> ▪ The Shipping Street right-of-way is not shown on the tentative plat. Required cul-de-sac right-of-way is not shown on the plan (see below comments).
Utility Plan (Subdivision)	<p>The application shall include a preliminary utility plan demonstrating how proposed lots 5 and 6 will be served pursuant to SRC 205.030(f).</p>
Title Report	<p>Submit a current title report for the subject property for review by the Survey Section pursuant to SRC 205.030(b). A title report dated 30-days from time of application is required.</p> <p><u>Note:</u> A revised title report was submitted on 04/19, so this item may be resolved unless issues arise upon review of the revised report.</p>
Deed History	<p>Survey is not able to determine lot legality at this time. The hyper-links in the 'Survey Memo' are expired; therefore Survey is unable to review the deed history.</p>
<p><i>Items of Concern</i> - The following items are not listed in the SRC as specific requirements for a complete application; however, are advisories that address areas of concern on the application. Failure to address advisory comments could result in condition of approval or denial of the application(s).</p>	
Street Tree Removal	<p>The applicant's plans show removal of City-owned trees. The applicant is advised that a street tree removal application is required for the trees proposed for removal prior to issuance of Public Construction or Building Permits. The applicant may contact Zach Diehl in Development Services with any questions regarding the street tree removal process at 503-588-6211 ext.7435, or via</p>

Item:	Description:
	email at Zdiehl@cityofsalem.net .
Floodplain Development Comments	<p><u>LOMR</u> – Staff understands a LOMR is pending for the floodway portion of the property. The applicant should provide the LOMR upon approval from FEMA.</p> <p><u>Substantial Improvements</u> – It appears the applicant is proposing to construct two new buildings on existing pier systems. The applicants plans should indicate the finished floor elevation of the existing pier systems. The proposal appears to constitute a Substantial Improvement per SRC Chapter 601.</p>
TSP/Parks Path Alignment	<p>The Willamette River Greenway Path, an off-street shared use path, is identified on the subject property. The applicant’s plans do not demonstrate how the path provides connectivity to Front Street along the Southern property Boundary or to Shipping Street along the northern property boundary.</p> <p>The plan for the path should be shown throughout the entire subdivision boundary to ensure that alternative connectivity requirements are met. Additionally, a 15-foot-wide easement and 10-foot-wide minimum constructed path is required.</p> <p>If the path is not completed throughout the entire subdivision with completion of the first phase of development, the applicant will need to provide a temporary connectivity plan.</p>
Existing Easements for Public Utilities	<p>There are existing easements on the subject property for public infrastructure. The applicant is advised that no new structures are permitted within existing/proposed easements. Conditions of approval will require dedication of new easements to meet current Public Works Design Standards (PWDS) for minimum easements widths pursuant to SRC 802.020. The applicants revised utility plan should indicate which mains will remain in easements and which shall be abandoned/relocated.</p>
Common Private Sewer	<p>SRC 802.040 allows private common sewer systems if the criteria of this section are met. The applicant is advised that a common private sewer may be an option for the development rather than multiple individual service lines.</p>
Alternative Street Standard	<p>The applicant is proposing a street design that does not conform to minor arterial street standards. The application shall include findings for alternative street standards pursuant to SRC 803.065(a) or be revised to comply with the standards. Please note that an Alternative Street Request is included under the applicant’s requests for adjustments; however, the application should include an analysis of SRC 803.065 as justification for Alternative Street Standards.</p> <p>Staff notes the following alternatives:</p> <ul style="list-style-type: none"> ▪ Block spacing – Front Street NE exceeds the 600-foot block spacing standard. <ul style="list-style-type: none"> ➢ Staff supports this request with a with 10-foot shared path consistently throughout the site that provides connectivity, discussed above. ▪ 30-foot half width ROW where 36 is required along the southern portion of front street. <ul style="list-style-type: none"> ➢ Staff supports this request if consistent with the ultimate design of Front Street NE. ▪ Front Street NE Design does not conform to minor arterial standards. <ul style="list-style-type: none"> ➢ Staff acknowledges that an alternative is required for the design of Front Street; however, additional discussions are needed in order to specify a cross section in the subdivision decision. A meeting will be scheduled with

Item:	Description:
	the City Engineer for discussion of Front Street NE.
Boundary Street Improvements	<p>The applicant should be aware that Shipping Street NE is considered a “Boundary Street” for the subdivision and will require improvements. These improvements could be deferred until Site Plan Review for Lot 6. Right-of-way dedication will be required to be shown on the tentative plan.</p> <p>Streets shall terminate as a cul-de-sac, as such, the applicant will be required to dedicate a half-width cul-de-sac at the terminus of Shipping Street NE and construct a half street improvement along the frontage and within the cul-de-sac.</p>
Adjustment for Driveway Width	The applicant has requested an adjustment to maximum driveway width for the Gaines Street Entrance, which is planned to be one-way. The applicant is advised that mitigation measures should be included to ensure one-way travel is maintained and that pedestrian conflicts are reduced (stop bar, “NO Entrance signs”, double arrows).
Vision Clearance	<p>The driveway entrances labeled as “Belmont Alley” and “Market Street Entrance” do not meet vision clearance standards established in SRC 805.005. The applicant is advised to revise the plans to meet the vision clearance standards in SRC Chapter 805.005 or submit a request for an adjustment to the vision clearance standard per SRC 805.015, including the analysis required under SRC 805.015.</p> <p>Note that the applicant has requested an adjustment for the Market Street Entrance; however, has not included the analysis required under SRC 805.015. It is recommended that the applicant’s Traffic Engineer review and recommend mitigation for the adjustment as part of the required TIA.</p>

Your application, which is incomplete, will be deemed complete upon receipt of one of the following:

- 1) All of the missing information;
- 2) Some of the missing information and written notice from you (the applicant) that no other information will be provided; or
- 3) Written notice from you (the applicant) that none of the missing information will be provided.

You have 180 days from the date the application was first submitted to respond in one of the three ways listed above, or the application will be deemed void.

For questions regarding any of the above requirements, please feel free to contact me directly by calling (503) 540-2399 or via e-mail at bbishop@cityofsalem.net.

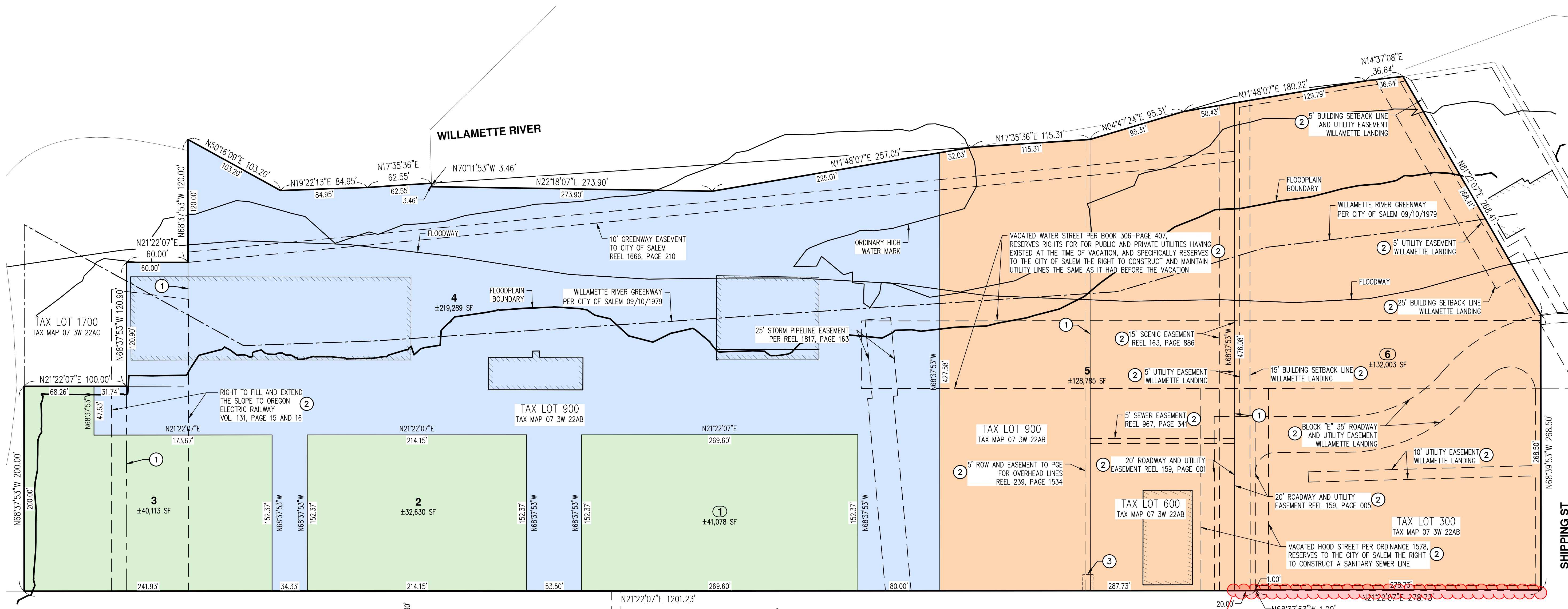
The Salem Revised Code may be accessed online at the following location:

<https://www.cityofsalem.net/government/laws-rules/salem-revised-code>

Sincerely,

Bryce Bishop
Planner III

PROPERTY DESCRIPTION
 TAX MAP 07.3W.22AB
 TAX LOTS 300, 600, 900
 CONTRACT PURCHASER:
 FUND
 15017 THOMAS RD,
 CHARLOTTE, NC 28278

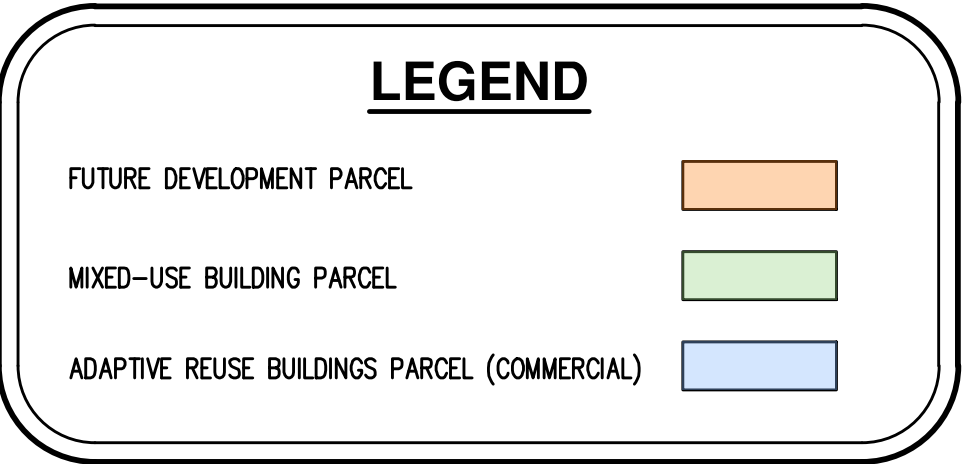


FROM There's a 1-foot reserve strip along this portion of the site. Based on what's shown on the Assessor's map, it appears that the reserve strip extends for a distance of 298.55 ft. along Front Street rather than 278.73 ft.

Willamette Greenway Compatibility Review Boundary:
 -Tentative subdivision plan needs to be revised to also show the Willamette Greenway Compatibility Review Boundary.

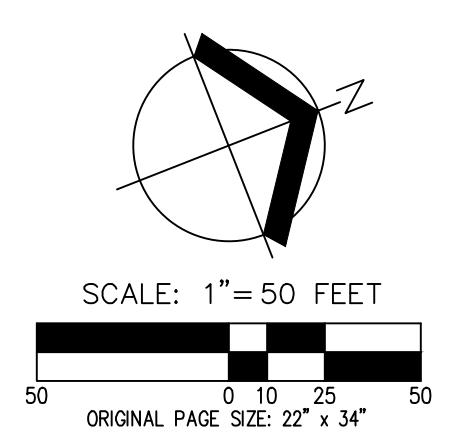
- KEYED NOTES:** (#)
- EXISTING TAX LOT LINE TO BE REMOVED.
 - EXISTING EASEMENT OR ROW TO BE QUITCLAIMED/VACATED.
 - PROPOSED EASEMENT FOR EXISTING POWER POLE BETWEEN HOOD AND GAINES STREETS, SEE PLAN VIEW.

- EASEMENT NOTES:**
- CROSS ACCESS, DRAINAGE AND UTILITY EASEMENTS AMONG ALL PARCELS TO BE RECORDED PRIOR TO FINAL PLAT.
 - 10' WILLAMETTE RIVER GREENWAY PATH EASEMENT DEDICATED TO FOLLOW PATHWAY ALIGNMENT. FINAL CONFIGURATION TO BE DETERMINED AT TIME OF BUILDING PERMITS.

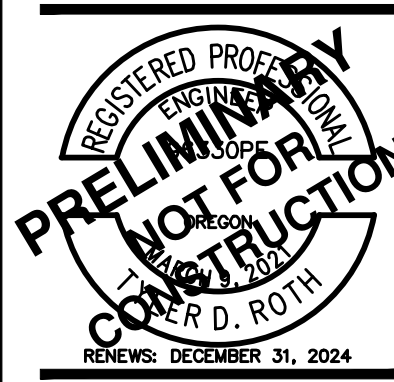


NOTE: THIS SHEET IS PRINTED WITH COLOR

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW PLANNED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

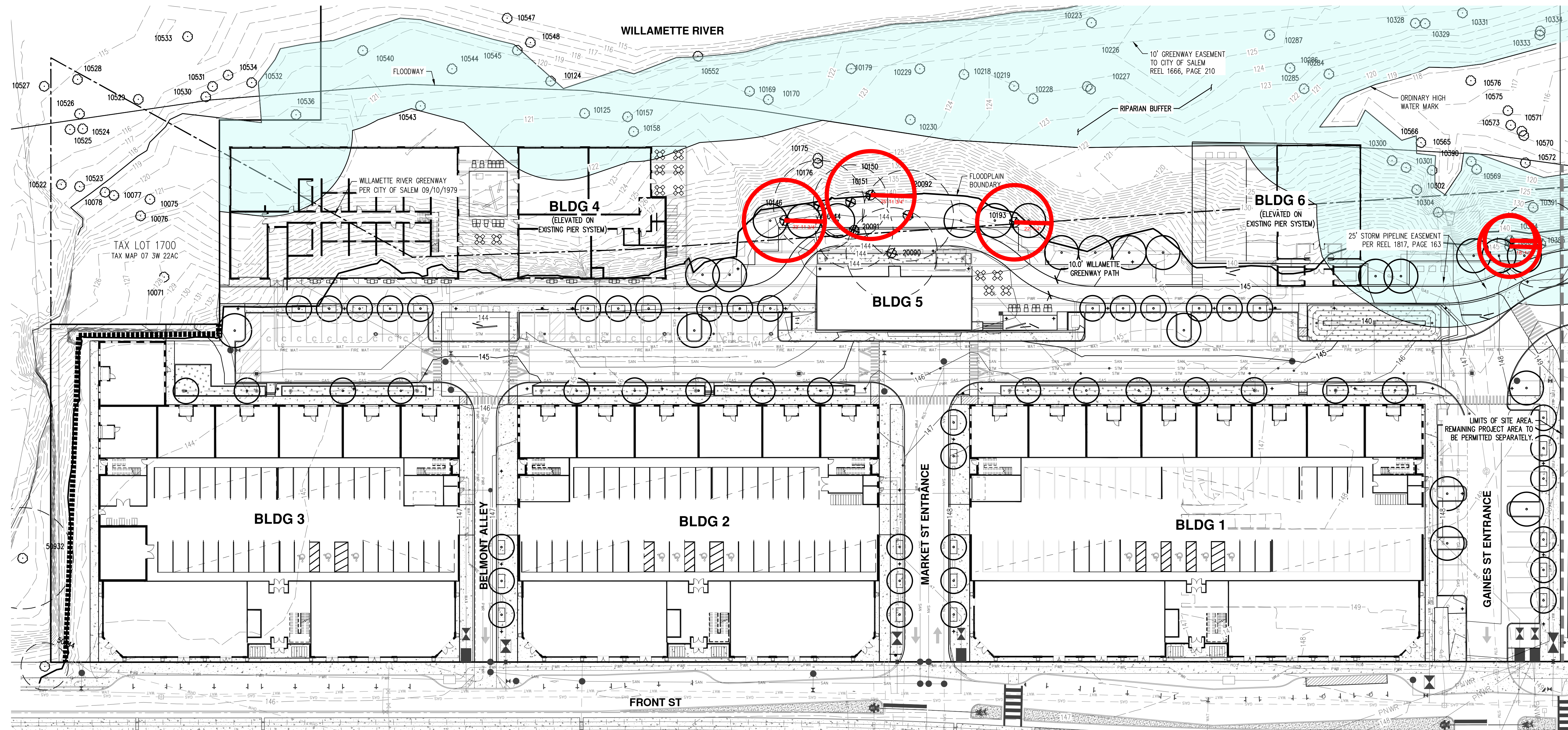


**TENTATIVE PLAT
 THE CANNERY
 FUND
 SALEM, OREGON**



RENEWS: DECEMBER 31, 2024
 JOB NUMBER: 5968-01
 DATE: 03/15/2024
 DESIGNED BY: TDR
 DRAWN BY: MJM
 CHECKED BY: TDR

AKS DRAWING FILE: 5968-01 PRELIM TREE PLANNING LAYOUT: P6



Riparian Corridor Boundaries
 Tree Removal & Preservation Plan needs to be revised to show the 75-foot-wide riparian corridor of the Willamette River and the 50-foot-wide riparian corridor of Mill Creek.

TREE SUMMARY:

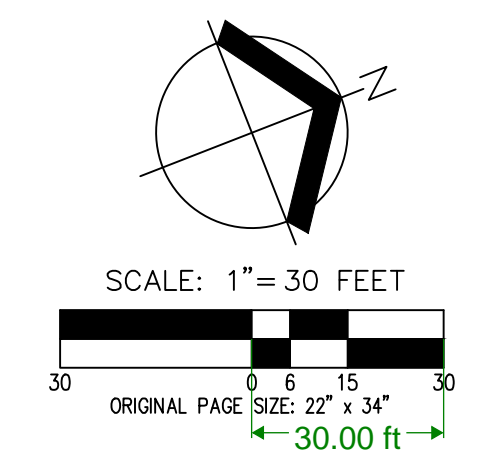
TREES REMOVED FOR GREENWAY TRAIL = 11

GENERAL NOTES:

1. CRITICAL ROOT ZONES SHOWN ARE FOR ANTICIPATED TREE IMPACTS ONLY.
2. TREES BELOW TOP OF BANK ARE NOT ANTICIPATED TO BE IMPACTED.
3. REFER TO ARBORIST LETTER FOR TREE SPECIES AND MORE INFORMATION REGARDING TREE REMOVAL.
4. NO SIGNIFICANT TREES PER CITY OF SALEM REQUIREMENTS ARE PROPOSED TO BE REMOVED.

LEGEND

EXISTING GROUND CONTOUR (1 FT)	---	149
EXISTING GROUND CONTOUR (5 FT)	---	150
FINISHED GRADE CONTOUR (1 FT)	---	149
FINISHED GRADE CONTOUR (5 FT)	---	150
EXISTING TREE TO REMAIN	○	
EXISTING TREE TO BE REMOVED	⊗	
CRITICAL TREE ROOT ZONE 1" DBH = 1'-0" RADIUS	○	
PLANNED TREE (REFER TO LANDSCAPE PLANS BY OTHERS)	○	



Tree Removal Comments:

-Tree 10144: Not clear why this tree is proposed for removal. Tree is in good condition with good health rating and good structure rating. It doesn't appear that more than 30% of the critical root zone will be disturbed with the construction of the path.

-Tree 10151: Not clear why this tree is proposed for removal. Tree only has a slight lean and is identified as having a good health rating and good structure rating. It doesn't appear that more than 30% of the critical root zone of this tree will be disturbed with the construction of the path.

-Tree 10193: Not clear why this tree is proposed for removal. Tree is in good condition with good health and good structure rating. It doesn't appear that more than 30% of the critical root zone of this tree will be disturbed with the construction of the path.

-Tree 10383: Not clear why this tree is proposed for removal. Tree not evaluated by arborist but it doesn't look like more than 30% of the critical root zone of the tree will be disturbed with the construction of the path.

-Tree 10384: Not clear why this tree is proposed for removal. Tree not evaluated by arborist but it doesn't look like more than 30% of the critical root zone of the tree will be disturbed with the construction of the path.

SRC 808.030(a)(2)(G) exempts the removal of trees and native vegetation within a riparian corridor from the requirement to obtain a tree removal permit but only when the removal of the tree or native vegetation is necessary for public trail or public park development and maintenance. It doesn't appear, however, that all of the trees identified for removal need to be removed for the construction of the Willamette Greenway path.

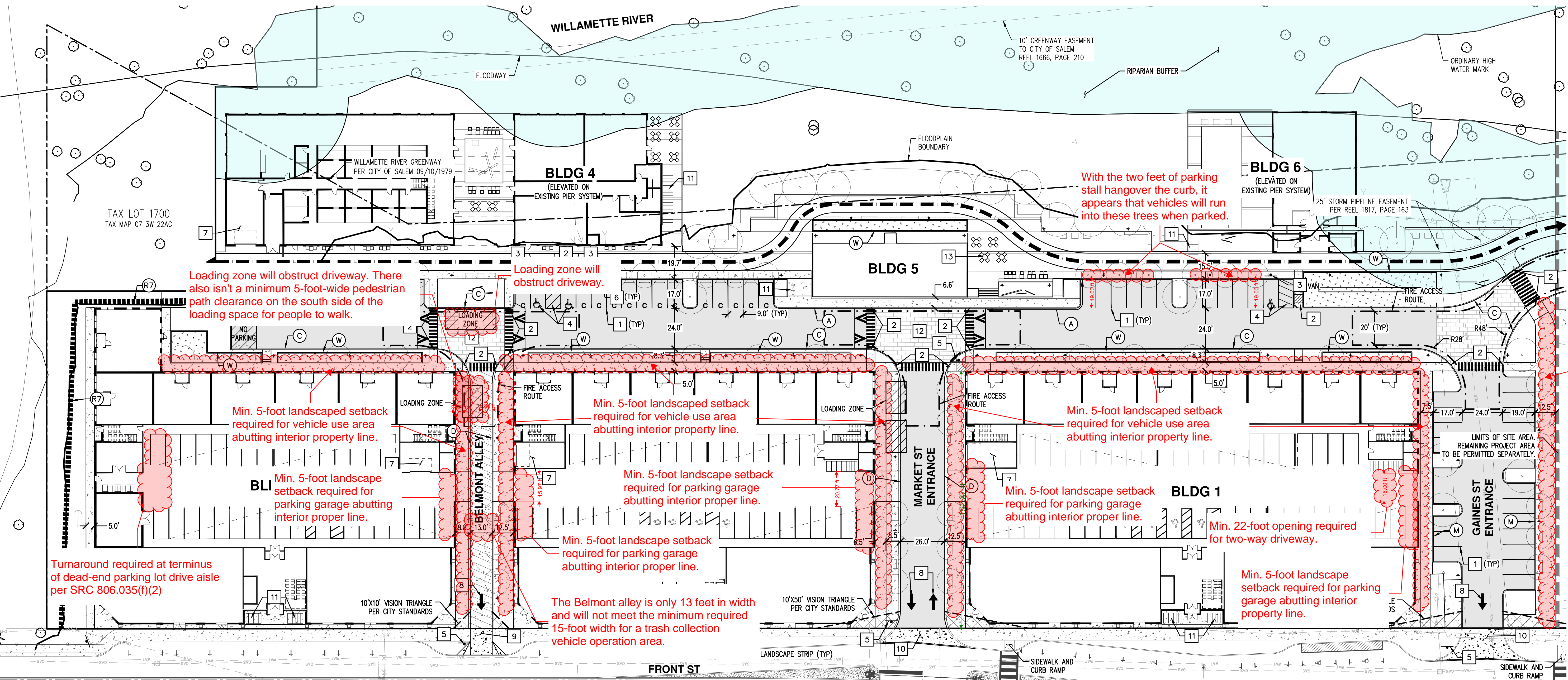
TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10071	DECIDUOUS	19 18	PRESERVE
10075	DECIDUOUS	12	PRESERVE
10076	DECIDUOUS	24	PRESERVE
10077	DECIDUOUS	30	PRESERVE
10078	DECIDUOUS	34	PRESERVE
10124	DECIDUOUS	13	PRESERVE
10125	DECIDUOUS	16	PRESERVE
*10144	DECIDUOUS	27	REMOVE
*10146	DECIDUOUS	24	REMOVE
*10150	DECIDUOUS	22	REMOVE
*10151	DECIDUOUS	26	REMOVE
10157	DECIDUOUS	15 11	PRESERVE
10158	DECIDUOUS	59	PRESERVE
10169	DECIDUOUS	15	PRESERVE
10170	DECIDUOUS	47	PRESERVE
10175	DECIDUOUS	12	PRESERVE
10176	DECIDUOUS	13 11	PRESERVE
10179	DECIDUOUS	12	PRESERVE
*10193	DECIDUOUS	22	REMOVE
10218	DECIDUOUS	12	PRESERVE
10219	DECIDUOUS	41	PRESERVE
10223	DECIDUOUS	11 10	PRESERVE
10226	DECIDUOUS	15	PRESERVE
10227	DECIDUOUS	12	PRESERVE
10228	DECIDUOUS	12 10	PRESERVE
10229	DECIDUOUS	14	PRESERVE
10230	DECIDUOUS	11	PRESERVE
10284	DECIDUOUS	39	PRESERVE
10285	DECIDUOUS	17	PRESERVE
10286	DECIDUOUS	10	PRESERVE
10287	DECIDUOUS	13	PRESERVE
10300	DECIDUOUS	52	PRESERVE
10301	DECIDUOUS	54	PRESERVE
10302	DECIDUOUS	19	PRESERVE
10304	DECIDUOUS	20 18	PRESERVE
10328	DECIDUOUS	16 12	PRESERVE
10329	DECIDUOUS	15	PRESERVE
10331	DECIDUOUS	42	PRESERVE
10333	DECIDUOUS	43	PRESERVE
10334	DECIDUOUS	10	PRESERVE
*10383	DECIDUOUS	18 17	REMOVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
*10384	DECIDUOUS	15	REMOVE
*10385	DECIDUOUS	26 21	REMOVE
10390	DECIDUOUS	UNK	PRESERVE
10391	DECIDUOUS	13	PRESERVE
10522	DECIDUOUS	28 23 16	PRESERVE
10523	DECIDUOUS	34	PRESERVE
10524	DECIDUOUS	32	PRESERVE
10525	DECIDUOUS	36	PRESERVE
10526	DECIDUOUS	44	PRESERVE
10527	DECIDUOUS	15 14	PRESERVE
10528	DECIDUOUS	11	PRESERVE
10529	DECIDUOUS	40	PRESERVE
10530	DECIDUOUS	17	PRESERVE
10531	DECIDUOUS	42	PRESERVE
10532	DECIDUOUS	41	PRESERVE
10533	DECIDUOUS	12	PRESERVE
10534	DECIDUOUS	10	PRESERVE
10536	DECIDUOUS	44	PRESERVE
10540	DECIDUOUS	14 11	PRESERVE
10543	DECIDUOUS	40	PRESERVE
10544	DECIDUOUS	28 22 21 19 16 11	PRESERVE
10545	DECIDUOUS	11	PRESERVE
10547	DECIDUOUS	13 10	PRESERVE
10548	DECIDUOUS	11 11	PRESERVE
10552	DECIDUOUS	16	PRESERVE
10565	DECIDUOUS	19 14 14 13 12 12	PRESERVE
10566	DECIDUOUS	52	PRESERVE
10569	DECIDUOUS	73	PRESERVE
10570	DECIDUOUS	17	PRESERVE
10571	DECIDUOUS	17	PRESERVE
10572	DECIDUOUS	10	PRESERVE
10573	DECIDUOUS	15	PRESERVE
10576	DECIDUOUS	11	PRESERVE
*20090	DECIDUOUS	27	REMOVE
*20091	DECIDUOUS	23	REMOVE
*20092	DECIDUOUS	27	REMOVE
50844	DECIDUOUS	8 12 14	PRESERVE
50932	DECIDUOUS	30	PRESERVE

NOTE:
 * REMOVAL NECESSARY TO ACCOMMODATE PUBLIC WILLAMETTE RIVER GREENWAY TRAIL, EXEMPT PER SRC 808.030(a)(2)(G).

PRELIMINARY TREE TABLE
 THE CANNERY
 FUND
 SALEM, OREGON
 PRELIMINARY
 NOT FOR
 CONSTRUCTION

JOB NUMBER: 5968-01
 DATE: 03/15/2024
 DESIGNED BY: TDR
 DRAWN BY: M.M.
 CHECKED BY: TDR



With the two feet of parking stall hangover the curb, it appears that vehicles will run into these trees when parked.

Loading zone will obstruct driveway. There also isn't a minimum 5-foot-wide pedestrian path clearance on the south side of the loading space for people to walk.

Min. 5-foot landscaped setback required for vehicle use area abutting interior property line.

Min. 5-foot landscaped setback required for vehicle use area abutting interior property line.

Min. 5-foot landscaped setback required for parking garage abutting interior proper line.

Min. 5-foot landscaped setback required for vehicle use area abutting interior property line.

Min. 5-foot landscaped setback required for parking garage abutting interior proper line.

Min. 5-foot landscaped setback required for parking garage abutting interior proper line.

Min. 5-foot landscaped setback required for parking garage abutting interior property line.

Min. 22-foot opening required for two-way driveway.

Min. 5-foot landscape setback required for parking garage abutting interior property line.

Turnaround required at terminus of dead-end parking lot drive aisle per SRC 806.035(f)(2)

The Belmont alley is only 13 feet in width and will not meet the minimum required 15-foot width for a trash collection vehicle operation area.

Min. 5-foot landscaped setback required for vehicle use area abutting interior property line.

CURB KEYED NOTES: (TR)

- (A) TYPE 'A' CURB AND GUTTER
- (C) TYPE 'C' CURB
- (D) TYPE 'D' MOUNTABLE CURB
- (M) MONOLITHIC CURB AND SIDEWALK
- (W) PLANTER WALL
- (R7) EXISTING RETAINING WALL. STRUCTURAL IMPROVEMENTS REQUIRED TO BE DETERMINED AT TIME OF BUILDING PERMIT

SITE KEYED NOTES: (#)

1. PAINT 4-INCH WIDE WHITE STRIPE PER CITY STANDARDS.
2. ACCESSIBLE CURB RAMP AND DETECTABLE WARNING SURFACE.
3. ACCESSIBLE PARKING SIGN. "VAN" INDICATES VAN ACCESSIBLE SIGN.
4. ACCESSIBLE PARKING STALLS AND AISLE STRIPING.
5. INSTALL 30"x30" STOP SIGN AND STOP BAR. (36"x36" WHEN ENTERING PUBLIC ROW)
6. CONCRETE WHEEL STOP.
7. TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
8. DIRECTIONAL ARROW STRIPE.
9. COMMERCIAL DRIVEWAY APPROACH PER CITY DETAIL NO.302.
10. COMMERCIAL DRIVEWAY APPROACH PER CITY DETAIL NO.315.
11. BIKE RACK. SEE ARCHITECTURAL PLANS FOR DETAILS.
12. RAISED SPEED TABLE PEDESTRIAN CROSSING.
13. OUTDOOR SEATING. SEE LANDSCAPE PLANS FOR DETAILS.

SITE PLAN DATA:

ZONING = MU-R
 SUBJECT PROPERTY AREA = ±593,899 SF (±13.6 ACRES)
 SITE AREA = ±333,110 SF (±7.6 ACRE)

DENSITY:
 MULTI-FAMILY = 371 UNITS
 *RETAIL = 12,149 SF
 *OFFICE = 5,880 SF
 *EATING/DRINKING ESTABLISHMENT = 30,859 SF

*DISTRIBUTION OF RETAIL, OFFICE, AND EATING/DRINKING ESTABLISHMENTS SQUARE FOOTAGE ARE SUBJECT TO CHANGE.

PARKING SUMMARY:

MAXIMUM VEHICLE PARKING:
 MULTI-FAMILY = 649 SPACES (1.75/UNIT)
 RETAIL = 61 SPACES (1/200 SF)
 OFFICE = 24 SPACES (1/250 SF)
 EATING/DRINKING ESTABLISHMENT = 176 SPACES (1/175 SF)

VEHICLE PARKING PROVIDED:
 GARAGE PARKING
 • AUTOMATED = 276 SPACES
 • SURFACE = 10 SPACES
 • ACCESSIBLE = 12 SPACES
 OFF-STREET PARKING
 • STANDARD = 31 SPACES
 • COMPACT = 24 SPACES
 • ACCESSIBLE = 3 SPACES
 TOTAL PARKING = 356 SPACES

BICYCLE PARKING REQUIRED:

MULTI-FAMILY = 371 SPACES (1/UNIT)
 RETAIL = 4 SPACES (GREATER OF 4 OR 1/10,000 SF)
 OFFICE = 4 SPACES (GREATER OF 4 OR 1/3,500 SF)
 CES (GREATER OF 4 OR 1/1,000 SF)
 ACES
 ACES

TOTAL = 402 SPACES

LOADING ZONE REQUIRED/PROVIDED:

MULTI-FAMILY REQUIRED = 3 SPACES (12'WX19'L)
 RETAIL SALES AND SERVICES REQUIRED = 1 SPACE (12'WX30'L)
 OFFICE REQUIRED = 1 SPACE (OFF-STREET PARKING AREA USED FOR LOADING PER SRC 806.075(a))
 TOTAL REQUIRED = 4 SPACES
 TOTAL PROVIDED = 3 SPACES (12'WX19'L)
 1 SPACE (12'WX30'L)

NOTE: SPACES TO BE SCHEDULED AND CONED OFF WITH SITE OPERATOR FOR LOADING AND UNLOADING.

SETBACKS:

ALONG FRONT ST
 BUILDINGS = 0 FT OR MAX 10 FT (IF SETBACK AREA IS USED FOR PEDESTRIAN AMENITIES)
 VEHICLE USE AREA = 10 FT
 SIDE/REAR YARD
 BUILDINGS = NONE
 VEHICLE USE AREA = 5 FT (NOT REQUIRED ABUTTING AN ALLEY)

GENERAL NOTES:

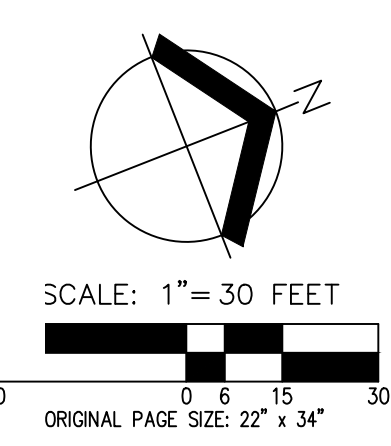
1. BUILDINGS 1, 2, AND 3 ARE ON SEPARATE PROPERTIES REFER TO SHEET P4 FOR THE PROPOSED PROPERTY LINES.
2. THE FRONT STREET NE IMPROVEMENTS SHOWN ARE PRELIMINARY AND BASED ON CONCEPTUAL DESIGN WORK PROVIDED BY THE CITY'S RETAINED RAIL ENGINEER. REFINED FRONT STREET NE IMPROVEMENTS ARE ANTICIPATED AND WILL BE CONSTRUCTED IN ACCORDANCE WITH FEEDBACK RECEIVED FROM THE FINAL RAIL DIAGNOSTIC AND COORDINATION WITH THE CITY.

EV READY NOTE:

40% OF PARKING STALLS ARE REQUIRED TO BE EV READY PER STATE REQUIREMENTS. FINAL EV READY STALL LOCATION AND CONDUIT PLACEMENT WILL BE COORDINATED WITH PROJECT ELECTRICIAN AT THE TIME OF BUILDING PERMIT SUBMITTAL.

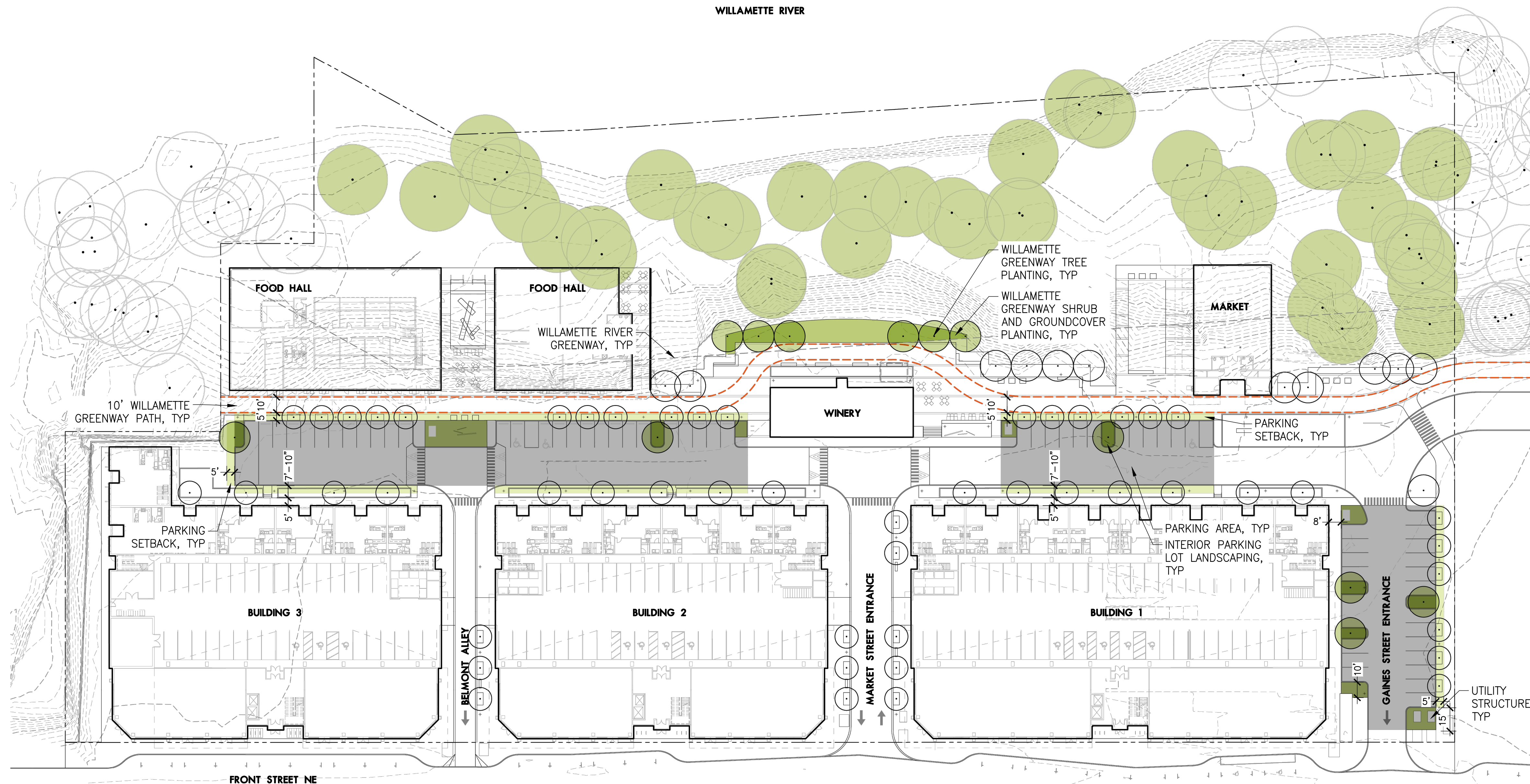
LEGEND

- 10' WILLAMETTE GREENWAY CONCRETE PATH (WITHIN 10' EASEMENT TO CITY OF SALEM)
- ASPHALT PAVEMENT SECTION
- CONCRETE SIDEWALK (4" MIN THICKNESS)
- CONCRETE PAVEMENT SECTION (8" MIN THICKNESS)
- CONCRETE PAVERS (REFER TO PLANS BY OTHERS)
- STORMWATER FACILITY
- PLANNED TREE (REFER TO LANDSCAPE PLANS BY OTHERS)



Willamette Greenway Compatibility Review Boundary:
 -Site plan needs to be revised to also show the Willamette Greenway Compatibility Review Boundary.

Proposed Subdivision Lot Lines:
 -Site plan needs to be revised to clearly show the proposed new subdivision lot lines. The proposed lot lines are very difficult to distinguish on the plan due to their color being black. A different color is recommended so the proposed lot lines can be clearly seen in relation to the the building and site improvements.



SITE LANDSCAPE DATA

SEC. 600.025.B WILLAMETTE RIVER GREENWAY LANDSCAPING
 TOTAL LINEAR FEET OF RIVER FRONTAGE: 894 LF
 TREES REQUIRED (1 PER 20LF): 45 TREES
 TREES EXISTING: 43 TREES
 TREES PROPOSED: 6 TREES
 SHRUBS REQUIRED (1 PER 2LF): 447 SHRUBS
 SHRUBS PROPOSED: 556 SHRUBS

SEC. 806.035.D.2 INTERIOR PARKING LOT LANDSCAPING
 TOTAL PARKING AREA: 28,050 SF
 INTERIOR LANDSCAPING REQUIRED: 5.0% (1,403 SF)
 INTERIOR LANDSCAPING PROPOSED: 7.3% (2,049 SF)

SEC. 806.035.D.3 INTERIOR PARKING LOT TREES
 TOTAL PARKING STALLS: 58 STALLS
 INTERIOR TREES REQUIRED: 5 TREES (1 TREE PER 12 STALLS)
 INTERIOR TREES PROPOSED: 6 TREES

Additional Standards for New Surface Parking More than One-Half Acre in Size:
 -The new surface parking lot area is more than one-half acre in size. Therefore, the additional new large parking lot landscaping standards adopted in response to the State's Climate Friendly & Equitable Communities (CFEC) administrative rules apply.

The additional landscaping standards are included under **SRC 806.035(n)**.

1 LANDSCAPE LAND USE DIAGRAM

Plan
 SCALE: 1" = 40'



LANDSCAPE ARCHITECTS PC
 lango.hansen
 1100 nw glisan #3A portland OR 97209 T 503.295.2437

THE CANNERY

1105 FRONT ST NE,
 SALEM, OR 97301

LAND USE SUBMITTAL
 LANDSCAPE LAND USE
 DIAGRAM

REVISIONS

SCALE
 DRAWN BY
 DATE 2024.01.29
 PROJECT NO. 2346-SAC

SHEET

L104

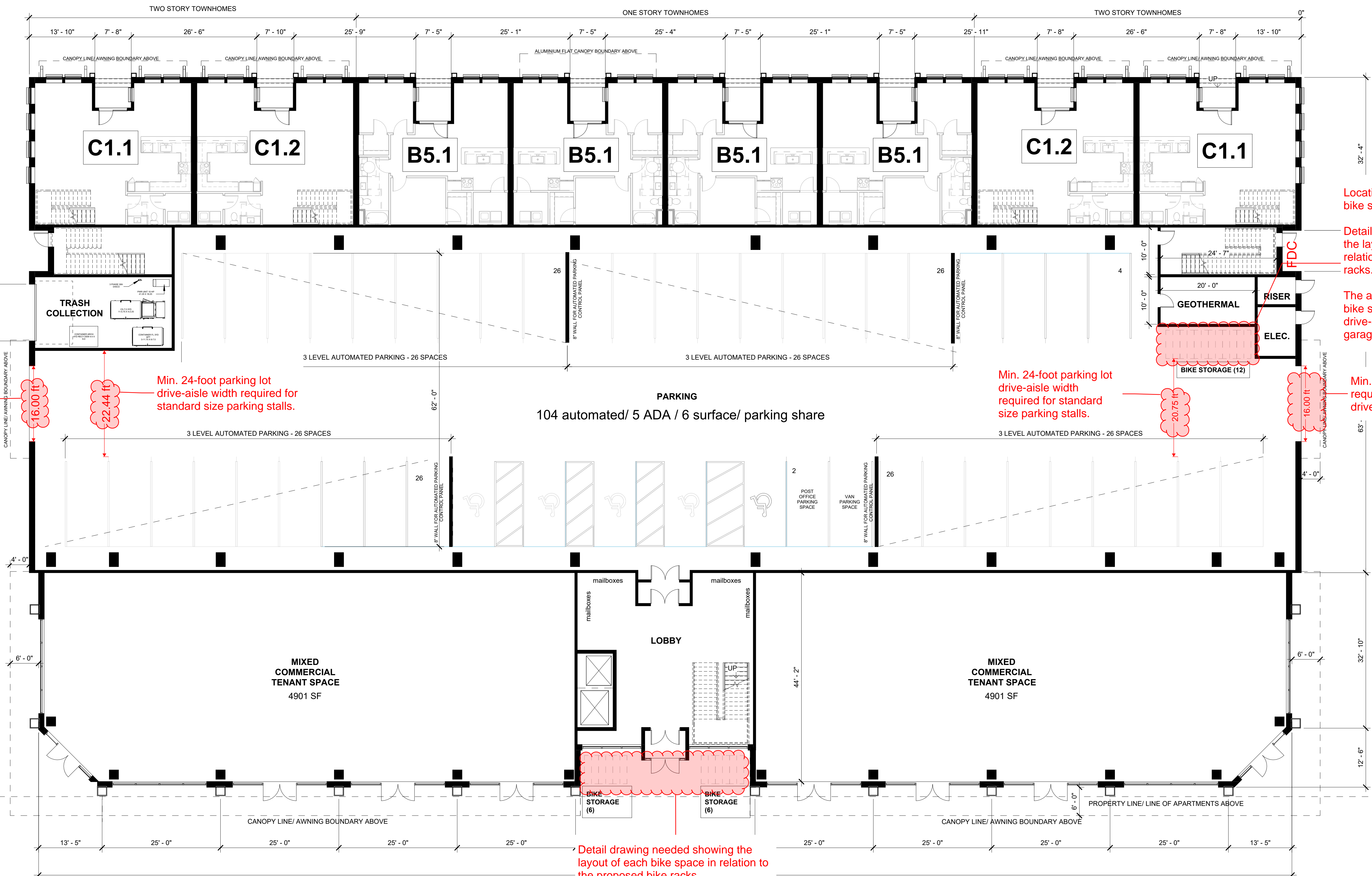


STOREFRONT ENTRANCES
 RECESSED BALCONY
 ARCHITECTURAL FIBERGLASS CORNICE
 COVERED RETAIL ENTANCES
 BRICK OR MANUFACTURED STONE PILASTER
 RECESSED AND COVERED MAIN ENTRANCE TO APARTMENT LOBBY
 BOARD AND BATTEN FIBER CEMENT SIDING
 6' WIDE METAL CANOPY
 OVERSIZED BRICK FIRST FLOOR

Ground Floor Building Height
 SRC 536.015(g) - Table 536-6 requires buildings with ground floors on primary streets to have a minimum ground floor height of 10 ft. For purposes of this stand ground floor height is measured from the floor to the ceiling of the first floor. The applicant's written statement indicates that the ground floor height of the building is 18 feet. However, in review of the building elevations it looks like the 18-foot height is measured from the floor of the first floor to the floor of the second floor. Confirmation is needed regarding the ground floor height of Buildings 1, 2, and 3 measured from floor to ceiling of the first floor.

81% GLAZING*
 91% WEATHERPROTECTION

*Calculated per SRC 112.030 (b)



Min. 22-foot opening required for two-way driveway.

Min. 24-foot parking lot drive-aisle width required for standard size parking stalls.

Min. 24-foot parking lot drive-aisle width required for standard size parking stalls.

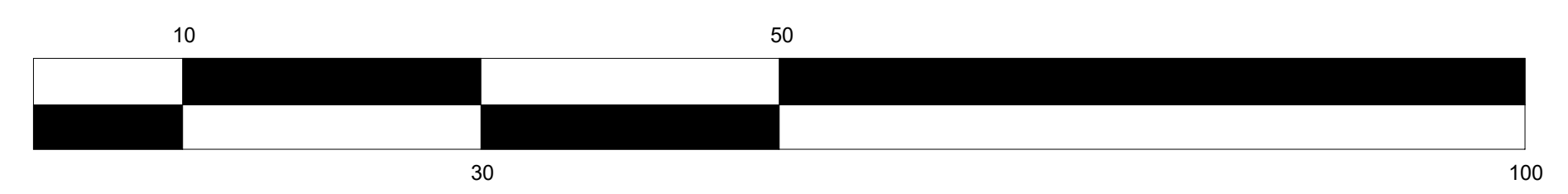
Location of bike racks don't meet bike standards of SRC 806.060.

Detail drawing needed showing the layout of each bike space in relation to the proposed bike racks.

The access aisle to get to the bike spaces is located in the drive-aisle into the parking garage.

Min. 22-foot opening required for two-way driveway.

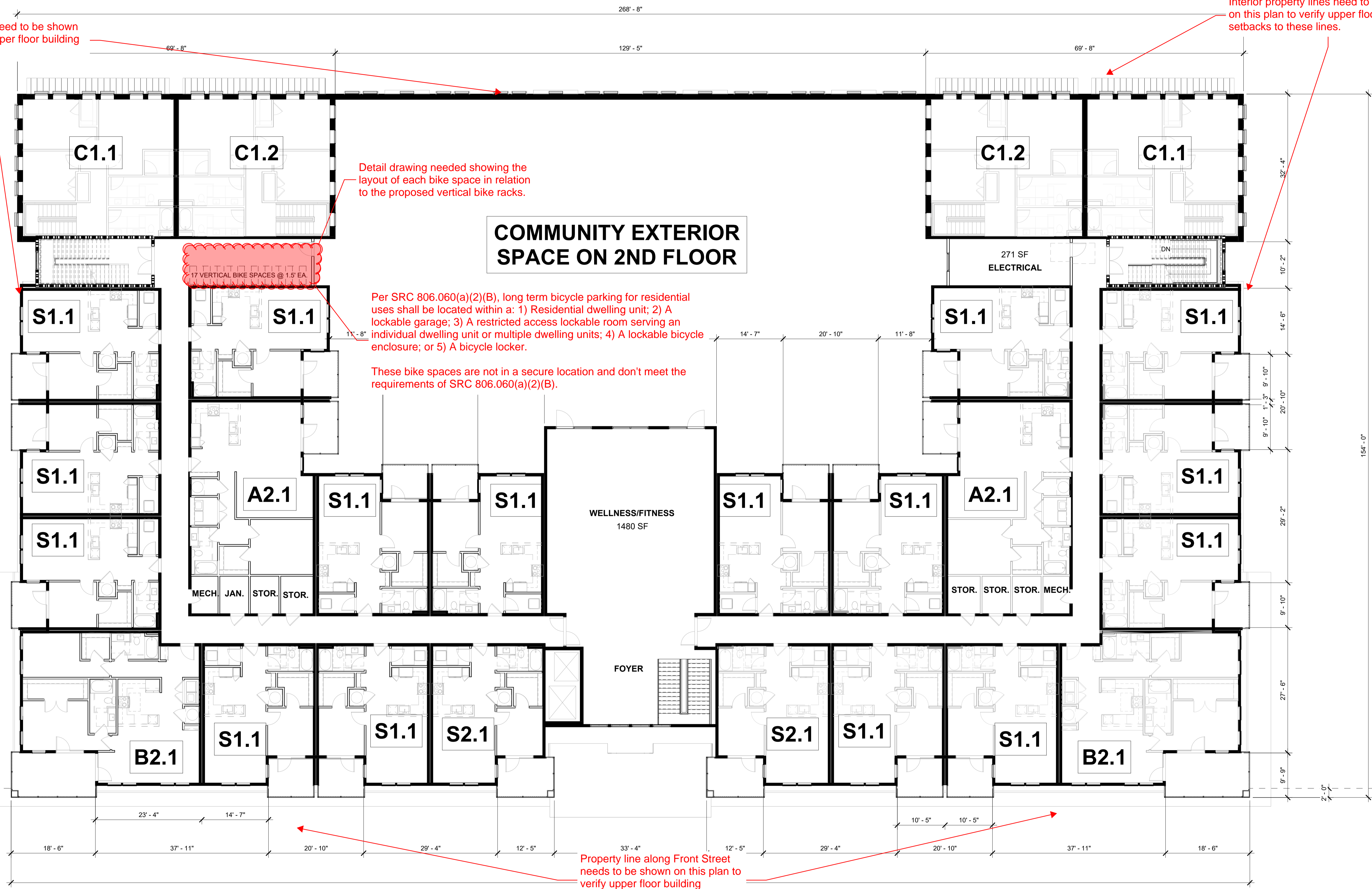
Detail drawing needed showing the layout of each bike space in relation to the proposed bike racks.



INSIGHT ARCHITECTS

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.



17 VERTICAL BIKE SPACES @ 1.5' EA.

COMMUNITY EXTERIOR SPACE ON 2ND FLOOR

Detail drawing needed showing the layout of each bike space in relation to the proposed vertical bike racks.

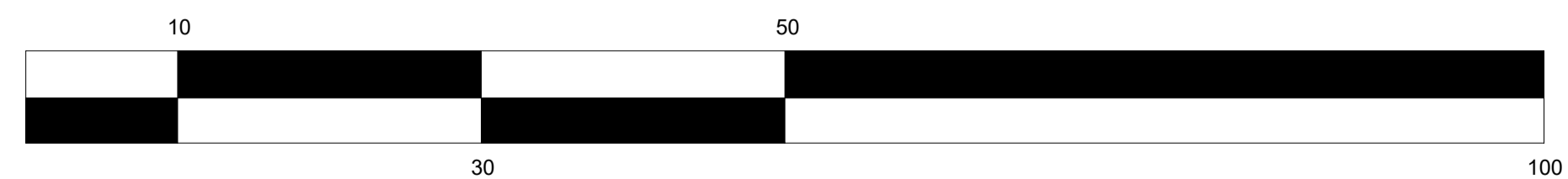
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

WELLNESS/FITNESS
1480 SF

FOYER

271 SF
ELECTRICAL

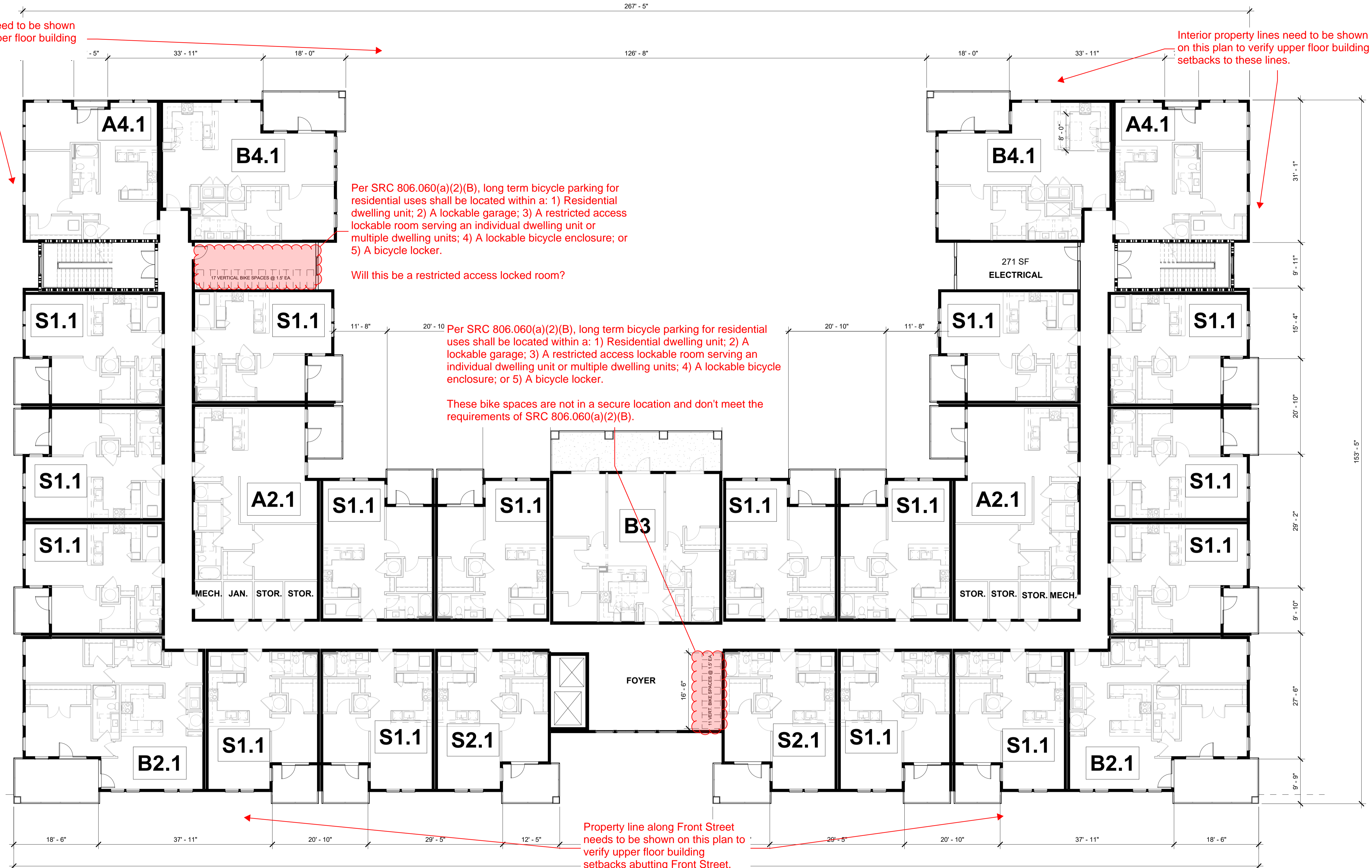


Property line along Front Street needs to be shown on this plan to verify upper floor building setbacks abutting Front Street.

INSIGHT ARCHITECTS

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.



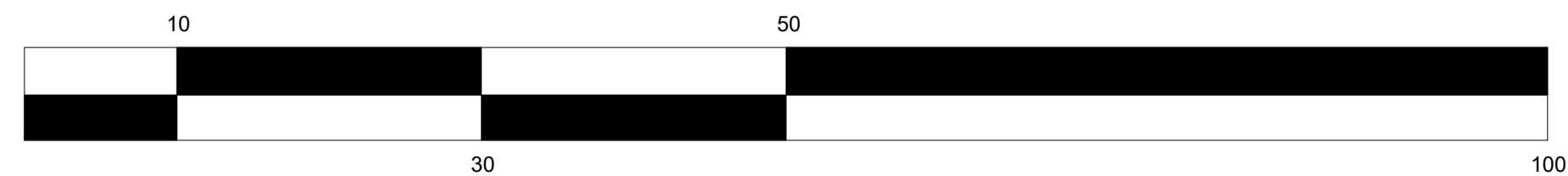
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

Will this be a restricted access locked room?

Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

Property line along Front Street needs to be shown on this plan to verify upper floor building setbacks abutting Front Street.



Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

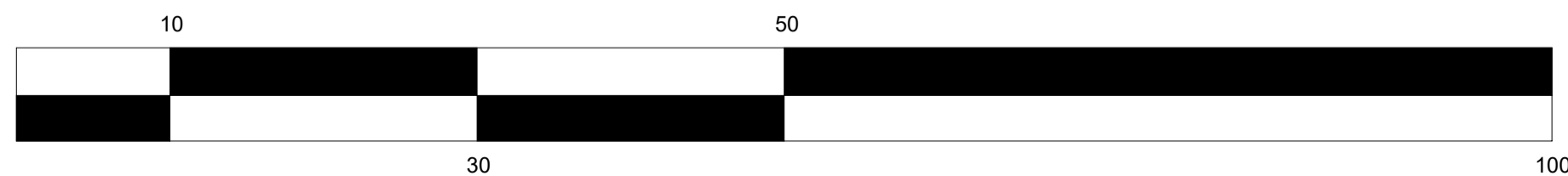
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

Will this be a restricted access locked room?

Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

Property line along Front Street needs to be shown on this plan to verify upper floor building setbacks abutting Front Street.



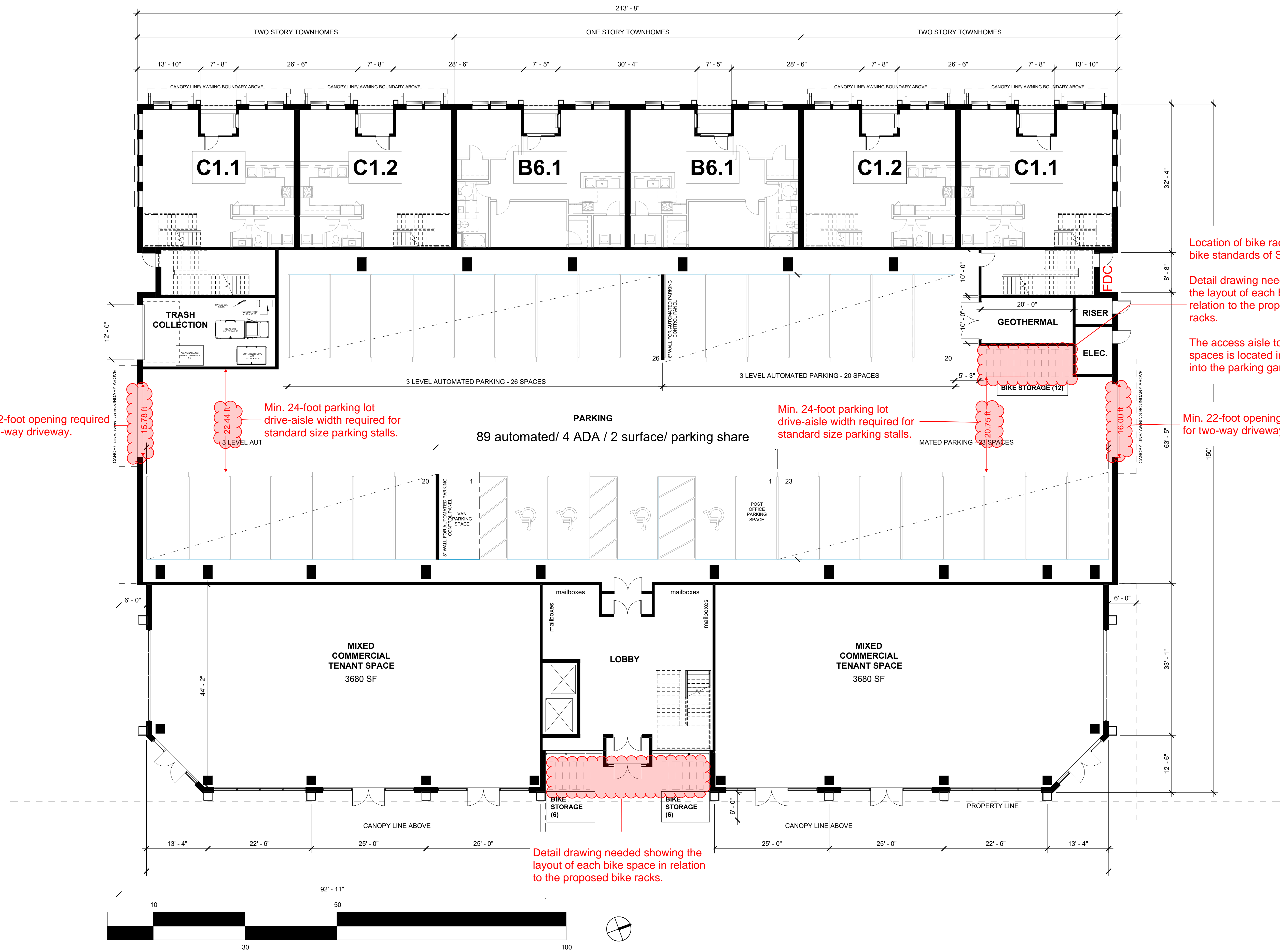
INSIGHT ARCHITECTS



Ground Floor Building Height
 SRC 536.015(g) - Table 536-6 requires buildings with ground floors on primary streets to have a minimum ground floor height of 10 ft. For purposes of this stand ground floor height is measured from the floor to the ceiling of the first floor. The applicant's written statement indicates that the ground floor height of the building is 18 feet. However, in review of the building elevations it looks like the 18-foot height is measured from the floor of the first floor to the floor of the second floor. Confirmation is needed regarding the ground floor height of Buildings 1, 2, and 3 measured from floor to ceiling of the first floor.

83% GLAZING*
 89% WEATHERPROTECTION

*Calculated per SRC 112.030 (b)



Location of bike racks don't meet bike standards of SRC 806.060.

Detail drawing needed showing the layout of each bike space in relation to the proposed bike racks.

The access aisle to get to the bike spaces is located in the drive-aisle into the parking garage.

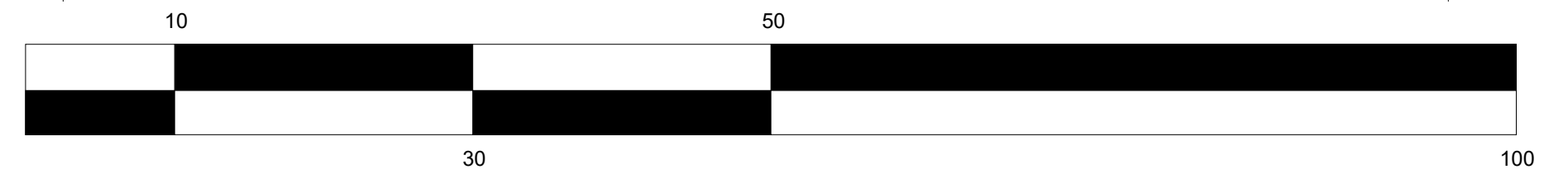
Min. 22-foot opening required for two-way driveway.

Min. 22-foot opening required for two-way driveway.

Min. 24-foot parking lot drive-aisle width required for standard size parking stalls.

Min. 24-foot parking lot drive-aisle width required for standard size parking stalls.

Detail drawing needed showing the layout of each bike space in relation to the proposed bike racks.



INSIGHT ARCHITECTS

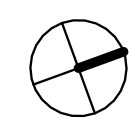
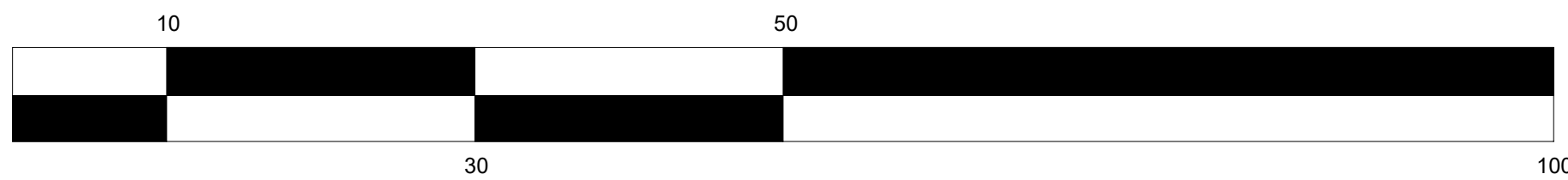
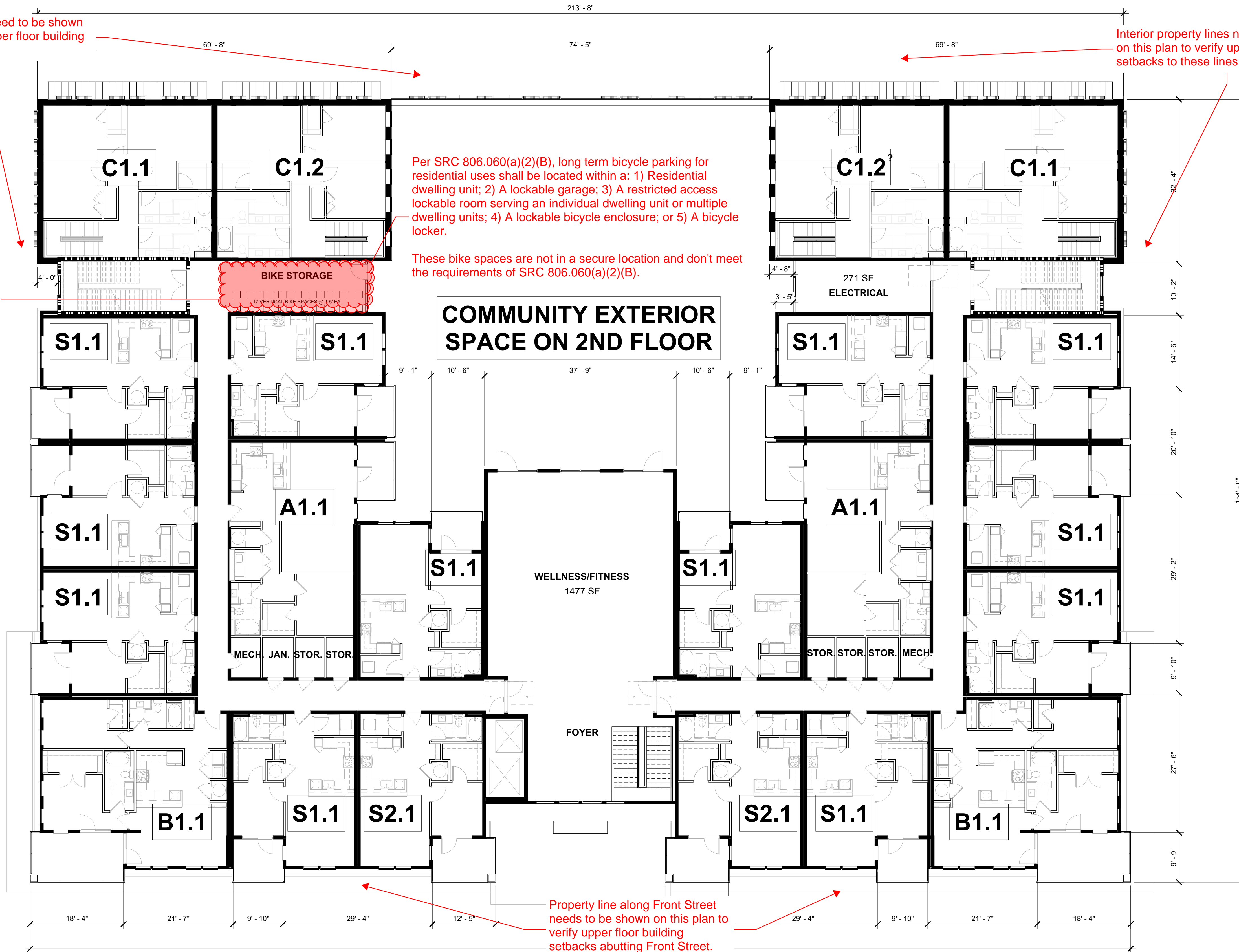
Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Detail drawing needed showing the layout of each bike space in relation to the proposed vertical bike racks.

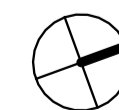
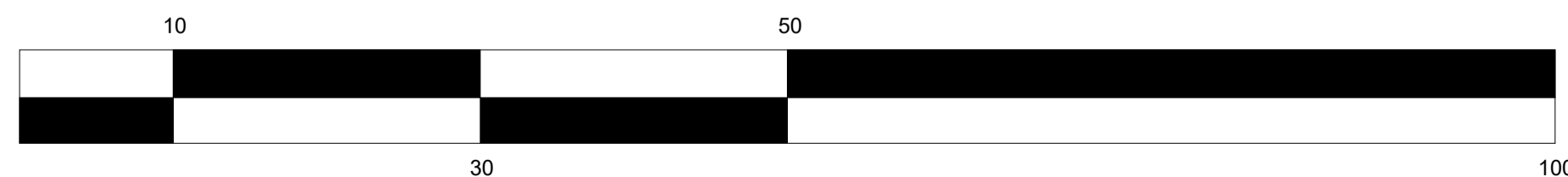
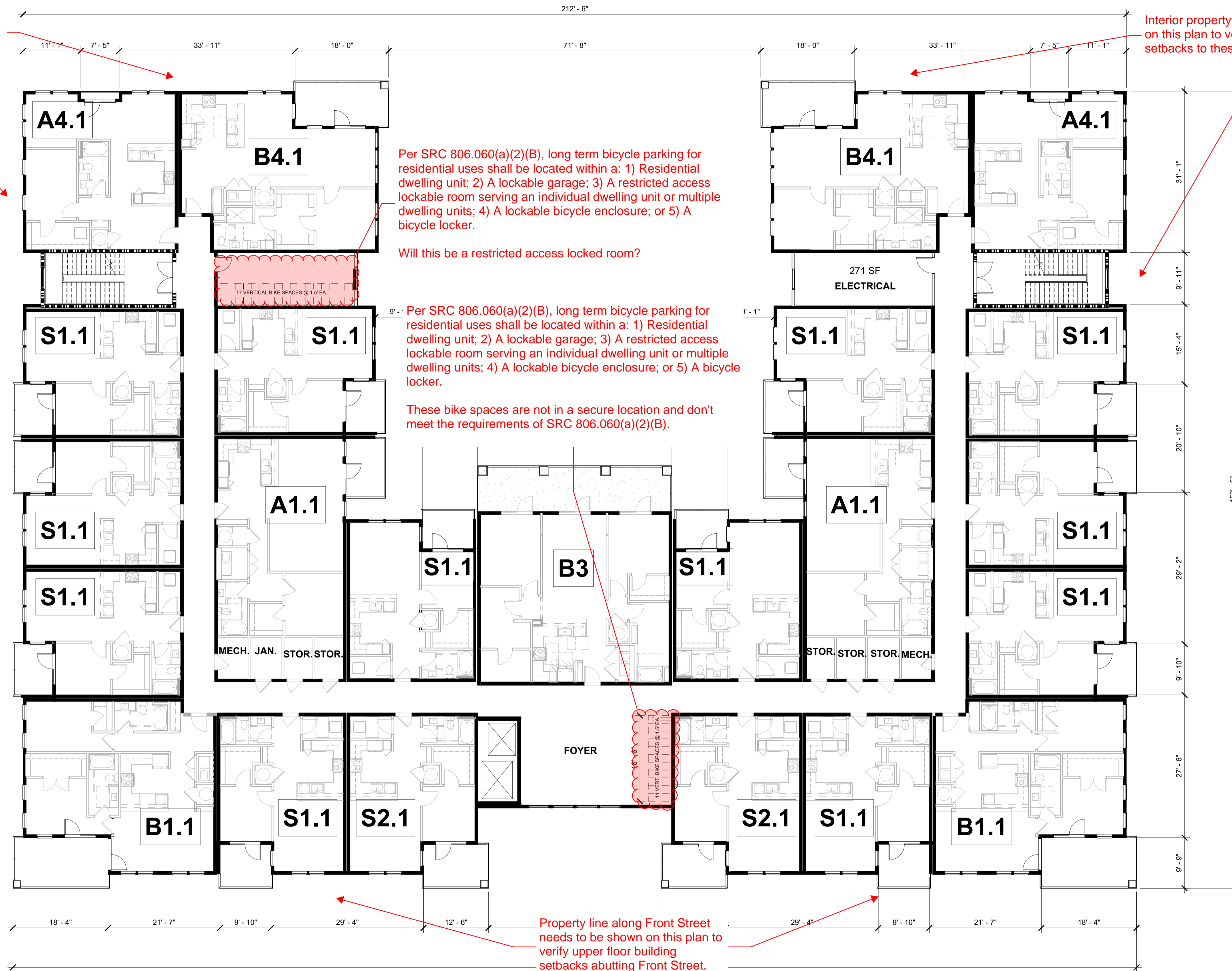
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).



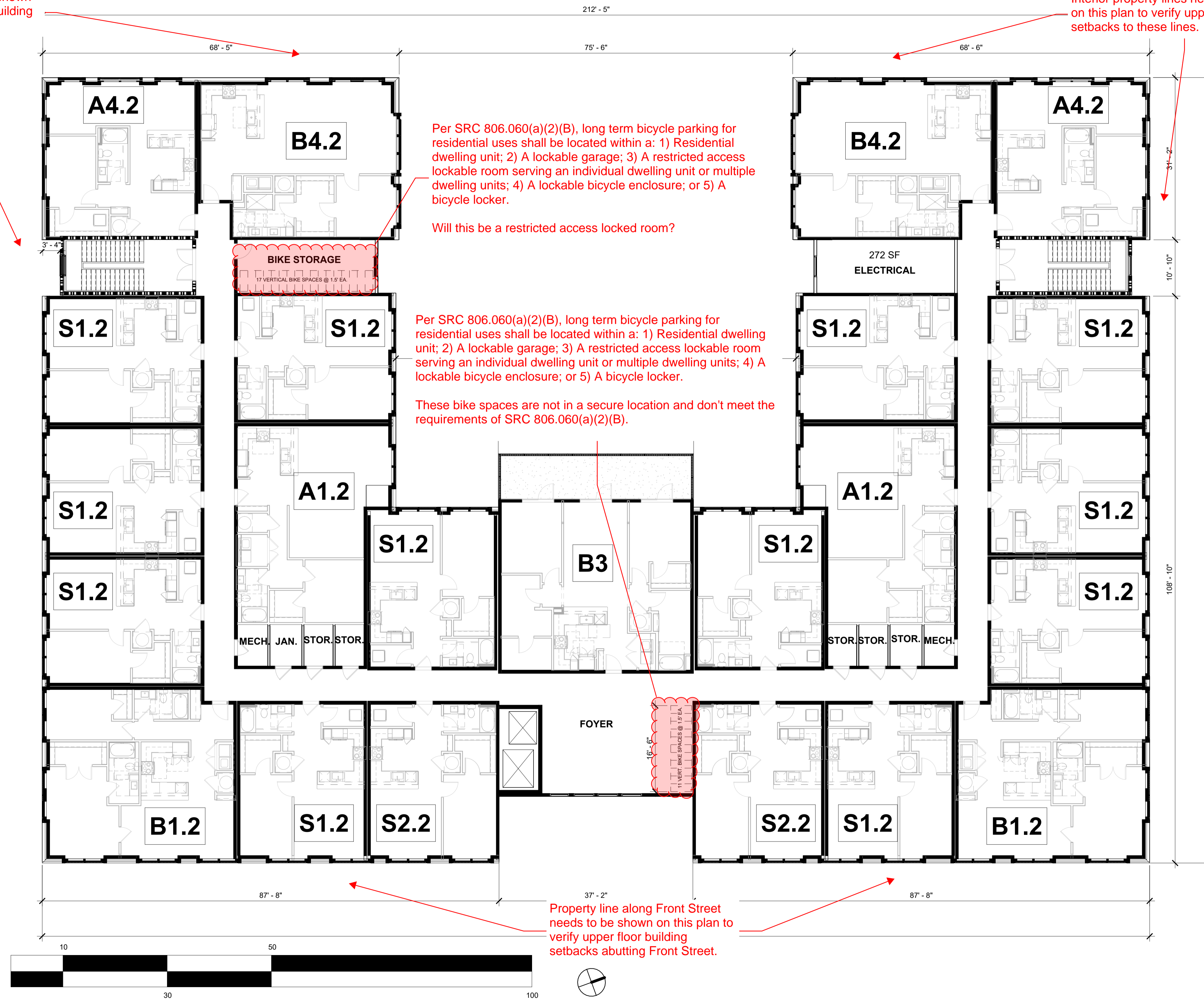
Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.



Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

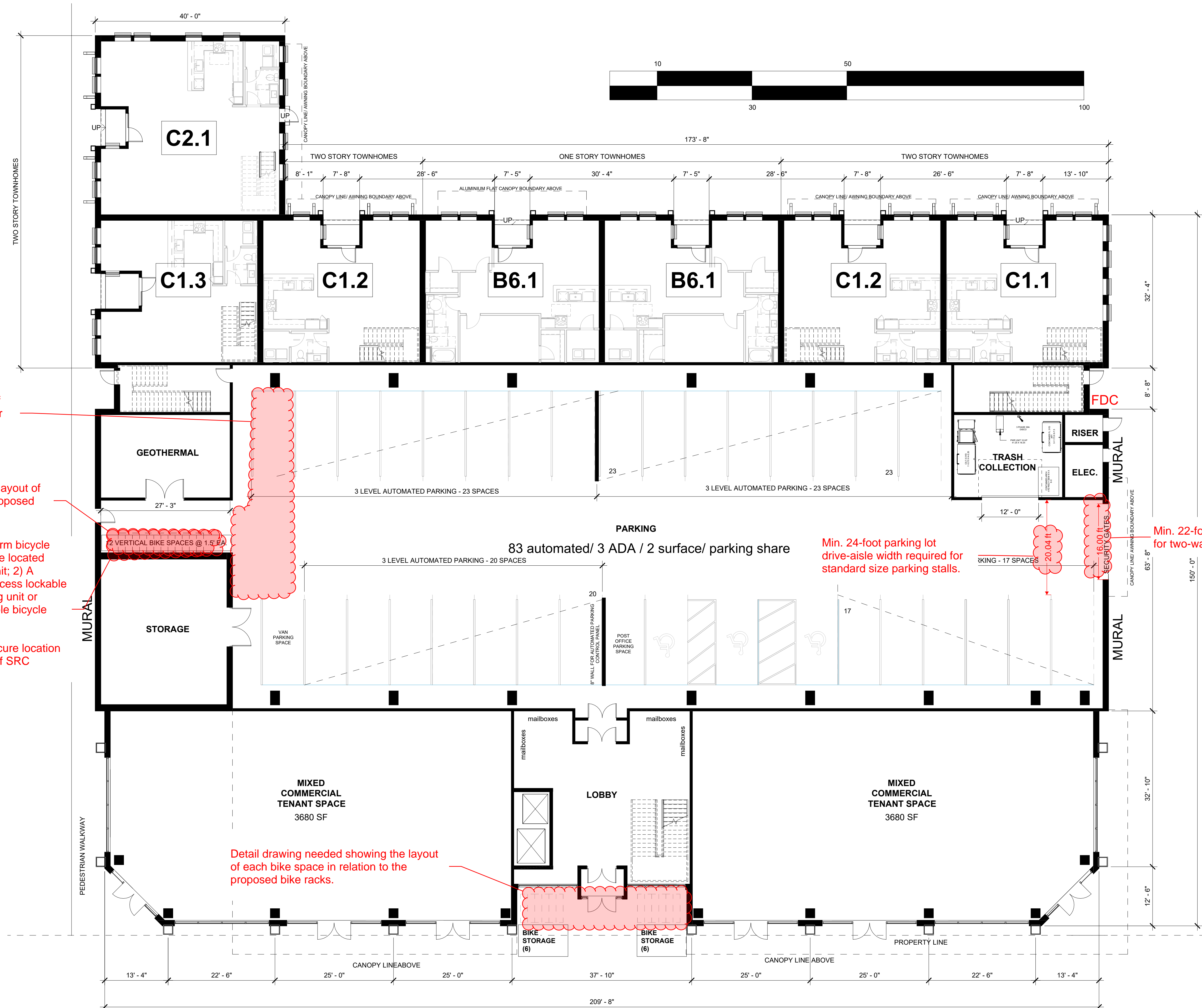




Ground Floor Building Height
 SRC 536.015(g) - Table 536-6 requires buildings with ground floors on primary streets to have a minimum ground floor height of 10 ft. For purposes of this stand ground floor height is measured from the floor to the ceiling of the first floor. The applicant's written statement indicates that the ground floor height of the building is 18 feet. However, in review of the building elevations it looks like the 18-foot height is measured from the floor of the first floor to the floor of the second floor. Confirmation is needed regarding the ground floor height of Buildings 1, 2, and 3 measured from floor to ceiling of the first floor.

83% GLAZING*
 89% WEATHERPROTECTION

*Calculated per SRC 112.030 (b)



Turnaround required at terminus of dead-end parking lot drive aisle per SRC 806.035(f)(2)

Detail drawing needed showing the layout of each bike space in relation to the proposed wall mounted bike racks.

Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

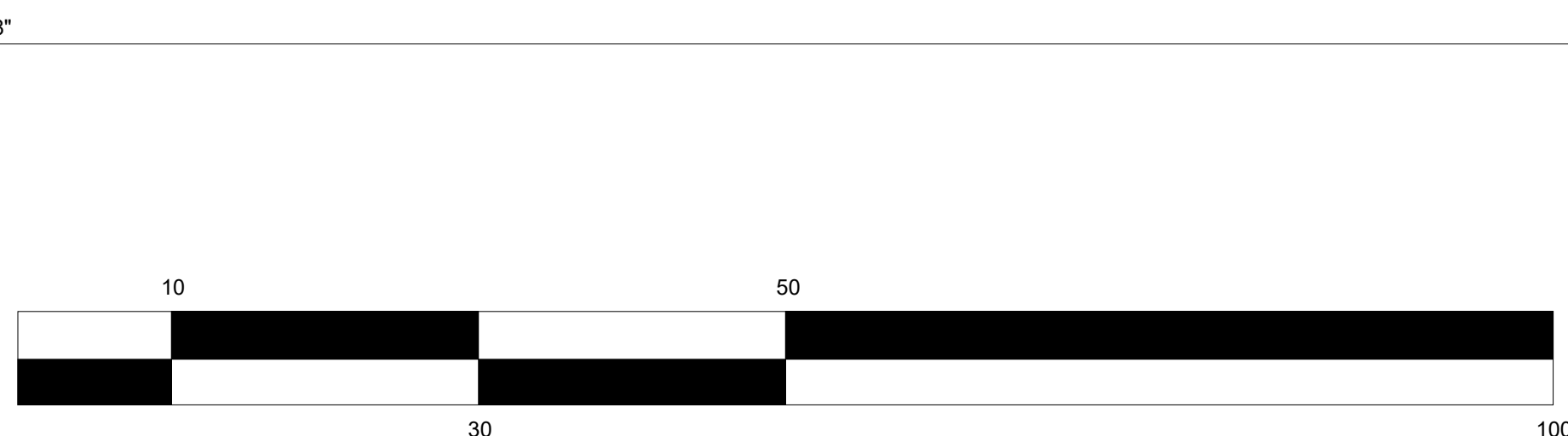
These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

Min. 24-foot parking lot drive-aisle width required for standard size parking stalls.

Min. 22-foot opening required for two-way driveway.

Detail drawing needed showing the layout of each bike space in relation to the proposed bike racks.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.



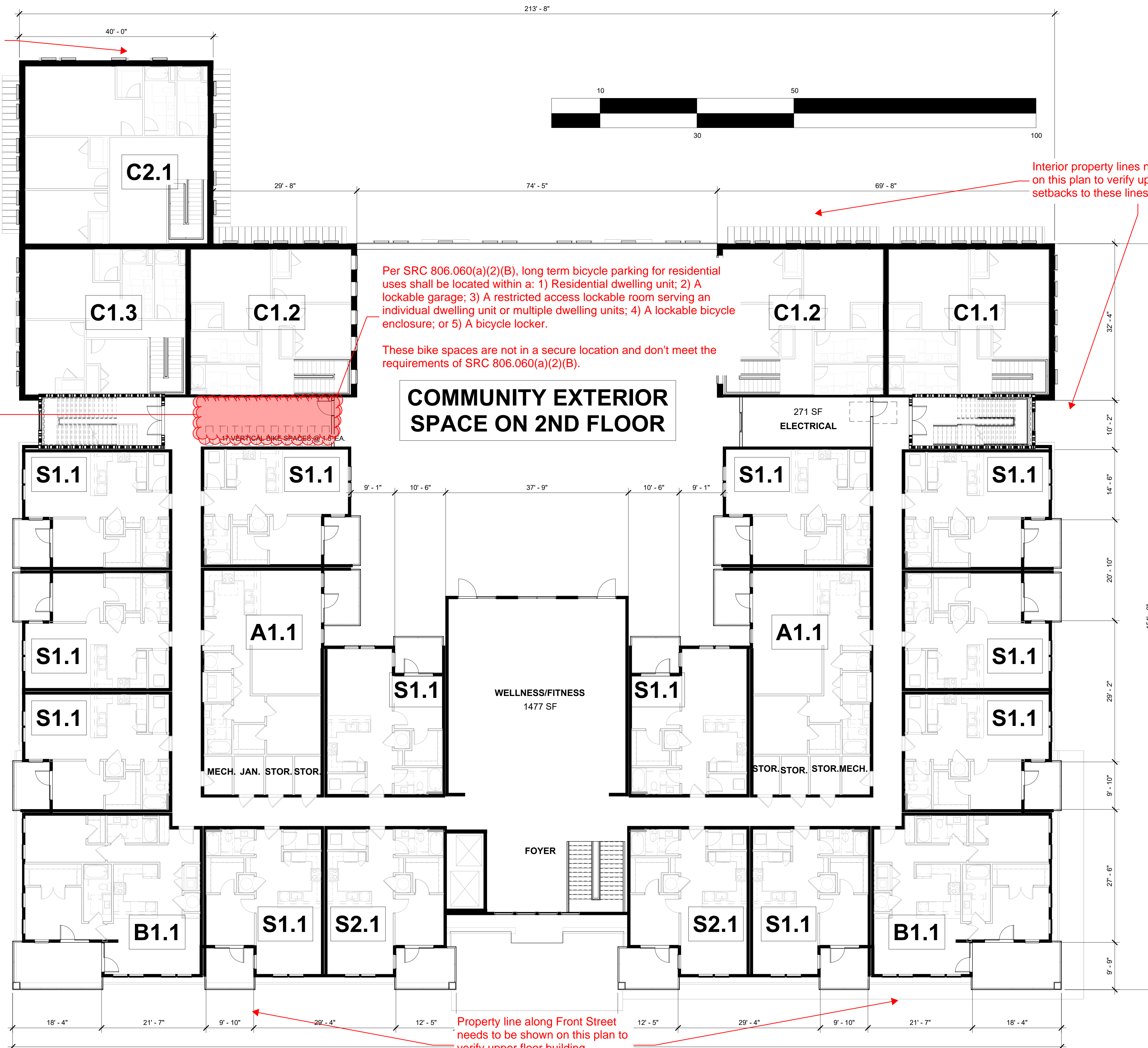
Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Detail drawing needed showing the layout of each bike space in relation to the proposed vertical bike racks.

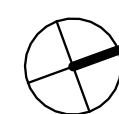
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

COMMUNITY EXTERIOR SPACE ON 2ND FLOOR

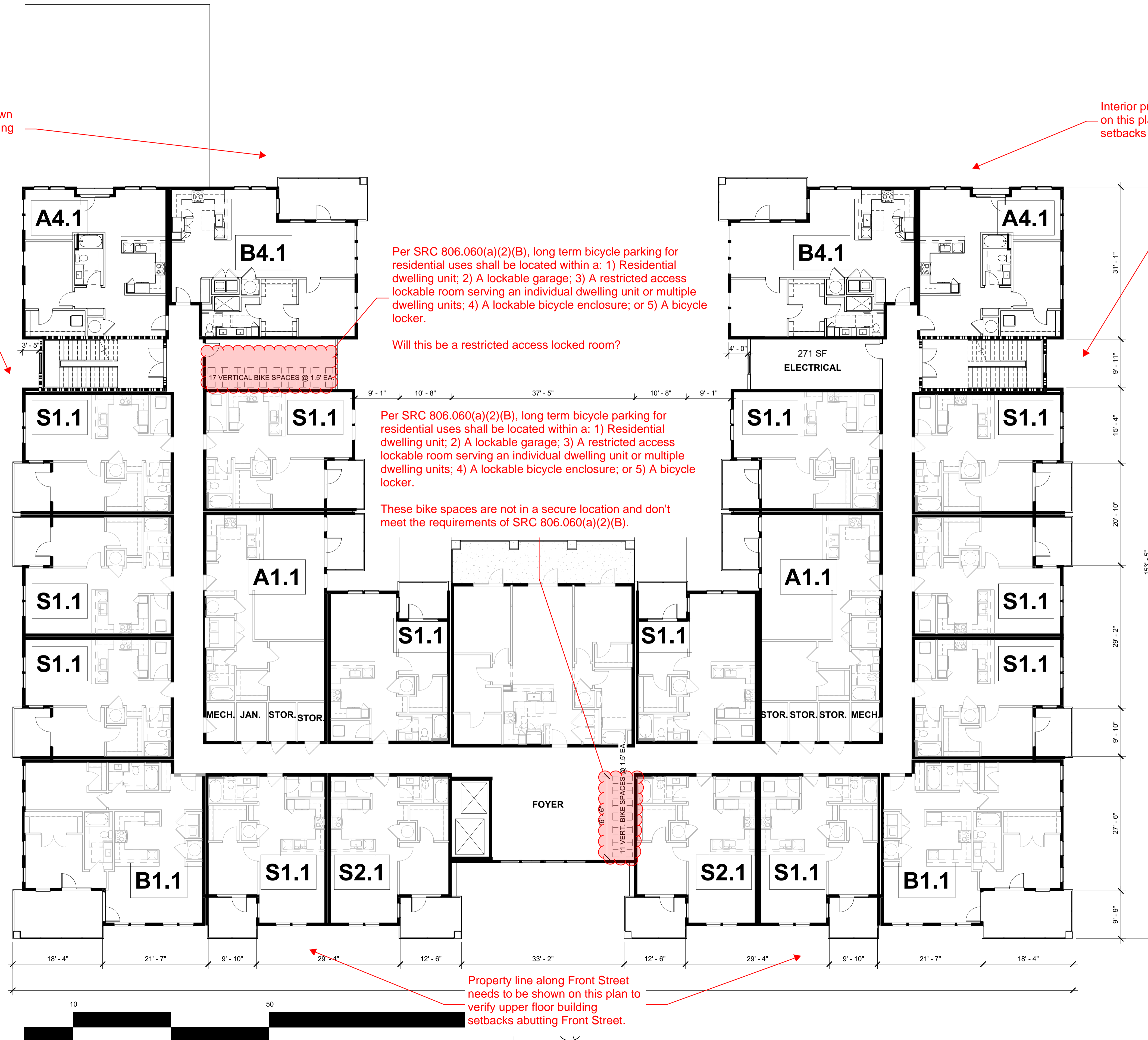


Property line along Front Street needs to be shown on this plan to verify upper floor building setbacks abutting Front Street.



Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.



Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

Will this be a restricted access locked room?

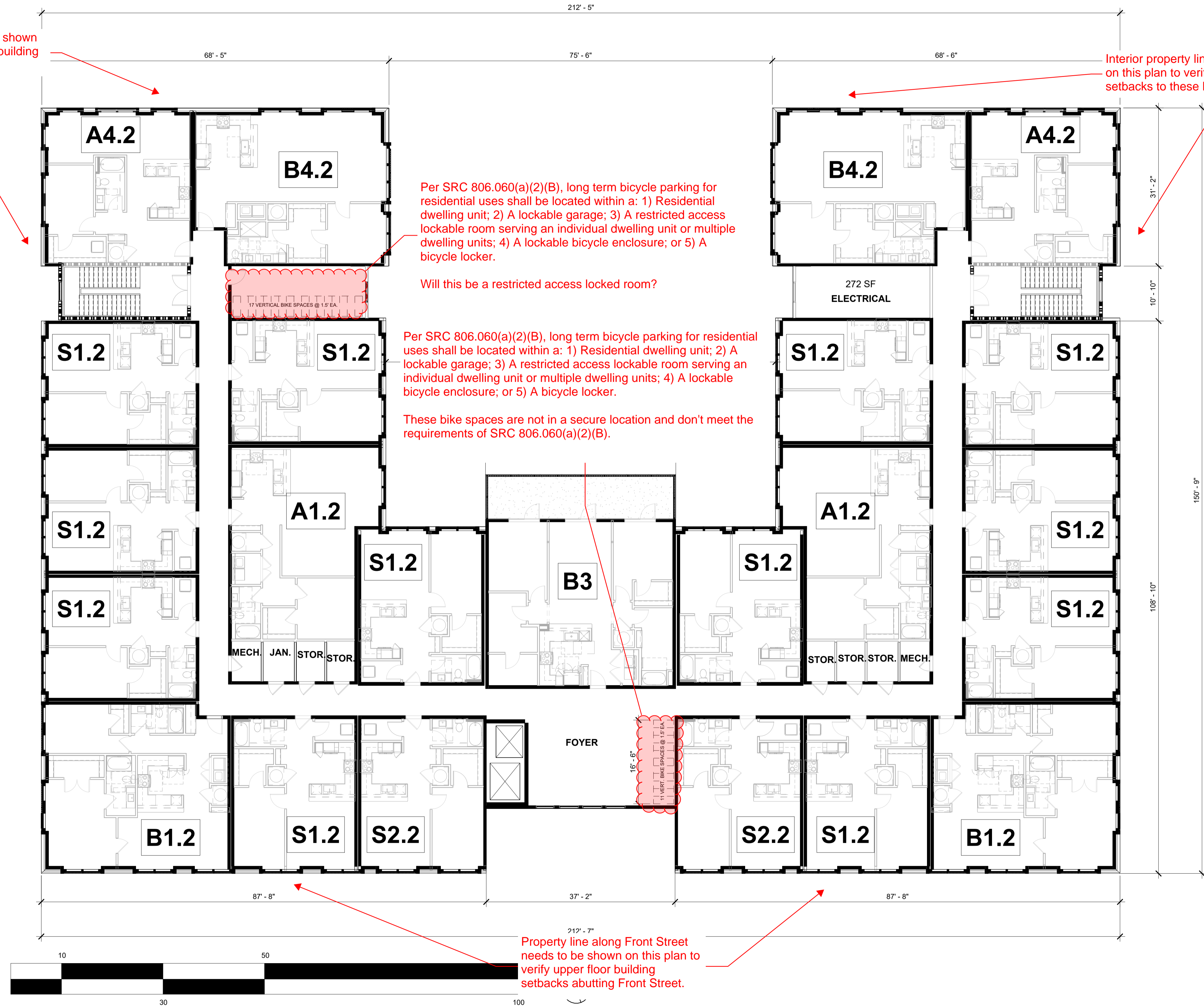
Per SRC 806.060(a)(2)(B), long term bicycle parking for residential uses shall be located within a: 1) Residential dwelling unit; 2) A lockable garage; 3) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units; 4) A lockable bicycle enclosure; or 5) A bicycle locker.

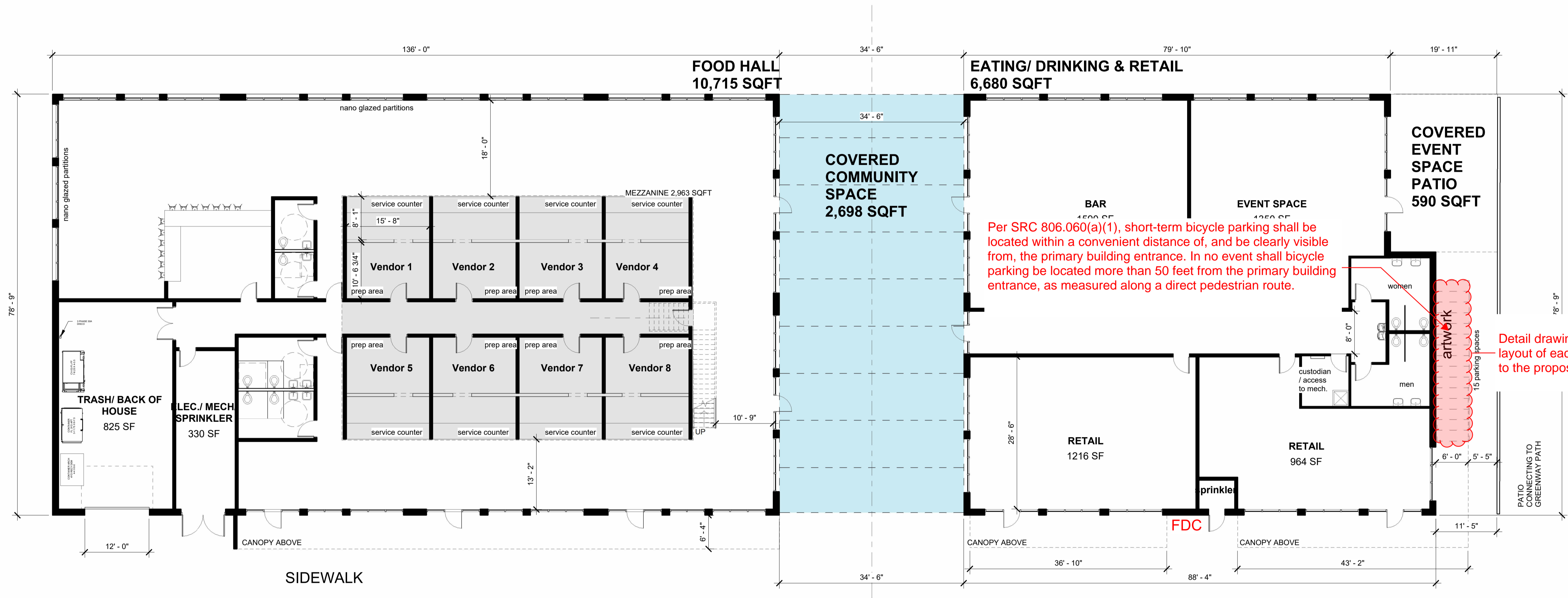
These bike spaces are not in a secure location and don't meet the requirements of SRC 806.060(a)(2)(B).

Property line along Front Street needs to be shown on this plan to verify upper floor building setbacks abutting Front Street.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.

Interior property lines need to be shown on this plan to verify upper floor building setbacks to these lines.





1 FOOD HALL
 3/32" = 1'-0"

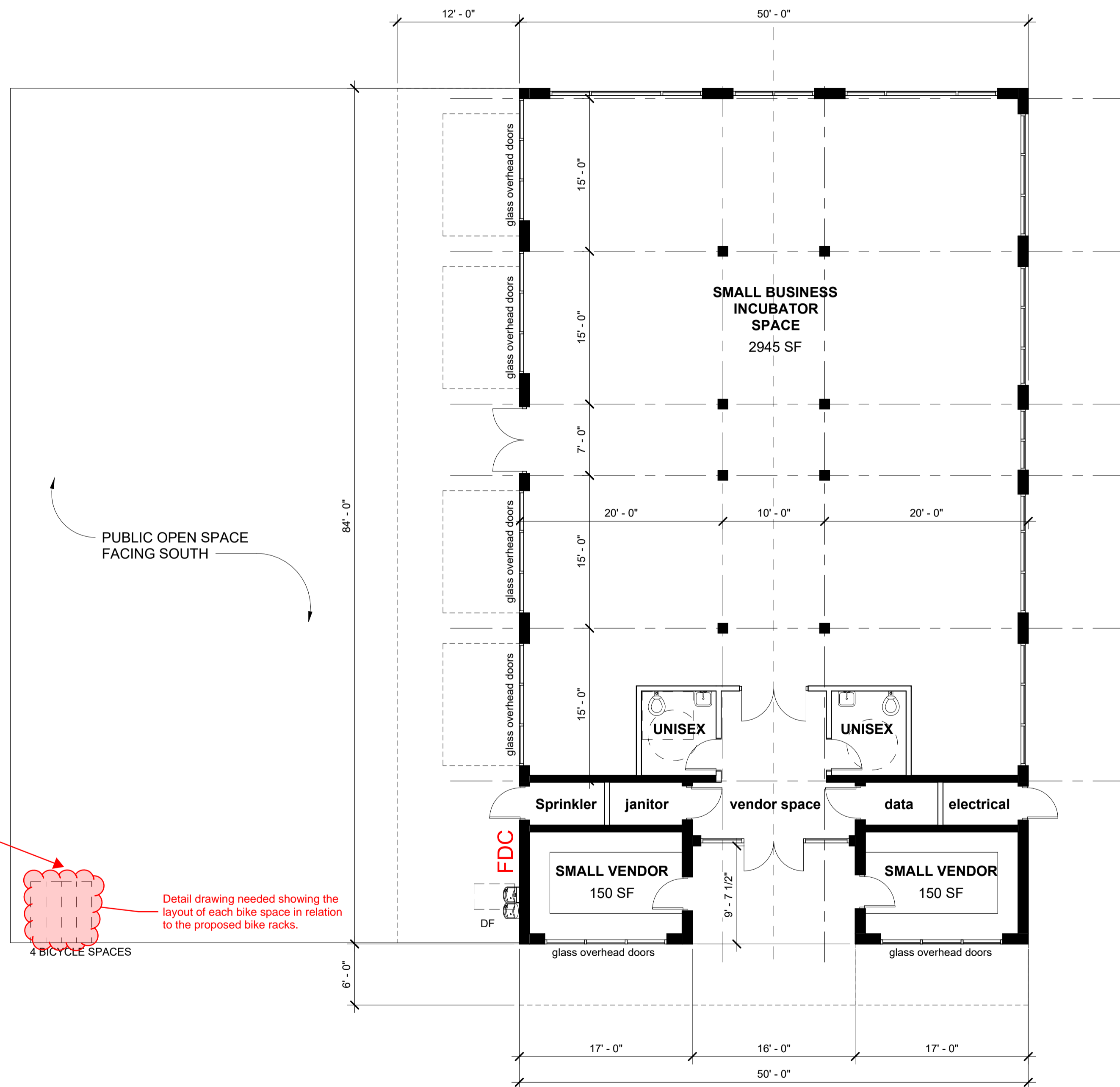
INSIGHT ARCHITECTS



77% GLAZING*
100% WEATHERPROTECTION

*Calculated per SRC 112.030 (b)

Per SRC 806.060(a)(1), short-term bicycle parking shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian route.



1 1st FLOOR PLAN
1/8" = 1'-0" 

TOTAL BUILDING SQFT 4,046 sf
COVERED AREA: 1,154 sf
TOTAL: 5,200 sf