

# The Cannery Consolidated Land Use Application

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**Date:** March 2024

**Submitted to:** City of Salem  
555 Liberty Street SE, #305  
Salem, OR 97301

**Applicant:** The Future of Neighborhood Development, LLC  
15017 Thomas Road  
Charlotte, NC 28278



**3700 River Road N, Suite 1  
Keizer, OR 97303  
(503) 400-6028**

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## Table of Contents

|             |   |            |
|-------------|---|------------|
| <b>I.</b>   | <b>Executive Summary .....</b>  | <b>2</b>   |
| <b>II.</b>  | <b>Site Description/Setting.....</b>  | <b>5</b>   |
| <b>III.</b> | <b>Applicable Review Criteria.....</b>  | <b>5</b>   |
|             | SALEM REVISED CODE.....   | 6          |
|             | Chapter 205 Land Division and Reconfiguration .....                                       | 6          |
|             | Chapter 220 Site Plan Review .....  | 12         |
|             | Chapter 250 Adjustments .....   | 18         |
|             | Chapter 300 Procedures for Land Use Applications and Legislative Land Use Proposals ..... | 25         |
|             | Chapter 536 Mixed Use – Riverfront .....  | 29         |
|             | Chapter 600 Willamette Greenway .....   | 43         |
|             | Chapter 800 General Development Standards.....  | 50         |
|             | Chapter 802 Public Improvements .....   | 61         |
|             | Chapter 803 Streets and Right-of-Way Improvements. ....                                   | 63         |
|             | Chapter 804 Driveway Approaches .....   | 71         |
|             | Chapter 805 Vision Clearance .....  | 77         |
|             | Chapter 806 Off-Street Parking, Loading and Driveways .....                               | 79         |
|             | Chapter 807 Landscaping and Screening .....   | 93         |
|             | Chapter 808 Preservation of Trees and Vegetation .....                                    | 96         |
|             | Chapter 810 Landslide Hazards.....  | 99         |
| <b>IV.</b>  | <b>Conclusion.....</b>  | <b>102</b> |

## Tables

|   |    |
|---|----|
| Table 1: Planned Distribution of Commercial Uses at The Cannery ..... | 31 |
| Table 2: Ground Floor Transparency .....                              | 40 |
| Table 3: Ground Floor Weather Protection .....                        | 42 |

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## Exhibits

- Exhibit A:** Preliminary Land Use Plans
  - Exhibit B:** Preliminary Building Elevations and Floor Plans
  - Exhibit C:** Preliminary Landscape Plans
  - Exhibit D:** Pre-Application Summary
  - Exhibit E:** Neighborhood Association and Transit Contact Documentation
  - Exhibit F:** Title Report
  - Exhibit G:** Geotechnical Engineering Report
  - Exhibit H:** Preliminary Stormwater Report
  - Exhibit I:** Survey Memorandum
  - Exhibit J:** Trip Generation Estimate Form
  - Exhibit K:** Formal Interpretation CI23-01
  - Exhibit L:** Arborist Tree Evaluation
  - Exhibit M:** Republic Services Coordination
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**Applicant/  
Contract Purchaser:** The Future of Neighborhood Development, LLC  
15017 Thomas Road  
Charlotte, NC 28278

**Applicant's Consultant:** AKS Engineering & Forestry, LLC  
3700 River Road N, Suite 1  
Keizer, OR 97303

Contact(s): Grace Wolff  
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**Site Location:** 1105 Front Street NE, Salem, OR 97301

**Marion County Assessor's  
Map:** 07 3W 22AB, Tax Lots 300, 600, 900

**Site Size:** Property: ±13.6 acres  
Site Area: ±7.6 acres

**Land Use District:** Mixed-Use Riverfront (MU-R)



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## I. Executive Summary

AKS Engineering & Forestry, LLC (AKS) seeks approval for a Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 Adjustments, Class 2 Adjustments, three Class 2 Driveway Approach Permits, and a Landslide Hazard Construction Permit on behalf of our client, The Future of Neighborhood Development (FuND), LLC (Applicant) for the planned redevelopment (The Cannery) of the former Truitt Brothers Cannery Site. The Cannery is planned as a new mixed-use neighborhood along the City of Salem's (City's) historic riverfront that will accommodate the growing demand for housing and jobs and promote continued reinvestment into the City's downtown area.

The Cannery will include the following improvements:

- Three six-story mixed-use buildings providing:
  - ±371 new multiple-family residential homes
  - ±24,522 square feet of flexible ground floor mixed commercial tenant space
  - ±459 bicycle parking spaces
  - ±298 vehicle parking spaces including ±276 vehicle parking spaces provided within an automated parking system for a reduced footprint parking garage
  - Second story outdoor community open space with river views and other community amenities
- A Food Hall providing:
  - A ±10,715 square foot food hall with eight food vendor stalls
  - ±6,680 square feet of eating/drinking establishment and retail tenant space
  - ±2,698 square feet of covered community space with river views
  - ±590 square feet of covered event space
- A ±2,925 square foot winery along the site's riverfront within one of the historic buildings on-site that will be preserved
- ±5,200 square feet of general purpose market space, including:
  - ±2,945 square feet of small business incubator space
  - ±300 square feet of small vendor spaces
  - ±1,154 square feet of covered outdoor space
  - ±3,197 square feet of flexible plaza space
- Ample on-site open spaces, including:
  - An extensive on-site pedestrian circulation network
  - River-oriented community open spaces
  - An extension of the Willamette River Greenway Path

The vision for The Cannery aligns with the City's redevelopment initiatives for this area, as expressed in the August 2022 *Salem Area Comprehensive Plan* (referred to as *Our Salem*), the January 2020 *Salem Transportation System Plan (TSP)*, and the February 2022 *Salem Climate Action Plan*, and will be an important catalyst to set these plans into action. Key project elements that implement the City's goals for the area are summarized below:

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- **The Cannery provides a mix of multiple-family homes that will satisfy the City’s demand for new housing and that will be a desirable place to live.** The Cannery includes ±371 new multiple-family homes including a variety of “junior” and standard one-bedroom units, two- and three-bedroom units, and two-story townhome style units that will appeal to a range of incomes. New homes at The Cannery will complement nearby commercial uses and recreational activities and will result in a complete neighborhood where residents can live, work, and engage in recreational activities along and nearby the Willamette River.
  - **The Cannery is a mixed-use infill project that encourages walking and biking and reduces the reliance on single occupancy vehicles.** The revitalization of this former industrial site represents a direct implementation of the City’s commitment to promote mixed-use infill development and complete neighborhoods that encourage walkability and reduce dependence on single occupancy vehicles. The Cannery integrates multiple-family homes, a mix of employment opportunities, and recreational elements, creating a complete neighborhood where residents can live, work, and engage in leisure activities.
  - **The Cannery provides active and passive public open and community spaces.** The Cannery features an extension of the Willamette River Greenway Path, a project envisioned in both the *May 2013 Comprehensive Park System Master Plan Update* and TSP. Stretching across the entire north-south dimension of the site, this public path is designed to be publicly accessible and will provide connections to the complete range of amenities on-site. Throughout the site, functional public spaces will be operational year-round, transform the public path into a park-like community hub. Additionally, private community spaces within Buildings 1, 2, and 3, provide opportunities for social interaction among residents of The Cannery.
  - **The Cannery preserves and protects natural areas and green spaces and promotes enjoyment of the riverfront.** The Cannery is committed to not only protecting the natural areas along the riverfront but also providing opportunities that enhance the enjoyment of the riverfront. The site has been thoughtfully designed to avoid impacts in the Willamette River Greenway while repurposing this former industrial site. Public spaces are oriented toward the river and designed to be functional throughout the year. Additionally, planned interpretive site elements are scattered throughout the open spaces, highlighting the importance of the natural areas and the unique history of the site.
  - **The Cannery will provide economic development opportunities that will strengthen and diversify the City’s economy.** The Cannery provides nearly 50,000 square feet of commercial space that is suitable for local businesses, including the Food Hall, Winery, a Market, and ground floor mixed commercial tenant space in the three mixed-use buildings. The Market is envisioned as a small business incubator space that will provide a vibrant setting for businesses to showcase and sell their goods. The ground floor mixed commercial tenant space is designed to offer flexible space to attract a diverse range of businesses that are adaptable to changing market preferences and that will best ensure long-term neighborhood viability. These planned commercial spaces will foster community engagement and economic growth by creating a supportive environment for entrepreneurial endeavors.

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The Tentative Subdivision Plan included in this Consolidated Land Use Application is atypical in that it will result in a reduction in total lots relative to what exists today. As detailed in this narrative, the subdivision process is the only available legal mechanism to consolidate the lots on this site that were created through multiple subdivision plats, property line adjustments, deeds, etc. into the preferred six final lots. The Site Plan Review pertains to four of the six lots. The remaining two lots are planned to be improved and permitted separately.

The Application includes several adjustments that are necessary to implement Applicant's vision for the site. These adjustments reflect the regulatory challenges associated with infill development but will accommodate a finished product that far exceeds the standards for development in the Mixed-Use Riverfront (MU-R) zoning district. The Application requests approval for the following adjustments:

- A Class 1 Adjustment to increase the maximum allowable width for a one-way driveway (SRC 804.050[2]) at the Gaines Street Entrance from 20 feet to 24 feet ( $\pm 2$  percent increase).
- A Class 1 Adjustment to reduce the minimum allowable spacing between driveways (SRC 804.035(d)) at the Gaines Street Entrance and the Market Street Entrance, from 370 feet to  $\pm 332$  feet ( $\pm 10$  percent reduction).
- Three Class 1 Adjustments to allow the height of Buildings 1, 2, and 3 up to 74 feet, which exceeds the 70-foot standard ( $\pm 5$  percent increase) in SRC 536.015(d).
- Three Class 1 Adjustments to reduce the minimum area of ground floor windows on building facades along the riverfront (SRC 536.015[g]) for Buildings 1, 2, and 3 from 65 percent to 60 percent ( $\pm 8$  percent reduction), 56 percent ( $\pm 14$  percent reduction), and 52 percent ( $\pm 20$  percent reduction), respectively.
- Two Class 2 Adjustments to reduce the maximum allowable driveway spacing (SRC 804.035[d]) between Belmont Alley and the Market Street Entrance from 370 feet to  $\pm 260$  feet ( $\pm 30$  percent reduction).
- A Class 2 Adjustment to reduce the minimum allowable percentage of off-street parking spaces designated for carpool or vanpool parking (SRC 806.015[c]) from 5 percent to 0 percent (100 percent reduction).
- Class 2 Adjustment to the solid waste placement standards.
- Class 2 Adjustment to the solid waste service area standards.
- A Class 2 Adjustment for alternative street standards for the planned design of Front Street NE.
- A Class 2 Adjustment for alternative vision clearance standards.

While the subject property is partially within the Willamette River Greenway (WRG) Overlay Zone and Floodplain Overlay Zone, a Willamette Greenway Development Permit and Floodplain Development Permit are not required. The project does not involve new development within the floodplain and is therefore exempt from review under City of Salem Revised Code (SRC) Chapter 601. Similarly, those planned improvements included in this application and that are within the WRG Overlay Zone boundary are exempt from a Willamette Greenway Development Permit per SRC 600.015(a)(2) as detailed in this

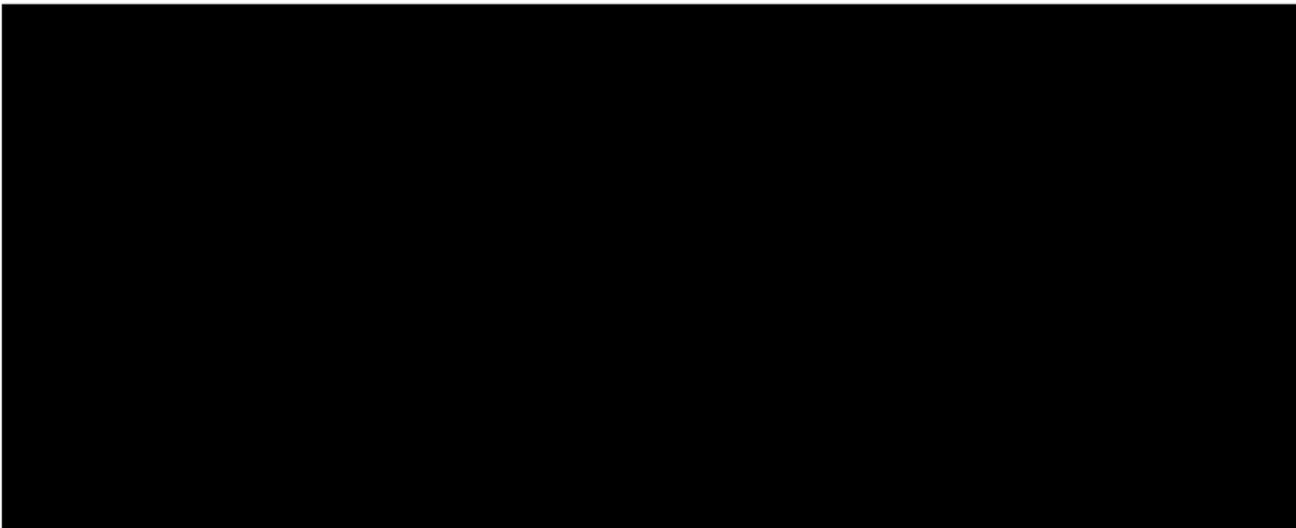
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narrative, and as confirmed through a formal interpretation issued by the City on August 8, 2023 (Exhibit K).

The SRC requires the consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit be considered through the Type II procedure. This written statement includes findings that demonstrate that the application complies with all applicable approval standards. These findings are supported by substantial evidence, including preliminary plans and other written documentation. This information provides the necessary basis for the City to approve the application.

## **II. Site Description/Setting**

The subject property (Tax Lots 300, 600, 900 of Marion County Assessor’s Map 07 3W 22AB) is ±13.6 acres in area, located at 1105 Front Street NE in the City’s MU-R zoning district, immediately north of the Central Business (CB) zoning district and surrounded to the north and east by properties also in the MU-R zoning district. The Site Plan Review pertains only to a ±7.6 acre portion of the subject property (portion of Tax Lot 900). The subject property abuts the Willamette River to the west and is partially within the WRG Overlay Zone and Floodplain Overlay Zone. Front Street NE abuts the property to the east which hosts an active freight-rail line from its intersection with Norway Street NE to Division Street NE. City-owned property, located at the mouth of Mill Creek, abuts the property to the south. Existing retail, dining, and entertainment uses at State Street and Court Street NE are within a ±10-minute walk from the property.



## **III. Applicable Review Criteria**

This application involves the development of land for housing. Oregon Revised Statutes (ORS) 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the provision of housing, and that such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay. In addition, this application involves a “limited land use decision” as that term is defined in ORS 197.015(12). The significance of this statutory provision is also discussed below.

Oregon Courts and the Land Use Board of Appeals (LUBA) have generally held that an approval standard is not clear and objective if it imposes on an applicant “subjective, value-laden analyses that are designed

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to balance or mitigate impacts of the development” (*Rogue Valley Association of Realtors v. City of Ashland*, 35 OR LUBA 139, 158 [1998] *aff’d*, 158 OR App 1 [1999]). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards and conditions, the Applicant reserves the right to object to the manner of enforcement of standards or conditions that are not clear and objective and wants to make clear from the outset that ORS 197.307(4) applies to this application. The exceptions in ORS 197.307(5) do not apply to this application.

ORS 197.195(1) describes how certain standards can be applied as part of a limited land use application. The applicable land use regulations for this application are found in the SRC and are addressed in this narrative. Pursuant to ORS 197.195(1), comprehensive plan provisions (as well as goals, policies, etc. from within the adopted elements of the comprehensive plan) may not be used as a basis for a decision or an appeal of a decision unless they are specifically incorporated into the land use regulations. While this application may respond to the comprehensive plan and/or related documents, such a response does not imply or concede that said provisions are applicable approval criteria. Similarly, the applicant does not waive its right to object to the attempted implementation of these provisions unless they are specifically listed in the applicable land use regulations, as is required by ORS 197.195(1).

Pursuant to ORS 197.522, if this application is found to be inconsistent with the applicable land use regulations, the applicant may offer an amendment or propose conditions of approval to make the application consistent with applicable regulations. In fact, the local government is obligated to consider and impose any conditions of approval proposed by the applicant if such conditions would allow the local government to approve an application that would not otherwise meet applicable approval criteria.

### SALEM REVISED CODE

#### **Chapter 205 Land Division and Reconfiguration**

##### **205.010. Subdivision tentative plan.**

- (a) **Applicability.** No land shall be divided into four or more lots within a calendar without receiving tentative subdivision plan approval as set forth in this section.

**Response:** This consolidated application involves a subdivision to reconfigure the subject property into six lots. The tentative subdivision requirements apply. Refer to the Survey Memorandum in Exhibit I for justification for the use of the subdivision process.

- (b) **Procedure type.** A tentative subdivision plan is processed as a Type II procedure under SRC chapter 300.

**Response:** This application for a Tentative Subdivision plan will be processed per the City’s Type II procedure.

- (c) **Submittal requirements.** In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for tentative subdivision plan shall include the information required in SRC 205.030.

**Response:** The additional submittal requirements listed in SRC Chapter 300 and SRC 205.030 are included with this application as detailed in this narrative below. This requirement is met.

- (d) **Criteria.** A tentative subdivision plan shall be approved if all of the following criteria are met:

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(1) The tentative subdivision plan complies with the standards of this chapter and with all applicable provisions of the UDC, including, but not limited to, the following:

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage and designation of front and rear lot lines.

**Response:** The project is planned to meet standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines. Please refer to SRC Chapter 536.015 of this narrative for specific responses describing how the subdivision will meet the applicable lot standards in the MU-R zoning district. This criterion is met.

(B) City infrastructure standards.

**Response:** Please refer to SRC Chapter 802 and 803 for specific responses addressing how the project will meet the applicable City infrastructure standards. This criterion is met.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

**Response:** The project does not involve new development within the floodplain; therefore, the development standards in SRC Chapter 601 do not apply.

Planned improvements to Front Street NE, as shown on the Preliminary Front St Improvements plan in Exhibit A, are based on preliminary feedback provided by the City's retained rail engineer. The Front Street NE right-of-way does not currently meet the minimum right-of-way width requirements for a Minor Arterial street south of Market Street. A special setback would typically be applicable to the subject property frontage along this portion of Front Street NE to accommodate the minimum required right-of-way; however, due to the presence of the rail line in Front Street NE, dedicating right-of-way along the property is not practicable as determined through coordination with the City and the City-retained rail engineer. As such, the Applicant seeks approval for an alternative street standard through the Class 2 Adjustment process. Coordination between the Applicant, the City, and affected rail stakeholders is currently underway regarding the ultimate design for Front Street NE. The Applicant expects final comments from affected stakeholders later this year.

A Geotechnical Engineering Report is included in Exhibit G in accordance with the applicable requirements in Chapter 810.

Vision clearance standards are addressed in the responses to SRC Chapter 805 in this narrative. The planned Market Street Entrance driveway cannot meet the vision clearance standards; therefore, the Applicant seeks approval of alternative vision clearance standards (processed as a Class 2 Adjustment). With the approval of the requested adjustments, this criterion can be met.

(2) The tentative subdivision plan does not impede the future use or development of the property or adjacent land.

**Response:** The Tentative Plat in Exhibit A shows the planned lot configuration for the property. As shown on the Tentative Plat, the site of the mixed-use neighborhood comprises four of

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the six planned lots. The remaining two lots will be permitted separately at a later date. As shown on the Preliminary Site Plan in Exhibit A, the site area would include a street connection to the two lots to the north, which will support the future use of the lots. The on-site circulation will connect to Front Street NE, the only street abutting the site. The planned subdivision/lot consolidation will improve the ability to use the subject property and adjacent properties. This criterion is met.

- (3) Development within the tentative subdivision plan can be adequately served by city infrastructure.

**Response:** The project is inside the Urban Service Area and will be served with City infrastructure, as shown on the Preliminary Composite Utility Plan in Exhibit A. The City has confirmed that infrastructure capacity exists to adequately serve the planned use and several of the required utility services are already in place. This criterion is met.

- (4) The street system in and adjacent to the tentative subdivision plan conforms to the Salem Transportation System Plan.

**Response:** No new streets are planned within or adjacent to the site. On-site circulation will be provided through a network of driveways, access aisles, and off-street parking areas. The site abuts, and will connect to, Front Street NE.

Front Street NE is classified as a Minor Arterial in the TSP. Per the City's TSP, the standard section for a Minor Arterial includes a 5-foot-wide sidewalk, 6-foot-wide landscape strip, a 6-inch-wide curb, a 6-foot-wide bike lane, and an 11-foot-wide vehicle travel lane on either side of the center line, in addition to a 12-foot center turn lane, all within a 72-foot-wide right-of-way.

That portion of Front Street NE abutting the subject site north of Market Street is ±97 feet wide and reduces to ±57 feet wide on the south side of Market Street.

A Transportation Impact Analysis (TIA) has been initiated by the Applicant and is currently underway. The TIA will provide evidence to support whether improvements are necessary to conform with applicable safety and/or operational standards in the City's TSP. This criterion can be met.

- (5) The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

**Response:** The planned subdivision is atypical in that it will result in a reduction in total lots relative to what exists today. As detailed above, the subdivision process is the only available legal mechanism to consolidate the lots on this site that were created through multiple subdivision plats, property line adjustments, deeds, etc.

The planned network of on-site transportation improvements includes a mix of vehicle, bicycle, and pedestrian facilities, including driveways and parking areas, sidewalks, and shared use paths, that provide safe and convenient opportunities for movement on-site. Improvements along the site's Front Street NE frontage include wide sidewalks that further enhance pedestrian safety.

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Because the subject site has historically operated as an industrial processing facility that generated significant heavy truck and passenger vehicle trips each day, the Application anticipates that the existing network can accommodate traffic generated by the planned use of the site. A TIA is currently underway to evaluate the anticipated impacts from the Application. The TIA will be submitted to the City as a supplement to this Application once complete. This criterion can be met.

- (6) The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.

**Response:** Several neighborhood activity centers, including schools, parks, transit stops, and employment centers are within one-half mile of the subject site. As shown in Exhibit A, planned pedestrian and bicycle connections on-site will connect with planned and existing pedestrian and bicycle facilities in Front Street NE and will provide access to the larger network of sidewalks and shared use and dedicated bicycle lanes that exist within one-half mile of the site.

On-site bicycle and pedestrian access and mobility has been designed pursuant to the Pedestrian-Oriented Design Standards in SRC Section 536.015, including a planned 10-foot-wide Willamette Greenway Path extension (which is a project that is envisioned in both the City’s Comprehensive Park System Master Plan and TSP) that runs the entire north-south dimension of the site and which will be accessible to the public. This criterion is met.

- (7) The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved traffic impact analysis, where applicable.

**Response:** A TIA has been initiated by the Applicant and is currently underway. The TIA will provide evidence to support whether improvements are necessary to mitigate any future traffic impacts that are anticipated from the planned project. This criterion can be met.

- (8) The tentative subdivision plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

- (9) The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

**Response:** The planned project is an infill project that seeks to reuse a previously developed industrial site for the purpose of providing jobs and housing. Accordingly, the majority of the site is already developed. Nonetheless, the Tentative Plat in Exhibit A accounts for topography and geotechnical characteristics in response to the Landslide Hazard Construction Permit in SRC Chapter 810 (see responses later in this narrative). Per the requirements of this chapter, the design of the project will comply with the recommendations contained within the Geotechnical Engineering Report in Exhibit G. The vegetation on-site will be accounted for, as shown on the Preliminary Tree Preservation and Removal Plan in Exhibit A. These criteria are met.

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- (10) When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.

**Response:** The tentative subdivision plan does not require an Urban Growth Preliminary Declaration. This submittal requirement does not apply.

- (e) Expiration. Tentative subdivision plan approval shall expire as provided in SRC 300.850, unless an application for final plat is submitted within the time limits set forth in SRC 300.850, or an extension is granted pursuant to SRC 300.850(b).

**Response:** This provision is understood.

205.030. Additional submittal requirements.

Applications to subdivide, partition, or replat land shall include, in addition to the submittal requirements under SRC chapter 300, the following:

- (a) A tentative plan map, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
- (1) A title block on each sheet indicating the proposed subdivision or phased subdivision name, or, if available, the partition number; the names and addresses of the landowner; the names and addresses of the professional engineers or surveyors responsible for preparing the plan; date; and township, range and section of the subject property;
  - (2) Scale and north arrow;
  - (3) The location of all property lines within 50 feet of the perimeter of the subject property;
  - (4) The boundaries, dimensions, and area of each proposed lot or parcel;
  - (5) The location, width, and names of all existing streets, flag lot accessways, and public accessways abutting the perimeter of the subject property;
  - (6) The location, width, curve radius, grade, and names of all proposed streets, flag lot accessway, and public accessways;
  - (7) The location of all existing and proposed easements;
  - (8) The location, dimensions, and use of all existing and proposed public areas, including, but not limited to, stormwater management facilities and detention facilities;
  - (9) The location, dimensions, and use of any existing buildings and structures on the subject property, indicating which will remain and which will be removed;
  - (10) The location of any canals, ditches, waterways, detention facilities, sewage disposal systems, and wells on the subject property, indicating which will remain and which will be removed or decommissioned;
  - (11) The location of any natural topographic features on the subject property, including, but not limited to, creeks, drainage ways as shown on the most recent USGS maps, wetlands as shown on the Local Wetland Inventory, and floodplains; and
  - (12) For subdivisions and phased subdivisions, site topography shown at five-foot contour intervals, or two-foot contour intervals for areas within a floodplain;

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**Response:** The Tentative Plat and Preliminary Land Use Plans in Exhibit A include the information required in subsections (1) through (12) above, as applicable. These submittal requirements are met.

(b) A current title report for the property;

**Response:** A current title report for the property is included as Exhibit F. This submittal requirement is met.

(c) A completed tree inventory on a form as provided by the Director accurately identifying all existing trees on the property as of the date of application submittal and, if required under SRC chapter 808, a tree conservation plan;

**Response:** A completed tree inventory, in the form of a Preliminary Tree Preservation and Removal Plan and a Preliminary Tree Table, is included in Exhibit A. This submittal requirement is met.

(d) A geological assessment or geo-technical report, if required by SRC chapter 810;

**Response:** A Geotechnical Engineering Report is included as Exhibit G. This submittal requirement is met.

(e) A description of the proposed stormwater management system, including pre and post construction conditions, prepared in accordance with the Public Works Design Standards;

**Response:** A Preliminary Stormwater Report, prepared in accordance with the Public Works Design Standards, is included as Exhibit H. This submittal requirement is met.

(f) A schematic plan showing the location of existing and proposed city infrastructure;

**Response:** A Preliminary Composite Utility Plan is included in Exhibit A. This submittal requirement is met.

(g) A preliminary grading plan, for partitions, subdivisions, and phased subdivisions, when grading of the subject property will be necessary to accommodate the proposed development;

**Response:** A Preliminary On-Site Grading and Drainage Plan is included in Exhibit A. This submittal requirement is met.

(h) For residentially zoned property, where the partition or subdivision will result in a lot or parcel that is one-half acre or larger, a plan for the lot or parcel showing the location of lot or parcel lines and other details of layout, and demonstrating that future further division of the lot or parcel may readily be made without violating the development standards of the UDC and without interfering with the orderly extension and connection of adjacent streets.

**Response:** The subject property is within a mixed-use zone (MU-R), not a residential zone. This submittal requirement does not apply.

(i) For partitions of property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer, a plan showing:

(1) The location of lot lines and other details of layout demonstrating that the further division and full development of the property to the urban densities allowed by the comprehensive plan may readily be made in conformance with the development standards of the UDC, and without interfering with the orderly extension and connection of adjacent streets.

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- (2) The approximate location of city infrastructure following full development to the urban densities allowed by the comprehensive plan.

**Response:** The subject property is not located more than 300 feet from an available sewer main and will connect to City water and sewer as shown on the Preliminary Composite Utility Plan included in Exhibit A. This submittal requirement does not apply.

- (j) For subdivisions and phased subdivisions:

- (1) A completed trip generation estimate on forms provided by the City;

**Response:** A completed Trip Generation Estimate (TGE) form is included as Exhibit J. This submittal requirement is met.

- (2) A traffic impact analysis, if required under SRC chapter 803; and

**Response:** A TIA is currently underway and will be provided when complete. This submittal requirement will be met.

- (3) A statement from the County Surveyor approving the name of the subdivision or phased subdivision.

**Response:** A statement from the County Surveyor approving the name of the subdivision will be obtained prior to the final plat. This submittal requirement will be met.

- (k) For a subdivision of RA- or RS-zoned property that is at least ten acres in size, that includes or abuts a planned or existing collector or minor arterial street, and that is located at least one-quarter from all commercial, mixed-use, and neighborhood hub zones; the tentative plan shall designate the lots where neighborhood hub uses are allowed.

**Response:** The subject property is within the MU-R zoning district. This submittal requirement does not apply.

- (l) For a subdivision of RA- or RS-zoned property that is at least five acres in size; the tentative plan shall designate the lots where middle housing will be developed to meet density requirements.

**Response:** The subject property is within the MU-R zoning district. This submittal requirement does not apply.

- (m) For any land division creating residential flag lots after November 28, 2022, the tentative plan shall identify the number of units that will be developed on each lot served by the flag lot accessway.

**Response:** The planned subdivision will not create residential flag lots. This submittal requirement does not apply.

Chapter 220 Site Plan Review

[...]

220.005. Site plan review.

- (b) Classes. The three classes of site plan review are:

- (1) Class 1 site plan review. Class 1 site plan review is site plan review for any development under subsection (a)(1) of this section that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves either:

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- (A) A change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required; or
  - (B) A change of use when a building permit is not otherwise required.
- (2) Class 2 site plan review. Class 2 site plan review is required for any development that requires a building permit, other than development subject to Class 1 site plan review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
  - (3) Class 3 site plan review. Class 3 site plan review is required 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. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
    - (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
    - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
    - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
    - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
    - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard;
    - (F) Involves the imposition of conditions of approval; or
    - (G) Requires a variance, adjustment, or conditional use permit.

**Response:** This project requires building permits and involves a land use decision; therefore, it requires a Class 3 Site Plan Review, which is included in the Consolidated Land Use Application.

- (c) Procedure type.
  - (1) Class 1 site plan review is processed as a Type I procedure under SRC chapter 300.
  - (2) Class 2 site plan review is processed as a Type I procedure under SRC chapter 300.
  - (3) Class 3 site plan review is processed as a Type II procedure under SRC chapter 300.
  - (4) An application for site plan review may be processed concurrently with an application for a building permit; provided, however, the building permit shall not be issued until site plan review approval has been granted.

**Response:** This application for a Class 3 Site Plan Review is being processed per the City's Type II procedure. The applicable requirements and procedures listed in SRC Chapter 300 are addressed in this narrative.

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(d) Submittal requirements for Class 1 site plan review. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:

(1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

**Response:** The names and addresses of the Applicant, owner, and authorized representatives are listed on Page 1 of this narrative and on the application submittal through the City of Salem Permit Application Center (PAC Portal). This requirement is met.

(2) The address or location of the subject property and its assessor's map and tax lot number;

**Response:** The address and location of the subject property, the Assessor's Map, and the tax lot number are listed on Page 1 of this narrative. The subject property is further described in the Site Description section of this project narrative above. This requirement is met.

(3) The size of the subject property;

**Response:** The size of the subject property is listed on Page 1 of this narrative. This requirement is met.

(4) The comprehensive plan designation and zoning of the subject property;

**Response:** The property is designated for River Oriented Mixed-Use (ROM) in the Salem Area Comprehensive Plan and is in the City of Salem's MU-R zoning district. This requirement is met.

(5) The type of application(s);

**Response:** The type of applications included in this Consolidated Land Use Application are listed in the Executive Summary section of this project narrative above. This requirement is met.

(6) A brief description of the proposal; and

**Response:** A brief description of the project is provided in the Executive Summary above. This requirement is met.

(7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

**Response:** All required signatures will be provided on the application form generated through the PAC Portal submittal. This requirement will be met.

(e) Submittal requirements for Class 2 and Class 3 site plan review.

(1) Class 2 site plan review. In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:

(A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(i) The total site area, dimensions, and orientation relative to north;

(ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls,

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and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;

- (iii) Loading areas, if included in the proposed development;
- (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
- (v) An indication of future phases of development on the site, if applicable;
- (vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;
- (vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
- (viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;
- (ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and
- (x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

**Response:** Preliminary Land Use Plans that include the applicable information listed above are provided in Exhibit A. Preliminary Landscape Plans are included in Exhibit C and provide detail regarding the planned landscape areas on the site. These submittal requirements are met.

- (B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
  - (i) The total site area, dimensions, and orientation relative to north;
  - (ii) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines; and
  - (iii) The location of the 100-year floodplain, if applicable.

**Response:** An Existing Conditions Plan containing the information required under this section is included in Exhibit A. This submittal requirement is met.

- (C) A grading plan depicting proposed site conditions following completion of the proposed development, when grading of the subject property will be necessary to accommodate the proposed development.

**Response:** A Preliminary On-Site Grading and Drainage Plan is included in Exhibit A. This submittal requirement is met.

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- (D) A completed trip generation estimate for the proposed development, on forms provided by the City.

**Response:** The completed TGE Form is included as Exhibit J. This submittal requirement is met.

- (E) Building elevation drawings for any proposed new buildings and any exterior additions or alterations to existing buildings when the height of the building, or a portion of the building is changed.

**Response:** Preliminary Building Elevations and Floor Plans for the new mixed-use buildings and adaptive reuse buildings are included in Exhibit B. This submittal requirement is met.

- (F) For development in the Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), and Mixed Use-Riverfront (MU-R) zones, architectural drawings, renderings, or sketches showing all elevations of the existing buildings and the proposed buildings as they will appear on completion.

**Response:** Preliminary Building Elevations and Floor Plans for the new mixed-use buildings and adaptive reuse buildings are included in Exhibit B. This submittal requirement is met.

- (2) Class 3 site plan review. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

- (A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

**Response:** The submittal requirements for a Class 2 Site Plan Review have been provided as indicated above. This submittal requirement is met.

- (B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

**Response:** This information is provided on Pages 1 and 2 of this narrative. This submittal requirement is met.

- (C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

**Response:** These elements are included in the Preliminary Land Use Plans in Exhibit A, as applicable. This submittal requirement is met.

- (D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

**Response:** Elevations at 1-foot contour intervals are shown on the Existing Conditions Plan included in Exhibit A, including slopes exceeding 15 percent. This submittal requirement is met.

- (E) The location of drainage patterns and drainage courses, if applicable;

**Response:** Drainage patterns and drainage courses are shown on the Preliminary On-Site Drainage and Grading Plan in Exhibit A. This submittal requirement is met.

- (F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

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**Response:** A Preliminary Composite Utility Plan with the required information is provided in Exhibit A. This submittal requirement is met.

- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;

**Response:** A site summary table containing the required information (as applicable) is shown in the Preliminary Site Plan in Exhibit A, the Preliminary Building Elevations and Floor Plans in Exhibit B, the Preliminary Landscape Plans in Exhibit C, and detailed in this narrative. This submittal requirement is met.

- (H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

**Response:** A Geotechnical Engineering Report prepared by a certified engineering geologist is included in Exhibit G. This submittal requirement is met.

- (I) A Transportation Impact Analysis, if required by SRC chapter 803.

**Response:** A TIA is currently underway and will be submitted to the City when complete. This submittal requirement will be met.

- (f) Criteria.

[...]

- (3) Class 3 site plan review. An application for Class 3 site plan review shall be granted if:

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

**Response:** The applicable standards of the Unified Development Code (UDC) are addressed in this narrative. This criterion is met.

- (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;

**Response:** This criterion includes subjective and value-laden language (e.g. “provides for the safe, orderly, and efficient circulation of traffic...,” “negative impacts,” and “mitigated adequately”) that runs afoul of ORS 197.307(4). For this reason, the City must omit this criterion from its decision on this application.

The planned transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development as detailed in the responses to SRC 205.010(d) above. A TIA is currently underway and will be submitted to the City once it is complete. To the extent that the City finds that this criterion is applicable, it can be met.

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

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**Response:** Parking and driveways have been planned to meet applicable City standards for safe and efficient movement of vehicles, bicycles, and pedestrians, as shown on the Preliminary Site Plan in Exhibit A and detailed in the responses to SRC 205.010(d) above. The City can rely on this information to find this criterion is met.

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

**Response:** The development is planned to be served by City water and sewer, as shown on the Preliminary Composite Utility Plan in Exhibit A. The planned stormwater facilities have been designed in accordance with the findings and calculations contained in the Preliminary Stormwater Report in Exhibit H. The City can rely on this information to find this criterion is met.

Chapter 250 Adjustments

250.005. Adjustments.

(a) Applicability.

(1) Classes.

(A) A Class 1 adjustment is an adjustment to any numerical development standard in the UDC that increases or decreases the standard by not more than 20 percent.

(B) A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

**Response:** This consolidated application includes a request for eight Class 1 Adjustments and 7 Class 2 Adjustments. The adjustments are listed below:

- A Class 1 Adjustment to increase the maximum allowable width for a one-way driveway (SRC 804.050(2)) at the Gaines Street Entrance from 20 feet to 24 feet ( $\pm 2$  percent increase).
- A Class 1 Adjustment to reduce the minimum allowable spacing between driveways (SRC 804.035(d)) at the Gaines Street Entrance and the Market Street Entrance, from 370 feet to  $\pm 332$  feet ( $\pm 10$  percent reduction).
- Three Class 1 Adjustments to allow the height of Buildings 1, 2, and 3 up to 74 feet, which exceeds the 70-foot standard ( $\pm 5$  percent increase) in SRC 536.015(d).
- Three Class 1 Adjustments to reduce the minimum area of ground floor windows on building facades along the riverfront (SRC 536.015[g]) for Buildings 1, 2, and 3 from 65 percent to 60 percent ( $\pm 8$  percent reduction), 56 percent ( $\pm 14$  percent reduction), and 52 percent ( $\pm 20$  percent reduction), respectively.
- Two Class 2 Adjustments to reduce the maximum allowable driveway spacing (SRC 804.035[d]) between Belmont Alley and the Market Street Entrance from 370 feet to  $\pm 260$  feet ( $\pm 30$  percent reduction).

- A Class 2 Adjustment to reduce the minimum allowable percentage of off-street parking spaces designated for carpool or vanpool parking (SRC 806.015[c]) from 5 percent to 0 percent (100 percent reduction).
- Class 2 Adjustment to the solid waste placement standards including a reduction in the minimum separation of the receptacles and compactors from the wall and the minimum pad area extending from the rear of receptacles and compactors.
- Class 2 Adjustments to reduce the solid waste service area standards including a reduction in the vehicle operation area and turning radius dimensional requirements for the Food Hall solid waste service area.
- A Class 2 Adjustment for alternative street standards for the planned design of Front Street NE.
- A Class 2 Adjustment for alternative vision clearance standards.
  - (2) **Prohibition. Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:**
    - (A) Allow a use or activity not allowed under the UDC;
    - (B) Change the status of a use or activity under the UDC;
    - (C) Modify a definition or use classification;
    - (D) Modify a use standard;
    - (E) Modify the applicability of any requirement under the UDC;
    - (F) Modify a development standard specifically identified as non-adjustable;
    - (G) Modify a development standard that contains the word "prohibited";
    - (H) Modify a procedural requirement under the UDC;
    - (I) Modify a condition of approval placed on property through a previous planning action;
    - (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
    - (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

**Response:** The requested Class 1 and 2 Adjustments included within this consolidated application do not request an adjustment for any of the prohibited items listed above.

- (b) **Procedure type. Class 1 and Class 2 adjustments are processed as a Type II Procedure under SRC chapter 300**

**Response:** These Class 1 and 2 Adjustment applications are part of a consolidated application that includes related applications that will be processed under the City’s Type II procedure. Per SRC 300.120(c), review of a consolidated application shall be according to the highest numbered procedure type; therefore, a Type II procedure is necessary and included in this application.

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- (c) Submittal requirements. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:
- (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By way of example, but not of limitation, such information may include the following:
    - (A) The total site area, dimensions, and orientation relative to north;
    - (B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;
    - (C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;
    - (D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
    - (E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and
    - (F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

**Response:** The Preliminary Land Use Plans provided in Exhibit A and the Preliminary Landscape Plans in Exhibit C include the applicable information listed above. This submittal requirement is met.

- (2) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
  - (A) The total site area, dimensions, and orientation relative to north;
  - (B) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines;
  - (C) The location of the 100-year floodplain, if applicable; and
  - (D) The location of drainage patterns and drainage courses, if applicable.

**Response:** An Existing Conditions Plan is provided in Exhibit A. This submittal requirement is met.

- (d) Criteria.
- (1) An application for a Class 1 adjustment shall be granted if all of the following criteria are met:
    - (A) The purpose underlying the specific development standard proposed for adjustment is:
      - (i) Clearly inapplicable to the proposed development; or
      - (ii) Clearly satisfied by the proposed development.

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**Response:**

The Class 1 Adjustments included in this Consolidated Land Use Application address development standards that are clearly inapplicable to the project or are clearly satisfied by the project as detailed below.

- Increase the maximum allowable width for a one-way driveway (SRC 804.050[2]) at the Gaines Street Entrance from 20 feet to 24 feet ( $\pm 2$  percent increase).

The purpose of SRC Chapter 804 is to establish development standards for safe and efficient access to public streets. The general purpose of maximum driveway width standards is to ensure efficient use of space while maintaining a balance between vehicular access and pedestrian safety. The Gaines Street Entrance is currently planned for one-way traffic to support safe and efficient vehicular circulation through the site; however, as the northern portion of the subject property is improved, it may be transitioned to two-way traffic, which has a minimum width requirement of 22 feet. Additionally, the Gaines Street Entrance provides parking on either side, which requires a 24-foot aisle for safe and efficient access. As such, the driveway is planned to accommodate the future growth of the area and ensure that safe and efficient access can be provided now and in the future. Pedestrian access is also provided through the site, including a sidewalk on either side of the Gaines Street Entrance. This increase in driveway width clearly satisfies the purpose of the standard when considering the pedestrian amenities provided and preserving the ability to provide safe and efficient access and future growth of the community. This criterion is met.

- Reduce the minimum allowable spacing between driveways (SRC 804.035[d]) at the Gaines Street and the Market Street Entrances, from 370 feet to  $\pm 332$  feet ( $\pm 10$  percent reduction).

The purpose of SRC Chapter 804 is to establish development standards for safe and efficient access to public streets. Minimum driveway spacing standards can minimize conflicts between vehicles entering or exiting properties. Each of the three driveways to the site are necessary and strategically located to facilitate safe and efficient traffic flow throughout the site. The Market Street Entrance and the Gaines Street Entrance are aligned with existing public street intersections located at Market Street/Front Street NE and Gaines Street/Front Street NE. The spacing of these existing intersections does not meet the spacing requirements for driveways; however, aligning driveways with the existing street network where possible is standard practice and promotes streamlined traffic flow and heightened safety. Therefore, the Market Street and Gaines Street Entrances cannot be relocated further apart to meet this standard while still meeting the purpose. Belmont Alley provides the additional circulation necessary to provide safe and efficient access through the site. The purpose of this standard is met. This criterion is met.

- Increase the maximum height standard of SRC 536.015(d) for Buildings 1, 2, and 3 from 70 feet to 74 feet.

The MU-R zoning district establishes minimum and maximum building height standards. Building height standards are commonly implemented to achieve a specific

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urban aesthetic regarding building mass and bulk; to achieve targets for housing, employment, and retail density; to ensure adequate light and air circulation; and to ensure compatibility with development in adjacent zones. Buildings 1, 2, and 3 have been designed consistently with the planned character of the neighborhood, accommodate a mix of needed housing and retail uses, will promote adequate air and light circulation on-site and on abutting properties, and will be compatible with adjacent development.

The requested adjustment seeks only minor relief (4 feet above the standard maximum height allowed) to accommodate an attractive sloped mansard roof at the top floor. The marginal height adjustment necessary for this architectural style, which will be imperceptible to pedestrians, minimizes visual impact at ground level, ensuring that the ground level remains pedestrian-friendly and aesthetically pleasing. Incorporating a sloped roof in conjunction with the height increase enhances the building's design and inherently reduces the mass at the top, mitigating the visual bulk of the structure. The purpose of this standard is satisfied. This criterion is met.

- Reduce the minimum area of ground floor windows on building facades along the riverfront (SRC 536.015(g)) for Buildings 1, 2, and 3 from 65 percent to 60 percent ( $\pm 8$  percent reduction), 56 percent ( $\pm 14$  percent reduction), and 52 percent ( $\pm 20$  percent reduction), respectively.

The MU-R zone includes a variety of pedestrian oriented building design standards, such as this minimum glazing requirement, that are commonly utilized to increase architectural variety among new buildings and to enhance the pedestrian experience by creating active and engaging streetscapes. Planned ground floor uses along Front Street NE within Buildings 1, 2, and 3 are anticipated to comprise a mix of retail, office, and related commercial uses. These building facades exceed the minimum glazing required.

Residential uses are planned at the ground floor along the riverside of Buildings 1, 2, and 3. While these ground floor building facades satisfy other applicable architectural design standards, an adjustment to the minimum glazing area is required for the west-facing facade to promote livability and some degree of privacy for the future residents of these homes. As above, where ground floor windows are intended to promote window shopping and pedestrian engagement in a commercial context, that same engagement negatively impacts the experience for residential users. Similarly, the SRC acknowledges that there is a difference in the way pedestrians interact with residential uses, as compared to non-residential uses, as evidenced by requiring a lesser amount of weather protection for ground floor residential uses than for non-residential uses. For these reasons, the City can find that this criterion is clearly inapplicable in the planned residential context.

**(B) The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development.**

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**Response:** The effect on surrounding users, both now and in the future, as a result of a slightly wider one-way driveway, a slightly reduced spacing on Front Street NE between driveways serving the site, a slightly taller building, and a small reduction in the amount of ground floor windows along the riverside facade of Buildings 1, 2, and 3, will be imperceptible and are not expected to result in any negative impacts. This criterion is met.

(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

(A) The purpose underlying the specific development standard proposed for adjustment is:

(i) Clearly inapplicable to the proposed development; or

(ii) Equally or better met by the proposed development.

**Response:** The Class 2 Adjustments included in this Consolidated Land Use Application address development standards that are clearly inapplicable to the project or are equally met by the project as detailed below.

- Reduce the maximum allowable driveway spacing (SRC 804.035[d]) between Belmont Alley and the Market Street Entrance from 370 feet to  $\pm 260$  feet ( $\pm 30$  percent reduction).

The purpose of SRC Chapter 804 is to establish development standards for safe and efficient access to public streets. Minimum driveway spacing standards can minimize conflicts between vehicles entering or exiting properties. Each of the three driveways to the site are necessary and strategically located to facilitate safe and efficient traffic flow throughout the site. The Market Street Entrance is aligned with the existing intersection of Market Street with Front Street NE. Aligning driveways with the existing street network where possible is a standard engineering practice that promotes streamlined traffic flow and improves safety. An additional access point to the site, Belmont Alley, is necessary for efficient access to public streets. Belmont Alley is placed as far from the Market Street Entrance as practicable. Therefore, the Market Street Entrance and Belmont Alley cannot be relocated further apart to meet this standard while still meeting the purpose of providing convenient access and egress for pedestrians and vehicles. The purpose of this standard is met. This criterion is met.

- Reduce the minimum allowable percentage of off-street parking spaces designated for carpool or vanpool parking (SRC 806.015[c]) from 5 percent to 0 percent (100 percent reduction).

Requirements for designated carpool or vanpool parking spaces generally aim to encourage and support shared transportation modes, reduce individual vehicle trips, alleviate parking demand, and promote efficient use of parking resources. Per SRC 806.015(c), "New developments with 60 or more 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 five percent of their total off-street parking spaces for carpool or vanpool parking." The Cannery is a

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mixed-use neighborhood that will include 371 multiple family homes and ±48,888 square feet of flexible commercial space (retail, eating and drinking establishments, and office). Only ±12 percent of the commercial space (±5,880 square feet) is anticipated to be used for offices. The primary use of the site is not centered around activities that would require designated carpool or vanpool parking. This standard is clearly inapplicable. Furthermore, as a mixed-use neighborhood, The Cannery promotes less dependence on individual vehicle trips through the development of a walkable community where residents can live, work, and engage in social and recreational activities. The Cannery also utilizes an automated parking system which reduces the parking footprint and makes more efficient use of parking resources. The purpose of this standard is better met with the Applicant's plan. This criterion is met.

- Class 2 Adjustment to the solid waste placement standards including a reduction in the minimum separation of the receptacles and compactors from the wall and the minimum pad area extending from the rear of receptacles and compactors.

The purpose of the solid waste placement standards is to ensure safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee. The solid waste service area standards are based on concepts that are not practicable for, and do not anticipate the unique conditions of high-density infill development such as The Cannery. The solid waste service areas shown on the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B are preliminary. The Applicant has consulted with Republic Services on the planned design for solid waste service on the site and Republic Services has consented to the planned approach (see Exhibit M). Final design and plans for the solid waste service will be based on the agreed approach. These standards will be equally met. This criterion is met.

- Class 2 Adjustments to reduce the solid waste service area standards including a reduction in the vehicle operation area and turning radius dimensional requirements for the Food Hall solid waste service area.

The purpose of the solid waste service area standards is to ensure safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee. The solid waste service area standards are based on concepts that are not practicable for, and do not anticipate the unique conditions of high-density infill development such as The Cannery. The solid waste service areas shown on the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B are preliminary. The Applicant has consulted with Republic Services on the planned design for solid waste service on the site and Republic Services has consented to the planned approach (see Exhibit M). Final design and plans for the solid waste service will be based on the agreed approach. These standards will be equally met. This criterion is met.

- A Class 2 Adjustment for alternative street standards for the planned design of Front Street NE.

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Per SRC 803.065, alternative street standards may be authorized where existing development or physical constraints make compliance with street standards impracticable. The current functional classification of Front Street NE is a minor arterial. Minor arterials are designated to handle large volumes of vehicular traffic, acting as primary routes from key destinations. This classification does not match the goal of the MU-R zone designation which is to promote a pedestrian-oriented environment. Additionally, challenges from the active freight rail in the right-of-way, and existing development patterns along Front Street NE necessitate an alternative street design. Coordination between Applicant, the City, and affected Rail stakeholders is currently underway regarding the ultimate design for Front Street. Alternative street standards will be based on the agreed approach.

- Class 2 Adjustment for alternative vision clearance standards which are processed as a Class 2 Adjustment per SRC 805.015.

The Market Street Entrance does not meet the vision clearance standards of SRC Chapter 805. Alternative vision clearance area standards are required. Measuring vision clearance triangles along the property line and the sides of the driveway does not give consideration to the location of the drivers when turning out of the property. Drivers will position themselves closer to the intersection due to the longer driveway approach and buildings placed at the property line, the sidewalk along the stretch of Front Street where drivers will be leaving the site from the Market Street Entrance, and due to the need to see past vehicles parked on the street. At a location closer to the intersection of the vehicle travel lanes of the driveway and Front St NE, vision clearance will be unobstructed. This criterion can be met.

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

**Response:** The subject property is within the MU-R zoning district, not a residential zone. This criterion does not apply.

(C) 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.

**Response:** The purpose of the MU-R zoning district is to enhance the overall community experience along Salem’s historic riverfront by creating a district where residents can live, work, and engage in social and recreational activities in proximity to the Willamette River. As detailed in the responses above, the requested adjustments are consistent with the overall purpose of the standards and cumulatively create a more harmonious neighborhood that reflects the unique characteristics of the site. This criterion is met.

(e) Transfer of adjustments. Unless otherwise provided in the final decision granting the adjustment, an adjustment shall run with the land.

**Response:** The provision is understood.

Chapter 300 Procedures for Land Use Applications and Legislative Land Use Proposals

[...]

- 300.100. Procedure types
- (a) Unless otherwise provided in the UDC, land use actions required under the UDC are classified as one of four procedure types set forth in Table 300-1. The procedure type governs the decision-making process for the specific land use application.
  - (b) The specific procedure type assigned to a land use application is specified in Table 300-2.
- [...]

| Table 300-2. Land Use Applications by Procedure Type  |                |                  |             |            |          |        |                  |
|---|----------------|------------------|-------------|------------|----------|--------|------------------|
| Application   | Procedure Type | Pre-App Required | N.A Contact | Open House | Decision | Appeal | Council Review   |
| Class 1 adjustment  | II             | N                | N           | N          | PA       | HO     | N                |
| Class 2 adjustment  | II             | N                | N           | N          | PA       | HO     | N                |
| Class 2 driveway approach permit  | II             | N                | N           | N          | PWD      | -      | N                |
| Landslide hazard construction permit  | I              | N                | N           | N          | PWD      | HO     | N                |
| Class 3 site plan review  | II             | N                | Y           | N          | PA       | HO     | Y <sup>(3)</sup> |
| Subdivision tentative plan  | II             | N                | Y           | N          | PA       | PC     |                  |
| <b>Limitations and Qualifications</b><br>(1) Annexation applications with a quasi-judicial zone change are required to provide neighborhood contact pursuant to SRC 300.310. Annexation applications with a comprehensive plan map amendment are required to conduct an open house pursuant to SRC 300.320. Annexation applications with both a comprehensive plan map amendment and zone change are required to only conduct an open house.<br>(2) The tentative plan of a middle housing land division shall be reviewed according to the procedures of ORS 197.360 through ORS 197.380 unless an applicant requests the application be reviewed according to the procedures of SRC Chapter 300. If an applicant requests review of the application based on the procedures of SRC Chapter 300, the application shall be processed as a Type II procedure.<br>(3) Decision eligible for City Council Review only upon receipt of an appeal. See SRC 300.520(f)(4)(A). |                |                  |             |            |          |        |                  |
| <b>LEGEND</b><br>PA - Planning Administrator; BO - Building Official; CDD - Community Development Director; PWD - Public Works Director; HO - Hearings Officer; HLC - Historic Landmarks Commission; PC - Planning Commission; CC - City Council  |                |                  |             |            |          |        |                  |

**Response:** This application includes the six application types listed in the table above. In accordance with the provisions of SRC Chapter 300, the Consolidated Land Use Application will be reviewed under the City’s Type II land use procedure. The applicable neighborhood associations were contacted, as required for the Class 3 Site Plan Review and Subdivision Tentative Plan. Although not required, a pre-application conference was held in January 2023. The pre-application meeting summary is provided as Exhibit D.

- 300.210. Application Submittal
- (a) Land use applications shall be submitted on forms prescribed by the Planning Administrator. A land use application shall not be accepted in partial submittals. All of the following must be submitted to initiate completeness review under SRC 300.220. All information supplied on the application form and accompanying the application shall be complete and correct as to the applicable facts.
    - (1) A completed application form. The application form shall contain, at a minimum, the following information:
      - (A) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

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- (B) The address or location of the subject property and its assessor's map and tax lot number;
  - (C) The size of the subject property;
  - (D) The comprehensive plan designation and zoning of the subject property;
  - (E) The type of application(s);
  - (F) A brief description of the proposal; and
  - (G) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

**Response:** The information listed above is provided on Page 1 of this narrative and on the application submittal through the PAC Portal. This submittal requirement is met.

- (2) Recorded deed/land sales contract with legal description;

**Response:** A current Title Report containing the legal description for the site is included with this application as Exhibit F. This submittal requirement is met.

- (3) 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;

**Response:** The Applicant is not aware 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. This submittal requirement is met.

- (4) Pre-application conference written summary, if a pre-application conference was required under SRC 300.310(a) and Table 300-2; or copy of the approved pre-application conference waiver, if such approval was granted pursuant to SRC 300.310(b);

**Response:** Although a pre-application conference is not required for this consolidated application, a pre-application conference was held in January 2023. A written summary is included in Exhibit D. This submittal requirement is met.

- (5) A statement as to whether any City-recognized neighborhood associations whose boundaries include, or are adjacent to, the subject property were contacted in advance of filing the application and, if so, a summary of the contact. The summary shall include the date when contact was made, the form of the contact and who it was with (e.g., phone conversation with neighborhood association chairperson, meeting with land use committee, presentation at neighborhood association meeting), and the result;

**Response:** The subject site is within the Central Area Neighborhood Development Organization (CAN-DO) boundary and the Grant Neighborhood Association boundary. Emails, attached as Exhibit E, were sent on March 14, 2024, which included a description of the application and a copy of the Preliminary Site Plan. This submittal requirement is met.

- (6) For applications requiring neighborhood association contact under SRC 300.310, a copy of the required e-mail or letter to the neighborhood association, and a list of the e-mail or postal addresses to which the e-mail or letter was sent;

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**Response:** A copy of the emails, including the contact information for the applicable recipients, is included with this application in Exhibit E. This submittal requirement is met.

- (7) For applications requiring an open house under SRC 300.320:
  - (A) A copy of the sign-in sheet for the open house and a summary of the comments provided; or
  - (B) When a neighborhood association meeting has been substituted for a required open house, a summary of the comments provided at the neighborhood association meeting;

**Response:** None of the applications included in this submittal require an open house under SRC 300.320. This submittal requirement is not applicable.

- (8) A statement as to whether the Salem-Keizer Transit District was contacted in advance of filing the application; and if so, a summary of the contact. The summary shall include the date when contact was made, the form of the contact, who it was with, and the result;

**Response:** The Salem-Keizer Transit District was contacted on March 14, 2024, via email. A summary of the contact is included in Exhibit E. This submittal requirement is met.

- (9) A written statement addressing each applicable approval criterion and standard;

**Response:** This narrative includes responses to each of the applicable approval criteria. This submittal requirement is met.

- (10) For Type II, Type III, and applicant initiated Type IV applications involving property subject to an active and duly incorporated Homeowner's Association (HOA) registered with the Oregon Secretary of State which includes an identified registered agent, the HOA name and mailing address for the registered agent.

**Response:** The subject site is not located within an incorporated homeowners' association (HOA) registered with the Oregon Secretary of State. This submittal requirement is not applicable.

- (11) For applications for affordable multiple family housing where a 100-day state mandated decision date is sought, a draft copy of the covenant required under ORS 197.311 restricting the owner, and each successive owner, of the development or a residential unit within the development from selling or renting any of the identified affordable residential units as housing that is not affordable housing for a period of 60 years from the date of the certificate of occupancy.

**Response:** This project does not involve affordable multiple-family housing where a 100-day state-mandated decision date is sought. This submittal requirement does not apply.

- (12) Any additional information required under the UDC for the specific land use action sought;
- (13) Any additional information, as determined by the Planning Administrator, that may be required by another provision, or for any other permit elsewhere, in the UDC, and any other information that may be required to adequately review and analyze the proposed development plan as to its conformance to the applicable criteria;

**Response:** The Applicant can provide additional information as needed.

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(14) Payment of the applicable application fee(s) pursuant to SRC 110.090.

**Response:** The required application fees will be paid.

- (b) The Planning Administrator may waive any submittal requirement if the Planning Administrator determines that the specific requirement would not provide evidence needed to satisfy any of the applicable criteria.

**Response:** This provision is understood.

- (c) Each application, when received, shall be date-stamped with the date the application was received, and designated with a receipt number and a notation of the staff person who received the application.

**Response:** This provision is understood.

[...]

300.310. Neighborhood association contact

[...]

- (a) Process. Prior to submitting a land use application requiring neighborhood association contact, the applicant shall contact the City-recognized neighborhood association(s) whose boundaries include, or are adjacent to, the subject property via e-mail or mailed letter. The e-mail or mailed letter shall:

- (1) Be sent to the chair(s) and land use chair(s) of the applicable neighborhood association(s) prior to submitting the land use application; and
- (2) Contain the following information:
  - (A) The name, telephone number, and e-mail address of the applicant;
  - (B) The address of the subject property;
  - (C) A summary of the proposal;
  - (D) A conceptual site plan, if applicable, that includes the proposed development; and
  - (E) The date on which the e-mail or letter is being sent;

- (b) Effect on subsequent land use application submittal. A land use application requiring neighborhood association contact shall not be accepted, as provided under SRC 300.210, unless it is accompanied by a copy of the e-mail or letter that was sent to the neighborhood association, and a list of the e-mail or postal addresses to which the e-mail or letter was sent.

**Response:** The subject site is within the CAN-DO boundary and the Grant Neighborhood Association boundary. Emails, attached as Exhibit E, were sent on March 14, 2024, which included the required information listed above. This submittal requirement is met.

Chapter 536 Mixed Use – Riverfront

536.001 Purpose

The purpose of the Mixed Use-Riverfront (MU-R) zone is to identify allowed uses and establish development standards that promote a mixed-use, pedestrian-oriented district that takes advantage of its proximity to the Willamette River. The MU-R zone encourages a mix of uses in multi-story buildings and promotes pedestrian access to the Willamette River.

[...]

536.010. Uses.

- (a) The permitted (P), special (S), conditional (C), and prohibited (N) uses in the MU-R zone are set forth in Table 536-1.

| Table 536-1: Uses                         |        |                              |
|---|--------|------------------------------|
| Use                                       | Status | Limitations & Qualifications |
| <b>Household Living</b>                   |        |                              |
| Multiple Family                           | P      |                              |
| <b>Retail Sales and Services</b>          |        |                              |
| Eating and drinking establishments        | P      |                              |
| Retail sales                              | P      |                              |
| <b>Business and Professional Services</b> |        |                              |
| Office                                    | P      |                              |

**Response:** The purpose of the MU-R zoning district is to enhance the overall community experience along Salem’s historic riverfront by creating a district where residents can live, work, and engage in social and recreational activities in proximity to the Willamette River. As a mixed-use zone that permits a wide range of uses, the MU-R zoning district can support new neighborhoods that enhance accessibility, promote economic development, and provide sustainable spaces that are adaptable to the needs of the community.

The Cannery will consist of three mixed-use buildings housing residential uses above ground floor eating and drinking establishments, retail sales, and office spaces (mixed commercial tenant space). The adaptive reuse of three existing buildings on-site will result in a Food Hall that will include eating and drinking establishments as well as retail space, a wine tasting room (eating and drinking establishment) and a Market that is planned to include small business incubator space and vendor space for local eating and drinking establishments and other retailers. These uses are permitted outright in the MU-R zoning district.

While the general uses (multiple family, eating and drinking establishments, retail, and office) that comprise The Cannery have been determined, the precise distribution of space that will be allocated among commercial users is subject to change. Given the early state of the project, and the several design and construction stages that will need to occur before the site is open to the public, individual commercial tenants have not yet been identified. This application requests that the distribution of areas dedicated to eating and drinking establishments, retail, and office space be permitted to remain flexible to promote the intent of the MU-R zoning district, which is to accommodate a range of commercial and residential users that may change over time and in response to changes in market demand.<sup>1</sup> The planned area and approximate distribution of these uses is outlined in Table 1 below.

<sup>1</sup> The request for flexibility directly addresses the economic development goals and policies of Our Salem: Policy E 1.13 directs the City to provide flexible arrangements of businesses allowed in employment areas to support adaptive reuse of existing buildings in changing economies, and policy E 1.14 directs the City to review development review processes and regulations to ensure that they encourage predictability, support local and equitable employment growth, and encourage business retention.

**Table 1: Planned Distribution of Commercial Uses at The Cannery**

| Building                             | Total Mixed Commercial Tenant Space (square feet) | Approximate Proportion of Commercial Space Dedicated for Various Uses (±%) |           |           |
|--------------------------------------|---|--|-----------|-----------|
|                                      |   | Eating/ Drinking   | Retail    | Office    |
| Building 1                           | 9,802   | 50   | 40        | 10        |
| Building 2                           | 7,360   | 50   | 34        | 16        |
| Building 3                           | 7,360   | 50   | -         | 50        |
| Food Hall                            | 17,395  | 81   | 19        | -         |
| Winery                               | 2,925   | 100  | -         | -         |
| Market                               | 4,046   | 40   | 60        | -         |
| <b>Total Commercial Tenant Space</b> | <b>48,888</b>                                     | <b>63</b>  | <b>25</b> | <b>12</b> |

Providing flexible commercial space is crucial for attracting a diverse range of businesses, responding to market trends, and for ensuring the long-term success and sustainability of the neighborhood. It also provides the opportunity to customize spaces based on the specific requirements of prospective tenants, which further contributes to long-term commercial demand and interest in this neighborhood.

- (b) **Prohibited uses.** Notwithstanding Table 536-1, any permitted, special, or conditional use within the MU-R zone shall be a prohibited use if developed with a drive-through.

**Response:** No drive-through uses are planned. All uses are permitted per Table 536-1.

- (c) **Continued uses.** Existing uses within the MU-R zone established prior to August 24, 2022, but which would otherwise be made non-conforming by this chapter, are hereby deemed continued uses.
  - (1) Buildings or structures housing a continued use may be structurally altered, enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding complies with the standards set forth in SRC 526.015(f).
  - (2) Cease of occupancy of a building or structure for a continued use shall not preclude future use of the building or structure for that use; provided, however, conversion of the building or structure to a conforming use shall thereafter prevent conversion back to the former continued use or any other continued use.

**Response:** The Applicant does not plan to continue any use established prior to August 24, 2022, within the three existing buildings that are planned for adaptive reuse. These criteria do not apply.

**536.015. Development standards.**

Development within the MU-R zone must comply with the development standards set forth in this section.

- (a) **Lot standards.** Lots within the MU-R zone shall conform to the standards set forth in Table 536-2.

| Table 536-2: Lot Standards |          |                              |
|----------------------------|----------|------------------------------|
| Requirement                | Standard | Limitations & Qualifications |
| <b>Lot Area</b>            |          |                              |
| All uses                   | None     |                              |
| <b>Lot Width</b>           |          |                              |
| All uses                   | None     |                              |

|                        |        |  |
|------------------------|--------|--|
| <b>Lot Depth</b>       |        |  |
| All uses               | None   |  |
| <b>Street Frontage</b> |        |  |
| All Other Uses         | 16 ft. |  |

**Response:** This application includes a request to consolidate the site’s existing lots into six lots via the subdivision process. As shown on the Preliminary Plat in Exhibit A, all lots are planned to have a minimum of 16 feet of frontage on Front Street NE. This standard is met.

(b) Dwelling unit density. Development within the MU-R zone that is exclusively residential shall have a minimum density of 15 dwelling units per acre.

**Response:** As outlined above, The Cannery is comprised of a mix of commercial and residential uses and is therefore not exclusively residential. This minimum density standard does not apply. Nevertheless, the planned density for the planned development portion of the site is 49 units per acre (371 homes/±7.6 acres = 48.82 homes/acre).

(c) Setbacks. Setbacks within the MU-R zone shall conform to the standards set forth in Tables 536-3 and 536-4.

| Table 536-3 Setbacks        |                                    |  |
|-----------------------------|------------------------------------|--|
| Requirement                 | Standard                           | Limitations & Qualifications   |
| <b>Abutting Street</b>      |                                    |  |
| <b>Buildings</b>            |                                    |  |
| All uses                    | 0 ft. or Max. 10 ft.               | (1) Maximum 10-foot setback applies if the setback area is used for pedestrian amenities.  |
|                             |                                    | a) The maximum setback does not apply to a new building if another building exists between a minimum of 50 percent of the street-facing façade of the new building and the street.   |
|                             |                                    | b) For double frontage lots, the setback abutting a street shall only apply to the street with the highest street classification or, where both streets have the same classification, the street designated by the applicant. No minimum or maximum setback is required abutting the other street. |
|                             |                                    | c) For lots contiguous to the river and located between the river and a street, the maximum setback shall only apply along a minimum of 50 percent of the length of the lot line abutting a street.  |
| <b>Accessory Structures</b> |                                    |  |
| All uses                    | Min. 10 ft.                        |  |
| <b>Vehicle Use Areas</b>    |                                    |  |
| All uses                    | Per SRC chapter 806                | The use of a berm under SRC 806.035(c)(2)(B) is prohibited.  |
| <b>Interior Side</b>        |                                    |  |
| <b>Buildings</b>            |                                    |  |
| All uses                    | Zone-to-zone setback (Table 536-4) |  |
| <b>Accessory Structures</b> |                                    |  |

| Table 536-3 Setbacks |                                    |                              |
|----------------------|------------------------------------|------------------------------|
| Requirement          | Standard                           | Limitations & Qualifications |
| All uses             | Zone-to-zone setback (Table 536-4) |                              |
| Vehicle Use Areas    |                                    |                              |
| All uses             | Zone-to-zone setback (Table 536-4) |                              |
| Interior Rear        |                                    |                              |
| Buildings            |                                    |                              |
| All uses             | Zone-to-zone setback (Table 536-4) |                              |
| Accessory Structures |                                    |                              |
| All uses             | Zone-to-zone setback (Table 536-4) |                              |
| Vehicle Use Areas    |                                    |                              |
| All uses             | Zone-to-zone setback (Table 536-4) |                              |

| Table 535-4: Zone-To-Zone Setbacks                            |                                    |                           |                         |
|---|------------------------------------|---------------------------|-------------------------|
| Abutting Zone   | Type of Improvement                | Setback                   | Landscaping & Screening |
| Mixed-use zone  | Buildings and Accessory Structures | None                      | N/A                     |
|   | Vehicle Use Areas                  | Min. 5 ft. <sup>(1)</sup> | Type A                  |
| Public zone   | Buildings and Accessory Structures | None                      | N/A                     |
|   | Vehicle Use Areas                  | Min. 5 ft. <sup>(1)</sup> | Type A                  |
| Limitations & Qualifications                                  |                                    |                           |                         |
| (1) Zone-to-zone setbacks are not required abutting an alley. |                                    |                           |                         |

**Response:**

Buildings 1, 2, and 3 are setback from the Front Street NE right-of-way by ±2.8 feet. This setback area will be an extension of the sidewalk, which is considered a pedestrian amenity per SRC 536.005 (see the Preliminary Site Plan in Exhibit A). The main entrance to each of the buildings is recessed and setback ±10 feet from the property line. The setback area will similarly be an extension of the concrete sidewalk/pedestrian amenity area and is planned to include bike racks. There are no building setback standards from the interior side or rear property lines. The Food Hall, Winery, and Market buildings on planned Lot 4 do not abut Front Street NE and satisfy all applicable setback standards.

Planned vehicle use areas on the future Lot 4 are set back from Front Street NE per the standards in SRC Chapter 806 and satisfy the zone-to-zone setback from the abutting City owned parcel on Tax Lot 1700. Except for Belmont Alley, which is not required to meet zone-to-zone setbacks, all vehicle use areas are set back a minimum of 5 feet from all interior property lines and are landscaped to the Type A standards set forth in SRC Chapter 807 or provide pedestrian amenities per SRC 536.015(e), as shown on the

Preliminary Site Plan in Exhibit A and the Preliminary Landscape Plans in Exhibit C. These standards are met.

- (d) Lot coverage; height; building frontage. Buildings and accessory structures within the MU-R zone shall conform to the lot coverage, height, and building frontage standards set forth in Table 536-5.

| Table 536-5 Lot Coverage; Height; Building Frontage |             |  |
|---|-------------|--|
| Requirement   | Standard    | Limitations & Qualifications   |
| <b>Lot Coverage</b>                                 |             |  |
| <b>Buildings and Accessory Structures</b>           |             |  |
| All Uses  | No Max.     |  |
| <b>Rear Yard Coverage</b>                           |             |  |
| <b>Buildings</b>                                    |             |  |
| All uses  | N/A         |  |
| <b>Accessory Structures</b>                         |             |  |
| Accessory uses                                      | No Max.     |  |
| <b>Height</b>                                       |             |  |
| <b>Buildings</b>                                    |             |  |
| All Uses  | Max 70 ft.  |  |
|   | Min. 20 ft. | New buildings or additions shall satisfy the minimum height requirements through one of the following options:   |
|   |             | a) Roof. Provide a roof that is 20 feet in height.   |
|   |             | b) Prominent entry. Provide an attached entry that is 20 feet in height, extends for a minimum of 25 percent of the length of the front facade, and extends to the front lot line.   |
|   |             | c) Cupola. Provide a 20-foot tall portion of the building for a minimum of 25 percent of the length of the front facade. It shall include the front facade wall and extend a minimum of 10 feet behind the front wall.                   |
|   |             | d) False front. Provide a front facade wall that is 20 feet in height along the entire length of the building.   |
|   |             | e) Reverse shed. Provide a front facade wall that is 20 feet in height along the entire length of the building, and slope the roof down toward the rear of the building.   |
| <b>Accessory Structures</b>                         |             |  |
| All uses  | Max. 70 ft. |  |
| <b>Building Frontage</b>                            |             |  |
| <b>Buildings</b>                                    |             |  |
| All uses  | Min. 50%    | (1) For corner lots, this standard must be met on the frontage of the street with the highest street classification. For the intersecting street, the building frontage standard is a minimum of 40%.                                    |
|   |             | (2) For corner lots where both streets have the same classification, the applicant may choose on which street to meet the minimum 50% building frontage standard and on which street to meet the minimum 40% building frontage standard. |
|   |             | (3) For double frontage lots, this standard must only be met on the street with the highest classification. Where both streets have the same classification, the   |

| Table 536-5 Lot Coverage; Height; Building Frontage |          |  |
|---|----------|--|
| Requirement   | Standard | Limitations & Qualifications   |
|   |          | applicant may choose on which street the building frontage standard shall apply. |
| <b>Accessory Structures</b>                         |          |  |
| All uses  | N/A      | Accessory structures shall be located behind or beside buildings.                |

**Response:** As discussed above, Buildings 1, 2, and 3 are planned to be 74 feet tall, as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. A Class 1 Adjustment for each of these buildings is included in this application. The Food Hall is planned to be ±39 feet in height, the Winery is planned at ±27 feet in height, and the Market is planned to be ±26 feet in height. These buildings meet the building height standard.

Approximately 100 percent of the width of planned Lots 1 and 2 will comprise buildings fronting on Front Street NE and ±88 percent of the width of Lot 3 will be occupied by Buildings at the street (see Exhibit A). The planned Food Hall, Winery, and Market on the future Lot 4 do not abut Front Street NE and are not subject to the building frontage standards of this section. The applicable building frontage standards are met.

(e) **Landscaping.**

- (1) **Setback areas.** Setbacks, except setback areas abutting a street that provide pedestrian amenities, shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.

**Response:** All setback areas are landscaped as set forth in SRC Chapter 807, except for those abutting Belmont Alley, the Market Street Entrance, and the Gaines Street Entrance, which all provide pedestrian amenities including sidewalks with tree grates as shown on the Preliminary Site Plan in Exhibit A and the Preliminary Landscape Plans in Exhibit C. This standard is met.

- (2) **Vehicle use areas.** Vehicle use areas shall be landscaped as provided under SRC chapter 806 and SRC chapter 807.

**Response:** The landscape requirements for vehicle use areas per SRC Chapters 806 and 807 are met as detailed in this narrative. This standard is met.

- (f) **Continued development.** Buildings and structures existing on August 24, 2022, that would be made non-conforming development by this chapter are hereby deemed continued development. The owner shall have the burden to demonstrate continued development status under this subsection.

**Response:** The three buildings planned for adaptive reuse for the Food Hall, Winery, and Market were existing on August 24, 2022, and are thereby deemed continued development. This subsection is addressed below.

- (1) **Single family uses.**

- (A) **Buildings.** Continued development housing a continued single family use may be structurally altered or enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding conforms to development standards of the Single Family Residential (RS) zone set forth in SRC chapter 511 and to all other

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applicable provisions of the UDC, except for lot size and dimension standards in SRC chapter 511.

- (B) Accessory structures. Existing accessory structures on the same property as a continued single family use may be structurally altered or enlarged, or rebuilt following damage or destruction, and new accessory structures to a continued use may be constructed, provided such alteration, enlargement, rebuilding, or new accessory structure construction conforms to the development standards of the Single Family Residential (RS) zone set forth in SRC chapter 511, except the lot size and dimensions standards, and to all other applicable provisions of the UDC.
- (C) Option to rebuild in same location. Notwithstanding SRC 536.015(f)(1)(A) and (B), any continued development housing a continued single family use or associated accessory structure rebuilt following damage or destruction may either be located on the same location on the lot as the original building or structure, or in compliance with the setbacks of the Single Family Residential (RS) zone set forth in SRC 511.010(b).

**Response:** The three buildings planned for adaptive reuse do not house single-family uses. These provisions do not apply.

- (2) All other uses. Continued development, housing a use other than a continued single family use, may be structurally altered, enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding conforms to the following standards:
  - (A) Minor alterations. Exterior alterations to buildings that alter less than 20 percent of an existing building facade area facing a primary street are exempt from all of the development standards in this chapter. Such alterations shall not increase the building facade's nonconformity to the pedestrian-oriented design standards in Table 536-6.
  - (B) Minor additions. Additions to buildings that enlarge or alter an existing building facade area facing a primary street by less than 20 percent are exempt from all of the development standards in this chapter except for interior setbacks, parking, landscaping, and maximum height standards. Such additions shall not increase the building facade's nonconformity to the pedestrian-oriented design standards in Table 536-6.
  - (C) Major alterations. Exterior alterations to buildings that alter between 20 percent and 60 percent of an existing building facade area facing a primary street shall decrease that building facade's nonconformity to all pedestrian-oriented design standards in Table 536-6 that are applicable to that alteration. Such alterations are exempt from all other development standards in this chapter.
  - (D) Major additions. Additions to buildings that enlarge or alter an existing building facade area facing a primary street by between 20 percent and 60 percent shall:
    - (i) Comply with a minimum of three of the pedestrian-oriented design standards in Table 536-6; or
    - (ii) Comply with a minimum of one of the pedestrian-oriented design standards in Table 536-6 and add perimeter

landscaping in vehicle use areas if such landscaping is not already required under SRC 536.015(d).

For the purposes of SRC 536.015(f)(2)(D)(i) and (ii), the pedestrian-oriented design standards in Table 536-6 shall apply to the addition. Major additions must meet all other development standards in this chapter except for building frontage, maximum setback abutting a street, and minimum height.

- (E) Substantial alterations. Exterior alterations to buildings that alter more than 60 percent of an existing building facade area facing a primary street shall meet all applicable pedestrian-oriented design standards in Table 536-6. Such alterations are exempt from all other development standards in this chapter.
- (F) Substantial additions or redevelopment. Additions to buildings that enlarge or alter an existing building facade area facing a primary street by more than 60 percent shall meet all applicable development standards in this chapter. Continued development that is rebuilt following damage or destruction shall meet all development standards in this chapter.
- (G) Accessory structure. Alterations to and additions to accessory structures shall meet all applicable development standards in this chapter.

**Response:** The purpose of this subsection is to set forth thresholds for when changes to facades of continued development facing a primary street shall conform to the standards of this section. While the planned Food Hall, Winery, and Market will be housed within existing buildings that were erected prior to August 24, 2022 (“Continued Development”), and that are oriented toward a Primary Street (Front Street NE), the view of these buildings from Front Street NE is completely obstructed by planned Buildings 1, 2, and 3, and planned landscaping within and along on-site vehicular circulation areas. For this reason, none of the Continued Development will face a Primary Street, and therefore, any changes to the facades of the Continued Development are not subject to the above standards or the standards of this Chapter.

While these standards do not apply, the Food Hall, Winery, and Market facades have been designed to meet the standards of this section as near as practicable as detailed in this narrative.

- (g) Pedestrian-oriented design. Development within the MU-R zone, excluding development requiring historic design review, shall conform to the pedestrian-oriented design standards set forth in Table 536-6. Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230.

| Table 536-6: Pedestrian-Oriented Design                             |             |  |
|---|-------------|--|
| Requirement   | Standard    | Limitations & Qualifications   |
| <b>Ground Floor Height</b>  |             |  |
| This standard applies to building ground floors on primary streets. | Min. 10 ft. | For the purposes of this standard, ground floor height is measured from the floor to the ceiling of the first floor. |

**Response:** Planned Buildings 1, 2, and 3 have frontage on a primary street (Front Street NE). The ground floor height of each of these buildings is 18 feet, as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. This standard is met.

The planned Food Hall, Winery, and Market are continued development that is not located on a primary street. This standard does not apply to these buildings.

| Table 536-6: Pedestrian-Oriented Design                              |  |   |
|--|--|---|
| Requirement  | Standard   | Limitations & Qualifications  |
| <b>Public Pedestrian Access</b>                                      |  |   |
| This standard applies between the Willamette River and Front Street. | Public pedestrian access shall be provided at least every 400 feet | (1) For the purposes of this standard, public pedestrian access shall be in the form of a sidewalk, street, or alley that is a minimum of 12 feet wide and that meets at least three of the following standards:  |
|  |  | (a) Incorporate visual contrast or tactile finish texture.<br>(b) Be constructed with pavers, scored or colored concrete, and/or stamped asphalt.<br>(c) Be elevated above parking areas and driveways by a height of 3 to 3.5 inches.<br>(d) Be defined with landscaping or building features such as canopies, awnings, or arcades.<br>(e) Provide active use frontages and/or entrances with overlooking windows, stoops, or terraces.<br>(f) Provide pedestrian-level lighting. |

**Response:** The subject site is located between the Willamette River and Front Street NE. Public access is provided at least every 400 feet as shown on the Preliminary Site Plan in Exhibit A. A ±12.5-foot-wide sidewalk is provided on the northern side of Belmont Alley, the Market Street Entrance, and the Gaines Street Entrance, which are spaced apart by less than 400 feet. Each sidewalk will be paved with concrete (in contrast to the driveways), elevated above the driveways by 3 to 3.5 inches and will contain landscaping and pedestrian-level lighting. This standard is met.

| Table 536-6: Pedestrian-Oriented Design                           |          |  |
|---|----------|--|
| Requirement   | Standard | Limitations & Qualifications   |
| <b>Building Façade Articulation</b>                               |          |  |
| This standard applies to building facades facing primary streets. | Required | (1) For buildings on corner lots, where the primary street intersects with a secondary street, these standards shall apply to the full length of the front facade and the portion of the side facade that extends a minimum of 50 feet from the corner where the primary street meets the secondary street, or to the edge of the building or the lot, whichever is shorter. |
|   |          | (2) Buildings shall incorporate vertical and horizontal articulation and shall divide vertical mass into a base, middle, and top.  |

| Table 536-6: Pedestrian-Oriented Design |          |  |
|---|----------|--|
| Requirement                             | Standard | Limitations & Qualifications   |
|   |          | a) Base: Ground floor facades shall be distinguished from middle facades by at least one of the following standards:<br>1. Change in materials.<br>2. Change in color.<br>3. Molding or other horizontally-articulated transition piece.   |
|   |          | b) Middle: Middle facades shall provide visual interest by incorporating at a minimum of every 50 feet at least one of the following standards:<br>1. Recesses of a minimum depth of two feet.<br>2. Extensions of a minimum depth of two feet.<br>3. Vertically-oriented windows.<br>4. Pilasters that project away from the building.  |
|   |          | c) Top: Building tops shall be defined by at least one of the following standards:<br>1. Cornice that is a minimum of eight inches tall and a minimum of three inches beyond the face of the facade.<br>2. Change in material from the upper floors, with that material being a minimum of eight inches tall.<br>3. Offsets or breaks in roof elevation that are a minimum of three feet in height.<br>4. A roof overhang that is a minimum of eight inches beyond the face of the facade. |
|   |          | (3) The repainting of a facade of an existing building is exempt from this standard.   |

**Response:** Planned Buildings 1, 2, and 3 have frontage on a primary street (Front Street NE). Each of the building facades facing Front Street NE incorporate vertical and horizontal articulation that divide the vertical mass of each building into a base, middle, and top as detailed on the Preliminary Building Elevations and Floor Plans in Exhibit B. The base, middle, and top facades are distinguished from each other through changes in material types, changes in color, and use of a horizontally articulated transition piece. The middle facade provides visual interest at a minimum of every 50 feet using recessed balconies, vertically oriented windows, changes in color and materials, and pilasters. The top facade is defined by a change in material from the upper floors. These standards are met.

These standards do not apply to the Food Hall, Winery, and Market because they are continued development interior to the site and do not face a primary street.

| Table 536-6: Pedestrian-Oriented Design   |          |   |
|---|----------|---|
| Requirement   | Standard | Limitations & Qualifications  |
| <b>Ground Floor Windows</b>   |          |   |
| This standard applies to building ground floors on primary streets and building ground floors along the riverfront. | Min. 65% | (1) For the purposes of this standard, ground floor building facades shall include the minimum percentage of transparent windows. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent. |

| Table 536-6: Pedestrian-Oriented Design |          |   |
|---|----------|---|
| Requirement                             | Standard | Limitations & Qualifications  |
|   |          | (2) For buildings on corner sites, where the primary street intersects with a secondary street, this standard shall apply to the full length of the front facade and the portion of the side facade that extends a minimum of 50 feet from the corner where the primary street meets the secondary street, or to the edge of the building or the lot, whichever is shorter. |

**Response:** Planned Buildings 1, 2, and 3 have ground floors on Front Street NE and ground floors that are oriented toward the riverfront. The percentage of transparent windows for each building’s ground floor facade facing Front Street NE and the riverfront is presented below and detailed on the Preliminary Building Elevations and Floor Plans in Exhibit B.

**Table 2: Ground Floor Transparency**

| Planned Building | Facing Front Street NE (%) | Facing the Riverfront (%) |
|------------------|----------------------------|---------------------------|
| Building 1       | 81                         | 60                        |
| Building 2       | 83                         | 56                        |
| Building 3       | 83                         | 52                        |
| Food Hall        | n/a                        | n/a                       |
| Winery           | n/a                        | n/a                       |
| Market           | n/a                        | n/a                       |

Ground floors of planned Buildings 1, 2, and 3 facing Front Street NE are planned to be mixed commercial tenant space. The ground floor facades for each of these three buildings exceed the minimum 65 percent of transparent windows required. This standard is met.

The riverfront-oriented ground floors for Buildings 1, 2, and 3, are planned for residential dwellings. To accommodate some degree of privacy for these future residents, the ground floor facades facing the river for each of the three buildings have been designed to include glazing that is slightly below the minimum required. A Class 2 Adjustment is included in this application to support this request.

As discussed above, the Food Hall, Winery, and Market are classified as continued development and do not face Front Street NE, but will face a private interior street instead, and therefore changes to their facades are not subject to these standards. Nevertheless, the Food Hall and Market will include over 65 percent transparent windows on their east elevations. To preserve the historical integrity of the Winery building and better meet the intent of this Chapter, the application seeks to add a single-window to the east-facing elevation of this building. With the approval of the requested adjustments, the applicable criteria are met.

| Table 536-6: Pedestrian-Oriented Design   |          |  |
|---|----------|--|
| Requirement   | Standard | Limitations & Qualifications   |
| <b>Building Entrances</b>   |          |  |
| This standard applies to building ground floors on primary streets and building ground floors along the riverfront. | Required | (1) For non-residential uses on the ground floor, a primary building entrance for each tenant space facing a primary street shall be located on the primary street. If a building has frontage on a primary street and any other street, a single primary building entrance for a non-residential tenant space at the corner of the building where the streets intersect may be provided at that corner. |
|   |          | (2) For residential uses on the ground floor, a primary building entrance for each building façade facing a primary street shall be located on the primary street. If a building has frontage on a primary street and any other street, a single primary building entrance for a residential use on the ground floor may be provided at the corner of the building where the streets intersect.          |
|   |          | (3) For all uses on the ground floor of a building along the riverfront, at least one primary building entrance shall face the Willamette River.   |
|   |          | (4) Building entrances shall include weather protection.   |

**Response:** Planned Buildings 1, 2, and 3 provide primary building entrances for each mixed commercial tenant space facing Front Street NE and each residence facing the riverfront as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. Each of these entrances is either recessed and covered or is outfitted with a 6-foot-wide canopy to provide weather protection. This standard is met.

As discussed above, the Food Hall, Winery, and Market are classified as continued development and do not face Front Street NE, but will face a private interior street instead, and subsequently changes to their facades are not subject to these standards. Nevertheless, each of these buildings will have a primary entrance on their east-facing elevation. Given that these buildings will be wholly or partially preserved on their existing footprint and given their proximity to the Willamette River Greenway and associated buffer and the 100-year floodplain, it is not possible to have a primary entrance to the river facing elevation of these three buildings.

| Table 536-6: Pedestrian-Oriented Design  |  |  |
|--|--|--|
| Requirement  | Standard   | Limitations & Qualifications   |
| <b>Weather Protection</b>  |  |  |
| This standard applies to building ground floors adjacent to a street and along the riverfront. | Residential uses<br>Min. 50%<br>Non-residential<br>uses Min. 75% | (1) For the purposes of this standard, weather protection in the form of awnings or canopies shall be provided along the ground floor building facade for the minimum length required. |
|  |  | (2) Awnings or canopies shall have a minimum clearance height above the sidewalk or ground surface of 8 feet and may encroach into the street right-of-way as provided in SRC 76.160.  |

**Response:** Planned Buildings 1, 2, and 3 have ground floors on Front Street NE and ground floors that are oriented toward the riverfront. The percentage of weather protection for each building’s ground floor façade facing Front Street NE and the riverfront is presented below and detailed on the Building Elevations and Floor Plans in Exhibit B. This standard is met for Buildings 1, 2, and 3.

**Table 3: Ground Floor Weather Protection**

| Planned Building | Facing Front Street NE (%) | Facing the Riverfront (%) |
|------------------|----------------------------|---------------------------|
| Building 1       | 91                         | 56                        |
| Building 2       | 89                         | 59                        |
| Building 3       | 89                         | 59                        |
| Food Hall        | n/a                        | n/a                       |
| Winery           | n/a                        | n/a                       |
| Market           | n/a                        | n/a                       |

As discussed above, the Food Hall, Winery, and Market are classified as continued development and do not face Front Street NE, but will face a private interior street instead, and subsequently changes to their facades are not subject to these standards. Nevertheless, the Food Hall ground floor building facade facing the pedestrian amenities on-site provides 82 percent weather protection on the southern portion and 98 percent on the northern portion. The Market ground floor building facade facing the pedestrian amenities on-site provides 100 percent weather protection. To preserve the historical integrity of the Winery building, the Consolidated Land Use Application does not include a plan to provide weather protection on the ground floor facades of the building.

| Table 536-6: Pedestrian-Oriented Design  |          |  |
|--|----------|--|
| Requirement  | Standard | Limitations & Qualifications   |
| <b>Parking Location</b>  |          |  |
| This standard applies to off-street parking areas and vehicle maneuvering areas. | Required | (1) Off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.   |
|  |          | a) When a building is located on property contiguous to the river and is located between the river and a street, off-street surface parking areas and vehicle maneuvering areas may be located between a building and the street along a maximum of 50 percent of the length of the lot line abutting a street, provided a three-foot tall, decorative, sight-obscuring wall is provided between those areas and the street. |

**Response:** The subject property is located between the Willamette River and Front Street NE. All off-street surface parking areas and vehicle maneuvering areas are located behind or beside buildings and structures at the interior of the site. No parking and/or vehicle maneuvering areas are located between a building and Front Street NE. This criterion is met.

| Table 536-6: Pedestrian-Oriented Design                    |          |  |
|--|----------|--|
| Requirement  | Standard | Limitations & Qualifications   |
| Mechanical and Service Equipment                           |          |  |
| This standard applies to mechanical and service equipment. | Required | (1) Ground level mechanical and service equipment shall be screened with landscaping or a site-obscuring fence or wall. Ground level mechanical and service equipment shall be located behind or beside buildings. |
|  |          | (2) Rooftop mechanical equipment, with the exception of solar panels and wind generators, shall be set back or screened so as to not be visible to a person standing at ground level 60 feet from the building.    |

**Response:** The mechanical and service equipment is planned to be located within the buildings as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. If rooftop mechanical equipment is required, it will be set back or screened in a manner consistent with the above standards. These criteria are met.

536.020. Design review.

Design review under SRC chapter 225 is not required for development within the MU-R zone. Multifamily development within the MU-R zone is not subject to design review according to the multiple family design review standards set forth in SRC chapter 702.

**Response:** This application includes multiple-family development in the MU-R zoning district and is therefore not subject to the Multiple Family Design Review Standards in SRC Chapter 702.

Chapter 600 Willamette Greenway

600.010. Willamette Greenway Overlay Zone boundary; compatibility review boundary.

- (a) Willamette Greenway Overlay Zone boundary. The boundary of the Willamette Greenway Overlay Zone shall be the Willamette Greenway Boundary, as mapped by the Oregon Department of Transportation. At the time of annexation, the Willamette Greenway Overlay Zone shall be automatically applied to any land, or portion thereof, within the annexed territory that lies within the Willamette Greenway Boundary.
- (b) Compatibility Review Boundary. The Compatibility Review Boundary is that area within the Willamette Greenway Overlay Zone that is located along each bank of the Willamette River, and lying 150 feet from the ordinary low water line of the Willamette River.

**Response:** A portion of the site is within the Willamette Greenway Boundary as shown on the Preliminary Site Plan in Exhibit A.

600.015. Willamette Greenway development permit.

- (a) Applicability.
  - (1) Except as provided under subsection (a)(2) of this section, no intensification, change of use, or development within the Willamette Greenway Overlay Zone shall occur unless a greenway development permit has been issued pursuant to this chapter.
  - (2) Exceptions. A greenway development permit is not required for:
    - (A) Maintenance of scenic easements acquired under ORS 390.368;

- 
- (B) Addition or modification of existing utility lines, wires, fixtures, equipment, circuits, appliances, and conductors by public or municipal utilities;
  - (C) Flood emergency procedures, and maintenance and repair of existing flood control facilities;
  - (D) Placement of signs, markers, aids, etc., by a public agency to serve the public;
  - (E) Residential accessory uses, such as lawns, gardens, and play areas in existence prior to June 9, 2004;
  - (F) Landscaping undertaken in accordance with this chapter;
  - (G) Storage of material or equipment associated with uses permitted outright within RA (Residential Agricultural) and RS (Single Family Residential) Zones, provided that the storage complies with all applicable provisions of the UDC;
  - (H) Seasonal increases in gravel operations, subject to any conditions imposed by law, ordinance, or conditional use approval;
  - (I) Improvement of a public park, in accordance with an officially approved master plan and the setback requirements of this chapter;
  - (J) Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint;
  - (K) Activities allowed within the underlying zone which are usual and necessary for the use and enjoyment of an existing residence, including the modification of existing accessory structures;
  - (L) Ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004;
  - (M) Removal of nuisance or invasive non-native vegetation identified on the City of Salem Plant List, and consistent with erosion prevention and sediment control standards in SRC chapter 75; or
  - (N) Development of a Willamette Greenway trail or access paths, provided that all development and management standards meet the requirements of adopted parks management plans.

**Response:** While a portion of the subject site is located within the Willamette River Greenway boundary, great care has been taken to design the project in a manner that does not result in impacts to this area. Planned activities in the Willamette River Greenway boundary include alterations to existing buildings that do not increase the size or alter the configuration of building footprints (SRC 600.015[a][2][J]); ordinary maintenance and repair of buildings that existed prior to June 9, 2024 (SRC 600.015[a][2][L]); and, development of a Willamette Greenway trail or public access path (SRC 600.015[a][2][N]). Per SRC 600.015(a)(2), a greenway development permit is not required for this work. Please see the City's August 8, 2023, interpretation decision in Exhibit K confirming these exceptions.

[...]

Development within the Willamette Greenway Overlay Zone must comply with the development standards applicable in the underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the development standards in this section conflict with the development standards applicable in the underlying zone or any other overlay zone, the development standards in this section shall be the applicable development standard.

(a) General standards.

- (1) Existing predominant topographical features of the bank and escarpment shall be preserved and maintained, with the exception of disturbance necessary for:
  - (A) The construction or establishment of a water-related, water-dependent, or river-oriented use or activity; and
  - (B) Measures necessary to reduce existing or potential bank and escarpment erosion, landslides, or flood hazard conditions.

**Response:** Existing predominant topographical features of the bank and escarpment will be preserved and maintained as shown on the Preliminary On-Site Demolition Plan in Exhibit A. This standard is met.

- (2) The slope, soil characteristics, and other physiographic conditions existing within the land area between the ordinary low water line and the Willamette Greenway Boundary shall be considered to assure that the proposed intensification, development, or change of use will not adversely affect the stability of the land area.

**Response:** As outlined above, only minor improvements (e.g. building maintenance, reducing the footprint of an existing building, and a public pathway) are planned in the Willamette River Greenway boundary. A Geotechnical Engineering Report, provided in Exhibit G, was prepared to ensure that the project would not adversely affect the stability of the land area. This standard is met.

- (3) The hydraulic effect of the Willamette River on the bank shall be considered in the design of any proposed intensification, development, or change of use.
- (4) The hydraulic and flood carrying capacity of the river shall be considered in the design of any proposed intensification, development, or change of use.

**Response:** As outlined above, only minor improvements (e.g. building maintenance, reducing the footprint of an existing building, and a public pathway) are planned in the Willamette River Greenway boundary. The hydraulic effect of the Willamette River on the bank and the flood carrying capacity of the river were considered in the design of the project. This standard is met.

- (5) Impact on the riparian buffer resulting from the proposed intensification, development, or change in use shall be minimized.

**Response:** The project's impact on the riparian buffer is minimized to only those actions exempt from a Willamette Greenway permit as discussed above. This standard is met.

(b) Landscaping.

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- (1) Landscaping shall conserve, or if disturbed by the development activity restore to the greatest extent possible, vegetative cover within the Willamette Greenway Boundary. Landscaping is not required where it would significantly interfere with a water-dependent or water-related use or activity.

**Response:** The planned landscaping as shown on the Preliminary Landscape Plans in Exhibit C will conserve and restore, to the greatest extent possible, vegetative cover within the Willamette Greenway Boundary. All new landscaping will be comprised of native species. This standard is met.

- (2) Native vegetation removed from the riparian buffer shall be replaced with native vegetation which is compatible with and enhances the functions of the riparian buffer.

**Response:** No native vegetation is planned for removal from the riparian buffer. If native vegetation is removed from the riparian buffer, it will be replaced with native vegetation that is compatible with and enhances the functions of the riparian buffer. Additionally, all new vegetation planned for the site, including that to be placed within the riparian buffer will be native vegetation as shown on the Preliminary Landscape Plans in Exhibit C. This standard is met.

- (3) Trees and shrubs shall be provided as follows:
  - (A) A minimum of one tree shall be provided for every 20 feet of river frontage.
  - (B) A minimum of one shrub shall be provided for every two feet of river frontage.
  - (C) All trees and shrubs shall be planted within and generally riverward of the Willamette Greenway Boundary.
  - (D) The planting standards included under subsections (b)(3)(A) and (B) of this section are for calculation purposes only, and do not require linear planting. Groupings of trees, shrubs, or both are encouraged, particularly along the riverbank.

**Response:** As detailed on the Preliminary Landscape Plans in Exhibit C, the project site has ±894 feet of river frontage which requires a minimum of 45 trees ( $894/20 = 44.7$ ) and 447 shrubs ( $894/2 = 447$ ). Forty-three existing trees on-site are located within the Willamette Greenway Boundary and six additional trees are planned to be planted within the boundary, providing a total of 49 trees. Additionally, 556 new shrubs are planned to be provided within the Willamette Greenway Boundary. These standards are met.

- (4) Areas which are not paved or revetted shall be planted with living ground cover.

**Response:** Areas that are not paved or revetted will be planted with living ground cover. This standard is met.

- (c) Water quality.
  - (1) Water quality development standards, generally. In order to protect and improve water quality within the Willamette Greenway Boundary, a riparian buffer, as set forth in subsection (c)(2) of this section, along with one or more of the mitigation measures, as set forth in subsection (c)(3) of this section, shall be established.

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- (2) Riparian buffer. A riparian buffer shall be established as set forth in this subsection.
- (A) Boundary. The applicant shall establish the riparian buffer boundary by choosing one of the following two methods:
- (i) Method 1. Method 1 provides a relatively simple methodology for establishing a uniform riparian buffer boundary based on three bank slope measurements. The three bank slope measurements shall be taken along the Willamette River, one at each property line and one located at the center of the property, as determined by measuring the property line parallel to the Willamette River, and dividing it by two. Example: A 150-foot property line adjoining the Willamette River would result in bank slope measurements starting at the first property line, the 75-foot mark, and then the other property line. The riparian buffer boundary pursuant to Method 1 shall be established as set forth in Table 600-1.
  - (ii) Method 2. Method 2 enables properties with varying bank slopes to establish a varying riparian buffer boundary reflecting site conditions and maximizing the area available for development. Bank slope measurements shall be taken along the Willamette River spaced at intervals no greater than 20 feet along ordinary high water line. The riparian buffer boundary pursuant to Method 2 shall be established as set forth in Table 600-2.
- (B) When the riparian buffer measures more than 100 feet or 125 feet, depending on the bank slope, from the ordinary high water line, the property shall receive credit for meeting the wider riparian buffer mitigation measure under SRC 600.025(c)(3)(A).

**Response:** The riparian buffer boundary is shown on the Preliminary Site Plan in Exhibit A. The boundary was established through Method 2. This standard is met.

- (3) Mitigation measures. A mitigation plan, to mitigate the effects of any intensification, development, or change of use, shall be provided based on one of the following mitigation measures:

**Response:** Mitigation measure (C) will be utilized to mitigate any effects of the planned improvements within the Willamette Greenway Boundary, as detailed below.

[...]

- (C) Off-street parking stormwater quantity and quality. Parking lot construction which gives consideration to the quantity and quality of stormwater generated by any new or expanded impervious surface area may be provided as a mitigation measure when such parking lot construction complies with the following standards:
- (i) On-site stormwater detention shall be provided in accordance with the City's Stormwater Management Design Standards. On-site retention facilities, with no direct discharge into the Willamette River, shall be used to the maximum extent practicable.
  - (ii) Any new parking lot that creates more than 500 square feet of impervious surface, or any parking lot that redevelops more than 500 square feet of impervious surface, may use

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parking area landscaping required under SRC chapter 806 to manage stormwater from the new or redeveloped area. If such landscaped area does not allow for adequate sizing of the stormwater facilities, the applicant may choose one of following options:

- (aa) Increase the landscape area within the parking lot to accommodate the required stormwater facility size; or
  - (bb) Use additional stormwater management facilities, which may include non-landscaped approaches, to obtain the required level of treatment.
- (iii) Stormwater treatment facilities shall be designed in accordance with the City's Stormwater Management Design Standards, or in the absence of specific design criteria therein, in accordance with generally accepted standards in the industry. All treatment facilities shall be designed to remove pollutants, including, but not limited to, principally settleable solids, total suspended solids, oil, and grease, to the maximum extent practicable. Any of the following approaches may be used to remove pollutants:
- (aa) Landscape planters;
  - (bb) Trees;
  - (cc) Landscape vegetated or grassy swales;
  - (dd) Vegetative filters;
  - (ee) Landscape filters;
  - (ff) Sand filters;
  - (gg) Permeable or porous pavement;
  - (hh) Soakage trenches;
  - (ii) Infiltration trenches;
  - (jj) Proprietary engineered devices approved by the Director, when supporting technical information from the manufacturer is provided including hydraulic design criteria, particulate removal efficiency, and operations and maintenance requirements and schedule; or
  - (kk) Other site-specific measures sufficient to remove pollutants to the maximum extent practicable, as approved by the Director.
- (iv) All approved stormwater quantity and quality facilities shall be carefully and properly designed and subsequently operated and maintained so as to avoid groundwater contamination, erosion and off-site sediment transport, landslide hazards, and other similar concerns identified in the City's Stormwater Management Design Standards.

**Response:** A Preliminary Stormwater Report is provided as Exhibit H and details how the stormwater quantity and quality management is planned to comply with all applicable standards. These standards are met.

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[...]

- (d) Structures. All buildings, structures, and exterior mechanical equipment shall be screened, colored, or surfaced so as to blend with the riparian area. Colors shall be natural earth or leaf tones. Surfaces shall be non-reflective. Screening shall be sight-obscuring.

**Response:** The Food Hall and Market are designed with natural earth and leaf tones as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. Additionally, existing vegetation screens these structures from the river. This standard is met.

(e) Lighting.

- (1) Lighting shall not flash, if visible from the Willamette River, and shall not be focused or oriented onto the surface of the Willamette River.
- (2) The maximum aggregate intensity of all lighting falling on the surface of the Willamette River shall not exceed one-tenth foot-candle per square foot.
- (3) No red or green lights shall be visible from the Willamette River.
- (4) Notwithstanding any other provision of this section, lighting necessary for safety of pedestrians may be provided for public or private walkways.

**Response:** Planned lighting will confirm to the standards of this subsection. Lighting will not be focused on or oriented onto the surface of the Willamette River. Furthermore, no red or green lights are planned. The criteria are met.

- (f) Screening of parking and unenclosed storage areas. Parking, loading, and unenclosed storage areas shall be screened from the Willamette River and from adjacent properties by:
- (1) A sight-obscuring berm; or
  - (2) A sight-obscuring hedge, a minimum of six feet in height at maturity. Hedges shall, when planted, be no less than three feet in height and shall be of a species capable of attaining a minimum height of six feet within three years after planting.

**Response:** All parking areas are internal to the site or within parking garages and are therefore screened from the Willamette River and adjacent properties. No unenclosed storage areas are planned. These standards are met.

(g) View corridors.

- (1) Whenever right-of-way located wholly or partially within the Willamette Greenway Overlay Zone is vacated, the City shall retain a scenic easement or other equivalent interest in the area vacated to provide visual access to the Willamette River across the entire width of the vacated right-of-way, or for a width of 30 feet, whichever is less, and along the entire length of the vacated right-of-way. Subject to approval by the Council, the abutting property owner, or owners, may substitute an area with equivalent size and dimensions under like restriction, if the substitute area provides comparable or better visual access to the Willamette River.
- (2) The area covered by the scenic easement or other equivalent interest shall be limited to use for walkways, bicycle paths, and berms or landscaped areas; provided, however, that within an area of 7.5 feet on either side of the centerline of the scenic easement or other equivalent interest, landscaping and berms shall not exceed three feet in height.

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**Response:** No right-of-way that is wholly or partially within the Willamette Greenway Overlay Zone is planned to be vacated. These standards do not apply.

(h) **Public access.** Where practical, public access to and along the Willamette River should be provided by easement, dedicated right-of-way, or other appropriate legal means.

**Response:** An extension of the Willamette Greenway Path, identified in both the Salem *Comprehensive Park System Master Plan Update* and the TSP, will be provided, including a 10-foot-wide paved walkway within a 10-foot public access easement. This standard is met.

Chapter 800 General Development Standards

[...]

800.015. Lot standards, generally.

(a) **Lot shape and size.** In addition to meeting all applicable lot standards of the UDC, all lots intended for development, as far as practicable, shall be of a size and configuration so that their net remaining area exclusive of required setbacks, easements, riparian corridors, and mapped floodplain/floodway boundaries and wetlands is buildable.

**Response:** As shown on the Tentative Plat in Exhibit A, all lots planned as a part of the Tentative Subdivision Plan are of a size and configuration that is buildable. This standard is met.

(b) **Buildings to be on a lot.** Every building or structure shall be entirely located on an individual lot. Buildings that are attached at a common property line, but which otherwise meet all requirements of SRC chapter 56 as separate buildings shall be considered as separate buildings for purposes of this subsection.

**Response:** All buildings will be entirely located on an individual lot as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(c) **Side lot lines.** As far as is practicable, side lot lines shall run at right angles to the street upon which the lot faces, except that on curved streets they shall be radial to the curve.

**Response:** As shown on the Tentative Plat in Exhibit A, all planned side lot lines run at right angles to Front Street NE. This standard is met.

800.020. Designation of lot lines.

(a) **Front lot line.** The front lot line shall be designated as set forth in this subsection (see Figure 800-1).

(1) **Interior lot.** For an interior lot, the front lot line shall be the property line abutting the street.

(2) **Corner lot.** For a corner lot, the front lot line shall be the property line abutting a street designated by the building permit applicant; provided, however, that lot dimension standards are met.

(3) **Double frontage lot.** For a double frontage lot, the front lot line shall be the property line abutting a street designated by the building permit applicant; provided, however, that lot dimension requirements are met.

(4) **Flag lot.** For a flag lot, the front lot line shall be the outside property line that is an extension of the flag lot accessway or the property line separating the flag portion of the lot from the lot between it and the street from which access is provided to the flag lot, unless the Planning Administrator otherwise directs, in which case the front lot line shall be set forth in the conditions of

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approval for the tentative plan of the plat, which shall be recorded on deeds conveying lots.

- (5) Other lots. In the case of any lot not covered by subsections (a)(1) through (4) of this section, the front lot line shall be the property line that the architecturally designed front of the building faces.
- (b) Rear lot line. The rear lot line shall be designated as set forth in this subsection (see Figure 800-2).
  - (1) Generally. For all lots, except those identified in subsection (b)(2) of this section, the rear lot line shall be the property line that is opposite and most parallel to, and located the greatest distance from, the front lot line.
  - (2) Trapezoidal, triangular, diamond, or other shaped lots. For trapezoidal, triangular, diamond, or other shaped lots with a distance between the side lot lines at the rear of the lot of less than ten feet, the rear lot line for purposes of determining required setbacks shall be a line ten feet in width drawn between the side lot lines and located parallel to and at the maximum distance from the front lot line (see Figure 800-3).

**Response:** The designated front lot line for planned Lots 1-3, 5, and 6 are those that abut Front Street NE. The designated front lot line for planned Lot 4 is that line abutting the rear of Lots 1-3 and Front Street NE. The designated rear lot line of planned Lots 1-3 is that line abutting the front line of Lot 4 and the rear lot lines of planned Lots 4-6 is that line abutting the Willamette River. This standard is met.

[...]

800.055.

Solid waste service areas.

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

- (a) *Applicability.* Solid waste service area design standards shall apply to:
  - (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
  - (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

**Response:** New solid waste service areas are planned in Buildings 1, 2, and 3 and within the Food Hall as shown on the Preliminary Site Plan in Exhibit A and Preliminary Building Elevations and Floor Plans in Exhibit B. The design standards of this section apply. Because the applicable provisions of this section do not adequately anticipate the type of relatively high density urban infill that is planned here, this application includes several adjustments to the standard solid waste siting and configuration requirements.

The solid waste service areas shown on the Preliminary Site Plan in Exhibit A and Preliminary Building Elevations and Floor Plans in Exhibit B have been reviewed and approved by Republic Services (see correspondence in Exhibit M).

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(b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

- (1) Pad area. In determining the total concrete pad area for any solid waste service area:
- (A) The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and
  - (B) The pad area shall extend a minimum three feet beyond the front of the receptacle.
  - (C) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

**Response:** The solid waste receptacles will be placed within trash collection rooms in Buildings 1, 2, and 3, and at the Food Hall as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B and the Preliminary Site Plan in Exhibit A. The pad area will be concrete that is a minimum of 4 inches thick. The pad area will be designed to accommodate the receptacles including extending a minimum of three feet beyond the front of receptacles, or in cases where they face each other, four feet between the front of the receptacles facing each other. The pad area may not be able to extend the minimum of one foot beyond the sides and rear of the receptacles. A Class 2 Adjustment is included in this Consolidated Land Use Application for the solid waste receptacle and compactor placement standards. With the requested adjustment, the criteria can be met.

- (2) *Minimum separation.*
- (A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

**Response:** The preliminary placement of the solid waste receptables does not meet the minimum separation standard as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. A Class 2 Adjustment is included in this Consolidated Land Use Application for the solid waste receptacle and compactor placement standards. With the requested adjustment, the criteria can be met.

- (B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

**Response:** No receptacles are planned near any combustible walls, roof eave lines, or building or structure openings (other than those to those openings to access the receptacles). This standard does not apply.

- (3) *Vertical clearance.*
- (A) Receptacles two cubic yards or less. Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.
  - (B) Receptacles greater than two cubic yards. Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing;

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provided, however, overhead or vertical clearance may be reduced to eight feet:

- (i) For enclosures covered by partial roofs, where the partial roof over the enclosure does not cover more than the rear eight feet of the enclosure, as measured from the inside of the rear wall of the enclosure (see Figure 800-6); or
- (ii) Where a physical barrier is installed within, and a maximum of eight feet from the front opening of, the enclosure preventing the backward movement of the receptacle (see Figure 800-7).

**Response:** All receptacles will be rolled out of the trash collection rooms for servicing where there are no obstructions to overhead or vertical clearance. These standards are met.

(c) Permanent drop box and compactor placement standards.

- (1) All permanent drop boxes shall be placed on a concrete pad that is a minimum of six inches thick. The pad shall have a slope of no more than one percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.
- (2) All permanent compactors shall be placed on a concrete pad that is structurally engineered or in compliance with the manufacturer specifications. The pad shall have a slope of no more than three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.
- (3) Pad area. The pad area shall be a minimum of 12 feet in width. The pad area shall extend a minimum of five feet beyond the rear of the permanent drop box or compactor.
- (4) Minimum separation. A minimum separation of five feet shall be provided between the permanent drop box or compactor and any combustible walls, combustible roof eave lines, or building or structure openings.

**Response:** A trash compactor and associated containers are planned at Buildings 1–3 and the Food Hall. The compactors/containers will be placed on a concrete pad that complies with manufacturers specifications, and will be designed for adequate drainage. The compactor will be setback at least 5 feet from any combustible walls and building openings (see Preliminary Building Elevations and Floor Plans in Exhibit B). The pad area may not be able to extend the minimum of five feet beyond the rear of the compactor. A Class 2 Adjustment is included in this consolidated land use application for the solid waste receptacle and compactor placement standards. With the requested adjustment, the criteria can be met.

(d) Solid waste service area screening standards.

- (1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.
- (2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

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**Response:** The solid waste rooms are within structures and will be completely screened. This standard is met.

(e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

(1) Front opening of enclosure. The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

**Response:** The doorways for the trash collection rooms provided in Buildings 1, 2, and 3, and the Food Hall are 12 feet in width. The standard is met.

(2) Measures to prevent damage to enclosure.

(A) Enclosures constructed of wood or chain link fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.

(B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

(C) The requirements under subsections I(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:

(i) A minimum distance of two feet from the sides of the container or receptacles; and

(ii) A minimum of three feet from the rear of the container or receptacles.

**Response:** The trash collection areas are located within the interior of Buildings 1–3 and the Food Hall and are not designed as a standalone trash enclosure as intended by this subsection. Bollards or similar physical barriers will be installed to ensure that the integrity of the building is not jeopardized by routine solid waste collection activities. To the extent that these standards apply, they are met.

(3) Enclosure gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

**Response:** Solid waste receptacles are planned to be stored in dedicated trash collection rooms adjacent to the parking garage for Buildings 1, 2, and 3 and within a trash collection room in the Food Hall. Each of these rooms will be accessed through roll-up style doors and not gates. This standard does not apply.

(4) Prohibited enclosures. Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:

(A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or

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- (B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

**Response:** The solid waste receptacles are planned to be stored in trash collection rooms in Buildings 1, 2, and 3 and within a trash collection room in the Food Hall. The storage rooms in the buildings will be protected by an automatic sprinkler system approved by the City Fire Marshal. This standard is met.

- (f) Solid waste service area vehicle access.

- (1) Vehicle operation area.

- (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

**Response:** Vehicle operation areas are not provided perpendicular to the front of receptacles or the enclosure opening for each Buildings 1, 2, and 3, and the Food Hall. All receptacles will be rolled out of the trash collection rooms for servicing. Buildings 1, 2, and 3 will allow a vehicle operation area parallel to the receptacles rolled out for servicing along the Market Street Entrance and Belmont Alley which is permitted per SRC Figure 800-9. The Food Hall vehicle operation area will not meet dimensional requirements. A Class 2 Adjustment is included in this Consolidated Land Use Application for the solid waste service area vehicle access. With the requested adjustment, the criterion can be met.

- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:

- (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
- (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or
- (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

**Response:** The solid waste receptacles, as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B, are not planned to be 2 cubic yards or less. These standards do not apply.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

**Response:** The vehicle operation area will be coincident with the Belmont Alley driveway for Buildings 2 and 3, the Market Street Entrance driveway for Building 1, and the parking lot turnaround area for the Food Hall. Except for the normal ingress and egress of vehicles,

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these areas will be kept free of parked vehicles and other obstructions at all times. This standard is met.

- (D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

**Response:** The vehicle operation areas are coincident with Belmont Alley, the Market Street Entrance, and the turnaround area fronting the Food Hall, which will have a minimum vertical clearance of 14 feet. This standard is met.

- (E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

**Response:** All receptacles will be rolled out of the trash collection rooms for servicing. The vehicle operation areas for Buildings 1, 2, and 3 along the Market Street Entrance and Belmont Alley provide a direct approach and thus meet this standard. The vehicle operation area for the Food Hall does not provide a direct approach and cannot meet the minimum dimensions and turning radius requirements shown in Figure 800-10. A Class 2 Adjustment is included in this Consolidated Land Use Application for the solid waste service area vehicle access. With the requested adjustment, the criterion can be met.

- (2) Vehicle operation areas shall be designed so that waste collection service vehicles are not required to back onto a public street or leave the premises.

**Response:** The vehicle operation areas do not require waste collection service vehicles to back into a public street or leave the premises. This standard is met.

- (3) Vehicle operation areas shall be paved with asphalt, concrete, or other hard surfacing approved by the Director, and shall be adequately designed, graded, and drained to the approval of the Director.

**Response:** Vehicle operation areas will be paved with asphalt or concrete as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (4) Signs. "No Parking" signs shall be placed in a prominent location on the enclosure, or painted on the pavement in front of the enclosure or receptacle, to ensure unobstructed and safe access for the servicing of receptacles.

**Response:** Signs will be provided as required per this subsection. This standard will be met.

- (g) Notice to solid waste collection franchisee. Upon receipt of an application to vary or adjust the standards set forth in this section, notification and opportunity to comment shall be provided to the applicable solid waste collection franchisee. Notice required under this subsection shall be in addition to the notification required for a variance or adjustment under SRC chapter 300.

**Response:** Adjustments of the standards set forth in this section are being requested as a part of this Consolidated Land Use Application. Coordination with Republic Services, confirming their approval of the Applicant's planned approach, is provided in Exhibit M. This requirement is met.

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800.060. Exterior lighting.

- (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.

**Response:** Exterior lighting will be adequately shielded to prevent glare onto adjacent properties and/or rights-of-way in accordance with these standards. This requirement is met.

800.065. Pedestrian access.

Except where pedestrian access standards are provided elsewhere under the UDC, and unless otherwise provided in this section, all developments, other than development of single family, two family, three family, and four family uses, and multiple family uses subject to SRC Chapter 702, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section. For purposes of this section development means the construction of, or addition to, a building or accessory structure or the construction of, or alteration or addition to, an off-street parking or vehicle use area. Development does not include construction of, or additions to, buildings or accessory structures that are less than 200 square feet in floor area. Development also does not include the installation of electric vehicle charging stations in existing approved parking lots or vehicle use areas.

**Response:** This application includes new buildings that are greater than 200 square feet in floor area. The pedestrian access standards of this section apply and are addressed below.

- (a) Pedestrian connections required. The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:
  - (1) Connection between building entrances and streets.
    - (A) Except as otherwise provided in this subsection, a pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street (see Figure 800-11).
    - (B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop (see Figure 800-12).
    - (C) A pedestrian connection is not required between the primary building entrance of a building and each adjacent street if:
      - (i) The development site is a corner lot and the building has a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting one of the adjacent streets; or
      - (ii) The building is a service, storage, maintenance, or similar type building not primarily intended for human occupancy.

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**Response:** On-site pedestrian connections are provided between the primary building entrances of each building and Front Street NE as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (2) Connection between buildings on the same development site.
  - (A) Except as otherwise provided in this subsection, where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.
  - (B) A pedestrian connection, or pedestrian connections, is not required between buildings on the same development site if:
    - (i) The buildings have a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting a street; and
    - (ii) A public sidewalk within the adjacent street right-of-way provides pedestrian access between the primary building entrances; or
    - (iii) The buildings are service, storage, maintenance, or similar type buildings not primarily intended for human occupancy.

**Response:** The on-site pedestrian circulation system connects the primary building entrances of all buildings as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (3) Connection through off-street parking areas.
  - (A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance or where there is no building, through the parking area as provided in this subsection.
    - (i) The pedestrian connections shall be:
      - (aa) Provided in a minimum amount of either one connection for every four drive aisles or one connection for every 250 feet (See Figure 800-13); provided, however, in no case shall less than one pedestrian connection be provided. Where the pedestrian connection requirements of this subsection result in a fractional number, any fractional number greater than 0.5 shall be round up to require an additional pedestrian connection;
      - (bb) Spaced a minimum of two drive aisles apart; and
      - (cc) Connected to a pedestrian connection, or pedestrian connections, that lead to the primary building entrance. Where there is no building, the pedestrian connections shall connect to the street either at the sidewalk or at the public street right-of-way when there is no sidewalk.
    - (ii) Where the off-street surface parking area is adjacent to a street that is a transit route and there is an existing or planned transit stop along the street frontage of the development site, at least one of the required pedestrian

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connections shall connect to the street within 20 feet of the transit stop.

- (iii) A pedestrian connection provided between a primary building entrance and a street may be counted as a required connection through an off-street surface parking area.
- (iv) Regardless of the size of the off-street parking area, pedestrian connections are not required through off-street surface parking areas that have a depth, in all locations, of not more than 124 feet. For purposes of this subsection, parking area depth is measured through the parking area from its outside edge towards the building.
- (v) For purposes of this subsection, off-street surface parking area means:
  - (aa) An off-street surface parking area that is separated from other off-street surface parking areas on the development site by either a driveway, which begins at the street and extends into the site, or other physical separation; or
  - (bb) An off-street surface parking area located in a separate location on the development site from other off-street surface parking areas.

**Response:** On-site pedestrian connections are provided through the off-street parking area that meet the standards of this subsection, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

**Response:** The parking garages in Buildings 1, 2, and 3 do not exceed 25,000 square feet. This standard does not apply.

- (4) Connection to existing or planned paths and trails. Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:
  - (A) Be constructed, and a public access easement or dedication provided; or
  - (B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

**Response:** An extension of the Willamette Greenway Path, identified in both the Salem *Comprehensive Park System Plan Update* and the City's TSP, will be provided, including a 10-foot-wide paved walkway within a 10-foot public access easement. The on-site pedestrian circulation system provides multiple connections to this new path as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (5) Connection to abutting properties. Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian

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connection shall also be provided. A pedestrian connection is not required, however:

- (A) To abutting properties used for activities falling within the following use classifications, use categories, and uses under SRC Chapter 400:
  - (i) Single family;
  - (ii) Two family;
  - (iii) Group living;
  - (iv) Industrial;
  - (v) Infrastructure and utilities; and
  - (vi) Natural resources.
- (B) Where the use of an abutting property has specific security needs that make providing a connection impractical or undesirable;
- (C) Where on-site activities on abutting properties, such as the operation of trucks, forklifts, and other equipment and machinery would present safety conflicts with pedestrians;
- (D) Where buildings or other improvements on abutting properties physically preclude a connection now or in the future; or
- (E) Where physical conditions of the land, such as topography or existing natural resource areas, including, but not limited to, wetlands, ponds, lakes, streams, or rivers, make providing a connection impractical.

**Response:** The planned extension of the Willamette Greenway Path provides pedestrian access along the vehicular connection to the northern portion of the subject property as shown on the Preliminary Site Plan in Exhibit A. No vehicular access is provided to the abutting property to the south. This standard is met.

- (b) Design and materials. Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Where a path or trail identified in the Salem Transportation System Plan (TSP) or Salem Comprehensive Parks System Master Plan is required, the path or trail shall conform to the applicable standards of the TSP or Salem Comprehensive Parks System Master Plan in-lieu of the standards in this subsection.
  - (1) Walkways shall conform to the following:
    - (A) Material and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and shall be a minimum of five feet in width.
    - (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
    - (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from

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the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

- (2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

**Response:** All pedestrian connections and walkways are planned to be paved with a hard-surface material meeting the Public Works Design Standards, are a minimum of 5 feet in width and are visually differentiated by using different paving material and a changed elevation where they cross vehicle use areas. Wheel stops or extended curbs are provided to prevent encroachment of vehicles as shown on the Preliminary Site Plan in Exhibit A. These standards are met.

- (c) **Lighting.** The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

**Response:** The on-site pedestrian circulation system will be lighted to a level where the system can be used at night by employees, customers, and residents. This standard will be met.

- (d) **Applicability of standards to development sites comprised of lots under separate ownership.**

- (1) When a development site is comprised of lots under separate ownership, the pedestrian access standards set forth in this section shall apply only to the lot, or lots, proposed for development, together with any additional contiguous lots within the development site that are under the same ownership as those proposed for development.

- (2) Where the pedestrian access standards of this section would otherwise require additional pedestrian connections throughout the development site beyond just the lot, or lots, proposed for development and any contiguous lots under the same ownership, the required pedestrian connections shall be extended to the boundaries of the lot, or lots, proposed for development and any contiguous lots under the same ownership in order to allow for future extension of required pedestrian connections through the other lots within the development site in conformance with the standards in this section.

**Response:** The subject site includes planned lots 1, 2, 3, and 4, as shown on the Tentative Plan in Exhibit A (which encompass a portion of existing Tax Lot 900 of Marion County Assessor's Map 07 3W 22AB) and is not comprised of lots under separate ownership. These standards do not apply.

Chapter 802 Public Improvements

[...]

802.015. Development to be served by city utilities.

Except as provided under SRC 802.035 and 802.040, all development shall be served by city utilities designed and constructed according to all applicable provisions of the Salem Revised Code and the Public Works Design Standards.

**Response:** The private on-site utilities will be served by city utilities designed and constructed according to all applicable provisions of the SRC and the Public Works Design Standards. This requirement is met.

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802.020. Easements.

Subject to any constitutional limitations, the conveyance or dedication of easements for city utilities may be required as conditions of development approval. Easements may be required that are necessary for the development of adjacent properties. Easements shall, where possible, be centered on, or abut property lines, and shall be not less than ten feet in width. No building, structure, tree, or other obstruction other than landscaping shall be located within an easement required by this section.

**Response:** This provision is understood.

802.025. Utilities to be placed underground.

- (a) Except as otherwise provided in this section, all utility service shall be provided by underground facilities.
- (b) In industrial and employment and commercial zones, electrical service may be provided by overhead wires where underground utility service is unavailable.
- (c) Stormwater management shall be provided by above ground and below ground facilities.

**Response:** All new utilities will be placed underground as shown on the Preliminary Composite Utility Plan in Exhibit A. Stormwater management will be provided by above- and below-ground facilities as shown on the Preliminary On-Site Grading and Drainage Plan in Exhibit A. Existing overhead transmission mains that are present on-site are not planned to be placed underground. All new power service to the site will be underground in accordance with City standards. These requirements are met.

802.030. Watercourses.

- (a) Any modification to a watercourse shall conform to SRC chapter 601 and the Public Works Design Standards.
- (b) Public improvement and maintenance easements for watercourses may be required. The easements shall, at a minimum, extend 15 feet in each direction from the waterway centerline, ten feet from the top of a recognizable bank, or a sufficient width to pass ten-year flood flows or to accommodate the 100-year floodway on a FEMA regulated stream, whichever is greater. Such easements shall be of a width sufficient to allow both initial improvements and future maintenance and operations. Larger widths may be required.

**Response:** The project does not involve modification of a watercourse. This provision does not apply.

802.035. Partitions in areas unserved by city wastewater system.

A partition located more than 300 feet from an available sewer may be approved if the applicable requirements for partitions located more than 300 feet from an available sewer contained within SRC chapter 205 are met.

**Response:** The project does not involve a partition located more than 300 feet from an available sewer. This provision does not apply.

802.040. Private stormwater, wastewater, and water systems.

A private stormwater, wastewater, or water system may be approved by the Director if each of the following conditions are met:

- (a) City utilities necessary to serve adjacent properties and to provide needed links in the overall collection and distribution system are provided.

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**Response:** City utilities necessary to serve adjacent properties and to provide needed links in the overall collection and distribution system are provided as shown on the Preliminary Composite Utility Plan in Exhibit A. This condition is met.

- (b) If the system is a water system:
  - (1) The water system conforms to the water distribution standards of the City;
  - (2) Except as authorized by state law, water from the system is not submetered or resold to other parties;
  - (3) Each building under separate ownership has a separate water meter; and
  - (4) The properties served are located within a commercial or an industrial and employment zone.

**Response:** A private water distribution system is not being proposed. The on-site water service lines will be connected to the City water system through the water main located in Front Street NE, and the on-site service lines will be provided in accordance with City standards. This provision does not apply.

- (c) If the system serves multiple properties under separate ownership:
  - (1) If the system is a wastewater system, the properties served are located within a commercial or an industrial and employment zone, and each building under separate ownership must have a separate wastewater monitoring manhole. Exceptions to the requirement for monitoring manholes may be granted by the Director if the owner of the system shows that no proposed use has any likelihood of discharging hazardous or illegal materials into the City's wastewater system.
  - (2) An agreement is executed by the utility owner and the owner of the property served by the system. The agreement shall be recorded in the deed records of the applicable county and provide that:
    - (A) The system serving the property is private;
    - (B) The City has no responsibility to maintain the system;
    - (C) The system will not be accepted by the City unless the system was constructed in a manner that conforms to the Public Works Design Standards;
    - (D) A perpetual right of access to read and maintain the meters and inspect the system is granted to the City; and
    - (E) Persons served by the system assume responsibility for any repairs required for the City.

**Response:** The project does not involve multiple properties under separate ownership. This provision does not apply.

Chapter 803 Streets and Right-of-Way Improvements.

[...]

803.015. Traffic impact analysis.

- (a) Purpose. The purpose of a traffic impact analysis is to ensure that development generating a significant amount of traffic provides the facilities necessary to accommodate the traffic impacts of the proposed development.
- (b) Applicability. An applicant shall provide a traffic impact analysis if one of the following conditions exists:

- (1) The development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the proposed development that will occur on all lots that will be created by the land division.
- (2) The increased traffic resulting from the development will contribute to documented traffic problems, based on current accident rates, traffic volumes or speeds, and identified locations where pedestrian and/or bicyclist safety is a concern.
- (3) The City has performed or reviewed traffic engineering analyses that indicate approval of the development will result in levels of service of the street system that do not meet adopted level of service standards.

**Response:** A TIA is underway and will be provided as a supplement to this application when complete. This requirement will be met.

- (c) Improvements may be required. On-site and off-site public or private improvements necessary to address the impacts identified in the traffic impact analysis may be required as conditions of development approval. Improvements include, but are not limited to, street and intersection improvements, sidewalks, bike lanes, traffic control signs and signals, parking regulation, access controls, driveway approach location and design, and street lighting.

**Response:** A TIA is underway and will be provided as a supplement to this application when complete. The pending TIA will suggest what on- and/or off-site improvements are necessary to respond to anticipated site-generated traffic in a manner that preserves the safety and performance of public streets and intersections in the project vicinity. This requirement will be met.

- (d) Exception. An exception to the requirement for a traffic impact analysis may be granted for development that generates more than the trips specified in subsection (b)(1) of this section if the Director determines the traffic impact analysis is not necessary to satisfy the purposes set forth in subsection (a) of this section.

**Response:** The City has determined that a TIA is necessary for the subject application. Subsequently, a TIA is underway and will be provided as a supplement to this application when complete.

803.020. Public and private streets.

- (a) Public streets. Except as provided in subsection (b) of this section, all streets shall be public streets.
- (b) Private streets.
  - (1) Internal streets in subdivisions, partitions, and planned unit developments may be either public or privately owned; provided that the internal streets may be required to be public, given the connectivity, size, configuration, location, and number of lots or dwelling units, and the nature and location of public and common facilities and proposed uses.
  - (2) Private streets shall conform to this chapter and the Public Works Design Standards, unless otherwise required by state law.
  - (3) Any subdivision, partition, or planned unit development that includes private streets shall have recorded covenants, conditions, and restrictions which provide that all common property owners shall be members of a property

owners' association. The covenants, conditions, and restrictions shall, at a minimum, require that the association be responsible for the perpetual maintenance and operation of all private streets and related facilities in the development, including, but not limited to, parking areas, private streets, privately owned pedestrian/bikeways, and landscape strips. Such association shall have the power to levy and assess against privately owned property in the development all necessary costs for maintenance and operation of the private streets and related facilities.

**Response:** No new public or private streets are planned as a part of this project. This requirement does not apply.

803.025. Right-of-way and pavement widths.

(a) Except as otherwise provided in this chapter, right-of-way width for streets and alleys shall conform to the standards set forth in Table 803-1.

| Table 803-1: Right-of-Way Width |                          |                              |
|---------------------------------|--------------------------|------------------------------|
| Right-of-Way                    | Width                    | Limitations & Qualifications |
| Minor arterial                  | Min. 72 ft.              |                              |
| Alley                           | Min 10 ft.<br>Max 20 ft. |                              |

**Response:** No new public or private streets or alleys are planned as a part of this project. This requirement does not apply.

(b) Except as otherwise provided in this chapter, streets shall have an improved curb-to-curb pavement width as set forth in Table 803-2.

| Table 803-2: Pavement Width |             |                              |
|-----------------------------|-------------|------------------------------|
| Street Type                 | Width       | Limitations & Qualifications |
| Minor arterial              | Min. 46 ft. |                              |
| Local street                | Min. 30 ft. |                              |

**Response:** No new public or private streets are planned as a part of this project. This requirement does not apply.

(c) Additional right-of-way, easements, and improvements may be required to accommodate the design and construction of street improvement projects due to steep slopes, soils, water features, wetlands, transit bus bays, and other physical constraints.

**Response:** Physical constraints that may require additional right-of-way, easements, and improvements have not been identified and are not anticipated. This requirement does not apply.

(d) Additional right-of-way and roadway improvements at the intersections of parkways, major arterial, minor arterial, and collector streets, and at intersections and access points for high traffic generators, including, but not limited to, shopping centers, schools, major recreational sites, and office complexes, may be required. The design of all intersections shall conform to the Public Works Design Standards.

**Response:** The driveway intersections with Front Street NE are designed to conform to the Public Works Design Standards. Refer to the planned improvements shown on the Preliminary Site Plan in Exhibit A. This requirement is met.

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- (e) When an area within a subdivision is set aside for commercial or industrial uses, or where probable future conditions warrant, dedication and improvement of streets to greater widths than those provided in subsection (a) of this section may be required.

**Response:** This project does not include areas set aside for future commercial or industrial uses and no new public or private streets or alleys are planned. This requirement does not apply.

803.030. Street spacing.

- (a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.
- (b) Street spacing may be increased where one or more of the following exist:
  - (1) Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.
  - (2) Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.
  - (3) An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.
  - (4) Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.

**Response:** No new public or private streets are planned as a part of this project. These requirements do not apply.

803.035. Street standards.

All public and private streets shall be improved as follows:

- (a) Connectivity. Local streets shall be oriented or connected to existing or planned streets, existing or planned schools, parks, shopping areas, transit stops, and employment centers located within one-half-mile of the development. Local streets shall be extended to adjoining undeveloped properties for eventual connection with the existing street system. Connections to existing or planned streets and adjoining undeveloped properties for eventual connection with the existing street system shall be provided at no greater than 600-foot intervals unless one or more of the following conditions exist:
  - (1) Physical conditions or the topography, including, but not limited to, freeways, railroads, steep slopes, wetlands, or other bodies of water, make a street or public accessway connection impracticable.
  - (2) Existing development on adjacent property precludes a current or future connection, considering the potential and likelihood for redevelopment of the adjacent property; or
  - (3) The streets or public accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, that by their terms would preclude a current or future connection.

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- (b) Improvements. All street improvements, including sub-base, base, pavement, curbs, sidewalks, and surface drainage shall conform to all provisions of the Salem Revised Code and the Public Works Design Standards.
  - (c) Alignment and grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed six percent. No grade of a collector street shall exceed eight percent. No grade of a local street shall exceed 12 percent.
  - [...]
  - (g) Intersections; property line radius.
    - (1) Intersections shall conform to the Public Works Design Standards; provided, however, additional right-of-way and roadway improvements at or adjacent to the intersections of parkways, major arterials, minor arterials, and collector streets may be required for intersections and access points for high traffic generators, including, but not limited to, shopping centers, schools, major recreational sites, and office complexes.
    - (2) The property line radius at intersections shall be not less than the curblineline radius as set forth in the Public Works Standards.
  - (h) Cut and fill slopes. Fill slopes shall begin no closer than two feet from the rear edge of the sidewalk, or if there is no sidewalk, from to the rear edge of the curb. Cut and fill slopes shall not exceed two horizontal to one vertical, provided that slopes not exceeding one to one may be approved upon certification by a qualified engineer or geologist that the slope will remain stable under foreseeable conditions.
  - (i) Slope easements. Slope easements shall be provided on both sides of the right-of-way where required by Public Works Design Standards.
  - (j) Street alignment. Consistent with good engineering practice, street alignment shall, so far as possible, avoid natural and constructed obstacles, including, but not limited to, mature trees.
  - (k) Street trees. Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.
  - (l) Sidewalks.
    - (1) Sidewalk construction required. Sidewalks conforming to this chapter, the Public Works Design Standards, the Americans with Disabilities Act, the Salem Transportation System Plan, and SRC chapter 78 shall be constructed as a part of street improvement projects.
    - (2) Sidewalk location; width.
      - (A) Sidewalks shall be located parallel to and one foot from the adjacent right-of-way; provided, however, on streets having a right-of-way of 50 feet or less, sidewalks shall be located parallel to and abutting the curb.
      - (B) If topography or other conditions make the construction of a sidewalk impossible or undesirable in a location required by this subsection, a different location may be allowed.
      - (C) Except as otherwise provided in this subsection, all sidewalks shall be a minimum of five feet in width.
      - (D) Sidewalks connecting with the direct access to the primary entrance of a school shall be a minimum of eight feet in width along the right-of-way for a distance of 600 feet from the point of connection.

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- (E) Sidewalks shall have an unobstructed four-foot wide clearance around street lights, signs, mailboxes, and other streetscape facilities.
- (m) Bicycle facility standards. Streets identified in the Salem Transportation System Plan Bicycle System Map as requiring a bicycle facility must conform to the designation of the Salem Transportation System Plan and the Public Works Design Standards.
- (n) Utility easements. Public utility easements may be required for all streets. Unless otherwise specified by the Director, public utility easements shall be a minimum of ten feet in width on each side of the right-of-way.
- (o) Street lights. All subdivisions and partitions, and all development on units of land for which site plan review is required, shall include underground electric service, light standards, wiring, and lamps for street lights that conform to the Public Works Design Standards. The developer shall install such facilities. Upon the City's acceptance of improvements, the street lighting system shall become the property of the City.
- (p) Landscape strips. Landscape strips for signs, street lights, and shade trees shall be provided that conform to the Public Works Design Standards.
- (q) Landscaping. Property owners shall cover at least 75 percent of the unimproved surface area within the right-of-way abutting the property with perennial living plant material which conforms to all other requirements of the UDC, and which is kept free of noxious vegetation.
- (r) Transit facilities. Transit stops conforming to the applicable standards of the Salem Area Mass Transit District shall be constructed and right-of-way dedication, when necessary to accommodate the transit stop, shall be provided when a transit stop is identified as being needed by the Transit District in connection with a proposed development. Where a transit stop is required, on-street parking shall be restricted in the area of the stop as defined by the Transit District in order to ensure unobstructed access by transit.

**Response:** No new public or private streets are planned as a part of this project. Planned frontage improvements to Front Street NE are illustrated in Exhibit A and have been designed in consultation with the City of Salem, Oregon Department of Transportation (ODOT) Rail, and Portland and Western Railroad. Final design of the planned frontage improvements to Front Street NE is currently under formal review as part of ODOT's rail diagnostic program, and a final decision on the roadway design is expected in Fall 2024. The criteria can be met with the imposition of a condition of approval as follows:

A formal response from ODOT Rail regarding the planned design for improvements to the Front Street NE frontage is pending at the time of this decision. In the event that the final design approved by ODOT rail differs from the design approved in this Application, and where such final design requires modifications to Applicant's approved site plan, Applicant shall modify their plans, as necessary, to accommodate the approved final design for Front St NE. Applicant acknowledges that, depending on the scope of potential revisions to future improvements to the Front St NE frontage, that an application to modify this site plan approval may be required.

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803.040.

Boundary streets.

- (a) General. Except as otherwise provided in this section, dedication of right-of-way for, and construction or improvement of, boundary streets of up to one-half of the right-of-way and improvement width specified in SRC 803.025 shall be required as a condition of approval for the following:
- (1) Subdivisions;
  - (2) Partitions;
  - (3) Planned unit developments;
  - (4) Manufactured dwelling parks; and
  - (5) The construction or enlargement of any building or structure located on property abutting a boundary street and that requires a building permit under SRC chapter 56.
- (b) Three-quarter street improvement. If construction of a half-street improvement is insufficient to provide for a minimum of one 12-foot-wide travel lane in each direction or proper street grade, dedication of right-of-way for, and construction or improvement of, a three-quarter street improvement may be required.
- (c) Additional right-of-way and improvements. Dedication and improvement of streets to greater widths than those provided in SRC 803.025 may be required when:
- (1) An area within a subdivision is set aside for commercial or industrial uses, or where probable future conditions warrant.
  - (2) Topographical requirements necessitate either cuts or fills for the proper grading of the streets, additional right-of-way width or slope easements may be required to allow for all cut and fill slopes.
  - (3) Additional area is required for stormwater facilities located within the right-of-way.
- (d) Exceptions. Notwithstanding subsections (a) and (b) of this section, the dedication of right-of-way for, and construction or improvement of, boundary streets is not required in the following circumstances:
- (1) Improvement of the boundary street abutting the property is a funded project in the Five Year Capital Improvement Program;
  - (2) The construction of a new building or structure in a complex, if the new building or structure is less than 2,000 square feet. This exception shall be based on the extent of development existing on December 31, 1995;
  - (3) The enlargement of any building or structure, if the enlargement results in less than a 50 percent increase in gross building area. This exception shall be based on the extent of development existing on December 31, 1995;
  - (4) The construction or enlargement of any building or structure to be used entirely for agriculture, the keeping of livestock and other animals, or animal services, as defined in SRC chapter 400, and which involve no retail sales;
  - (5) The conversion of, or addition to, an existing single-family detached dwelling to create a duplex, triplex, or quadplex; or
  - (6) The construction or enlargement of any building or structure that will generate less than 20 new vehicle trips per day according to the Institute of Transportation Engineers' Trip Generation Manual.
- (e) Improvement.

- (1) All boundary street improvements shall conform to this chapter and the Public Works Design Standards.
- (2) The maximum amount of street widening shall not exceed 17 feet on the development side, plus curb, gutters, sidewalks, bike lanes, stormwater facilities, street lights, and signing where appropriate. The minimum requirement for the opposite side of the centerline is a 12-foot-wide paved travel lane. The boundary street improvement shall be provided along the full length of the boundary.
- (3) If development is proposed for only a portion of a development site or complex, the boundary street improvement shall be provided as follows:
  - (A) Where the area of development exceeds 25 percent of the total development site or complex area, the street improvements shall be the greater of either the actual street frontage of the phase being developed, or the percentage of street frontage equal to the percentage of area being developed.
  - (B) Where the area of development is equal to or less than 25 percent of the total development site or complex area, the street improvement shall be provided in accordance with the following formula:
    - (i) 
$$\text{Frontage of Required Street Improvement} = \frac{\text{Proposed Area of Development}}{\text{Area of Undeveloped Site}} \times \text{Total Street Frontage of Entire Development Site or Complex.}$$
  - (C) As used in this subsection, the term "area of development" means that area required for structures, setbacks, off-street parking, landscaping, and any special setbacks.

**Response:** The Front Street NE right-of-way does not currently meet the minimum width standard for a Minor Arterial street south of Mission Street. However, due to the presence of the rail line in Front Street NE, the City has determined that dedicating right-of-way along the property is not practical.

Planned frontage improvements to Front Street NE are illustrated on the Preliminary Front St Improvements plan in Exhibit A and have been designed in consultation with the City of Salem, ODOT Rail, and Portland and Western Railroad. Final design of the planned frontage improvements to Front Street NE is currently under formal review as part of ODOT's rail diagnostic program, and a final decision on the roadway design is expected in Fall 2024. The criteria can be met with the imposition of the condition of approval discussed above, under the response to SRC 803.035.

[...]

803.050. **Public accessways.**

- (a) When necessary for public convenience or safety, public accessways may be required to connect to cul-de-sac streets, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths creating access to schools, parks, shopping centers, mass transportation stops, or other community services, or where it appears necessary to continue the public walkway into a future subdivision or abutting property or streets.
- (b) Public accessways shall conform to the Public Works Design Standards, and have width and location as reasonably required to facilitate public use and, where possible, accommodate utility easements and facilities. Public accessways shall be dedicated on the plat.

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**Response:** An extension of the Willamette Greenway Path, identified in both the Salem *Comprehensive Park System Plan Update* and the City’s TSP, will be provided, including a 10-foot-wide paved walkway within a 10-foot public access easement. The path will be designed to conform to the Public Works Design Standards. This requirement is met.

[...]

803.065. Alternative street standards.

- (a) The Director may authorize the use of one or more alternative street standards:
  - (1) Where existing development or physical constraints make compliance with the standards set forth in this chapter impracticable;
  - (2) Where the development site is served by fully developed streets that met the standards in effect at the time the streets were originally constructed; or
  - (3) Where topography or other conditions make the construction that conforms to the standards impossible or undesirable.
- (b) Authorization of an alternative street standard may require additional or alternative right-of-way width, easements, and improvements to accommodate the design and construction using the alternative standard.

**Response:** Planned frontage improvements to Front Street NE are illustrated on the Preliminary Front St Improvements plan in Exhibit A and have been designed in consultation with the City of Salem, ODOT Rail, and Portland and Western Railroad. Final design of the planned frontage improvements to Front Street NE is currently under formal review as part of ODOT’s rail diagnostic program, and a final decision on the roadway design is expected in Fall 2024.

The City can find that an alternative street standard is appropriate here given the pattern of existing development, right-of-way constraints, and the presence of the active Portland and Western Railroad line in Front Street NE. The criteria can be met with the imposition of the condition of approval discussed above, under the response to SRC 803.035.

[...]

Chapter 804 Driveway Approaches

[...]

804.025. Class 2 driveway approach permit.

- (a) Required. A Class 2 driveway approach permit is required for:
  - (1) A driveway approach onto a parkway, major arterial, or minor arterial;
  - (2) A driveway approach onto a local or collector street providing access to a use other than single family, two family, three family, or four family;
  - (3) A driveway approach providing access to a corner lot that abuts only local or collector streets, where the driveway approach will provide access onto the street with the higher street classification; or
  - (4) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.
- (b) Procedure type. A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

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**Response:** Three commercial driveway approaches are planned onto Front Street NE (classified as a Minor Arterial) as shown on the Preliminary Site Plan in Exhibit A. Three Class 2 Driveway Approach Permits are required and included with this Consolidated Land Use Application. This requirement is met.

- (c) **Submittal requirements. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:**
- (1) A completed application form.
  - (2) A site plan, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
    - (A) The location and dimensions of the proposed driveway approach;
    - (B) The relationship to nearest street intersection and adjacent driveway approaches;
    - (C) Topographic conditions;
    - (D) The location of all utilities;
    - (E) The location of any existing or proposed buildings, structures, or vehicular use areas;
    - (F) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to SRC chapter 808; and
    - (G) The location of any street trees adjacent to the location of the proposed driveway approach.
  - (3) Identification of the uses or activities served, or proposed to be served, by the driveway approach.
  - (4) Any other information, as determined by the Director, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

**Response:** This application includes the applicable forms, plans, written narrative, and supporting exhibits. These submittal requirements are met.

- (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;

**Response:** The three planned driveway approaches, shown in the Preliminary Site Plan in Exhibit A, are intended to meet the applicable Public Works Design Standards. This criterion is met.

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

**Response:** The driveway approaches, shown in the Preliminary Site Plan in Exhibit A, are planned in the locations shown, in part because no site conditions prevent placing the driveway approach in the location shown but also because these locations align with existing public street intersections and will ensure the optimal safety and performance of on- and off-site pedestrian and vehicle traffic. This criterion is met.

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

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**Response:** Three driveway approaches are planned onto Front Street NE (a Minor Arterial). The planned driveways are the minimum necessary to provide safe and convenient access and circulation to the site for residents, guests, commercial patrons, and fire and emergency access. Therefore, the project minimizes the number of driveway approaches onto Front Street NE. This criterion is met.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

**Response:** Further, the planned driveways will jointly serve several commercial and residential uses located on four separate lots. This criterion is met.

(B) Takes access from the lowest classification of street abutting the property;

**Response:** The subject property only abuts one street, Front Street NE; therefore, it is taking access from the lowest classification of street abutting the property. This criterion is met.

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

**Response:** The Belmont Alley and Gaines Street Entrance driveways meet the vision clearance area standards in SRC Chapter 805. An alternative vision clearance standard is required for the Market Street Entrance driveway and included in this Consolidated Land Use Application as a Class 2 Adjustment. This criterion is met.

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

**Response:** The planned driveway approaches are not anticipated to create traffic hazards and will provide for safe and convenient access/egress to/from the site.

Planned frontage improvements to Front Street NE are illustrated on the Preliminary Front St Improvements plan in Exhibit A and have been designed in consultation with the City of Salem, ODOT Rail, and Portland and Western Railroad. Final design of the planned frontage improvements to Front Street NE is currently under formal review as part of ODOT's rail diagnostic program, and a final decision on the roadway design is expected in Fall 2024. This criterion can be met.

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

**Response:** The planned driveway approaches are not anticipated to result in significant adverse impacts. A TIA is currently underway and will be submitted as a supplement to this application when complete. The TIA will provide evidence to support that the planned driveways will not result in adverse impacts in the vicinity. This criterion can be met.

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

**Response:** The planned driveway approaches are designed to minimize impact to the functionality of Front Street NE. The Market Street Entrance and Gaines Street Entrance are planned to be aligned with the adjacent Market Street and Gaines Street intersections with Front Street NE to increase functionality. Additionally, a TIA has been initiated by the Applicant

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and is currently underway. The TIA will provide evidence to support whether improvements are necessary to mitigate any future traffic impacts that are anticipated from the planned project. This criterion can be met.

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

**Response:** The subject property does not abut residentially zoned properties. Therefore, proposed driveway approaches will not create adverse impacts to residentially zoned property or the functionality of adjacent streets. This criterion is met.

[...]

804.035. Access onto major and minor arterials.

- (a) Number of driveway approaches.
  - (1) Except as otherwise provided in this chapter, a complex is entitled to one driveway approach onto a major or minor arterial. Additional driveway approaches for a complex may be allowed where:
    - (A) A complex has more than 370 feet of frontage abutting a major or minor arterial;
    - (B) There is a shared access agreement between two or more complexes; or
    - (C) It is impracticable to serve the complex with only one driveway approach.
  - (2) Development that is not a complex, and is other than a single family, two family, three family, or four family use, is entitled to one driveway approach onto a major or minor arterial where:
    - (A) The driveway approach provides shared access;
    - (B) The development does not abut a local or collector street; ©(C)  
The development cannot be feasibly served by access onto a local or collector street.
  - (3) A single family, two family, three family, or four family use is entitled to one driveway approach onto a major or minor arterial where:
    - (A) The driveway approach provides access to an existing single family, two family, three family, or four family use; or
    - (B) The driveway approach provides access to a proposed single family, two family, three family, or four family use on a lot created prior to March 16, 2022.

**Response:** The planned project involves three mixed commercial/residential buildings, a Food Hall, Winery, and Market, and together comprise a complete mixed-use neighborhood/complex. As a complex, more than one driveway is permitted because the site has more than 370 feet of frontage on Front Street NE. Shared access will be provided through cross access easements. Given that the property only has frontage on Front Street NE, it is not possible, nor safe or convenient, for the site, which includes 371 dwellings and more than ±50,000 square feet of commercial, retail, and office space to be served by a single access point. Further, Oregon Fire Code requires at least two points of access for the planned uses.

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The three planned driveway approaches are the minimum amount required to effectively provide access to the mixed-use neighborhood. This requirement is met.

- (b) **Traffic volume threshold.** No driveway approach onto a major or minor arterial shall be allowed unless the development generates 30 or more vehicle trips per day or the driveway approach provides access to a city park or a single family, two family, three family, or four family use.

**Response:** The project will generate more than 30 vehicle trips per day, as shown on the TGE Form provided in Exhibit J. This requirement is met.

- (c) **Permitted access.**
- (1) Driveway approaches onto major and minor arterials shall only provide access to a permitted parking or vehicular use area, except where the driveway approach will provide access to a site controlled by a franchised utility service provider or a governmental entity.
  - (2) For a corner lot that abuts a local or collector street, the driveway approach shall provide access to the street with the lower street classification.
  - (3) No access shall be provided onto a major or minor arterial from a proposed new single family, two family, three family, or four family use on an existing lot abutting an alley.
  - (4) No access shall be provided onto a major or minor arterial from a single family, two family, three family, or four family use constructed as part of a subdivision or partition.
  - (5) Only forward in/forward out access shall be allowed onto a major or minor arterial.

**Response:** Front Street NE is classified as a Minor Arterial in the City’s TSP. The project does not involve a new single-, two-, three-, or four-family use. All planned driveway approaches provide access only to vehicle use areas and parking and are designed to only allow forward in/forward out access as shown on the Preliminary Site Plan in Exhibit A. These standards are met.

- (d) **Spacing.** Except for driveway approaches providing access to a single family, two family, three family, or four family use, driveway approaches onto a major or minor arterial shall be no less than 370 feet from the nearest driveway or street intersection, measured from centerline to centerline.

**Response:** The planned driveway approached are less than 370 apart. As shown on the Preliminary Site Plan in Exhibit A, the Gaines Street Entrance is ±332 feet from the Market Street Entrance. A Class 1 Adjustment is included in this Consolidated Land Use Application to reduce the driveway spacing for the Gaines Street Entrance. The Market Street Entrance and Belmont Alley are ±260 feet apart. A Class 2 Adjustment is included in this Consolidated Land Use Application to reduce the driveway spacing for each of these driveways. With the requested adjustment, the criterion can be met.

- (e) **Vision clearance.** Driveway approaches onto major and minor arterials shall comply with the vision clearance requirements set forth in SRC chapter 805.

**Response:** The vision clearance requirements in SRC Chapter 805 are addressed in this narrative. The Belmont Alley and Gaines Street Entrance driveways meet the vision clearance area standards; however, an alternative vision clearance standard is required for the Market

Street Entrance driveway and included in this Consolidated Land Use Application as a Class 2 Adjustment. With the requested adjustment, the criterion can be met.

[...]

804.045. Shared access.

- (a) Shared access may be required to serve two or more abutting lots or parcels, when necessary to mitigate or eliminate traffic impacts or safety concerns. Shared access may be provided at the request of an applicant; provided, however, that once the applicant's request has been approved, shared access shall not be eliminated without first obtaining a Class 2 driveway permit.
- (b) Shared access shall conform to this chapter and the Public Works Design Standards, and shall be provided by permanent irrevocable easements that are recorded in the appropriate county.
- (c) Lots and parcels shall be permitted to use temporary direct access onto a street until permanent shared access has been established.

**Response:** All of the driveways are planned to provide shared access through cross access easements that conform to this chapter and the Public Works Design Standards. These standards are met.

[...]

804.050. Driveway approach development standards.

Driveway approaches shall conform to the following development standards:

- (a) Design and construction. Driveway approaches shall be designed and constructed in conformance with this chapter and the Public Works Design Standards.

**Response:** The driveway approaches are designed and will be constructed in conformance with this chapter and the Public Works Design Standards. This standard is met.

- (b) Width.

- (1) Driveway approach width for single family, two family, three family, and four family uses. Driveway approaches serving single family, two family, three family, and four family uses shall conform to the minimum and maximum widths set forth in Table 804-1.
- (2) Driveway approach width for uses other than single family, two family, three family, and four family. Driveway approaches serving uses other than single family, two family, three family, and four family shall conform to the minimum and maximum widths set forth in Table 804-2.

| Type of Driveway          | Width   |         |
|---------------------------|---------|---------|
|                           | Minimum | Maximum |
| One-way driveway approach | 12 ft.  | 20 ft.  |
| Two-way driveway approach | 22 ft.  | 40 ft.  |

- (3) Measurement. For purposes of this subsection, driveway approach width shall be determined by measurement of the paved surface of the driveway at the property line.

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**Response:** Belmont Alley is planned to be a one-way driveway approach and 13 feet in width. The Market Street Entrance is planned for two-way traffic and 26 feet in width. These driveway approaches meet the width standards as shown on the Preliminary Site Plan in Exhibit A. The Gaines Street Entrance is currently planned for one-way traffic and 24 feet in width. Although the driveway is currently planned for one-way traffic, the intent is for it to be converted to two-way traffic when the lots to the north are improved. Additionally, parking is provided on either side of the entrance, which requires a minimum aisle width of 24 feet. This Consolidated Land Use Application includes a Class 1 Adjustment to increase the maximum width for a one-way driveway approach. With the requested adjustment, the criteria can be met.

- (c) **Marking and signage.** Where required by the Public Works Design Standards, driveway approaches shall be clearly marked or signed and maintained in conformance with the Public Works Design Standards.

**Response:** Driveway approaches will be clearly marked or signed and maintained in conformance with the Public Works Design Standards. This standard is met.

Chapter 805 Vision Clearance

[...]

805.005. Vision clearance areas.

Vision clearance areas that comply with this section shall be provided at the corners of all intersections; provided, however, vision clearance areas are not required in the Central Business (CB) Zone.

[...]

- (b) Intersections with driveways, flag lot accessways, and alleys. Vision clearance areas at intersections of streets and driveways, streets and flag lot accessways, streets and alleys, and alleys and driveways shall comply with the following:

(1) Driveways.

(A) Driveways serving single family and two family uses. Driveways serving single family and two family uses shall have a vision clearance area on each side of the driveway. The vision clearance area shall have ten-foot legs along each side of the driveway, and ten-foot legs along the intersecting street or alley (see Figure 805-4).

(B) Driveways serving uses other than single family and two family. Driveways serving uses other than single family and two family shall have a vision clearance area on each side of the driveway. The vision clearance area shall have ten-foot legs along the driveway and 50-foot legs along the intersecting street or alley (see Figure 805-5).

**Response:** The Market Street and Gaines Street Entrances are subject to this standard. Vision clearance triangles with 10-foot legs along each side of the driveway and 50-foot legs along Front Street NE are shown on the Preliminary Site Plan in Exhibit A. The Gaines Street Entrance meets this standard. The Market Street Entrance has a small portion of Buildings 1 and 2 within the vision clearance triangle. Alternative vision clearance standards for the Market Street Entrance are being requested as a part of this Consolidated Land Use Application. With the requested adjustment, the criterion can be met.

---

[...]

- (3) **Alleys.** Alleys shall have a vision clearance area on each side of the alley. The vision clearance area shall have ten-foot legs along the alley and ten-foot legs along the intersecting street (see Figure 805-8).

**Response:** The Belmont Alley driveway provides 10-foot-by-10-foot vision clearance triangles as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (4) **Measurement.** The legs of a vision clearance area shall be measured along the right-of-way line and along the intersecting driveway, flag lot accessway, or alley.

**Response:** Vision clearance triangle according to this measurement method are provided on the Preliminary Site Plan in Exhibit A.

805.010. **Obstructions to vision prohibited.**

Except as otherwise provided in this section, vision clearance areas shall be kept free of temporary or permanent obstructions to vision from 30 inches above curb level to 8.5 feet above curb level; provided, however, where there is no curb, the height shall be measured from the street shoulder. As used in this section, temporary or permanent obstruction includes any obstruction located in the right-of-way adjacent to the vision clearance area.

- (a) The following obstructions may be placed in a vision clearance area, unless the cumulative impact of the placement results in an obstruction to vision:
- (1) A column or post, so long as the column or post does not create a visual obstruction greater than 12 inches side-to-side.
- (2) Utility poles and posts, poles, or supporting members of street signs, street lights, and traffic control signs or devices installed by, or at the direction of, the Public Works Department or any other public agency having jurisdiction over the installation.
- (3) On-street parking.
- (b) Trees. Trees may be planted within a vision clearance area provided they are a species listed on the parks approved street tree list, and they comply with the following:
- (1) The planting area is sufficient to support the tree when mature.
- (2) The tree will not interfere with overhead utilities.
- (3) The tree is a species that can be trimmed/pruned to provide necessary visibility.
- (c) Nothing in this chapter shall be deemed to waive or alter any requirements relating to setbacks or landscaping in the UDC. In the event of a conflict between the standards of this chapter and another chapter of the UDC, the standards in this chapter shall control.

**Response:** No obstructions are planned within the vision clearance areas as shown on the Preliminary Site Plan in Exhibit A, except for the buildings within the required vision clearance area for the Market Street Entrance driveway. An alternative vision clearance standard will be requested for this driveway as detailed in this narrative. The Class 2 Adjustment for alternative vision clearance standards is included in this Consolidated Land Use Application. With the requested adjustment, the criterion can be met.

805.015. Alternative standards.

Alternative vision clearance standards that satisfy the purpose of this chapter, and that are consistent with recognized traffic engineering standards, may be approved where a vision clearance area conforming to the standards of this chapter cannot be provided because of the physical characteristics of the property or street, including, but not limited to, grade embankments, walls, buildings, structures, or irregular lot shape, or where the property has historic neighborhood characteristics, including, but not limited to, established plantings or mature trees, or buildings or structures constructed before 1950. Alternative vision clearance standards shall be approved through a Class 2 Adjustment under SRC chapter 250.

**Response:** The Market Street Entrance driveway cannot meet the vision clearance standards of this section; therefore, alternative vision clearance standards are being requested through a Class 2 Adjustment, which is included in this Consolidated Land Use Application. Refer to the responses to SRC Chapter 250 in this narrative.

Chapter 806 Off-Street Parking, Loading and Driveways

[...]

806.015. Amount off-street parking.

(a) Maximum off-street parking.

(1) Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.

| Table 806-1: Maximum Off-Street Parking |   |  |
|---|---|--|
| Use                                     | Maximum Number of Off-Street Parking Spaces Allowed | Limitations & Qualifications           |
| Multiple family                         | 1.2 per dwelling unit                               | Applicable to studio units             |
|   | 1.75 per dwelling unit                              | Applicable to all other dwelling units |
| Eating and drinking establishments      | 1 per 175 sq. ft.                                   |  |
| Retail sales                            | 1 per 200 sq. ft.                                   |  |
| Office                                  | 1 per 250 sq. ft.                                   |  |

**Response:** As detailed on the Preliminary Site Plan in Exhibit A, 356 off-street vehicle parking spaces are planned to be provided. The maximum vehicle parking permitted for the site is ±910 ((1.75\*371 dwellings = 649.25 parking spaces) + (30,859/175 = 176.34) + (12,149/200 = 60.75) + (5,880/250 = 23.52) = 909.86). This standard is met.

(b) Compact parking. Up to 75 percent of the off-street parking spaces provided on a development site under this chapter may be compact parking spaces.

**Response:** A total of 356 off-street parking spaces are provided on the site as shown on the Preliminary Site Plan in Exhibit A. Twenty-four compact spaces (6.74 percent) are provided. This standard is met.

- 
- (c) **Carpool and vanpool parking.** New developments with 60 or more 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 five percent of their total off-street parking spaces for carpool or vanpool parking.

**Response:** The Cannery is a mixed-use neighborhood containing residences, eating and drinking establishments, and retail and office space, none of which fall within the Public Services and Industrial use classification. A portion ( $\pm 24$  percent) of the mixed commercial tenant spaces in Buildings 1, 2, and 3 will include office space, which falls under The Business And Professional Services use category. The Cannery will provide 356 off-street parking spaces for the entire site. A Class 2 Adjustment is included in this Consolidated Land Use Application to reduce the amount of required carpool and vanpool parking. With the requested adjustment, the criterion can be met.

- (d) **Required electric vehicle charging spaces.** For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

**Response:** The project will include provisions for electrical service capacity for electric vehicle (EV) charging spaces, as defined in ORS 455.417. Final EV-ready stall location and conduit placement will be coordinated with the project electrician at the time of building permit submittal. This requirement will be met.

806.020. **Method of providing off-street parking.**

- (a) **General.** If provided, off-street parking shall be accommodated through one or more of the following methods:
  - (1) **Ownership.** Ownership in fee by the owner of the property served by the parking;
  - (2) **Easement.** A permanent and irrevocable easement appurtenant to the property served by the parking;
  - (3) **Lease Agreement.** A lease agreement;
  - (4) **Lease or rental agreement in parking structure.** A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845.

**Response:** Parking for residents, guests, and commercial operators and their patrons is currently anticipated to be provided via lease and rental agreement and via shared parking easements. The criterion is met.

[...]

806.035. **Off-street parking and vehicle use area development standards for uses or activities other than single family and two family.**

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family and two family shall be developed and maintained as provided in this section.

- (a) **General applicability.** The off-street parking and vehicle use area development standards set forth in this section shall apply to:
  - (1) **The development of new off-street parking and vehicle use areas;**

- 
- (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
  - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
  - (4) The paving of an unpaved area.

**Response:** This application includes new off-street parking and vehicle use areas. The standards in this section apply.

(b) Location.

- (1) Generally. Off-street parking and vehicle use areas shall not be located within required setbacks.

**Response:** No off-street parking and vehicle use areas are located within the required setbacks, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (2) Carpool and vanpool parking. Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

**Response:** No carpool or vanpool parking is planned. This standard does not apply.

- (3) Underground parking. Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

**Response:** Underground parking is not planned. This standard does not apply.

(c) Perimeter setbacks and landscaping.

- (1) Perimeter setbacks and landscaping, generally.

(A) Perimeter setbacks. Perimeter setbacks, as set forth in this subsection, 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. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

(i) Off-street parking and vehicle use areas abutting an alley.

(ii) Vehicle storage areas within the IG zone.

(iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.

(iv) Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.

(v) Underground parking.

(B) Perimeter landscaping. Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

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**Response:** Landscaped perimeter setbacks are provided for all off-street parking and vehicle use areas as set forth in this subsection as shown on the Preliminary Landscape Plans in Exhibit C. These requirements are met.

(2) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.

(A) Method A. The off-street parking and vehicle use area shall be setback a minimum of ten feet (see Figure 806-1). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

**Response:** The off-street parking area along the Gaines Street Entrance abuts Front Street NE. A 10-foot setback landscaped according to the Type A standard is provided as shown on the Preliminary Landscape Plans in Exhibit C. The criterion is met.

[...]

(3) Perimeter setbacks and landscaping abutting interior front, side, and rear property lines. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet (see Figure 806-5). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

**Response:** The off-street vehicle use areas are set back from all property lines by a minimum 5-foot-wide landscape strip planted to the Type A standards as shown on the Preliminary Landscape Plans in Exhibit C. This requirement is met.

(4) Setback adjacent to buildings and structures. Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A standard set forth in SRC chapter 807, or by a minimum five-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.

**Response:** The off-street vehicle use areas are set back from all buildings by a minimum 5-foot-wide landscape strip planted to the Type A standards and/or a minimum 5-foot-wide pedestrian walkway as shown on the Preliminary Landscape Plans in Exhibit C. This requirement is met.

(5) Perimeter setbacks and landscaping for parking garages. Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:

(A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.

(B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.

(C) Any parking garage abutting an alley.

**Response:** Parking garages are planned within Buildings 1, 2, and 3, which contain ground floor uses other than parking. This requirement does not apply.

(d) Interior landscaping.

(1) Interior landscaping, generally. Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:

- (A) Vehicle storage areas.
- (B) Vehicle display areas.
- (C) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
- (D) Gravel off-street parking areas, approved through a conditional use permit.
- (E) Underground parking.
- (F) Parking garages.

**Response:** The off-street parking areas on-site total ±27,672 square feet. Interior landscaping is required and will be provided as set forth in this section.

(2) Minimum percentage of interior landscaping required. Interior landscaping shall be provided in amounts not less than those set forth in Table 806-4. For purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

| Table 806-4: Minimum Off-Street Parking Area Turnaround Dimensions |                                      |
|--|--------------------------------------|
| Total Interior Area of Off-Street Parking Area                     | Percentage Required to be Landscaped |
| Less than 50,000 sq. ft.   | Min. 5%                              |
| 50,000 sq. ft. and greater   | Min. 8%                              |

**Response:** The total interior area of the off-street parking area is ±28,050 square feet requiring a minimum 5 percent of landscaping. The amount of interior landscaping proposed is 2,049 square feet or 7.3 percent ( $2,049/28,050 = 0.073$ ) as shown on the Preliminary Landscape Plans in Exhibit C. This standard is met.

(3) Trees. A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

**Response:** A minimum of one deciduous shade tree will be planted for every 12 parking spaces within the off-street parking areas on-site as shown on the Preliminary Landscape Plans in Exhibit C. Six trees are provided within the off-street parking area, which exceeds the required 5 trees ( $58\text{parking spaces}/12 = 4.83$ ). This standard is met.

- (4) Landscape islands and planter bays. Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see Figure 806-7).

**Response:** All landscape islands and planter bays meet the dimensions of this standard as shown on the Preliminary Landscape Plans in Exhibit C. This standard is met.

- (e) Off-street parking area dimensions. Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-5; provided, however, minimum off-street parking area dimensions shall not apply to:
  - (1) Vehicle storage areas.
  - (2) Vehicle display areas.

**Response:** As shown in the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B, all parking spaces are planned to meet the minimum dimensional standards set forth in Table 806-6. This standard is met.

- (f) Off-street parking area access and maneuvering. In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:
  - (1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and
  - (2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-9. The turnaround shall conform to the minimum dimensions set forth in Table 806-6.

| Table 806-6: Minimum Off-Street Parking Area Turnaround Dimensions |                       |       |       |
|--|-----------------------|-------|-------|
| Aisle Width<br>A   | Turnaround Dimensions |       |       |
|  | B                     | C     | D     |
| 24 ft. or less   | 15 ft.                | 9 ft. | 6 ft. |

**Response:** As shown in the Preliminary Land Use Plans in Exhibit A, parking lot access and maneuvering is planned to meet the standards for safe and convenient vehicular access and maneuvering. No backing or maneuvering will be required within the street, and when drive aisles terminate at a dead end, a turnaround area is provided with the minimum dimensional standards set forth in Table 806-7. This standard is met.

- (g) Grade. Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.

**Response:** Off-street parking and vehicle use areas will not exceed a maximum grade of 10 percent as shown on the Preliminary Site Grading and Drainage Plan. This standard is met.

- (h) Surfacing. Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:
  - (1) Vehicle storage areas within the IG zone.
  - (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
  - (3) Gravel off-street parking areas, approved through a conditional use permit.

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**Response:** As shown on the Preliminary Site Plan in Exhibit A, all off-street parking and vehicle use areas are planned to be paved with hard surface material. This standard is met.

- (i) **Drainage.** Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

**Response:** A Preliminary On-Site Grading and Drainage Plan is provided in Exhibit A and a Preliminary Stormwater Report is provided in Exhibit H. All drainage is designed to meet the Public Works Design Standards. This standard is met.

- (j) **Bumper guards or wheel barriers.** Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property; provided, however, bumper guards or wheel barriers are not required for:
  - (1) Vehicle storage areas.
  - (2) Vehicle sales display areas.

**Response:** Bumper guards or wheel barriers are provided for all off-street parking and vehicle use areas as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (k) **Off-street parking area striping.** Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:
  - (1) Vehicle storage areas.
  - (2) Vehicle sales display areas.
  - (3) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
  - (4) Gravel off-street parking areas, approved through a conditional use permit.

**Response:** As shown on the Preliminary Site Plan in Exhibit A, off-street parking areas will be striped in accordance with the standards of this section.

- (l) **Marking and signage.**
  - (1) **Off-street parking and vehicle use area circulation.** Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.
  - (2) **Compact parking.** Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.
  - (3) **Carpool and vanpool parking.** Carpool and vanpool parking spaces shall be posted with signs indicating the spaces are reserved for carpool or vanpool use only before 9:00 a.m. on weekdays.

**Response:** All applicable marking and signage will be provided and conform to the Manual of Uniform Traffic Control Devices (MUTCD). This standard is met.

- (m) **Lighting.** Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

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**Response:** No on-site lighting will shine or reflect on uses falling under household living or cast glare onto the street. This standard will be met.

- (n) **Off-street parking area screening.** Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot-tall sight-obscuring fence, wall, or hedge; provided, however, screening is not required for vehicle storage areas within the IG zone.

**Response:** The subject property does not abut residentially zoned property or property used for uses or activities falling under household living. This standard does not apply.

806.040. **Driveway development standards for uses or activities other than single family or two family.**

Unless otherwise provided under the UDC, driveways for uses or activities other than single family or two family shall be developed and maintained as provided in this section.

- (a) **Access.** Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.

**Response:** Three driveways for ingress and egress are provided for the site. The driveway approach standards in SRC Chapter 804 are addressed in this narrative. This standard is met.

- (b) **Location.** Driveways shall not be located within required setbacks except where:
  - (1) The driveway provides direct access to the street, alley, or abutting property.
  - (2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

**Response:** The planned driveways are not located within required setbacks. This standard is met.

- (c) **Setbacks and landscaping.**
  - (1) **Perimeter setbacks and landscaping, generally.** Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:
    - (A) The driveway provides direct access to the street, alley, or abutting property.
    - (B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

**Response:** As shown on the Preliminary Site Plan in Exhibit A, the planned driveways will provide direct access to the street. Therefore, perimeter setbacks and landscaping are not required at the planned driveway locations.

- (2) **Perimeter setbacks and landscaping abutting streets.** Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

**Response:** The planned driveways do not abut Front Street NE; they provide direct access to the street. This standard does not apply.

- (3) **Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.** Unless a greater setback is required elsewhere within the UDC, driveways abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

**Response:** The planned driveways do not abut interior front, side, or rear property lines. They are separated by parking and/or pedestrian walkways with landscaping. This standard does not apply.

- (d) **Dimensions.** Driveways shall conform to the minimum width set forth in Table 806-7.

| Type of Driveway | Width  | Inside Radius of Curves & Corners         |
|------------------|--------|---|
| One-Way Driveway | 12 ft. | 25 ft., measured at curb or pavement edge |
| Two-Way Driveway | 22 ft. | 25 ft., measured at curb or pavement edge |

**Response:** Belmont Alley will serve one-way traffic and is 13 feet in width. The Market Street Entrance will serve two-way traffic and is 26 feet in width. The Gaines Street Entrance will serve one way traffic and is 24 feet in width. This standard is met.

- (e) **Surfacing.** All driveways shall be paved with a hard surface material meeting the Public Works Design Standards.

**Response:** All driveways are planned to be paved with hard surface material meeting the Public Works Design Standards. This standard is met.

- (f) **Drainage.** Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

**Response:** A Preliminary On-Site Grading and Drainage Plan is provided in Exhibit A and a Preliminary Stormwater Report is provided in Exhibit H. All drainage is designed to meet the Public Works Design Standards. This standard is met.

- (g) **"No Parking" signs.** Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

**Response:** No parking signs will be provided along Belmont Alley and the Market Street Entrance as applicable. Parking is provided along the Gaines Street Entrance, and therefore, it is not appropriate to place no parking signs in this location This standard will be met, as applicable.

806.045. **Bicycle parking; when required.**

- (a) **General applicability.** Bicycle parking shall be provided as required under this chapter for:
  - (1) Each proposed new use or activity.

- (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
- (3) Any intensification, expansion, or enlargement of a use or activity.

**Response:** Bicycle parking is required and provided as shown on the Preliminary Site Plan in Exhibit A and Preliminary Building Elevations and Floor Plans in Exhibit B.

[...]

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.

**Response:** All bicycle parking is located on the site as shown on the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B. This requirement is met.

806.055. Amount of bicycle parking.

- (a) Minimum required bicycle parking. Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-9.

| Table 806-8: Minimum Bicycle Parking |   |  |                              |
|--------------------------------------|---|--|------------------------------|
| Use                                  | Minimum Number of Spaces Required   | Maximum Percentage of Long-Term Spaces Allowed | Limitations & Qualifications |
| Multiple family                      | 1 space per dwelling unit   | 100%   |                              |
| Eating and drinking establishments   | The greater of 4 spaces or 1 space per 1,000 sq. ft.  | 25%  |                              |
| Retail sales                         | The greater of the following:<br>4 spaces; or 1 per 10,000 sq. ft. for first 50,000 sq. ft.; plus 1 per 20,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 30,000 sq. ft. for remaining square footage over 100,000 sq. ft. | 25%  |                              |
| Office                               | The greater of the following:<br>4 spaces; or 1 per 3,500 sq. ft. for first 50,000 sq. ft.; plus 1 per 7,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 14,000 sq. ft. for remaining square footage over 100,000 sq. ft.   | 25%  |                              |

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- (b) Long-term bicycle parking. Long-term bicycle parking may be provided to satisfy a percentage of the minimum bicycle parking spaces required under this chapter. Such long-term bicycle parking shall not exceed the amounts set forth in Table 806-8. The maximum percentage of long-term bicycle parking allowed is based solely on the minimum number of bicycle parking spaces required. This standard shall not be construed to prohibit the provision of additional long-term bicycle parking spaces provided the minimum number of required spaces is met. (Example: A restaurant requiring a minimum of four bicycle parking spaces may, but is not required to, designate one of the required spaces as a long-term space. Additional short-term and long-term spaces may be provided as long as the minimum required three short-term spaces are maintained).

**Response:** The subject site provides 482 bicycle parking spaces, which exceeds the required minimum of  $\pm 410$  bicycle parking spaces ((371 dwellings \*1 space/dwelling = 371 bicycle space) + (30,859 square feet of eating and drinking space/1,000 square feet/bicycle space = 30.86) + (12,149 square feet of retail space /10,000 square feet/bicycle space = 1.21 < 4) + (5,880 square feet of office space/3,500 square feet/bicycle space = 1.68 < 4) = 409.86 bicycle parking spaces). As shown on the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B, 59 short-term spaces are provided in front of the planned buildings, and the remaining 423 are long-term spaces on the upper floors of the Buildings 1, 2, and 3. These requirements are met.

806.060. Bicycle parking development standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

(a) Location.

- (1) Short-term bicycle parking. Short-term bicycle parking shall be located outside a building within a convenient distance of, and 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 access route.

**Response:** All short-term bicycle parking is located outside the buildings within a convenient distance of and clearly visible from the primary building entrance as shown on the Preliminary Site Plan in Exhibit A and the Preliminary Building Elevations and Floor Plans in Exhibit B. This standard is met.

(2) Long-term bicycle parking.

(A) Generally. Long-term bicycle parking shall be located:

- (i) Within a building, on the ground floor or on upper floors when the bicycle parking areas are easily accessible by an elevator; or
- (ii) On-site, outside of a building, in a well-lighted secure location that is sheltered from precipitation and within a convenient distance of the primary entrance.

(B) Long-term bicycle parking for residential uses. Long-term bicycle parking spaces for residential uses shall be located within:

- (i) A residential dwelling unit;

- (ii) A lockable garage;
- (iii) A restricted access lockable room serving an individual dwelling unit or multiple dwelling units;
- (iv) A lockable bicycle enclosure; or
- (v) A bicycle locker.

I Long-term bicycle parking for non-residential uses. Long-term bicycle parking spaces for non-residential uses shall be located within:

- (i) A restricted access lockable room;
- (ii) A lockable bicycle enclosure; or(iii)A bicycle locker.

**Response:** All long-term bicycle parking spaces are provided on the upper floors of Buildings 1, 2, and 3 in bicycle storage areas, which are restricted to access by residents only. This standard is met.

- (b) **Access.** All bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

**Response:** All short-term bicycle parking spaces are on the ground floor with direct access to the on-site pedestrian circulation network and the primary building entrances as shown on the Preliminary Site Plan in Exhibit A. The long-term bicycle parking spaces are provided on the upper floors of Buildings 1, 2, and 3, which are served by elevators that allow for direct and accessible access free of obstructions and any barriers. This standard is met.

- (c) **Dimensions.** Except as provided in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:
  - (1) **Bicycle parking spaces.** Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.
  - (2) **Access aisles.** Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

**Response:** All bicycle parking spaces and access aisles meet the dimensional standards of this section as shown on the Preliminary Building Elevations and Floor Plans in Exhibit B. These standards are met.

- (d) **Surfacing.** Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

**Response:** As shown on the Preliminary Site Plan in Exhibit A, all outdoor bicycle racks will be placed on a hard surface material meeting the Public Works Design Standards. This standard is met.

- (e) **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.
  - (1) Racks must support the bicycle in a stable position.

- 
- (A) For horizontal racks, the rack must support the bicycle frame in a stable position in two or more places a minimum of six inches horizontally apart without damage to the wheels, frame, or components.
  - (B) For vertical racks, the rack must support the bicycle in a stable vertical position in two or more places without damage to the wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
  - (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
  - (4) Racks shall be securely anchored.
  - (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-11.

**Response:** All bicycle racks will meet the standards of this section.

- (f) Bicycle lockers. Where bicycle parking is provided in lockers, the lockers shall meet the following standards:
  - (1) Lockers shall conform to the minimum dimensions set forth in Table 806-9.
  - (2) Lockers shall be served by an access aisle conforming to the minimum width set forth in Table 806-9 in front of each locker opening.
  - (3) Lockers shall be securely anchored.

**Response:** No bicycle lockers are planned. These standards do not apply.

806.065. Off-street loading areas; when required.

- (a) General applicability. Off-street loading shall be provided and maintained as required under this chapter for:
  - (1) Each proposed new use or activity.
  - (2) Any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity.
  - (3) Any intensification, expansion, or enlargement of a use or activity.
- (b) Applicability to nonconforming off-street loading area. When off-street loading is required to be added to an existing off-street loading area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

806.070. Proximity of off-street loading areas to use or activity served.

Off-street loading shall be located on the same development site as the use or activity it serves.

**Response:** The off-street loading areas are located on the development site as shown in the Preliminary Land Use Plans in Exhibit A. This standard is met.

806.075. Amount of off-street loading.

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-10.

| Table 806-10. Minimum Off-Street Loading; Dimensions  |  |                            |            |        |        |   |
|---|--|----------------------------|------------|--------|--------|---|
| Use Category/Use  | Minimum Number of Spaces Required <sup>(1)</sup> |                            | Dimensions |        |        | Limitations & Qualifications  |
|   |  |                            | Width      | Length | Height |   |
| Multiple family   | 3  | 200 or more dwelling units | 12 ft.     | 19 ft. | 12 ft. | If a recreational or service building is provided, at least 1 of the required loading spaces shall be located in conjunction with the recreational or service building. |
| Retail Sales and service  | 1  | 5,000-60,000               | 12 ft.     | 30 ft. | 14 ft. |   |
| Business and professional services  | 1  | 5,000 to 60,000 sq. ft.    | 12 ft.     | 19 ft. | 12 ft. |   |
| (1) Unless otherwise provided, when required loading is expressed in terms of a number of spaces per a square footage, the square footage shall equal the gross floor area. |  |                            |            |        |        |   |

- (a) Off-street parking used for loading. 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:** Per Table 806-10, the project requires a total of five loading spaces: 371 multiple-family homes require three 12-foot-by-19-foot loading spaces; ±43,008 square feet of retail and service space requires one 12-foot-by-30-foot loading space; and, ±5,880 square feet of office space requires one 12-foot-by-19-foot loading space.

Three 12-foot-by-19-foot loading spaces are provided on-site for the multiple-family homes. These spaces are located along the Market Street Entrance and Belmont Alley. A 12-foot-by-30-foot loading space is provided in front of the Food Hall (see the Preliminary Site Plan in Exhibit A). The office space is not anticipated to require a delivery vehicle that exceeds a maximum combined vehicle and load rating of 8,000 pounds; therefore, the off-street parking area will be utilized for the additional 12-foot-by-19-foot loading space reducing the required loading spaces to four. This requirement is met.

806.060. Off-street loading development standards.

Unless otherwise provided under the UDC, off-street loading shall be developed and maintained as set forth in this section.

- (a) Location. Off-street loading areas shall not be located within required setbacks.

**Response:** Off-street loading areas are not located within required setbacks as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (b) Perimeter setbacks and landscaping. Perimeter setbacks and landscaping, as set forth in this subsection, shall be required for off-street loading areas abutting streets and abutting interior front, side, and rear property lines. Perimeter setbacks and landscaping are not required for off-street loading areas abutting an alley.

- (1) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2).

- 
- (2) Perimeter setbacks and landscaping abutting interior front, side, and rear property lines. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

**Response:** The planned off-street loading areas do not abut Front Street NE or interior front, side, or rear property lines. Perimeter setbacks are not required. This standard is met.

- (c) Dimensions. Loading areas shall conform to the minimum dimensions set forth in Table 806-9.

**Response:** The off-street loading areas meet the dimensions set forth in Table 806-9 as detailed in this narrative and shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (d) Maneuvering. Off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.

**Response:** Off-street loading areas are designed to accommodate the safe operation of a delivery vehicle. This standard is met.

- (e) Surfacing. All loading areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, paving is not required for:

- (1) Temporary and seasonal gravel loading areas, approved pursuant to SRC chapter 701.  
(2) Gravel loading areas, approved through a conditional use permit.

**Response:** All off-street loading areas are planned to be paved with a hard surface material meeting the Public Works Design Standards as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (f) Drainage. Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

**Response:** A Preliminary On-Site Grading and Drainage Plan is provided in Exhibit A and a Preliminary Stormwater Report is provided in Exhibit H. All drainage is designed to meet the Public Works Design Standards. This standard is met.

- (g) Lighting. Lighting for off-street loading areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

**Response:** On-site lighting serving off-street loading areas will be shielded as to prevent glare onto residential uses and onto the street. This standard will be met.

Chapter 807 Landscaping and Screening

[...]

807.015. Landscaping and screening.

Unless otherwise provided under the UDC, required landscaping and screening shall conform to the standards set forth in this section.

- (a) Landscaping types. Required landscaping shall be provided according to one of the landscaping types set forth in Table 807-1. Where landscaping is required under the UDC without a reference to a specific landscaping type, the required landscaping shall meet the Type A standard.

| Table 807-1: Landscaping Types |   |  |
|--------------------------------|---|--|
| Landscaping Type               | Required Plant Units (PU)                   | Required Screening                                   |
| A                              | Min. 1 PU per 20 sq. ft. of landscaped area | None   |
| B                              | Min. 1 PU per 20 sq. ft. of landscaped area | Min. 6-foot-tall fence, wall, or hedge               |
| C                              | Min. 1 PU per 20 sq. ft. of landscaped area | Min. 6-foot-tall fence or wall                       |
| D                              | Min. 1 PU per 16 sq. ft. of landscaped area | Min. 6-foot-tall sight obscuring landscaping or wall |
| E                              | Min. 1 PU per 16 sq. ft. of landscaped area | Min. 6-foot-tall wall                                |

- (b) Plant materials and corresponding plant unit values. Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. 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 shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

| Table 807-2: Plant Materials and Minimum Plant Values                           |                       |                                       |
|---|-----------------------|---------------------------------------|
| Plant Material  | Plant Unit (PU) Value | Size at Planting                      |
| 1 mature tree   | 15 PU                 |                                       |
| 1 shade tree  | 10 PU                 | 1.5 in. to 2 in. caliper              |
| 1 evergreen/conifer tree  | 5 PU                  | 6 ft. to 8 ft. height                 |
| 1 ornamental tree   | 2 PU                  | 1 in. to 1.5 in. caliper              |
| 1 large deciduous or evergreen shrub (at maturity: over 4 ft, wide; 4 ft. high) | 2 PU                  | Min. 3 gallon or balled and burlapped |
| 1 small to medium shrub   | 1 PU                  | Min. 1 gallon                         |
| Lawn or other ground cover  | 1 PU per 50 sq. ft.   |                                       |

**Response:** The setbacks required to be landscaped with Type A landscaping include those between the internal front property line of planned Lot 4, which comprises the Food Hall, Winery, and Market, as well as pedestrian circulation and vehicle use areas. The vehicle use areas require a 5-foot setback from planned Lots 1–3. The setback area between the vehicle use area and the sidewalk serving the residences in Buildings 1, 2, and 3 is planned to comprise an ±8.3-foot landscape buffer. The total area of this landscape buffer is ±6,802 square feet, requiring ±340 plant units (PU). The setback area is planned with 16 trees (160 PU), more than 80 shrubs (160+ PU), and more than 4,800 square feet of ground cover (97+ PU), providing ±417 PU. The required vehicle use area setbacks from Front Street NE total ±420 square feet, requiring 21 PU. The setback area is planned with 44 shrubs (88 PU) and groundcover, exceeding the required PU. This standard is met.

- (c) **Preservation of existing trees and vegetation.** The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808, existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.

**Response:** A Preliminary Tree Preservation and Removal Plan and a Preliminary Tree Table is provided in Exhibit A, which shows the trees planned for preservation and for removal. The site has 79 existing trees and only 11 are planned for removal. Existing trees within

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the Willamette Greenway Boundary are utilized to meet the landscape standards of SRC 600.025, as addressed in this narrative. This standard is met.

(d) Tree replanting requirements. In addition to the landscaping required under this chapter, when existing trees, as defined under SRC chapter 808, are proposed for removal from within required setbacks or from a development site, replanting shall be required as provided in this subsection.

(1) Removal of trees within required setbacks. When an existing tree or trees, as defined under SRC chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

**Response:** No existing trees within required setbacks are planned for removal. This standard does not apply.

(2) Removal of trees from development site. When more than 75 percent of the existing trees, as defined under SRC chapter 808, on a development site are proposed for removal, two new trees shall be planted for each tree removed in excess of 75 percent. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper. For purposes of this section, existing trees within vision clearance areas, or within areas to be cleared for required roads, utilities, sidewalks, trails, or stormwater facilities, shall not be counted in the total percentage of trees removed from the development site.

**Response:** As shown on the Preliminary Tree Preservation and Removal Plan and the Preliminary Tree Table in Exhibit A, there are 79 existing trees on the site. Eleven trees, or 14 percent (11/79 = 13.92), are planned for removal. This standard does not apply.

(e) Screening standards. Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:

(1) Height. Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.

(2) Opacity. Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.

(3) Maintenance. Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

**Response:** Screening is not required on-site. These standards do not apply.

(f) Berm. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.

**Response:** No screening in the form of a berm is planned. This standard does not apply.

(g) Street trees. Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.

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**Response:** Street trees will be provided along Front Street NE that meet the standards and specifications set forth in SRC Chapter 86. This standard will be met.

807.020. Landscaping plan and landscaping permit.

- (a) Landscaping plan. A landscaping plan is required for all building permit applications for development subject to the landscaping requirements of this chapter and all landscaping permit applications required under subsection (b) of this section.

Landscaping plans shall be of a size and form established by the Planning Administrator, and shall include the following:

- (1) Scale and north arrow.
- (2) Lot dimensions and footprint of structure(s).
- (3) A legend indicating the linear footage of perimeter setbacks abutting a street or right-of-way; the linear footage of perimeter setbacks not abutting a street or right-of-way; total building square footage; total square footage of the interior area of the off-street parking area, calculated per SRC 806.035(d)(2); and total number of parking spaces.
- (4) The location and size of plant materials, identified by common and botanical names, and their expected coverage within five years.
- (5) The type and location of landscaping features other than plant materials, including, but not limited to, wetlands, creeks, ponds, sculpture, and benches.
- (6) Fence or wall materials, when screening is required under the UDC.
- (7) Abutting land uses.
- (8) The type, size, and location of:
  - (A) Existing trees, as defined under SRC chapter 808, existing trees less than ten inches dbh, and vegetation that will be retained to satisfy landscaping requirements of this chapter.
  - (B) Existing trees, as defined under SRC chapter 808, proposed for removal.
- (9) Notwithstanding subsection (b)(8) of this section, where the development site is heavily wooded, only those trees that will be affected by the proposed development need to be sited accurately. The remaining trees may be shown on the plan in the general area of their distribution.
- (10) An irrigation plan identifying the materials, size, and location of all components of the irrigation system.
- (11) A two-year plant establishment schedule for:
  - (A) Landscaped areas where a permanent underground or drip irrigation system is not required because of the use of drought resistant vegetation; or
  - (B) New vegetation located within stormwater facilities.

**Response:** Preliminary Landscape Plans including the applicable information listed above are provided in Exhibit C. This requirement is met.

[...]

Chapter 808 Preservation of Trees and Vegetation

808.020. Trees and native vegetation in riparian corridors.

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No person shall remove a tree in a riparian corridor or native vegetation in a riparian corridor, unless the removal is undertaken pursuant to a tree and vegetation removal permit issued under SRC 808.030, undertaken pursuant to a tree conservation plan approved under SRC 808.035, or undertaken pursuant to a tree variance granted under SRC 808.045. Roots, trunks, and branches of trees removed in riparian corridors shall remain within the riparian corridor, unless determined to be a potential hazard or impediment to stream flow by the Director.

**Response:** Trees are planned for removal as shown on the Preliminary Tree Preservation and Removal Plan in Exhibit A, three of which are within the riparian buffer. An Arborist Tree Evaluation of the trees planned for removal is provided as Exhibit L and demonstrates that such tree removal is necessary for public pathway construction. Unless determined to be a potential hazard or impediment to stream flow, the roots, trunks, and branches of these trees will remain within the riparian buffer. A tree and vegetation removal permit is not required per the exceptions in SRC 808.030(a)(2).

808.025. Trees on lots or parcels 20,000 square feet or greater.

No person shall, prior to site plan review or building permit approval, remove a tree on a lot or parcel that is 20,000 square feet or greater, or on contiguous lots or parcels under the same ownership that total 20,000 square feet or greater, unless the removal is undertaken pursuant to a tree and vegetation removal permit issued under SRC 808.030, undertaken pursuant to a tree conservation plan approved under SRC 808.035, or undertaken pursuant to a tree variance granted under SRC 808.045. Nothing in this section shall be construed to require the retention of trees, other than heritage trees, significant trees, and trees and vegetation in riparian corridors, beyond the date of site plan review or building permit approval, if the proposed development is other than single family residential, two family residential, three family residential, four family residential, or a cottage cluster.

**Response:** Trees are planned for removal on the subject property, which is greater than 20,000 square feet. Refer to the Preliminary Tree Preservation and Removal Plan in Exhibit A. An Arborist Tree Evaluation of the trees planned for removal is provided as Exhibit L. A tree and vegetation removal permit is not required per the exceptions in SRC 808.030(a)(2).

808.030. Tree and vegetation removal permits.

(a) Applicability.

(1) Except as provided in subsection (a)(2) of this section, no trees or native vegetation protected under SRC 808.015, SRC 808.020, or SRC 808.025 shall be removed unless a tree and vegetation removal permit has been issued pursuant to this section.

(2) Exceptions. A tree and vegetation removal permit is not required for the removal of trees or native vegetation protected under SRC 808.015, SRC 808.020, or SRC 808.025 when the removal is:

(A) Necessary for maintenance of a vision clearance area, as required in SRC chapter 805;

(B) Required by the City or a public utility for the installation, maintenance, or repair of roads or utilities, including water lines, sewer lines, gas lines, electric lines, and telecommunications lines. This exception does not apply to new development or construction in a riparian corridor;

(C) Removal of a City tree, as defined under SRC 86.010, that is subject to the requirements of SRC chapter 86;

- 
- (D) Necessary for continued maintenance of existing landscaping. For the purposes of this exception, the term "existing landscaping" means an area within a riparian corridor which was adorned or improved through the planting of flowers and trees, contouring the
  - (E) Necessary for the installation, maintenance, or repair of public irrigation systems, stormwater detention areas, pumping stations, erosion control and soil stabilization features, and pollution reduction facilities. Maintenance includes the cleaning of existing drainage facilities and trash removal;
  - (F) Removal of invasive non-native or nuisance vegetation in riparian corridors;
  - (G) Necessary for public trail or public park development and maintenance;
  - (H) Necessary to conduct flood mitigation;
  - (I) Necessary to effect emergency actions which must be undertaken immediately, or for which there is insufficient time for full compliance with this chapter, when it is necessary to prevent an imminent threat to public health or safety, prevent imminent danger to public or private property, or prevent an imminent threat of serious environmental degradation. Trees subject to emergency removal must present an immediate danger of collapse. For purposes of this subsection, the term "immediate danger of collapse" means that the tree is already leaning, with the surrounding soil heaving, and there is a significant likelihood that the tree will topple or otherwise fall and cause damage. The person undertaking emergency action shall notify the Planning Administrator within one working day following the commencement of the emergency activity. If the Planning Administrator determines that the action or part of the action taken is beyond the scope of allowed emergency action, enforcement action may be taken;
  - (J) Removal of a hazardous tree pursuant to an order issued by the City;
  - (K) A commercial timber harvest conducted in accordance with the Oregon Forest Practices Act, ORS 527.610—527.992, on property enrolled in a forest property tax assessment program, and which is not being converted to a non-forestland use. Properties from which trees have been harvested under the Oregon Forest Practices Act may not be partitioned, subdivided, developed as a planned unit development, or developed for commercial uses or activities for a period of five years following the completion of the timber harvest;
  - (L) Associated with mining operations conducted in accordance with an existing operating permit approved by the Oregon Department of Geology and Mineral Industries under Oregon Mining Claim law, ORS 517.750—517.955;(M)Necessary as part of a restoration activity within a riparian corridor undertaken pursuant to an equivalent permit issued by the Oregon Division of State Lands and/or the United States Corps of Engineers; provided, however, that the permittee must provide, prior to the removal, a copy of the permit and all required monitoring reports to the Planning Administrator;
  - (N) Removal of trees on a lot or parcel 20,000 square feet or greater, or on contiguous lots or parcels under the same ownership that total 20,000 square feet or greater, and the removal does not result in:

- (i) Removal of more than five trees or 15 percent of the trees, whichever is greater, within a single calendar year;
- (ii) Removal of more than 50 percent of the trees within any five consecutive calendar years; and
- (iii) Removal of heritage trees, significant trees, and trees in riparian corridors;
- (O) Undertaken pursuant to a tree conservation plan, required in conjunction with any development proposal for the creation of lots or parcels to be used for single family uses, two family uses, three family uses, four family uses, or cottage clusters, approved under SRC 808.035;
- (P) Undertaken pursuant to a tree conservation plan adjustment granted under SRC 808.040; or
- (Q) Undertaken pursuant to a tree variance granted under SRC 808.045.

**Response:** Trees are planned for removal as shown on the Preliminary Tree Preservation and Removal Plan in Exhibit A. An Arborist Tree Evaluation of the trees planned for removal is provided as Exhibit L. A tree and vegetation removal permit is not required per exception (G) and (N) above. The trees are planned for removal to accommodate the Willamette Greenway Path, which will include a 10-foot paved walkway within a 10-foot easement to be dedicated to the City. This Willamette Greenway Path is identified in both the Salem *Comprehensive Park System Plan Update* and the Salem TSP along the riverside portion of the subject property.

Furthermore, the subject property is greater than 20,000 square feet, and the removal of the trees for the planned project will not exceed 15 percent of the existing trees on-site. Seventy-nine trees are identified on the site as shown on the Preliminary Tree Table in Exhibit A. A total of 11 trees are planned for removal for the project, which does not exceed 15 percent or 12 trees (79 trees\*0.15 = 11.85 trees). These exceptions are met.

Chapter 810      Landslide Hazards

[...]

810.020 Landslide hazard construction permit.

- (a) Applicability.
  - (1) Except as provided in subsection (a)(2) of this section, no person shall engage in any of the following activities in areas designated as moderate or high total landslide hazard risk without first obtaining a landslide hazard construction permit.
    - (A) Excavation or fill, as independent activity, exceeding two feet in depth or 25 cubic yards of volume;
    - (B) Installation or construction of any structure greater than 500 square feet in area;
    - (C) Alteration, enlargement, reconstruction, or relocation of a structure greater than 500 square feet in area that requires any modification to the foundation;
    - (D) Land division, planned unit development, or manufactured dwelling park; or

- 
- (E) Tree removal, as an independent activity, on regulated slopes greater than 60 percent.

**Response:** This subject property is designated as moderate total landslide hazard risk per the Graduated Response Tables in SRC 810.025 as indicated in this narrative. A Landslide Hazard Construction Permit is required and included within this consolidated application.

- (2) Exemptions. A landslide hazard construction permit is not required for the following:
  - (A) Excavation and fill exceeding two feet in depth or 25 cubic yards of volume within a public right-of-way or public utility easement.
  - (B) Activities otherwise identified in subsection (a)(1) of this section which must be undertaken immediately to prevent an imminent threat to public health or safety, or prevent imminent danger to public or private property; provided, however:
    - (i) The person undertaking such emergency activity shall notify the Director within one working day following the commencement of the activity.
    - (ii) If the Director determines that the activity, or any part thereof, is beyond the scope of allowed emergency activity, enforcement action may be taken.

**Response:** This project is subject to a Landslide Hazard Construction Permit. These exemptions do not apply.

- (b) Procedure type. A landslide hazard construction permit is processed as a Type I procedure under SRC chapter 300.

**Response:** This landslide hazard construction permit is being reviewed as part of a consolidated application that includes applications processed under the City's Type II procedure. Per SRC 300.120(c), review of a consolidated application shall be according to the highest numbered procedure type; therefore, a Type II procedure is necessary and included in this application.

- (c) Submittal requirements. In lieu of the application submittal requirements under SRC chapter 300, an application for a landslide hazard construction permit shall include the following:
  - (1) A completed application form.

**Response:** A completed application form will be included as a part of the submittal through the PAC Portal. This requirement is met.

- (2) A geological assessment, geotechnical report, or both, as applicable.

**Response:** A Geotechnical Engineering Report is attached as Exhibit G. This requirement is met.

- (d) Criteria. A landslide hazard construction permit shall be granted if:
  - (1) The geological assessment, geotechnical report, or both, as applicable, meets the standards of this chapter; and

**Response:** A Geotechnical Engineering Report the meets the standards of this chapter is attached as Exhibit G. This criterion is met.

- (2) The geological assessment, geotechnical report, or both, as applicable:

- 
- (A) Indicates the development can proceed without a risk of landslide hazard; or
  - (B) Sets forth mitigation measures that will reduce or eliminate the risk of landslide hazard.

**Response:** The Geotechnical Engineering Report, attached as Exhibit G, indicates that the site is generally suitable for the proposed development, provided that the recommendations detailed in the report are included in the design and construction. These recommendations will be incorporated. This criterion is met.

- (e) Director may have report re reviewed. The Director may, at the City's expense, elect to have an independent certified engineering geologist or geotechnical engineer, selected from a list of prequalified consultants, review the report or its conclusions.

**Response:** This provision is understood.

- (f) Conclusions and recommendations. Conclusions and recommendations set forth in an approved geological assessment or geotechnical report shall be incorporated as conditions of approval of the landslide hazard construction permit. The landslide hazard construction permit shall be incorporated into any land use approval connected with the regulated activity.

**Response:** The Applicant is aware that the conclusions and recommendations in the Geotechnical Engineering Report in Exhibit G will be incorporated as conditions of a future land use approval for the subject application.

#### 810.025 Landslide hazard risk assessment

- (a) Graduated Response Tables. The Graduated Response Tables set forth in this subsection are used to determine the total landslide hazard risk and required level of site investigation for regulated activities under this chapter. To determine the total landslide hazard risk, follow the steps set forth in this subsection. Where any portion of a proposed activity is identified under multiple landslide susceptibility ratings, the highest rating shall apply.

[...]

- (b) After determining the total landslide hazard risk under subsection (a) of this section, the following shall be required:
  - (1) Low landslide hazard risk. If application of Table 810-1E indicates a low landslide hazard risk, all regulated activities may proceed without further investigation, permitting, or approval required by this chapter.
  - (2) Moderate landslide hazard risk. If application of Table 810-1E indicates a moderate landslide hazard risk, a geological assessment shall be submitted for all regulated activities. If the geological assessment indicates that mitigation measures are necessary to safely undertake the regulated activity, a geotechnical report prepared by a certified engineering geologist and geotechnical engineer shall be submitted.
  - (3) High landslide hazard risk. If application of Table 810-1E indicates a high landslide hazard risk, a geotechnical report prepared by a certified engineering geologist and geotechnical engineer shall be submitted for all regulated activities.

**Response:** According to the City's adopted landslide hazard susceptibility maps, the western portion of the subject property along the Willamette River and the southern portion of the property adjacent to Mill Creek is mapped with areas of that are eligible for two landslide

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hazard susceptibility points. There are three activity points associated with commercial building permits. This cumulative score of five points indicates a moderate landslide hazard risk per the Graduated Response Tables in this subsection. Therefore, a Geotechnical Engineering Report is required and attached as Exhibit G.

**810.030 Standards for geological assessments and geotechnical reports.**

Geological assessments and geotechnical reports required under this chapter shall include the information required by this section.

- (a) **Geological assessment.** A geological assessment shall include information and data regarding the nature, distribution of underlying geology, and the physical and chemical properties of existing soils; an opinion as to stability of the site; and conclusions regarding the effect of geologic conditions on the proposed development. The geological assessment shall bear the stamp of a certified engineering geologist.
- (b) **Geotechnical report.** A geotechnical report shall include a comprehensive description of the site topography and geology; an opinion as to the adequacy of the proposed development from an engineering standpoint; an opinion as to the extent that instability on adjacent properties may adversely affect the project; a description of the field investigation and findings; conclusions regarding the effect of geologic conditions on the proposed development; and specific requirements for plan modification, corrective grading, and special techniques and systems to facilitate a safe and stable development. The report shall provide other recommendations, as necessary, commensurate with the project grading and development. The geotechnical report shall bear the stamp of a certified engineering geologist and geotechnical engineer.

**Response:** A Geotechnical Engineering Report is attached as Exhibit G which meets the standards of this section. This requirement is met.

#### **IV. Conclusion**

The required findings have been made and this written narrative and accompanying documentation demonstrate the application is consistent with the applicable provisions of the Salem Revised Code. The evidence in the record is substantial and the City can rely upon this information to approve the application.

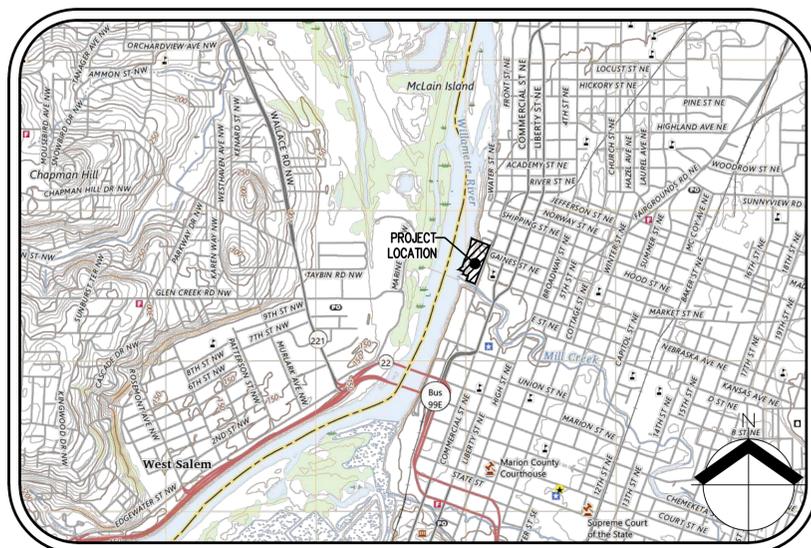
## **Exhibit A: Preliminary Land Use Plans**

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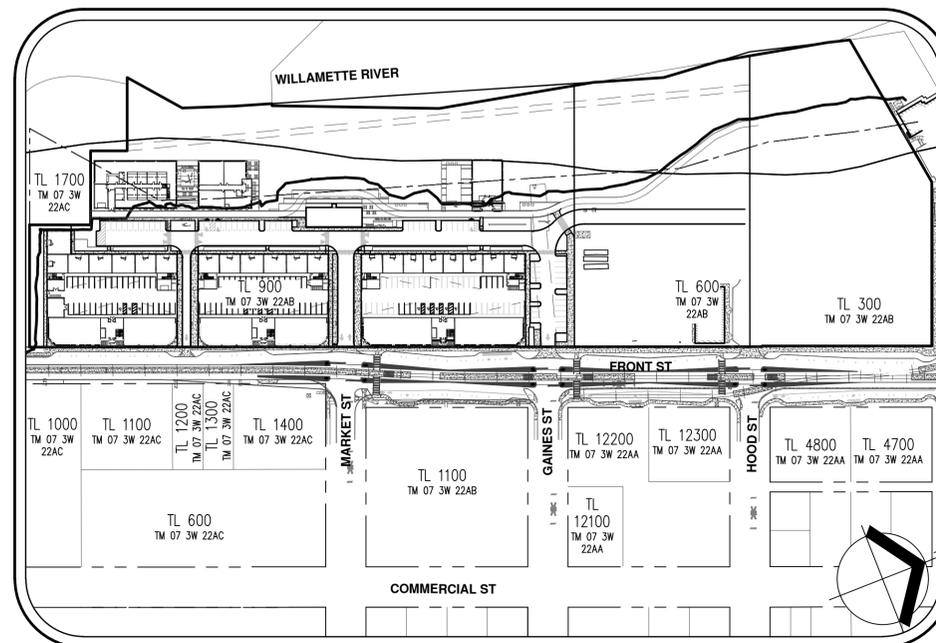
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# THE CANNERY

## PRELIMINARY LAND USE PLANS



**VICINITY MAP**  
NOT TO SCALE



**SITE MAP**  
1" = 150'

**CIVIL ENGINEERING/  
SURVEYING/LAND USE  
PLANNING FIRM**  
AKS ENGINEERING & FORESTRY, LLC  
ENGINEERING CONTACT: TYLER ROTH, PE  
PLANNING CONTACT: GRACE WOLFF  
3700 RIVER RD N, STE 1  
KEIZER, OR 97303  
PH: 503.400.6028  
WWW.AKS-ENG.COM

**ARCHITECT**  
INSIGHT ARCHITECTS  
CONTACT: KRISTINA HELD, AIA, LEED AP BD+C, CPH  
1307 WEST MOREHEAD ST, STE 108  
CHARLOTTE, NC 28208  
PH: 704.344.0445

**LANDSCAPE ARCHITECT**  
LANGO HANSEN LANDSCAPE ARCHITECT  
CONTACT: KYLE TRULEN, PLA, LEED AP  
1100 NW GLISAN #3A,  
PORTLAND, OR 97209  
PH: 971.380.3580

**CONTRACT  
PURCHASER/APPLICANT**  
FuND  
CONTACT: TRENT MICHELS  
15017 THOMAS RD,  
CHARLOTTE, NC 28278

**GEOTECHNICAL FIRM**  
CENTRAL GEOTECHNICAL SERVICES, LLC  
CONTACT: JULIO C. VELA, PHD, PE, GE  
10240 SW NIMBUS AVE, STE L6  
PORTLAND, OR 97223  
PH: 503.994.0755

**LEGEND**

| EXISTING                 | PROPOSED | EXISTING                    | PROPOSED |
|--------------------------|----------|-----------------------------|----------|
| DECIDUOUS TREE           |          | STORM DRAIN CLEAN OUT       |          |
| CONIFEROUS TREE          |          | STORM DRAIN CATCH BASIN     |          |
| FIRE HYDRANT             |          | STORM DRAIN AREA DRAIN      |          |
| WATER BLOWOFF            |          | STORM DRAIN MANHOLE         |          |
| WATER METER              |          | GAS METER                   |          |
| WATER VALVE              |          | GAS VALVE                   |          |
| DOUBLE CHECK VALVE       |          | GUY WIRE ANCHOR             |          |
| AIR RELEASE VALVE        |          | UTILITY POLE                |          |
| SANITARY SEWER CLEAN OUT |          | POWER VAULT                 |          |
| SANITARY SEWER MANHOLE   |          | POWER JUNCTION BOX          |          |
| SIGN                     |          | POWER PEDESTAL              |          |
| STREET LIGHT             |          | COMMUNICATIONS VAULT        |          |
| MAILBOX                  |          | COMMUNICATIONS JUNCTION BOX |          |
|                          |          | COMMUNICATIONS RISER        |          |

|                      | EXISTING | PROPOSED |
|----------------------|----------|----------|
| RIGHT-OF-WAY LINE    |          |          |
| BOUNDARY LINE        |          |          |
| PROPERTY LINE        |          |          |
| CENTERLINE           |          |          |
| DITCH                |          |          |
| CURB                 |          |          |
| EDGE OF PAVEMENT     |          |          |
| EASEMENT             |          |          |
| FENCE LINE           |          |          |
| GRAVEL EDGE          |          |          |
| POWER LINE           |          |          |
| OVERHEAD WIRE        |          |          |
| COMMUNICATIONS LINE  |          |          |
| FIBER OPTIC LINE     |          |          |
| GAS LINE             |          |          |
| STORM DRAIN LINE     |          |          |
| SANITARY SEWER LINE  |          |          |
| WATER LINE           |          |          |
| RECLAIMED WATER LINE |          |          |

**PROPERTY DESCRIPTION:**  
MARION COUNTY TAX MAP 07 3W 22AB,  
TAX LOTS 300, 600, & 900  
CITY OF SALEM, OREGON

**VERTICAL DATUM**  
ELEVATIONS ARE BASED ON CITY OF SALEM  
BENCHMARK NO. 1151, LOCATED AT THE SE  
CORNER OF SUMMER AND MARION ST.  
ELEVATION = 161.617 FEET (NGVD 29).

**PROPERTY LOCATION:**  
1105 FRONT ST NE,  
SALEM, OREGON 97301

**SHEET INDEX**

- P1 COVER SHEET
- C002 EXISTING CONDITIONS PLAN
- C003 EXISTING CONDITIONS PLAN
- P4 TENTATIVE PLAT
- P5 PRELIMINARY ONSITE DEMOLITION PLAN
- P6 PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
- P7 PRELIMINARY TREE TABLE
- P8 PRELIMINARY SITE PLAN
- P9 PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN
- P10 PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN
- P11 PRELIMINARY GRADING AND DRAINAGE SECTIONS
- P12 PRELIMINARY COMPOSITE UTILITY PLAN
- P13 PRELIMINARY FRONT ST IMPROVEMENTS

**COVER SHEET**  
**THE CANNERY**  
**FUND**  
**SALEM, OREGON**



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

PROPERTY DESCRIPTION  
 TAX MAP 07 3W 22AB  
 TAX LOTS 300, 600, 900  
 CONTRACT PURCHASER:  
 FuND  
 15017 THOMAS RD,  
 CHARLOTTE, NC 28278

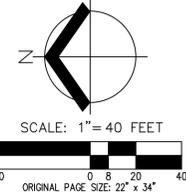
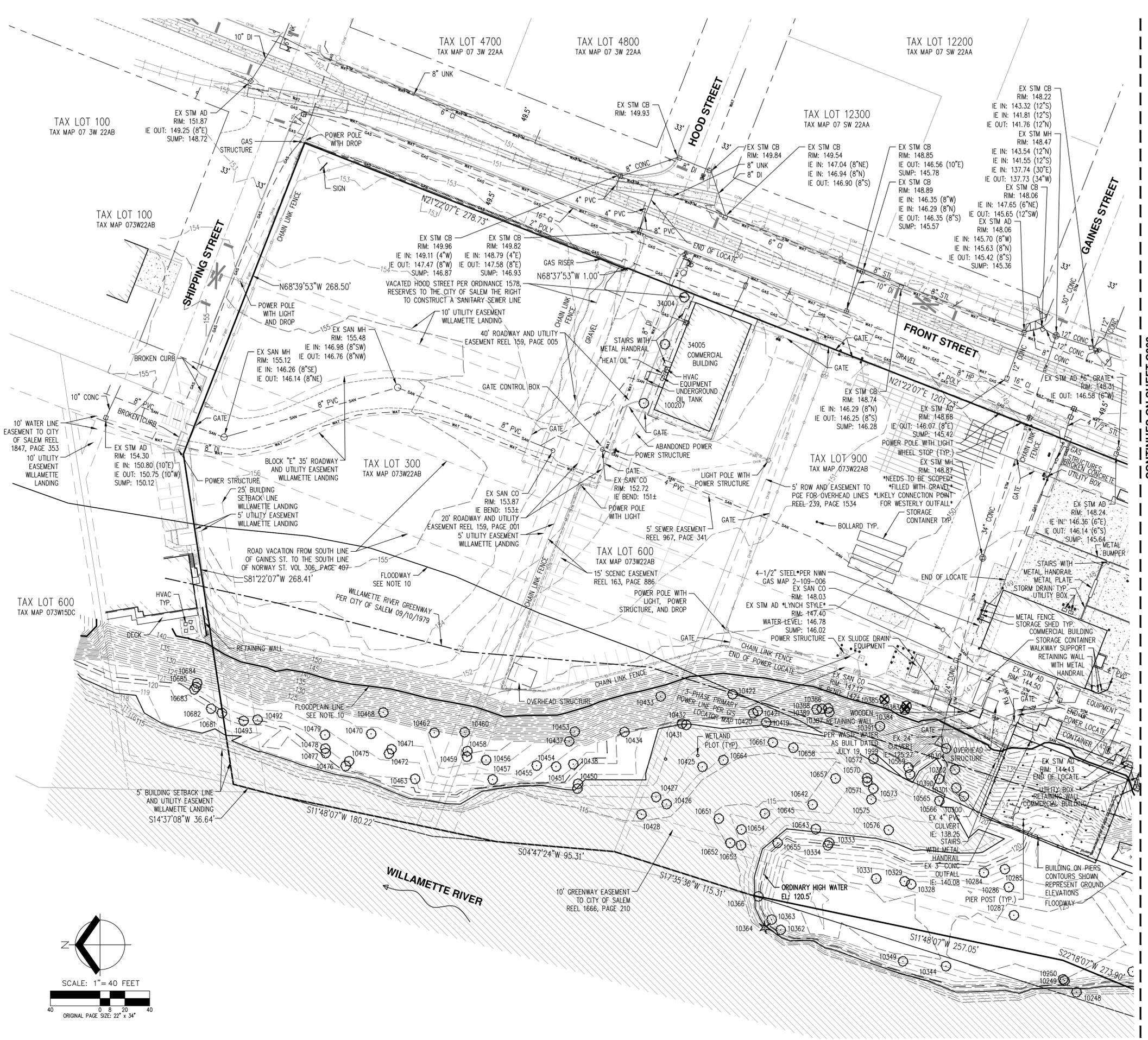
**AKS**  
 AKS ENGINEERING & FORESTRY, LLC  
 3700 RIVER RD N, STE 1  
 KEIZER, OR 97303  
 503.400.6028  
 WWW.AKS-ENG.COM  
 ENGINEERING - SURVEYING - NATURAL RESOURCES  
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

- NOTES:**
- UTILITIES SHOWN ARE BASED ON FIELD OBSERVATIONS AND LOCATE TICKET NUMBERS 23007190, 23007220, 23007221, 23007271, 23008701, 23008714, 23008722, 23008733, 23009893, 23009901, AND 23009993. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
  - FIELD WORK WAS CONDUCTED NOVEMBER 16 TO DECEMBER 12, 2017 AND JANUARY 18 TO JUNE 22, 2023.
  - VERTICAL DATUM: ELEVATIONS ARE BASED ON CITY OF SALEM BENCHMARK NO. 1151, LOCATED AT THE SE CORNER OF SUMMER AND MARION ST. ELEVATION = 161.617 FEET (NGVD 29).
  - HORIZONTAL DATUM: A LOCAL DATUM PLANE DERIVED FROM STATE PLANE OREGON NORTH 3601 NAD83(2011) EPOCH 2010.00 BY MULTIPLYING BY A PROJECT MEAN GRID COMBINED SCALE FACTOR OF 1.0001017696 AT A CENTRAL PROJECT POINT WITH INTERNATIONAL FEET STATE PLANE GRID COORDINATES N:479251.50515 E:7545303.43662 AND A MERIDIAN CONVERGENCE ANGLE OF -1'47"59". STATE PLANE COORDINATES WERE DERIVED FROM GPS OBSERVATIONS USING THE TRIMBLE VRS NOW NETWORK. DISTANCES SHOWN ARE INTERNATIONAL FEET GROUND VALUES.
  - THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
  - SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
  - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
  - CONTOUR INTERVAL IS 1 FOOT.
  - TREES WITH DIAMETER OF 10" AND GREATER ARE SHOWN. TREE DIAMETERS WERE DETERMINED BY VISUAL INSPECTION. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
  - FLOODWAY IS SHOWN BY GRAPHICAL OVERLAY OF FEMA FIRMEETTE MAP 41047C0333H WITH AN EFFECTIVE DATE OF JANUARY 2, 2003. ZONE AE IS SHOWN BY MAPPING THE BASE FLOOD ELEVATION (BFE) OF 141.1 (NGVD 29). BFE IS PER FLOOD INSURANCE STUDY FOR THE WILLAMETTE RIVER, MARION COUNTY, WITH EFFECTIVE DATE OF OCTOBER 10, 2019.

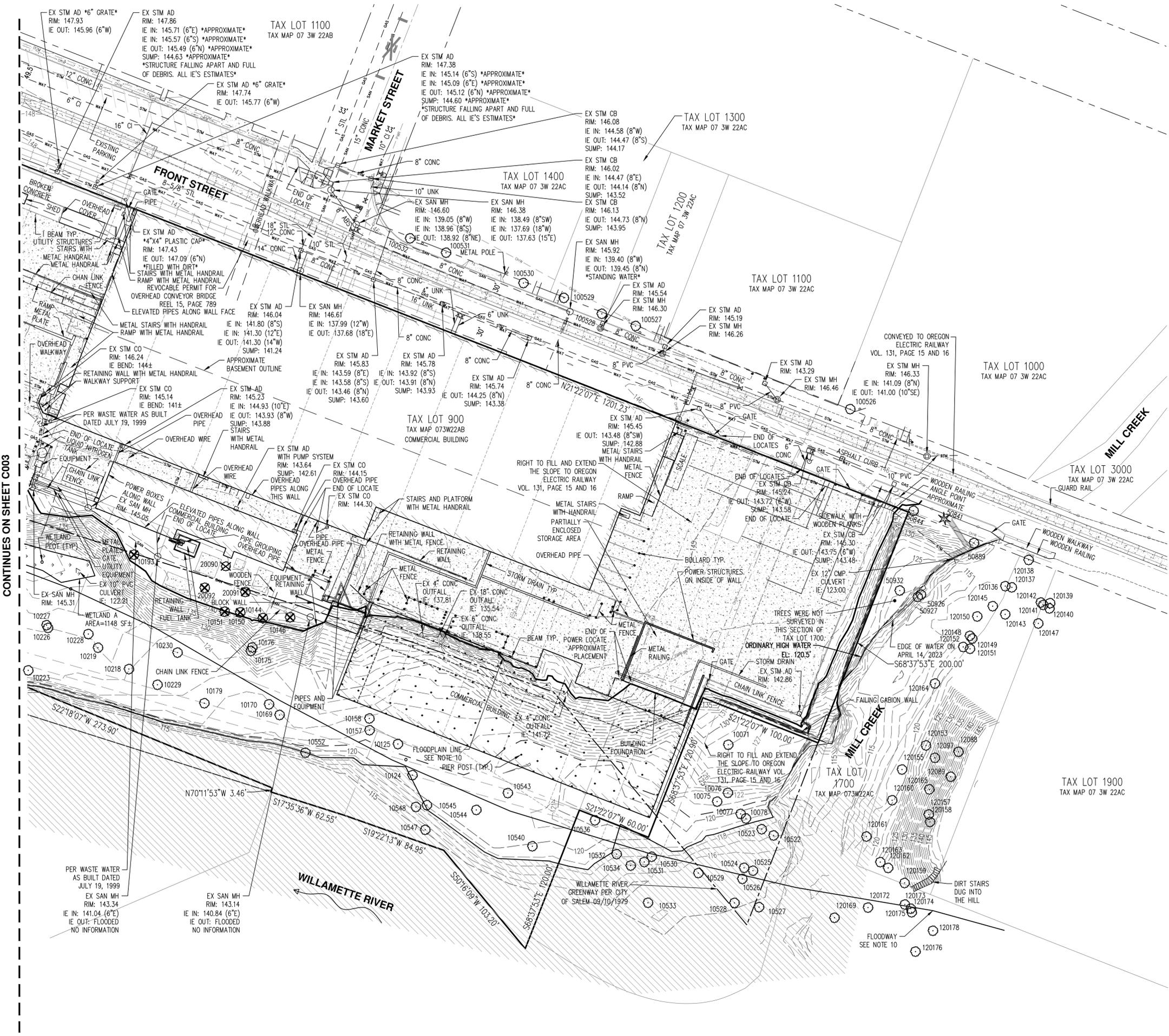
CONTINUES ON SHEET C003

**LEGEND**

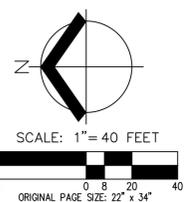
| EXISTING                 |  | EXISTING                    |  |
|--------------------------|--|-----------------------------|--|
| DECIDUOUS TREE           |  | STORM SEWER CLEAN OUT       |  |
| CONIFEROUS TREE          |  | STORM SEWER CATCH BASIN     |  |
| FIRE HYDRANT             |  | STORM SEWER AREA DRAIN      |  |
| WATER BLOWOFF            |  | STORM SEWER MANHOLE         |  |
| WATER METER              |  | GAS METER                   |  |
| WATER VALVE              |  | GAS VALVE                   |  |
| DOUBLE CHECK VALVE       |  | GUY WIRE ANCHOR             |  |
| AIR RELEASE VALVE        |  | UTILITY POLE                |  |
| WATER MANHOLE            |  | POWER VAULT                 |  |
| SANITARY SEWER CLEAN OUT |  | POWER JUNCTION BOX          |  |
| SANITARY SEWER MANHOLE   |  | POWER PEDESTAL              |  |
| SIGN                     |  | COMMUNICATIONS VAULT        |  |
| STREET LIGHT             |  | COMMUNICATIONS JUNCTION BOX |  |
| MAILBOX                  |  | COMMUNICATIONS RISER        |  |
| <b>EXISTING</b>          |  |                             |  |
| RIGHT-OF-WAY LINE        |  |                             |  |
| BOUNDARY LINE            |  |                             |  |
| PROPERTY LINE            |  |                             |  |
| CENTERLINE               |  |                             |  |
| DITCH                    |  |                             |  |
| CURB                     |  |                             |  |
| EDGE OF PAVEMENT         |  |                             |  |
| EASEMENT                 |  |                             |  |
| FENCE LINE               |  |                             |  |
| GRAVEL EDGE              |  |                             |  |
| POWER LINE               |  |                             |  |
| OVERHEAD WIRE            |  |                             |  |
| COMMUNICATIONS LINE      |  |                             |  |
| FIBER OPTIC LINE         |  |                             |  |
| GAS LINE                 |  |                             |  |
| STORM SEWER LINE         |  |                             |  |
| SANITARY SEWER LINE      |  |                             |  |
| WATER LINE               |  |                             |  |



AKS DRAWING FILE: 5968-01EXCOND.DWG | LAYOUT: C002

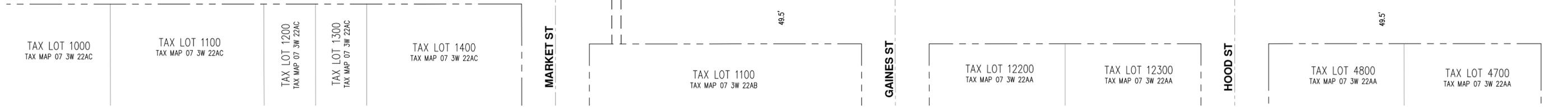
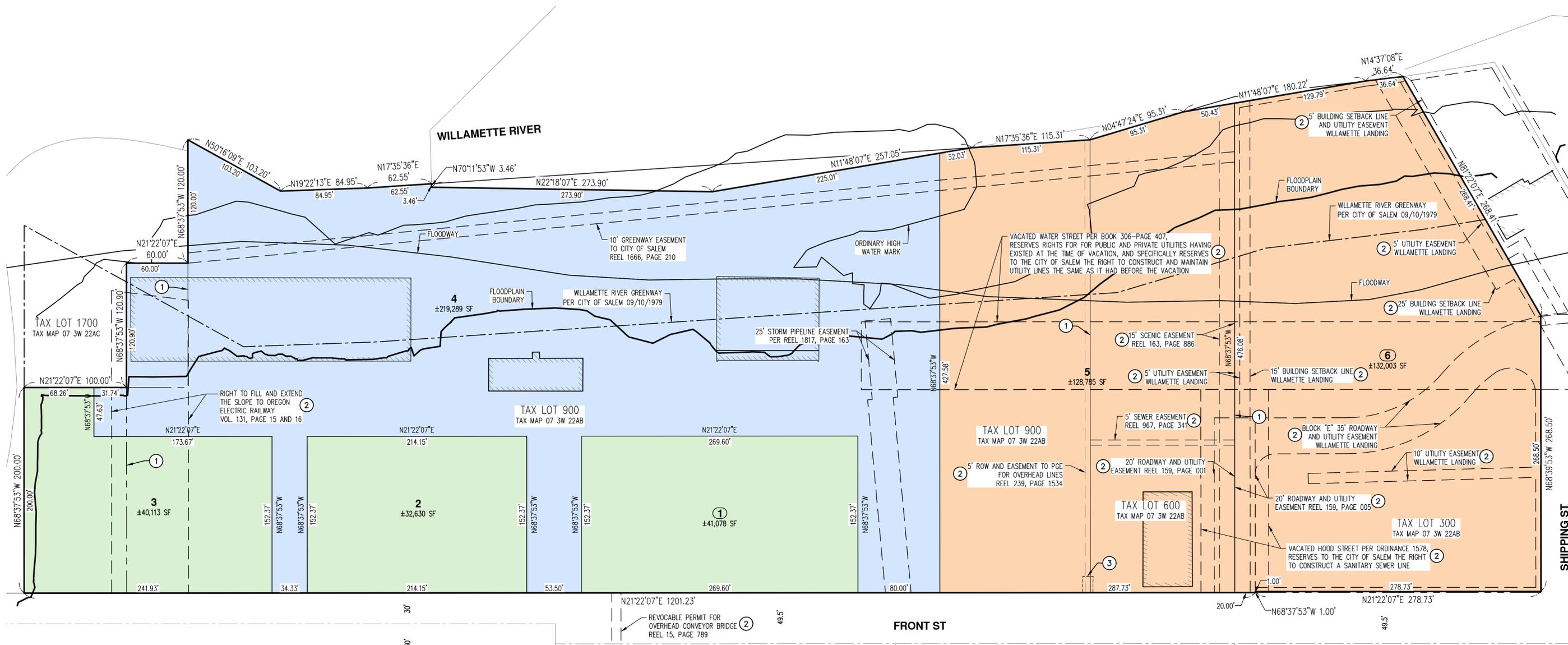


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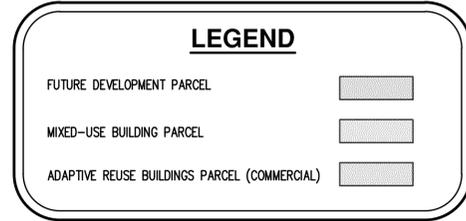
AKS DRAWING FILE: 5968-01EXCOND.DWG | LAYOUT: C003

PROPERTY DESCRIPTION  
 TAX MAP 07.3W.22AB  
 TAX LOTS 300, 600, 900  
 CONTRACT PURCHASER:  
 FUND  
 1507 THOMAS RD,  
 CHARLOTTE, NC 28278



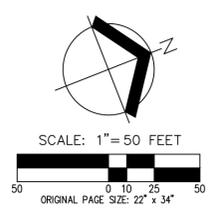
- KEYED NOTES:** (1)
- EXISTING TAX LOT LINE TO BE REMOVED.
  - EXISTING EASEMENT OR ROW TO BE QUITCLAIMED/VACATED.
  - PROPOSED EASEMENT FOR EXISTING POWER POLE BETWEEN HOOD AND GAINES STREETS, SEE PLAN VIEW.

- 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

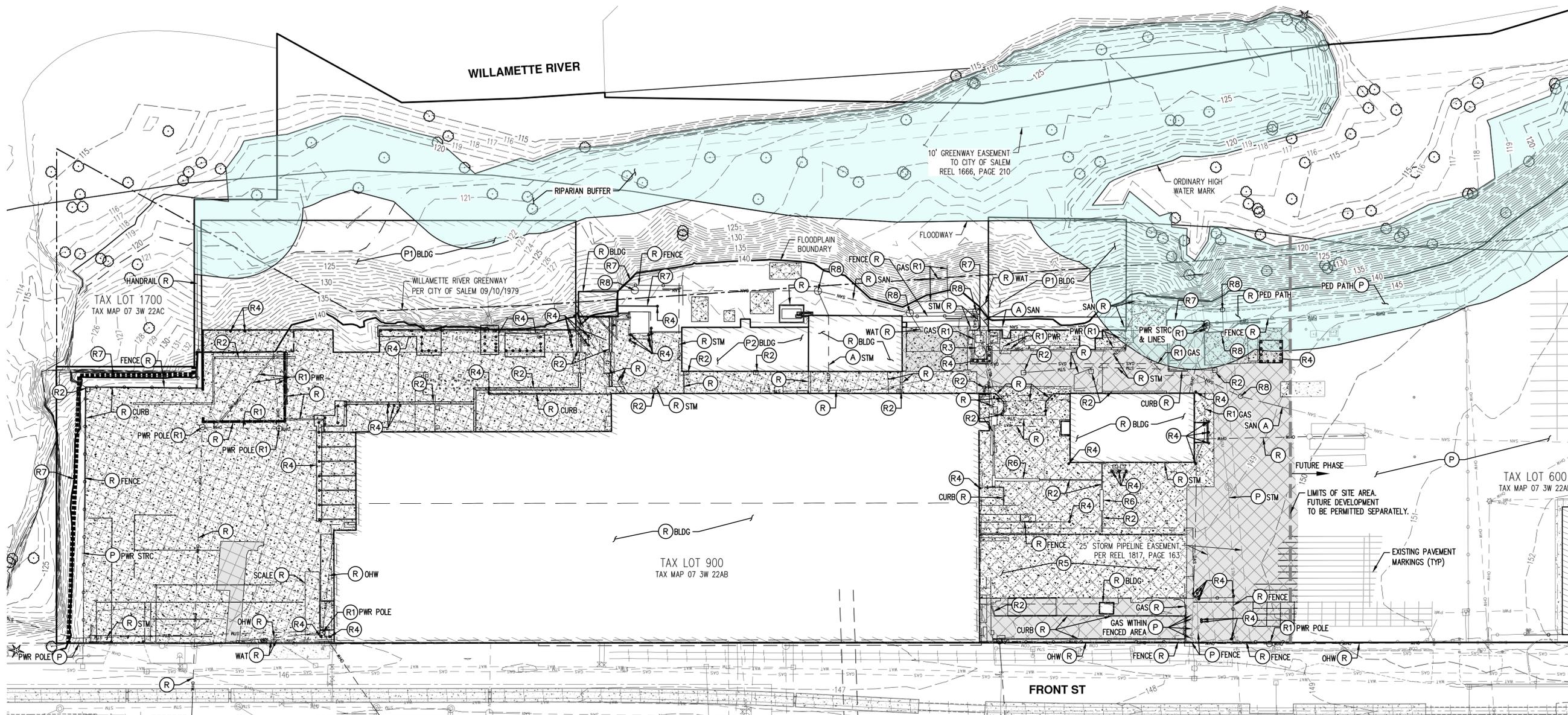
THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW PLANNED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.



TENTATIVE PLAT  
 THE CANNERY  
 FUND  
 SALEM, OREGON

REGISTERED PROFESSIONAL ENGINEER  
 COVER D. ROTH  
 PRELIMINARY  
 NOT FOR  
 CONSTRUCTION  
 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 PRE PLATING | LAYOUT: LAYOUT1

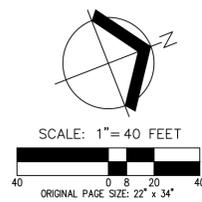


**DEMOLITION KEYED NOTES:** (TR)

- A PLUG, ABANDON, AND/OR REMOVE EXISTING UTILITY LINES PER CITY AND/OR UTILITY COMPANY STANDARDS.
- P PROTECT AT ALL TIMES DURING CONSTRUCTION. ADJUST TO NEW FINISHED GRADE AS REQUIRED. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
- P1 REMOVE EXISTING WALLS AND PROTECT THE PIER AND PLATFORM. REFER TO BUILDING PLANS FOR BUILDING AND STRUCTURAL IMPROVEMENTS.
- P2 REFER TO BUILDING PLANS FOR BUILDING IMPROVEMENTS.
- R CONTRACTOR TO REMOVE AND HAUL OFF SITE FOR DISPOSAL.
- R1 COORDINATE WITH FRANCHISE UTILITY PROVIDER FOR RELOCATION/REMOVAL. IF NO RELOCATION IS REQUIRED CONTRACTOR SHALL PROTECT AT ALL TIMES DURING CONSTRUCTION.
- R2 REMOVE EXISTING STORM STRUCTURE AND HAUL OFF SITE FOR DISPOSAL.
- R3 REMOVE EXISTING NITROGEN TANK. REMOVE AND DECOMMISSION IN ACCORDANCE WITH APPLICABLE STATE REGULATIONS.
- R4 REMOVE EXISTING BOLLARDS AND ATTACHED STRUCTURES.
- R5 REMOVE EXISTING COVERED AREA. METAL TRUSSES TO BE SAVED FOR FUTURE REUSE.
- R6 REMOVING EXISTING METAL PLATE.
- R7 EXISTING RETAINING WALL. STRUCTURAL IMPROVEMENTS REQUIRED TO BE DETERMINED AT TIME OF BUILDING PERMIT.
- R8 REMOVE EXISTING SANITARY STRUCTURE AND PUMP STATION. HAUL OFF SITE FOR DISPOSAL IN ACCORDANCE WITH STATE REGULATIONS.

**LEGEND**

|  |     |     |
|--|-----|-----|
| EXISTING GROUND CONTOUR (1 FT)           | --- | 149 |
| EXISTING GROUND CONTOUR (5 FT)           | --- | 150 |
| EXISTING TREE TO REMAIN                  |     |     |
| EXISTING PAVEMENT/CONCRETE TO BE REMOVED |     |     |



**PRELIMINARY ONSITE DEMOLITION PLAN**  
**THE CANNERY**  
**FUND**  
**SALEM, OREGON**



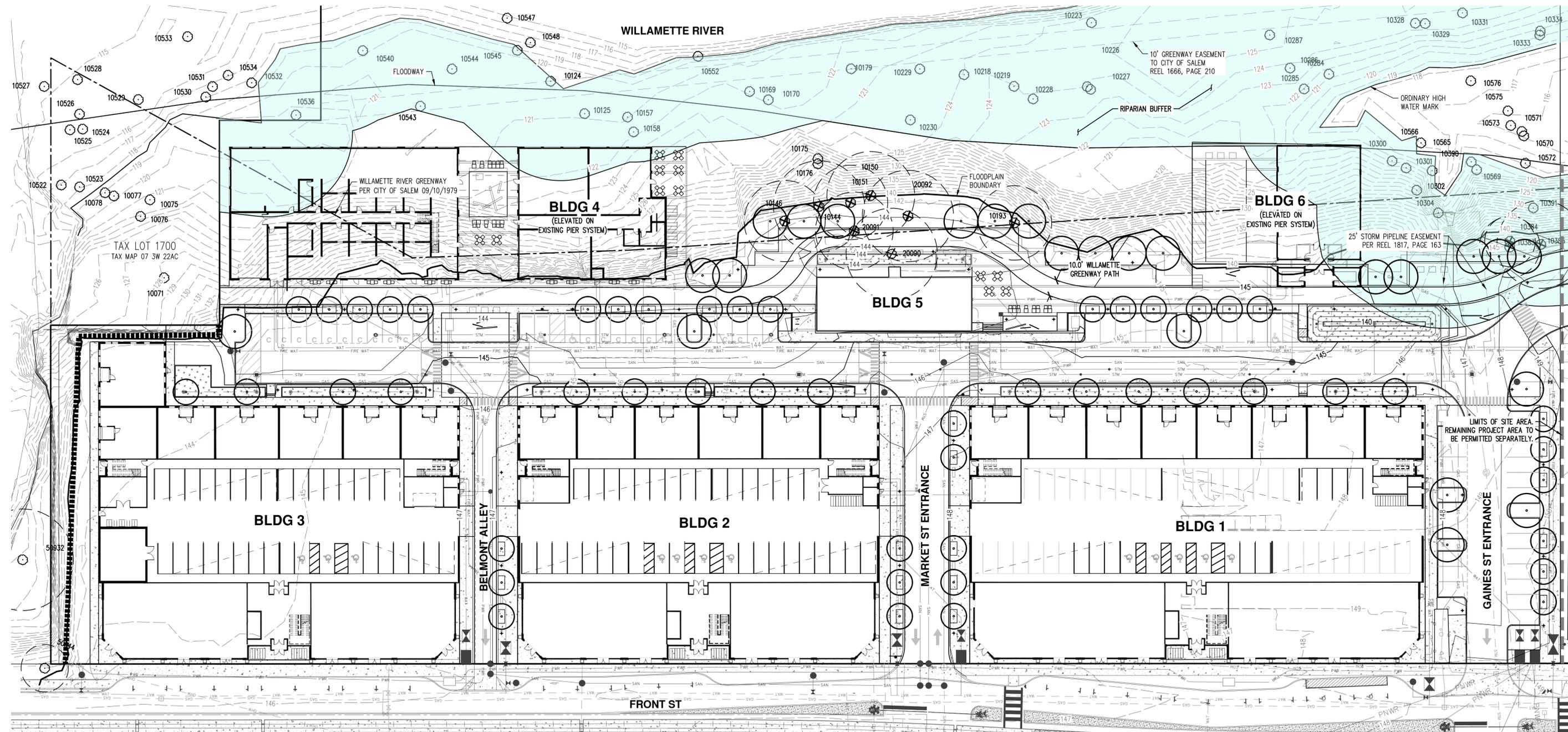
RENEWED: DECEMBER 31, 2024  
 JOB NUMBER: 5968-01  
 DATE: 03/15/2024  
 DESIGNED BY: TDR  
 DRAWN BY: MJM  
 CHECKED BY: TDR

PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN  
**THE CANNERY**  
 FUND  
 SALEM, OREGON



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

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



**TREE SUMMARY:**

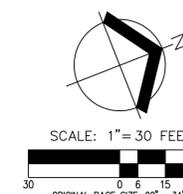
TREES REMOVED FOR GREENWAY TRAIL = 11

**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<br>1" DBH = 1'-0" RADIUS     | ○   |     |
| PLANNED TREE<br>(REFER TO LANDSCAPE PLANS BY OTHERS) | ●   |     |





PROPERTY DESCRIPTION  
 TAX MAP 07.2W.22AB  
 TAX LOTS 300, 600, 900  
 CONTRACT PURCHASER:  
 FUND  
 15017 THOMAS RD.  
 CHARLOTTE, NC 28278

**PRELIMINARY TREE TABLE**  
**THE CANNERY**  
**FUND**  
**SALEM, OREGON**

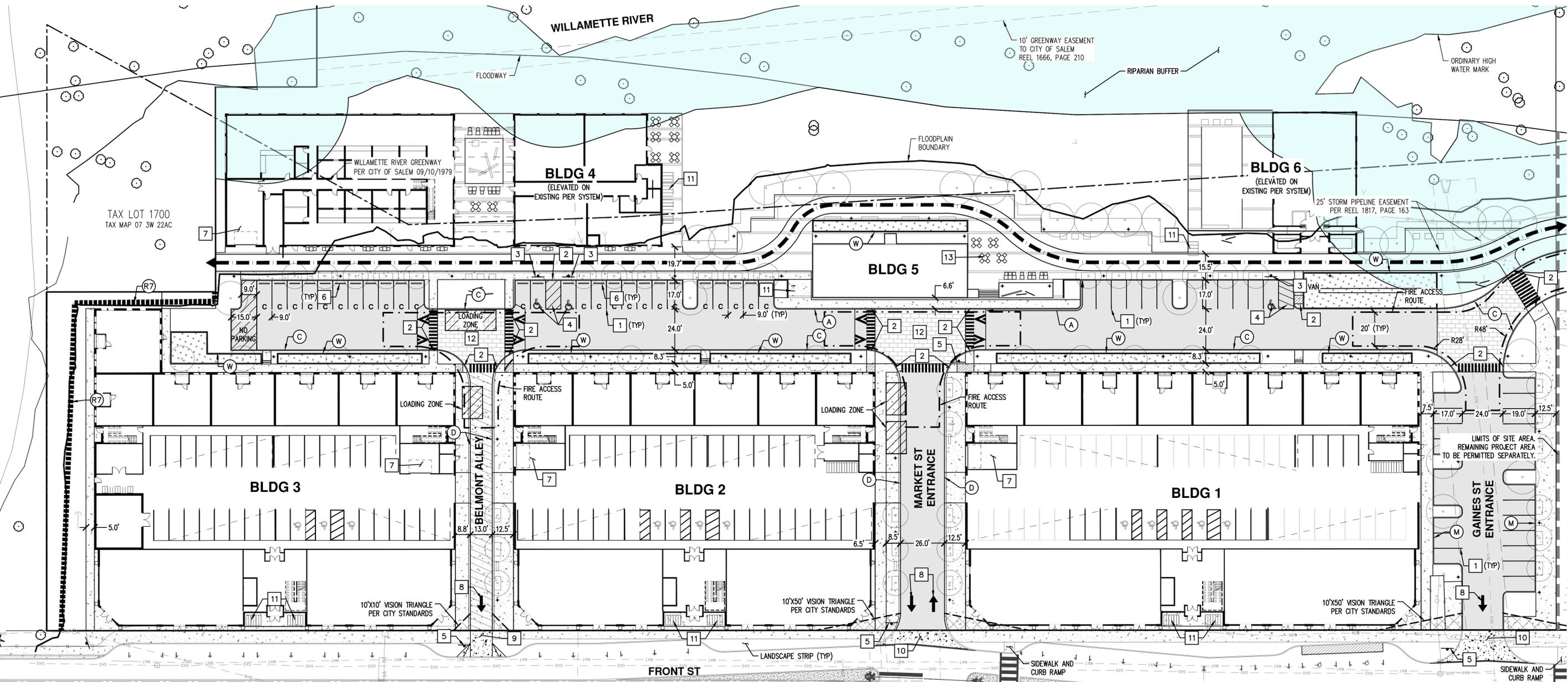
**PRELIMINARY**  
**NOT FOR**  
**CONSTRUCTION**

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

| 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).



**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 ACRES)

**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)  
 EATING/DRINKING ESTABLISHMENT = 31 SPACES (GREATER OF 4 OR 1/1,000 SF)

**TOTAL REQUIRED = 410 SPACES**

**BICYCLE PARKING PROVIDED:**  
 SHORT-TERM = 59 SPACES  
 LONG-TERM = 423 SPACES

**TOTAL = 482 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**

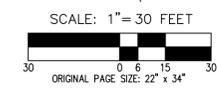
**SIDE/REAR YARD**  
 BUILDINGS = NONE  
 VEHICLE USE AREA = 5 FT (NOT REQUIRED ABUTTING AN ALLEY)

**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)

**PRELIMINARY SITE PLAN**  
**THE CANNERY FUND**  
**SALEM, OREGON**



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

**ABBREVIATIONS:**

- EXISTING:**  
 (RIM): EXISTING RIM ELEVATION
- PROPOSED:**  
 FFE: FINISHED FLOOR ELEVATION  
 FG: FINISHED GRADE ELEVATION  
 RIM: RIM ELEVATION  
 AC: ASPHALT CONCRETE ELEVATION  
 TC: TOP OF CURB ELEVATION  
 BSE: BOTTOM OF STAIR ELEVATION  
 TSE: TOP OF STAIR ELEVATION  
 TW: TOP OF WALL ELEVATION  
 BW: BOTTOM OF WALL ELEVATION  
 SW: SIDEWALK ELEVATION  
 TD: TRENCH DRAIN RIM ELEVATION  
 GUT: GUTTER ELEVATION
- DOWNWARD SLOPE:  $\searrow$  X.X%

**GENERAL NOTES:**

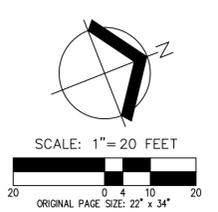
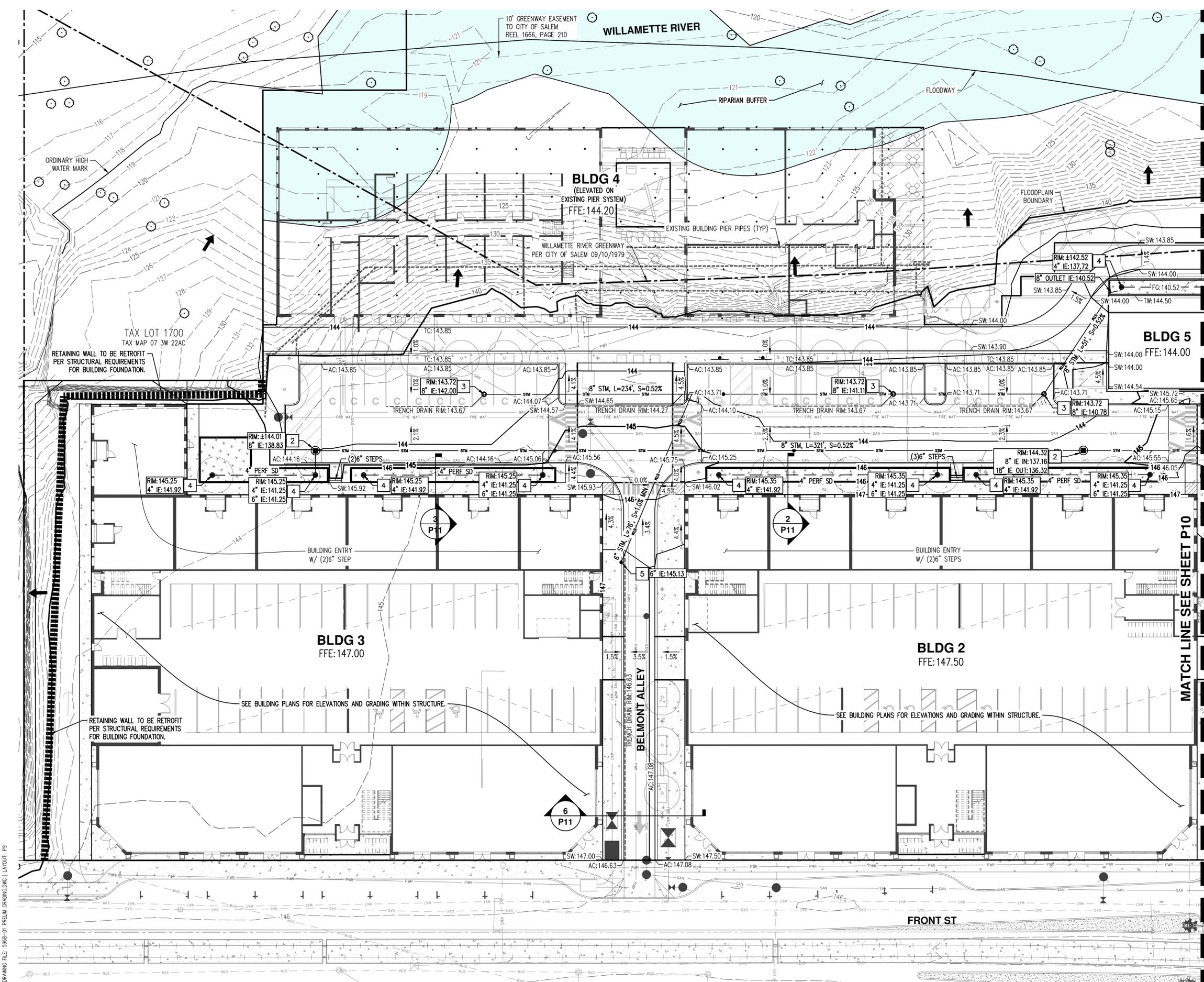
- (P) PRIOR TO CONSTRUCTION AND ORDERING PIPE MATERIALS, CONTRACTOR SHALL POTHOLE EXISTING UTILITIES TO VERIFY EXACT LOCATION, ALIGNMENT, DEPTH, AND SIZE. CONTACT ENGINEER IF ADJUSTMENT IS REQUIRED.

**STORM DRAIN (SD) KEYED NOTES: #**

- CONNECT TO EXISTING 34" CONCRETE PUBLIC STORM MAIN WITH NEW 48" MANHOLE. RIM AND INVERT ELEVATION (IE) PER PLANS.
- 48" SD MANHOLE. RIM AND IE PER PLAN.
- 24" SD MINI MANHOLE. RIM AND IE PER PLAN.
- SD BEEHIVE OVERFLOW.
- SD CLEANOUT (CO). IE PER PLAN.
- SD AREA DRAIN. RIM AND IE PER PLAN.
- ADJUST EXISTING MANHOLE RIM TO FINISHED GRADE ELEVATION.

**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 |
| PROPOSED MANHOLE (MH)                        | ●   |     |
| PROPOSED CLEANOUT (CO)/DOWNSPOUT (DS)        | •   |     |
| PROPOSED CATCH BASIN (CB)                    | ■   |     |
| BEEHIVE OVERFLOW DRAIN (BH)                  | ○   |     |
| MINI MANHOLE (MMH)                           | ○   |     |
| STORMWATER FACILITY                          | +   |     |
| ADA RAMP LANDING AREA (2% MAX ANY DIRECTION) | ▨   |     |
| TRENCH DRAIN                                 | --- |     |
| EXISTING SLOPE GREATER THAN 15%              | →   |     |



**PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN**  
**THE CANNERY**  
 FUND  
 SALEM, OREGON



RENEWAL: DECEMBER 31, 2024  
 JOB NUMBER: 5988-01  
 DATE: 03/15/2024  
 DESIGNED BY: TDR  
 DRAWN BY: MJM  
 CHECKED BY: TDR

**PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN  
 THE CANNERY  
 FUND  
 SALEM, OREGON**



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

**ABBREVIATIONS:**

- EXISTING:**  
 (RM): EXISTING RIM ELEVATION
- PROPOSED:**  
 FFE: FINISHED FLOOR ELEVATION  
 FG: FINISHED GRADE ELEVATION  
 RM: RIM ELEVATION  
 AC: ASPHALT CONCRETE ELEVATION  
 TC: TOP OF CURB ELEVATION  
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 TSE: TOP OF STAIR ELEVATION  
 TW: TOP OF WALL ELEVATION  
 BW: BOTTOM OF WALL ELEVATION  
 SW: SIDEWALK ELEVATION  
 TD: TRENCH DRAIN RIM ELEVATION  
 GUT: GUTTER ELEVATION

DOWNWARD SLOPE: X.X%

**GENERAL NOTES:**

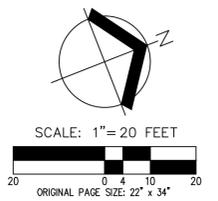
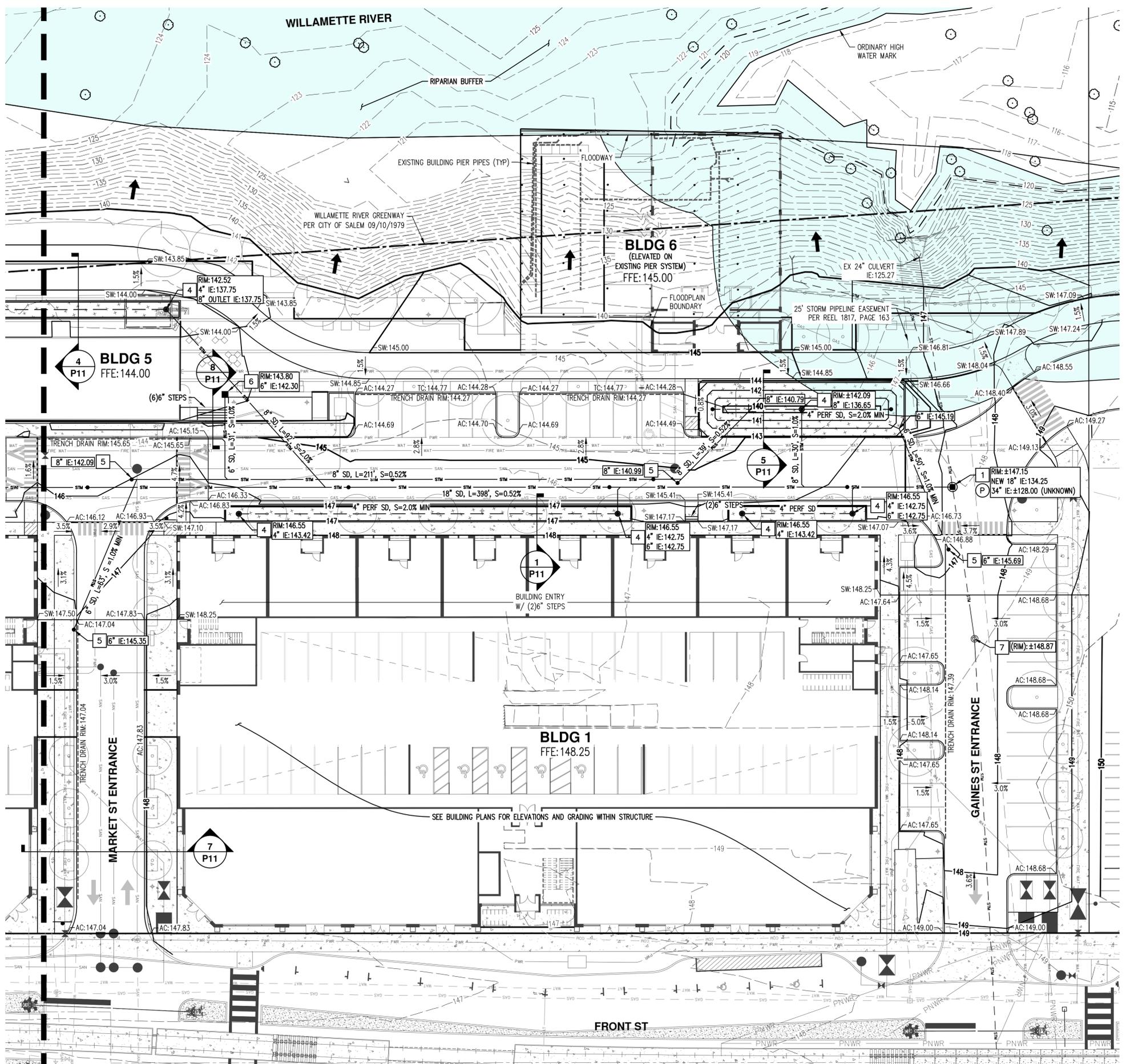
(P) PRIOR TO CONSTRUCTION AND ORDERING PIPE MATERIALS, CONTRACTOR SHALL POTHOLE EXISTING UTILITIES TO VERIFY EXACT LOCATION, ALIGNMENT, DEPTH, AND SIZE. CONTACT ENGINEER IF ADJUSTMENT IS REQUIRED.

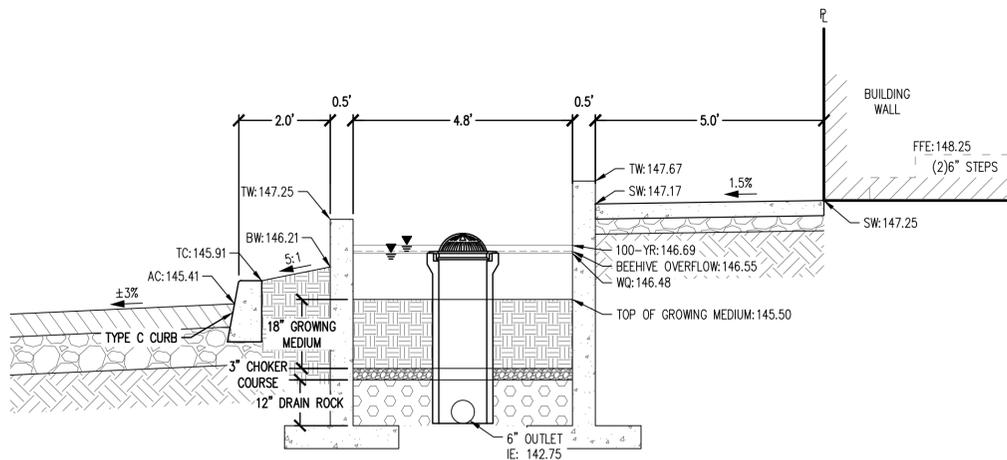
**STORM DRAIN (SD) KEYED NOTES: #**

- CONNECT TO EXISTING 34" CONCRETE PUBLIC STORM MAIN WITH NEW 48" MANHOLE. RIM AND INVERT ELEVATION (IE) PER PLANS.
- 48" SD MANHOLE. RIM AND IE PER PLAN.
- 24" SD MINI MANHOLE. RIM AND IE PER PLAN.
- SD BEEHIVE OVERFLOW.
- SD CLEANOUT (CO). IE PER PLAN.
- SD AREA DRAIN. RIM AND IE PER PLAN.
- ADJUST EXISTING MANHOLE RIM TO FINISHED GRADE ELEVATION.

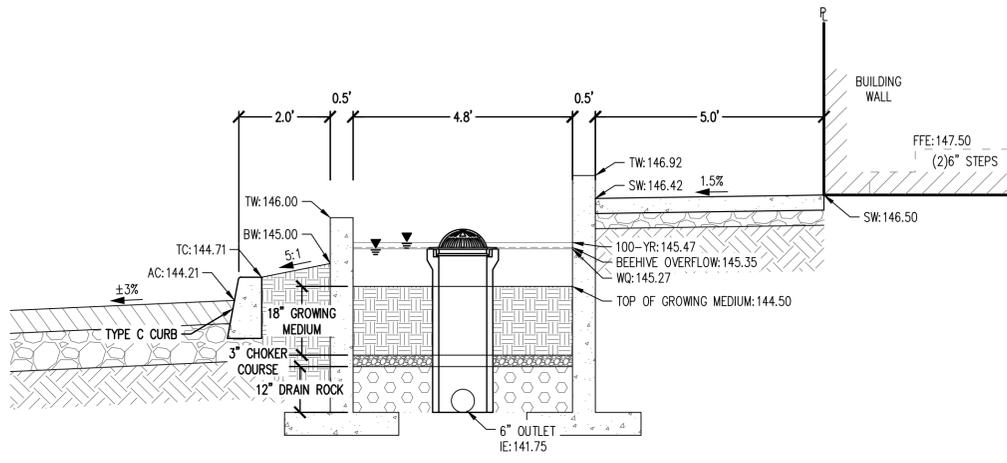
**LEGEND**

|  |     |     |
|--|-----|-----|
| EXISTING GROUND CONTOUR (1 FT)               | --- | 149 |
| EXISTING GROUND CONTOUR (5 FT)               | --- | 150 |
| FINISHED GRADE CONTOUR (1 FT)                | --- | 149 |
| FINISHED GRADE CONTOUR (5 FT)                | --- | 150 |
| PROPOSED MANHOLE (MH)                        | ⊙   |     |
| PROPOSED CLEANOUT (CO)\DOWNSPOUT (DS)        | •   |     |
| PROPOSED CATCH BASIN (CB)                    | ■   |     |
| BEEHIVE OVERFLOW DRAIN (BH)                  | ⊙   |     |
| MINI MANHOLE (MMH)                           | ○   |     |
| STORMWATER FACILITY                          | +   |     |
| ADA RAMP LANDING AREA (2% MAX ANY DIRECTION) | ▨   |     |
| TRENCH DRAIN                                 | --- |     |
| EXISTING SLOPE GREATER THAN 15%              | →   |     |

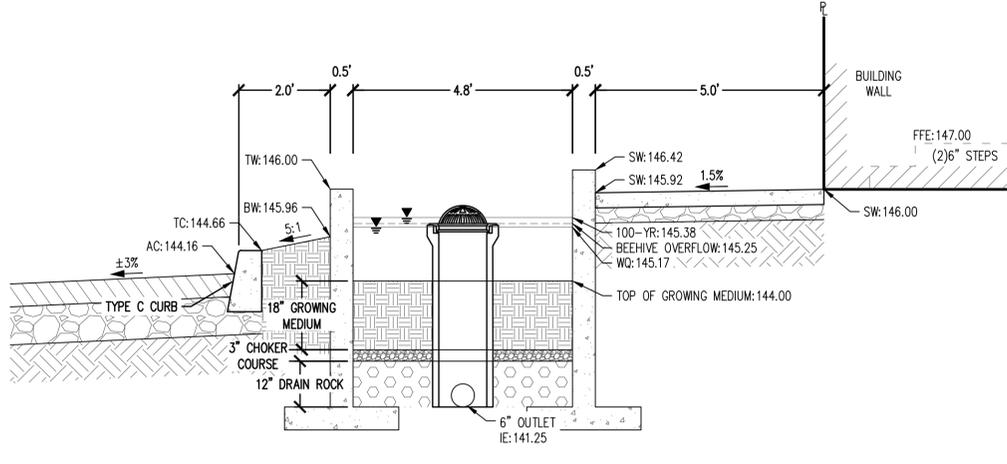




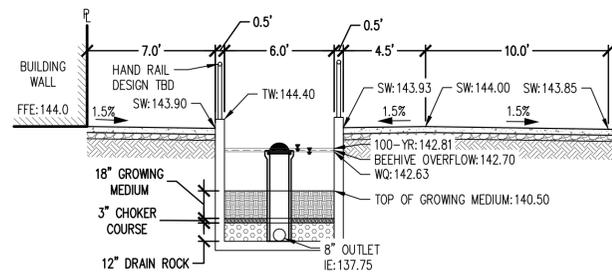
1 BUILDING 1 PLANTER CROSS-SECTION  
 1" = 2'



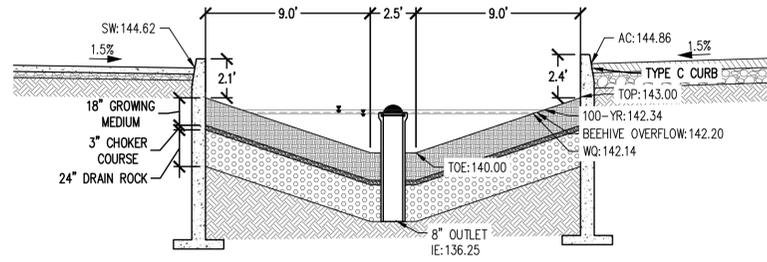
2 BUILDING 2 PLANTER CROSS-SECTION  
 1" = 2'



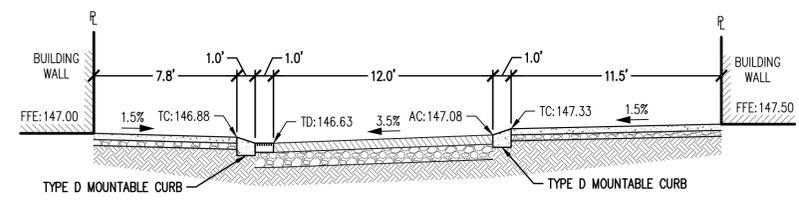
3 BUILDING 3 PLANTER CROSS-SECTION  
 1" = 2'



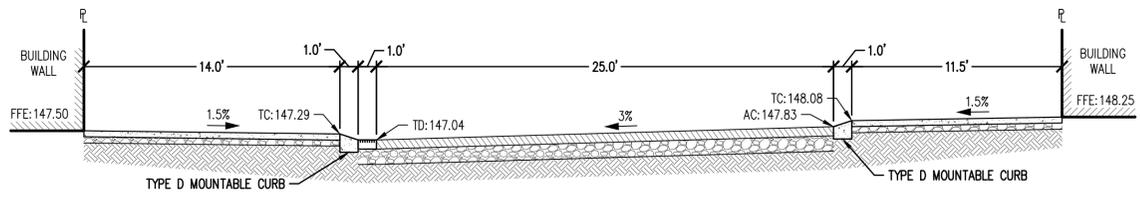
4 WINERY PLANTER CROSS-SECTION  
 1" = 5'



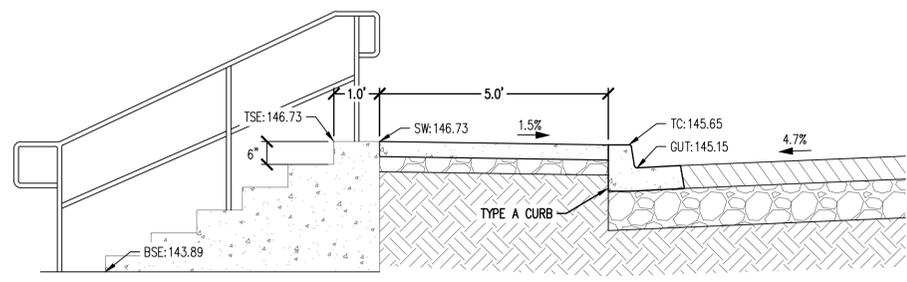
5 RAIN GARDEN CROSS-SECTION  
 1" = 5'



6 BELMONT ALLEY CROSS-SECTION  
 1" = 5'



7 MARKET ST ENTRANCE CROSS-SECTION  
 1" = 5'

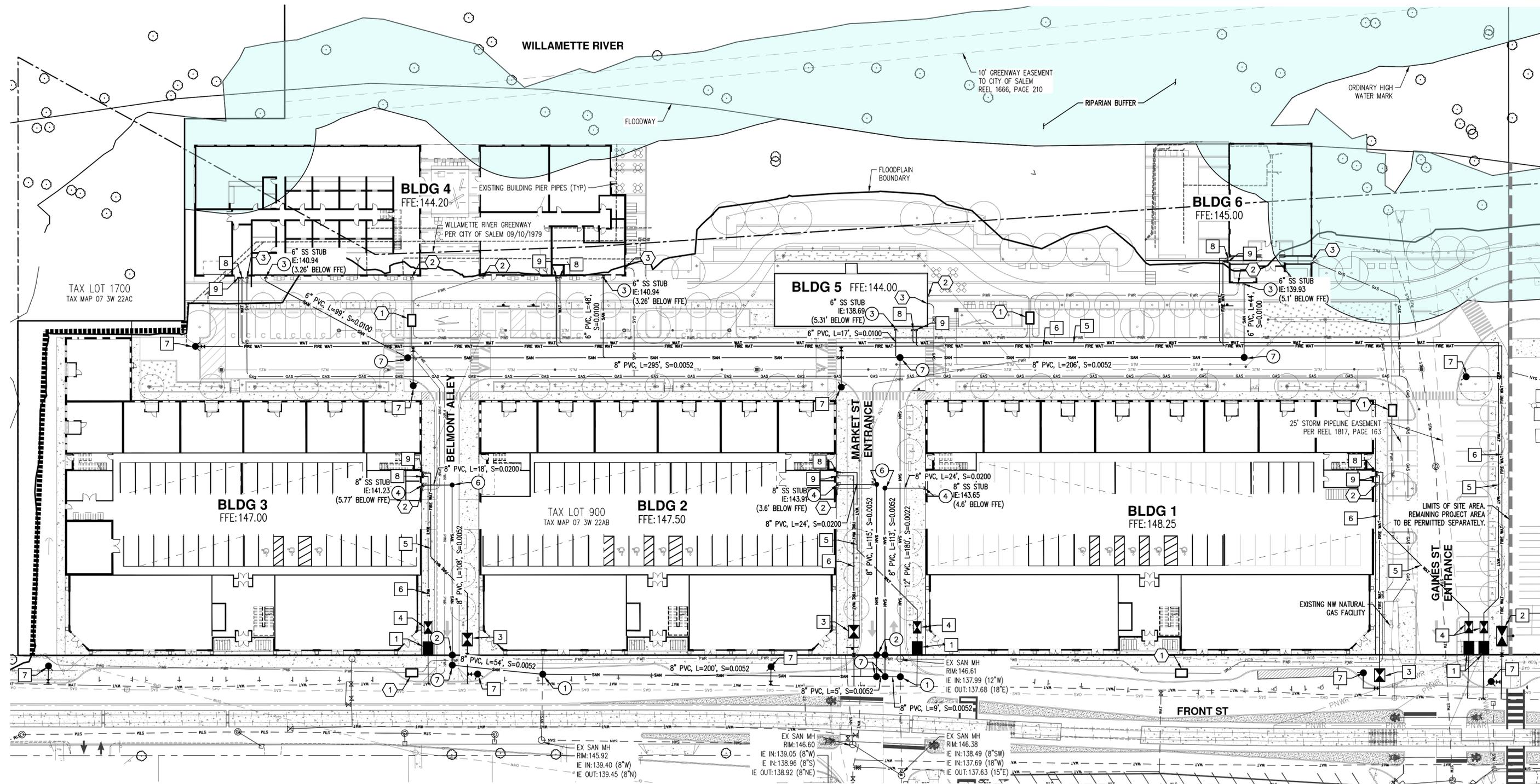


8 WINERY BUILDING STAIR STEP CONCEPT  
 1" = 2'

ABBREVIATIONS:

- EXISTING:  
 (RIM): EXISTING RIM ELEVATION
- PROPOSED:  
 FFE: FINISHED FLOOR ELEVATION  
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 TW: TOP OF WALL ELEVATION  
 BW: BOTTOM OF WALL ELEVATION  
 SW: SIDEWALK ELEVATION  
 TD: TRENCH DRAIN RIM ELEVATION  
 GUT: GUTTER ELEVATION

DOWNWARD SLOPE: X.X%



**WATER AND FIRE KEYED NOTES: #**

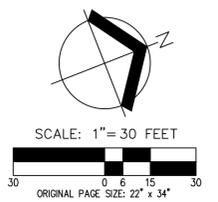
1. 3" WATER METER PER CITY STANDARDS.
2. 8" DOUBLE CHECK DETECTOR ASSEMBLY (DCDA) WITH FDC.
3. 6" DCDA.
4. 4" DOUBLE CHECK ASSEMBLY.
5. 4" DOMESTIC WATER SERVICE.
6. 8" FIRE SERVICE.
7. FIRE HYDRANT ASSEMBLY.
8. 4" DOMESTIC WATER SERVICE TO BUILDING. REFER TO PLANS BY OTHERS.
9. 6" FIRE SERVICE TO BUILDING WITH FDC MOUNTED ON FACE OF BUILDING. REFER TO PLANS BY OTHERS.

**SANITARY SEWER (SS) KEYED NOTES: #**

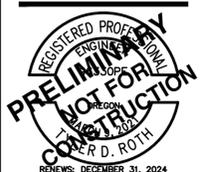
1. CONNECT TO EXISTING SS MAIN WITH NEW MANHOLE (MH).
2. 48" SS MONITORING MH.
3. 6" SS LATERAL TO BUILDING. REFER TO PLANS BY OTHERS.
4. 8" SS LATERAL TO BUILDING. REFER TO PLANS BY OTHERS.
5. 24" MONITORING MH.
6. 24" MINI MH.
7. 48" SS STANDARD MH.

**FRANCHISE UTILITY KEYED NOTES: #**

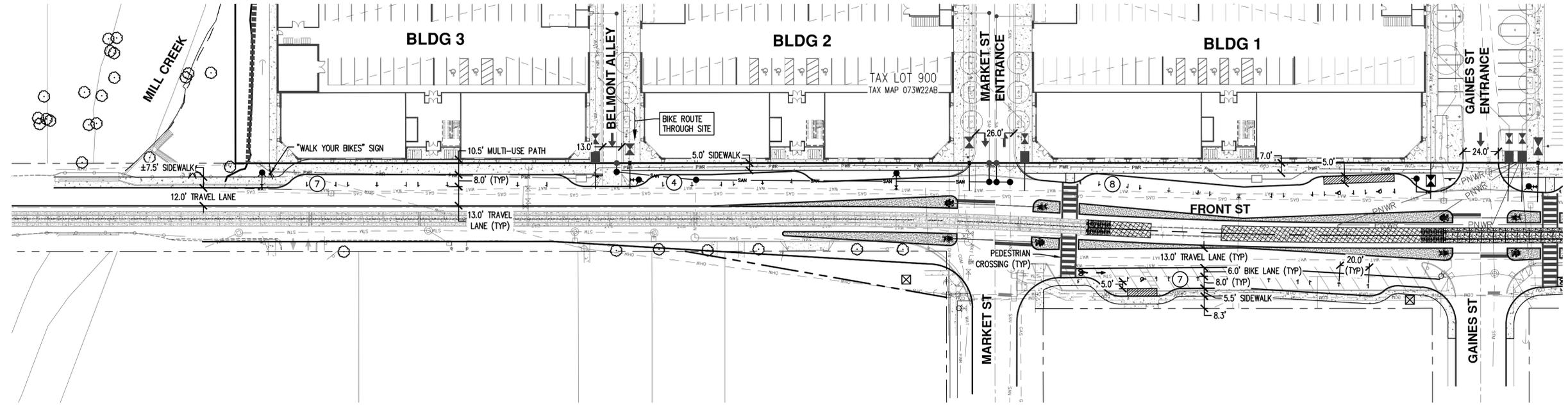
1. CONCEPTUAL TRANSFORMER LOCATION.
2. POWER CONDUIT TO PROPOSED BUILDINGS.
3. GAS SERVICE TO BUILDINGS. COORDINATE WITH NORTHWEST NATURAL FOR FINAL SERVICE PLAN.



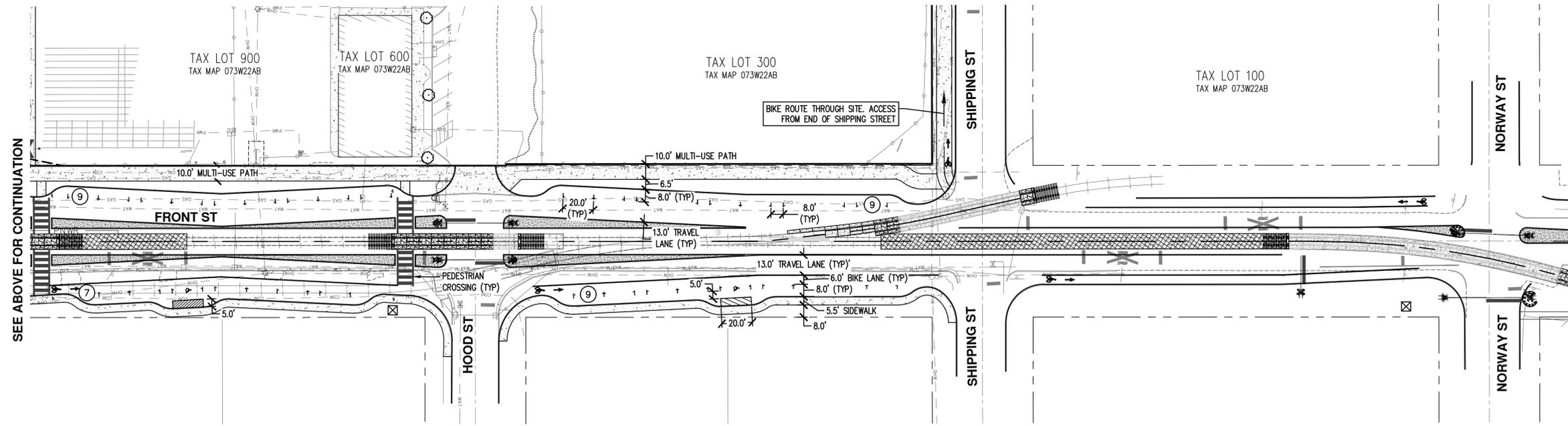
**PRELIMINARY COMPOSITE UTILITY PLAN**  
**THE CANNERY FUND**  
**SALEM, OREGON**



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



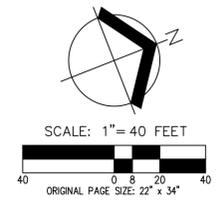
SEE BELOW FOR CONTINUATION



SEE ABOVE FOR CONTINUATION

LEGEND:  
 # NUMBER OF PARKING STALLS IN ROW

GENERAL NOTE:  
 PROPOSED FRONT STREET IMPROVEMENTS ARE SUBJECT TO CHANGE BASED ON RAIL AND CITY FEEDBACK. INFORMATION SHOWN IS BASED ON LATEST COORDINATION EFFORTS WITH THE CITY OF SALEM AND RAILROAD ENGINEER.



PRELIMINARY FRONT ST IMPROVEMENTS  
 THE CANNERY  
 FUND  
 SALEM, OREGON

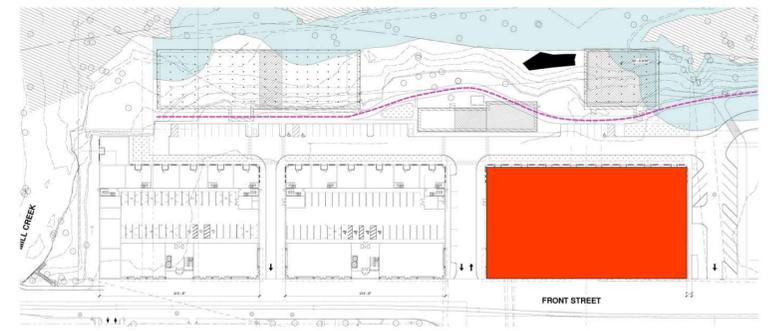


|              |            |
|--------------|------------|
| JOB NUMBER:  | 5968-01    |
| DATE:        | 03/15/2024 |
| DESIGNED BY: | TDR        |
| DRAWN BY:    | MJM        |
| CHECKED BY:  | TDR        |

# Exhibit B: Preliminary Building Elevations and Floor Plans

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81% GLAZING\*  
91% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)

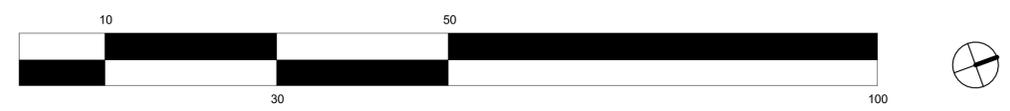
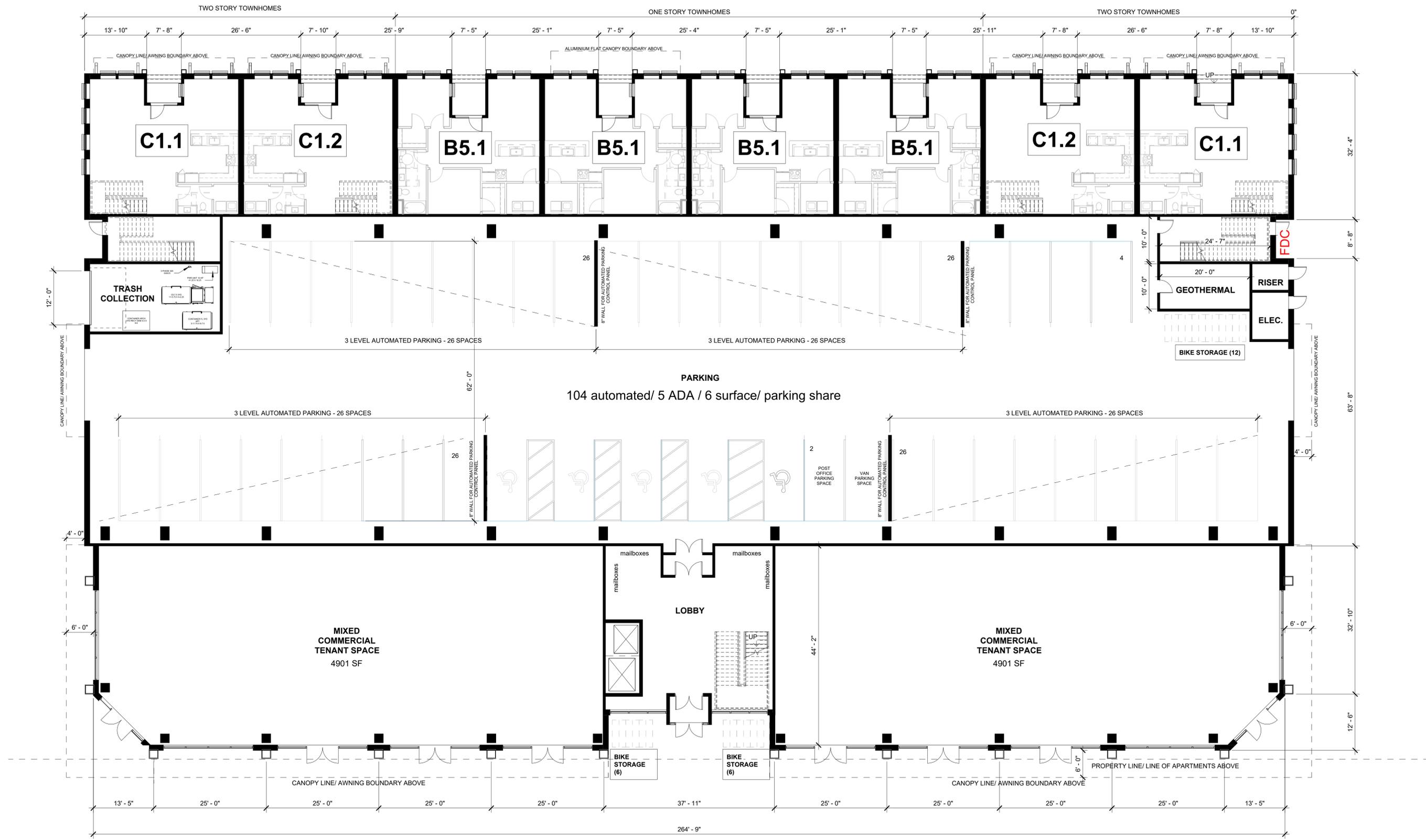


60% GLAZING\*  
56% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)





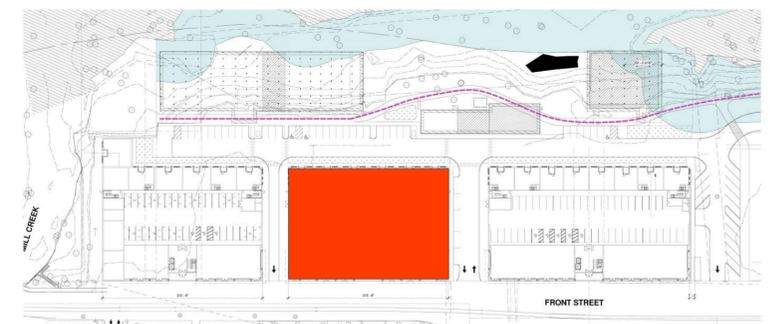


INSIGHT ARCHITECTS











83% GLAZING\*  
89% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)

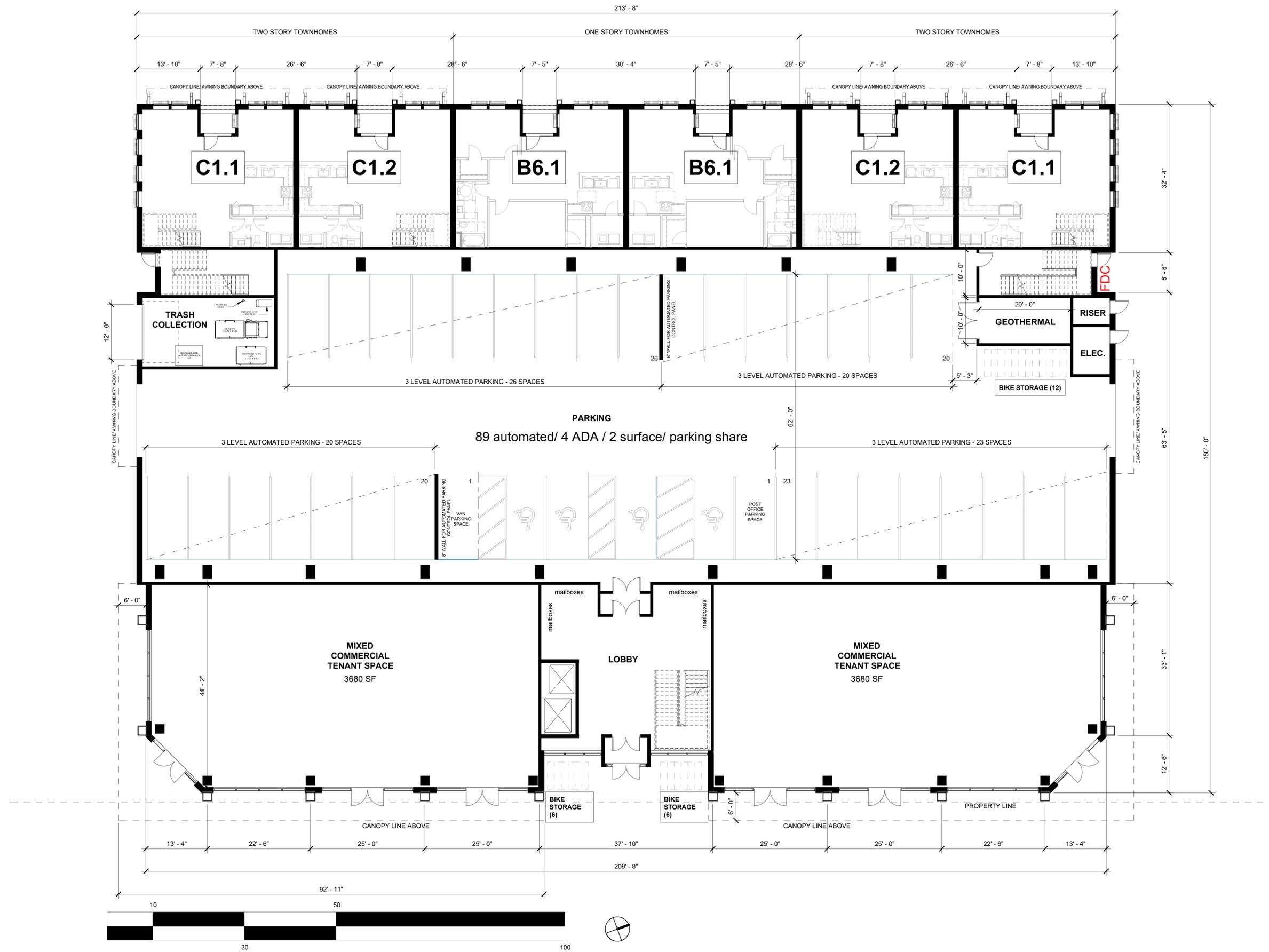


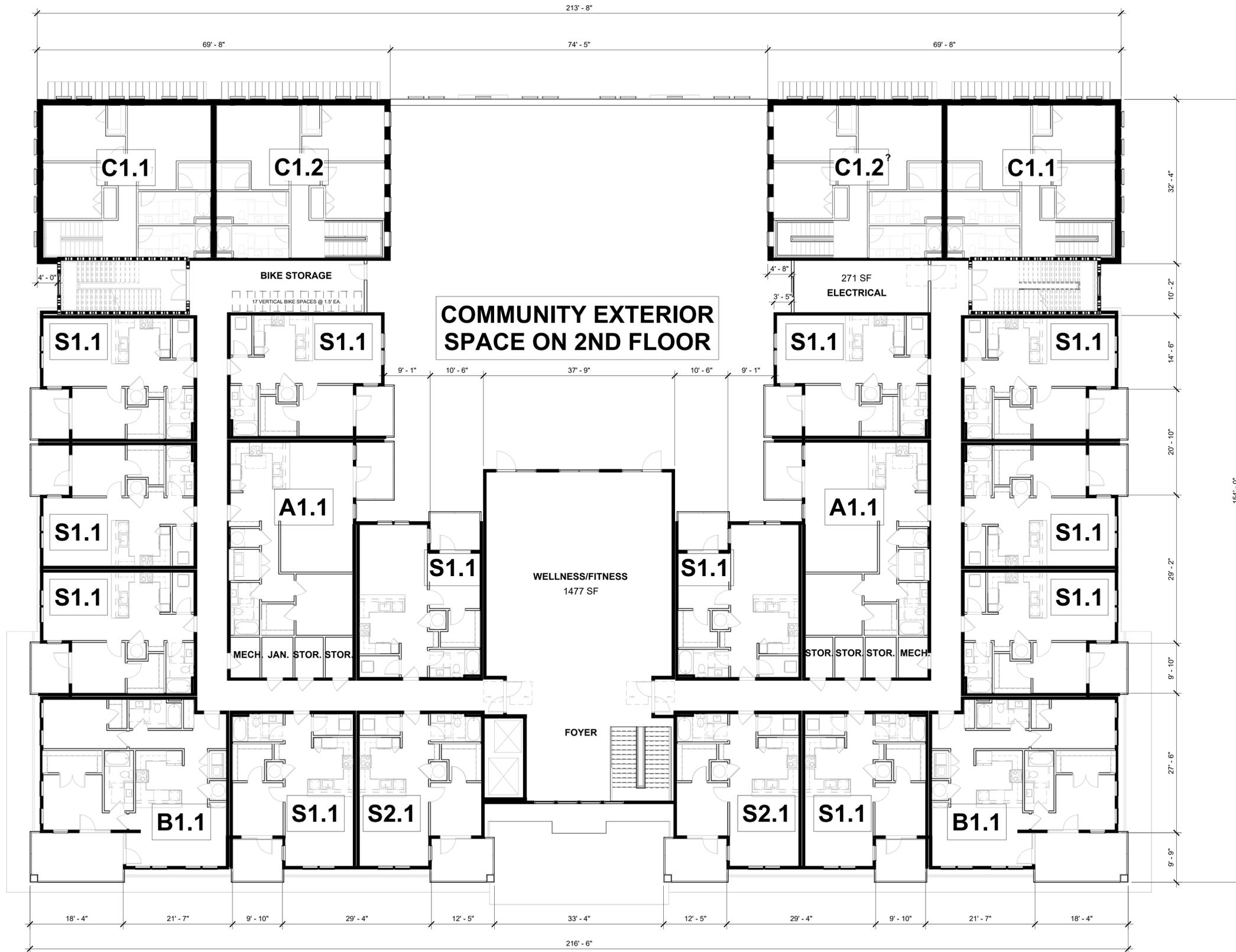
56% GLAZING\*  
59% WEATHERPROTECTION

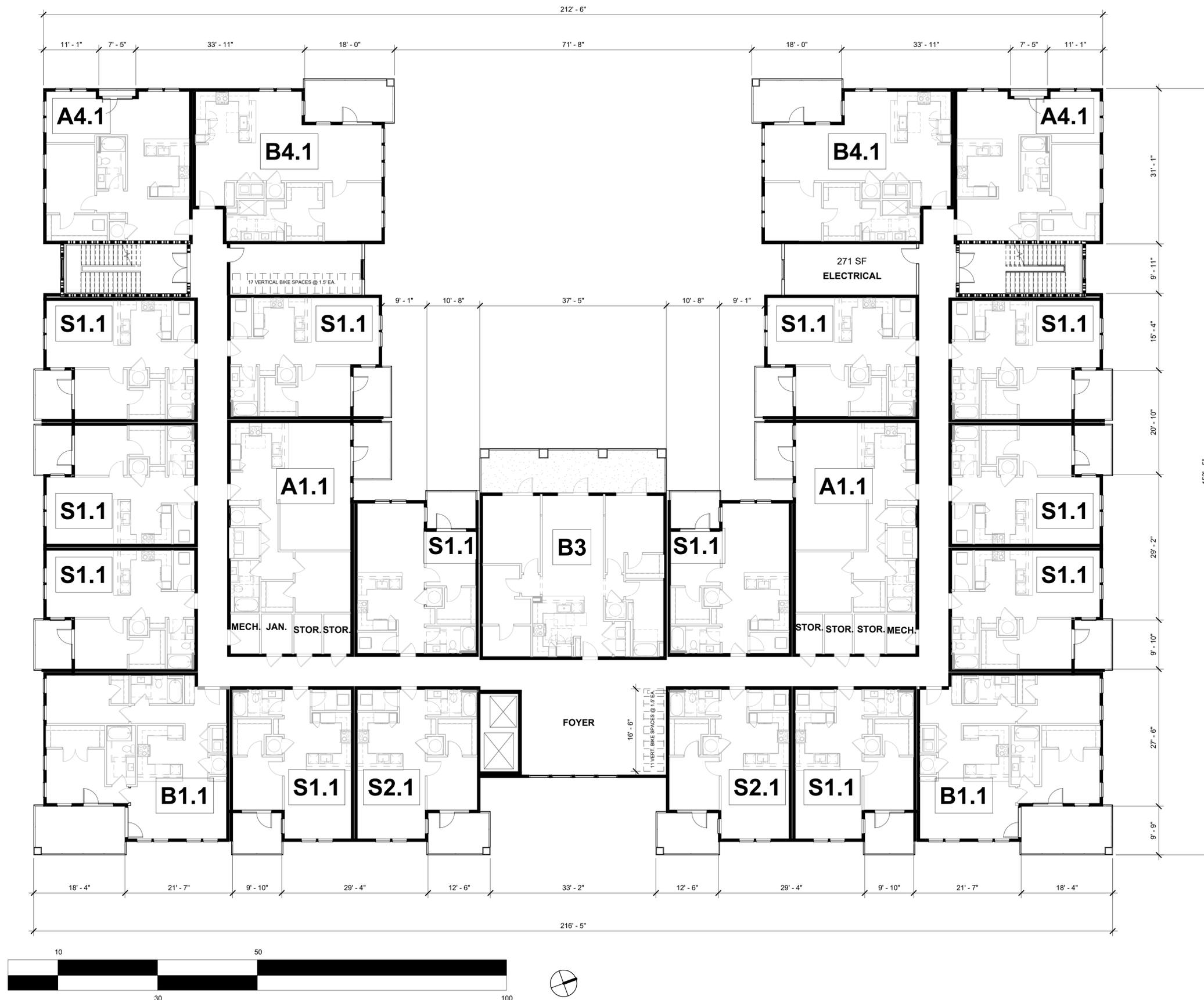
\*Calculated per SRC 112.030 (b)



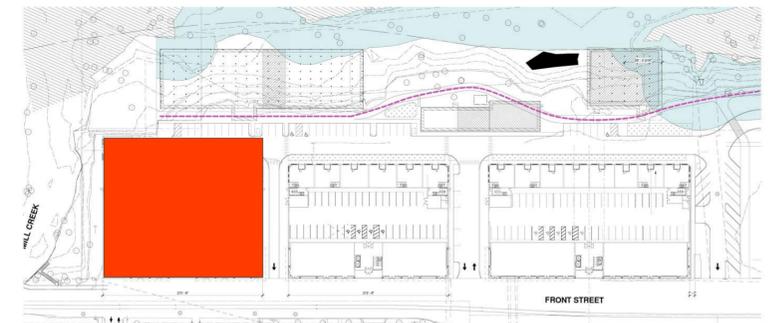








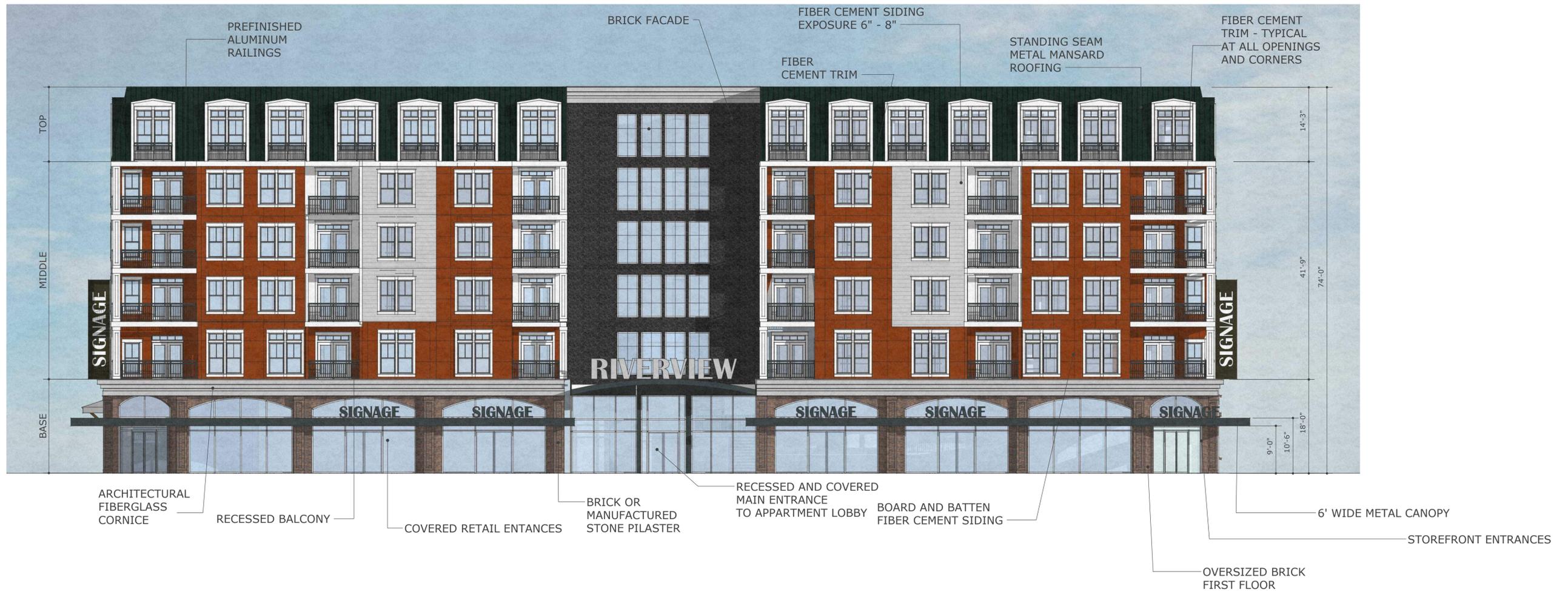




**insight**  
ARCHITECTS

INSIGHT ARCHITECTS, PC  
1307 West Morehead Street  
Suite 108  
Charlotte, NC 28208

**The Cannery**  
**BLDG III**  
Salem Oregon  
Building Elevations



83% GLAZING\*  
89% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)



RECESSED BALCONIES

ARCHITECTURAL STANDING SEAM METAL MANSARD ROOF

ARCHITECTURAL FIBERGLASS CORNICE

6" EXPOSURE FIBER CEMENT LAP SIDING

FIBER CEMENT BOARD

TOP

MIDDLE

BASE

14'-3"

30'-9"

74'-0"

29'-0"

FACE BRICK

ROWLOCK BRICK

SOLDIER COURSE OVER WINDOWS (TYP.)

RECESSED ENTRANCES TO GROUND FLOOR LIVING UNITS

COMMUNITY AMENITY SPACE ON SECOND FLOOR TERRACE

1 STEP (6" RISER) TO MEET GRADE CHANGE

STANDING SEAM METAL (OR METAL SHINGLE) ROOF OVERHANG PROJECTING 5' FROM FACE OF FACADE

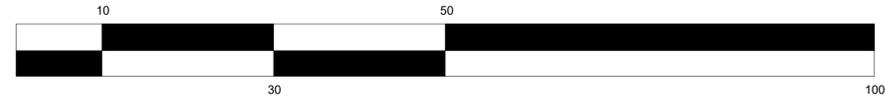
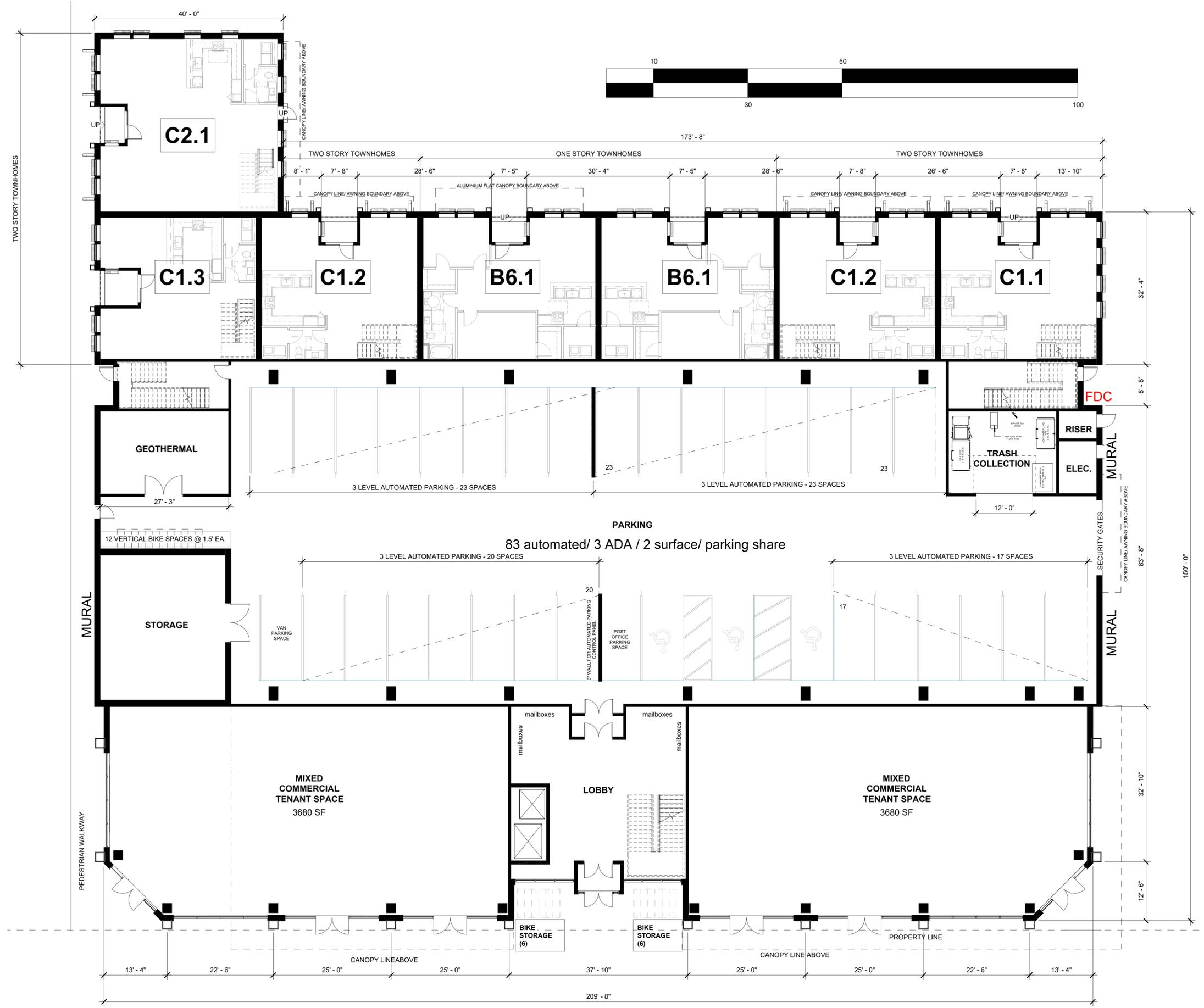
GROUND FLOOR SIDE VIEW OF TOWNHOME UNIT

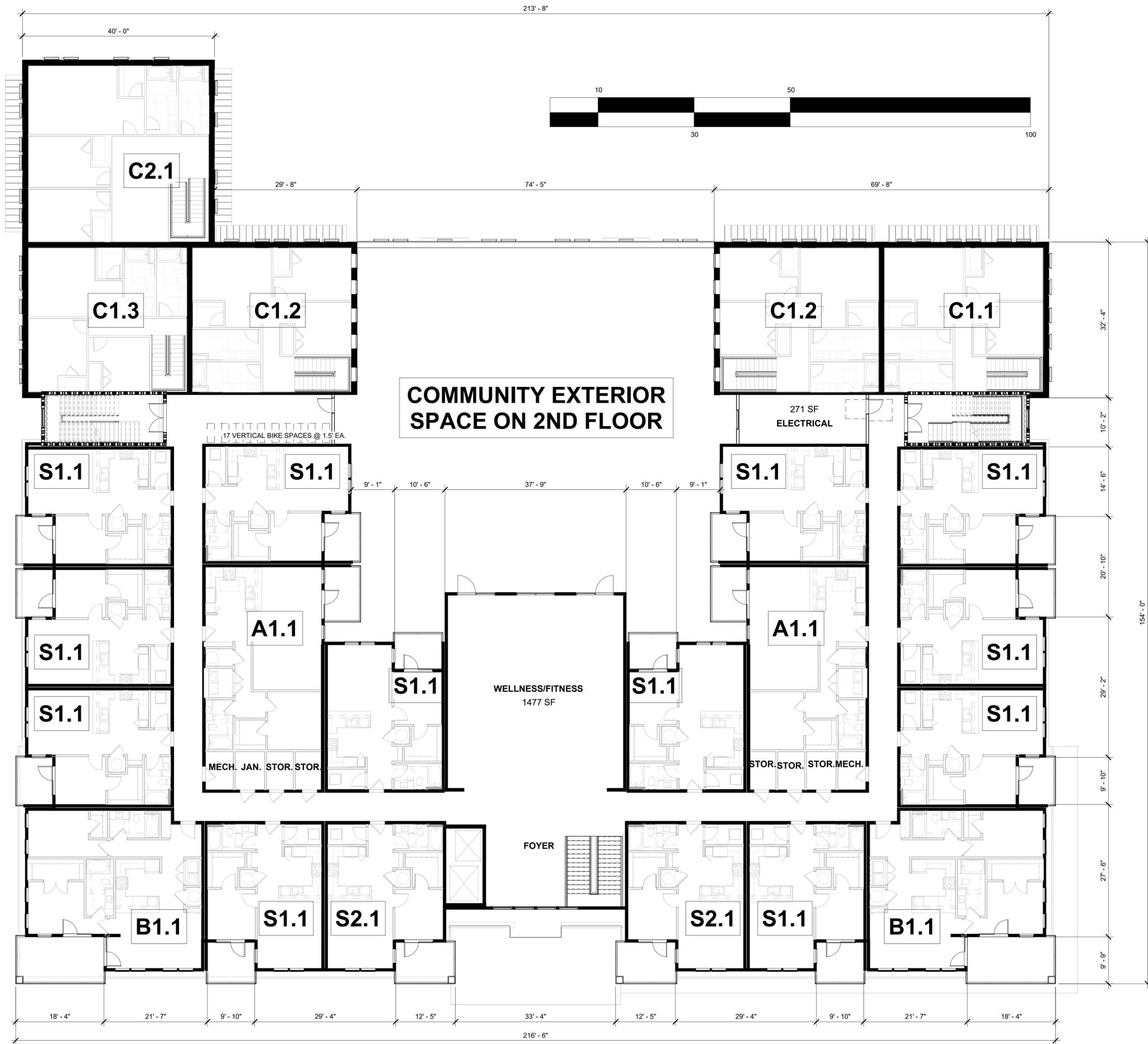
52% GLAZING\*  
59% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)



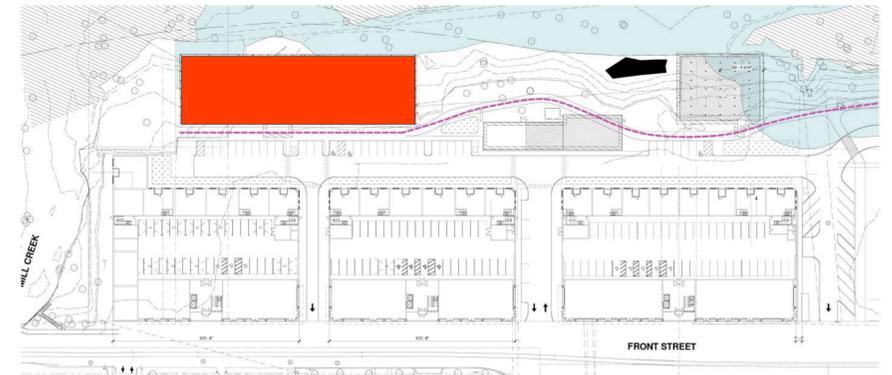












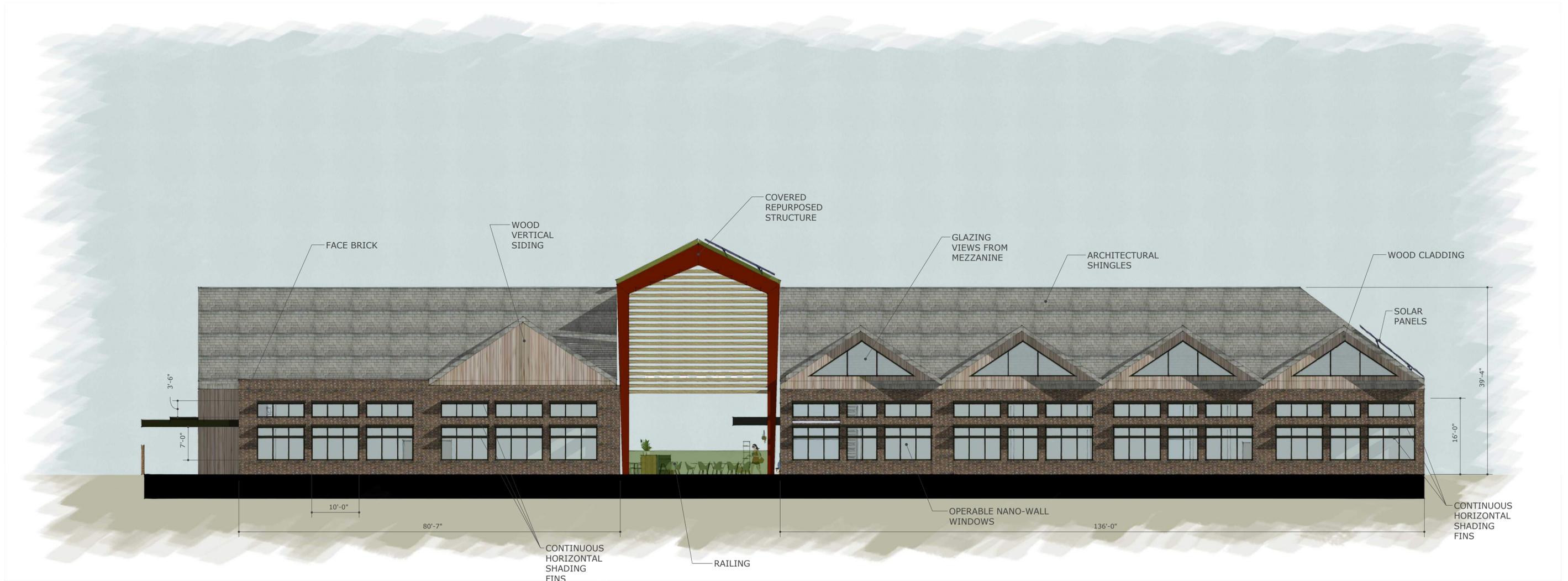


**SOUTH SECTION**

58% GLAZING\*  
 82% WEATHERPOTECTION.  
 Pedestrian traffic between the two building sections.  
 \*Calculated per SRC 112.030 (b)

**NORTH SECTION**

68% GLAZING\*  
 91% WEATHERPOTECTION.  
 Pedestrian traffic between the two building sections.  
 \*Calculated per SRC 112.030 (b)



**NORTH SECTION**

75% GLAZING\*  
 NO WEATHERPOTECTION.  
 Pedestrian traffic between the two building sections.  
 \*Calculated per SRC 112.030 (b)

**SOUTH SECTION**

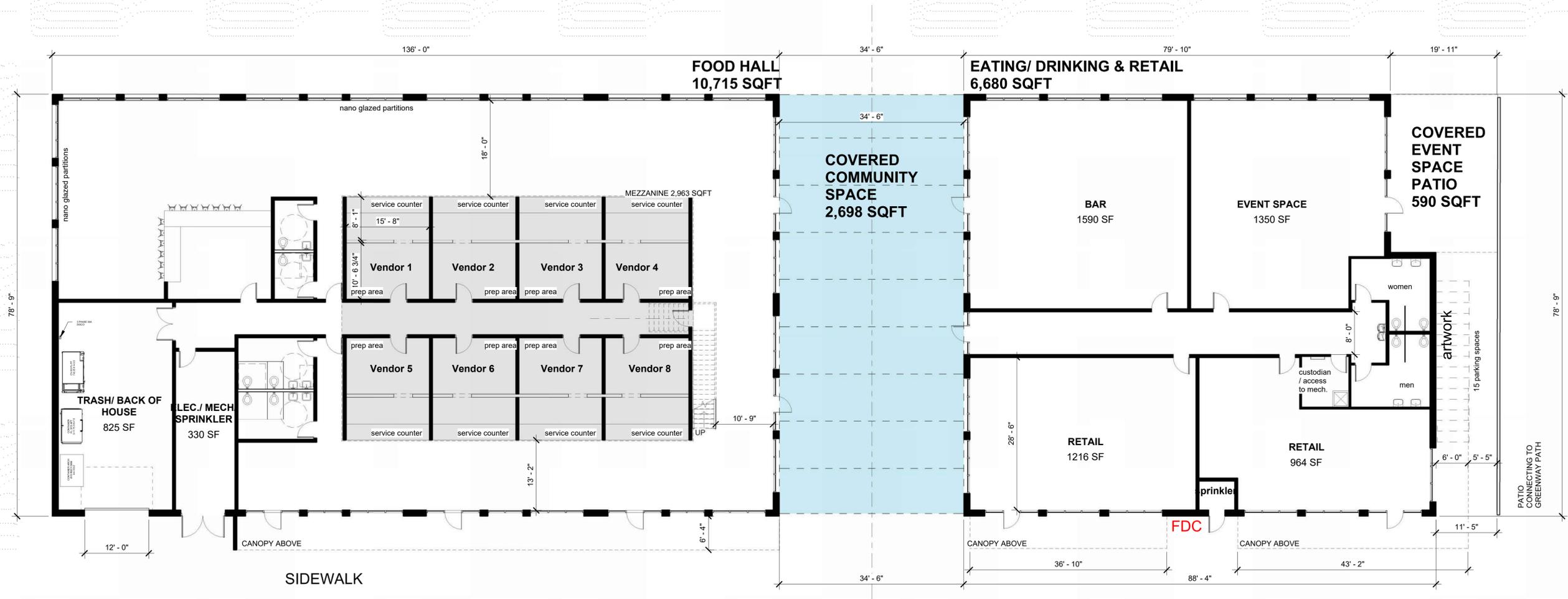
78% GLAZING\*  
 NO WEATHERPOTECTION.  
 Pedestrian traffic between the two building sections.  
 \*Calculated per SRC 112.030 (b)



**NORTH ELEVATION**



**SOUTH ELEVATION**



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

INSIGHT ARCHITECTS





MAINTAIN ALL EXISTING DIMENSIONS



MAINTAIN ALL EXISTING DIMENSIONS



NOTE: CURRENTLY, THIS FACADE IS COVERED BY A PREVIOUS ADDITION, WHICH IS TO BE DEMOLISHED. ALTERED PORTION OF FACADE IS LESS THAN 10% OF THE OVERALL FACADE.

MAINTAIN ALL EXISTING DIMENSIONS



ALL EXISTING WINDOWS TO REMAIN FOR SOUTH, EAST AND WEST FACADE

EXISTING POURED IN PLACE CONCRETE STRUCTURE PAINTED WHITE

ALL EXISTING WINDOWS TO REMAIN (TYP.)

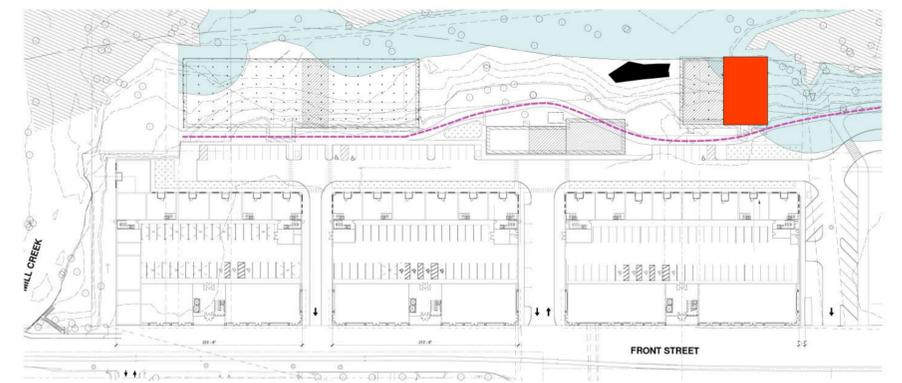
EXISTING CHIMNEY

+/- 92'-0" EXISTING

ARCHITECTURAL SHINGLES

EXISTING BRICK DETAILING TO REMAIN (TYP.)

MAINTAIN ALL EXISTING DIMENSIONS



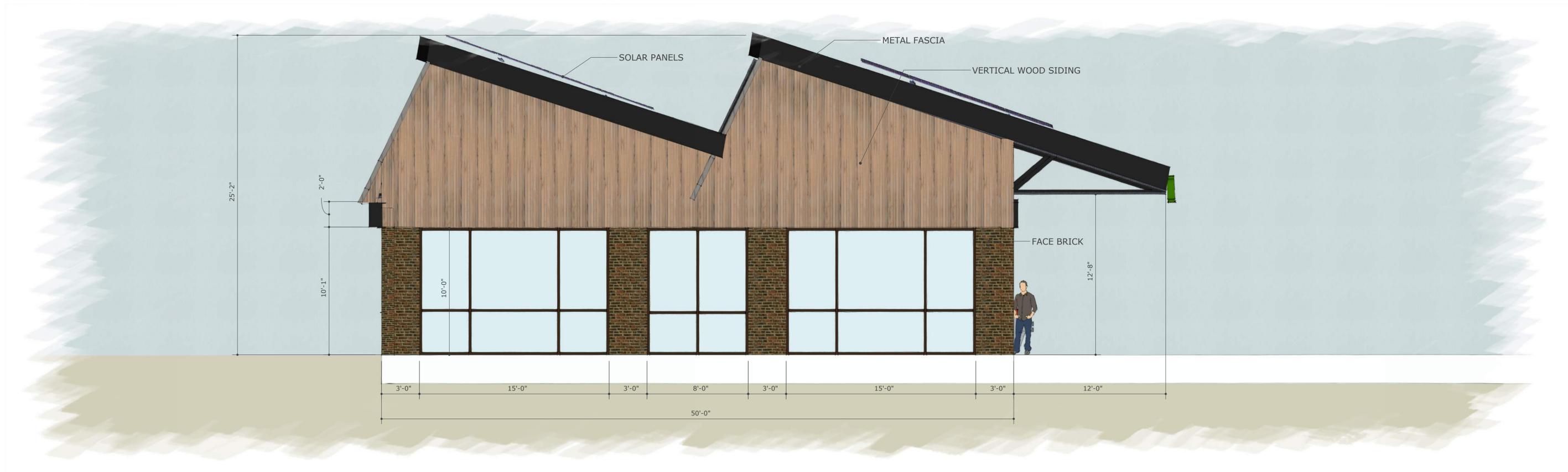


77% GLAZING\*  
100% WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)

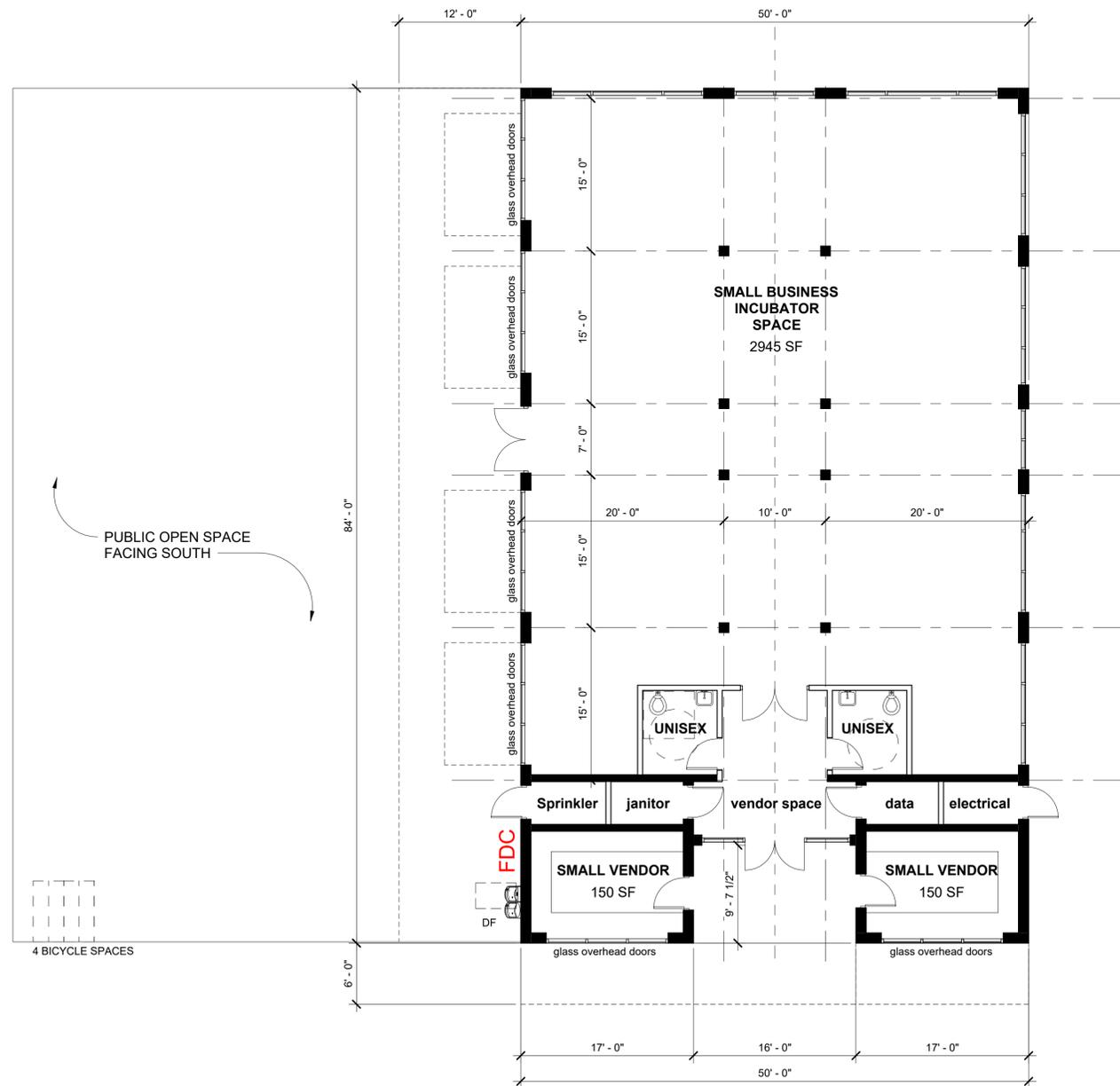






76% GLAZING\*  
NO WEATHERPROTECTION

\*Calculated per SRC 112.030 (b)



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

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

## **Exhibit C: Preliminary Landscape Plans**

---



1 ILLUSTRATIVE PLAN OVERALL

Plan  
SCALE: 1" = 40'



THE CANNERY

1105 FRONT ST NE,  
SALEM, OR 97301

LAND USE SUBMITTAL

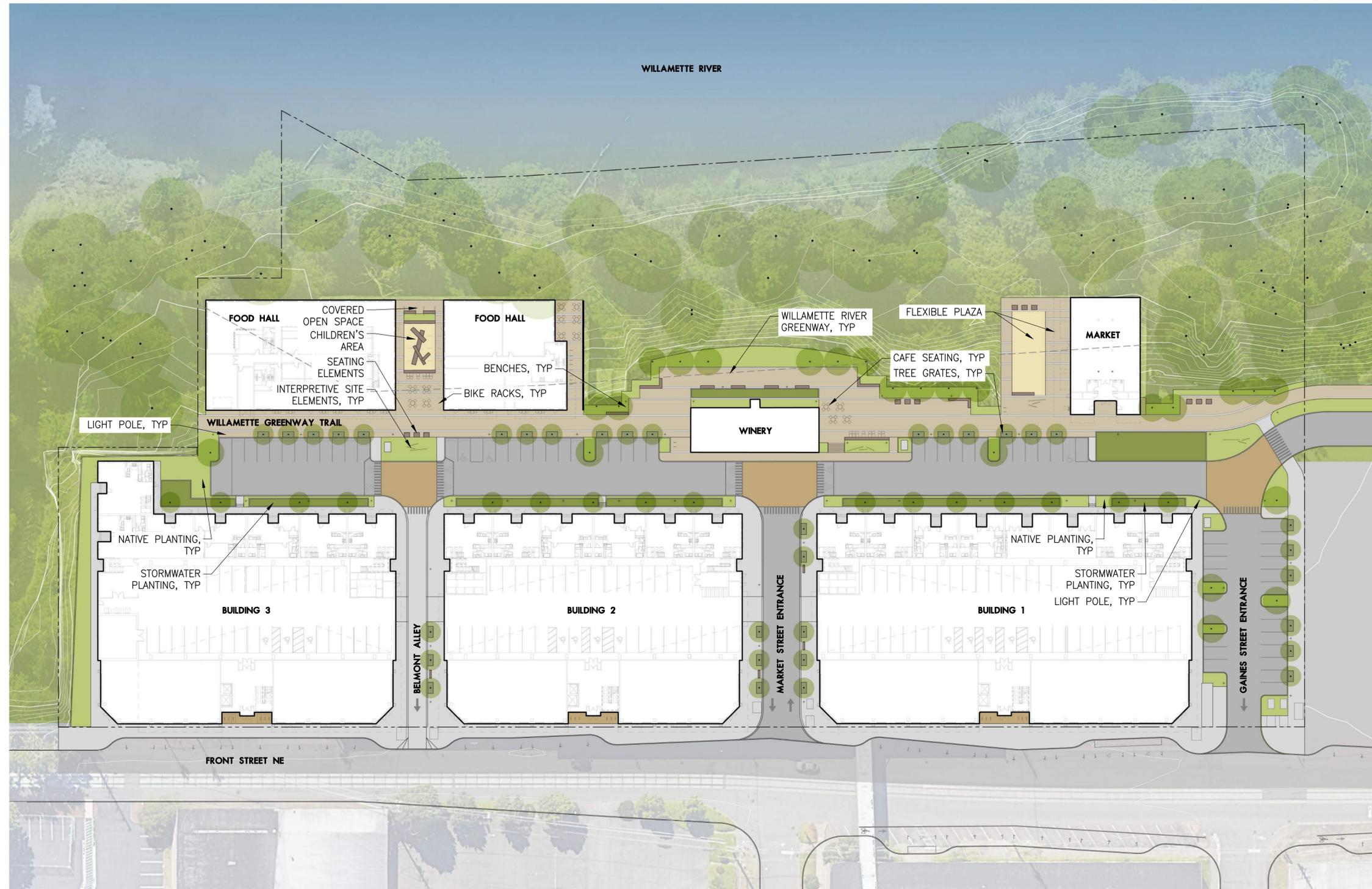
ILLUSTRATIVE PLAN  
OVERALL

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

L101



1 ILLUSTRATIVE PLAN LEVEL 1

Plan  
SCALE: 1" = 40'



THE CANNERY

1105 FRONT ST NE,  
SALEM, OR 97301

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

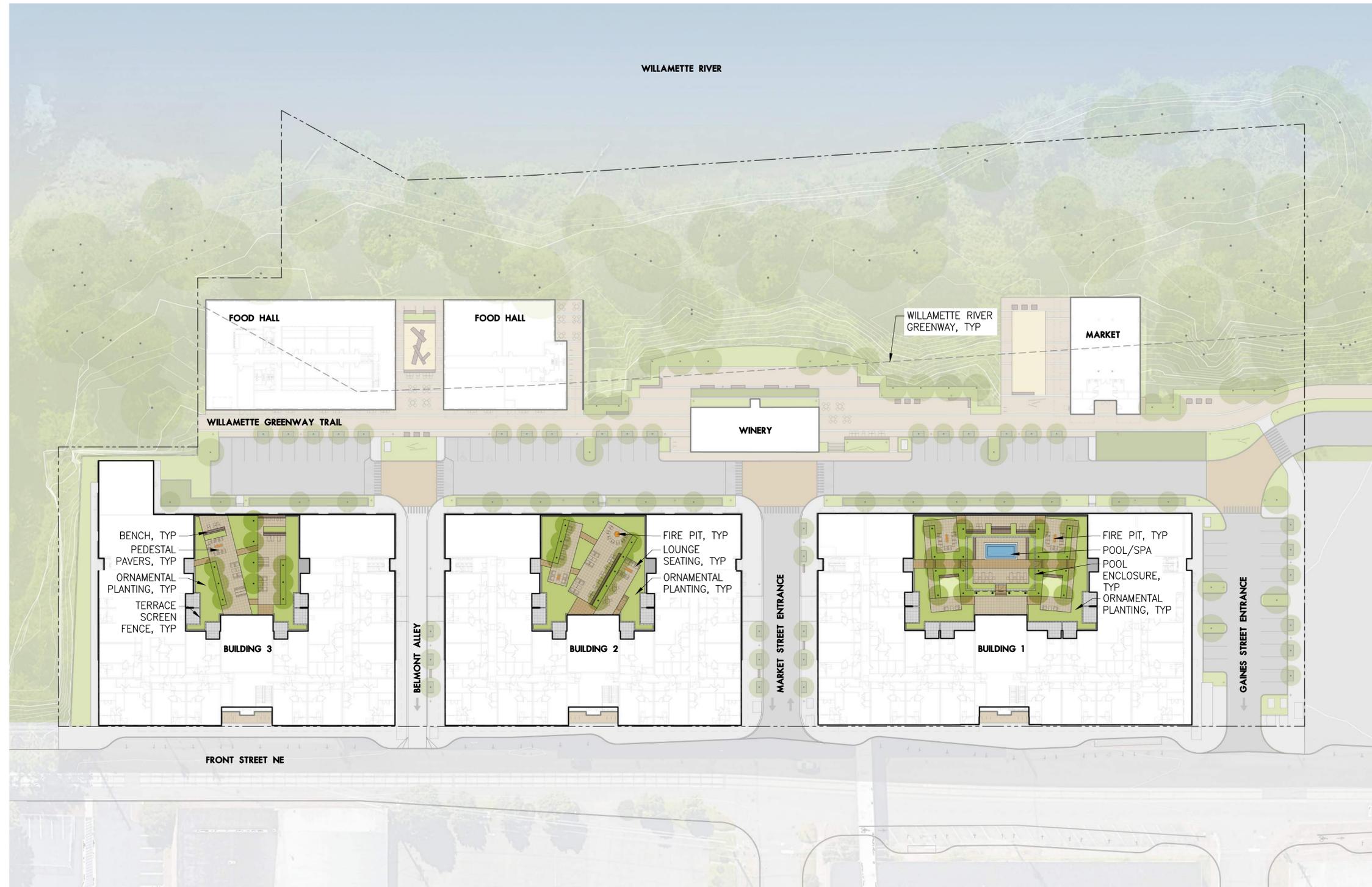
LAND USE SUBMITTAL  
ILLUSTRATIVE PLAN LEVEL 1

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

L102



1 ILLUSTRATIVE PLAN LEVEL 2

Plan  
SCALE: 1" = 40'



THE CANNERY

1105 FRONT ST NE,  
SALEM, OR 97301

LAND USE SUBMITTAL  
ILLUSTRATIVE PLAN LEVEL 2

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

L103



1 LANDSCAPE LAND USE DIAGRAM

Plan  
SCALE: 1" = 40'



**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

LANDSCAPE ARCHITECT'S P.C.  
**lango.hansen**  
1100 nw glisan #3A portland OR 97209 T 503.295.2437

**THE CANNERY**

1105 FRONT ST NE,  
SALEM, OR 97301

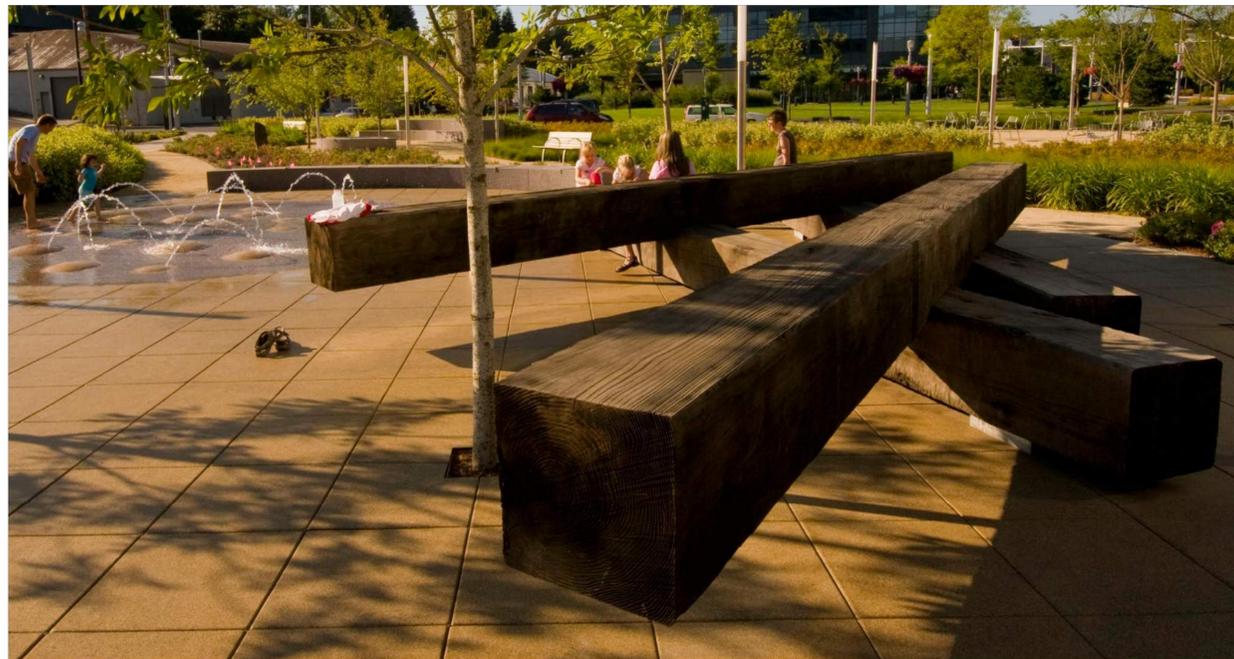
LAND USE SUBMITTAL  
LANDSCAPE LAND USE  
DIAGRAM

REVISIONS

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SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET  
**L104**



1 PRECEDENT IMAGES

LANDSCAPE ARCHITECTS P.C.  
**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  
 PRECEDENT IMAGES

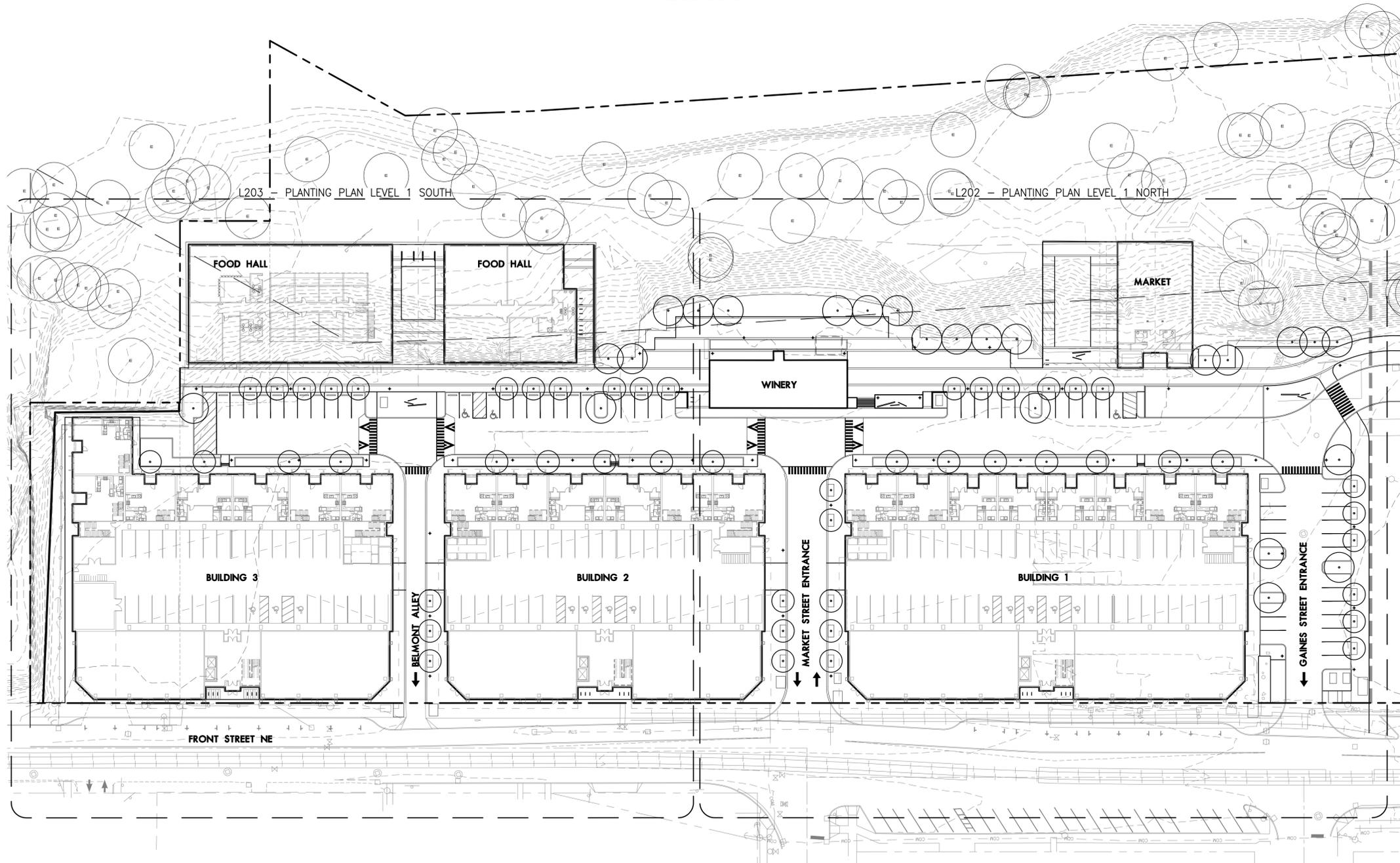
REVISIONS

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SCALE  
 DRAWN BY  
 DATE 2024.01.29  
 PROJECT NO. 2346-SAC

SHEET  
**L105**

WILLAMETTE RIVER



**LEGEND**

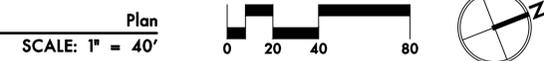
- WILLAMETTE RIVER GREENWAY
- - - PROPERTY LINE/RIGHT-OF-WAY
- CONCRETE CURB
- BIKE RACK
- + LIGHT POLE
- ⊖ EXISTING TREE TO REMAIN

**ABBREVIATIONS**

- B&B BALLED & BURLAPPED
- CAL CALIPER
- CONT CONTAINER
- DIA DIAMETER
- DBH DIAMETER AT BREAST HEIGHT
- EQ EQUAL
- HT HEIGHT
- MIN MINIMUM
- MAX MAXIMUM
- NO NUMBER
- O.C. ON CENTER
- SIM SIMILAR
- SL SEEDED LAWN
- SPECS SPECIFICATIONS
- TYP TYPICAL
- # CONTAINER SIZE

- PLANTING NOTES**
1. THIS PLAN IS BASED ON A SURVEY BY AKS ENGINEERING AND FORESTRY DATED 2/17/2023. NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES IDENTIFIED ON SITE RELATED TO SURVEY INFORMATION PRIOR TO INSTALLATION.
  2. PROTECT EXISTING VEGETATION TO REMAIN.
  3. ALL PLANT MATERIAL SHALL BE NURSERY GROWN, WELL ROOTED, AND WELL BRANCHED. ALL TREES MUST BE FREE OF INSECTS, DISEASES, MECHANICAL INJURY, AND OTHER OBJECTIONABLE FEATURES WHEN PLANTED. ALL PLANT MATERIAL SHALL CONFORM TO "AMERICAN STOCK STANDARDS" LATEST EDITION.
  4. ALL PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SEE SPECIFICATIONS.
  5. PLANT SPACING SHALL TAKE PRECEDENCE OVER VALVE BOX LOCATIONS. INSTALLED VALVE BOXES THAT CONFLICT WITH ACCEPTED PLANT LAYOUT SHALL BE MOVED TO POSITION BETWEEN PLANTS.
  6. PLANT COUNTS FOR TREES AND SHRUBS ARE SUPPLIED FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR RESPONSIBLE FOR INSTALLING ALL PLANTS IN LOCATIONS AND QUANTITIES SHOWN.
  7. CLEAR PLANT BEDS OF ALL GRAVEL AND DEBRIS PRIOR TO SOIL PREPARATION AND PLANTING, FOR APPROVAL BY LANDSCAPE ARCHITECT.
  8. TREES TO BE RETAINED AND/OR PLANTED SHALL BE WATERED AS NECESSARY TO MINIMIZE STRESS TO THE TREE, PROMOTE ROOT GROWTH, AND ENSURE SURVIVAL, THROUGHOUT THE CONSTRUCTION PERIOD AND THE FIRST THREE GROWING SEASONS AFTER PLANTING. TREES SHALL BE MULCHED WITH COMPOST MULCH, SEE SPECIFICATIONS. PROTECTIVE BARRIERS SHALL STAY IN PLACE UNTIL PLANNING OFFICIAL AUTHORIZES THEIR REMOVAL OR A FINAL CERTIFICATE OF OCCUPANCY IS ISSUED, WHICHEVER OCCURS FIRST. STAKING & FERTILIZING SHALL BE REQUIRED WHERE NECESSARY BY PLANNING OFFICIAL. SEE SECTION 015639 FOR ADDITIONAL REQUIREMENTS.
  9. ALL LANDSCAPE AREAS THAT HAVE A SLOPE GREATER THAN 1 VERTICAL FOOT IN 3 HORIZONTAL FEET SHALL RECEIVE JUTE MATTING, SEE SPECIFICATIONS.
  10. ALL PLANTING AREAS ARE TO BE IRRIGATED WITH A PERMANENT AUTOMATIC IRRIGATION SYSTEM EXCEPT RESEDED DISTURBED AREAS, THOSE ARE ARE TO BE NON-IRRIGATED.
  11. ALL PARKING LOT AND STREET TREES MUST HAVE 6' CLEAR HEIGHT TO LOWEST BRANCHES.
  12. SEE L204 FOR PLANTING SCHEDULE.

1 PLANTING PLAN LEVEL 1 OVERALL



LANDSCAPE ARCHITECTS P.C.  
**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

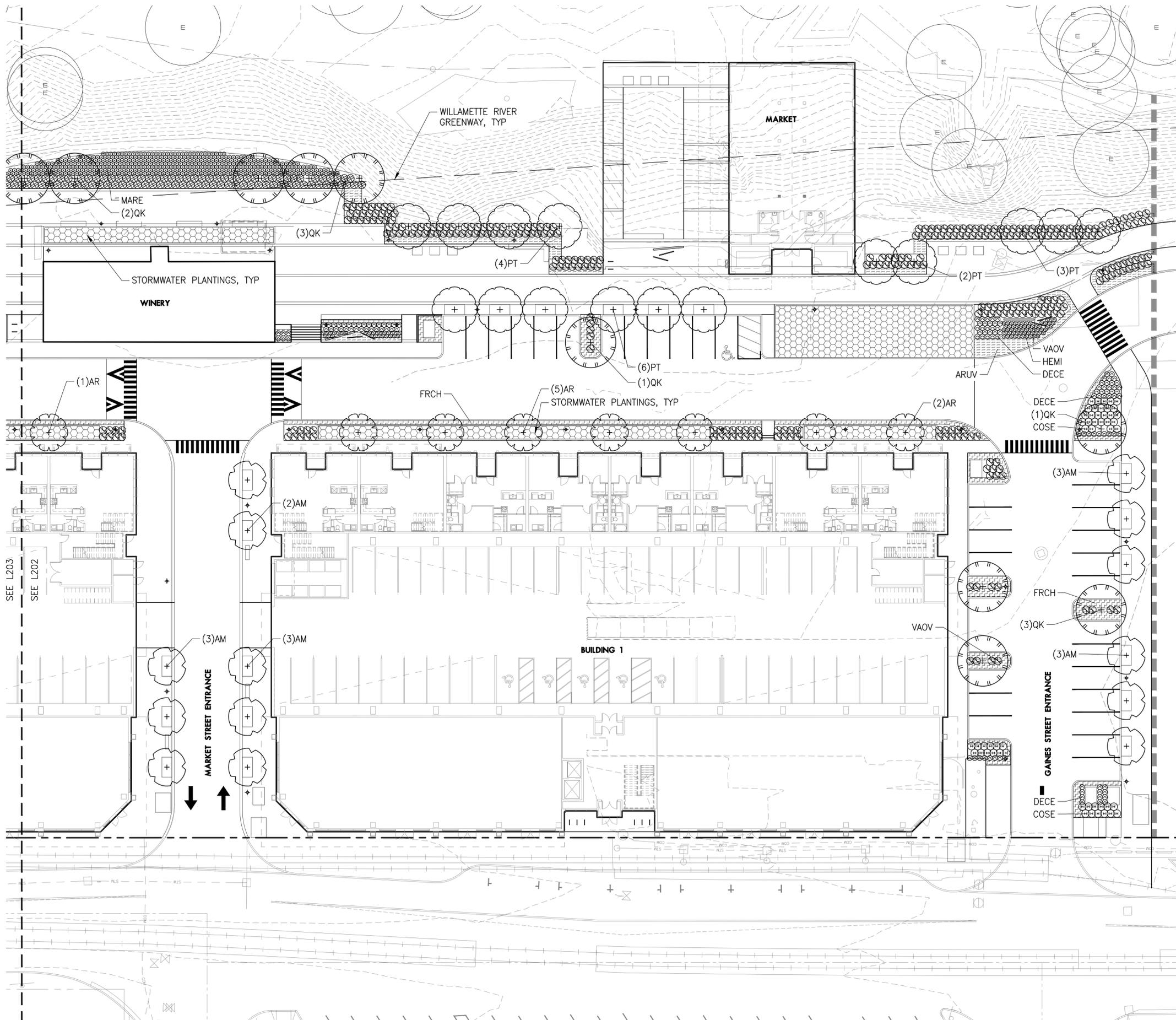
PLANTING PLAN LEVEL 1 OVERALL

REVISIONS

|             |            |
|-------------|------------|
| SCALE       |            |
| DRAWN BY    |            |
| DATE        | 2024.01.29 |
| PROJECT NO. | 2346-SAC   |

SHEET

# L201



**LEGEND**

- WILLAMETTE RIVER GREENWAY
- - - PROPERTY LINE/RIGHT-OF-WAY
- CONCRETE CURB
- BIKE RACK
- + LIGHT POLE
- E EXISTING TREE TO REMAIN
- ◻ STORMWATER FACILITY PLANTED TO CITY OF SALEM STANDARDS

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.
2. SEE L204 FOR PLANTING SCHEDULE.

LANDSCAPE ARCHITECTS P.C.  
**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  
 PLANTING PLAN LEVEL 1  
 NORTH

REVISIONS

SCALE  
 DRAWN BY  
 DATE 2024.01.29  
 PROJECT NO. 2346-SAC

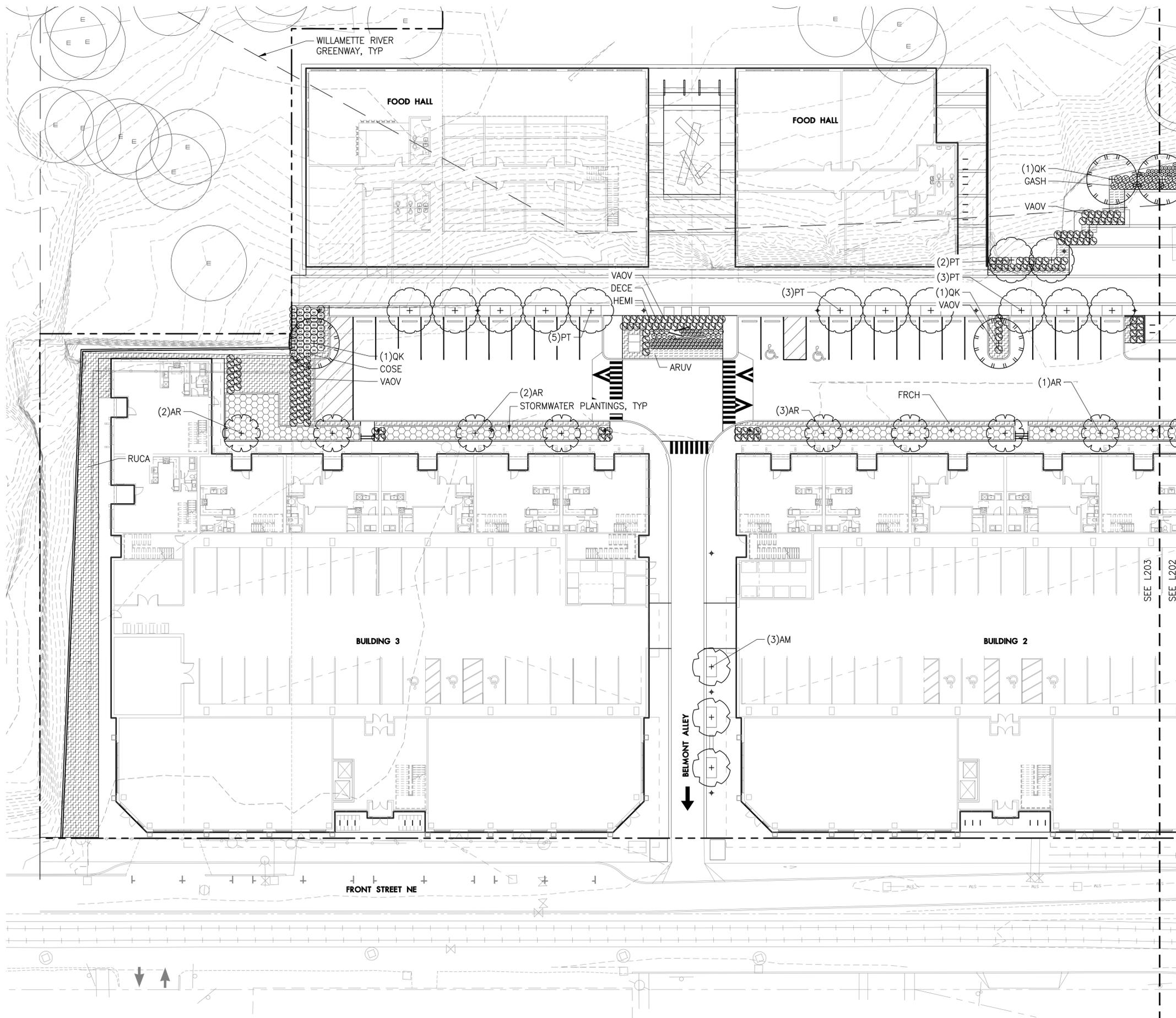
SHEET

**L202**

**1 PLANTING PLAN LEVEL 1 NORTH**

Plan  
 SCALE: 1" = 20'





**LEGEND**

- WILLAMETTE RIVER GREENWAY
- - - PROPERTY LINE/RIGHT-OF-WAY
- CONCRETE CURB
- BIKE RACK
- + LIGHT POLE
- ⊙ EXISTING TREE TO REMAIN
- ▨ STORMWATER FACILITY PLANTED TO CITY OF SALEM STANDARDS

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.
2. SEE L204 FOR PLANTING SCHEDULE.

**THE CANNERY**

1105 FRONT ST NE,  
SALEM, OR 97301

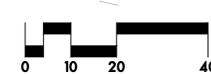
LAND USE SUBMITTAL  
PLANTING PLAN LEVEL 1  
SOUTH

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

**L203**



| PLANT SCHEDULE – ONSITE TREES |      |                     |                      |        |                    |          |          |
|-------------------------------|------|---------------------|----------------------|--------|--------------------|----------|----------|
| SYMBOL                        | ABBR | BOTANICAL NAME      | COMMON NAME          | NATIVE | SIZE/<br>CONDITION | SPACING  | QUANTITY |
| TREES                         |      |                     |                      |        |                    |          |          |
|                               | AM   | Acer macrophyllum   | Big Leaf Maple       | YES    | 3" CAL B&B         | AS SHOWN | 17       |
|                               | AR   | Alnus rubra         | Red Alder            | YES    | 3" CAL B&B         | AS SHOWN | 16       |
|                               | PT   | Populus tremuloides | Quaking Aspen        | YES    | 3" CAL B&B         | AS SHOWN | 28       |
|                               | QK   | Quercus kelloggii   | California Black Oak | YES    | 3" CAL B&B         | AS SHOWN | 13       |

| PLANT SCHEDULE – ONSITE PLANTINGS |      |                              |                              |        |                    |          |          |
|-----------------------------------|------|------------------------------|------------------------------|--------|--------------------|----------|----------|
| SYMBOL                            | ABBR | BOTANICAL NAME               | COMMON NAME                  | NATIVE | SIZE/<br>CONDITION | SPACING  | QUANTITY |
| ORNAMENTAL PLANTINGS              |      |                              |                              |        |                    |          |          |
|                                   | ARUV | Arctostaphylos uva-ursi      | Kinnikinnick                 | YES    | #1/CONT.           | 18" O.C. | 626      |
|                                   | COSE | Cornus sericea 'Arctic Fire' | Arctic Fire Redosier Dogwood | YES    | #5/CONT.           | AS SHOWN | 86       |
|                                   | DECE | Deschampsia cespitosa        | Tufted Hairgrass             | YES    | #3/CONT.           | AS SHOWN | 130      |
|                                   | FRCH | Fragaria chiloensis          | Coast Strawberry             | YES    | #1/CONT.           | 18" O.C. | 2369     |
|                                   | HEMI | Heuchera micrantha           | Smallflowered Alumroot       | YES    | #1/CONT.           | AS SHOWN | 159      |
|                                   | MARE | Mahonia repens               | Creeping Oregon Grape        | YES    | #1/CONT.           | AS SHOWN | 462      |
|                                   | GASH | Gaultheria shallon           | Salal                        | YES    | #1/CONT.           | AS SHOWN | 101      |
|                                   | VAOV | Vaccinium ovatum             | Evergreen Huckleberry        | YES    | #5/CONT.           | AS SHOWN | 466      |
| STORMWATER PLANTINGS – 5,233 SF   |      |                              |                              |        |                    |          |          |
|                                   | CADE | Carex densa                  | Dense Sedge                  | YES    | #1/CONT.           | 12" O.C. |          |
|                                   | DECE | Deschampsia cespitosa        | Tufted Hair Grass            | YES    | #1/CONT.           | 12" O.C. |          |
|                                   | JUPA | Juncus patens                | Spreading Rush               | YES    | #1/CONT.           | 12" O.C. |          |

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  
PLANTING SCHEDULE  
LEVEL 1

REVISIONS

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SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET  
**L204**

**LEGEND**

- — — — — LIMIT OF WORK
- - - - - PROPERTY LINE/RIGHT-OF-WAY
- / - / - / - METAL EDGE
- / - / - / - RAISED PLANTER
- - - - - SCREEN FENCE

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.

LANDSCAPE ARCHITECTS P.C.  
**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

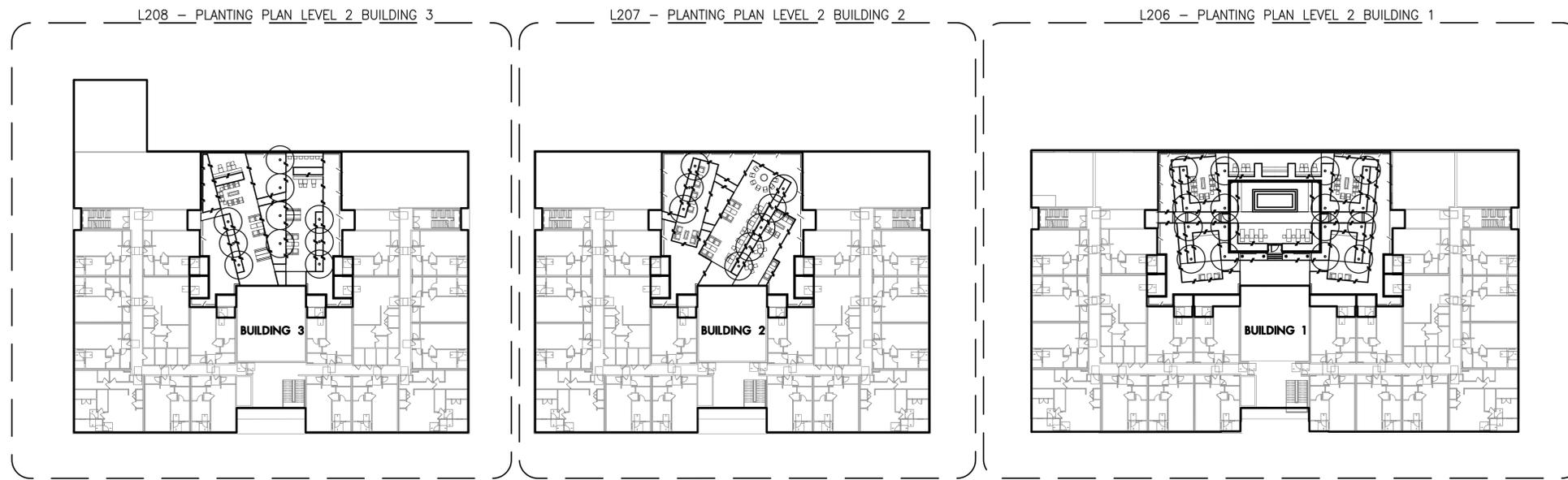
PLANTING PLAN LEVEL 2  
OVERALL

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

**L205**



**1 PLANTING PLAN LEVEL 2 OVERALL**

Plan  
SCALE: 1" = 40'

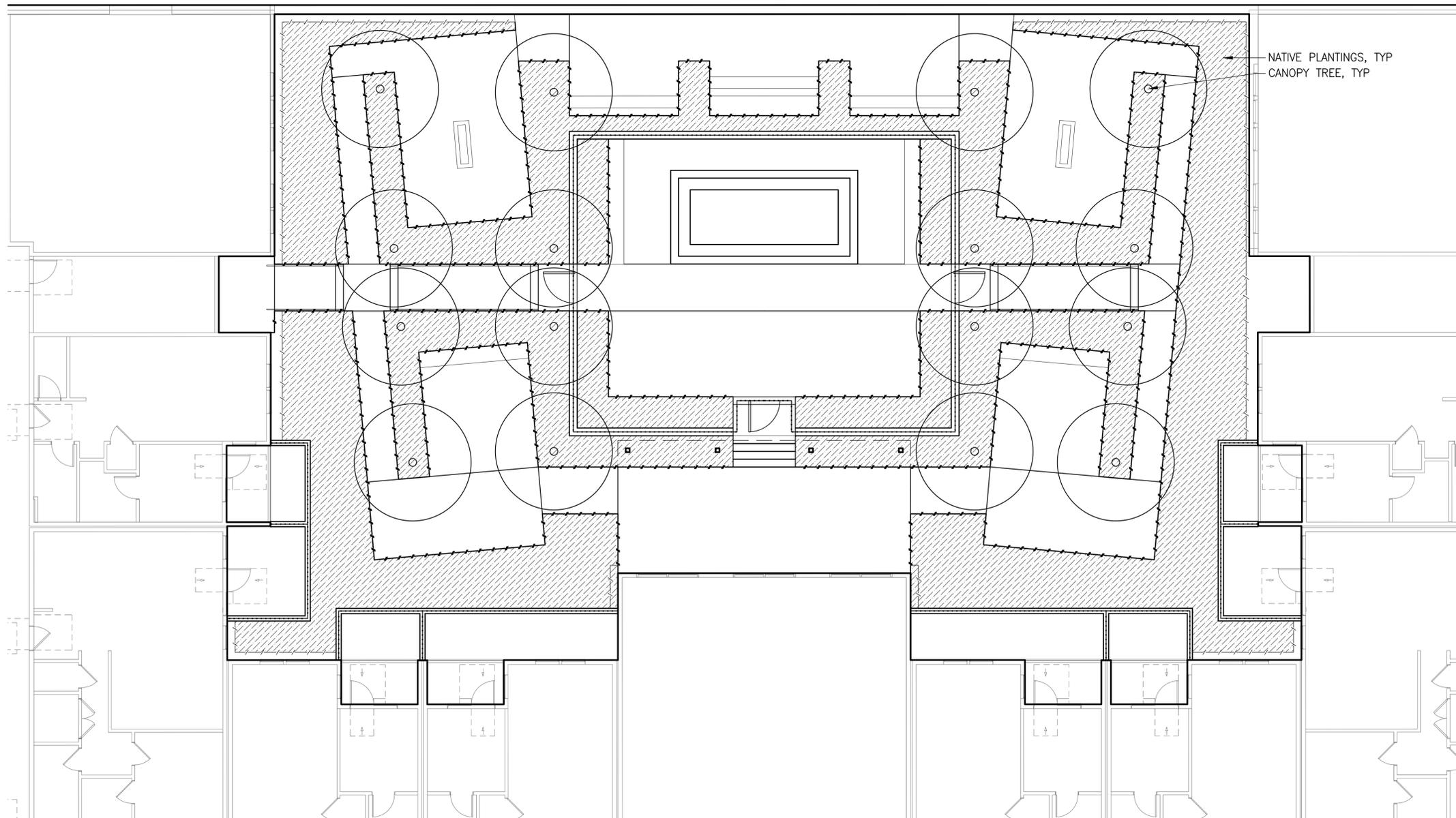


**LEGEND**

- — — — — LIMIT OF WORK
- - - - - PROPERTY LINE/RIGHT-OF-WAY
- ////// METAL EDGE
- +——— RAISED PLANTER
- SCREEN FENCE
- [Hatched Box] NATIVE PLANTINGS
- (○) CANOPY TREE

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.



NATIVE PLANTINGS, TYP  
CANOPY TREE, TYP

1 PLANTING PLAN LEVEL 2 BUILDING 1

Plan  
SCALE: 1/8" = 1'-0"



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  
PLANTING PLAN LEVEL 2  
BUILDING 1

REVISIONS

| NO. | DESCRIPTION |
|-----|-------------|
|     |             |
|     |             |
|     |             |

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

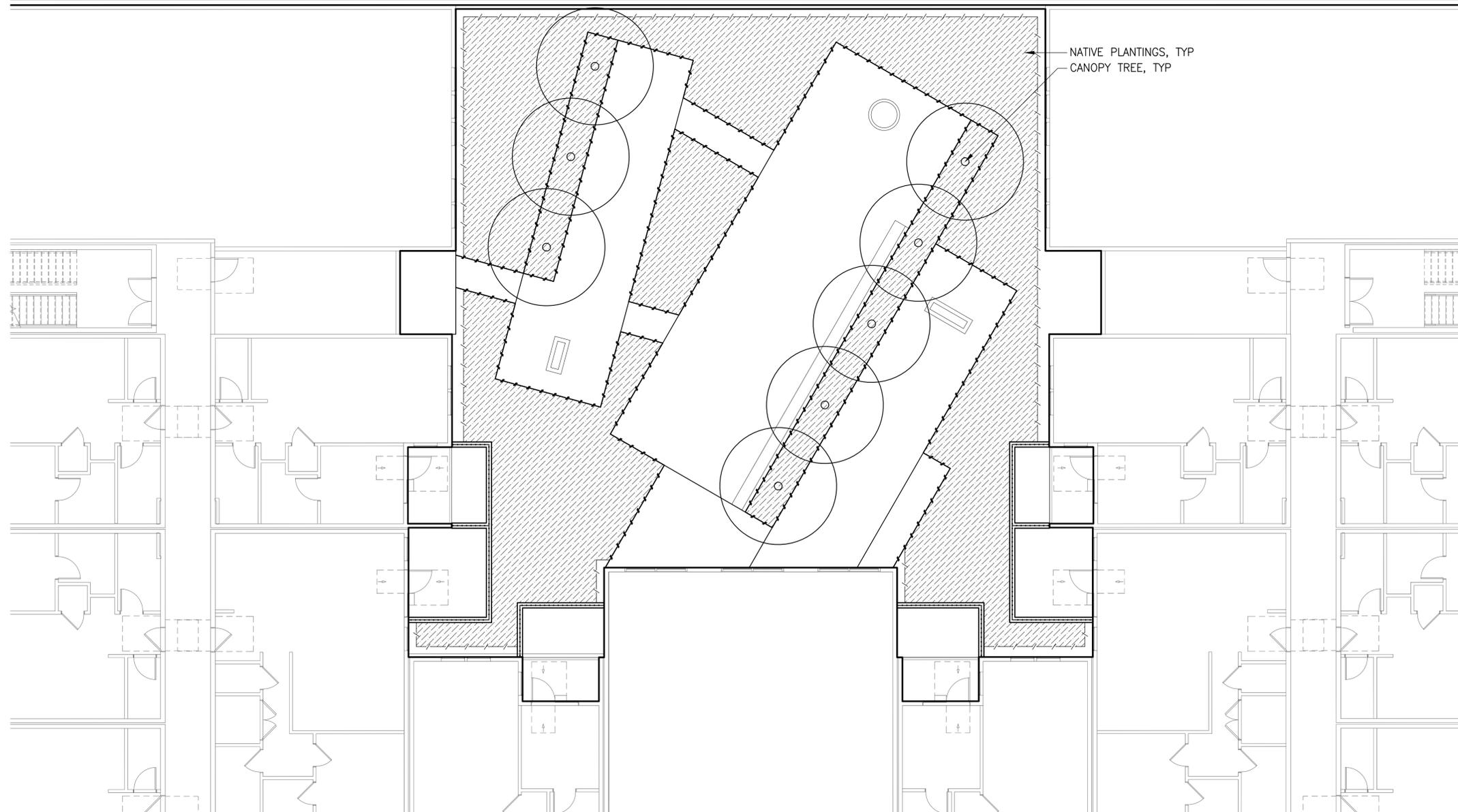
SHEET  
**L206**

**LEGEND**

- — — — — LIMIT OF WORK
- - - - - PROPERTY LINE/RIGHT-OF-WAY
- ////// METAL EDGE
- +++++ RAISED PLANTER
- SCREEN FENCE
-  NATIVE PLANTINGS
-  CANOPY TREE

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.



NATIVE PLANTINGS, TYP  
CANOPY TREE, TYP

1 PLANTING PLAN LEVEL 2 BUILDING 2

Plan  
SCALE: 1/8" = 1'-0"



THE CANNERY

1105 FRONT ST NE,  
SALEM, OR 97301

LAND USE SUBMITTAL

PLANTING PLAN LEVEL 2  
BUILDING 2

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

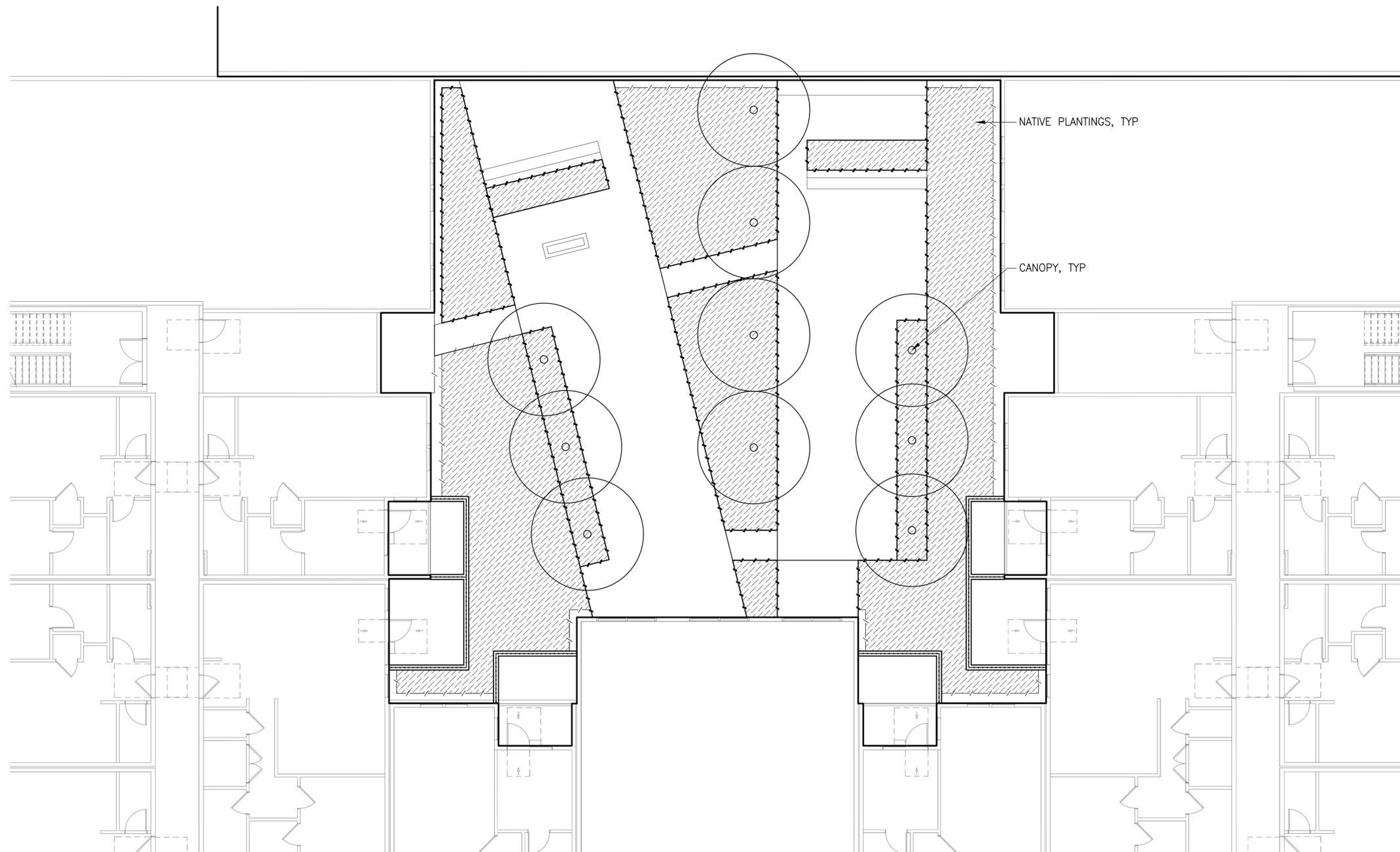
L207

**LEGEND**

- — — — — LIMIT OF WORK
- - - - - PROPERTY LINE/RIGHT-OF-WAY
- ////// METAL EDGE
- +++++ RAISED PLANTER
- SCREEN FENCE
- [Hatched Box] NATIVE PLANTINGS
- (o) CANOPY TREE

**PLANTING NOTES**

1. SEE L201 FOR GENERAL NOTES AND ABBREVIATIONS.



1 PLANTING PLAN LEVEL 2 BUILDING 3

Plan  
SCALE: 1/8" = 1'-0"



THE CANNERY

1105 FRONT ST NE,  
SALEM, OR 97301

LAND USE SUBMITTAL

PLANTING PLAN LEVEL 2  
BUILDING 3

REVISIONS

SCALE  
DRAWN BY  
DATE 2024.01.29  
PROJECT NO. 2346-SAC

SHEET

L208

## **Exhibit D: Pre-Application Summary**

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**Pre-Application Report**  
 Community Development Department  
 Planning Division

555 Liberty Street SE/Room 305  
 Phone: 503-588-6173  
[www.cityofsalem.net/planning](http://www.cityofsalem.net/planning)

**Case Number / AMANDA No.** PRE-AP22-120 / 22-124151-PA  
**Applicant** Trent Michels  
 15017 Thomas Road  
 Charlotte, NC 28278  
[trent.michels@gmail.com](mailto:trent.michels@gmail.com)

**Representative** Trent Michels

**Case Manager** Bryce Bishop

**Mandatory Pre-Application Conference:**  Yes  No

| Project Description & Property Information  |  |
|---|--|
| <b>Project Description</b>                  | First phase of a proposed redevelopment of the former Truitt Brothers cannery site as a mixed-use urban center consisting of new neighborhood blocks developed with multi-story mixed-use buildings consisting of ground floor commercial, a variety of approximately 318 housing units (including townhouse units, flats, live/work units, and multi-family units), structured parking, and elevated courtyards and roof decks; the adaptive reuse of existing buildings; and pedestrian access and connectivity to and along the Willamette River. |
| <b>Property Address</b>                     | 1105 Front Street NE   |
| <b>Assessor's Map and Tax Lot Number</b>    | 073W22AB00900, 00600, and 00300  |
| <b>Property Size</b>                        | Approximately 13.66 acres  |
| <b>Existing Use</b>                         | Vacant Truitt Brothers cannery; school bus parking for Salem-Keizer School District  |
| <b>Comprehensive Plan Map Designation</b>   | River-Oriented Mixed-Use   |
| <b>Zoning</b>                               | MU-R (Mixed-Use Riverfront)  |
| <b>Overlay Zone(s) / Historic Districts</b> | Willamette Greenway Overlay Zone   |
| <b>Urban Service Area</b>                   | The subject property is located inside the City's Urban Service Area.<br><br><b>Note:</b> When property is located inside the City's Urban Service Area an Urban Growth Preliminary Declaration is not required for development of the property.   |
| <b>Urban Renewal Area(s)</b>                | The southeasternmost portion of the subject property is located within the Riverfront Downtown Urban Renewal Area.   |

## Planning Division Comments

### Proposal

Pre-application conference to discuss the first phase of a proposed redevelopment of the former Truitt Brothers cannery site as a mixed-use urban center consisting of new neighborhood blocks developed with multi-story mixed-use buildings consisting of ground floor commercial, a variety of approximately 318 housing units (including townhouse units, flats, live/work units, and multi-family units), structured parking, and elevated courtyards and roof decks; the adaptive reuse of existing buildings; and pedestrian access and connectivity to and along the Willamette River.

The subject property totals approximately 13.66 acres in size, is zoned MU-R (Mixed-Use Riverfront), and is located at 1105 Front Street NE (Marion County Assessor Map and Tax Lot Numbers: 073W22AB00900, 00600, and 00300).

### Past Land Use Decisions

Staff reviewed the Planning Division's records to determine if there were any prior land use approvals for the subject property. In review of those records, the following past land use decisions were found:

- **Property Line Adjustment Case No. PLA99-45:** A property line adjustment to adjust the common lot line between Tax Lots 200 and 300 to the south approximately 25 feet. The property line adjustment was approved and relocated the property line between Lots 2 and 3 of the Willamette Landing subdivision plat; thereby resulting in the current configuration of the northernmost property which makes up the subject property (Tax Lot No. 073W22AB00300).
- **Specific Conditional Use Case No. SCU00-15:** A Greenway Development Permit to allow the installation of a sight-obscuring fence approximately seven feet in height along the west side of the property within the Willamette Greenway and to use the secured area for outdoor storage without adding any other property improvements (e.g. paving or lighting) for property 3.04 acres in size, zoned IC on approximately the northern one-third of the lot and CO on the remaining southerly portion, and located on the west side of the 1400 Block of Front St. NE.

The Willamette Greenway Development Permit was approved subject to the following conditions of approval:

- ❖ **Condition 1:** The applicant shall submit an access plan to allow for emergency vehicle access to the City of Salem Fire Department for their review and approval.
  - ❖ **Condition 2:** The applicant shall execute and record a water pipeline easement for that portion of the water main that is currently located outside the roadway and the existing utility easement.
  - ❖ **Condition 3:** The applicant shall execute and record a sanitary pipeline easement for that portion of the sanitary sewer that is currently outside the roadway and the existing utility services easement.
  - ❖ **Condition 4:** At the time of the construction of the fence, the applicant shall provide for access to public facilities.
- **Tree Removal Permit Case No. TRP07-04:** A tree removal permit to remove a tree from within the riparian corridor of the Willamette River due to it being a hazard. The tree removal permit was approved.

### Legal Unit(s) of Land

The subject property appears to be partially comprised of various platted lots (*and portions of platted lots*) within the North Salem plat (*recorded May 13, 1871*), the Mill Addition to Salem plat (*recorded March 11, 1889*), and the Willamette Landing plat (*recorded May 8, 1979*). In addition to platted lots, the subject property is also comprised of un-platted properties and vacated public rights-of-way (*see below excerpts from the Marion County Assessor's maps*).



In review of the City's past land use decisions and the Marion County survey records it appears that the northern and eastern boundaries of the subject property were lawfully established. However, based on the information currently available, it's unclear whether the southern and western boundaries of the subject property were legally created because staff could find no evidence of any property line adjustments, replats, partitions, or subdivisions being approved to establish these boundaries in their current location.

In order to confirm whether the subject property was legally established evidence will need to be provided showing when the properties which make up the subject property were created in their current configuration. This can be done by obtaining a chain of title report for the properties to trace back their creation to the first deeds that established the properties in their current configuration.

Staff will then be able to use the dates from those deeds to determine what property line adjustment, replat, partition, or subdivision approval processes, if any, were in place at that time and whether the property boundaries were created in conformance with those requirements. If the property boundaries were not lawfully created, some combination of a Validation of Unit(s) of Land and/or Property Line Adjustment(s), Replat(s), or Subdivision will be required to establish the desired future configuration of the property and to extinguish the various underlying existing lot/property lines which run through it.

In addition, comments from the City's Survey section indicate that the vesting deeds for the property along the west call to the ordinary low-water line on the Willamette River, but Oregon law provides that

the State owns to the ordinary high-water line on navigable waterways. As such, it's unclear whether the State granted land below the ordinary high-water line to the upland owner and therefore it's possible that the vesting deed calls to the ordinary low-water may be in error. Chain of title history is needed to help identify how the western portion of the property along the river was acquired.

### **Required Land Use Applications**

The land use applications checked in the table below have been preliminarily identified as being required for development of the subject property based upon the information provided by the applicant at the time of the pre-application conference. Additional land use applications may be required depending on the specific proposal at the time of future development.

| <b>Required Land Use Applications</b> |  |   |   |                          |                   |
|---------------------------------------|--|---|---|--------------------------|-------------------|
| <b>Zoning</b>                         |  | <b>Site Plan Review</b>                     |   |                          |                   |
| <input type="checkbox"/>              | Conditional Use (SRC 240.005)  | <input type="checkbox"/>                    | Class 1 Site Plan Review (SRC 220.005)  |                          |                   |
| <input type="checkbox"/>              | Comprehensive Plan Change (SRC 64.020)   | <input type="checkbox"/>                    | Class 2 Site Plan Review (SRC 220.005)<br><i>(Applicable if the development will meet the triggers for Class 2 Site Plan Review under SRC 220.005(b)(2)).</i> |                          |                   |
| <input type="checkbox"/>              | Zone Change (SRC 265.000)  | <input checked="" type="checkbox"/>         | Class 3 Site Plan Review (SRC 220.005)<br><i>(Applicable if the development will meet the triggers for Class 3 Site Plan Review under SRC 220.005(b)(3)).</i> |                          |                   |
| <input type="checkbox"/>              | Temporary use Permit – Class 1 (SRC 701.010)                                       | <b>Design Review</b>                        |   |                          |                   |
| <input type="checkbox"/>              | Temporary Use Permit – Class 2 (SRC 701.010)                                       | <input type="checkbox"/>                    | Class 1 Design Review (SRC 225.005)   |                          |                   |
| <input type="checkbox"/>              | Non-Conforming Use Extension, Alteration, Expansion, or Substitution (SRC 270.000) | <input type="checkbox"/>                    | Class 2 Design Review (SRC 225.005)   |                          |                   |
| <input type="checkbox"/>              | Manufactured Dwelling Park Permit (SRC 235.010)                                    | <input type="checkbox"/>                    | Class 3 Design Review (SRC 225.005)   |                          |                   |
| <b>Land Divisions</b>                 |  | <b>Historic Design Review (SRC 230.020)</b> |   |                          |                   |
| <input type="checkbox"/>              | Property Line Adjustment (SRC 205.055)   | <input type="checkbox"/>                    | Major Commercial  | <input type="checkbox"/> | Minor Commercial  |
| <input type="checkbox"/>              | Replat (SRC 205.025)   | <input type="checkbox"/>                    | Major Public  | <input type="checkbox"/> | Minor Public      |
| <input type="checkbox"/>              | Partition (SRC 205.005)  | <input type="checkbox"/>                    | Major Residential   | <input type="checkbox"/> | Minor Residential |
| <input checked="" type="checkbox"/>   | Subdivision (SRC 205.010)  | <b>Wireless Communication Facilities</b>    |   |                          |                   |
| <input type="checkbox"/>              | Phased Subdivision (SRC 205.015)   | <input type="checkbox"/>                    | Class 1 Permit (SRC 703.020)  |                          |                   |
| <input type="checkbox"/>              | Planned Unit Development Tentative Plan (SRC 210.025)                              | <input type="checkbox"/>                    | Class 2 Permit (SRC 703.020)  |                          |                   |
| <input type="checkbox"/>              | Manufactured Dwelling Park Subdivision (SRC 205.020)                               | <input type="checkbox"/>                    | Class 3 Permit (SRC 703.020)  |                          |                   |
| <input type="checkbox"/>              | Middle Housing Land Division (SRC 205.051)   | <input type="checkbox"/>                    | Temporary (SRC 703.100)   |                          |                   |
| <input checked="" type="checkbox"/>   | Validation of Unit of Land (SRC 205.060)   | <input type="checkbox"/>                    | Adjustment (SRC 703.090)  |                          |                   |
| <b>Relief</b>                         |  |   |   |                          |                   |

| Required Land Use Applications  |   |                                     |   |
|---|---|-------------------------------------|---|
| <input checked="" type="checkbox"/>   | Adjustment – Class 1 (SRC 250.005)<br><i>(Applicable when a proposed deviation from standards is within 20 percent of the standard)</i>   | Other                               |   |
| <input checked="" type="checkbox"/>   | Adjustment – Class 2 (SRC 250.005)<br><i>(Applicable when a proposed deviation from standards exceeds 20 percent of the standard)</i>   | <input type="checkbox"/>            | Annexation – Voter Approval (SRC 260.035)                                     |
| <input type="checkbox"/>  | Variance (SRC 245.005)  | <input type="checkbox"/>            | Annexation – Voter Exempt (SRC 260.035)                                       |
| <b>Natural Resources</b>  |   | <input type="checkbox"/>            | Sign Adjustment (SRC 900.035)   |
| <input type="checkbox"/>  | Tree Conservation Plan (SRC 808.035)  | <input type="checkbox"/>            | Sign Conditional Use (SRC 900.045)  |
| <input type="checkbox"/>  | Tree Conservation Plan Adjustment (SRC 808.040)   | <input type="checkbox"/>            | Sign Variance (SRC 900.040)   |
| <input checked="" type="checkbox"/>   | Tree Removal Permit (SRC 808.030)   | <input type="checkbox"/>            | SWMU Zone Development Phasing Plan (SRC 531.015)                              |
| <input checked="" type="checkbox"/>   | Tree Variance (SRC 808.045)   | <input type="checkbox"/>            | Urban Growth Preliminary Declaration (SRC 200.020)                            |
| <input type="checkbox"/>  | Willamette Greenway Permit – Class 1 (SRC 600.015)<br><i>(Applicable to any intensification, development, or change of use occurring within the Willamette Greenway, but outside the compatibility review boundary)</i> |                                     |   |
| <input checked="" type="checkbox"/>   | Willamette Greenway Permit – Class 2 (SRC 600.015)<br><i>(Applicable to any intensification, development, or change of use occurring inside the compatibility review boundary)</i>                                      | <input checked="" type="checkbox"/> | Historic Clearance Review- High Probability Archaeological Zone (SRC 230.100) |
|   |   | <input type="checkbox"/>            | Fairview Refinement Plan Minor Amendment (SRC 530.035)                        |
|   |   | <input type="checkbox"/>            | Fairview Refinement Plan Major Amendment (SRC 530.035)                        |
|   |   | <input checked="" type="checkbox"/> | Class 2 Driveway Approach Permit (SRC 804.025)                                |
| Staff Comments  |   |                                     |   |
| <ul style="list-style-type: none"> <li> <b>Validation of Unit of Land / Land Division, Property Line Adjustments, or Replat:</b> As identified earlier in this report, some combination of a Validation of Unit(s) of Land and/or Property Line Adjustment(s), Replat, or Subdivision will be required to establish the desired future configuration of the property and to extinguish the various underlying existing lot/property lines which run through it. The application(s) required will depend on whether or not the properties which make up the subject property were lawfully established and the final lot configuration proposed by the applicant to accommodate the proposed redevelopment of the site.                 </li> </ul> <p>Because there are numerous existing lot/property lines which run through the subject property, these existing lot/property lines will need to be eliminated to allow for the construction of the proposed buildings because they cannot be constructed over lot/property lines.</p> |   |                                     |   |

### Required Land Use Applications

- **Adjustments:** Depending on the final designs for development of the site, the proposed development may not be able to meet all the applicable development standards of the Salem Revised Code. If the proposed development will not meet an applicable development standard, either a **Class 1 or Class 2 Adjustment** will be required. A Class 1 Adjustment applies when a requested deviation from a development standard does not exceed 20 percent and a Class 2 Adjustment applies when a requested deviation from a development standard exceeds 20 percent.
- **Willamette Greenway Development Permit:** The subject property is located within the Willamette Greenway Overlay Zone and its associated compatibility review boundary. As such, a Class 2 Greenway Development Permit will be required for the proposed development and conformance with the additional standards of the Willamette Greenway Overlay Zone included under SRC Chapter 600 will be required.
- **Tree Removal Permit / Tree Variance:** The City's tree preservation ordinance (*SRC Chapter 808*) protects trees and native vegetation in riparian corridors (*including that of the Willamette River and Mill Creek*); significant trees (*including Oregon white oaks 20 inches dbh or greater and all other trees 30 inches dbh or greater*); and trees on lots and parcels (*or contiguous lots and parcels under the same ownership*) 20,000 square feet or greater.

Based on the information provided for the pre-application conference it's unclear whether the removal of any trees will be proposed or required as part of the development. If the proposal will require the removal of any protected tree(s) or native vegetation, a Tree Removal Permit and/or Tree Variance will be required. A Tree Variance is required in those situations when a proposed tree removal cannot otherwise meet the approval criteria for a Tree Removal Permit.
- **Archeological Review:** The subject property is located within the City's Historic and Cultural Resources Projection Zone due to the property being located in an area where there is the potential for archaeological resources to be present. Because of this, Historic Clearance Review may be required for redevelopment of the property.

You will need to contact Kimberli Fitzgerald, the City's Historic Preservation Officer and City Archaeologist, to determine what type of archaeological review may be applicable to the proposed development and any ground disturbing activity on the property. Kimberli can be reached at 503-540-2397 or [KFitzgerald@cityofsalem.net](mailto:KFitzgerald@cityofsalem.net).

### Online Application Submittal Packets

The City has electronic application submittal guides for the applications identified above. The webpages include a summary of the review procedure, submittal requirements, and approval criteria. The submittal guides can be found on the City's website at the following location:

- **Site Plan Review:**  
<https://www.cityofsalem.net/business/land-use-zoning/development-application-help/build-on-your-property>
- **Willamette Greenway Development Permit:**  
<https://www.cityofsalem.net/business/land-use-zoning/development-application-help/develop-in-the-willamette-greenway>
- **Validation of Unit of Land:**  
<https://www.cityofsalem.net/business/land-use-zoning/development-application-help/validate-property-boundaries>

▪ **Adjustment:**

<https://www.cityofsalem.net/business/land-use-zoning/development-application-help/seek-an-adjustment-to-land-use-standards>

**Land Use Application Fees**

The applicable land use application fees for these applications can be found on the City’s website at the location below. Land use application fees and descriptions start on **page 25** of the document.

<https://www.cityofsalem.net/home/showpublisheddocument/1124/638041198777300000>

**Consolidated Land Use Application Procedures**

When multiple land use applications are required or proposed for a development, the City’s land use procedures ordinance (SRC Chapter 300) provides alternatives methods for how such applications may be processed.

The applications may be processed individually in sequence, concurrently, or consolidated into a single application. Where multiple applications proposed to be consolidated include an application subject to review by the Historic Landmarks Commission, the application subject to Historic Landmarks Commission review may be processed individually in sequence or concurrently.

Multiple land use applications consolidated into a single application shall be accompanied by the information and supporting documentation required for each individual land use action. Review of the application shall be according to the highest numbered procedure type and the highest Review Authority required for any of the land use applications proposed to be consolidated.

Multiple applications processed concurrently require the filing of separate applications for each land use action. Each application shall be reviewed separately according to the applicable procedure type and Review Authority, and processed simultaneously.

**Zoning**

The zoning of the subject property has been identified in the table below. For specific requirements of the applicable zone(s), click on the zone(s) in the table.

| Base Zones               |   |                                     |   |
|--------------------------|---|-------------------------------------|---|
| <input type="checkbox"/> | <a href="#">EFU – Exclusive Farm Use (SRC 500.000)</a>                    | <input type="checkbox"/>            | <a href="#">MU-II – Mixed Use II (SRC 534.000)</a>                              |
| <input type="checkbox"/> | <a href="#">RA – Residential Agriculture (SRC 510.000)</a>                | <input type="checkbox"/>            | <a href="#">MU-III – Mixed Use III (SRC 535.000)</a>                            |
| <input type="checkbox"/> | <a href="#">RS – Single Family Residential (SRC 511.000)</a>              | <input checked="" type="checkbox"/> | <a href="#">MU-R – Mixed Use Riverfront (SRC 536.000)</a>                       |
| <input type="checkbox"/> | <a href="#">RM-I – Multiple Family Residential (SRC 513.000)</a>          | <input type="checkbox"/>            | <a href="#">EMSU – Edgewater/Second Street Mixed-Use Corridor (SRC 537.000)</a> |
| <input type="checkbox"/> | <a href="#">RM-II – Multiple Family Residential (SRC 514.000)</a>         | <input type="checkbox"/>            | <a href="#">PA – Public Amusement (SRC 540.000)</a>                             |
| <input type="checkbox"/> | <a href="#">RM-III – Multiple Family Residential (SRC 515.000)</a>        | <input type="checkbox"/>            | <a href="#">PC – Public/Private Cemetery (SRC 541.000)</a>                      |
| <input type="checkbox"/> | <a href="#">CO – Commercial Office (SRC 521.000)</a>                      | <input type="checkbox"/>            | <a href="#">PE – Public/Private Education (SRC 542.000)</a>                     |
| <input type="checkbox"/> | <a href="#">CR – Retail Commercial (SRC 522.000)</a>                      | <input type="checkbox"/>            | <a href="#">PH – Public/Private Health Services (SRC 543.000)</a>               |
| <input type="checkbox"/> | <a href="#">CG – General Commercial (SRC 523.000)</a>                     | <input type="checkbox"/>            | <a href="#">PS – Public Service (SRC 544.000)</a>                               |
| <input type="checkbox"/> | <a href="#">CB – Central Business District (SRC 524.000)</a>              | <input type="checkbox"/>            | <a href="#">PM – Capitol Mall (SRC 545.000)</a>                                 |
| <input type="checkbox"/> | <a href="#">WSCB – West Salem Central Business District (SRC 525.000)</a> | <input type="checkbox"/>            | <a href="#">EC – Employment Center (SRC 550.000)</a>                            |

| <input type="checkbox"/>            | FMU – Fairview Mixed-Use (SRC 530.000)               | <input type="checkbox"/> | IC – Industrial Commercial (SRC 551.000)       |
|-------------------------------------|--|--------------------------|--|
| <input type="checkbox"/>            | SWMU – South Waterfront Mixed-Use (SRC 531.000)      | <input type="checkbox"/> | IBC – Industrial Business Campus (SRC 552.000) |
| <input type="checkbox"/>            | NH – Neighborhood Hub (SRC 532.000)                  | <input type="checkbox"/> | IP – Industrial Park (SRC 553.000)             |
| <input type="checkbox"/>            | MU-I – Mixed Use I (SRC 533.000)                     | <input type="checkbox"/> | IG – General Industrial (SRC 554.000)          |
| Overlay Zones                       |  |                          |  |
| <input checked="" type="checkbox"/> | Willamette Greenway (SRC 600.000)                    | <input type="checkbox"/> | Oxford-West Nob Hill (SRC 622.000)             |
| <input type="checkbox"/>            | Floodplain (SRC 601.000)                             | <input type="checkbox"/> | Oxford-Hoyt (SRC 623.000)                      |
| <input type="checkbox"/>            | Airport (SRC 602.000)                                | <input type="checkbox"/> | Hoyt-McGilchrist (SRC 624.000)                 |
| <input type="checkbox"/>            | Portland Fairgrounds Road (SRC 603.000)              | <input type="checkbox"/> | Saginaw Street (SRC 625.000)                   |
| <input type="checkbox"/>            | Chemawa-I-5 Northeast Quadrant Gateway (SRC 618.000) | <input type="checkbox"/> | McNary Field (SRC 629.000)                     |
| <input type="checkbox"/>            | Superior-Rural (SRC 621.000)                         | <input type="checkbox"/> |  |

### **Development Standards**

The proposed development will be primarily subject to the requirements of the [MU-R zone](#), the [Willamette Greenway Overlay Zone](#), and the provisions of the chapters identified in the table below. For specific requirements, click on chapters in the table.

| Development Standards               |  |                                     |   |
|-------------------------------------|--|-------------------------------------|---|
| <input type="checkbox"/>            | Multiple Family Design Review Guidelines and Standards (SRC 702.000) | <input checked="" type="checkbox"/> | Off-Street Parking, Loading and Driveways (SRC 806.000) |
| <input checked="" type="checkbox"/> | General Development Standards (SRC 800.000)                          | <input checked="" type="checkbox"/> | Landscaping and Screening (SRC 807.000)                 |
| <input checked="" type="checkbox"/> | Public Improvements (SRC 802.000)                                    | <input checked="" type="checkbox"/> | Preservation of Trees and Vegetation (SRC 808.000)      |
| <input checked="" type="checkbox"/> | Streets and Right-Of-Way Improvements (SRC 803.000)                  | <input type="checkbox"/>            | Wetlands (SRC 809.000)                                  |
| <input checked="" type="checkbox"/> | Driveway Approaches (SRC 804.000)                                    | <input checked="" type="checkbox"/> | Landslide Hazards (SRC 810.000)                         |
| <input checked="" type="checkbox"/> | Vision Clearance (SRC 805.000)                                       | <input checked="" type="checkbox"/> | Sign Code (SRC 900.000)                                 |

### **MU-R Zone Standards (SRC Chapter 536)**

**Use:** The proposed first phase of the redevelopment includes the adaptive reuse of three existing buildings on the site located adjacent to the Willamette River and the construction of two new multi-story buildings on proposed new blocks three and four in the southern portion of the site accommodating a variety of housing types (*including townhouses, flats, live-work units, and multi-family units*), ground floor commercial at the corners of the buildings abutting Front Street, structured off-street parking, and supportive amenities to serve building residents including amenity rooms, fitness center, dog washing stations, and rooftop courtyard open space areas.

The City's Use Classification chapter (SRC Chapter 400) establishes the framework for classifying land uses within the City. The allowed uses within the MU-R zone are identified under SRC 536.010(a), Table 536-1.

Because the proposed development will include more than five dwelling units on one lot, the proposed residential uses included within the development (*regardless of whether they're configured in the buildings as flats, townhouses, live-work units, or multi-family units*) will be classified as Multiple Family

pursuant to SRC 400.030(e), which describes the characteristics of Multiple Family use as, “Residential occupancy of five or more dwelling units on an individual lot by five or more families.”

Within the MU-R zone both Multiple Family and a variety of non-residential use categories (*including, but not limited to, Eating and Drinking Establishments, Retail Sales, Personal Services, Office, Commercial Entertainment-Indoor (excluding firing ranges), Outpatient Medical Services and Laboratories, and Animal Services*) are permitted.

- Live-Work Units. In regard to the proposed live-work units, a live-work unit is defined under SRC Chapter 111, as:

*“...a dwelling unit that includes designated space for a business or other non-residential use that is operated by an occupant of that unit. The live-work unit is accessory to the dwelling unit within which it is located.”*

The MU-R zone does not specifically identify live-work units in the uses table included under SRC 536.010(a), but because the MU-R zone is a mixed use zone that allows both residential and a variety of non-residential use types, live-work units are allowed within the zone as long as the uses proposed in the live-work units are otherwise allowed and the live-work units comply with the applicable building code requirements for accommodating both residential and non-residential use in the same space/unit.

- Drive-Through Uses Prohibited. In addition to the allowed uses identified under SRC 536.010(a), the MU-R zone provides, pursuant to SRC 536.010(b), that any use otherwise allowed in the zone shall be a prohibited use if developed with a drive-through.
- Allowed Uses within Willamette Greenway Overlay Zone. Because the subject property is located within the Willamette Greenway Overlay Zone, the proposed development is also subject to the requirements of SRC Chapter 600. Pursuant to SRC 600.020 (Uses), any use that is a permitted, special, conditional, or prohibited use in the underlying zone is also a permitted, special, conditional, or prohibited use in the Willamette Greenway Overlay Zone **with the exception of uses proposed within the required Willamette Greenway riparian buffer.** Pursuant to SRC 600.020(a), the only uses/activities allowed within the Willamette Greenway riparian buffer are the following when such uses/activities are otherwise allowed in the underlying zone:
  - (1) Uses and activities which are exempt from a Greenway Development permit under SRC 600.015(a)(2);
  - (2) Riparian restoration and enhancement activities; and
  - (3) Water-dependent and water-related uses and activities.

As discussed at the pre-application conference, three of the existing buildings on the site are proposed to be adaptively reused and, based on the Willamette Greenway riparian buffer drawing provided by the applicant’s engineer, it appears that two of these buildings are partially located within the riparian buffer and are therefore potentially limited as to their use per SRC 600.015(a)(2).

**Please Note:** In order to provide further clarification concerning what uses are allowed within the buildings within the riparian buffer and what types of modifications/alterations may be made to them based on the requirements of the Willamette Greenway Overlay zone and the riparian buffer, staff is conferring with City legal staff and will **send subsequent follow-up notes** concerning the applicability and affect of the riparian buffer requirements on the reuse and alteration of these existing buildings.

**Lot Standards:** Lot standards within the MU-R zone are established under SRC 536.015(a), Table 536-2. Within the MU-R zone there are no minimum lot area and dimension requirements. There is, however, a minimum street frontage requirement of 16 feet for all uses.

As discussed at the pre-application conference, there are various existing lot/property lines that run through the subject property. Construction of the proposed new buildings will result in them being located over these existing lines. Because the proposed buildings cannot be constructed over these existing

lot/property lines, they will need to be eliminated/consolidated in order to allow for the construction of the new buildings.

**Dwelling Unit Density:** Minimum dwelling unit density requirements with the MU-R zone are established under SRC 536.015(b). Within the MU-R zone the dwelling unit density requirement for development that is exclusively residential is a minimum of 15 dwelling units per acre.

The proposed development will include both residential and non-residential uses and is therefore not exclusively residential. Because the proposed development will not be exclusively residential, the minimum 15 dwelling unit per acre dwelling unit density requirement is not applicable to the proposal.

**Setbacks:** Setbacks for buildings, accessory structures, and parking and vehicle uses areas within the MU-R zone are established under SRC 536.015(c), Table 536-3 and Table 536-4.

Because the property is located within the Willamette Greenway Overlay Zone, an additional **riparian buffer** is required to be provided along the Willamette River per SRC 600.025(c). The riparian buffer setback established by the Willamette Greenway Overlay zone is in addition to the setbacks established in the underlying zone. Where the riparian buffer setback conflicts with the setbacks of the underlying zone, the riparian buffer setback of the Willamette Greenway Overlay Zone governs. The required riparian buffer setback is discussed later in this report.

A summary of the setbacks applicable to the proposed development is included in the table below.

| <b>Required Setbacks <sup>(1)</sup></b>   |   |  |
|---|---|--|
| <b>Abutting Street <sup>(2)</sup></b>   |   |  |
| Buildings   | 0 ft. or Max. 10 ft.                              | <p><u>Note:</u></p> <ul style="list-style-type: none"> <li>▪ The maximum 10-foot setback applies only if the setback area is used for pedestrian amenities;</li> <li>▪ The setback requirement doesn't apply to a new building if another building exists between a minimum of 50 percent of the street-facing façade of the new building and the street.</li> </ul> |
| Accessory Structures  | Min. 10 ft.                                       |  |
| Parking and Vehicle Use Areas <sup>(3)</sup>  | Min. 6 ft. to 10 ft.                              | Per alternative setback methods under SRC 806.035(c)(2); provided, however, that use of a berm under SRC 806.035(c)(2)(B) is prohibited.   |
| <b>Interior Side &amp; Interior Rear</b>  |   |  |
| Buildings and Accessory Structures  | None  | Applicable abutting Mixed-Use Zone (MU-R) and Public Zone (PA)   |
| Parking and Vehicle Use Areas   | Min. 5 ft. with Type A Landscaping <sup>(4)</sup> | Applicable abutting Mixed-Use Zone (MU-R) and Public Zone (PA)   |
| <b>Notes</b>  |   |  |
| <p>(1) <u>Willamette Greenway Riparian Buffer:</u> Because the subject property is located within the Willamette Greenway Overlay Zone, a <b>riparian buffer</b> is required along the Willamette River in order to protect and improve water quality within the Willamette Greenway Boundary.</p> <p>No buildings, accessory structures, or parking and vehicle use areas are allowed to be located within the riparian buffer. <i>Please see the later section in this report discussing the required riparian buffer adjacent to the Willamette River.</i></p> |   |  |

- (2) Special Setback Abutting Front Street: Because the right-of-way width of Front Street NE does not currently meet minimum required right-of-way width requirements for a minor arterial street, there is a special setback applicable to the subject property along the west side of Front Street. The required special setback applies in addition to other required setbacks. *(Please Note: If dedication of right-of-way will be required for the proposed development, the required special setback will be reduced by the amount of right-of-way required to be dedicated to the City).*
- (3) Parking Garage Perimeter Setbacks: Perimeter setbacks for parking garages are established under SRC 806.035(c)(5).
- (4) Required Landscaping: Pursuant to SRC 807.015(a), Table 807-1, Type A Landscaping requires a minimum planting density of 1 plant unit per 20 square feet of landscaped area.

Because the plans provided for the pre-application conference do not show the location of the existing and proposed lot lines in relation to the proposed buildings, staff was not able to conduct a detailed review to verify conformance with the setback requirements of the MU-R zone but the plans generally appear to be in line with applicable setback requirements.

- Special Setbacks (SRC 800.040): As identified in the table above, there is currently a special setback applicable to the subject property along the west side of Front Street NE. Special setbacks are required under [SRC 800.040](#) and apply in those situations where the width of the public street right-of-way abutting a property does not meet the minimum required width for the classification of street as identified under the City's Transportation System Plan (TSP). Special setbacks are intended to reserve land for the eventual widening of streets without creating nonconforming structures or the need to remove structures because they are located within required future right-of-way.

Front Street NE is designated as a minor arterial street under the City's Transportation System Plan (TSP) requiring a minimum right-of-way width of 72 feet. In review of the existing right-of-way width of Front Street along the frontage of the property it appears that the right-of-way width of the street from Market Street north exceeds 72 feet but the right-of-way width south of Mission Street is less than the minimum required 72 feet.

Because the right-of-way width of Front Street south of Market Street falls below the minimum required 72 feet, a special setback currently applies along that portion of the frontage of the subject property. **Required setbacks of the SRC apply in addition to required special setbacks.** However, at the pre-application conference it was indicated that additional right-of-way will be required to be dedicated along the frontage of the property to meet the minimum required half-street right-of-way width for Front Street. With required right-of-way being dedicated on the west side of Front Street, the special setback will no longer apply to the property.

- Perimeter Setbacks for Parking Garages (SRC 806.035(c)(5)): The proposed buildings include structured parking on the ground floor. This parking is considered a parking garage under the City's off-street parking chapter (SRC Chapter 806). Perimeter setbacks and landscaping, as required under SRC 806.035(c), are required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:
  - (A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.
  - (B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.
  - (C) Any parking garage abutting an alley.

Based on the above provisions, the portions of the buildings that include the proposed parking garages will be required to meet the perimeter setback and landscaping requirements under SRC 806.035(c) adjacent to Front Street. In addition, the parking garage portions of the buildings will also be required to meet the minimum required 5-foot interior side and rear parking and vehicle use area setback requirements of the MU-R zone.

As discussed at the pre-application conference, the MU-R zone requires buildings to be constructed contiguous to the street right-of-way and the off-street parking chapter, per SRC 806.035(c)(5), requires parking garages to be setback a minimum of 6 to 10 feet per the alternative setback methods identified under SRC 806.035(c)(2). Because the ground floor parking garage portions of the buildings along Front Street will not include ground floor uses other than parking, the parking garage setbacks of SRC 806.035(c)(5) will apply to the proposed development. Because the ground floor parking garages are proposed to be constructed contiguous to the right-of-way of Front Street, a Class 2 Adjustment will be required to reduce the required parking garage setbacks abutting the street.

As discussed at the pre-application conference, because the parking garage portions of the buildings are proposed to be located contiguous to the public street right-of-way abutting Front Street, the design of the parking garage façades, and any screening provided along the perimeter at ground level, will be important in order to meet the adjustment approval criteria and demonstrate that the proposed reduced setback otherwise equally or better meets the underlying purpose of the required setback standard and that the parking garages will be adequately buffered from the street and promote a safe, pleasant, active, and inviting pedestrian environment.

**Lot Coverage:** Lot coverage requirements within the MU-R zone are established under SRC 536.015(d), Table 536-5. There is no maximum lot coverage requirement for buildings and accessory structures within the MU-R zone.

**Building & Accessory Structure Height:** Height requirements for buildings and accessory structures within the MU-R zone are established under SRC 536.015(d), Table 536-5. Within the MU-R zone buildings are required to be a minimum of 20 feet in height but cannot exceed a maximum of 70 feet in height. The proposed buildings on blocks 3 and 4 are six-stories in height and will exceed the minimum building height requirement of 20 feet. Because building elevations were not provided for the pre-application conference staff is unable to determine specifically whether the proposed buildings will conform to the maximum allowed building height within the MU-R zone, but the buildings cannot exceed a maximum height of 70 feet.

The maximum height for accessory structures within the MU-R zone is also 70 feet and there is no minimum height requirement for accessory structures.

**Building Frontage:** Minimum building frontage requirements within the MU-R zone are established under SRC 536.015(d), Table 536-5. Building frontage is defined under SRC Chapter 111 as:

*“The portion of a building occupying the front setback line. The front setback line is the line extending across the front of the site at the front setback distance. For corner lots, building frontage also means the portion of a building occupying the setback line applicable to the intersecting street.”*

Within the MU-R zone the minimum building frontage requirement is 50 percent. For corner lots, the minimum 50 percent building frontage standard must be met on the street with the highest classification and a minimum 40 percent building frontage is required on the intersecting street. For corner lots where both streets have the same classification, the applicant may choose on which streets the minimum 50 percent and 40 percent building frontage standards apply.

Because the proposed final lot configuration for the development has not yet been identified, staff is unable to specifically verify conformance with the minimum building frontage requirements of the MU-R zone. However, because the proposed new buildings are being designed to occupy what appears to be 100 percent of the new proposed blocks, the proposed development should be able to conform to the minimum building frontage standards.

The building frontage requirements of the MU-R zone apply specifically to buildings and not to accessory structures. Pursuant to SRC 536.015(d), Table 536-5, accessory structures are required to be located behind or beside buildings.

**Landscaping:** The MU-R zone establishes landscaping requirements under SRC 536.015(e). Within the MU-R zone landscaping is required as follows:

- **Setbacks.** Setbacks, except setback areas abutting a street that provide pedestrian amenities, must be landscaped as required under SRC Chapter 807 (Landscaping).
- **Parking & Vehicle Use Areas.** Parking and vehicle use areas must be landscaped pursuant to the requirements of SRC Chapter 806 (Off-Street Parking, Loading, & Driveways) and SRC Chapter 807 (Landscaping).

**Continued Development:** Pursuant to SRC 536.015(f), buildings and structures existing on August 24, 2022, that would be made non-conforming development by the standards of the MU-R zone are deemed **continued development** and are subject to the continued development standards of the MU-R zone included under SRC 536.015(f)(2).

The proposal includes the adaptive reuse of three existing buildings located along the riverfront. Because these buildings existed on August 24, 2022, and do not conform to all of the development standards of the MU-R zone, they are considered continued development in terms of application of the MU-R zone standards to any future modifications or alternations proposed in order to allow them to be adaptively reused.

Pursuant to SRC 536.015(f)(2), continued development, housing a use other than a continued single-family use, may be structurally altered, enlarged, or rebuilt following damage or destruction, provided such alternation, enlargement or rebuilding conforms to the standards of SRC 536.015(f)(2)(A)-(G), which establish specific requirements that apply based on the extent of the modification proposed to the building.

**Please Note:** The existing buildings are only considered continued development in terms of application of the standards of the MU-R zone. Because the subject property is also located within the Willamette Greenway and it appears that two of the three existing buildings proposed to be adaptively reused are partially located within the required riparian buffer of the Willamette Greenway, the adaptive reuse of the existing buildings is also subject to the requirements of the Willamette Greenway Overlay zone included under SRC Chapter 600. As previously indicated in this report, SRC 600.020(a) provides that the only uses/activities allowed within the Willamette Greenway riparian buffer are:

- (1) Uses and activities which are exempt from a Greenway Development permit under SRC 600.015(a)(2);
- (2) Riparian restoration and enhancement activities; and
- (3) Water-dependent and water-related uses and activities.

Pursuant to SRC 600.015(a)(2)(J) & (L), both of the following are exempt from the requirement to obtain a Greenway Development Permit:

- (J) Alterations of buildings or accessory structures which **do not increase the size or alter the configuration of the building or accessory structure footprint**; and
- (L) **Ordinary maintenance and repair** of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004.

Because the three existing buildings proposed to be adaptively reused were in existence prior to June 9, 2004, they may be maintained and repaired, and they may also be altered (*so long as the alteration does not increase the size or alter the configuration of the building footprint*), without a Greenway Development. Because the existing buildings can be maintained, repaired, and altered without a Greenway Development permit, they are allowed within the Willamette Greenway riparian buffer per SRC 600.020(a)(1).

**Please Note:** In order to provide further clarification concerning the extent to which the existing buildings within the riparian buffer can be further altered/modified based on the requirements associated with the riparian buffer, staff is conferring with City legal staff and will **send subsequent follow-up notes**.

**Pedestrian-Oriented Design:** Development within the MU-R zone must comply with the below pedestrian-oriented design standards included under SRC 536.015(g), Table 536-6. For purposes of these standards, "primary street" means a street that is classified under the City's Transportation System

Plan (TSP) as an arterial or collector street and “secondary street” means a street that is classified under the TSP as a local street. Front Street NE is designated as a minor arterial street under the TSP and therefore considered a primary street for purposes of the standards.

Because building elevation drawings have not yet been provided for the proposed development, staff is unable to specifically verify conformance with these standards, but they will apply.

- Ground Floor Building Height: The ground floor height of buildings located on primary streets shall be a minimum of 10 feet. The required ground floor height is measured from the floor to the ceiling of the first floor.
- Public Pedestrian Access: For properties located between the Willamette River and Front Street, public pedestrian access is required between the river and Front Street. The required public pedestrian access must be provided at least every 400 feet and shall be in the form of a sidewalk, street, or alley that is a minimum of 12 feet in width and includes **at least three** of the following design elements:
  - (1) Incorporates visual contrast or tactile finish texture;
  - (2) Constructed of pavers, scored or colored concrete, and/or stamped asphalt;
  - (3) Elevated above parking areas and driveways by a height of 3 to 3.5 inches;
  - (4) Defined with landscaping or building features such as canopies, awnings, or arcades;
  - (5) Provides active use frontages and/or entrances with overlooking windows, stoops, or terraces;
  - (6) Provides pedestrian-level lighting.

As shown on the conceptual plans provided for the pre-application conference, the proposal includes the extension of east-west pedestrian connections between Front Street and the Willamette River. The pedestrian connections are proposed to be aligned with the existing street grid to the east of the property across Front Street. Due to the spacing of the existing streets to the east, it appears that the proposed pedestrian connections will be provided at a spacing of less than 400 feet in conformance with this standard.

- Building Façade Articulation: Buildings with facades facing a primary street are required to include vertical and horizontal façade articulation that divides the vertical mass of the building into a base, middle, and top. The requirement applies along Front Street and any secondary street which intersects Front Street for corner lots.

At the pre-application conference, the question was raised whether elements of the building façade, including articulation elements and upper-level patios, may project into the public street right-of-way. The City’s Public Works Department is in control of what types of projections are allowed into the street right-of-way. Based on the requirements of the MU-R zone, canopies and awnings provided on the ground floors of buildings along the street may project into the public street right-of-way.

Whether any other elements of the buildings may project into the public street right-of-way will need to be determined by the Public Works Department.

- Ground Floor Windows: The ground floors of buildings on primary streets and along the riverfront are required to provide transparent windows on a minimum of 65 percent of their ground floor façades facing the primary street or the riverfront. On corner lots, the standard applies to the full length of the front facade facing the primary street and a portion of the side façade facing the secondary street.
- Building Entrances: The ground floors of buildings on primary streets and along the riverfront are required to include primary building entrances that include weather protection. For non-residential uses on the ground floor, primary entrances are required for each tenant space facing a primary street. Where a non-residential tenant space on the ground floor of a building is located at the corner of a lot where a secondary street intersects the primary street, a single entrance to the tenant space at the corner where the streets intersect is allowed.

For residential uses on the ground floor, a primary building entrance is required for each building façade facing a primary. Where a building has frontage on a primary street and any other street, a single entrance at the corner of the building where the streets intersect is allowed.

For all uses on the ground floor of a building along the riverfront, at least one primary building entrance shall face the Willamette River.

- **Weather Protection:** The ground floors of buildings adjacent to a street and along the riverfront shall include weather protection in the form of awnings or canopies. For non-residential uses on the ground floor, a minimum of 75 percent of the ground floor building façade length shall include weather protection; and for residential uses on the ground floor, a minimum of 50 percent of the ground floor building façade length shall include weather protection.

Weather protection provided must have a minimum clearance height above the sidewalk or ground surface of 8 feet and may encroach into the public street right-of-way with an encroachment permit approved under SRC 76.160.

- **Parking Location:** In order to enhance the pedestrian experience, off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.

For properties contiguous to the Willamette River and located between the river and a street, off-street surface parking and vehicle maneuvering areas may be located between a building and the street frontage along not more than a maximum of 50 percent of the length of the lot line abutting the street, provided a 3-foot-tall decorative sight-obscuring wall is provided between the surface parking/vehicle maneuvering area and the street.

As discussed at the pre-application conference, it appears that a portion of the proposed parking lot at the southern end of the site may be located between one of the existing buildings and Front Street. If any portion of the proposed southern parking lot will be located between a building and a street it must meet this standard.

- **Mechanical and Service Equipment Screening:** Ground level mechanical and service equipment is required to be screened with landscaping or a sight-obscuring fence or wall and must also be located behind or beside buildings.

Rooftop mechanical equipment, with the exception of solar panels and wind generators, is required to be setback or screened so as to not be visible to a person standing at ground level 60 feet from the building.

**Design Review:** Pursuant to SRC 536.020, design review is not required for development within the MU-R zone. Similarly, multiple family development within the MU-R zone is not subject to design review according to the multiple family design review standards of SRC Chapter 702.

### **Willamette Greenway Overlay Zone (SRC Chapter 600)**

Because the subject property is located within the Willamette Greenway Overlay Zone and its associated Compatibility Review Boundary, a Class 2 Willamette Greenway Development Permit will be required for redevelopment of the property.

Pursuant to SRC 600.015(e)(2), an application for a Class 2 Willamette Greenway Development Permit shall be granted if all of the following criteria are met:

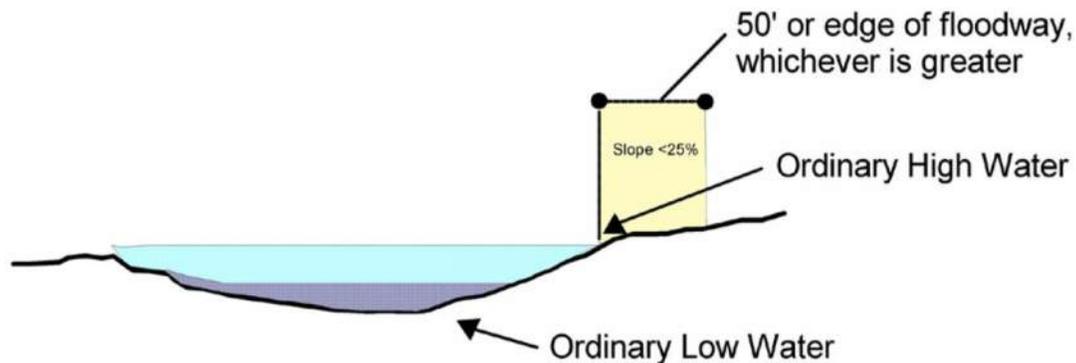
- (A) The proposed intensification, development, or change of use is consistent with:
  - (i) The Willamette River Greenway Plan;
  - (ii) The Willamette Greenway Riparian Buffer Enhancement Guide;
  - (iii) The applicable standards of the chapter; and

- (iv) Where applicable, the stormwater runoff water quality standards adopted and administered by the Public Works Department.
- (B) The proposed intensification, development, or change of use complies with all applicable development standards in the UDC.
- (C) The proposed intensification, development, or change of use will, to the greatest extent possible, provide the maximum possible landscaped area, open space, or vegetation.

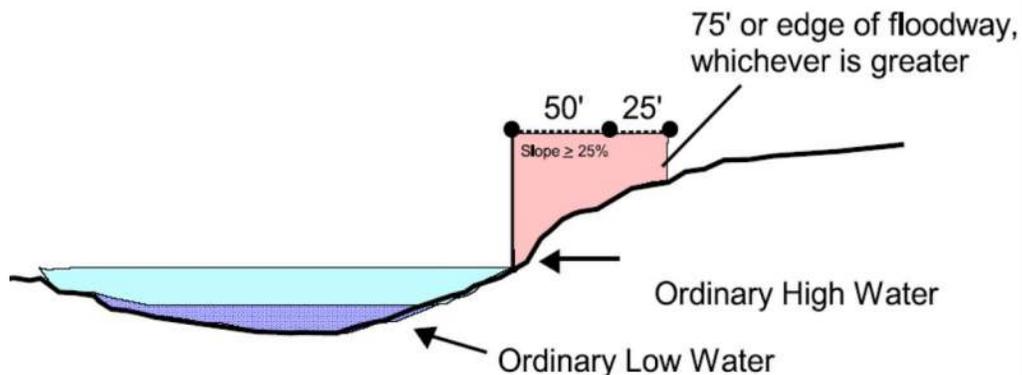
Development within the Willamette Greenway Overlay Zone must comply with the additional development standards included under SRC 600.025. An overview of these standards is identified below. Please refer to SRC 600.025 for the specific requirements of these standards.

- General Standards (SRC 600.025(a))
- Landscaping Standards (SRC 600.025(b))
- Water Quality Standards (SRC 600.025(c)). Includes requirement for establishing a **riparian buffer/setback adjacent to the Willamette River** based on slope of adjacent bank and mitigation measures to further improve water quality.

If the slope of the adjacent bank of the river is **less than 25%**, the required riparian buffer is 50 feet from the ordinary high- water line, as illustrated below:



If the slope of the adjacent bank of the river is **equal to or greater than 25%**, the required riparian buffer is 75 feet from the ordinary high-water line, as illustrated below:



**Please Note:** If the **floodway** is wider than the width of the riparian buffer that would otherwise be required, the riparian buffer shall extend to the floodway boundary.

- Structure Standards (SRC 600.025(d)). Requires buildings, structures, and exterior mechanical equipment be screened, colored, or surfaced so as to blend with the riparian area. Colors are required to be natural earth or leaf tones and surfaces are required to be non-reflective.
- Lighting Standards (SRC 600.025(e)). Includes requirements limiting the impact and visibility of lighting on the Willamette River.
- Parking and Unenclosed Storage Area Screening Standards (SRC 600.025(f)). Requires parking, loading, and unenclosed storage areas to be screened from the Willamette River and adjacent properties by a sight-obscuring berm or hedge.
- View Corridor Standards (SRC 600.025(g)). Requires provision of a scenic easement whenever right-of-way located wholly or partially within the Willamette Greenway Overlay Zone is vacated. The scenic easement is required over the vacated right-of-way in order to provide visual access to the Willamette River. The area covered by the scenic easement is limited to use for walkways, bicycle paths, and berms or landscaped areas.
- Public Access Standards (SRC 600.025(h)). Requires public access to be provided to and along the Willamette River by easement, dedicated right-of-way, or other appropriate legal means.

As discussed at the pre-application conference, the Salem Transportation System Plan (TSP) identifies a required future shared use path along the Willamette River on the west side of the subject property. This path will need to be accommodated into the redevelopment of the property.

#### **Off-Street Parking, Loading, & Driveways (SRC Chapter 806)**

SRC Chapter 806 establishes requirements for off-street parking, loading, and driveways. Included in the chapter are minimum and maximum off-street vehicle parking requirements; minimum bicycle parking requirements; minimum loading requirements; and standards for parking, bicycle parking, loading, and driveways.

- **Off-Street Parking:** Minimum off-street vehicle parking requirements are established under SRC Chapter 806.015(a), Table 806-1. However, pursuant to SRC 806.005(d), because the subject property is located within one-half mile of a frequent transit service route provided by Cherrlots on Broadway Street NE (*Route 19: Broadway/River Road*), there is no minimum off-street parking required for the proposed development.

Maximum off-street parking requirements are included under SRC 806.015(e) and are based on the minimum number of off-street parking spaces required. Because the proposed development has no minimum off-street parking requirement based on its location within one-half mile of a frequent transit service route, the corresponding maximum allowed off-street parking for the development will be based on the minimum number of off-street parking spaces that would otherwise be required if it were located in an area where minimum off-street parking was required.

Based on the plans provided, it appears that the proposed development will include 225 off-street parking spaces within the parking garages of each of the proposed buildings, 32 street parking spaces, and additional potential parking spaces within a parking area at the southern end of the site.

**Please Note:** As discussed at the pre-application conference, the City is currently in the process of drafting amendments to the code to address the Climate-Friendly and Equitable Community administrative rules adopted by the State of Oregon to meet the State's climate pollution reduction targets while providing more housing and transportation choices and improving equity. A component of the adopted rules requires cities to address maximum allowed off-street parking. In order to implement the new administrative rules, the City will be amending the development code to generally reduce the maximum number of off-street parking spaces allowed for developments and these changes could affect the maximum number of off-street parking spaces allowed for the proposed development.

The amendments are currently being drafted and it's anticipated they will be adopted in the coming year. Attached to these notes for reference is a document from the State Department of Land Conservation and Development (DLCD) providing guidance to local jurisdictions on how local development codes will need to be updated to comply with the new rules. The document can also be found online at the following location:

[https://www.oregon.gov/lcd/CL/Documents/Guidance0415\\_ParkingMaximums.pdf](https://www.oregon.gov/lcd/CL/Documents/Guidance0415_ParkingMaximums.pdf)

Additional questions concerning the proposed amendments and their adoption timeline can be directed to Eunice Kim, the City's Long-Range Planning Manager, at 503-540-2308 or [EKim@cityofsalem.net](mailto:EKim@cityofsalem.net).

Compact Parking: SRC 806.015(b) allows for the utilization of compact parking stalls to satisfy up to 75 percent of the required off-street parking spaces.

- **Electric Vehicle Charging.** Per SRC 806.015(d), for any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and non-residential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.
- **Parking and Vehicle Use Area Setback Adjacent to Buildings and Structures.** SRC 806.035(c)(4) requires parking and vehicle use areas adjacent to buildings and structures to be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip, planted to Type A landscaping standards, or a minimum 5-foot-wide paved pedestrian walkway.
- **Parking Stall & Parking Lot Drive Aisle Dimensions:** SRC 806.035(e), Table 806-6, establishes minimum parking stall and parking lot drive aisle dimension standards. Parking stall and parking lot drive aisle dimensions are based upon the angle of the parking stalls and whether the stalls are standard or compact in size.

The dimension requirements for standard sized, 90-degree parking stalls are 9 ft. x 19 ft. The dimension requirements for compact sized, 90-degree parking stalls are 8 ft. x 15 ft. (**Note:** *Minimum compact parking stall width increases to 8.5 ft. when the side of the parking space abuts a wall or post*).

Parking lot drive aisles serving all standard-sized, or a combination of standard and compact-sized, 90-degree stalls are required to have a minimum aisle width of 24 feet. Parking lot drive aisles serving only compact-sized, 90-degree parking stalls are required to have a minimum width of 22 feet.

- **Off-Street Parking & Vehicle Use Area Access:** In order to ensure safe and convenient vehicular access to and from properties and within off-street parking areas, SRC 806.040(a) requires off-street parking and vehicle use areas to be accessed by either:
  - Separate driveways for ingress and egress;
  - A single driveway for ingress and egress within an adequate turnaround that is always available; or
  - A loop to a single point of access.

In addition, SRC 806.035(f)(2) requires off-street parking areas with drive aisles that terminate at a dead-end to include a turnaround area, in conformance with the dimensions set forth in Table 806-7, that is always available.

In review of the proposed plans, it doesn't appear that the parking garages within the buildings include any dead-end circulation areas. The driveways/private ways that extend west into the site will, however, need to be designed to have turnarounds in order to conform to SRC 806.040(a) and SRC 806.035(f)(2).

- **Interior Parking Lot Landscaping:** Interior landscaping requirements for off-street parking areas are established under SRC 806.035(d). Interior landscaping is required for off-street parking areas 5,000 square feet or greater in size. In addition, SRC 806.035(d)(3) requires a minimum of one deciduous shade tree to be planted within the parking lot for every 12 parking spaces.

Pursuant to SRC 806.035(d)(1)(F), interior parking lot landscaping is not required, however, for parking garages.

- **Driveways:** SRC 806.040 establishes standards for the development of driveways. SRC 806.040(d), Table 806-8, establishes minimum driveway width standards. The minimum required width of a two-way driveway (*with no parking in driveway*) is 22 feet. The minimum width of a one-way driveway (*with no parking in driveway*) is 12 feet.
- **Bicycle Parking:** Minimum bicycle parking requirements are established under SRC Chapter 806.055(a), Table 806-9. The minimum bicycle parking requirement for the proposed uses is as follows:

| Minimum Bicycle Parking          |  |
|----------------------------------|--|
| Multiple Family                  | 1 space per dwelling unit ( <i>applicable to multiple family located within the CSDP or one-quarter-mile of the transit Core Network</i> )   |
| Retail Sales                     | The greater of 4 spaces or 1 space per 10,000 square feet of building area ( <i>applicable to the first 50,000 sq. ft. of building area; additional spaces required thereafter</i> ) |
| Eating & Drinking Establishments | The greater of 4 spaces or 1 space per 1,000 square feet of building area.   |
| Office                           | The greater of 4 spaces or 1 space per 3,500 square feet of building area ( <i>applicable to the first 50,000 sq. ft. of building area; additional spaces required thereafter</i> )  |

In review of the proposed plans, bike parking is identified as being intended to be provided in a bike storage room, but the location of bike parking is not specifically shown on the plans. All bicycle parking spaces will be required to be located and developed according to the bike parking development standards included under SRC 806.060

- **Loading:** Minimum off-street loading requirements are established under SRC Chapter 806.075, Table 806-10. The minimum loading requirement for the proposed uses is as follows:

| Minimum Loading                  |  |                           |
|----------------------------------|--|---------------------------|
| Multiple Family                  | 200 or more dwelling units                       | 3 spaces (12'Wx19'Lx12'H) |
| Retail Sales                     | Less than 5,000 sq. ft. ( <i>building area</i> ) | None                      |
| Eating & Drinking Establishments | Less than 5,000 sq. ft. ( <i>building area</i> ) | None                      |
| Office                           | Less than 5,000 sq. ft. ( <i>building area</i> ) | None                      |

Pursuant to SRC 806.075(a), an off-street parking area meeting the requirements of SRC Chapter 806 may be used in place of a required off-street loading space when the use or activity it serves 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 it serves.

### **Solid Waste Service Areas (SRC 800.055)**

Solid waste service areas are required to provide for the safe and convenient collection of solid waste, recyclable, and compostable materials by the local solid waste collection franchisee. Pursuant to SRC 800.055(a), the solid waste service area design standards included under SRC 800.055 apply to:

- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle one cubic yard or larger is proposed, and
- (2) Any change to an existing solid waste service area for receptacles one cubic yard or larger that requires a building permit.

In review of the plans it's currently not clear how trash collection will be provided and managed on the site. As discussed at the pre-application conference, the trash/recycling areas within the development will need to conform to the requirements of SRC 800.055. It is strongly recommended that you contact the franchised trash hauler that serves the area in order to ensure that the trash/recycling area(s) proposed to be provided will be sufficient to serve the development and that their location and design are sufficient to allow unrestricted access and maneuvering space for servicing by the haulers.

The contact information for the franchised trash hauler for this area of the City can be obtained through the Mid-Valley Garbage & Recycling Association website at the following location:

<https://mrtrashrecycles.com/>

### **Pedestrian Access Standards (SRC 800.065)**

General standards for pedestrian access to buildings and through development sites are included under SRC 800.065. Under this section, pedestrian connections are required:

- (1) Between building entrances and streets;
- (2) Between buildings on the same development site;
- (3) Through off-street parking areas greater than 25,000 square feet in size (*including parking garages/structures*) or including four or more consecutive parallel drive aisles;
- (4) To existing or planned paths and trails; and
- (5) To abutting properties.

Pedestrian connections are required to be a minimum of 5 feet in width and paved with a hard-surface material meeting Public Works Design Standards. Where pedestrian connections cross driveways, parking areas, parking lot drive aisles, and loading areas, the pedestrian connections shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, different paving material, or other similar method. Please note that striping does not meet this requirement, except when used in a parking structure or parking garage.

As discussed at the pre-application conference, the pedestrian access standards of SRC 800.065 are applicable to the proposed development, including, but not limited to, the required north-south pedestrian connection through the site along the Willamette River as identified in the City's Transportation System Plan.

### **Natural Resources**

**Trees (SRC Chapter 808):** There are trees present on the subject property. City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees; Significant *Trees (including Oregon White Oaks with diameter-at-breast-height (dbh) of 20 inches or greater and any other tree, with the exception of tree of heaven, empress tree, black cottonwood, and black locust, with a dbh of 30 inches or greater)*; trees and native vegetation in riparian corridors; and trees on lots or parcels, or contiguous lots and parcels under the same ownership, 20,000 square feet or greater. The tree preservation ordinance defines "tree"

as, “any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves.”

Because the subject property is located adjacent to the Willamette River and Mill Creek, there are riparian corridors present along the western and southern boundaries of the subject property. SRC 111.090(f) defines “riparian corridor” as follows:

*“The area adjacent to a waterway, consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem. The riparian corridor boundary is measured:*

- (1) **Fifty feet** horizontally from the top of bank on each side of a waterway with less than 1,000 cubic feet per second average annual stream flow; and
- (2) **Seventy-five feet** horizontally from the top of bank on each side of a waterway with 1,000 or more cubic feet per second average annual stream flow (Willamette River).”

Because of the 50-foot riparian corridor adjacent to Mill Creek and the 75-foot riparian corridor adjacent to the Willamette River, any trees and native vegetation within these riparian corridors are required to be protected pursuant to SRC 808.020. Based on the information provided for the pre-application conference it’s unclear whether the removal of any trees will be proposed or required as part of the development. If the proposal will require the removal of any protected tree(s) or native vegetation, a Tree Removal Permit and/or Tree Variance will be required. A Tree Variance is required in those situations when a proposed removal cannot otherwise meet the approval criteria for a Tree Removal Permit.

Tree Protection Measures: [SRC 808.046](#) requires the protection of the critical root zone of all trees required to be preserved or protected under the UDC. Protection measures include the installation of an above ground silt fence, or its equivalent, around 100 percent of the critical root zone of the tree. The critical root zone measures **one-foot in radius for each one-inch of dbh of the tree**. In the case of non-significant trees, the critical root zone may alternatively be determined by a certified arborist through submittal of an arborist report.

Within the critical root zone, the tree's trunk, roots, branches, and soil shall be protected to ensure the health and stability of the tree; and there shall be no grading, placement of fill, storage of building materials, or parking of vehicles. Up to 30 percent of the critical root zone of a tree may be disturbed in order to accommodate development of a property but only in conjunction with the submittal of a report from a certified arborist documenting that such disturbance will not compromise the long-term health and stability of the tree and all recommendations included in the report to minimize any impacts to the tree are followed.

#### ***Wetlands (SRC Chapter 809):***

According to the Salem-Keizer Local Wetland Inventory (LWI) there are no mapped wetlands located on the subject property.

#### ***Landslide Hazard Susceptibility (SRC Chapter 810):***

According to the City’s adopted landslide hazard susceptibility maps, the western portion of the subject property along the Willamette River and the southern portion of the property adjacent to Mill Creek is mapped with areas of 2 landslide hazard susceptibility points. There are 3 activity points associated with commercial building permits. Pursuant to the City’s landslide hazard ordinance (SRC Chapter 810), the cumulative total of 5 points indicates a moderate landslide hazard risk and therefore a geologic assessment and potentially a geotechnical report will be required in conjunction with the proposed development.

#### **Railroad Contact Information**

Because the property is located adjacent to a rail line in Front Street NE, contact information for BNSF Railway, Portland & Western Railroad, and ODOT Rail is provided as follows:

- BNSF Railway:

Alex Funderburg - [alex.funderburgjr@bnsf.com](mailto:alex.funderburgjr@bnsf.com) / 206-625-6152

- Portland & Western Railroad:  
Frankie Gonzales - [francisco.gonzales@gwrr.com](mailto:francisco.gonzales@gwrr.com) / 503-930-8222
- ODOT Rail:  
Chris Malm - [Christopher.S.MALM@odot.oregon.gov](mailto:Christopher.S.MALM@odot.oregon.gov) / 503-476-6863

**Portland General Electric Contact Information**

The subject property is located within the service territory of Portland General Electric (PGE). Contact information for PGE is provided as follows:

- Ken Spencer (PGE) - [Kenneth.Spencer@pgn.com](mailto:Kenneth.Spencer@pgn.com) / 503-970-7200

**Open House / Neighborhood Association Contact Information**

Applicants are required to contact the applicable neighborhood association for certain types of land use applications prior to application submittal. For a limited number of application types, an open house or presentation at a neighborhood association meeting is required. This allows the neighborhood association to be involved early in the process and helps to identify any potential issues that might arise.

The table below indicates if the proposed development must meet either the neighborhood association contact requirement or open house/neighborhood association meeting requirement prior to application submittal. For specific requirements, see SRC 300.

| Pre-Submittal Requirement   |  |
|---|--|
| <input checked="" type="checkbox"/>   | Neighborhood Association Contact ( <a href="#">SRC 300.310</a> ) |
| <input type="checkbox"/>  | Open House ( <a href="#">SRC 300.320</a> )                       |
| Staff Comments  |  |
| <p><b>Neighborhood Association Contact</b> is required for Class 2 Willamette Greenway Development Permits, Class 3 Site Plan Review, and land division applications. Refer to <a href="#">SRC 300.310</a> for requirements for contacting the neighborhood association(s).</p> |  |

When a land use application requires neighborhood association contact, the applicant must contact the City-recognized neighborhood association(s) whose boundaries include, and are adjacent to, the subject property via e-mail or letter.

The e-mail or letter must be sent to **both** the Neighborhood Association Chair(s) and Land Use Chair(s) of the applicable neighborhood association and contain the following information:

- 1) The name, telephone number, and e-mail address of the applicant;
- 2) The address of the subject property;
- 3) A summary of the proposal;
- 4) A conceptual site plan that includes the proposed development; and
- 5) The date on which the e-mail or letter is being sent.

**Note:** Land use applications requiring neighborhood association contact will not be accepted unless they are accompanied by a copy of the e-mail or letter that was sent to the neighborhood association and a list of the e-mail or postal addresses to which the e-mail or letter was sent.

**Neighborhood Association Information**

For your convenience, contact information for the neighborhood association(s) is provided below. Please note that the identified neighborhood association chair(s) and land use chair(s), and their corresponding contact information, is current as of the date of the pre-application conference, but this information is subject to change if the chair(s) or their contact information has changed subsequent to the date of the pre-application conference.

Up-to-date contact information for neighborhood representatives may also be obtained by visiting the City’s website at the following location: <https://www.cityofsalem.net/Pages/find-your-neighborhood-association.aspx>

| Applicable Neighborhood Association(s):                                | Meeting Date, Time, & Location   | Neighborhood Association Chair(s) & Land Use Chair(s)  |
|--|--|--|
| Central Area Neighborhood Development Organization (CANDO)             | Meetings are held the third Tuesday of each month at 6 p.m.<br><br>For specific meeting details, check the calendar <a href="#">here</a>     | <b>Chair(s)</b>  |
|  |  | Michael Livingston<br><a href="mailto:michaellivingston1@comcast.net">michaellivingston1@comcast.net</a> |
|  |  | <b>Land Use Chair(s)</b>   |
|  |  | Bryant Baird<br><a href="mailto:mbbaird@hotmail.com">mbbaird@hotmail.com</a>                             |
| Grant Neighborhood Association   | Meetings are held the first Thursday of each month at 6:15 p.m.<br><br>For specific meeting details, check the calendar <a href="#">here</a> | <b>Chair(s)</b>  |
|  |  | Aaron Terpening<br><a href="mailto:aterp1@gmail.com">aterp1@gmail.com</a>                                |
|  |  | Sam Skillern<br><a href="mailto:sam@salemif.org">sam@salemif.org</a>                                     |
|  |  | <b>Land Use Chair(s)</b>   |
| Paul Tigan<br><a href="mailto:paultigan@hey.com">paultigan@hey.com</a> |  |  |

**Salem Revised Code Available Online**

The entire Salem Revised Code can be accessed online through the City’s website at:

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

## Parking Maximums in More Populous Cities



DLCD and LCDC developed the Climate-Friendly and Equitable Communities rules to support communities taking action to meet Oregon’s climate pollution reduction targets, while providing more housing and transportation choices and improving equity.

DLCD is providing this resource as part of our technical assistance program. Please see our website at [www.oregon.gov/lcd/CL/Pages/CFEC](http://www.oregon.gov/lcd/CL/Pages/CFEC) for more information or to sign up for notices.

### Application and Deadline for Action

Section (1) states the rule applies to:

*Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland metropolitan area.*

As of November 2022, the department believes that includes Bend, Eugene, Salem, Clackamas and Washington Counties, and twelve cities in the Portland metro area.

OAR 660-012-0012(5)(f) requires:

*Cities and counties shall adopt comprehensive plan amendments and land use regulations meeting requirements as provided in ... OAR 660-012-0415 ... no later than June 30, 2023...*

Jurisdictions may apply for an extension or “alternate date,” as explained in [other guidance](#).

### Where Maximums Apply

The second part of section (1) lists where cities and counties must set maximums:

*... in climate-friendly areas and in regional centers and town centers, designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map.*

*Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440.*

The department interprets this set of areas to adequately cover the “appropriate locations” all cities are required to set parking maximums for under OAR 660-012-0405(5), “Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.”

The climate-friendly areas maximums should take effect concurrently with the designation of climate-friendly areas under OAR 660-012-0315.

Regional centers and town centers are designated on the Metro Title 6 map.

The “transit corridors and rail stop areas listed in OAR 660-120-0440” means rail stops in (2) of that rule, designated priority transit corridors under OAR 660-012-0710 in (3)(a) of that rule, and frequent transit corridors as defined by service levels in (3)(b) and (c).

### **Section (1)(a): Residential**

- (a) *Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;*

The department considers “multi-unit development” in this context to refer to developments with five or more units in a single building on a single lot or parcel.

This section confusingly includes a reference to the location of where these apply, “in climate-friendly areas and within one-half mile walking distance of priority transit corridors.” This is errata and is expected to be fixed in a rules revision.

That locational criteria is later overridden by subsection (d), which requires subsections (a) through (c) to apply, “in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440.”

### **Section (1)(b): Commercial and Retail**

- (b) *Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;*

Local codes may define these categories.

For Portland Metro jurisdictions, maximums in the Regional Transportation Functional Plan [Table 3.08 – 3](#) continue to apply, though local governments should make adjustments to 5 or below for retail/commercial and banks with drive-ins (from 5.1 and 5.4, respectively).

### **Section (1)(c): Extremely Large Buildings**

- (c) *For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building;*

This is similar in scale to City of Gresham code in 9.0852. It should be read as an additive restriction to (a) and (b). The measurement of 65,000 square feet should be at the lot level, and can be interpreted by a local as either gross or net floor area. Surface parking should be measured inclusive of all surface area on which a vehicle is designed to maneuver/on which a vehicle can drive, including all parking stalls, all drives and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth. Paved areas not for use by

passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.

### **Section (1)(d): Levels of Parking Maximums**

- (d) *In setting parking maximums, cities and counties shall consider setting maximums equal to or less than 150 percent of parking mandates in their adopted land use regulations in effect as of January 1, 2020. A city or county that sets a higher parking maximum must adopt findings for doing so. In no case shall the city or county exceed the limits in subsections (a) through (c) in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440;*

This subsection sets a bar to consider. Local governments may choose a lower maximum level, or make findings as to why a higher level is appropriate.

The final clause of this subsection clarifies limits in subsections (a) through (c) must not be exceeded in climate-friendly areas and for developments near transit corridors and rail transit stops.

### **Section (1)(e): Exception for Non-Surface Parking**

- (e) *Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.*

This is a common code provision to allow additional parking if it is provided in a land-efficient manner.

For other use types, or areas outside those areas, cities and counties have broad discretion on parking maximums.

## **Section 2**

Section 2 of OAR 660-012-0415 applies only to cities with populations over 200,000. As of November 2022, that includes only Portland. This guidance does not currently cover that section.

## **What Do Cities and Counties Have to Do?**

Cities and counties must amend their local codes with the new parking standards by June 30, 2023 or an approved alternate date. OAR 660-012-0012(5)(f) notes “If a city or county has not done so, it may not apply parking mandates after that date.”

## **Model Language for Development Code**

A community may want to put these parking requirements directly into its code. Code language will vary in each community’s parking code language and parking table. Department staff are available to review your community’s code and suggest language for consideration.

## Resources and Contact Information

Evan Manvel, Climate Mitigation Planner

[evan.manvel@dlcd.oregon.gov](mailto:evan.manvel@dlcd.oregon.gov)

971-375-5979

## Disclaimer

This document aims to provide more details about the rules, and how the department intends to administer the rules. Nothing in this document should be construed as Oregon Administrative Rules. A current copy of the adopted Transportation Planning Rules should be acquired from the [Oregon Secretary of State](#) and used to fulfill planning requirements.

## Rule Language: OAR 660-012-0415(1)

### 0415: Parking Maximums and Evaluation in More Populous Communities

- (1) Cities with populations over 100,000, counties with populations over 100,000 outside city limits but within the urban growth boundary, and cities with populations over 25,000 within the Portland metropolitan area, shall set parking maximums in climate-friendly areas and in regional centers and town centers, designated under the Metro Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries map. Those cities and counties shall also set parking maximums on lots or parcels within the transit corridors and rail stop areas listed in OAR 660-012-0440.
  - (a) Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit development in climate-friendly areas and within one-half mile walking distance of priority transit corridors. These maximums shall include visitor parking;
  - (b) Parking maximums shall be no higher than five spaces per 1,000 square feet of floor space for all commercial and retail uses other than automobile sales and repair, eating and drinking establishments, and entertainment and commercial recreation uses;
  - (c) For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building;
  - (d) In setting parking maximums, cities and counties shall consider setting maximums equal to or less than 150 percent of parking mandates in their adopted land use regulations in effect as of January 1, 2020. A city or county that sets a higher parking maximum must adopt findings for doing so. In no case shall the city or county exceed the limits in subsections (a) through (c) in climate-friendly areas and for developments on parcels or lots within one-half mile of transit corridors and three-quarters mile of rail transit stops listed in OAR 660-012-0440; and
  - (e) Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section.

## **Exhibit E: Neighborhood Association and Transit Contact Documentation**

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March 14, 2024

Michael Livingston, Chair  
Central Area Neighborhood Development Organization  
michaellivingston1@comcast.net

Bryant Baird, Land Use Chair  
Central Area Neighborhood Development Organization  
mbbaird@hotmail.com

**RE: Neighborhood Contact for a Consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit Application**

Dear Central Area Neighborhood Development Organization Chairs,

Future of Neighborhood Development (FuND), LLC is preparing a land use application concerning property within your neighborhood association boundary. The purpose of this communication is to provide a brief summary of our project and other pertinent information that may be of interest to you and your constituents. This letter also serves to provide our contact information so that you know where to turn with questions and/or comments regarding the project. The name, telephone number, and email address of the Applicant are as follows:

**Trent Michels, President**  
FuND, LLC  
(503) 930-7971  
TMichels@TheFund.works

The application involves a consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit application for a mixed-use community on a ±13.6-acre property located at 1105 Front Street NE in Salem's Mixed Use Riverfront (MU-R) zoning district. The mixed-use community would include ±371 housing units and ±24,522 square feet of flexible ground floor mixed commercial tenant space in three mixed-use buildings and three adaptive reuse buildings utilized for ±24,366 square feet of retail and restaurant space. The site is shown on the enclosed Illustrative Site Plan. Please note that the attached Illustrative Site Plan is a preliminary plan, and some details of the proposal may change prior to the submittal. You will receive official notice from the City of Salem requesting comments on the application when it is deemed complete by the City.

Please contact me directly with any questions about the project.

Sincerely,

*Trent Michels*

***Future of Neighborhood Development***

Trent Michels, President FuND  
15017 Thomas Rd.  
Charlotte, NC 28278  
(503) 930-7971 | [TMichels@theFund.Works](mailto:TMichels@theFund.Works)

**Enclosures:**

Illustrative Site Plan

WILLAMETTE RIVER

MILL CREEK

WILLAMETTE GREENWAY TRAIL

Food Hall

Winery

Market

Residential 3

Residential 2

Residential 1

Ground Floor Commercial

Ground Floor Commercial

Ground Floor Commercial

BELMONT ALLEY

MARKET STREET ENTRANCE

GAINES STREET ENTRANCE

FRONT STREET NE



**From:** [Grace Wolff](#)  
**To:** [michaellivingston1@comcast.net](mailto:michaellivingston1@comcast.net); [mbbaird@hotmail.com](mailto:mbbaird@hotmail.com)  
**Cc:** [Trent Michels](#)  
**Subject:** Neighborhood Contact for Land Use Application  
**Date:** Thursday, March 14, 2024 3:00:00 PM  
**Attachments:** [FuND\\_The Cannery CANDO Contact Letter Signed.pdf](#)

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Dear Central Area Neighborhood Development Organization Chairs,

I am reaching out to inform you of a land use application AKS Engineering & Forestry, LLC, is preparing to submit on behalf of our client, Future of Neighborhood Development (FuND), LLC, concerning property within your neighborhood association boundary. The subject site is located at 1105 Front Street NE. The attached letter and Illustrative Site Plan are intended to provide a brief summary of our project and other pertinent information that may be of interest to you and your constituents.

Please contact me or Trent Michels directly with any questions about the project.

**Trent Michels, President**

FuND, LLC

(503) 930-7971

[TMichels@TheFund.works](mailto:TMichels@TheFund.works)

Thank you,

**Grace Wolff**



**AKS ENGINEERING & FORESTRY, LLC**

3700 River Road N, Suite 1 | Keizer, OR 97303

P: 503.400.6028 Ext. 425 | [www.aks-eng.com](http://www.aks-eng.com) | [wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)

Offices in: Bend, OR | Keizer, OR | The Dalles, OR | Tualatin, OR | Kennewick, WA | Vancouver, WA | White Salmon, WA

*NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply e-mail and immediately delete the message and any attachments without copying or disclosing the contents. AKS Engineering and Forestry shall not be liable for any changes made to the electronic data transferred. Distribution of electronic data to others is prohibited without the express written consent of AKS Engineering and Forestry.*



March 14, 2024

Marissa Theve, Co-Chair and Land Use Co-Chair  
Grant Neighborhood Association  
marissatheve@gmail.com

Sam Skillern, Co-Chair and Land Use Co-Chair  
Grant Neighborhood Association  
sam@salem1f.org

**RE: Neighborhood Contact for a Consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit Application**

Dear Grant Neighborhood Association Chairs,

Future of Neighborhood Development (FuND), LLC is preparing a land use application concerning property within your neighborhood association boundary. The purpose of this communication is to provide a brief summary of our project and other pertinent information that may be of interest to you and your constituents. This letter also serves to provide our contact information so that you know where to turn with questions and/or comments regarding the project. The name, telephone number, and email address of the Applicant are as follows:

**Trent Michels, President**  
FuND, LLC  
(503) 930-7971  
TMichels@TheFund.works

The application involves a consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit application for a mixed-use community on a ±13.6-acre property located at 1105 Front Street NE in Salem's Mixed Use Riverfront (MU-R) zoning district. The mixed-use community would include ±371 housing units and ±24,522 square feet of flexible ground floor mixed commercial tenant space in three mixed-use buildings and three adaptive reuse buildings utilized for ±24,366 square feet of retail and restaurant space. The site is shown on the enclosed Illustrative Site Plan. Please note that the attached Illustrative Site Plan is a preliminary plan, and some details of the proposal may change prior to the submittal. You will receive official notice from the City of Salem requesting comments on the application when it is deemed complete by the City.

Please contact me directly with any questions about the project.

Sincerely,

*Trent Michels*

**Future of Neighborhood Development**

Trent Michels, President FuND  
15017 Thomas Rd.  
Charlotte, NC 28278  
(503) 930-7971 | [TMichels@theFund.Works](mailto:TMichels@theFund.Works)

**Enclosures:**

Illustrative Site Plan

WILLAMETTE RIVER

MILL CREEK

WILLAMETTE GREENWAY TRAIL

Food Hall

Winery

Market

Residential 3

Residential 2

Residential 1

Ground Floor Commercial

Ground Floor Commercial

Ground Floor Commercial

BELMONT ALLEY

MARKET STREET ENTRANCE

GAINES STREET ENTRANCE

FRONT STREET NE



**From:** [Grace Wolff](#)  
**To:** [marissatheve@gmail.com](mailto:marissatheve@gmail.com); [sam@salem1f.org](mailto:sam@salem1f.org)  
**Cc:** [Trent Michels](#)  
**Subject:** Neighborhood Contact for Land Use Application  
**Date:** Thursday, March 14, 2024 2:59:00 PM  
**Attachments:** [FuND\\_The Cannery GNA Contact Letter Signed.pdf](#)

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Dear Grant Neighborhood Association Chairs,

I am reaching out to inform you of a land use application AKS Engineering & Forestry, LLC, is preparing to submit on behalf of our client, Future of Neighborhood Development (FuND), LLC, concerning property within your neighborhood association boundary. The subject site is located at 1105 Front Street NE. The attached letter and Illustrative Site Plan are intended to provide a brief summary of our project and other pertinent information that may be of interest to you and your constituents.

Please contact me or Trent Michels directly with any questions about the project.

**Trent Michels, President**

FuND, LLC

(503) 930-7971

[TMichels@TheFund.works](mailto:TMichels@TheFund.works)

Thank you,

**Grace Wolff**



**AKS ENGINEERING & FORESTRY, LLC**

3700 River Road N, Suite 1 | Keizer, OR 97303

P: 503.400.6028 Ext. 425 | [www.aks-eng.com](http://www.aks-eng.com) | [wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)

Offices in: Bend, OR | Keizer, OR | The Dalles, OR | Tualatin, OR | Kennewick, WA | Vancouver, WA | White Salmon, WA

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March 14, 2024

Cherriots Transit Planning Staff  
555 Court St. NE, Suite 5230  
Salem, OR 97301  
info@cherriots.org

**RE: Neighborhood Contact for a Consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit Application**

Dear Cherriots Transit Planning Staff,

Future of Neighborhood Development (FuND), LLC is preparing a land use application concerning property within your service network. The purpose of this communication is to provide a brief summary of our project and other pertinent information that may be of interest to you and your organization. This letter also serves to provide our contact information so that you know where to turn with questions and/or comments regarding the project. The name, telephone number, and email address of the Applicant are as follows:

**Trent Michels, President**  
FuND, LLC  
(503) 930-7971  
TMichels@TheFund.works

The application involves a consolidated Tentative Subdivision Plan, Class 3 Site Plan Review, Class 1 and Class 2 Adjustments, Class 2 Driveway Approach Permits, and Landslide Hazard Construction Permit application for a mixed-use community on a ±13.6-acre property located at 1105 Front Street NE in Salem's Mixed Use Riverfront (MU-R) zoning district. The mixed-use community would include ±371 housing units and ±24,522 square feet of flexible ground floor mixed commercial tenant space in three mixed-use buildings and three adaptive reuse buildings utilized for ±24,366 square feet of retail and restaurant space. The site is shown on the enclosed Illustrative Site Plan. Please note that the attached Illustrative Site Plan is a preliminary plan, and some details of the proposal may change prior to the submittal. You will receive official notice from the City of Salem requesting comments on the application when it is deemed complete by the City.

Please contact me directly with any questions about the project.

Sincerely,

*Trent Michels*

***Future of Neighborhood Development***

Trent Michels, President FuND  
15017 Thomas Rd.  
Charlotte, NC 28278  
(503) 930-7971 | [TMichels@theFund.Works](mailto:TMichels@theFund.Works)

**Enclosures:**

Illustrative Site Plan

WILLAMETTE RIVER

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WILLAMETTE GREENWAY TRAIL

Food Hall

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Residential 3

Residential 2

Residential 1

Ground Floor Commercial

Ground Floor Commercial

Ground Floor Commercial

BELMONT ALLEY

MARKET STREET ENTRANCE

GAINES STREET ENTRANCE

FRONT STREET NE



**From:** [Grace Wolff](#)  
**To:** [info@cherriots.org](mailto:info@cherriots.org)  
**Cc:** [Trent Michels](#)  
**Subject:** Transit Planning Contact for Land Use Application  
**Date:** Thursday, March 14, 2024 3:00:00 PM  
**Attachments:** [FuND\\_The Cannery Cherriots Contact Letter signed.pdf](#)

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Dear Cherriots Transit Planning Staff,

I am reaching out to inform you of a land use application AKS Engineering & Forestry, LLC, is preparing to submit on behalf of our client, Future of Neighborhood Development (FuND), LLC, concerning property within your service network. The subject site is located at 1105 Front Street NE. The attached letter and Illustrative Site Plan are intended to provide a brief summary of our project and other pertinent information that may be of interest to you and your organization.

Please contact me or Trent Michels directly with any questions about the project.

**Trent Michels, President**

FuND, LLC

(503) 930-7971

[TMichels@TheFund.works](mailto:TMichels@TheFund.works)

Thank you,

**Grace Wolff**



**AKS ENGINEERING & FORESTRY, LLC**

3700 River Road N, Suite 1 | Keizer, OR 97303

P: 503.400.6028 Ext. 425 | [www.aks-eng.com](http://www.aks-eng.com) | [wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)

Offices in: Bend, OR | Keizer, OR | The Dalles, OR | Tualatin, OR | Kennewick, WA | Vancouver, WA | White Salmon, WA

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## **Exhibit F: Title Report**

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**First American Title™**

**First American Title Insurance Company**

777 Commercial Street SE, Suite 100  
Salem, OR 97301  
Phn - (800)742-2414  
Fax - (866)849-3065

Order No.: 7081-4049908  
June 06, 2023

**FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:**

**JANET KUDNA**, Escrow Officer/Closer  
Phone: (971)273-4157 - Fax: (866)848-1677- Email:jkudna@firstam.com  
First American Title Insurance Company  
777 Commercial Street SE, Suite 100, Salem, OR 97301

**FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:**

**Erin Auau**, Title Officer  
Phone: (800)742-2414 - Email: eauau@firstam.com

**3rd Amended Preliminary Title Report**

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

Please be advised that any provision contained in this document, or in a document that is attached, linked or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.

**County Tax Roll Situs Address:** 0 Front Street, 1105 Front Street, 1375 Front Street, Salem, OR 97301

|   |                           |            |           |
|---|---------------------------|------------|-----------|
| 2021 ALTA Owners Standard Coverage                        | Liability \$              | Premium \$ |           |
| 2021 ALTA Owners Extended Coverage                        | Liability \$ 7,000,000.00 | Premium \$ | 17,865.00 |
| 2021 ALTA Lenders Standard Coverage                       | Liability \$              | Premium \$ |           |
| 2021 ALTA Lenders Extended Coverage                       | Liability \$              | Premium \$ |           |
| Endorsement 9.10, 22                                      |                           | Premium \$ |           |
| Govt Service Charge                                       |                           | Cost \$    | 75.00     |
| Other ALTA 8.2-06 Commercial Environmental Lien           |                           | Cost \$    | 1,000.00  |
| Other ALTA 9.2-06 Covenants, Conditions and Restrictions  |                           | Cost \$    | 1,500.00  |
| Other ALTA 17.2-06 Utility Access                         |                           | Cost \$    | 200.00    |
| Other ALTA 17-06 Access and Entry                         |                           | Cost \$    | 125.00    |
| Other ALTA 18.1-06 Multiple Tax Parcel                    |                           | Cost \$    | 75.00     |
| Other ALTA 22-06 Location                                 |                           | Cost \$    | 50.00     |
| Other ALTA 25-06 Same as Survey                           |                           | Cost \$    | 100.00    |
| Other ALTA 28-06 Damage or Enforced Removal               |                           | Cost \$    | 100.00    |
| Other ALTA 28.1-06 Encroachments-Boundaries and Easements |                           | Cost \$    | 555.00    |
| Other ALTA 39-06 Policy Authentication                    |                           | Cost \$    | 50.00     |
| Other ALTA 41.1-06 Water-Improvements                     |                           | Cost \$    | 555.00    |
| Other OTIRO 85 Modification of Arbitration Endorsement    |                           | Cost \$    | 0.00      |

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of March 24, 2023 at 8:00 a.m., title to the fee simple estate is vested in:

Front Street Properties, LLC, an Oregon limited liability company, as to Parcel I, II, III and IV and Truitt Properties, LLC, an Oregon limited liability company, as to Parcel V

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

**The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.**

**In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:**

- A. Survey or alternative acceptable to the company
- B. Affidavit regarding possession
- C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
  - i. Satisfactory evidence that no construction liens will be filed; or
  - ii. Adequate security to protect against actual or potential construction liens;
  - iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon
6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.
7. Taxes for the year 2022-2023
 

|                    |    |  |
|--------------------|----|--|
| Tax Amount         | \$ | 29,706.22                                      |
| Unpaid Balance:    | \$ | 9,902.07 , plus interest and penalties, if any |
| Code No.:          |    | 24010  |
| Map & Tax Lot No.: |    | 073W22AB00900C1                                |

Property ID No.: 349658

(Affects Parcel I, II and III)

8. Taxes for the year 2022-2023

|                    |    |  |
|--------------------|----|--|
| Tax Amount         | \$ | 3,323.01                                       |
| Unpaid Balance:    | \$ | 1,107.67 , plus interest and penalties, if any |
| Code No.:          |    | 24010  |
| Map & Tax Lot No.: |    | 073W22AB00900C2                                |
| Property ID No.:   |    | 352874   |

(Affects Parcel I, II and III)

9. City liens, if any, of the City of Salem.

Note: There are no liens as of April 04, 2023. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

10. Rights of the public and of governmental bodies in and to that portion of the premises herein described lying below the mean high water mark of Willamette River and the ownership of the State of Oregon in that portion lying below the high water mark of Willamette River.

11. Any adverse claim based upon the assertion that some portion of said land has been removed from or brought within the boundaries thereof by an avulsive movement of the Willamette River or has been formed by the process of accretion or reliction or has been created by artificial means or has accreted to such portion so created.

12. Any easements or rights of way for existing utilities or other rights of way over those portions of said land lying within the public right of way vacated by Ordinance No. 1578, including terms and provisions thereof.

Recorded: April 7, 1919

13. Easement and conditions contained therein as reserved by:

|                        |   |
|------------------------|---|
| Ordinance No.:         | 3632  |
| Recording Information: | August 02, 1944 as Volume 306, Page 407, Film Records |
| For:                   | public right-of-way and utility easement              |

14. Easement, including terms and provisions contained therein:

|                        |  |
|------------------------|--|
| Recording Information: | March 05, 1979 as Reel 159, Page 5, Film Records |
| For:                   | roadway and utility purposes                     |

15. Easement, including terms and provisions contained therein:

|                        |  |
|------------------------|--|
| Recording Information: | March 05, 1979 as Reel 159, Page 1, Film Records |
| For:                   | roadway and utility purposes                     |

16. Easement, including terms and provisions contained therein:

|                        |  |
|------------------------|--|
| Recording Information: | April 11, 1979 as Reel 163, Page 886, Film Records |
| For:                   | Scenic Easement                                    |

17. Easement, including terms and provisions contained therein:  
Recording Information: January 28, 1981 as Reel 239, Page 1534, Film Records  
In Favor of: Portland General Electric Company  
For: electric power line and appurtenances
18. Easement, including terms and provisions contained therein:  
Recording Information: July 09, 1992 as Reel 967, Page 341, Film Records  
For: sanitary sewer line
19. Easement, including terms and provisions contained therein:  
Recording Information: November 07, 1913 as Volume 131, Page 15, Film Records  
In Favor of: Oregon Electric Railway Company  
For: maintenance of slopes
20. Revocable Permit, including terms and provisions thereof.  
Recorded: May 21, 1975 as Reel 15, Page 789, Film Records
21. Easement, including terms and provisions contained therein:  
Recording Information: January 27, 2000 as Reel 1666, Page 210, Film Records  
In Favor of: City of Salem, a municipal corporation  
For: public bikeway, pedestrian Paths, and Public Recreation
22. Pipeline Easement (Storm Drain Only), including terms and provisions thereof.  
Recorded: August 01, 2001 as Reel 1817, Page 163, Film Records
23. Memorandum of Agreement, including terms and provisions thereof.  
Recorded: October 05, 2022 as Reel 4663, Page 201, Film Records
24. Notes, easements, covenants and restrictions as depicted on the face of the following plats: Mill Addition to Salem, recorded March 11, 1889; Town plat of North Salem, recorded May 13, 1871; Willamette Landing, recorded March 08, 1979.
25. Any conveyance or encumbrance by Front Street Properties, LLC and Truitt Properties, LLC should be executed pursuant to their Operating Agreement, a copy of which should be submitted to this office for inspection.
26. Unrecorded leases or periodic tenancies, if any.
27. Survey by AKS Engineering & Forestry, LLC, dated May 18, 2023, job no. 5968-01 , discloses the following:  
  
fence and building encroachments on sheet 3
28. This report has been submitted to our underwriter for review and approval. We will inform you of any further exceptions and/or requirements.

- END OF EXCEPTIONS -

NOTE: We find no matters of public record against The Future of Neighborhood Development, LLC that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2022-2023 PAID IN FULL

Tax Amount: \$56,315.74  
Map No.: 073W22AB00900C4  
Property ID: 352877  
Tax Code No.: 24010

(Affects Parcel I, II and III)

NOTE: Taxes for the year 2022-2023 PAID IN FULL

Tax Amount: \$10,418.97  
Map No.: 073W22AB00600  
Property ID: 584431  
Tax Code No.: 24010

(Affects Parcel V)

NOTE: Taxes for the year 2022-2023 PAID IN FULL

Tax Amount: \$13,311.23  
Map No.: 073W22AB00300  
Property ID: 596343  
Tax Code No.: 24010

(Affects Parcel IV)

NOTE: Taxes for the year 2022-2023 PAID IN FULL

Tax Amount: \$1,798.56  
Map No.: 073W22AB00900  
Property ID: 582542  
Tax Code No.: 24970

(Affects Parcel I, II and III)

NOTE: This Preliminary Title Report does not include a search for Financing Statements filed in the Office of the Secretary of State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a Financing Statement is filed in the Office of the County Clerk covering Fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system or by recorded lot and block.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

NOTE: We find no outstanding voluntary liens of record affecting subject property. An inquiry should be made concerning the existence of any unrecorded lien or other indebtedness which could give rise to any security interest in the subject property.

**THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!  
WE KNOW YOU HAVE A CHOICE!**

**RECORDING INFORMATION**

Filing Address: **First American Title Recorder for Marion County**  
777 Commercial St SE, Ste 100, Salem, OR 97301

Recording Fees: \$ **86.00** per document (most documents) (1st page)  
\$ **5.00** per additional page  
\$ **20.00** non-standard fee  
\$ **5.00** each additional title  
\$ **5.00** each additional reference

cc: The Future of Neighborhood Development, LLC  
cc: Front Street Properties, LLC  
cc: Joshua Kay, First Commercial Real Estate Services  
365 State Street, Salem, OR 97301

**Exhibit "A"**

Real property in the County of Marion, State of Oregon, described as follows:

## Parcel I:

Tract 1: Beginning at the Northeast corner of the South one-half of Lot 7, Block 1, Mill Addition to the City of Salem, Marion County, Oregon. (See Volume 1, Page 90, Record of Town Plats for said County and State.) being that point on the East line of said Lot 7, which is 25 feet Northerly from the Southeast corner of said Lot; thence North 70°35' West along the middle line of said Lot 7, a distance of 200 feet; thence South 19°25' West and parallel to the West line of Front Street, a distance of 60 feet; thence Easterly on a line parallel to the South line of said Lot 7, a distance of 200 feet to said West line of Front Street; thence Northerly along said West line of Front Street, a distance of 60 feet to said Northeasterly corner of said South one-half of Lot 7, Block 1, Mill Addition to the City of Salem, Marion County, Oregon, and the place of beginning.

Tract 2: Beginning at an iron pipe in the West line of Front Street in Salem, Oregon, 25 feet Southerly from the Northeast corner of Lot 7, Block 1, Mill Addition to Salem, Marion County, Oregon; thence North 19°25' East feet along the West line of Front Street, 689.6 feet to the center of Gaines Street; thence North 70°35' West along the center line of Gaines Street, now vacated, 230.33 feet; thence South 19°25' West along the center line of Water Street, now vacated, 298.6 feet; thence North 70°35' West along the Westerly extension of the South line of Block 24, North Salem, 90.57 feet; thence South 19°25' West 216.0 feet; thence North 70°35' West along a Westerly extension of the North line of Lot 4, Block 1, Mill Addition, 85 feet more or less to the low water line of the Willamette River; thence up said River following the low water line of the same to a Westerly extension of the line cutting Lot 7, Block 1, Mill Addition into North and South halves; thence South 70°35' East along said line, 515 feet more or less to the point of beginning.

SAVE AND EXCEPT: Beginning at the Southeast corner of Lot 8, Block 1, Mill Addition to Salem, Marion County, Oregon; thence North 70°35' West along the Southerly line of said Lot 8, a distance of 320.90 feet; thence North 19°25' East parallel with the West line of Front Street, a distance of 136.63 feet to the true point of beginning; thence North 70°35' West parallel with the Southerly line of said Lot 8 and the Westerly extension thereof, a distance of 80.00 feet, more or less, to the low water line of the Willamette River; thence Northerly along said low water line to a point on the Westerly extension of the Southerly line of Lot 3, in said Block 1; thence South 70°35' East along the Westerly extension of the Southerly line of said Lot 3, a distance of 73.00 feet, more or less, to a point which is North 19°25' East 113.72 feet from the true point of beginning; thence South 19°25' West a distance of 113.72 feet to the place of beginning.

Tract 3: Beginning on the Westerly line of Front Street at a point which is 33.00 feet North 19°25' East from the Northeast corner of Block 24, North Salem, Marion County, Oregon; thence North 70°35' West along the center line of Gaines Street (vacated) 230.33 feet; thence South 19°25' West parallel with the Westerly line of said Front Street 250.60 feet to the true point of beginning; thence South 19°25' West, parallel with the Westerly line of said Front Street 48.00 feet; thence North 70°35' West, 90.57 feet; thence North 19°25' East 48.00 feet; thence South 70°35' East 90.57 feet to the true point of beginning.

Tract 4: Beginning at a point which is North 19°25' East 15 feet and North 70°35' West 200 feet from the Southeast corner of Lot 8, Block 1, Mill Addition to Salem, Marion County, Oregon, which point is the true place of beginning; thence North 70°35' West and parallel with Westerly extension of the Southerly line of said Lot 8, 120.9 feet; thence North 19° 25' East 60 feet, more or less, to the Southerly property line of USP Corporation property; thence South 70°35' East and parallel with the Southerly line of the said Lot 8, 120.9 feet; thence South 19°25' West 60 feet, more or less, to the place of beginning.

## Parcel II:

Beginning at a point on the Easterly boundary line of Block 25, North Salem, said point bears South 19°25' West 108.00 feet from the Northeast corner of said Block 25 and running thence North 70°35' West, parallel to the Northerly boundary line of Block 25, to the low water line of the Willamette River; thence Southerly, along said low water line, to the Southerly line of that parcel of land described in the exception to Tract 2, said description being recorded in Reel 42, page 596, Marion County Records; thence South 70°35' East, along said Southerly boundary line, 80.00 feet, more or less, to the Southeasterly corner of said exception; thence North 19°25' East 377.72 feet along the Westerly boundary lines of the aforementioned Tract 2 and Tract 3, said Tract 3 being described in Reel 42, page 597, Marion County Records; thence South 70°35' East 90.57 feet, along the Northerly boundary line of said Tract 3, to the Northeasterly corner of same; thence North 19°25' East 250.60 feet, along the aforementioned Westerly boundary line of Tract 2, said Westerly boundary line being the center-line of vacated Water Street to the Northwesterly corner of said Tract 2; thence South 70°35' East 230.33 feet, along the Northerly boundary line of vacated Gaines Street, to the Northerly corner of said Tract 2; thence North 19°25' East 190.60 feet along said Easterly boundary line of Block 25 and its extension to the point of beginning.

Parcel III:

Beginning at the Southeast corner of Lot 8, Block 1, Mill Addition to Salem, in Marion County, Oregon, and thence South 19°30' West a distance of 85.0 feet to the true point of beginning; thence North 70°30' West a distance of 200.0 feet; thence North 19°30' East a distance of 100.0 feet; thence South 70°30' East a distance of 200.0 feet; thence South 19°30' West a distance of 100.0 feet to the true point of beginning.

Parcel IV:

Lot 1, Willamette Landing, in the City of Salem, County of Marion and State of Oregon.

SAVE AND EXCEPT the land described as follows: Beginning at a point on the Southerly right-of-way line of Shipping Street, which is 197.50 feet North 70°37'00" West from the Northeast corner of Lot 1, of said Willamette Landing; thence North 70°37'00" West a distance of 53.26 feet; thence along the arc of a 140.00 foot radius curve to the right a distance of 25.55 feet, a chord of which bears North 14°17'27" East 25.51 feet to the end of said curve; thence North 19°31'05" East 7.49 feet; thence North 79°15'34" East, along the Southerly line of Lot 3, Willamette Landing, a distance of 25.54 feet to a point at the Easterly Southeast corner of said Lot 3, said point also being on the East line of said Willamette Landing; thence South 19°31'05" West along said East line, a distance of 12.72 feet to an angle in said East line; thence South 70°37'00" East along said East line, a distance of 33.47 feet to an angle in said East line; thence South 19°24'59" West along said East line, a distance of 33.00 feet to the point of beginning.

Lot 2, Willamette Landing, in the City of Salem, County of Marion and State of Oregon.

SAVE AND EXCEPT the land described as follows: Beginning at a point on the Southerly right-of-way line of Shipping Street, which is 269.46 feet North 70°37'00" West from the Northeast corner of Lot 1, of said Willamette Landing; thence North 70°37'00" West a distance of 18.70 feet; thence South 79°25'00" West a distance of 68.61 feet to a property corner between said Lots 2 and 3; thence North 10°43'47" West, along said property line between Lots 2 and 3, a distance of 20.01 feet to an angle in said line; thence North 79°15'34" East, along the Southerly line of said Lot 3, a distance of 99.35 feet; thence South 19°31'05" West 7.49 feet to the beginning of a 140.00 foot radius curve to the right; thence along the arc of said curve a distance of 25.55 feet, a chord of which bears South 14°17'27" West 25.51 feet to the point of beginning.

Parcel V:

Beginning at the Northeast corner of Block 25, North Salem, and running thence South 19°25' West 108.00 feet along the Easterly boundary line of said Block 25; thence North 70°35' West, parallel with the Northerly boundary line of said Block 25, to the low water line of the Willamette River; thence Northerly, along said low water line, to a point on the Westerly extension of the centerline of Hood Street; thence

South 70°35' East, along said Westerly extension, to a point on the Northerly extension of the Westerly boundary line of the aforementioned Block 25; thence South 19°25' West 33.00 feet, along said Northerly extension, to the Northwesterly corner of said Block 25; thence South 70°35' East 197.50 feet, along the Northerly boundary line of said Block 25, to the point of beginning.

ALSO:

Beginning at the Northeast corner of Lot 1, Block 25, North Salem; thence running Westerly along the Northerly lines of Lots 1 and 8 a distance of 197.50 feet to the Northwest corner of Lot 8; thence running Northeasterly and parallel with the Easterly line of said Block 25 a distance of 33.0 feet; thence running Easterly and parallel with the North lines of Lots 8 and 1 a distance of 197.50 feet to the Westerly edge of Front Street, in the City of Salem; thence running Southerly along the edge of Front Street a distance of 33.0 feet to the place of beginning, and being the Southerly one-half of vacated Hood Street.

Together with a perpetual non-exclusive easement for roadway and utility purposes, including the terms and provisions thereof, over and across and under the following described property:

Beginning at the point of intersection of the Westerly right-of-way line of Front Street with the centerline of vacated Hood Street in North Salem Addition in Township 7 South, Range 3 West of the Willamette Meridian in Marion County, Oregon; thence North 19°25' East along the Westerly right-of-way line of said Front Street, 20.00 feet; thence North 70°37' West, parallel with the centerline of vacated Hood Street, 170.00 feet; thence South 19°25' West parallel with the Westerly right-of-way line of Front Street, 20.00 feet to a point on the centerline of vacated Hood Street; thence South 70° 37' East along the centerline of vacated Hood Street, 170.00 feet to the point of beginning, as set forth in instrument recorded March 6, 1979, in Reel 159, Page 5, Film Records for Marion County, Oregon.

NOTE: This legal description was created prior to January 1, 2008.



## **First American Title Insurance Company**

### **SCHEDULE OF EXCLUSIONS FROM COVERAGE**

#### **ALTA LOAN POLICY (07/01/21)**

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
  - i. the occupancy, use, or enjoyment of the Land;
  - ii. the character, dimensions, or location of any improvement erected on the Land;
  - iii. the subdivision of land; or
  - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.  
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
  - a. created, suffered, assumed, or agreed to by the Insured Claimant;
  - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
  - c. resulting in no loss or damage to the Insured Claimant;
  - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
  - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.
5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury law or Consumer Protection Law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
  - a. fraudulent conveyance or fraudulent transfer;
  - b. voidable transfer under the Uniform Voidable Transactions Act; or
  - c. preferential transfer:
    - i. to the extent the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
    - ii. for any other reason not stated in Covered Risk 13.b.
7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.
8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.
9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

#### **ALTA OWNER'S POLICY (07/01/21)**

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
  - i. the occupancy, use, or enjoyment of the Land;
  - ii. the character, dimensions, or location of any improvement on the Land;
  - iii. the subdivision of land; or
  - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.  
Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
  - a. created, suffered, assumed, or agreed to by the Insured Claimant;
  - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
  - c. resulting in no loss or damage to the Insured Claimant;
  - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
  - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
  - a. fraudulent conveyance or fraudulent transfer;
  - b. voidable transfer under the Uniform Voidable Transactions Act; or
  - c. preferential transfer:
    - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
    - ii. for any other reason not stated in Covered Risk 9.b.
5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

**SCHEDULE OF STANDARD EXCEPTIONS**

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien" or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

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NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

Rev. 07-01-21



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**Effective:** October 1, 2019

**Notice Last Updated:** January 1, 2022

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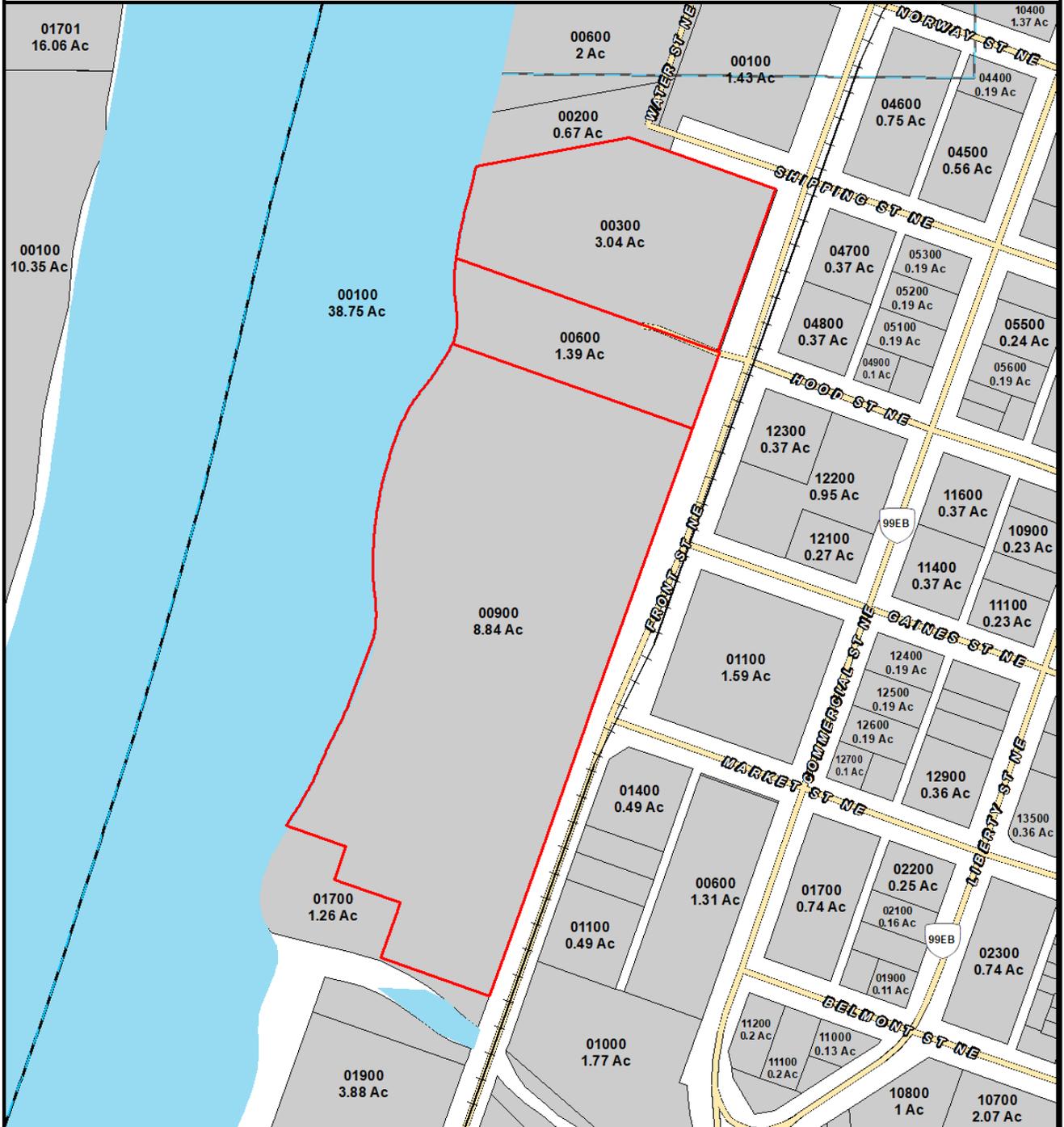
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# Taxlot



Subject



Taxlot

3/28/2023

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# **Exhibit G: Geotechnical Engineering Report**

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**Geotechnical Engineering Report**

Salem Cannery 6-Story Mixed-use Development  
Salem, Oregon

*for*  
**Future of Neighborhood Development**

March 24, 2023

## **Geotechnical Engineering Report**

Salem Cannery 6-Story Mixed-use Development  
Salem, Oregon

*for*

**Future of Neighborhood Development**

March 24, 2023



333 High Street NE, Suite 102  
Salem, Oregon 97301  
971.304.3078

**Geotechnical Engineering Report**  
**Salem Cannery 6-Story Mixed-use Development**  
**Salem, Oregon**

**File No. 26595-001-00**

**March 24, 2023**

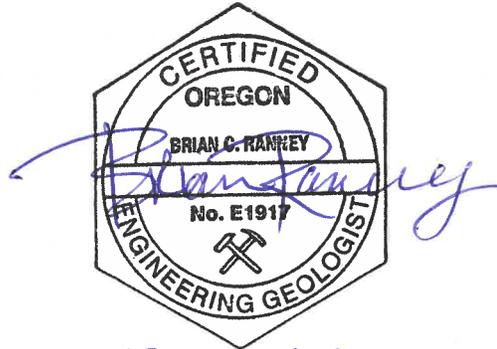
Prepared for:

Future of Neighborhood Development  
808 SW Third Avenue, Suite 800  
Portland, Oregon 97204

Attention: Trent Michels

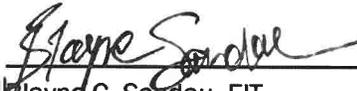
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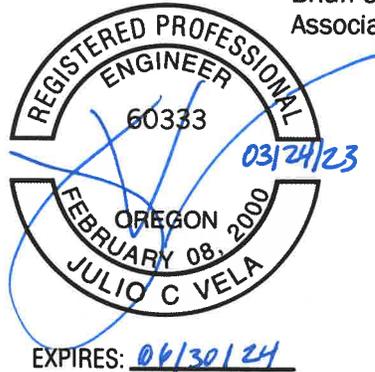
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# Table of Contents

|   |           |
|---|-----------|
| <b>1.0 INTRODUCTION</b>   | <b>1</b>  |
| <b>2.0 SCOPE OF SERVICES</b>  | <b>1</b>  |
| <b>3.0 SITE DESCRIPTION</b>   | <b>1</b>  |
| 3.1. Surface Conditions   | 1         |
| 3.2. Site Geology   | 2         |
| 3.3. Subsurface Conditions  | 2         |
| 3.3.1. Soil Conditions  | 3         |
| 3.3.2. Groundwater Conditions   | 3         |
| <b>4.0 INFILTRATION TESTING</b>   | <b>3</b>  |
| 4.1. Suitability of Infiltration System   | 5         |
| <b>5.0 CONCLUSIONS</b>  | <b>5</b>  |
| <b>6.0 EARTHWORK RECOMMENDATIONS</b>  | <b>7</b>  |
| 6.1. Site Preparation   | 7         |
| 6.1.1. Demolition   | 7         |
| 6.1.2. Stripping  | 8         |
| 6.1.3. Clearing and Grubbing  | 8         |
| 6.2. Subgrade Preparation and Evaluation  | 8         |
| 6.3. Subgrade Protection and Wet Weather Considerations                         | 9         |
| 6.4. Soil Amendment with Cement   | 10        |
| 6.5. Shoring and Temporary Slopes   | 11        |
| 6.6. Permanent Slopes   | 12        |
| 6.7. Dewatering   | 12        |
| 6.8. Structural Fill and Backfill   | 13        |
| 6.8.1. General  | 13        |
| 6.8.2. Use of On-site Soil  | 13        |
| 6.8.3. Imported Select Structural Fill  | 13        |
| 6.8.4. Aggregate Base   | 13        |
| 6.8.5. Aggregate Leveling Course  | 14        |
| 6.8.6. Trench Backfill  | 14        |
| 6.9. Fill Placement and Compaction  | 14        |
| <b>7.0 STRUCTURAL DESIGN RECOMMENDATIONS</b>                                    | <b>15</b> |
| 7.1. Six-Story Mixed use Residential/Commercial Structures (Blocks 1 through 4) | 15        |
| 7.2. Parking Structure (Block 5)  | 16        |
| 7.3. Foundation Support Alternatives  | 17        |
| 7.3.1. Shallow Foundations on Linn Gravels                                      | 17        |
| 7.3.2. Ground Improvement/Aggregate Piers                                       | 17        |
| 7.3.3. Deep Foundations   | 18        |
| 7.4. Shallow Foundation Recommendations   | 18        |
| 7.5. Shallow Foundation Subgrade Preparation                                    | 19        |
| 7.6. Shallow Foundation Lateral Resistance                                      | 19        |
| 7.7. Drainage   | 19        |

|   |           |
|---|-----------|
| 7.8. Slab on Grade Floors .....                           | 20        |
| 7.8.1. Design Parameters .....                            | 20        |
| 7.9. Seismic Design.....                                  | 20        |
| 7.9.1. 2018 IBC Seismic Design Parameters.....            | 20        |
| 7.9.2. Liquefaction Potential .....                       | 21        |
| 7.9.3. Lateral Spreading Potential .....                  | 21        |
| 7.10.Retaining Walls .....                                | 21        |
| 7.10.1. Drainage.....                                     | 21        |
| 7.10.2. Concrete Retaining Walls Design Parameters.....   | 22        |
| <b>8.0 PAVEMENT RECOMMENDATIONS .....</b>                 | <b>23</b> |
| 8.1. Drainage .....                                       | 23        |
| 8.2. On-Site Asphalt Concrete (AC) Pavement Sections..... | 23        |
| 8.3. Front Street NE.....                                 | 25        |
| 8.3.1. Existing Pavement Section.....                     | 25        |
| 8.3.2. Asphalt Concrete Pavement Design.....              | 26        |
| 8.3.3. Portland Cement Concrete Pavement Design .....     | 27        |
| <b>9.0 DESIGN REVIEW AND CONSTRUCTION SERVICES .....</b>  | <b>28</b> |
| <b>10.0 LIMITATIONS .....</b>                             | <b>28</b> |
| <b>11.0 REFERENCES.....</b>                               | <b>28</b> |

**LIST OF FIGURES**

- Figure 1. Vicinity Map
- Figure 2. Site Plan
- Figure 3. Cross Section A-A'

**APPENDICES**

- Appendix A. Field Explorations and Laboratory Testing
  - Figure A-1. Key to Exploration Logs
  - Figures A-2 through A-14. Logs of Drilled Borings
  - Figures A-15 through A-18. Logs of CPT Soundings
  - Figure A-19. Atterberg Limits Test Results
- Appendix B Geologic Hazard Assessment
- Appendix C. Report Limitations and Guidelines for Use

## 1.0 INTRODUCTION

GeoEngineers, Inc. (GeoEngineers) is pleased to submit this geotechnical engineering report for proposed Future of Neighborhood Development Salem Cannery 6-Story Mixed-use Development (Salem Cannery) Project. The Salem Cannery is located on four blocks along Front Street NE between Belmont Street NE to Shipping Street NE in Salem, Oregon. The location of the site is shown on the Figure 1, Vicinity Map.

A preliminary site development drawing for the project by LRS Architects, was provided to the project team. The plan is titled "Salem Cannery Prelim Design" dated January 1, 2023. Based on discussions with the project team and the preliminary site plan, the project will consist of constructing one 3-story, concrete parking structure (block 5), four new 6-story mixed-use buildings (Blocks 1 through 4), associated underground utilities and paved parking areas and drive aisles, and one below grade parking level spanning beneath blocks 3, 4 and 5 in the first phase of development. Future phases of development will extend northward to Blocks 1 and 2.

In addition, the project will include off-site improvements to Front Street NE, site access drives that are extensions of east-west trending city streets at each block, and adaptive reuse of some existing structures along the west side of proposed blocks 3 and 4 and east of Front Street SE southeast of block 4.

Existing site conditions are presented on the Figure 2, Site Plan. Our recommendations for structural development for the site are based on estimated column and wall loads on the order of 575 and 10 kips per lineal foot (klf), respectively, and slab loads of 250 pounds or less as provided by F40ELICH Engineers (Structural Engineer). If design loads exceed these values our recommendations may need to be revised.

## 2.0 SCOPE OF SERVICES

Our specific scope of services is detailed in our January 31, 2023, proposal to you. Our original scope of services was authorized on February 1, 2023. In general, our scope of services included: reviewing selected geotechnical information about the site; performing a geologic reconnaissance; exploring subsurface soil and groundwater conditions; collecting representative soil samples; completing infiltration testing at the site; completing relevant laboratory testing and geotechnical analyses; conducting a site-specific seismic hazard evaluation for the proposed project; and providing this geotechnical report with our conclusions, findings and design recommendations.

## 3.0 SITE DESCRIPTION

### 3.1. Surface Conditions

The project site comprises approximately 11 acres located between the east bank of the Willamette River and Front Street NE between Belmont Street NE just north of the bridge over Mill Creek on Front Street NE, and Shipping Street NE in Salem, Oregon. The site is occupied by buildings and equipment formerly used for industrial food processing plants dating back to the early 1900s.

The property is bounded by a slope that grades down to the Willamette River to the west, Front Street NE to the east, commercial properties to the north and a gabion basket retaining wall overlooking a creek to the south. The project site is currently developed with the existing industrial food processing facility (Truitt Cannery), administrative support buildings and paved parking and associated underground utilities located

in the southern two-thirds of the site as shown on Figure 2. Site grades are generally flat or sloping gently away from the existing structures as part of the previous site grading, except along the west margin of the site where it slopes down more steeply toward the Willamette River (west) and the southern portion of the site where a nearly vertical face retained by a gabion basket wall is located. At the time of this report, the team did not have design or construction information with respect to the gabion wall. Asphalt concrete (AC) and portland cement concrete (PCC) hardscape pavements or gravel parking areas and grassy equipment laydown and general storage areas border the buildings.

### **3.2. Site Geology**

The geology of the site is mapped by the *Geology of the Rickreall, Salem West, Monmouth and Sidney Quadrangles, Marion, Polk, and Linn Counties, Oregon* (Bela 1981) as stretching across the contact of two geologic units.

The southern portion of the site – from roughly the alignment of Hood Street NE to the southwestern edge of the site along Mill Creek - is mapped as underlain by Pleistocene-age Linn Gravels. These materials typically consist of “...stratified fine to coarse fluvial gravels deposited as an alluvial fan...by an early stage of the Santiam River.” Our explorations suggest that this coarse alluvium underlies the entire site at depth, ranging from less than 5 feet below ground surface (bgs) near the center of the site to as much as 20 to 25 feet bgs near the northeast and southwest perimeters.

Northeast of Hood Street to the northeast edge of the site along Shipping Street NE the published mapping and our investigation suggests that the Linn Gravel is mantled by what Bela (1981) terms “Middle Terrace Deposits” and describes as “...10-30 feet of light brown silty clay and interbedded very fine sand and silt...” that the mapping equates with the Willamette Silt flood deposit alluvium typically encountered as valley fill across the lower Willamette Valley. Our subsurface investigation suggests that the actual contact between the shallow Linn Gravels and the mantle of Middle Terrace Deposits is further southwest than is mapped, probably between the alignments of Market and Gaines Streets.

Although not mapped by Bela (1981), our explorations and experience in the area indicates that the site is mantled by fill of variable thickness that generally increases to the south as a result of historical site grading.

Our review of the site geology, together with on-site observations, suggests that the site geology is generally consistent with the published mapping and our experience in the area, except for the fill as noted above.

### **3.3. Subsurface Conditions**

Subsurface conditions at the site were explored by advancing 13 drilled borings (B-1 through B-13), 4 cone penetration soundings (CPT-1 through CPT-4), and 4 ground penetrating radar soundings completed between February 20, and February 25, 2023. Drilled borings were advanced to a final depth between 16.5 and 41.5 feet bgs and the cone penetrometer tests (CPTs) were advanced to refusal approximately between 6.5 and 19 feet bgs. The approximate locations of the explorations completed at the site are shown on Figure 2. Logs of GeoEngineers’ explorations completed for this study are presented in Appendix A, Field Explorations and Laboratory Testing.

Soil samples obtained during site exploration were taken to GeoEngineers' laboratory for further evaluation. Selected samples were tested for determination of moisture content and Atterberg Limit Determinations. A description of the laboratory testing, and the test results are presented in Appendix A.

### **3.3.1. Soil Conditions**

The site soils can be generally divided into three general categories: Man-made Fill, Middle Terrace Deposits and Linn Gravels. Some blending or alluvial soil interfaces may be present, but we consider the descriptions below to be the dominant soils present at the site.

#### **3.3.1.1. Man-made Fill**

A highly variable mix of silt, sand and gravel fill was encountered in four of the borings and one CPT located in the southwestern portions of the site. The materials ranged from 4 to 5 feet of soft to medium stiff silt encountered in B-1 and B-4, roughly 9½ feet of loose silty gravel and silty sand in B-2, approximately 13 feet of soft to medium stiff silt in B-4, and up to 23 feet of loose to very dense silty gravel and soft silt in B-13. This material was likely used to level the low-lying portions of the site that formed the former Mill Creek and Willamette River confluence and are likely to include an even wider range of materials including possibly wood and man-made debris.

#### **3.3.1.2. Middle Terrace Deposits**

The central and northeastern portions of the site are mantled by a thickening to the northeast wedge of soft to stiff silt and loose to medium dense fine sand we interpret as the mapped Middle Terrace Deposits. The thickness of these deposits ranges from roughly 6 to 7 feet in B-5 and B-6 to approximately 18 to 20 feet in B-7, B-12 and B-10.

#### **3.3.1.3. Linn Gravels**

Underlying the fill to the southwest and the Middle Terrace Deposits to the northeast we encountered medium dense to very dense silty gravel and poorly-graded gravel with sand and silt that we interpret as the mapped Linn Gravels to the maximum depth explored. Several borings encountered layers of silt or sand that we interpret as natural interbeds of alluvial materials deposited during low-energy episodes of Willamette and Santiam River deposition.

### **3.3.2. Groundwater Conditions**

Groundwater was encountered at approximately 30 feet bgs in B-6 and B-13. Based on our experience at nearby sites the regional groundwater level is likely related to the level of the Willamette River, although shallow seasonal ("perched") groundwater may be encountered at shallower depths during the wet winter and spring months of the year.

## **4.0 INFILTRATION TESTING**

As requested by the project team, we conducted two on-site infiltration tests to assist in the evaluation of the site for stormwater infiltration design at the exploration location noted as IT-1 and IT-2 on Figure 2. The testing was conducted at a depth of 5 feet bgs.

On site testing was conducted in general accordance with the professional encased falling head procedure outlined in development design standards of multiple Oregon jurisdictions. Our general procedure included drilling a 4-inch-diameter hole to insert a polyvinyl chloride (PVC) pipe for the encased falling head procedure at a depth of 4 feet bgs.

The encased PVC pipe was filled with clean water to approximately 1 foot above the soil at the bottom of the drilled hole. The initial fill of water did not drain into the soil within 10 minutes, so the water level was maintained, and the soil allowed to saturate for 4 hours at the test locations. The levels were checked, and the pipes were refilled to 12 inches above the soil in the bottom of the pipe at the end of each hour and for multiple days after initiating the test. The drop-in water level was measured during three, hour-long iteration periods at the test locations. Field test results are summarized in Table 1.

**TABLE 1. FIELD MEASURED INFILTRATION RESULTS**

| Infiltration Test No. | Location      | Depth (feet) | USCS Material Type  | Field Measured Infiltration Rate <sup>1</sup> (in/hr) |
|-----------------------|---------------|--------------|---------------------|---|
| IT-1                  | See Site Plan | 5            | GM (Fill)           | 12  |
| IT-2                  | See Site Plan | 5            | ML (Middle Terrace) | 0 - 0.1   |

Notes:

<sup>1</sup> Appropriate factors should be applied to the field-measured infiltration rate, based on the design methodology and specific system used.

USCS = Unified Soil Classification System; in/hr = inches per hour

Infiltration rates shown in Table 1 represent a field-measured infiltration rate. The rates summarized for IT-2 and IT-3 indicate effectively 0 in/hr because minimal to no infiltration (drop in water levels) was observed during the testing period. Field measurements are limited to the accuracy of equipment employed to conduct the test. Actual long-term infiltration rates of the on-site soils are likely greater than 0 in/hr if measured out over very long-time frames (much longer than the time frames prescribed in the testing standards). A field-measured rate of 0 in/hr generally indicates infiltration less than 1/8 inch per hour, which is about the limit of the field measuring equipment.

In addition, field-measured rates represent a relatively short-term infiltration rate, and factors of safety have not been applied for the type of infiltration system being considered or for variability that may be present across large areas in the on-site soil. In our opinion, and consistent with the state of the practice, correction factors should be applied to this measured rate to reflect the localized area of testing relative to the field sizes.

Appropriate correction factors should also be applied by the project civil engineer to account for long-term infiltration parameters. From a geotechnical perspective, we recommend a factor of safety (correction factor) of at least 2 be applied to the field infiltration values to account for potential soil variability with depth and location within the area tested. In addition, the stormwater system design engineer should determine and apply appropriate remaining correction factor values, or factors of safety, to account for repeated wetting and drying that occur in this area, degree of in-system filtration, frequency and type of system maintenance, vegetation, potential for siltation and bio-fouling, etc., as well as system design correction factors for overflow or redundancy, and base and facility size.

Actual depths, lateral extent and estimated infiltration rates can vary from the values presented above. Field testing/confirmation during construction is often required in large or long systems or other situations where soil conditions may vary within the area where the system is constructed. The results of this field testing might necessitate that the infiltration locations be modified to achieve any appreciable design infiltration rate. In no case, however, do we recommend infiltration within 50 feet of the adjacent slopes to the west. The infiltration flow rate of a focused stormwater system like a drywell or small infiltration box or

pond typically diminishes over time as suspended solids and precipitates in the stormwater further clog the void spaces between the soil particles or cake on the infiltration surface or in the engineered media. The serviceable life of an infiltration media in a stormwater system can be extended by pre-filtering or with on-going accessible maintenance. Eventually, most systems will fail and will need to be replaced or have media regenerated or replaced.

We recommend that infiltration systems not be located within 50 feet of the adjacent slope to the west. In addition, for infiltration systems located anywhere on site an overflow that is connected to a suitable discharge point should be provided. Also, infiltration systems can cause localized, high groundwater levels and should not be located near basement walls, retaining walls or other embedded structures unless these are specifically designed to account for the resulting hydrostatic pressure. Infiltration locations should not be located on sloping ground, unless it is approved by a geotechnical engineer, and should not be infiltrated at a location that allows for flow to travel laterally toward a slope face, such as a mounded water condition or too close to a slope face that could cause instability of the slope.

#### **4.1. Suitability of Infiltration System**

Successful design and implementation of stormwater infiltration systems and whether a system is suitable for development depends on several site-specific factors. Stormwater infiltration systems are generally best suited for sites having sandy or gravelly soil with saturated hydraulic conductivities greater than 2 in/hr. Sites with silty or clayey soil, are generally not well-suited for long-term stormwater infiltration or as a sole method of stormwater infiltration. Soils that have fine-grained matrices are susceptible to volumetric change and softening during wetting and drying cycles. Fine-grained soils also have large variations in the magnitude of infiltration rates because of bedding and stratification that occurs during alluvial deposition, and often have thin layers of less permeable or impermeable soil within a larger layer. As a result of fine-grained soil conditions and relatively low field measured infiltration rates over portions of the site mantled by fine-grained fill and middle terrace deposits, and proximity to existing slopes in portions of the site mantled with fill, we recommend infiltration of stormwater not be used in as the sole method of stormwater management.

We understand that stormwater infrastructure on the site will include vegetated swales (rain gardens) that will treat site stormwater before being discharged to a suitable drainage system. Where located within 50 feet of the crest of existing slopes, vegetated swales for stormwater treatment should be lined with an impervious geomembrane to prevent infiltration of stormwater that could negatively affect slope stability.

## **5.0 CONCLUSIONS**

Based on our explorations, testing and analyses, it is our opinion that the site is generally suitable for the proposed development from a geotechnical engineering standpoint, provided the recommendations in this report are included in design and construction. As a result of relatively high column and wall structural loads, building foundations should be supported on a system of compacted aggregate piers (CAPs) or extended-depth foundations. Fill encountered in the southwest portion of the site will also require structural loads to be supported on inclusions (CAPs or extended-depth foundations) to depths below the fill layer and to depths that transfer loads sufficiently deep so that additional vertical or lateral loads are not applied to the existing gabion wall. The existing gabion wall was observed to have been compromised over a portion of its extent (blowout of facing) and will require repair or replacement as part of site development.

A summary of the primary geotechnical considerations is provided below. The summary is presented for introductory purposes only and should be used in conjunction with the complete recommendations presented in this report.

- Due to the fines content of the upper soils at the site, they will likely become disturbed by construction traffic from earthwork occurring during periods of wet weather or when the moisture content of the soil is more than a few percentage points above optimum. Wet weather construction practices will be required, except during the dry summer months.
- On-site soils may be reused as structural fill; however, the material is considered moisture sensitive and may not be suitable for reuse except during the driest of summer months. On-site material will be practically unworkable as structural fill during the wet season or when prolonged wet weather persists. In general, the most persistent wet weather in the area occurs from early October to mid-May. The blackish upper silt material observed is generally not recommended for reuse as structural fill.
- The site is generally poorly suited for stormwater infiltration as a method of handling site stormwater. Infiltration should not be used as the sole method for handling site stormwater and should not be used adjacent to slopes. Vegetated swales (rain gardens) for stormwater treatment should be lined with an impervious geomembrane to prevent infiltration of site stormwater where it could negatively affect slope stability.
- Based on the maximum design column and wall loads provided by the project structural engineer, we recommend that proposed structures with column loads greater than 180 kips and wall loads greater than 5 klf be supported on shallow spread foundations bearing on subgrade improved by compacted aggregate piers or rigid inclusions, or be founded on extended-depth foundations such as driven piles or drilled shafts. Ground improvements using CAPs or rigid inclusions used as ground improvement should be designed to a performance criterion that is acceptable to the structural engineer and project team, typically less than 1 inch of allowable settlement.
- Based on our discussions with the project team, block 5 may be constructed at a zero offset from the south and west property corner, near an approximately 20-foot-tall (in some spots) gabion wall along Mill Creek on the southwest corner boundary of the project site. As detailed in the Geologic Hazard Assessment included in Appendix B, the existing wall has blown out (broken) in at least one area and the remaining wall is considered marginally stable as a result of foundation undermining and will require repair or demolition and replacement based on the preferred configuration for block 5.
- New foundations for the proposed block 5, whichever alternative is selected, should be designed and constructed in a manner that loads downward beyond a depth that would impose additional vertical or lateral load to the existing gabion wall if it is to remain in place. In addition, any structural elements extending behind the gabion wall should not be designed for passive lateral resistance from soil retained by the gabion system within a 2H:1V (horizontal to vertical) projection back from the base of the wall.
- If the existing gabion wall is not removed and shallow foundations are the preferred alternative for block 5, the existing wall should be repaired and foundation elements for block 5 should be located outside of a 2H:1V projection from the bottom of the gabion wall. Spread footings should be founded on subgrade improved by rammed aggregate piers.

Alternatively, the existing wall could be repaired and block 5 could be satisfactorily founded on rigid inclusions or shallow foundations over subgrade improved by CAPs located within the recommended

setback distance, provided that they can be designed to impose no additional lateral load on the existing gabion wall.

- If the existing gabion wall is demolished (excavated down and regraded) or encased and replaced by a permanent wall to facilitate the configuration of block 5 as a zero-offset structure, the new wall should be designed for at-rest earth pressures as it will be restrained top and bottom by horizontal structural elements, and should account for additional loading from newly constructed foundations.
- If ground improvement is not completed at the site, post-construction settlement from the underlying compressible soils under the design loads are anticipated to exceed 1-inch total. We estimate settlements on the order of 2.5 to 3.5 inches, with about ½ of that magnitude occurring as differential settlement over a distance of approximately 50 feet.
- Relatively lightly loaded floor slabs (250 pounds per square foot [psf] loads or less) can be supported on aggregate base placed on native medium stiff/medium dense or stiffer/denser soils or on structural fill placed over native soils. Structural slabs should be supported on a minimum 6-inch-thick compacted crushed rock base.
- Standard pavement sections prepared as described in this report will suitably support the estimated traffic loads, provided the site subgrade is prepared as recommended. Maintenance and repair will likely be required following the design level earthquake.
- We observed groundwater at a depth of approximately 30 feet bgs.

## **6.0 EARTHWORK RECOMMENDATIONS**

### **6.1. Site Preparation**

In general, site preparation and earthwork for site development will include demolition and removal of existing structures and hardscapes, removal or relocation of existing site utilities where present beneath proposed building footprints, excavation for removal of existing foundation elements, tree and tree root removal, grading the site and excavating for utilities and foundations.

#### **6.1.1. Demolition**

All existing structural elements should be excavated and removed from proposed structural areas including above-ground structures, below-grade basement structures, concrete flatwork, rail lines or conduit, stripping of site vegetation in the north blocks, and removal or known and potentially buried and previously abandoned subsurface support elements. If present, existing utilities that will be abandoned on site should be identified prior to project construction. Abandoned utility lines larger than 4 inches in diameter that are located beneath proposed structural areas should be completely removed or filled with grout if abandoned and left in place in order to reduce potential settlement or caving in the future.

In general, demolished material should be transported off site for disposal. Excavations left from demolition of existing development should be backfilled with compacted structural fill as recommended in this report. The bottom of the excavations should be excavated to expose firm subgrade. The sides of the excavations should be cut into firm material and sloped a minimum of 1H:1V. Excavations should not undermine adjacent foundations, walkways, streets or other hardscapes unless special shoring or underpinning is provided. Excavations should not be conducted within an outward and downward projection of a 1H:1V line starting at least 2 feet outside the edge of an adjacent structural feature.

### **6.1.2. Stripping**

Areas to receive fill, structures or pavements should be cleared of vegetation and stripped of topsoil. Based on our observations at the site, we estimate that the depth of stripping will generally be on the order of 2 to 6 inches where vegetation is present with increased depths in areas of thicker vegetation.

Greater stripping depths may be required to remove localized zones of loose or organic soil. The actual stripping depth should be based on field observations at the time of construction. Stripped material should be transported off site for disposal unless otherwise allowed by project specifications for other uses such as landscaping. Clearing and grubbing recommendations provided below should be used in areas where moderate to heavy vegetation are present, or where surface disturbance from prior use has occurred.

### **6.1.3. Clearing and Grubbing**

Where thicker vegetation (brush and trees) is present, more extensive site clearing will be required to remove site vegetation, including thick grass, shrubs and trees that are designated for removal. Following clearing, grubbing and excavations up to several feet will be required to remove the root zones of thick shrubs and trees. Deeper excavations, up to 5 or 6 feet may be required to remove the root zones of large trees if encountered. In general, roots larger than ½ inch in diameter should be removed. Excavations to remove root zones should be done with a smooth-bucket to minimize subgrade disturbance. Portions of the site are heavily vegetated and previously buried roots may be present, even in the current grassy areas of the site. Grubbed materials should be hauled off site and properly disposed of unless otherwise allowed by the project specifications for other uses such as landscaping, stockpiling or on-site burning.

Existing voids and new depressions created during demolition, clearing, grubbing or other site preparation activities, should be excavated to firm soil and backfilled with Imported Select Structural Fill. Greater depths of disturbance should be expected if site preparation and earthwork are conducted during periods of wet weather.

## **6.2. Subgrade Preparation and Evaluation**

Upon completion of site preparation activities, exposed subgrades should be proof-rolled with a fully loaded dump truck or similar heavy rubber-tired construction equipment where space allows to identify soft, loose or unsuitable areas. Probing may be used for evaluating smaller areas or where proof-rolling is not practical. Proof-rolling and probing should be conducted prior to placing fill and should be performed by a representative of GeoEngineers who will evaluate the suitability of the subgrade and identify areas of yielding that are indicative of soft or loose soil. If soft or loose zones are identified during proof-rolling or probing, these areas should be excavated to the extent indicated by our representative and replaced with structural fill.

As discussed in Section 6.3 Subgrade Protection and Wet Weather Considerations of this report, because of the fines content native clayey soil can be sensitive to small changes in moisture content and will be difficult, or not possible, to compact adequately during wet weather. While tilling and compacting the subgrade is the economical method for subgrade improvement, it will likely only be possible during extended dry periods and following moisture-conditioning of the soil.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe.

Observations, probing and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

### 6.3. Subgrade Protection and Wet Weather Considerations

The upper clayey soils at the site are extremely susceptible to moisture. Wet weather construction practices will be necessary if work is performed during periods of wet weather. If site grading will occur during wet weather conditions, it will be necessary to use track-mounted equipment, load material into trucks supported on gravel work pads and employ other methods to reduce ground disturbance. The contractor should be responsible to protect the subgrade during construction reflective of their proposed means and methods and time of year.

Earthwork planning should include considerations for minimizing subgrade disturbance. The following recommendations can be implemented if wet weather construction is considered:

- The ground surface in and around the work area should be sloped so that surface water is directed to a sump or discharge location. The ground surface should be graded such that areas of ponded water do not develop. Measures should be taken by the contractor to prevent surface water from collecting in excavations and trenches. Measures should be implemented to remove surface water from the work area.
- Earthwork activities should not take place during periods of heavy precipitation.
- Slopes with exposed soils should be covered with plastic sheeting or similar means.
- The site soils should not be left uncompacted and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation will reduce the extent to which these soils become wet or unstable.
- Construction activities should be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practicable.
- Construction traffic should be restricted to specific areas of the site, preferably areas that are surfaced with working pad materials not susceptible to wet weather disturbance such as haul roads and rocked staging areas.
- When on-site fine-grained soils are wet of optimum moisture, they are easily disturbed and will not provide adequate support for construction traffic or the proposed development. The use of granular haul roads and staging areas will be necessary for support of construction traffic. Generally, a 12- to 16-inch-thick mat of imported granular base rock aggregate material is sufficient for light staging areas for the building pad and light staging activities but is not expected to be adequate to support repeated heavy equipment or truck traffic. The granular mat for haul roads and areas with repeated heavy construction traffic should be increased to between 18 and 24 inches. The actual thickness of haul roads and staging areas should be based on the contractor's approach to site development and the amount and type of construction traffic.
- During periods of wet weather, concrete should be placed as soon as practical after preparation of the footing excavations. Foundation bearing surfaces should not be exposed to standing water. If water collects in the excavation, it should be removed before placing structural fill or reinforcing steel.

Subgrade protection for foundations consisting of a lean concrete mat may be necessary if footing excavations are exposed to extended wet weather conditions.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe. Observations, probing and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

#### **6.4. Soil Amendment with Cement**

As an alternative to using Imported Select Structural Fill material for wet weather structural fill, an experienced contractor may be able to amend the on-site soil with portland cement concrete (PCC) to obtain suitable support properties. It is often less costly to amend on-site soils than to remove and replace soft soils with imported granular materials. Single pass tilling depths for cement amendment equipment is typically 18 inches or less. However, multiple tilling passes may be required to adequately blend in the cement with the soils and to sufficiently process the soils. It may also be necessary to place the recommended cement quantities in multiple passes between tilling passes, which requires intermediate compaction.

The contractor should be responsible for selecting the means and methods to construct the amended soil without disturbing exposed subgrades. We recommend low ground-pressure (such as balloon-tired) cement spreading equipment be required. We have observed other methods used for spreading that have resulted in significant site disturbance and high remedial costs. For example, we have observed amendment efforts using a spreader truck equipped with road tires pulled by track-mounted equipment that resulted in significant disturbance to the work area and required re-working large areas of cement-amended product at additional expense.

Areas of standing water, or areas where traffic patterns are concentrated and disturbing the subgrade, will also create a need for higher amounts of cement to be applied and additional tilling for better mixing and cement hydration prior to final compaction.

Successful use of soil amendment depends on the use of correct mixing techniques, the soil moisture content at the time of amendment and amendment quantities. Specific recommendations, based on exposed site conditions for soil amending, can be provided if necessary. However, for preliminary planning purposes, it may be assumed that a minimum of 5 percent cement (by dry weight, assuming a unit weight of 100 pounds per cubic foot [pcf]) will be sufficient for improving on-site soils. Treatment depths of 12 to 16 inches are typical (assuming a 7-day unconfined compressive strength of at least 80 pounds per square inch [psi]), although they may be adjusted in the field depending on site conditions. Soil amending should be conducted in accordance with the specifications provided in Oregon Structural Specialty Code (OSSC) 00344 (Treated Subgrade).

We recommend a target strength for cement-amended soils of 80 psi. The amount of cement used to achieve this target generally varies with moisture content and soil type. It is difficult to predict field performance of soil-to-cement amendment due to variability in soil response and we recommend laboratory testing to confirm expectations. However, for preliminary design purposes, 4 to 5 percent cement by weight of dry soil can generally be used when the soil moisture content does not exceed approximately 20 percent. If the soil moisture content is in the range of 20 to 35 percent, 5 to 7 percent by weight of dry soil is

recommended. The amount of cement added to the soil should be adjusted based on field observations and performance.

PCC-amended soil is hard and has low permeability; therefore, this soil does not drain well nor is it suitable for planting. Future landscape areas should not be cement amended, if practical, or accommodations should be planned for drainage and planting. Cement amendment should not be used if runoff during construction cannot be directed away from adjacent low-lying wet areas and active waterways and drainage paths.

When used for constructing pavement, staging or haul road subgrades, the amended surface should be protected from abrasion by placing a minimum 4-inch thickness of base rock material (Aggregate Base/Aggregate Subbase). To prevent strength loss during curing, cement-amended soil should be allowed to cure for a minimum of 4 days prior to placing the base rock. The base rock typically becomes contaminated with soil during construction. Contaminated base rock should be removed and replaced with clean base rock in pavement areas to meet the required thickness(es) in Section 8.0 Pavement Recommendations of this report.

It is not possible to amend soil during heavy or continuous rainfall. Work should be completed during suitable weather conditions.

## **6.5. Shoring and Temporary Slopes**

All excavations should be made in accordance with applicable Occupational Safety and Health Administration (OSHA) and state regulations. Site soils within expected excavation depths typically range from very soft to medium stiff clay or silt, or medium dense gravel and sand fill. In our opinion, fine-grained native soils are generally OSHA Type B (OSHA 2018) and sandy native soils are Type C, provided there is no seepage and excavations occur during periods of dry weather. Excavations deeper than 4 feet should be shored or laid back at an inclination of 1H:1V for Type B soils and 1½H:1V for Type C soils. Flatter slopes may be necessary if workers are required to enter. Excavations made to construct footings or other structural elements should be laid back or shored at the surface as necessary to prevent soil from falling into excavations.

Temporary cut slopes should not exceed a gradient appropriate for the soil type being excavated. However, because of the variables involved, actual slope angles required for stability in temporary cut areas can only be estimated before construction. The stability and safety of cut slopes depend on a number of factors, including:

- The type and density of the soil.
- The presence and amount of any seepage.
- Depth of cut.
- Proximity and magnitude of the cut to any surcharge loads, such as stockpiled material, traffic loads or structures.
- Duration of the open excavation.
- Care and methods used by the contractor.

We recommend that stability of the temporary slopes used for construction be the responsibility of the contractor, since the contractor is in control of the construction operation and is continuously at the site to observe the nature and condition of the subsurface. If groundwater seepage is encountered within the excavation slopes, the cut slope inclination may have to be flatter than 1.5H:1V. However, appropriate inclinations will ultimately depend on the actual soil and groundwater seepage conditions exposed in the cuts at the time of construction. It is the responsibility of the contractor to ensure that the excavation is properly sloped or braced for worker protection, in accordance with applicable guidelines. To assist with this effort, we make the following recommendations regarding temporary excavation slopes:

- Protect the slope from erosion with plastic sheeting for the duration of the excavation to minimize surface erosion and raveling.
- Limit the maximum duration of the open excavation to the shortest time period possible.
- Place no surcharge loads (equipment, materials, etc.) within 10 feet of the top of the slope.

More restrictive requirements may apply depending on specific site conditions, which should be continuously assessed by the contractor.

If temporary sloping is not feasible based on site spatial constraints, excavations could be supported by internally braced shoring systems, such as a trench box or other temporary shoring. There are a variety of options available. We recommend that the contractor be responsible for selecting the type of shoring system to apply.

Additionally, in our opinion, the contractor will be in the best position to observe subsurface conditions continuously throughout the construction process and to respond to the soil and groundwater conditions. Construction site safety is generally the sole responsibility of the contractor, who also is solely responsible for the means, methods and sequencing of the construction operations and choices regarding excavations and shoring. Under no circumstances should the information provided by GeoEngineers be interpreted to mean that GeoEngineers is assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

## **6.6. Permanent Slopes**

Permanent cut or fill slopes should not exceed a gradient of 2H:1V. Where access for landscape maintenance is desired, we recommend a maximum gradient of 3H:1V. Fill slopes should be overbuilt by at least 12 inches and trimmed back to the required slope to maintain a firm face.

To reduce erosion, newly constructed slopes should be planted or hydroseeded shortly after completion of grading. Until the vegetation is established, some sloughing and raveling of the slopes should be expected. This may necessitate localized repairs and reseeded. Temporary covering, such as clear heavy plastic sheeting, jute fabric or erosion control blankets (such as American Excelsior Curlex 1 or North American Green SC150) could be used to protect the slopes during periods of rainfall.

## **6.7. Dewatering**

As discussed in Section 3.3.2 Groundwater Conditions of this report, groundwater was encountered in our explorations, but is expected to typically be below the anticipated excavation depths. Excavations that extend into saturated/wet soils should be dewatered. Sump pumps are expected to adequately address

groundwater encountered in shallow excavations. In addition to groundwater seepage and upward confining flow, surface water inflow to the excavations during the wet season can be problematic. Provisions for surface water control during earthwork and excavations should be included in the project plans and should be installed prior to commencing earthwork.

Deep wells or well points will likely be necessary where excavations extend below the groundwater table. The contractor should be required to submit a dewatering plan prepared by a registered professional engineer or hydrogeologist for review by the project team including GeoEngineers. Additionally, it should be noted that dewatering near the existing structure using wells or well points could result in settlement in addition to the long-term static settlement estimates presented in Section 7.3 Foundation Support Alternatives.

## **6.8. Structural Fill and Backfill**

### **6.8.1. General**

Materials used to support building foundations, floor slabs, hardscape, pavements and any other areas intended to support structures or within the influence zone of structures are classified as structural fill for the purposes of this report.

All structural fill soils should be free of debris, clay balls, roots, organic matter, frozen soil, man-made contaminants, particles with greatest dimension exceeding 4 inches and other deleterious materials. The suitability of soil for use as structural fill will depend on the gradation and moisture content of the soil. As the amount of fines in the soil matrix increases, the soil becomes increasingly more sensitive to small changes in moisture content and achieving the required degree of compaction becomes more difficult or impossible. Recommendations for suitable fill material are provided in the following sections.

### **6.8.2. Use of On-site Soil**

As discussed in Section 3.3 Subsurface Conditions, on-site near surface soil generally consists of native silt and granular fill. On-site soils can be used as structural fill, provided the material meets the above requirements, although due to moisture sensitivity it could be challenging or impossible to use during periods of wet weather. If the soil is too wet to achieve satisfactory compaction, moisture-conditioning by drying back the material will be required. If the material cannot be properly moisture-conditioned, we recommend using imported material for structural fill.

An experienced geotechnical engineer from GeoEngineers should determine the suitability of on-site soil encountered during earthwork activities for reuse as structural fill.

### **6.8.3. Imported Select Structural Fill**

Imported Select granular material may be used as structural fill. The imported material should consist of pit or quarry run rock, crushed rock or crushed gravel and sand that is fairly well-graded between coarse and fine sizes (approximately 25 to 65 percent passing the U.S. No. 4 sieve). It should have less than 5 percent passing the U.S. No. 200 sieve. During dry weather, the fines content can be increased to a maximum of 12 percent.

### **6.8.4. Aggregate Base**

Aggregate base material located under floor slabs and crushed rock used in footing overexcavations should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a

maximum particle size of 1-inch and have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls). In addition, aggregate base shall have a minimum of 75 percent fractured particles according to American Association of State Highway and Transportation Officials (AASHTO) TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

#### **6.8.5. Aggregate Leveling Course**

Aggregate leveling coarse material located under Portland cement concrete (PCC) pavement sections should consist crushed rock used in footing overexcavations should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a maximum particle size of  $\frac{3}{4}$ -inch and have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls). In addition, aggregate leveling course shall have a minimum of 75 percent fractured particles according to American Association of State Highway and Transportation Officials (AASHTO) TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

#### **6.8.6. Trench Backfill**

Backfill for pipe bedding and in the pipe zone should consist of well-graded granular material with a maximum particle size of  $\frac{3}{4}$ -inch and less than 5 percent passing the U.S. No. 200 sieve. The material should be free of organic matter and other deleterious materials. Further, the backfill should meet the pipe manufacturer's recommendations. Above the pipe zone, Imported Select Structural Fill may be used as described above.

#### **6.9. Fill Placement and Compaction**

Structural fill should be compacted at moisture contents that are within 3 percent of the optimum moisture content as determined by ASTM International (ASTM) Test Method D 1557 (Modified Proctor). The optimum moisture content varies with gradation and should be evaluated during construction. Fill material that is not near the optimum moisture content should be moisture-conditioned prior to compaction.

Fill and backfill material should be placed in uniform, horizontal lifts and compacted with appropriate equipment. The appropriate lift thickness will vary depending on the material and compaction equipment used. Fill material should be compacted in accordance with Table 2 below. It is the contractor's responsibility to select appropriate compaction equipment and place the material in lifts that are thin enough to meet these criteria. However, in no case should the loose lift thickness exceed 18 inches.

**TABLE 2. COMPACTION CRITERIA**

| Fill Type   | Compaction Requirements  |                         |           |
|---|--|-------------------------|-----------|
|   | Percent Maximum Dry Density Determined by<br>ASTM Test Method D 1557 at ± 3% of Optimum Moisture |                         |           |
|   | 0 to 2 Feet Below Subgrade   | > 2 Feet Below Subgrade | Pipe Zone |
| Fine-grained soils (non-expansive)  | 92   | 92                      | ----      |
| Imported Granular, maximum particle size < 1¼ inch  | 95   | 95                      | ----      |
| Imported Granular, maximum particle size 1¼ inch to 4 inches (3-inch maximum under building footprints) | n/a (proof-roll)   | n/a (proof-roll)        | ----      |
| Retaining Wall Backfill*  | 92   | 92                      | ----      |
| Nonstructural Zones   | 90   | 90                      | 90        |
| Trench Backfill   | 95   | 90                      | 90        |

Notes:

\* Measures should be taken to prevent overcompaction of the backfill behind retaining walls. We recommend placing the zone of backfill located within 5 feet of the wall in lifts not exceeding about 6 inches in loose thickness and compacting this zone with hand-operated equipment such as a vibrating plate compactor and a jumping jack.

A representative from GeoEngineers should evaluate compaction of each lift of fill. Compaction should be evaluated by compaction testing unless other methods are proposed for oversized materials and are approved by GeoEngineers during construction. These other methods typically involve procedural placement and compaction specifications together with verifying requirements such as proof-rolling.

## 7.0 STRUCTURAL DESIGN RECOMMENDATIONS

### 7.1. Six-Story Mixed use Residential/Commercial Structures (Blocks 1 through 4)

We understand development will consist of a five-story wood-framed structure over a one-story concrete podium. Blocks 3 and 4 in the initial phase will also include a one-story below grade parking level that will extend beneath the concrete podium and under Block 5. Blocks 1 and 2 are proposed for similar development but it was not confirmed at the time of this report if the below-grade parking level would also be included.

Based on information provided to us by F40ELICH Engineers (Structural Engineer), we understand that column loads will be on the order of up to 575 kips; wall loads will be on the order of up to 10 klf; and floor loads on the order of 250 psf or less. We have developed our recommendations based on the design loads provided.

As a result of the anticipated loads, we estimate that static consolidation settlement of site soils overlying the competent dense to very dense gravel (absent ground improvement or rigid inclusions) could be up to 2.5- to 3.5-inches total with half that magnitude occurring as differential settlement over a horizontal distance of 50 feet.

To limit potential post-construction settlement, we recommend that proposed building loads be supported on spread footings over subgrade improved with ground improvements such as compacted aggregate piers or rigid inclusions, on spread footings founded directly on the underlying competent gravels or compacted crushed rock fill over the dense gravels, or on extended-depth pile type foundations where it may not be economically feasible to excavate to the competent gravel bearing layer.

## 7.2. Parking Structure (Block 5)

Block 5 is proposed to be occupied by a concrete parking structure comprising up to three stories above grade, and one below grade along the south margin of the site. Based on information provided by F4OELICH Engineers, column loads on the order of 534 kips; wall loads on the order of 10.2 kips, and floor loads of up to 250 psf are anticipated.

Based on our discussions with the project team, we anticipate that Block 5 may be constructed with zero offset from the southwest corner property line near an approximately 20-foot-tall gabion wall along Mill Creek and on the bank of the Willamette River. As detailed in the Geologic Hazard Assessment included in Appendix B, the existing wall has at least one broken (compromised) face section and is currently considered as marginally stable as a result of foundation undermining. The wall will require repair if block 5 is offset from top of the wall as discussed below, or removal/reconstruction or structural encasement if block 5 is extended to the edge of the property (i.e., zero offset). Suitable foundation options for block 5 depend on the preferred plan for the existing wall, but may include the following:

- If the existing wall is left in place and repaired, block 5 may be satisfactorily founded on shallow spread footing foundations over ground improvements such as CAPs, rigid inclusions or other ground improvements to support proposed building loads, provided that ground improvement and foundations can be designed such that they do not impose additional vertical or lateral load on the existing gabion wall after repair. Additionally, a scour analysis may be necessary as part of construction at the zero offset line to determine if additional setback from the stream and river adjacent slope should be considered so that new footings are not subject to instability as a result of scour.
- If the construction of block 5 with zero offset precludes the methods above, it may be satisfactorily founded on extended-depth foundations, or spread footings over CAPs that extend into the competent Linn Gravels or sufficiently deep such that the foundation system **can be designed so that no additional load is imposed vertically or horizontally** on the existing wall if it is to remain in place or rebuilt.

### 7.2.1.1. Block 5 Construction Considerations

Based on discussions with the project team, and assuming zero-offset of block 5, construction of an additional temporary or permanent wall along the face of the existing gabion wall would be necessary. If a new wall is constructed at the property boundary, the gabion wall could be removed or encased. Furthermore, the new wall could be incorporated into the exterior foundations of block 5 as a permanent below grade wall.

New foundations or permanent walls along Mill Creek should not be founded within a potential zone of scour. If project development includes constructing a permanent wall along Mill Creek to transfer structural loads to the underlying Linn Gravels, the wall should be designed for the at-rest earth pressures presented in Section 7.10 Retaining Walls of this report since it would be restrained against rotation by the structure,

and should also account for additional loading that may be transferred to the back of the wall from foundation and floor loads.

### **7.3. Foundation Support Alternatives**

#### **7.3.1. Shallow Foundations on Linn Gravels**

It is our opinion that the underlying dense to very dense gravels are suitable for shallow foundation support. However, because of the increasing depth from south to north to the competent bearing gravels across the site, it will likely be more economically feasible to support proposed building loads on spread footings over subgrade improved with ground improvements, or to found buildings on extended-depth foundations where the competent gravels are not readily exposed at more shallow depths of excavation depths during construction.

##### **7.3.1.1. Bearing Capacity – Spread Footings on Linn Gravels**

We recommend that new conventional footings be proportioned using a maximum allowable bearing pressure of 4,000 psf if supported on the underlying dense to very dense gravel or structural fill bearing on these materials. The recommended bearing pressure applies to the total of dead and long-term live loads and may be increased by one-third when considering earthquake or wind loads. This is a net bearing pressure. The weight of the footing and overlying backfill can be ignored in calculating footing sizes.

##### **7.3.1.2. Foundation Settlement – Spread Footings on Linn Gravels**

Assuming that subgrade is prepared in accordance with Section 7.5 Shallow Foundation Subgrade Preparation of this report, foundations designed and constructed on the underlying dense to very dense gravels as recommended are expected to experience total static settlements of less than 1-inch. Static differential settlements of up to one-half of the total settlement magnitude can be expected between adjacent footings supporting comparable loads.

#### **7.3.2. Ground Improvement/Aggregate Piers**

Shallow spread and continuous footings supported on CAPs or rigid inclusions can provide higher bearing capacity and reduce total and differential settlement under design loads by creating a stiffened soil matrix subgrade. Ground improvement methods typically considered in the region include rammed aggregate piers (RAP) or Geopiers, and rigid inclusion systems designed and constructed by specialty foundation construction companies. Other ground improvement systems/contractors may be considered, but should be reviewed and approved by the project team.

CAP or rigid inclusion systems are typically designed and constructed by the specialty contractor to a performance specification. In our experience they typically range from 18- to 30-inch-diameter piers spaced in a triangular distribution with center-to-center spacing ranging from 6 to 8 feet depending on design loads and tolerable settlement requirements. The specialty contractor should be given a copy of our geotechnical report and the opportunity to complete additional explorations if they choose. They should submit a ground improvement design that has been completed and stamped by a registered professional engineer with experience in such projects. We recommend the geotechnical engineer of record review the design on behalf of the Owner, although the specialty contractor will retain responsibility for the design and construction of the ground improvements to the specified performance criteria.

The underlying dense to very dense gravel of the Linn Gravel Formation was encountered at varying depths of approximately 4 to 24 feet bgs in our explorations. We anticipate that compacted aggregate piers would

extend from the bottom of shallow foundations to this very dense Linn Gravel Formation or to a minimum design depth required to meet allowable bearing capacity for design loads as well as settlement tolerances for the project. Granular pads beneath shallow foundations should be discussed with the specialty contractor if required as part of load transfer to the underlying ground improvement.

The length of compacted aggregate piers may vary across the site. Compacted aggregate piers should be designed to meet the final bearing capacity and settlement tolerance provided by the structural engineer. The specialty contractor would provide final design and in-house quality control for the piers. We recommend that GeoEngineers provide construction quality assurance for the Owner during the construction process.

Structural fill to raise site grades should be placed after construction of ground improvements to reduce the overall depth of installation since improvements are typically extended to ground surface during construction.

#### **7.3.2.1. Aggregate Piers Bearing Capacity**

Allowable design bearing capacity of the compacted aggregate pier/improved subgrade matrix would be determined by the specialty contractor and will be dependent on actual building loads and acceptable settlement magnitudes. We typically see a bearing capacity of approximately 4,000 to 6,000 psf in the soil/pier matrix for soils similar to those we observed at the site that have been improved with compacted aggregate piers.

#### **7.3.2.2. Foundation Settlement**

Settlement for shallow foundations supported on an aggregate pier improved subgrade, as described above, would depend on the specialty contractor's design. Typically, systems are designed to a performance specification that is normally on the order of approximately 1-inch. Differential settlements of up to half the total magnitude can be expected between individual footings.

#### **7.3.3. Deep Foundations**

Deep foundations can be considered as a suitable option to support foundations and to transfer structural loads to the underlying, competent gravels. In addition to building loads. We anticipate driven piles (open-ended pipe or H-pile sections) or drilled and cast-in-place piles will likely be the most efficient deep foundation methods for this site.

If deep foundations are the preferred foundation alternative, they should be designed to extend through the upper middle terrace and fill deposits encountered in our explorations to underlying dense coarse-grained deposits. The top of these relatively dense layers was encountered at depths of approximately 4 to 24 feet bgs in our explorations.

#### **7.4. Shallow Foundation Recommendations**

Where shallow foundations are planned for the project, exterior footings should be established at least 18 inches below the lowest adjacent grade. The recommended minimum footing depth is greater than the anticipated frost depth. Interior footings can be founded a minimum of 12 inches below the top of the floor slab. Isolated column and continuous wall footings should have minimum widths of 24 and 18 inches, respectively. We have assumed that the maximum isolated column loads will be on the order of 40 kips, wall loads will be 2 klf or less and floor loads for slabs on grade will be 100 psf or less for the proposed

development. If design loads exceed these values, we should be notified as our recommendations may need to be revised.

### **7.5. Shallow Foundation Subgrade Preparation**

Exterior footings should be established at least 18 inches below the lowest adjacent grade. The recommended minimum footing depth is greater than the anticipated frost depth. Interior footings can be founded a minimum of 12 inches below the top of the floor slab. Isolated column and continuous wall footings should have minimum widths of 24 and 18 inches, respectively.

We recommend loose or disturbed soils resulting from foundation excavation be removed before placing reinforcing steel and concrete. Foundation bearing surfaces should not be exposed to standing water. If water infiltrates and pools in the excavation, the water, along with any disturbed soil, should be removed before placing reinforcing steel. A thin layer of crushed rock can be used to provide protection to the subgrade from weather and light foot traffic. Compaction should be performed as described in Section 6.6 Permanent Slopes.

We recommend a representative of the geotechnical engineer of record observe all foundation excavations before placing concrete forms and reinforcing steel to determine that bearing surfaces have been adequately prepared and the soil conditions are consistent with those observed during our explorations. Additionally, we recommend overexcavating and placing a minimum of 2-foot-thick granular bearing pad consisting of crushed rock, structural fill compacted in accordance with Section 6.3. Overexcavation should extend laterally 1-foot beyond the edges of footings.

### **7.6. Shallow Foundation Lateral Resistance**

Lateral loads on footings can be resisted by passive earth pressures on the sides of footings and by friction on the bearing surface. We recommend that passive earth pressures be calculated using an equivalent fluid unit weight of 240 pcf for foundations confined by native medium stiff or stiffer silt and 350 pcf if confined by a minimum of 2 feet of imported granular fill.

We recommend using a friction coefficient of 0.35 for foundations placed on the native medium stiff or stiffer silt, or 0.50 for foundations placed on a minimum 2-foot thickness of compacted crushed rock. The passive earth pressure and friction components may be combined provided the passive component does not exceed  $\frac{2}{3}$  of the total.

The passive earth pressure value is based on the assumptions that the adjacent grade is level and static groundwater remains below the base of the footing throughout the year. The top 1-foot of soil should be neglected when calculating passive lateral earth pressures unless the adjacent area is covered with pavement. The lateral resistance values include a safety factor of approximately 1.5.

### **7.7. Drainage**

We recommend the ground surface be sloped away from the building at least 5 percent for a minimum distance of 10 feet measured perpendicular to the face of the wall in accordance with section 1804.4 of the 2018 International Building Code (IBC). All downspouts should be tightlined away from the building foundation areas and should also be discharged into a stormwater disposal system. Downspouts should not be connected to footing drains.

Although not required based on groundwater depths observed in our explorations, if perimeter footing drains are used for below-grade structural elements or crawlspaces, they should be installed at the base of the exterior footings. The perimeter footing drains should be provided with cleanouts and should consist of at least 4-inch-diameter perforated pipe placed on a 3-inch bed of and surrounded by 6 inches of drainage material enclosed in a non-woven geotextile such as Mirafi 140N (or approved equivalent) to prevent fine soil from migrating into the drain material. We recommend against using flexible tubing for footing drainpipes. The perimeter drains should be sloped to drain by gravity to a suitable discharge point, preferably a storm drain. We recommend that the cleanouts be covered and placed in flush-mounted utility boxes. Water collected in roof downspout lines must not be routed to the footing drain lines.

## **7.8. Slab on Grade Floors**

### **7.8.1. Design Parameters**

Satisfactory subgrade support for floor slabs of up to 250 psf can be obtained provided the floor slab subgrade is prepared as recommended in Section 6.0 Earthwork Recommendations of this report, including compaction of the upper exposed subgrade. Slabs should be reinforced according to their proposed use and per the structural engineer's recommendations. Load-bearing concrete slabs should be designed assuming a modulus of subgrade reaction (k) of 100 pci.

The intent of supporting on-grade slabs on a minimum 6-inch-thick compacted crushed rock base is that it acts as a capillary break and provides adequate subgrade support for slab design (develop the recommended modulus of subgrade reaction). The crushed rock base material should consist of Aggregate Base material as described in Section 6.8 Structural Fill and Backfill of this report. The material should be placed as recommended in Section 6.9 Fill Placement and Compaction. If dry slabs are required (e.g., where adhesives are used to anchor carpet or tile to the slab or for other moisture-sensitive situations), a waterproof liner may be placed as a vapor barrier below the slab. The vapor barrier should be selected by the structural engineer and should be accounted for in the design floor section and mix design selection for the concrete, to accommodate the effect of the vapor barrier on concrete slab curing.

We estimate that concrete slabs constructed as recommended will settle less than 1 inch for slabs over native soils (no ground improvement required).

## **7.9. Seismic Design**

### **7.9.1. 2018 IBC Seismic Design Parameters**

Parameters provided in Table 3 are based on the conditions encountered during our subsurface exploration program and the procedure and requirements outlined in the 2018 IBC and the 2019 OSSC Chapters 1 and 18. Per American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8, a site specific response analysis is required for site class F sites, and a ground motion hazard analysis or site-specific response analysis is required to determine the design ground motions for structures on Site Class D and E sites with  $S_1$  greater than or equal to 0.2g. For this project, the site is classified as site class C; therefore, in our opinion the provisions of 11.4.8 are not applicable. The parameters listed on Table 3 may be used to determine the design ground motions if the

**TABLE 3. MAPPED 2018 IBC SEISMIC DESIGN PARAMETERS**

| Parameter  | Recommended Value <sup>1</sup> |
|--|--------------------------------|
| Site Class   | C                              |
| Mapped Spectral Response Acceleration at Short Period ( $S_s$ )    | 0.828 g                        |
| Mapped Spectral Response Acceleration at 1 Second Period ( $S_1$ ) | 0.415 g                        |
| Site Modified Peak Ground Acceleration ( $PGA_M$ )                 | 0.462 g                        |
| Site Amplification Factor at 0.2 second period ( $F_a$ )           | 1.2                            |
| Site Amplification Factor at 1.0 second period ( $F_v$ )           | 1.5                            |
| Design Spectral Acceleration at 0.2 second period ( $S_{DS}$ )     | 0.663 g                        |
| Design Spectral Acceleration at 1.0 second period ( $S_{D1}$ )     | .415 g                         |

Notes:

<sup>1</sup> Parameters developed based on Latitude 45.0935° and Longitude -123.389137° using the Applied Technology Council (ATC) Hazards online tool.

### 7.9.2. Liquefaction Potential

Liquefaction is a phenomenon caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles to near zero. The excessive buildup of pore water pressure results in the sudden loss of shear strength in a soil. Granular soil, which relies on interparticle friction for strength, is susceptible to liquefaction until the excess pore pressures can dissipate. Sand boils and flows observed at the ground surface after an earthquake are the result of excess pore pressures dissipating upwards, carrying soil particles with the draining water. In general, loose, saturated sand soil with low silt and clay contents is the most susceptible to liquefaction. Low plasticity, silty sand may be moderately susceptible to liquefaction under relatively higher levels of ground shaking.

As discussed in Section 3.3.2 of this report, groundwater was encountered during our explorations at approximately 30 feet bgs. The site soils below the groundwater table are expected to include dense to very dense gravel and sand, that is not considered susceptible to liquefaction for the design earthquake event. Therefore, it is our opinion that the risk for liquefaction at the site is very low.

### 7.9.3. Lateral Spreading Potential

Lateral spreading related to seismic activity typically involves lateral displacement of large, surficial blocks of non-liquefied soil when a layer of underlying soil loses strength during seismic shaking. Lateral spreading usually develops in areas where sloping ground or large grade changes (including retaining walls) are present. Based on our understanding of the subsurface conditions at the site, it is our opinion the risk of lateral spreading impacting the site is low.

## 7.10. Retaining Walls

### 7.10.1. Drainage

Positive drainage is imperative behind retaining structures. This can be accomplished by providing a drainage zone behind the wall consisting of free-draining material and perforated pipes to collect and dispose of the water. The drainage material should consist of Aggregate Base having less than 3 percent

passing the U.S. No. 200 sieve. The wall drainage zone should extend horizontally at least 18 inches from the back of the wall.

A perforated smooth-walled rigid drainpipe having a minimum diameter of 4 inches should be placed at the bottom of the drainage zone along the entire length of the wall, with the pipe invert at or below the base of the wall footing. The drainpipes should discharge to a tightline leading to an appropriate collection and disposal system. An adequate number of cleanouts should be incorporated into the design of the drains to provide access for regular maintenance. Roof downspouts, perimeter drains or other types of drainage systems should not be connected to retaining wall drain systems.

#### **7.10.2. Concrete Retaining Walls Design Parameters**

Retaining structures free to rotate slightly around the base should be designed for active earth pressures using an equivalent fluid unit weight (efp) of 40 pcf when the ground surface extends level behind the wall equal to a distance of at least twice the height of the wall, and 65 pcf for an inclined slope of 2H:1V above the wall. For lesser slopes between flat and 2H:1V, the efp can be linearly interpolated between the recommended values. The efp value is based on the following assumptions.

- The walls will not be restrained against rotation when the backfill is placed.
- Walls are 12 feet or less in total wall support height.
- The backfill within 2 feet of the wall consists of free-draining granular materials.
- Grades above the top of the walls are no steeper than a 2H:1V slope.
- Total wall heights are determined based on a level front slope from the base of the wall.
- Hydrostatic pressures do not develop, and drainage will be provided behind the wall.

Seismically induced lateral forces on permanent below-grade building walls can be calculated using a dynamic force equal to  $10.6H$  psf, where  $H$  is the wall height. This seismic force should be applied with the centroid located at  $0.6H$  from the wall base. These values assume that the wall is vertical and unrestrained and the backfill behind the wall is horizontal.

For site retaining walls, seismic lateral earth pressures should be computed as a part of retaining wall design using the Mononobe-Okabe equation or another method appropriate to the selected wall system.

Retaining walls, including foundation walls that are restrained against rotation during backfilling, should be designed for an at-rest equivalent fluid unit weight of 64 pcf when the ground surface extends level behind the wall equal to a distance of at least twice the height of the wall, and 96 pcf for an inclined slope of 2H:1V above the wall. For lesser slopes between flat and 2H:1V, the efp can be linearly interpolated between the recommended values.

Surcharge loads applied closer than one-half of the wall height should be considered as uniformly distributed horizontal pressures equal to one-third of the distributed vertical surcharge pressure. Footings for retaining walls should be designed as recommended for shallow foundations. Backfill should be placed and compacted as recommended for structural fill.

Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project vary from these assumptions.

We recommend that GeoEngineers be retained to review the retaining wall design to confirm that it meets the requirements in our report. The retaining wall designer should perform global stability analysis of the proposed wall.

## **8.0 PAVEMENT RECOMMENDATIONS**

Our pavement recommendations are based on the results of our field testing and analysis. The recommended pavement sections assume that final improvements surrounding the pavement will be designed and constructed such that stormwater or excess irrigation water from landscape areas does not infiltrate below the pavement section into the base rock materials.

Standards used for pavement design for asphalt pavement design and adapted for gravel section design by deleting the upper AC section are listed below:

- *Oregon Department of Transportation (ODOT) Pavement Design Guide (ODOT 2019)*
- *AASHTO Guide for Design of Pavement Structures (AASHTO 1993).*
- Supplement to AASHTO 93 Part II Rigid Pavement Design & Rigid Pavement Joint Design.

### **8.1. Drainage**

Long-term performance of pavements is influenced significantly by drainage conditions beneath the pavement section. Positive drainage can be accomplished by crowning the subgrade and establishing grades to promote drainage.

### **8.2. On-Site Asphalt Concrete (AC) Pavement Sections**

Pavement subgrades should be prepared in accordance with Section 6.2 of this report. Our pavement recommendations assume that traffic at the site will consist of occasional truck traffic and passenger cars. We do not have specific information on the frequency and type of vehicles that will use the area; however, we have based our design analysis on traffic loading consistent with heavy trucks to account for delivery- and service-type vehicles and passenger car traffic for the heavy-duty pavement sections, and passenger car traffic only for the light-duty pavement sections and the assumed equivalent single axle loads (ESALS) presented in Table 4.

Our pavement recommendations are based on the following assumptions:

- The on-site soil subgrade below proposed fill placed to raise site grades or below aggregate base sections has been prepared as described in Section 6.2 Subgrade Preparation and Evaluation of this report, and observations indicate that subgrade is in a firm and unyielding condition.
- A resilient modulus of 20,000 psi was estimated for base rock prepared and compacted as recommended.

- A resilient modulus of 4,500 psi was estimated for firm in-place soils or structural fill placed on firm native soils for the proposed parking lot and drive aisles.
- Initial and terminal serviceability indices of 4.2 and 2.0, respectively.
- Reliability and standard deviations of 75 percent and 0.45, respectively.
- Structural coefficients of 0.41 and 0.10 for the asphalt and base rock, respectively.
- A 20-year design life.

If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

The recommended minimum pavement sections are provided in Table 4. Pavement recommendations for “On-Site Local Roads” are for roadways within the development only.

An alternate pavement section using Aggregate Subbase material is provided below because it may be more applicable during wet-weather construction where a gravel haul road or working surface is needed to support construction traffic. Wet weather construction recommendations are provided in Section 6.0 of this report. The subbase material can be incorporated into the gravel working blankets and haul roads provided the material meets the minimum thickness in Table 4 and meets the specifications for Aggregate Subbase. Working blanket and haul road materials that pump excessively, or have excessive fines from construction traffic, should be removed and replaced with specified materials prior to constructing roadways over those areas.

**TABLE 4. MINIMUM ON-SITE PAVEMENT SECTION THICKNESS**

| Section   | Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Aggregate Subbase Thickness (inches) | Assumed Traffic Loading (Design Life ESAL's) |
|---|------------------------------------|---|--|--|
| Light Duty (general automobile parking areas)   | 2.5                                | 10  | -  | <10,000                                      |
|   | 2.5                                | 4   | 12   |  |
| Heavy Duty (drive aisles and heavy delivery areas, or City designated local cul-de-sac) | 3.5                                | 10  | -  | <50,000                                      |
|   | 3.5                                | 4   | 12   |  |

The recommended minimum pavement sections are provided in Table 4. Pavement recommendations for “On-Site Local Roads” are for roadways within the development only.

The aggregate base course should conform to Section 6.8.4 Aggregate Base of this report and be compacted to at least 95 percent of the maximum dry density (MDD) determined in accordance with AASHTO T-180/ASTM Test Method D 1557. The AC pavement should conform to Section 00745 of the most current edition of the *ODOT Standard Specifications for Highway Construction*. The Job Mix Formula should meet the requirements for a ½-inch Dense Graded Level 2 Mix. The AC should be PG 64-22 grade meeting the *ODOT Standard Specifications for Asphalt Materials*. AC pavement should be compacted to 92.0 percent at Maximum Theoretical Unit Weight (Rice Gravity) of AASHTO T-209.

If cement amendment is used during site development, as described in Section 6.0 of this report, it may be possible to reduce the amount of aggregate base for the pavement sections. This will depend on several factors, including the prevailing weather conditions, depth of amendment and condition of the subgrade after amendment. GeoEngineers can provide additional information for on-site pavement sections if cement amendment will be used during construction.

The recommended pavement sections assume that final improvements surrounding the pavement will be designed and constructed such that stormwater or excess irrigation water from landscape areas does not infiltrate below the pavement section into the crushed base.

**TABLE 5. PAVEMENT SECTION RECOMMENDATIONS WITH CEMENT AMENDED SUB-BASE**

| Section   | Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Cement Amended Subgrade Thickness (inches) |
|---|------------------------------------|---|--|
| Light Duty<br>(general automobile parking areas)      | 3.0                                | 4.0                                       | 12   |
| Heavy Duty<br>(drive aisles and heavy delivery areas) | 3.0                                | 4.0                                       | 12   |

Cement amendment may be used during site development, as described above, or to reduce the pavement section thickness. The exact design of the amount of cement to be used should be determined based on the condition of the subgrade at the time of construction and the prevailing weather conditions but should likely be between 3 and 6 percent. We recommend the minimum thickness of amendment be 12 inches. GeoEngineers can provide additional information regarding cement volumes at the time of construction. The minimum pavement sections, with a 12-inch-thick cement amended soil section, are provided in Table 5 above.

### 8.3. Front Street NE

#### 8.3.1. Existing Pavement Section

The existing pavement section thickness along Front Street NE was observed using ground penetrating radar (GPR) at locations GPR-1 through GPR-7 and with a cored location at boring location B-6 as shown on Figure 2. A summary of existing pavement section thickness at is presented in Table 6.

**TABLE 6. EXISTING PAVEMENT SECTION**

| Exploration Designation | Approximate Asphalt Concrete thickness (Inches) | Approximate Base Course Thickness (Inches) |
|-------------------------|---|--|
| GPR-1                   | 4   | 14   |
| GPR-2                   | 4   | 14   |
| B-6/GPR-3               | 6   | 12   |
| GPR-4                   | 6   | 12   |
| GPR-5                   | 8   | 22   |
| GPR-6                   | 6   | 12   |

| Exploration Designation | Approximate Asphalt Concrete thickness (Inches) | Approximate Base Course Thickness (Inches) |
|-------------------------|---|--|
| GPR-7                   | 8   | 24   |

### 8.3.2. Asphalt Concrete Pavement Design

Project development includes widening Front Street NE to accommodate increased traffic in the area from the proposed development. Widening the roadway will involve raising the current grade to match the existing roadway elevation. Fill placement to raise subgrade elevations and pavement subgrades should be prepared in accordance with Section 6.2 of this report.

AC pavement recommendations for the widening of Front Street NE are provided in Table 7. The recommended pavement sections are provided in Table 7. If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

Our pavement recommendations are based on the following assumptions and design parameters included in the *ODOT Pavement Design Guide*:

- The pavement subgrades, fill subgrades and site earthwork used to establish road grades below the Aggregate Subbase and Aggregate Base materials have been prepared as described in Section 6.0 of this report.
- A resilient modulus of 20,000 psi has been estimated for compacted Aggregate Base.
- A resilient modulus of 4,500 psi was estimated for subgrade prepared and compacted as recommended.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability and standard deviations of 90 percent and 0.49, respectively.
- Structural coefficients of 0.41 and 0.10 for the asphalt and base rock, respectively.
- A 25-year design life.
- Estimated traffic levels (4,000,000 ESAL's) based on City of Salem Administrative Rules Division 006 Default ESALS based on a Minor Arterial Classification.

**TABLE 7. MINIMUM PAVEMENT SECTIONS FOR FRONT STREET NE WIDENING**

| Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Aggregate Subbase Thickness (inches) |
|------------------------------------|---|--|
| 7.0                                | 21  | 0.0  |
| 7.0                                | 16  | 12.0   |

The aggregate base course should conform to Section 6.8.4 of this report and be compacted to at least 95 percent of the MDD determined in accordance with AASHTO T-180/ASTM Test Method D 1557.

The AC pavement should conform to Section 00745 of the most current edition of the *ODOT Standard Specifications for Highway Construction*. The Job Mix Formula should meet the requirements for a ½-inch Dense Graded Level 3 Mix. The AC should be PG 70-22 grade meeting the *ODOT Standard Specifications for Asphalt Materials*. AC pavement should be compacted to 92.0 percent at Maximum Theoretical Unit Weight (Rice Gravity) of AASHTO T-209.

**8.3.3. Portland Cement Concrete Pavement Design**

PCC pavement section recommendations for the widening of Front Street NE are provided in Table 8 and based on the assumptions below. If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

Our pavement recommendations are based on the following assumptions and design parameters included in the ODOT Pavement Design Guide and City of Salem Administrative Rules Section 006:

- The pavement subgrades, fill subgrades and site earthwork used to establish road grades below the Aggregate Subbase and Aggregate Base materials have been prepared as described in Section 6.0 of this report.
- A modulus of subgrade reaction (k) of 150 psi was estimated for subgrade prepared and compacted as recommended.
- A concrete rupture modulus of 600 psi was estimated based on a 28-day compressive strength of concrete equal to 4500 psi.
- A drainage coefficient of 0.9 was estimated for site silty soils.
- A joint load coefficient of 3.2 was estimated for PCC reinforced using plain dowel bars.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability and standard deviations of 90 percent and 0.49, respectively.
- A 50-year design life.
- Estimated traffic levels (4,000,000 ESAL’s) based on City of Salem Administrative Rules Division 006 Default ESALS based on a Minor Arterial Classification.

**TABLE 8. MINIMUM PCC PAVEMENT SECTIONS FOR FRONT STREET NE WIDENING**

| Minimum Portland Cement Concrete Thickness<br>(inches) | Minimum Leveling course Thickness<br>(inches) |
|--|---|
| 8.5  | 8   |

Joint spacing for PCC pavements should be designed in accordance with section 6.26(d) of the City of Salem Administrative Rules. Longitudinal spacing of joints should not exceed two times the slab thickness in feet up to a maximum distance of 15 feet.

The leveling course should conform to Section 6.8.5 Aggregate Leveling Coarse of this report and be compacted to at least 95 percent of the MDD determined in accordance with AASHTO T-180/ASTM Test Method D 1557.

## 9.0 DESIGN REVIEW AND CONSTRUCTION SERVICES

Recommendations provided in this report are based on the assumptions and preliminary design information stated herein. We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GeoEngineers should be retained to review the geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in this report.

Satisfactory foundation and earthwork performance depends to a large degree on quality of construction. Sufficient monitoring of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

We recommend that the geotechnical engineer of record be retained to observe construction at the site to confirm that subsurface conditions are consistent with the site explorations, and to confirm that the intent of project plans and specifications relating to earthwork, pavement and foundation construction are being met.

## 10.0 LIMITATIONS

We have prepared this report for the exclusive use of Future of Neighborhood Development, and their authorized agents and/or regulatory agencies for the proposed Salem Cannery 6-Story Mixed-use Development Project located along Front Street NE between Belmont Street NE and Shipping Street NE in Salem, Oregon.

This report is not intended for use by others, and the information contained herein is not applicable to other sites. No other party may rely on the product of our services unless we agree in advance and in writing to such reliance.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

Please refer to Appendix C, Report Limitations and Guidelines for Use for additional information pertaining to use of this report.

## 11.0 REFERENCES

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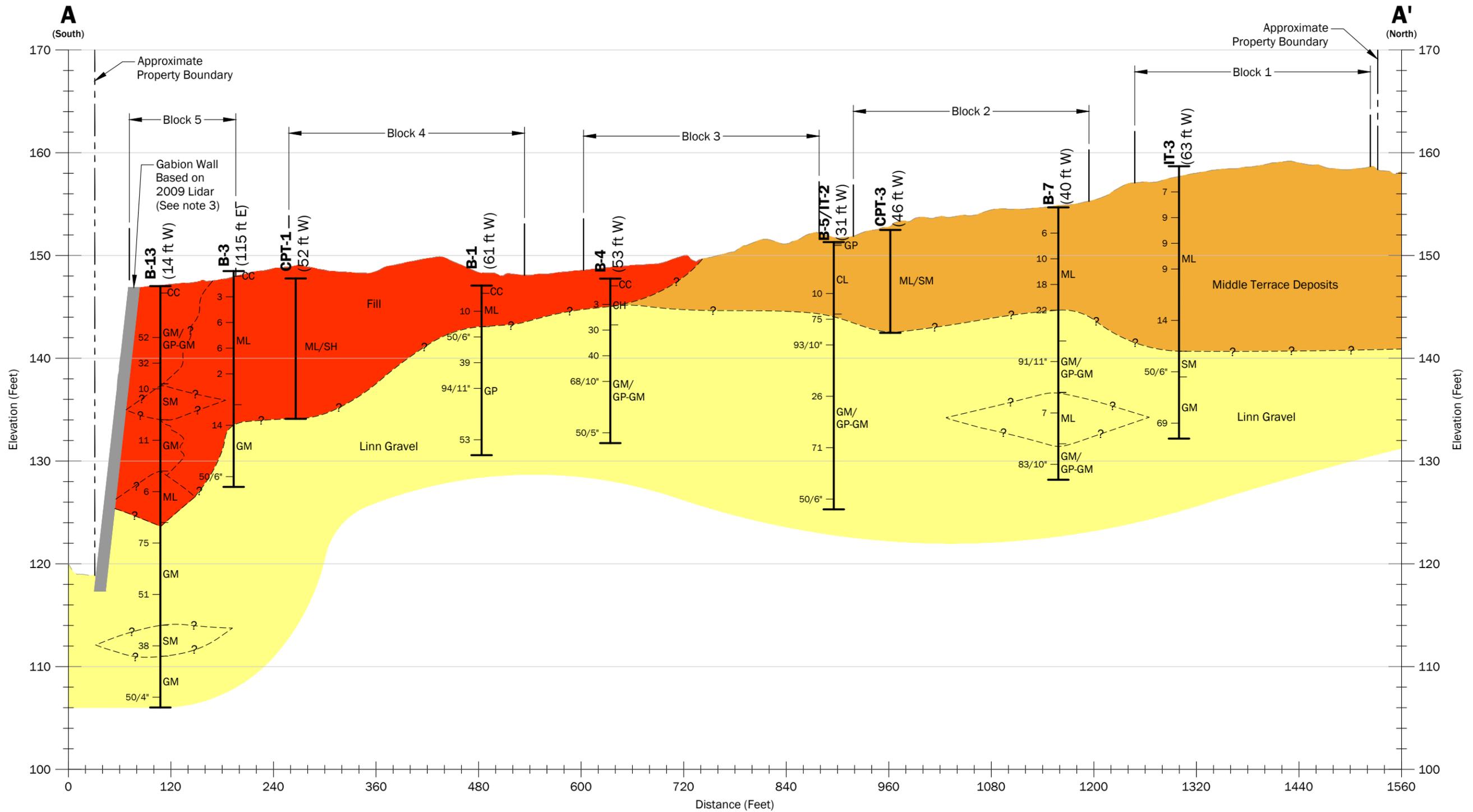
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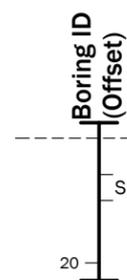


**Notes:**

1. The subsurface conditions shown are based on interpolation between widely spaced explorations and should be considered approximate; actual subsurface conditions may vary from those shown.
2. This figure is for informational purposes only. It is intended to assist in the identification of features discussed in a related document. Data were compiled from sources as listed in this figure. The data sources do not guarantee these data are accurate or complete. There may have been updates to the data since the publication of this figure. This figure is a copy of a master document. The hard copy is stored by GeoEngineers, Inc. and will serve as the official document of record.
3. Gabion wall failed between August 2022 and March 16, 2023 (Based on aerial photo review and site observation). Therefore the topography shown in the vicinity of the Gabion Wall is not accurate

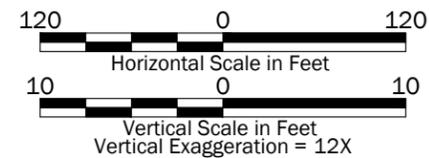
Data Source: Lidar from Oregon Department of Geology and Mineral Industries Lidar Data Quadrangle Series Collected in 2009.

Datum: NAVD 88, unless otherwise noted.



**Legend**

- Fill
- Middle Terrace Deposits
- Linn Gravel
- Boring
- Inferred Soil Contact
- Soil Classification
- Blow Count



**Cross Section A-A'**

Salem Cannery 6-story Mixed-use Development  
Salem, Oregon

**Figure 3**



**APPENDIX A**  
**Field Explorations and Laboratory Testing**

## **APPENDIX A**

### **FIELD EXPLORATIONS AND LABORATORY TESTING**

#### **Field Explorations**

Soil and groundwater conditions at the site were explored between February 20 and February 25, 2023, by completing 13 drilled borings (B-1 to B-13), 3 infiltration tests, 6 ground penetration radar (GPR) soundings and 4 cone penetration tests (CPT's) at the approximate locations shown on Figure 2, Site Plan. The drilled borings were advanced using a track-mounted drill rig owned and operated by Western States Soil Conservation Inc. and the CPT's were advanced using a truck-mounted rig owned and operated by Oregon Geotechnical Explorations.

The borings were continuously monitored by a qualified staff from our office who maintained detailed logs of subsurface explorations, visually classified the soil encountered and obtained representative soil samples from the borings. Representative soil samples were obtained from each boring at approximate 2½-foot-depth intervals using a 1-inch, inside-diameter, standard split spoon sampler. The samplers were driven into the soil using a 140-pound hammer, free-falling 30 inches on each blow. The number of blows required to drive the sampler each of three, 6-inch increments of penetration were recorded in the field. The sum of the blow counts for the last two, 6-inch increments of penetration is reported on the boring logs as the ASTM International (ASTM) Test Method D 1556 Standard Penetration Test (SPT) N-value.

Recovered soil samples were visually classified in the field in general accordance with ASTM D 2488 and the classification chart listed in Figure A-1, Key to Exploration Logs. Logs of the borings are presented in Figures A-2 through A-14, Logs of Drilled Borings. Logs of the CPTs are presented in Figures A-15 through A-18, Logs of CPT Soundings. The logs are based on interpretation of the field and laboratory data and indicate the depth at which subsurface materials, or their characteristics change, although these changes might actually be gradual.

#### **Laboratory Testing**

Soil samples obtained from the explorations were visually classified in the field and in our laboratory using the Unified Soil Classification System (USCS) and ASTM classification methods. ASTM Test Method D 2488 was used to visually classify the soil samples. A discussion relating to the laboratory tests performed is provided below.

#### **Moisture Content**

Moisture content tests were completed in general accordance with ASTM D 2216 for representative samples obtained from the explorations. The results of these tests are presented on the exploration logs in Appendix A at the depths at which the samples were obtained.

#### **Atterberg Limits Testing**

Atterberg limits testing was performed on selected fine-grained soil samples. The tests were used to classify the soil as well as to evaluate index properties. The liquid limit and the plastic limit were estimated through a procedure performed in general accordance with ASTM D 4318. The results of the Atterberg limits testing are summarized in Figure A-19, Atterberg Limits Test Results.

## SOIL CLASSIFICATION CHART

| MAJOR DIVISIONS      |                           |  | SYMBOLS |           | TYPICAL DESCRIPTIONS  |
|----------------------|---------------------------|--|---------|-----------|---|
|                      |                           |  | GRAPH   | LETTER    |   |
| COARSE GRAINED SOILS | GRAVEL AND GRAVELLY SOILS | CLEAN GRAVELS<br><small>(LITTLE OR NO FINES)</small>               |         | <b>GW</b> | WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES   |
|                      |                           | GRAVELS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small> |         | <b>GP</b> | POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES   |
|                      |                           | GRAVELS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small> |         | <b>GM</b> | SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES  |
|                      | SAND AND SANDY SOILS      | CLEAN SANDS<br><small>(LITTLE OR NO FINES)</small>                 |         | <b>SW</b> | WELL-GRADED SANDS, GRAVELLY SANDS   |
|                      |                           | SANDS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small>   |         | <b>SP</b> | POORLY-GRADED SANDS, GRAVELLY SAND  |
|                      |                           | SANDS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small>   |         | <b>SM</b> | SILTY SANDS, SAND - SILT MIXTURES   |
| FINE GRAINED SOILS   | SILTS AND CLAYS           | LIQUID LIMIT LESS THAN 50  |         | <b>ML</b> | INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY                                  |
|                      |                           | LIQUID LIMIT LESS THAN 50  |         | <b>CL</b> | INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS |
|                      |                           | LIQUID LIMIT LESS THAN 50  |         | <b>OL</b> | ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY   |
|                      | SILTS AND CLAYS           | LIQUID LIMIT GREATER THAN 50                                       |         | <b>MH</b> | INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS  |
|                      |                           | LIQUID LIMIT GREATER THAN 50                                       |         | <b>CH</b> | INORGANIC CLAYS OF HIGH PLASTICITY  |
|                      |                           | LIQUID LIMIT GREATER THAN 50                                       |         | <b>OH</b> | ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY  |
| HIGHLY ORGANIC SOILS |                           |  |         | <b>PT</b> | PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS   |

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

### Sampler Symbol Descriptions

|  |  |
|--|--|
|  | 2.4-inch I.D. split barrel / Dames & Moore (D&M) |
|  | Standard Penetration Test (SPT)                  |
|  | Shelby tube                                      |
|  | Piston   |
|  | Direct-Push                                      |
|  | Bulk or grab                                     |
|  | Continuous Coring                                |

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

## ADDITIONAL MATERIAL SYMBOLS

| SYMBOLS |            | TYPICAL DESCRIPTIONS        |
|---------|------------|-----------------------------|
| GRAPH   | LETTER     |                             |
|         | <b>AC</b>  | Asphalt Concrete            |
|         | <b>CC</b>  | Cement Concrete             |
|         | <b>CR</b>  | Crushed Rock/ Quarry Spalls |
|         | <b>SOD</b> | Sod/Forest Duff             |
|         | <b>TS</b>  | Topsoil                     |

### Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

### Graphic Log Contact



Distinct contact between soil strata



Approximate contact between soil strata

### Material Description Contact



Contact between geologic units



Contact between soil of the same geologic unit

### Laboratory / Field Tests

|      |   |
|------|---|
| %F   | Percent fines                                 |
| %G   | Percent gravel                                |
| AL   | Atterberg limits                              |
| CA   | Chemical analysis                             |
| CP   | Laboratory compaction test                    |
| CS   | Consolidation test                            |
| DD   | Dry density                                   |
| DS   | Direct shear                                  |
| HA   | Hydrometer analysis                           |
| MC   | Moisture content                              |
| MD   | Moisture content and dry density              |
| Mohs | Mohs hardness scale                           |
| OC   | Organic content                               |
| PM   | Permeability or hydraulic conductivity        |
| PI   | Plasticity index                              |
| PL   | Point load test                               |
| PP   | Pocket penetrometer                           |
| SA   | Sieve analysis                                |
| TX   | Triaxial compression                          |
| UC   | Unconfined compression                        |
| UU   | Unconsolidated undrained triaxial compression |
| VS   | Vane shear                                    |

### Sheen Classification

|    |                  |
|----|------------------|
| NS | No Visible Sheen |
| SS | Slight Sheen     |
| MS | Moderate Sheen   |
| HS | Heavy Sheen      |

## Key to Exploration Logs

|                                       |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |
|---------------------------------------|----------------|-----|-----------|------------------|-------------------------------------|-----------|-----|---|---------|---------|----------------------------------|-----------------|-------------------|
| Start Drilled                         | 2/20/2023      | End | 2/20/2023 | Total Depth (ft) | 16.5                                | Logged By | SLG | Checked By                                      |         | Driller | Western States Soil Conservation | Drilling Method | Hollow-stem Auger |
| Surface Elevation (ft) Vertical Datum | 147 NAVD88     |     |           | Hammer Data      | Autohammer 140 (lbs) / 30 (in) Drop |           |     | Drilling Equipment                              | CME 850 |         |                                  |                 |                   |
| Easting (X) Northing (Y)              | 7545339 479024 |     |           | System Datum     | OR State Plane NAD83 (feet)         |           |     | Groundwater not observed at time of exploration |         |         |                                  |                 |                   |
| Notes:                                |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA              |            |                  |                     | Graphic Log   | Group Classification   | MATERIAL DESCRIPTION | Moisture Content (%) | Fines Content (%) | REMARKS |
|------------------|--------------|-------------------------|------------|------------------|---------------------|---|--|----------------------|----------------------|-------------------|---------|
|                  |              | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |   |  |                      |                      |                   |         |
| 0                |              |                         |            |                  |                     | CC  | Approximately 9 inches cement concrete pavement                            |                      |                      |                   |         |
| 1.45             |              |                         |            |                  |                     | ML  | Dark brown silt with occasional gravel (stiff to very stiff, moist) (fill) | 19                   |                      |                   |         |
|                  | 6            | 10                      |            | 1 MC             |                     |   |  |                      |                      |                   |         |
| 5                |              |                         |            |                  | GP                  | Brown silty sandy gravel with sand interbeds (very dense, moist) (Linn gravels) |  |                      |                      |                   |         |
|                  | 6            | 50/6"                   |            | 2                |                     |   |  |                      |                      |                   |         |
| 1.40             |              |                         |            |                  |                     |   | Becomes dense  |                      |                      |                   |         |
|                  | 12           | 39                      |            | 3                |                     |   |  |                      |                      |                   |         |
| 10               |              |                         |            |                  |                     |   | Becomes very dense   |                      |                      |                   |         |
|                  | 12           | 94/11"                  |            | 4                |                     |   |  |                      |                      |                   |         |
| 1.35             |              |                         |            |                  |                     |   |  |                      |                      |                   |         |
|                  | 12           | 53                      |            | 5                |                     |   |  |                      |                      |                   |         |
| 15               |              |                         |            |                  |                     |   |  |                      |                      |                   |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-1



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/25/2023 | End<br>2/25/2023 | Total<br>Depth (ft) | 30.75           | Logged By<br>Checked By                | JLL | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 149<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545550<br>478991  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                      |         |
| 0                |              |                            |            |                  |                        | GM          | Gray-brown silty gravel with sand (loose, moist) (fill)                          |                         |                         |                      |         |
| 1.45             |              | 6                          | 4          |                  |                        |             |  |                         |                         |                      |         |
| 5                |              | 10                         | 44         |                  |                        | GP-GM       | Gray-brown gravel with silt and sand (dense, moist)                              |                         |                         |                      |         |
| 1.40             |              | 10                         | 7          |                  |                        | SM          | Gray-brown silty fine to medium sand with occasional gavel (loose, moist to wet) |                         |                         |                      |         |
| 10               |              | 14                         | 51         |                  |                        | GP-GM       | Brown gravel with silt and sand (dense, moist) (Linn gravels)                    |                         |                         |                      |         |
| 1.35             |              | 6                          | 50/6"      |                  |                        |             |  |                         |                         |                      |         |
| 1.30             |              | 6                          | 50/5"      |                  |                        |             |  |                         |                         |                      |         |
| 20               |              | 6                          | 50/5"      |                  |                        |             |  |                         |                         |                      |         |
| 1.25             |              | 9                          | 24         |                  |                        | GM          | Brown silty gravel with sand (medium dense, moist to wet)                        |                         |                         |                      |         |
| 25               |              | 9                          | 24         |                  |                        |             |  |                         |                         |                      |         |
| 1.20             |              | 6                          | 50/3"      |                  |                        | GP-GM       | Brown gravel with silt and sand (very dense, moist)                              |                         |                         |                      |         |
| 30               |              | 6                          | 50/3"      |                  |                        |             |  |                         |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-2



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-3  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |  |                         |   |         |                                     |                    |                   |
|--|--------------------|------------------|---------------------|--|-------------------------|---|---------|-------------------------------------|--------------------|-------------------|
| Drilled                                  | Start<br>2/20/2023 | End<br>2/20/2023 | Total<br>Depth (ft) | 21                                     | Logged By<br>Checked By | SLG   | Driller | Western States Soil<br>Conservation | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 148<br>NAVD88      |                  | Hammer<br>Data      | Autohammer<br>140 (lbs) / 30 (in) Drop |                         | Drilling<br>Equipment                           |         | CME 850                             |                    |                   |
| Easting (X)<br>Northing (Y)              | 7545397<br>478689  |                  | System<br>Datum     | OR State Plane<br>NAD83 (feet)         |                         | Groundwater not observed at time of exploration |         |                                     |                    |                   |
| Notes:                                   |                    |                  |                     |  |                         |   |         |                                     |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)  | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|-----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                       |         |
| 0                |              |                            |            |                  |                        | CC          | Approximately 6 inches cement concrete pavement                        |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | ML          | Brown silt (soft, moist) (fill)  |                         |                         |                       |         |
| 145              |              | 4                          | 3          |                  | 1                      |             |  | 31                      |                         | AL (LL = 38, PI = 18) |         |
|                  | 5            | 3                          | 6          |                  | 2                      |             | Becomes medium stiff   |                         |                         |                       |         |
| 140              |              | 6                          | 6          |                  | 3                      |             | Becomes dark brown   |                         |                         |                       |         |
|                  | 10           | 12                         | 2          |                  | 4                      | MC          | Becomes soft   | 28                      |                         |                       |         |
| 135              |              |                            |            |                  |                        |             |  |                         |                         |                       |         |
|                  | 15           | 12                         | 14         |                  | 5                      | GM          | Gray-brown silty gravel with sand (medium dense, moist) (Linn gravels) |                         |                         |                       |         |
| 130              |              |                            |            |                  |                        |             |  |                         |                         |                       |         |
|                  | 20           | 12                         | 50/6"      |                  | 6                      |             | Becomes very dense   |                         |                         |                       |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-4  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                   |                        |  |  |   |
|--|-------------------|------------------------|--|--|---|
| Start<br>Drilled 2/21/2023               | End<br>2/21/2023  | Total<br>Depth (ft) 16 | Logged By<br>Checked By SLG            | Driller<br>Western States Soil<br>Conservation | Drilling<br>Method Hollow-stem Auger            |
| Surface Elevation (ft)<br>Vertical Datum | 147<br>NAVD88     | Hammer<br>Data         | Autohammer<br>140 (lbs) / 30 (in) Drop |  | Drilling<br>Equipment CME 850                   |
| Easting (X)<br>Northing (Y)              | 7545401<br>479161 | System<br>Datum        | OR State Plane<br>NAD83 (feet)         |  | Groundwater not observed at time of exploration |
| Notes:                                   |                   |                        |  |  |   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Group<br>Classification | MATERIAL<br>DESCRIPTION  | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS               |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------------------|--|-------------------------|----------------------|-----------------------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |                         |  |                         |                      |                       |
| 0                |              |                            |            |                  |                        | CC                      | Approximately 8½ inches cement concrete pavement                       |                         |                      |                       |
| 1.45             |              |                            |            |                  |                        | CH                      | Dark brown clay (soft, moist) (fill)                                   |                         |                      |                       |
|                  |              | 8                          | 3          |                  | 1                      |                         |  | 38                      |                      | AL (LL = 54, PI = 31) |
|                  |              | 6                          | 30         |                  | 2                      | GM                      | Brown silty sandy gravel (medium dense to dense, moist) (Linn gravels) |                         |                      |                       |
| 5                |              | 6                          | 40         |                  | 3                      |                         | Becomes dense  |                         |                      |                       |
| 10               |              | 6                          | 68/10"     |                  | 4                      |                         | Becomes gray, very dense, moist to wet                                 |                         |                      |                       |
| 15               |              | 6                          | 50/5"      |                  | 5                      |                         |  |                         |                      |                       |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-4



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-5  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |  |                         |   |         |                                     |                    |                   |
|--|--------------------|------------------|---------------------|--|-------------------------|---|---------|-------------------------------------|--------------------|-------------------|
| Drilled                                  | Start<br>2/21/2023 | End<br>2/21/2023 | Total<br>Depth (ft) | 26                                     | Logged By<br>Checked By | SLG   | Driller | Western States Soil<br>Conservation | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 151<br>NAVD88      |                  | Hammer<br>Data      | Autohammer<br>140 (lbs) / 30 (in) Drop |                         | Drilling<br>Equipment                           |         | CME 850                             |                    |                   |
| Easting (X)<br>Northing (Y)              | 7545517<br>479397  |                  | System<br>Datum     | OR State Plane<br>NAD83 (feet)         |                         | Groundwater not observed at time of exploration |         |                                     |                    |                   |
| Notes:                                   |                    |                  |                     |  |                         |   |         |                                     |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)  | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|-----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                       |         |
| 150              | 0            |                            |            |                  |                        | AC          | Approximately 2 inches asphalt concrete pavement                   |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | GP          | Approximately 3 inches base course                                 |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | CL          | Brown clay (stiff, moist) (Middle Terrace deposits)                |                         |                         |                       |         |
| 145              | 5            | 18                         | 10         |                  | 1                      | AL          |  | 35                      |                         | AL (LL = 37, PI = 15) |         |
|                  |              | 12                         | 75         |                  | 2                      | GM          | Brown silty sandy gravel (very dense, moist to wet) (Linn gravels) |                         |                         |                       |         |
| 140              | 10           | 12                         | 93/10"     |                  | 3                      |             |  |                         |                         |                       |         |
| 135              | 15           | 16                         | 26         |                  | 4                      |             | Becomes medium dense   |                         |                         |                       |         |
| 130              | 20           | 8                          | 71         |                  | 5                      |             | Becomes very dense   |                         |                         |                       |         |
| 125              | 25           | 8                          | 50/6"      |                  | 6                      |             |  |                         |                         |                       |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-5/IT-2



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-6  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |  |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|--|--------------------|-------------------|
| Drilled                                  | Start<br>2/28/2023 | End<br>2/28/2023 | Total<br>Depth (ft) | 31.5            | Logged By<br>Checked By                | JLL | Driller | Western States Soil<br>Conservation            | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 152<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                          | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545693<br>479327  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | See "Remarks" section for groundwater observed |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |  |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification   | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS  |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|---|-------------------------|-------------------------|----------------------|--|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |   |                         |                         |                      |  |
| 0                |              |                            |            |                  |                        | AC          | Approximately 6 inches asphalt concrete pavement                            |                         |                         |                      |  |
| 1.50             |              |                            |            |                  |                        | GP          | Approximately 12 inches base course   |                         |                         |                      |  |
|                  |              |                            |            |                  |                        | ML          | Gray silt with trace sand and mica (stiff, moist) (Middle Terrace Deposits) |                         |                         |                      |  |
| 5                |              | 16                         | 12         |                  | 1                      |             |   |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 14.5             |              | 16                         | 14         |                  | 2                      |             |   |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 10               |              | 9                          | 50/5"      |                  | 3                      | GM          | Gray-brown silty gravel with sand (very dense, moist) (Linn gravels)        |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 14.0             |              | 12                         | 77         |                  | 4                      | GP-GM       | Gray-brown gravel with silt and sand (very dense, moist)                    |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 15               |              | 6                          | 50/3"      |                  | 5                      |             |   |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 13.5             |              |                            | 50/3"      |                  | 6                      |             |   |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 20               |              | 10                         | 52         |                  | 7                      | GM          | Brown silty gravel with sand (very dense, moist to wet)                     |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 13.0             |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 25               |              | 10                         | 50/5"      |                  | 8                      | GP-GM       | Brown gravel with silt and sand (very dense, moist)                         |                         |                         |                      |  |
|                  |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 12.5             |              |                            |            |                  |                        |             |   |                         |                         |                      |  |
| 30               |              | 12                         | 50         |                  | 9                      |             | Becomes wet   |                         |                         |                      | Groundwater observed at approximately 30½ feet during drilling |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-6/GPR-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB\_GEO TECH\_STANDARD\_%F\_NO\_GW



|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2002 | Total<br>Depth (ft) | 25.75           | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 156<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545766<br>479691  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION  | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|--|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |  |                         |                      |         |
| 155              | 0            |                            |            |                  |                        |             | ML                      | Brown with rust mottling silt (stiff, moist) (Middle Terrace deposits) |                         |                      |         |
|                  |              | 18                         | 10         |                  | 1                      |             |                         |  | 27                      |                      |         |
|                  | 5            | 18                         | 16         |                  | 2                      |             |                         | Becomes very stiff   |                         |                      |         |
| 150              |              | 18                         | 11         |                  | 3                      |             |                         | Becomes stiff  |                         |                      |         |
|                  | 10           | 18                         | 12         |                  | 4                      |             |                         |  | 28                      |                      |         |
| 145              |              | 18                         | 12         |                  | 4                      |             |                         |  |                         |                      |         |
|                  | 15           | 12                         | 34         |                  | 5                      |             | SP                      | Brown fine to medium sand with occasional gravel (dense, moist)        |                         |                      |         |
| 140              |              | 12                         | 34         |                  | 5                      |             |                         |  |                         |                      |         |
|                  | 20           | 6                          | 50/3"      |                  | 6                      |             | GM                      | Brown silty gravel with sand (very dense, moist) (Linn gravels)        |                         |                      |         |
| 135              |              | 6                          | 50/3"      |                  | 6                      |             |                         |  |                         |                      |         |
|                  | 25           | 6                          | 50/3"      |                  | 7                      |             |                         |  |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-8



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-9  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|                                       |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |
|---------------------------------------|----------------|-----|-----------|------------------|-------------------------------------|-----------|-----|---|---------|---------|----------------------------------|-----------------|-------------------|
| Start Drilled                         | 2/20/2023      | End | 2/20/2023 | Total Depth (ft) | 21.5                                | Logged By | SLG | Checked By                                      |         | Driller | Western States Soil Conservation | Drilling Method | Hollow-stem Auger |
| Surface Elevation (ft) Vertical Datum | 153 NAVD88     |     |           | Hammer Data      | Autohammer 140 (lbs) / 30 (in) Drop |           |     | Drilling Equipment                              | CME 850 |         |                                  |                 |                   |
| Easting (X) Northing (Y)              | 7545697 479408 |     |           | System Datum     | OR State Plane NAD83 (feet)         |           |     | Groundwater not observed at time of exploration |         |         |                                  |                 |                   |
| Notes:                                |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA              |            |                  |                     | Graphic Log | Group Classification   | MATERIAL DESCRIPTION | Moisture Content (%) | Fines Content (%) | REMARKS |
|------------------|--------------|-------------------------|------------|------------------|---------------------|-------------|--|----------------------|----------------------|-------------------|---------|
|                  |              | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |             |  |                      |                      |                   |         |
| 0                |              |                         |            |                  |                     | AC          | Approximately 2 inches asphalt concrete pavement                             |                      |                      |                   |         |
|                  |              |                         |            |                  |                     | GP          | Approximately 3 inches base course   |                      |                      |                   |         |
| 1.50             |              | 14                      | 9          |                  | 1                   | ML          | Dark brown silt (stiff, moist) (Middle Terrace deposits)                     | 35                   |                      |                   |         |
|                  | 5            | 18                      | 8          |                  | 2                   |             | Becomes medium stiff   |                      |                      |                   |         |
| 1.45             |              | 18                      | 46         |                  | 3                   |             |  |                      |                      |                   |         |
|                  |              |                         |            |                  | 4                   | GM          | Brown silty gravel with sand (dense, moist) (Linn gravels)                   |                      |                      |                   |         |
| 1.40             | 10           | 18                      | 63         |                  | 5                   |             |  |                      |                      |                   |         |
|                  |              |                         |            |                  |                     | SM/ML       | Dark brown silty fine sand to sandy silt (medium dense to very stiff, moist) |                      |                      |                   |         |
| 1.35             | 15           | 18                      | 16         |                  | 6                   |             |  |                      |                      |                   |         |
|                  |              |                         |            |                  | 7                   | GM          | Brown silty gravel with sand (medium dense, moist)                           |                      |                      |                   |         |
|                  | 20           | 12                      | 43         |                  | 8                   |             | Becomes dense  |                      |                      |                   |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-9



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-10  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEO TECH\_STANDARD\_%F\_No\_GW

|  |                   |                          |  |  |   |
|--|-------------------|--------------------------|--|--|---|
| Start<br>Drilled 2/22/2002               | End<br>2/22/2002  | Total<br>Depth (ft) 26.5 | Logged By<br>Checked By SLG            | Driller<br>Western States Soil<br>Conservation | Drilling<br>Method Hollow-stem Auger            |
| Surface Elevation (ft)<br>Vertical Datum | 159<br>NAVD88     | Hammer<br>Data           | Autohammer<br>140 (lbs) / 30 (in) Drop |  | Drilling<br>Equipment CME 850                   |
| Easting (X)<br>Northing (Y)              | 7545652<br>479807 | System<br>Datum          | OR State Plane<br>NAD83 (feet)         |  | Groundwater not observed at time of exploration |
| Notes:                                   |                   |                          |  |  |   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION   | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|---|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |   |                         |                      |         |
| 0                |              |                            |            |                  |                        |             | ML                      | Brown with rust colored mottling silt (medium stiff, moist) (Middle Terrace deposits) |                         |                      |         |
| 1.55             |              | 18                         | 7          |                  | 1<br>MC                |             |                         |   | 29                      |                      |         |
| 5                |              | 18                         | 9          |                  | 2                      |             |                         | Becomes stiff   |                         |                      |         |
| 150              |              | 18                         | 9          |                  | 3                      |             |                         |   |                         |                      |         |
| 10               |              | 18                         | 9          |                  | 4<br>MC                |             |                         |   | 33                      |                      |         |
| 145              |              | 18                         | 14         |                  | 5                      |             |                         |   |                         |                      |         |
| 140              |              | 12                         | 50/6"      |                  | 6<br>7                 |             | SM                      | Brown silty fine to medium sand (dense, moist)  |                         |                      |         |
| 135              |              | 12                         | 69         |                  | 8                      |             | GM                      | Brown silty gravel with sand (very dense, moist) (Linn gravels)                       |                         |                      |         |
| 25               |              | 12                         | 69         |                  | 8                      |             |                         |   |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-10/IT-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.gpj DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2002 | Total<br>Depth (ft) | 26              | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 159<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545700<br>479947  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION   | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|---|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |   |                         |                      |         |
| 0                |              |                            |            |                  |                        |             | ML                      | Brown with rust colored mottling silt (stiff, moist)<br>(Middle Terrace deposits) |                         |                      |         |
| 1.55             |              | 18                         | 10         |                  | 1<br>MC                |             |                         |   | 28                      |                      |         |
| 5                |              | 18                         | 9          |                  | 2<br>MC                |             |                         |   | 29                      |                      |         |
| 1.50             |              | 18                         | 11         |                  | 3                      |             |                         |   |                         |                      |         |
| 10               |              | 18                         | 11         |                  | 4<br>MC                |             |                         |   | 33                      |                      |         |
| 1.45             |              | 18                         | 30         |                  | 5                      |             |                         | Becomes hard  |                         |                      |         |
| 1.40             |              |                            |            |                  |                        |             | SM                      | Brown silty fine to medium sand (dense, moist) (Linn<br>gravels)                  |                         |                      |         |
|                  |              |                            |            |                  |                        |             | GM                      | Brown silty gravel with sand (very dense, moist)                                  |                         |                      |         |
| 20               |              | 12                         | 60         |                  | 6                      |             |                         |   |                         |                      |         |
| 1.35             |              | 6                          | 50/4"      |                  | 7                      |             |                         |   |                         |                      |         |
| 25               |              |                            |            |                  |                        |             |                         |   |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-11



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-12  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2023 | Total<br>Depth (ft) | 26.5            | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 156<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545863<br>479902  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification   | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|---|-------------------------|-------------------------|----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |   |                         |                         |                      |         |
| 155              | 0            |                            |            |                  |                        | ML          | Brown with rust colored mottling silt (soft, moist)<br>(Middle Terrace deposits)                        |                         |                         |                      |         |
|                  | 12           | 12                         | 3          |                  | 1                      |             |   | 29                      |                         |                      |         |
|                  | 18           | 18                         | 10         |                  | 2                      |             | Becomes stiff   |                         |                         |                      |         |
| 150              | 18           | 18                         | 6          |                  | 3                      | MC          | Becomes medium stiff  | 33                      |                         |                      |         |
|                  | 18           | 18                         | 15         |                  | 4                      |             | Becomes stiff   |                         |                         |                      |         |
| 145              | 18           | 18                         | 18         |                  | 5                      |             | With occasional silty fine sand interbedded<br>approximately 2 to 3 inches thick, becomes very<br>stiff |                         |                         |                      |         |
| 140              | 18           | 18                         | 41         |                  | 6<br>7                 | GM          | Brown silty gravel with sand (dense, moist) (Linn<br>gravels)   |                         |                         |                      |         |
| 135              | 12           | 12                         | 85         |                  | 7                      |             | Becomes very dense  |                         |                         |                      |         |
| 130              | 12           | 12                         |            |                  |                        |             |   |                         |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-12



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|                                       |                |     |           |                  |                                     |           |     |  |         |         |                                  |                 |                   |
|---------------------------------------|----------------|-----|-----------|------------------|-------------------------------------|-----------|-----|--|---------|---------|----------------------------------|-----------------|-------------------|
| Start Drilled                         | 2/21/2023      | End | 2/21/2023 | Total Depth (ft) | 41                                  | Logged By | SLG | Checked By                                     |         | Driller | Western States Soil Conservation | Drilling Method | Hollow-stem Auger |
| Surface Elevation (ft) Vertical Datum | 147 NAVD88     |     |           | Hammer Data      | Autohammer 140 (lbs) / 30 (in) Drop |           |     | Drilling Equipment                             | CME 850 |         |                                  |                 |                   |
| Easting (X) Northing (Y)              | 7545245 478657 |     |           | System Datum     | OR State Plane NAD83 (feet)         |           |     | See "Remarks" section for groundwater observed |         |         |                                  |                 |                   |
| Notes:                                |                |     |           |                  |                                     |           |     |  |         |         |                                  |                 |                   |

| Elevation (feet) | FIELD DATA   |                         |            |                  |                     | Graphic Log | Group Classification  | MATERIAL DESCRIPTION | Moisture Content (%) | Fines Content (%) | REMARKS   |
|------------------|--------------|-------------------------|------------|------------------|---------------------|-------------|---|----------------------|----------------------|-------------------|---|
|                  | Depth (feet) | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |             |   |                      |                      |                   |   |
| 0                |              |                         |            |                  |                     | CC          | Approximately 7 inches cement concrete pavement                 |                      |                      |                   |   |
| 1.45             |              |                         |            |                  |                     | GM          | Brown silty gravel (very dense, moist) (fill)                   |                      |                      |                   |   |
| 5                | 12           | 52                      |            | 1                |                     |             |   |                      |                      |                   |   |
| 1.40             | 8            | 32                      |            | 2                |                     |             | Becomes dense   |                      |                      |                   |   |
| 10               | 3            | 10                      |            | 3                |                     | SM          | Brown silty sand with gravel (loose to medium dense, moist)     |                      |                      |                   |   |
| 1.35             |              |                         |            |                  |                     | GM          | Brown silty gravel with sand (medium dense, moist)              |                      |                      |                   |   |
| 15               | 6            | 11                      |            | 4                |                     |             |   |                      |                      |                   |   |
| 1.30             |              |                         |            |                  |                     | ML          | Brown silt with occasional gravel (soft, moist)                 |                      |                      |                   |   |
| 20               | 18           | 6                       |            | 5                |                     |             |   |                      |                      |                   |   |
| 1.25             |              |                         |            |                  |                     |             | Becomes gray to black with occasional organic matter            |                      |                      |                   |   |
| 25               | 12           | 75                      |            | 7                |                     | GM          | Brown silty gravel with sand (very dense, moist) (Linn gravels) |                      |                      |                   |   |
| 1.20             |              |                         |            |                  |                     |             |   |                      |                      |                   |   |
| 30               | 6            | 51                      |            | 8                |                     |             | Becomes wet   |                      |                      |                   | Groundwater observed at approximately 30 feet during drilling |
| 1.15             |              |                         |            |                  |                     | SM          | Gray silty fine to medium sand with trace gravel (dense, wet)   |                      |                      |                   |   |
| 35               |              |                         |            |                  |                     |             |   |                      |                      |                   |   |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-13/IT-1



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBR\_GEOTECH\_STANDARD\_%F\_NO\_GW

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.gpj DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEOTECH\_STANDARD\_%F\_NO\_GW

| Elevation (feet) | FIELD DATA   |                         |            |                  |                     | Graphic Log | Group Classification                      | MATERIAL DESCRIPTION | Moisture Content (%) | Fines Content (%) | REMARKS |
|------------------|--------------|-------------------------|------------|------------------|---------------------|-------------|---|----------------------|----------------------|-------------------|---------|
|                  | Depth (feet) | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |             |   |                      |                      |                   |         |
| 38               | 18           | 38                      |            | 9                |                     | GM          | Brown silty gravel with sand (dense, wet) |                      |                      |                   |         |
| 40               | 4            | 50/4"                   |            | 11               |                     |             | Becomes very dense                        |                      |                      |                   |         |

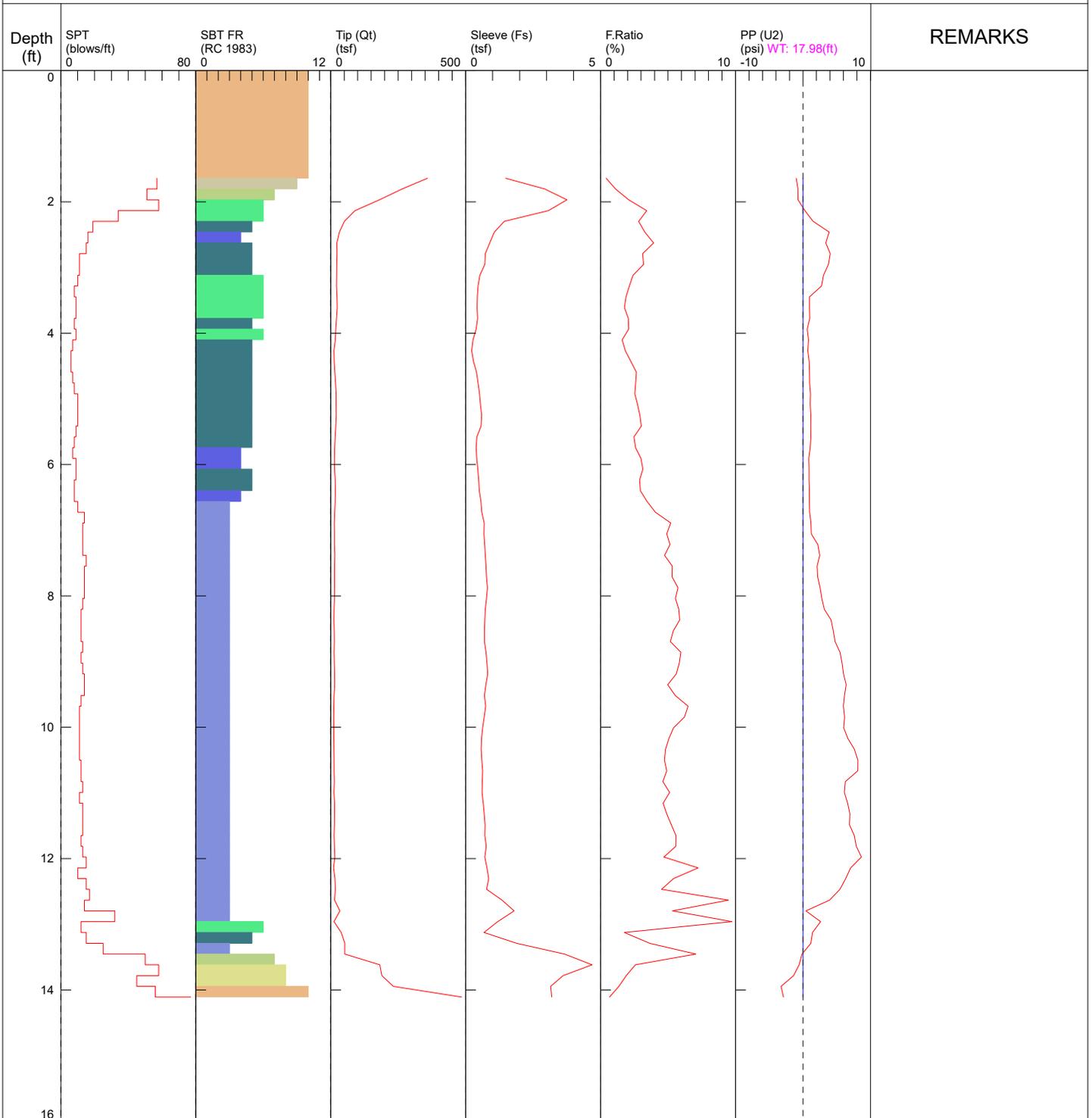
**Log of Boring B-13/IT-1 (continued)**



Project: Salem Cannery 6 Story Mixed-use Development  
 Project Location: Salem, Oregon  
 Project Number: 26595-001-00

# GeoEngineers / CPT-1 / 1105 Front St NE Salem

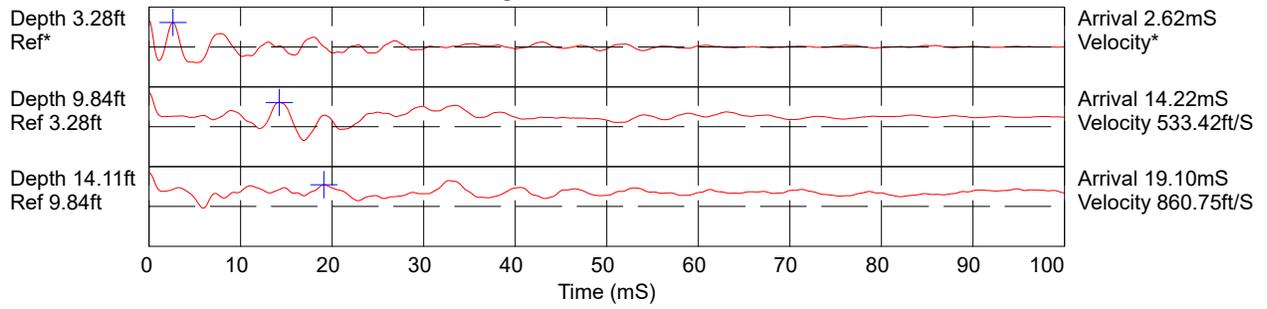
OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 10:44:59 AM  
 TOTAL DEPTH: 14.108 ft



- |   |  |  |  |
|---|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkgreen;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|--|--|

\*SBT/SPT CORRELATION: UBC-1983

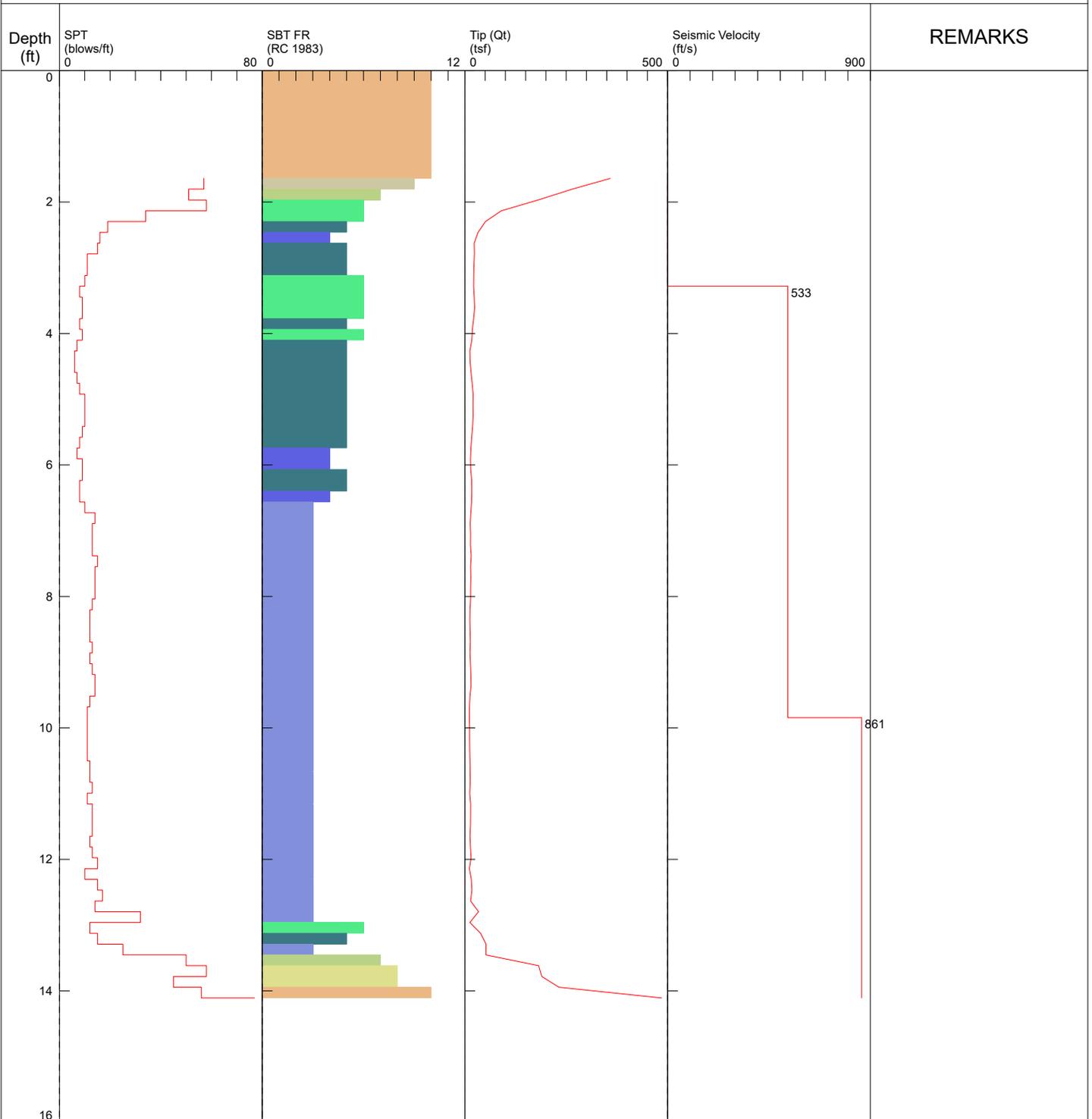
COMMENT: GeoEngineers / CPT-1 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-1 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 10:44:59 AM  
 TOTAL DEPTH: 14.108 ft

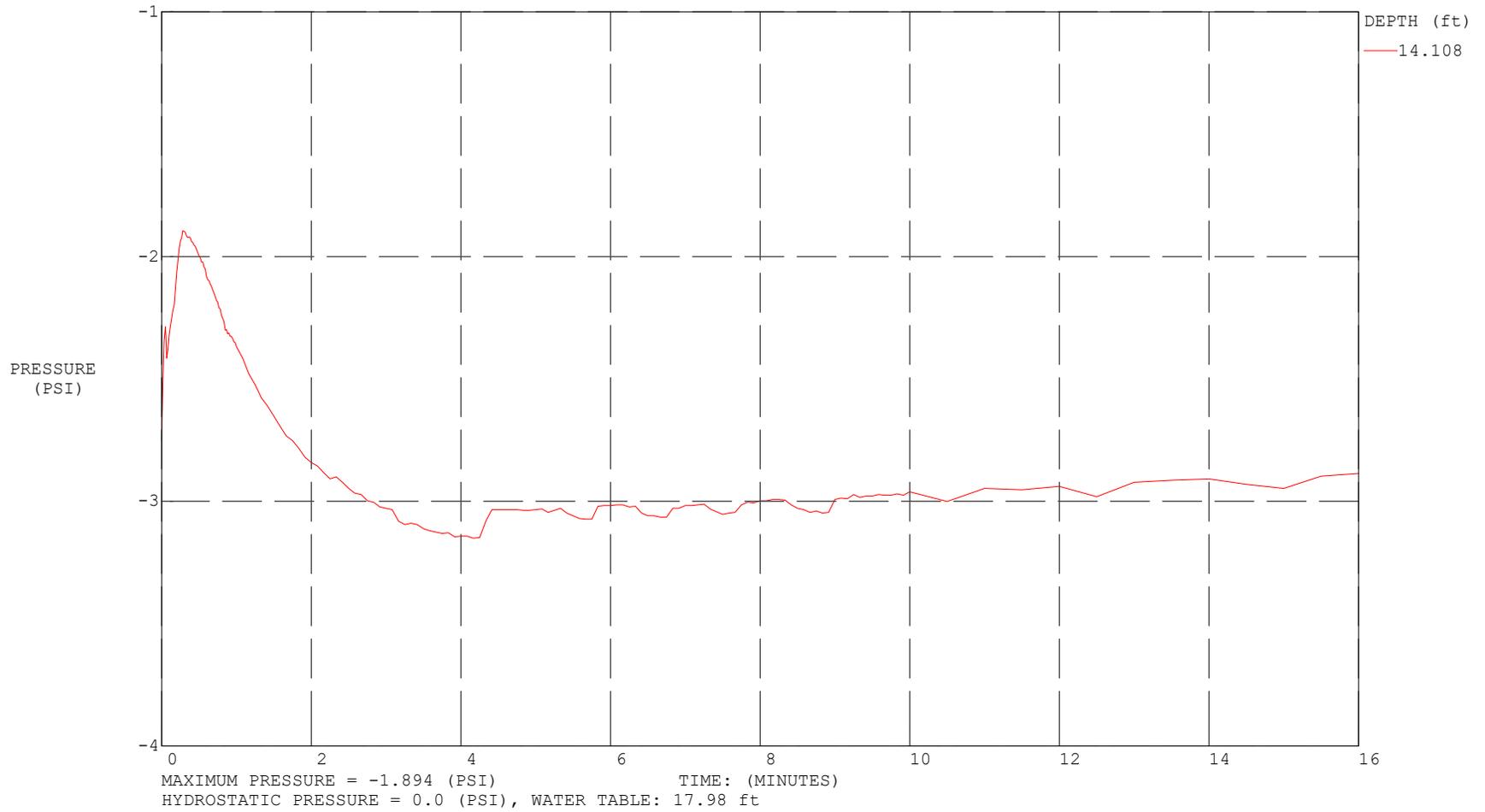


- |   |  |  |  |
|---|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkgreen;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|--|--|

\*SBT/SPT CORRELATION: UBC-1983

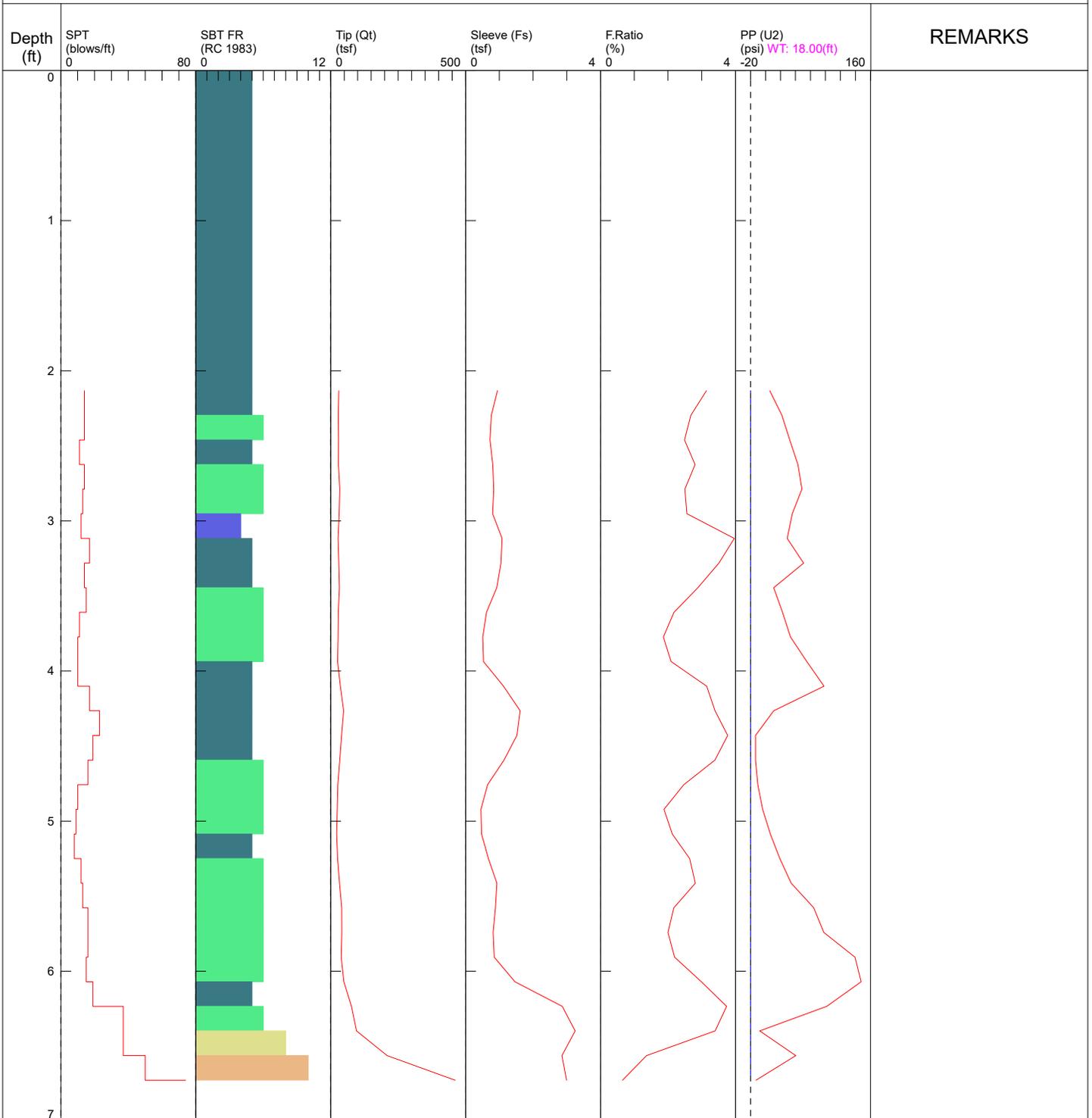
COMMENT: GeoEngineers / CPT-1 / 1105 Front St NE Salem

CONE ID: DDG1296  
TEST DATE: 2/25/2023 10:44:59 AM



# GeoEngineers / CPT-2 / 1105 Front St NE Salem

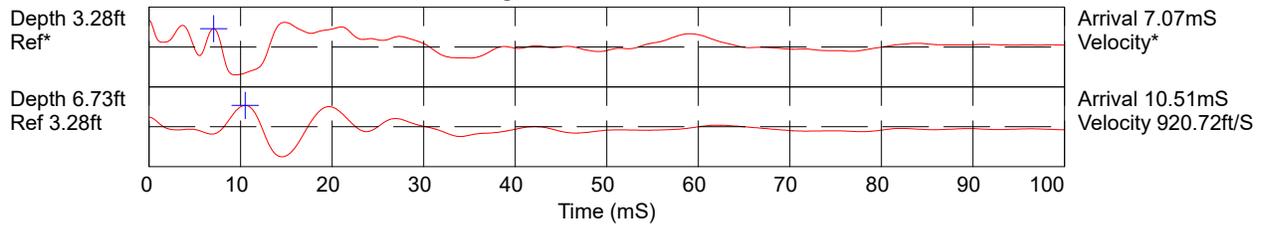
OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 9:52:27 AM  
 TOTAL DEPTH: 6.726 ft



- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|---|--|--|

\*SBT/SPT CORRELATION: UBC-1983

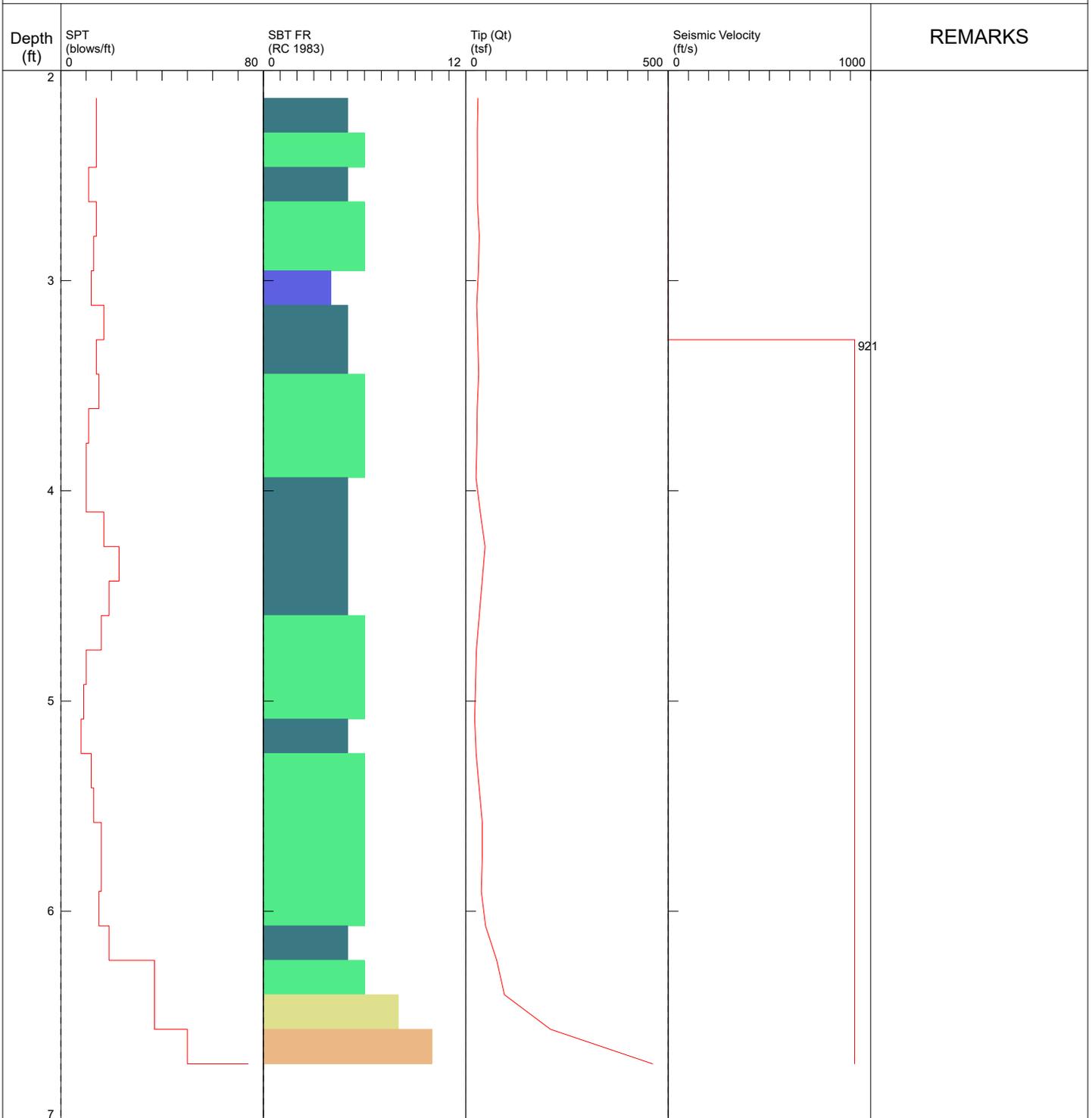
COMMENT: GeoEngineers / CPT-2 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-2 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 9:52:27 AM  
 TOTAL DEPTH: 6.726 ft

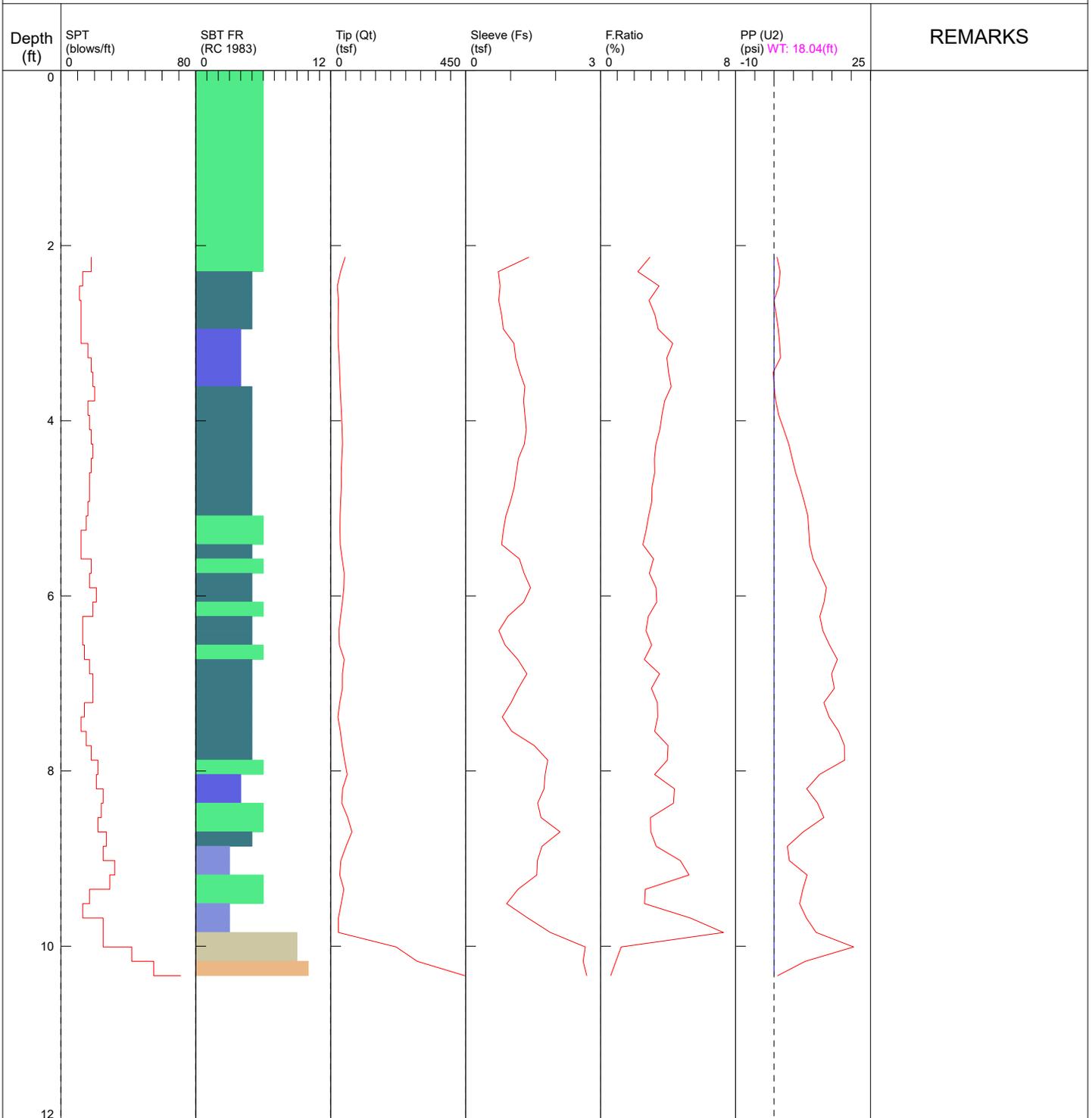


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|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|---|--|--|

\*SBT/SPT CORRELATION: UBC-1983

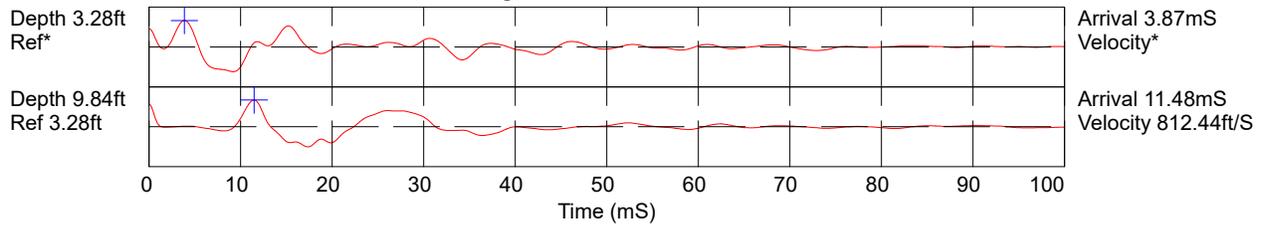
# GeoEngineers / CPT-3 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 12:10:55 PM  
 TOTAL DEPTH: 10.335 ft



- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: tan;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|---|--|--|
- \*SBT/SPT CORRELATION: UBC-1983

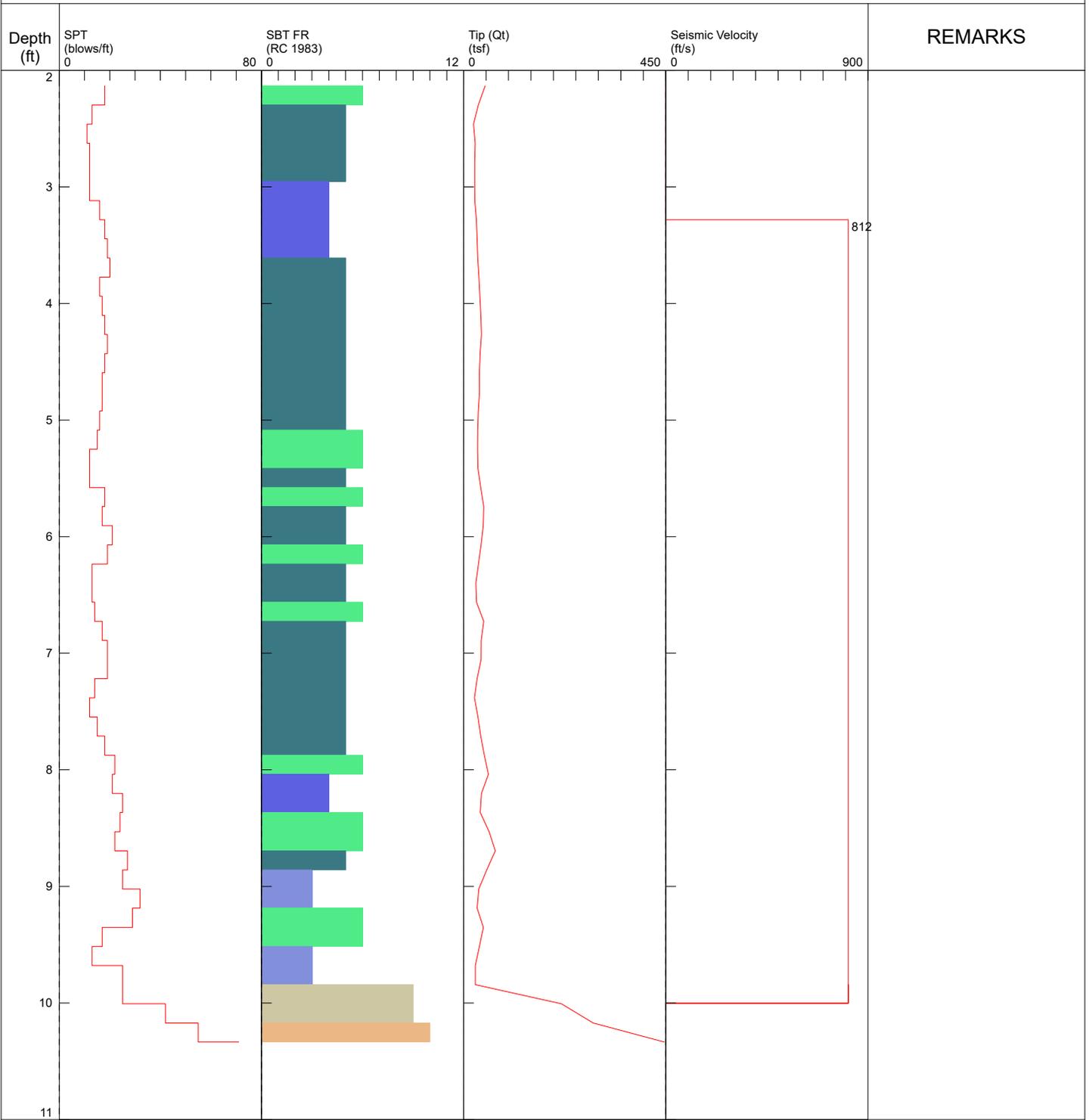
COMMENT: GeoEngineers / CPT-3 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-3 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 12:10:55 PM  
 TOTAL DEPTH: 10.335 ft

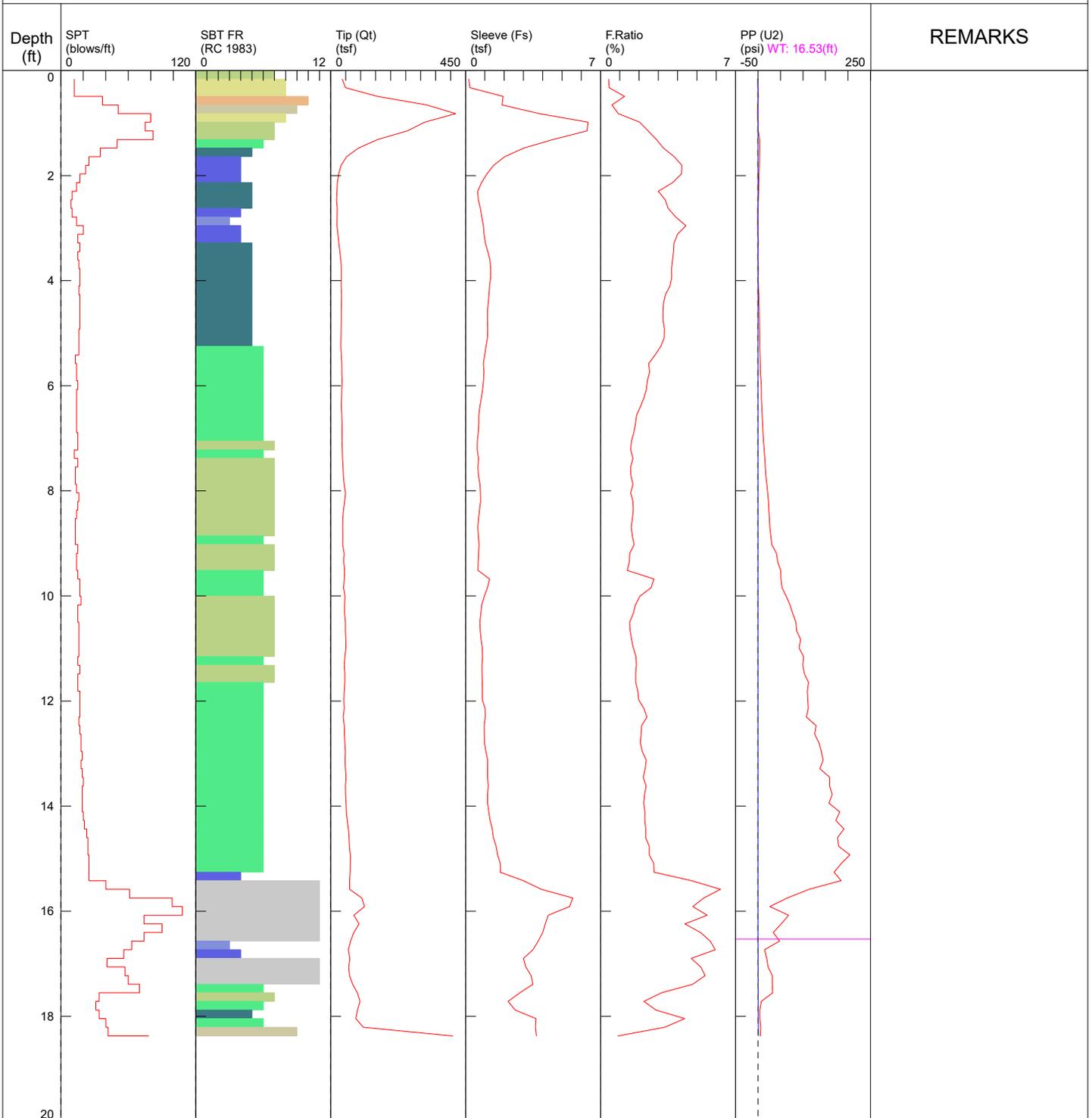


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|---|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> 4 silty clay to clay</li> <li><span style="color: darkgreen;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|--|--|

\*SBT/SPT CORRELATION: UBC-1983

# GeoEngineers / CPT-4 / 1105 Front St NE Salem

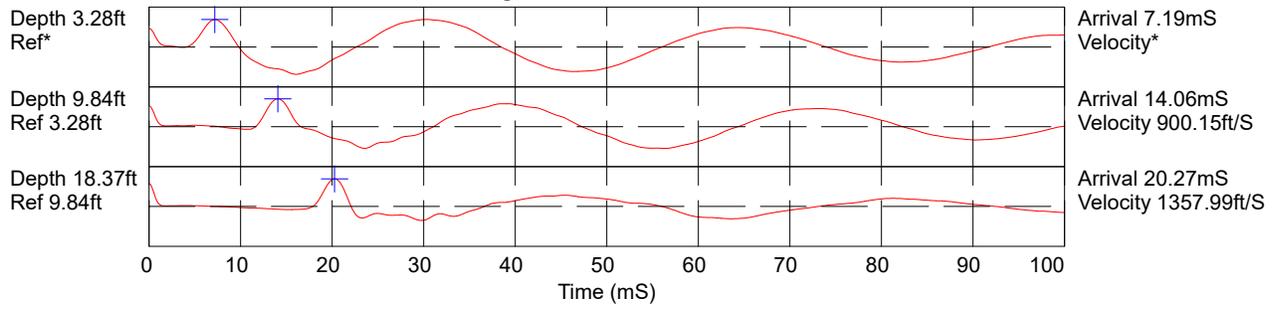
OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 12:41:11 PM  
 TOTAL DEPTH: 18.373 ft



- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|---|--|--|

\*SBT/SPT CORRELATION: UBC-1983

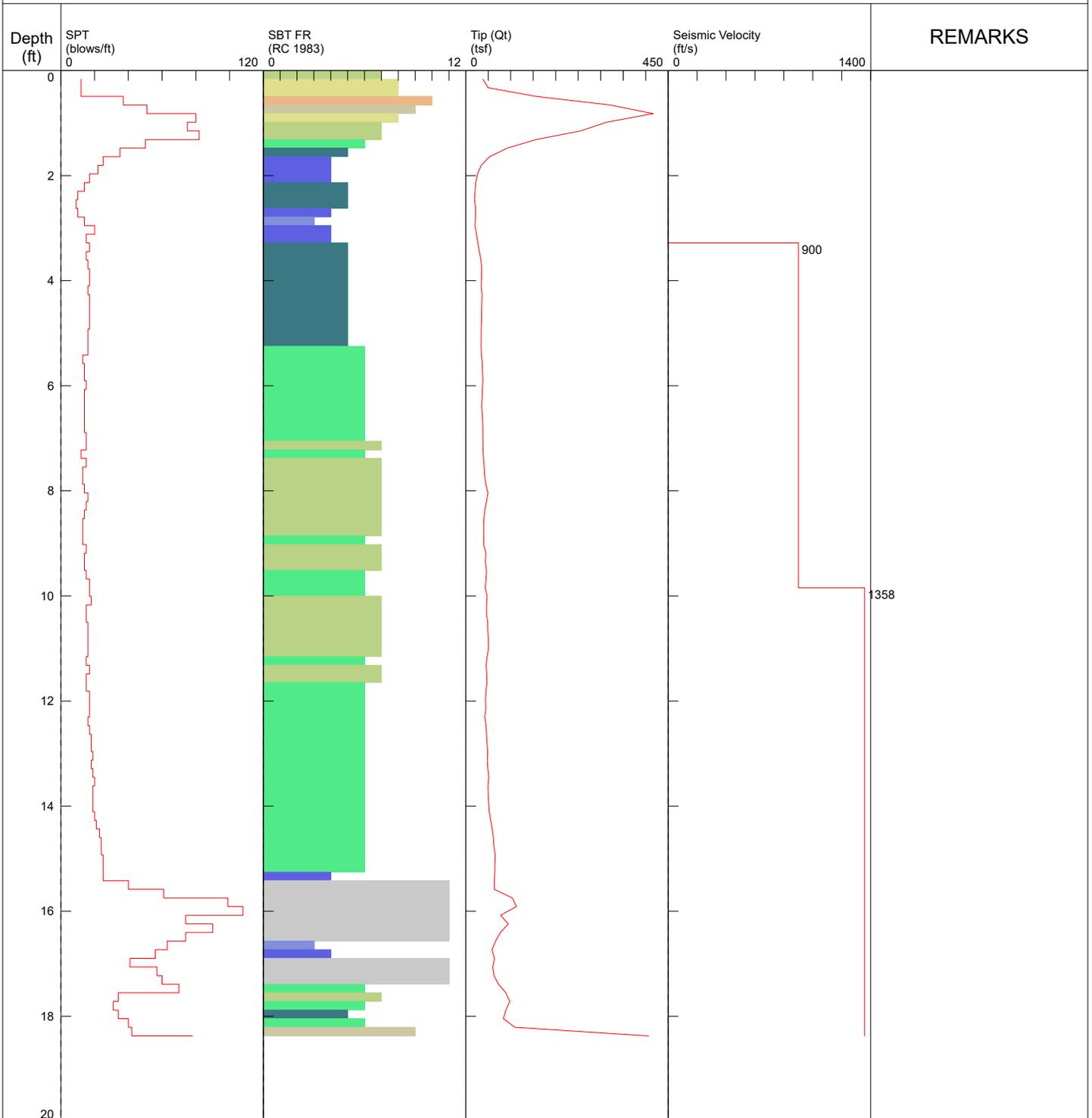
COMMENT: GeoEngineers / CPT-4 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-4 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 12:41:11 PM  
 TOTAL DEPTH: 18.373 ft

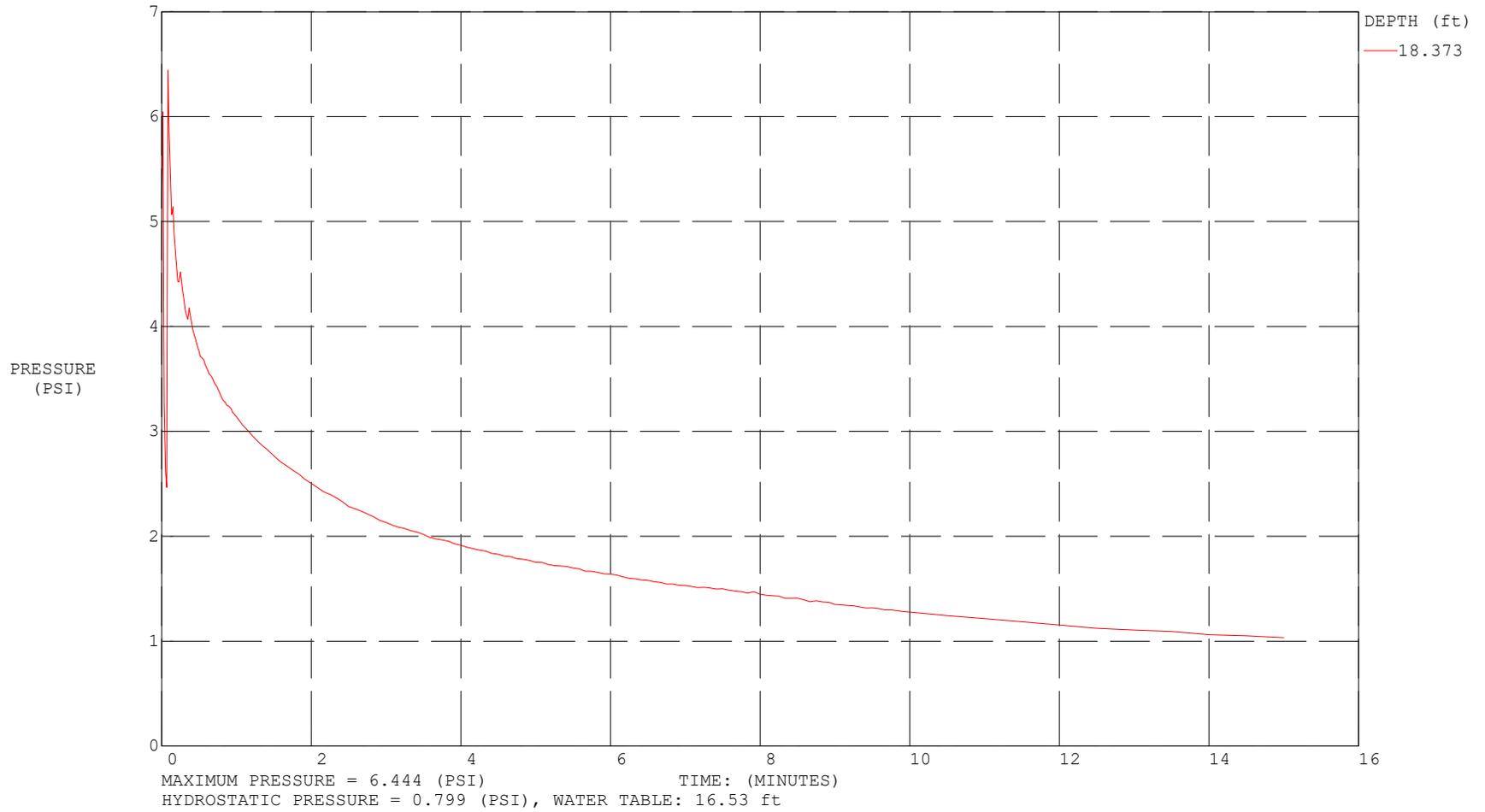


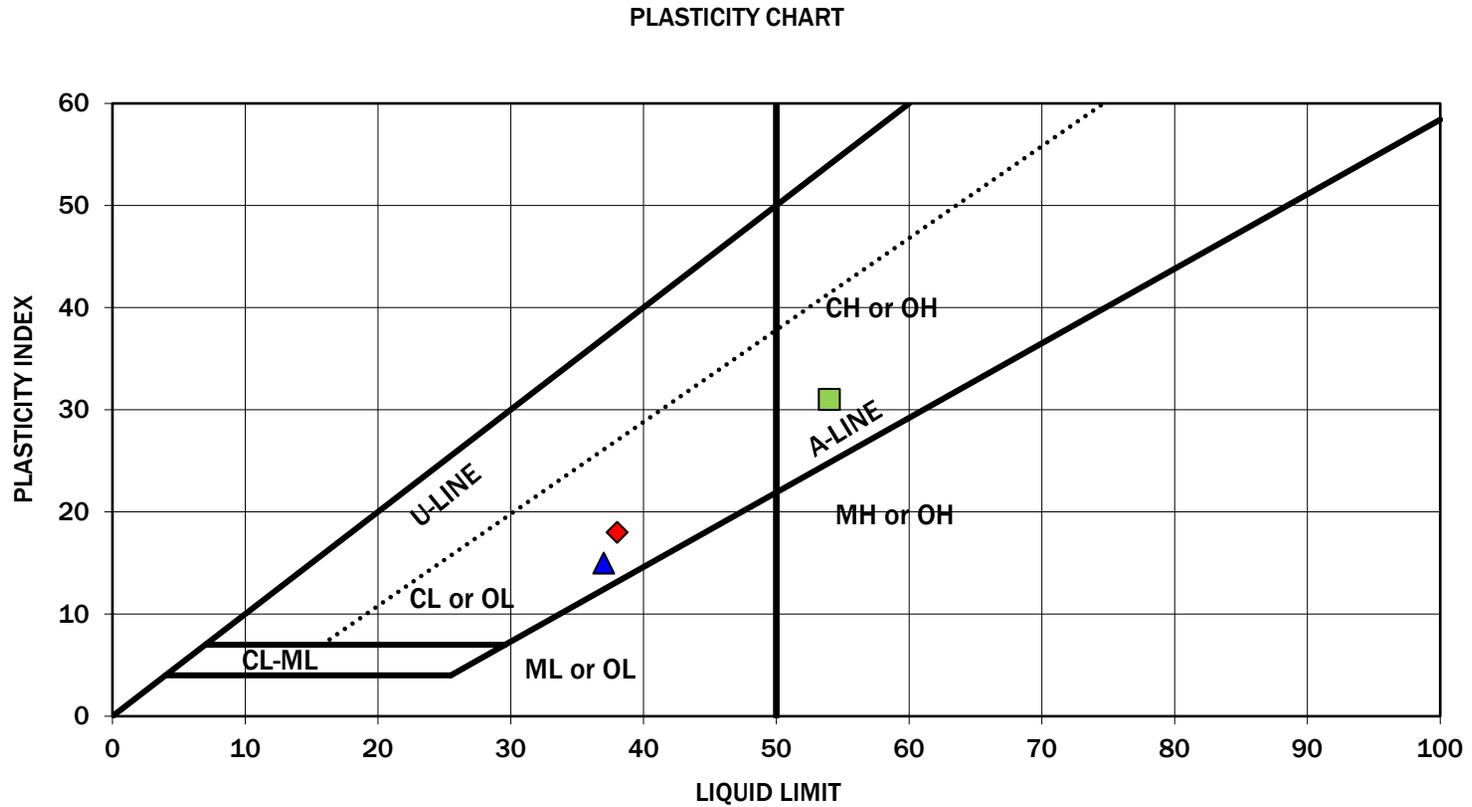
- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|---|--|--|

\*SBT/SPT CORRELATION: UBC-1983

COMMENT: GeoEngineers / CPT-4 / 1105 Front St NE Salem

CONE ID: DDG1296  
TEST DATE: 2/25/2023 12:41:11 PM





| Symbol | Boring Number | Depth (feet) | Moisture Content (%) | Liquid Limit (%) | Plasticity Index (%) | Soil Description |
|--------|---------------|--------------|----------------------|------------------|----------------------|------------------|
| ◆      | B-3           | 2.5          | 31                   | 38               | 18                   | Lean clay (CL)   |
| ■      | B-4           | 2.5          | 38                   | 54               | 31                   | Fat clay (CH)    |
| ▲      | B-5/IT-2      | 5            | 35                   | 37               | 15                   | Lean clay (CL)   |

**Atterberg Limits Test Results**

Salem Cannery 6 Story Mixed Use Development  
Salem, Oregon



**Figure A-19**

Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes. The liquid limit and plasticity index were obtained in general accordance with ASTM D 4318. GeoEngineers 17425 NE Union Hill Road Ste 250, Redmond, WA 98052

**APPENDIX B**  
**Geologic Hazard Assessment**

## APPENDIX B GEOLOGIC HAZARD ASSESSMENT

GeoEngineers, Inc. (GeoEngineers) is pleased to submit this summary of our geological assessment completed in general accordance with City of Salem Revised Code Section 810.030(a) and (b) for the proposed Salem Cannery 6-Story Mixed-use Development located along Front Street NE between Belmont Street NE to Shipping Street NE in Salem, Oregon.

To perform the geological assessment, our scope included: reviewing geologic hazard maps and selected geotechnical and geological information about the site including our subsurface investigation, performing a geologic reconnaissance to observe surface conditions at the site and preparing this appendix providing a summary of our evaluation and conclusions and recommendations.

The site is located just east of the Willamette River and bounded by Shipping Street NE to the north, Mill Creek to the south, a flood plain of the Willamette River to the west and Front Street NE to the east. The site is relatively flat. However, adjacent slopes range from approximately 50 percent on the west side adjacent to the Willamette River and vertical where an existing gabion basket wall is located on the south side of the site adjacent to Mill Creek and a small flood plain of the Willamette River. Site surface conditions are described in further detail in the “Site Reconnaissance” section of this appendix.

### Desktop Review

We completed a desktop review of the site prior to our site reconnaissance. Our desktop review included a landslide hazard risk assessment in accordance with the City of Salem revised code 810.025, geologic maps of the site, the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Landslide Information Database for Oregon (SLIDO) (DOGAMI 2023) and a Light Detection and Ranging (LiDAR) hillshade model of the site (also viewed on the SLIDO).

### Landslide Risk Assessment (SRC 810.025)

Based on our desktop review of the criteria in SRC 810.025 (a) and (b):

1. Table 810-1A (Earthquake-Induced Landslide Susceptibility Ratings [Hofmeister and Wang 2000]) requires review of IMS-17 and IMS-18. Most of the site is mapped as having a “Low” hazard rating. However, slopes within the property boundaries on the west and south sides of the site are mapped as the “Moderate” category. As such we assign **2 points** to the Earthquake Induced Landslide susceptibility rating.
2. Table 810-1B (Water-Induced Landslide Susceptibility Ratings [Harvey and Peterson 1998]) requires review of IMS-5, IMS-6 and IMS-22. The subject site is outside the study area boundary of IMS-5 and IMS-6 and is not mapped as a “potential landslide hazard zone” in IMS-22. However, Table 810-1B specifies that since the site is outside the mapped hazard area of IMS-5 and IMS-6 and is between 15 and 25 percent slopes, it must be assigned **2 points**.
3. Table 810-1C (Activity Susceptibility Ratings) – Since the project is planned for a multi-use development, we assumed it would classify as “installation or construction of any structure greater than 500 square feet in area” and would be considered a “multiple family building permit” in accordance with Table 810-C. Therefore we assigned **2 points** to the Activity Susceptibility Rating.

4. Table 810-1D (Cumulative Score) totals the cumulative score for the subject site. As we interpret the first three tables above, the cumulative score for the site is as follows: Step 1 (2 points) plus Step 2 (2 points) plus Step 3 (2 points) **Total = 6 points**

Per Table 810-1E (Total Landslide Hazard Risk), a cumulative score of 5 to 8 points falls under the moderate landslide hazard risk (Category B), which specifies that “...a geological assessment shall be submitted for all regulated activities. If the geological assessment indicates that mitigation measures are necessary to safely undertake the regulated activity, a geotechnical report prepared by a certified engineering geologist and geotechnical engineer shall be submitted.”

### **Geologic Mapping**

See Section 3.2 Site Geology of the main body of this report. We note that Bela (1981) did not map any landslides at the site.

### **Landslide Hazard Mapping – SLIDO Review**

Landslide mapping and landslide hazards for the site are compiled by the DOGAMI SLIDO (DOGAMI 2023). The SLIDO does not map landslides within the subject property, although it shows the western and southern slopes of the site as having a high regional landslide susceptibility.

### **LIDAR Hillshade Model Review**

We reviewed a Light Detection and Ranging (LiDAR) bare earth hillshade model of the site on the SLIDO (DOGAMI 2023). We did not see obvious indications of landsliding within the site boundaries in the hillshade model.

### **Site Reconnaissance**

We conducted a site reconnaissance on March 16, 2023. Most of the site is currently developed as an industrial cannery property with several buildings, paved parking and landscape areas, as shown on Figure 2. For the most part the development is located on the flat portion of the site between Front Street NE and slopes to the west and south. However, two of the buildings were constructed on the crest of and above the slope on the west side of the site. These buildings are founded on steel piles with the building floors above the slope. The remaining buildings appear to be founded on shallow foundations. We did not observe indications of slope movement within existing hardscape features (patio's, foundations, pavements) located on the flat portion of the site such as arcuate shaped ground cracks, significantly cracked foundations or sunken pavements.

The flat portion of the site is bounded to the west by an approximately 20- to 25-foot-high slope that terminates in a small flat floodplain of the Willamette River. In general, the slope is relatively planar and vegetated with a thick covering of blackberry and ivy and deciduous trees. We observed asphalt and concrete in portions of this slope indicating it is likely a fill slope associated with the existing development. An existing stormwater culvert daylights on this slope just north and west of the northernmost buildings, as shown on Figure 2. Stormwater flow from this culvert has eroded the slope resulting in a very steep to vertical approximately 8-foot-high slope on the south side of the culvert and undercutting of the concrete apron at the face of the culvert. Stormwater from this culvert currently falls about 5 feet between the concrete apron and asphalt/concrete/basalt boulder placed just below the apron.

The banks of the Willamette River (outside the site boundaries) are between approximately 4 and 8 feet high and vertical in many locations. Several deciduous trees are growing on these banks and just above them. We did not observe indications of recent or past landsliding on this slope, although thick blackberry cover precluded direct observation of the slopes' ground surface.

Mill Creek is located just south of the flat developed surface of the site. A gabion basket wall had been constructed on the southwest corner of the site. Ivy and blackberry was growing over the wall; however, we estimate the wall may be up to about 25 feet high. A portion of the wall on the southwest corner of the site failed resulting in an approximately 20-foot-high vertical slope. We observed gravel within the slope where the wall failed. The thalweg of Mill Creek is located on the north bank of the creek by this wall suggesting that creek erosion during flood conditions may have undercut the wall.

### **Geologic Hazard Conclusions**

Based on our geologic hazard evaluation as presented herein, most of the slopes we observed surrounding the existing development appear relatively stable in their current configuration. However, the gabion wall on the south side of the site has failed indicating that the gabion wall, at least on the south side of the site adjacent to Mill Creek, is marginally stable. This wall likely failed because of erosion of the toe of the slope by Mill Creek. In our opinion, it would be beneficial to conduct a scour analysis to determine the likely future scour/migration of Mill Creek and how it would affect the proposed development.

A storm sewer outfall (assumed to be owned by the City of Salem) is actively eroding a portion of the slope bounding the west side of the site (see Figure 2). In our opinion, continued erosion around this outfall presents a moderate hazard of future erosion and/or landsliding adversely affecting the proposed development.

We recommend that development not encroach on any of the slopes surrounding the site. In addition, the planned development should not impart building loads on any of the site slopes and particularly the slopes in the southwest corner and south side of the site where the gabion walls are located. We recommend that new structures be placed sufficiently distant from top of slope or sufficiently deep as to maintain at least a 1.5H:1V (horizontal to vertical) set back from the base of the existing site slopes. We anticipate that the failed gabion wall will have to be mitigated in conjunction with construction of the proposed development. However, we recommend that development not alter the current configuration of the other slopes surrounding the site.

### **REFERENCES**

- Harvey, A.F. and G.I. Peterson. 1998. Water Induced Landslide Hazards, Western Portion of the Salem Hills, Marion County, Oregon: Oregon Department of Geology and Mineral Industries, Interpretive Map Series IMS-6, 13p, 1 plate, 1:24,000 scale
- Hofmeister, J.R and Y. Wang. 2000. Earthquake Induced Slope Instability: Relative Hazard Map Western Portion of the Salem Hills, Marion County, Oregon: Oregon Department of Geology and Mineral Industries Interpretive Map Series IMS-17, 1 plate, 1:24,000 scale

Oregon Department of Geology and Mineral Industries (DOGAMI) 2023. Statewide Landslide Information Database for Oregon, Version 4.4, November 29, 2021. Accessed at <https://www.oregongeology.org/slido/> on March 17, 2023.

**APPENDIX C**  
**Report Limitations and Guidelines for Use**

## **APPENDIX C**

### **REPORT LIMITATIONS AND GUIDELINES FOR USE<sup>1</sup>**

This appendix provides information to help you manage your risks with respect to the use of this report.

#### **Read These Provisions Closely**

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more about how these “Report Limitations and Guidelines for Use” apply to your project or site.

#### **Geotechnical Services Are Performed for Specific Purposes, Persons and Projects**

This report has been prepared for the Future of Neighborhood Development for the Project specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with the Future of Neighborhood Development and DAY CPM dated July 25, 2022 (authorized December 14, 2022) and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

#### **A Geotechnical Engineering or Geologic Report is Based on a Unique Set of Project-Specific Factors**

This report has been prepared for the Future of Neighborhood Development Salem Cannery 6-Story Mixed-use Development Project located at Front Street NE in Salem, Oregon. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- Not prepared for you,
- Not prepared for your project,
- Not prepared for the specific site explored, or
- Completed before important project changes were made.

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<sup>1</sup> Developed based on material provided by GBA, GeoProfessional Business Association; [www.geoprofessional.org](http://www.geoprofessional.org).

For example, changes that can affect the applicability of this report include those that affect:

- The function of the proposed structure;
- Elevation, configuration, location, orientation, or weight of the proposed structure;

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

### **Environmental Concerns Are Not Covered**

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

### **Subsurface Conditions Can Change**

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

### **Geotechnical and Geologic Findings Are Professional Opinions**

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

### **Geotechnical Engineering Report Recommendations Are Not Final**

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

### **A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation**

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

### **Do Not Redraw the Exploration Logs**

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable but separating logs from the report can create a risk of misinterpretation.

### **Give Contractors a Complete Report and Guidance**

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- Advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- Encourages contractors to confer with GeoEngineers and/or to conduct additional study to obtain the specific types of information they need or prefer.

### **Contractors Are Responsible for Site Safety on Their Own Construction Projects**

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

### **Biological Pollutants**

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as

they may relate to this project. The term “Biological Pollutants” includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.



## **Exhibit H: Preliminary Stormwater Report**

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# The Cannery Salem, Oregon

## Preliminary Stormwater Report

**Date:** March 6, 2024

**Client:** Trent Michels  
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Charlotte, NC 28278

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**AKS Job Number:** 5968-01

*Preliminary*



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## Contents

|            |  |          |
|------------|--|----------|
| <b>1.0</b> | <b>Purpose of Report</b> .....   | <b>2</b> |
| <b>2.0</b> | <b>Project Overview and Description</b> .....                                  | <b>2</b> |
| 2.1.       | Size and Location of Project Site .....  | 2        |
| 2.2.       | Property Scope and Proposed Improvements .....                                 | 2        |
| 2.3.       | Watershed Description .....  | 2        |
| 2.4.       | Existing Site Conditions .....   | 2        |
| 2.5.       | Existing Trees and Native Vegetation Impact/Preservation .....                 | 2        |
| 2.6.       | Green Stormwater Infrastructure to the Maximum Extent Feasible (GSI/MEF) ..... | 3        |
| 2.7.       | Regulatory Permits Required .....  | 3        |
| 2.8.       | Emergency Overflow Escape Route .....  | 3        |
| <b>3.0</b> | <b>Methodology</b> .....   | <b>3</b> |
| 3.1.       | Depth to Groundwater.....  | 3        |
| 3.2.       | Infiltration .....   | 3        |
| 3.3.       | Soils and Geologic Features .....  | 3        |
| 3.4.       | Hazardous Materials .....  | 3        |
| <b>4.0</b> | <b>Analysis</b> .....  | <b>3</b> |
| 4.1.       | Computational Methods and Software Used .....                                  | 3        |
| 4.2.       | Design Assumptions .....   | 4        |
| 4.3.       | Hydrology Calculations .....   | 4        |
| 4.4.       | Conveyance Capacity Calculations .....   | 4        |
| 4.5.       | Treatment Sizing .....   | 4        |
| <b>5.0</b> | <b>GSI Analysis</b> .....  | <b>5</b> |

## Tables

|            |  |   |
|------------|--|---|
| Table 4-1: | Rainfall Intensities.....                  | 4 |
| Table 4-2: | Impervious Area Conveyed to Facility ..... | 5 |
| Table 4-3: | Peak Elevation Summary.....                | 5 |

## Figures

**Figure 1: Post-Developed Basin Map**

## Appendices

**Appendix A: Geotechnical Report**

**Appendix B: NRCS Soil Resource Web Survey Results**

**Appendix C: HydroCAD Analysis**

**Appendix D: Operations & Maintenance Form**

**Appendix E: Reduced-Size Grading & Drainage Plan**

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# Preliminary Stormwater Report

## THE CANNERY

### SALEM, OREGON

#### **1.0 Purpose of Report**

The purpose of this report is to demonstrate compliance with the City of Salem (City) stormwater criteria for land use and site plan review applications. This report is an analysis of the effects the proposed development will have on the existing stormwater conveyance system; document the criteria, methodology, and informational sources used to design the proposed stormwater system; and present the results of the analysis.

#### **2.0 Project Overview and Description**

##### **2.1. Size and Location of Project Site**

The project site subject to this stormwater report is  $\pm 7.6$  acres of the overall site area ( $\pm 13.6$  acres), located at 1105 Front Street NE, Salem, Marion County, Oregon, Tax Lot 900 of Marion County Assessor's Map 7 3W 22AB. The remaining acreage on the property is anticipated to be developed in a similar manner as a separate phase, but no plans have been confirmed at this time.

##### **2.2. Property Scope and Proposed Improvements**

The property is zoned MU-R (Mixed Use-Riverfront). The proposed development involves restoring three existing buildings along the Willamette River, and three new mixed-use buildings including associated parking lots, landscaped areas, utilities, and infrastructure.

##### **2.3. Watershed Description**

Current site runoff flows into an existing public stormwater system that ultimately discharges to the Willamette River through existing culverts.

Runoff from the proposed development will be conveyed to several Green Stormwater Infrastructure (GSI) facilities that will provide water quality treatment per City standards. After being treated, runoff will discharge to the existing public storm main that is in the Gaines Street project entrance. Due to the site's location adjacent to the Willamette River, flow control/detention is not required based on city feedback and subsequent discussions.

##### **2.4. Existing Site Conditions**

The site currently contains a commercial food distribution warehouse and an abandoned industrial cannery with associated buildings and parking areas. The site up to the top of bank is relatively flat with on-site grades averaging 1.0 percent. Below the top of bank, the site is steep with grades up to 50 percent. The site slopes from a high point of  $\pm 150.25$  feet in the northeast corner to a low point of  $\pm 142.86$  at the existing storm area drain in the southwest corner of the site.

##### **2.5. Existing Trees and Native Vegetation Impact/Preservation**

The portion of the site that is within the riparian buffer and bank slopes includes various trees and vegetation. The remainder of the site is relatively clear of vegetation and is developed. Selected existing trees will be removed as part of the development in accordance with City standards. The majority of the trees and vegetation within the riparian buffer are to remain and will be protected during development.

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## **2.6. Green Stormwater Infrastructure to the Maximum Extent Feasible (GSI/MEF)**

This project is classified as a large project because it contains over 10,000 square feet of impervious area. As specified in Section 4.2 of the 2016 City of Salem *Public Works Design Standards*, large projects are required to use GSI to the Maximum Extent Feasible (GSI/MEF) to meet flow control and water quality treatment performance standards. Multiple proposed facilities will be used to meet the GSI/MEF criteria for the proposed site.

## **2.7. Regulatory Permits Required**

Building, tree removal, and site work permits through the City of Salem will be required for the project. Additionally, a DEQ 1200C permit is anticipated to be required due to disturbing more than 1-acre for earthwork.

## **2.8. Emergency Overflow Escape Route**

The stormwater system has been designed to convey stormwater runoff up to the 100-year design storm through a beehive structure that discharges into the existing public system. Emergency overland overflow should the stormwater system be overwhelmed, is into the Willamette River over the site bank slopes.

# **3.0 Methodology**

## **3.1. Depth to Groundwater**

A geotechnical investigation by GeoEngineers was completed on March 24, 2023. Groundwater was encountered approximately 30 feet below existing site grades. Refer to page 3 of the Geotechnical Report (Appendix A) for additional depth to groundwater discussion.

## **3.2. Infiltration**

Infiltration testing performed by GeoEngineers was completed between February 20<sup>th</sup> and 25<sup>th</sup>, 2023, at two locations on site. Testing was performed at a depth of ±5.0 feet below existing site grades. The subgrade soil encountered within the test holes consisted of fine-grained fill and middle terrace deposits. Refer to page 3 of the Geotechnical Report (Appendix A) for additional infiltration testing information.

Infiltration test results from GeoEngineers indicated that the site was not suitable for stormwater infiltration. The proposed GSI facilities do not account for any infiltration through the native soils.

## **3.3. Soils and Geologic Features**

The pre-developed site contains Chehalis Silty Clay Loam, Terrace Escarpments, and Woodburn Silt Loam belonging to Hydrologic Soil Groups B and C respectively, per the Natural Resources Conservation Service (NRCS) Soil Resource Web Survey (Appendix B).

## **3.4. Hazardous Materials**

We are not aware of any existing hazardous material contamination onsite and the geotechnical investigation report does not note any contaminants on site.

# **4.0 Analysis**

## **4.1. Computational Methods and Software Used**

The Soil Conservation Service (SCS) TR-20 method was used to analyze stormwater runoff from the site. This method uses the NRCS Type 1A 24-hour design storm for the region. HydroCAD 10.0-22 computer software aided in the analysis.

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#### 4.2. Design Assumptions

The design of the stormwater system was analyzed for runoff generated by the City’s water quality and the 100-year 24-hour design storm events. Due to the site’s location adjacent to the Willamette River, flow control/detention is not a project requirement per City feedback and subsequent discussions.

The following 24-hour rainfall intensities were used for the design storm for the recurrence interval:

**Table 4-1: Rainfall Intensities**

| Recurrence Interval (Years) | Total Precipitation Depth (inches) |
|-----------------------------|------------------------------------|
| Water Quality               | 1.38                               |
| 100-year                    | 4.40                               |

The following runoff curve numbers (CN) were used for this analysis:

- Post-Developed – CN = 98; for the preliminary analysis it was assumed that each full basin area was 100 percent impervious surface.
- Growing Medium Filtration Rate = 2.0 inches/hour

A time of concentration for the pre-developed condition was not determined due to the facilities only providing water quality treatment and conveyance.

A minimum time of concentration (T<sub>c</sub>) of 6 minutes was used as a direct entry in the stormwater system model for post-developed hydrograph routing, per the 1986 NRCS *Technical Release 55: Urban Hydrology for Small Watersheds (TR-55)*.

#### 4.3. Hydrology Calculations

Tables 4-2 and 4-3 below summarize areas tributary to each facility and the calculated elevations within each facility for post-developed peak flow rates of the water quality and 100-year design storm events. Supporting HydroCAD calculations are provided in Appendix C.

#### 4.4. Conveyance Capacity Calculations

The proposed drainage conveyance system has been designed to convey the peak flows for the 10-year 24-hour storm event per City of Salem *Public Works Design Standards*. The 100-year design storm was analyzed for each facility to identify the peak elevation and available freeboard with each facility at that elevation.

#### 4.5. Treatment Sizing

Water quality and peak flow HydroCAD calculations are provided in Appendix C and summarized in Table 4-3 below, which shows the peak elevation summary for the stormwater facilities during water quality and 100-year design storm events. The water quality design storm event peak elevation is below the overflow elevation for each facility. Therefore, the water quality runoff is fully treated by filtering through the growing medium prior to reaching the facility underdrain and discharge point.

Each facility has been sized with an overflow to convey the 100-year design storm event through a beehive structure. Facilities 1P, 2P, and 3P will treat and convey runoff from the new mixed-use buildings, while facilities 4P and 5P will treat and convey proposed runoff from the drive aisles and newly created impervious areas. Refer to Figure 1 for the post-developed stormwater facility layout.

**Table 4-2: Impervious Area Conveyed to Facility**

| Subbasin ID | Source (roof, road, other)          | Impervious Area (square feet) | Facility Ownership (private/public) | Facility Type | Facility Size (square feet) |
|-------------|-------------------------------------|-------------------------------|-------------------------------------|---------------|-----------------------------|
| 1S          | Roof drain, hardscapes & landscape  | 44,539                        | Private                             | Storm Planter | 1,100                       |
| 2S          | Roof drain, hardscapes, & landscape | 35,385                        | Private                             | Storm Planter | 975                         |
| 3S          | Roof drain, hardscapes, & landscape | 43,849                        | Private                             | Storm Planter | 1,000                       |
| 4S          | Hardscapes & landscape              | 31,106                        | Private                             | Storm Planter | 545                         |
| 5S          | Hardscapes & landscape              | 44,865                        | Private                             | Rain Garden   | 1,600                       |

**Table 4-3: Peak Elevation Summary**

| Facility ID | Facility Bottom Elevation (feet)              | Peak Elevation, Water Quality (feet) | Beehive Overflow Elevation (feet) | Peak Elevation, 100-Year Event (feet) |
|-------------|---|--------------------------------------|-----------------------------------|---------------------------------------|
| 1P          | 145.50 (Above Ground)<br>142.75 (Rock Bottom) | 146.48                               | 146.55                            | 146.69                                |
| 2P          | 144.50 (Above Ground)<br>141.75 (Rock Bottom) | 145.27                               | 145.35                            | 145.47                                |
| 3P          | 144.00 (Above Ground)<br>141.25 (Rock Bottom) | 145.17                               | 145.25                            | 145.38                                |
| 4P          | 140.50 (Above Ground)<br>137.75 (Rock Bottom) | 142.63                               | 142.70                            | 142.81                                |
| 5P          | 140.00 (Above Ground)<br>136.25 (Rock Bottom) | 142.14                               | 142.20                            | 142.34                                |

## 5.0 GSI Analysis

This stormwater report describes the engineering and design process that was used for design of the stormwater facilities for this project. The GSI facilities have been designed in compliance with the *Public Works Design Standards*. Supporting HydroCAD calculations are included in Appendix C.

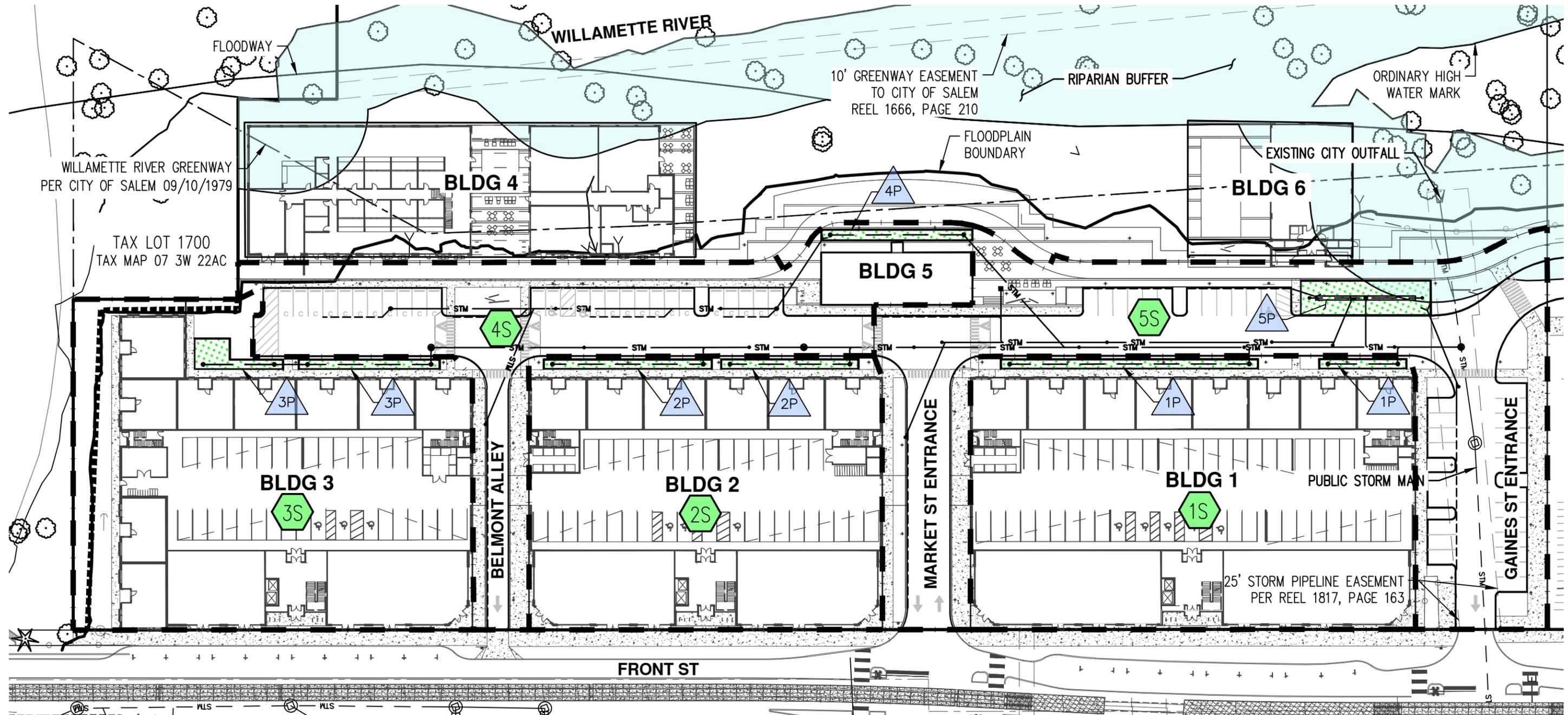
Runoff from the buildings, parking lot, and immediate surrounding areas will be conveyed to the five proposed GSI facilities discussed previously.

The proposed storm system has been designed to treat over 80 percent of the new or replaced impervious surface and therefore meets the GSI/MEF requirement by using the discretionary approach outlined in 4E.7 of the *Public Works Design Standards*.

**Figure 1: Post-Developed Basin Map**

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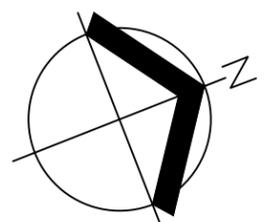
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**LEGEND**

SUBCATCHMENT 

STORMWATER FACILITY 



SCALE: 1" = 60 FEET



ORIGINAL PAGE SIZE: 11" x 17"

DATE: 01/18/2024

|   |  |   |
|---|--|---|
| <b>POST-DEVELOPED BASIN MAP</b>   |  | FIGURE  |
| <b>THE CANNERY</b>  |  | <b>1</b>                                      |
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## **Appendix A: Geotechnical Report**

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**Geotechnical Engineering Report**

Salem Cannery 6-Story Mixed-use Development  
Salem, Oregon

*for*  
**Future of Neighborhood Development**

March 24, 2023

## **Geotechnical Engineering Report**

Salem Cannery 6-Story Mixed-use Development  
Salem, Oregon

*for*

**Future of Neighborhood Development**

March 24, 2023



333 High Street NE, Suite 102  
Salem, Oregon 97301  
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**Geotechnical Engineering Report**  
**Salem Cannery 6-Story Mixed-use Development**  
**Salem, Oregon**

**File No. 26595-001-00**

**March 24, 2023**

Prepared for:

Future of Neighborhood Development  
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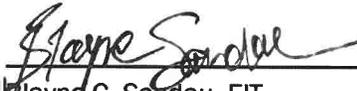
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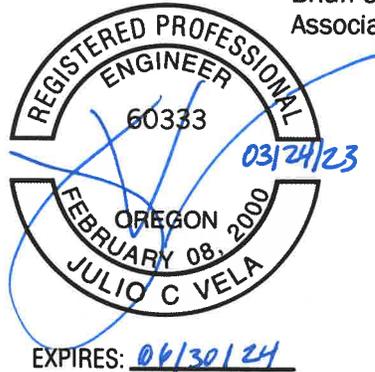
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# Table of Contents

|   |           |
|---|-----------|
| <b>1.0 INTRODUCTION</b>   | <b>1</b>  |
| <b>2.0 SCOPE OF SERVICES</b>  | <b>1</b>  |
| <b>3.0 SITE DESCRIPTION</b>   | <b>1</b>  |
| 3.1. Surface Conditions   | 1         |
| 3.2. Site Geology   | 2         |
| 3.3. Subsurface Conditions  | 2         |
| 3.3.1. Soil Conditions  | 3         |
| 3.3.2. Groundwater Conditions   | 3         |
| <b>4.0 INFILTRATION TESTING</b>   | <b>3</b>  |
| 4.1. Suitability of Infiltration System   | 5         |
| <b>5.0 CONCLUSIONS</b>  | <b>5</b>  |
| <b>6.0 EARTHWORK RECOMMENDATIONS</b>  | <b>7</b>  |
| 6.1. Site Preparation   | 7         |
| 6.1.1. Demolition   | 7         |
| 6.1.2. Stripping  | 8         |
| 6.1.3. Clearing and Grubbing  | 8         |
| 6.2. Subgrade Preparation and Evaluation  | 8         |
| 6.3. Subgrade Protection and Wet Weather Considerations                         | 9         |
| 6.4. Soil Amendment with Cement   | 10        |
| 6.5. Shoring and Temporary Slopes   | 11        |
| 6.6. Permanent Slopes   | 12        |
| 6.7. Dewatering   | 12        |
| 6.8. Structural Fill and Backfill   | 13        |
| 6.8.1. General  | 13        |
| 6.8.2. Use of On-site Soil  | 13        |
| 6.8.3. Imported Select Structural Fill  | 13        |
| 6.8.4. Aggregate Base   | 13        |
| 6.8.5. Aggregate Leveling Course  | 14        |
| 6.8.6. Trench Backfill  | 14        |
| 6.9. Fill Placement and Compaction  | 14        |
| <b>7.0 STRUCTURAL DESIGN RECOMMENDATIONS</b>                                    | <b>15</b> |
| 7.1. Six-Story Mixed use Residential/Commercial Structures (Blocks 1 through 4) | 15        |
| 7.2. Parking Structure (Block 5)  | 16        |
| 7.3. Foundation Support Alternatives  | 17        |
| 7.3.1. Shallow Foundations on Linn Gravels                                      | 17        |
| 7.3.2. Ground Improvement/Aggregate Piers                                       | 17        |
| 7.3.3. Deep Foundations   | 18        |
| 7.4. Shallow Foundation Recommendations   | 18        |
| 7.5. Shallow Foundation Subgrade Preparation                                    | 19        |
| 7.6. Shallow Foundation Lateral Resistance                                      | 19        |
| 7.7. Drainage   | 19        |

|   |           |
|---|-----------|
| 7.8. Slab on Grade Floors .....                           | 20        |
| 7.8.1. Design Parameters .....                            | 20        |
| 7.9. Seismic Design.....                                  | 20        |
| 7.9.1. 2018 IBC Seismic Design Parameters.....            | 20        |
| 7.9.2. Liquefaction Potential .....                       | 21        |
| 7.9.3. Lateral Spreading Potential .....                  | 21        |
| 7.10.Retaining Walls .....                                | 21        |
| 7.10.1. Drainage.....                                     | 21        |
| 7.10.2. Concrete Retaining Walls Design Parameters.....   | 22        |
| <b>8.0 PAVEMENT RECOMMENDATIONS .....</b>                 | <b>23</b> |
| 8.1. Drainage .....                                       | 23        |
| 8.2. On-Site Asphalt Concrete (AC) Pavement Sections..... | 23        |
| 8.3. Front Street NE.....                                 | 25        |
| 8.3.1. Existing Pavement Section.....                     | 25        |
| 8.3.2. Asphalt Concrete Pavement Design.....              | 26        |
| 8.3.3. Portland Cement Concrete Pavement Design .....     | 27        |
| <b>9.0 DESIGN REVIEW AND CONSTRUCTION SERVICES .....</b>  | <b>28</b> |
| <b>10.0 LIMITATIONS.....</b>                              | <b>28</b> |
| <b>11.0 REFERENCES.....</b>                               | <b>28</b> |

**LIST OF FIGURES**

- Figure 1. Vicinity Map
- Figure 2. Site Plan
- Figure 3. Cross Section A-A'

**APPENDICES**

- Appendix A. Field Explorations and Laboratory Testing
  - Figure A-1. Key to Exploration Logs
  - Figures A-2 through A-14. Logs of Drilled Borings
  - Figures A-15 through A-18. Logs of CPT Soundings
  - Figure A-19. Atterberg Limits Test Results
- Appendix B Geologic Hazard Assessment
- Appendix C. Report Limitations and Guidelines for Use

## 1.0 INTRODUCTION

GeoEngineers, Inc. (GeoEngineers) is pleased to submit this geotechnical engineering report for proposed Future of Neighborhood Development Salem Cannery 6-Story Mixed-use Development (Salem Cannery) Project. The Salem Cannery is located on four blocks along Front Street NE between Belmont Street NE to Shipping Street NE in Salem, Oregon. The location of the site is shown on the Figure 1, Vicinity Map.

A preliminary site development drawing for the project by LRS Architects, was provided to the project team. The plan is titled "Salem Cannery Prelim Design" dated January 1, 2023. Based on discussions with the project team and the preliminary site plan, the project will consist of constructing one 3-story, concrete parking structure (block 5), four new 6-story mixed-use buildings (Blocks 1 through 4), associated underground utilities and paved parking areas and drive aisles, and one below grade parking level spanning beneath blocks 3, 4 and 5 in the first phase of development. Future phases of development will extend northward to Blocks 1 and 2.

In addition, the project will include off-site improvements to Front Street NE, site access drives that are extensions of east-west trending city streets at each block, and adaptive reuse of some existing structures along the west side of proposed blocks 3 and 4 and east of Front Street SE southeast of block 4.

Existing site conditions are presented on the Figure 2, Site Plan. Our recommendations for structural development for the site are based on estimated column and wall loads on the order of 575 and 10 kips per lineal foot (klf), respectively, and slab loads of 250 pounds or less as provided by F40ELICH Engineers (Structural Engineer). If design loads exceed these values our recommendations may need to be revised.

## 2.0 SCOPE OF SERVICES

Our specific scope of services is detailed in our January 31, 2023, proposal to you. Our original scope of services was authorized on February 1, 2023. In general, our scope of services included: reviewing selected geotechnical information about the site; performing a geologic reconnaissance; exploring subsurface soil and groundwater conditions; collecting representative soil samples; completing infiltration testing at the site; completing relevant laboratory testing and geotechnical analyses; conducting a site-specific seismic hazard evaluation for the proposed project; and providing this geotechnical report with our conclusions, findings and design recommendations.

## 3.0 SITE DESCRIPTION

### 3.1. Surface Conditions

The project site comprises approximately 11 acres located between the east bank of the Willamette River and Front Street NE between Belmont Street NE just north of the bridge over Mill Creek on Front Street NE, and Shipping Street NE in Salem, Oregon. The site is occupied by buildings and equipment formerly used for industrial food processing plants dating back to the early 1900s.

The property is bounded by a slope that grades down to the Willamette River to the west, Front Street NE to the east, commercial properties to the north and a gabion basket retaining wall overlooking a creek to the south. The project site is currently developed with the existing industrial food processing facility (Truitt Cannery), administrative support buildings and paved parking and associated underground utilities located

in the southern two-thirds of the site as shown on Figure 2. Site grades are generally flat or sloping gently away from the existing structures as part of the previous site grading, except along the west margin of the site where it slopes down more steeply toward the Willamette River (west) and the southern portion of the site where a nearly vertical face retained by a gabion basket wall is located. At the time of this report, the team did not have design or construction information with respect to the gabion wall. Asphalt concrete (AC) and portland cement concrete (PCC) hardscape pavements or gravel parking areas and grassy equipment laydown and general storage areas border the buildings.

### **3.2. Site Geology**

The geology of the site is mapped by the *Geology of the Rickreall, Salem West, Monmouth and Sidney Quadrangles, Marion, Polk, and Linn Counties, Oregon* (Bela 1981) as stretching across the contact of two geologic units.

The southern portion of the site – from roughly the alignment of Hood Street NE to the southwestern edge of the site along Mill Creek - is mapped as underlain by Pleistocene-age Linn Gravels. These materials typically consist of “...stratified fine to coarse fluvial gravels deposited as an alluvial fan...by an early stage of the Santiam River.” Our explorations suggest that this coarse alluvium underlies the entire site at depth, ranging from less than 5 feet below ground surface (bgs) near the center of the site to as much as 20 to 25 feet bgs near the northeast and southwest perimeters.

Northeast of Hood Street to the northeast edge of the site along Shipping Street NE the published mapping and our investigation suggests that the Linn Gravel is mantled by what Bela (1981) terms “Middle Terrace Deposits” and describes as “...10-30 feet of light brown silty clay and interbedded very fine sand and silt...” that the mapping equates with the Willamette Silt flood deposit alluvium typically encountered as valley fill across the lower Willamette Valley. Our subsurface investigation suggests that the actual contact between the shallow Linn Gravels and the mantle of Middle Terrace Deposits is further southwest than is mapped, probably between the alignments of Market and Gaines Streets.

Although not mapped by Bela (1981), our explorations and experience in the area indicates that the site is mantled by fill of variable thickness that generally increases to the south as a result of historical site grading.

Our review of the site geology, together with on-site observations, suggests that the site geology is generally consistent with the published mapping and our experience in the area, except for the fill as noted above.

### **3.3. Subsurface Conditions**

Subsurface conditions at the site were explored by advancing 13 drilled borings (B-1 through B-13), 4 cone penetration soundings (CPT-1 through CPT-4), and 4 ground penetrating radar soundings completed between February 20, and February 25, 2023. Drilled borings were advanced to a final depth between 16.5 and 41.5 feet bgs and the cone penetrometer tests (CPTs) were advanced to refusal approximately between 6.5 and 19 feet bgs. The approximate locations of the explorations completed at the site are shown on Figure 2. Logs of GeoEngineers’ explorations completed for this study are presented in Appendix A, Field Explorations and Laboratory Testing.

Soil samples obtained during site exploration were taken to GeoEngineers' laboratory for further evaluation. Selected samples were tested for determination of moisture content and Atterberg Limit Determinations. A description of the laboratory testing, and the test results are presented in Appendix A.

### **3.3.1. Soil Conditions**

The site soils can be generally divided into three general categories: Man-made Fill, Middle Terrace Deposits and Linn Gravels. Some blending or alluvial soil interfaces may be present, but we consider the descriptions below to be the dominant soils present at the site.

#### **3.3.1.1. Man-made Fill**

A highly variable mix of silt, sand and gravel fill was encountered in four of the borings and one CPT located in the southwestern portions of the site. The materials ranged from 4 to 5 feet of soft to medium stiff silt encountered in B-1 and B-4, roughly 9½ feet of loose silty gravel and silty sand in B-2, approximately 13 feet of soft to medium stiff silt in B-4, and up to 23 feet of loose to very dense silty gravel and soft silt in B-13. This material was likely used to level the low-lying portions of the site that formed the former Mill Creek and Willamette River confluence and are likely to include an even wider range of materials including possibly wood and man-made debris.

#### **3.3.1.2. Middle Terrace Deposits**

The central and northeastern portions of the site are mantled by a thickening to the northeast wedge of soft to stiff silt and loose to medium dense fine sand we interpret as the mapped Middle Terrace Deposits. The thickness of these deposits ranges from roughly 6 to 7 feet in B-5 and B-6 to approximately 18 to 20 feet in B-7, B-12 and B-10.

#### **3.3.1.3. Linn Gravels**

Underlying the fill to the southwest and the Middle Terrace Deposits to the northeast we encountered medium dense to very dense silty gravel and poorly-graded gravel with sand and silt that we interpret as the mapped Linn Gravels to the maximum depth explored. Several borings encountered layers of silt or sand that we interpret as natural interbeds of alluvial materials deposited during low-energy episodes of Willamette and Santiam River deposition.

### **3.3.2. Groundwater Conditions**

Groundwater was encountered at approximately 30 feet bgs in B-6 and B-13. Based on our experience at nearby sites the regional groundwater level is likely related to the level of the Willamette River, although shallow seasonal ("perched") groundwater may be encountered at shallower depths during the wet winter and spring months of the year.

## **4.0 INFILTRATION TESTING**

As requested by the project team, we conducted two on-site infiltration tests to assist in the evaluation of the site for stormwater infiltration design at the exploration location noted as IT-1 and IT-2 on Figure 2. The testing was conducted at a depth of 5 feet bgs.

On site testing was conducted in general accordance with the professional encased falling head procedure outlined in development design standards of multiple Oregon jurisdictions. Our general procedure included drilling a 4-inch-diameter hole to insert a polyvinyl chloride (PVC) pipe for the encased falling head procedure at a depth of 4 feet bgs.

The encased PVC pipe was filled with clean water to approximately 1 foot above the soil at the bottom of the drilled hole. The initial fill of water did not drain into the soil within 10 minutes, so the water level was maintained, and the soil allowed to saturate for 4 hours at the test locations. The levels were checked, and the pipes were refilled to 12 inches above the soil in the bottom of the pipe at the end of each hour and for multiple days after initiating the test. The drop-in water level was measured during three, hour-long iteration periods at the test locations. Field test results are summarized in Table 1.

**TABLE 1. FIELD MEASURED INFILTRATION RESULTS**

| Infiltration Test No. | Location      | Depth (feet) | USCS Material Type  | Field Measured Infiltration Rate <sup>1</sup> (in/hr) |
|-----------------------|---------------|--------------|---------------------|---|
| IT-1                  | See Site Plan | 5            | GM (Fill)           | 12  |
| IT-2                  | See Site Plan | 5            | ML (Middle Terrace) | 0 - 0.1   |

Notes:

<sup>1</sup> Appropriate factors should be applied to the field-measured infiltration rate, based on the design methodology and specific system used.

USCS = Unified Soil Classification System; in/hr = inches per hour

Infiltration rates shown in Table 1 represent a field-measured infiltration rate. The rates summarized for IT-2 and IT-3 indicate effectively 0 in/hr because minimal to no infiltration (drop in water levels) was observed during the testing period. Field measurements are limited to the accuracy of equipment employed to conduct the test. Actual long-term infiltration rates of the on-site soils are likely greater than 0 in/hr if measured out over very long-time frames (much longer than the time frames prescribed in the testing standards). A field-measured rate of 0 in/hr generally indicates infiltration less than 1/8 inch per hour, which is about the limit of the field measuring equipment.

In addition, field-measured rates represent a relatively short-term infiltration rate, and factors of safety have not been applied for the type of infiltration system being considered or for variability that may be present across large areas in the on-site soil. In our opinion, and consistent with the state of the practice, correction factors should be applied to this measured rate to reflect the localized area of testing relative to the field sizes.

Appropriate correction factors should also be applied by the project civil engineer to account for long-term infiltration parameters. From a geotechnical perspective, we recommend a factor of safety (correction factor) of at least 2 be applied to the field infiltration values to account for potential soil variability with depth and location within the area tested. In addition, the stormwater system design engineer should determine and apply appropriate remaining correction factor values, or factors of safety, to account for repeated wetting and drying that occur in this area, degree of in-system filtration, frequency and type of system maintenance, vegetation, potential for siltation and bio-fouling, etc., as well as system design correction factors for overflow or redundancy, and base and facility size.

Actual depths, lateral extent and estimated infiltration rates can vary from the values presented above. Field testing/confirmation during construction is often required in large or long systems or other situations where soil conditions may vary within the area where the system is constructed. The results of this field testing might necessitate that the infiltration locations be modified to achieve any appreciable design infiltration rate. In no case, however, do we recommend infiltration within 50 feet of the adjacent slopes to the west. The infiltration flow rate of a focused stormwater system like a drywell or small infiltration box or

pond typically diminishes over time as suspended solids and precipitates in the stormwater further clog the void spaces between the soil particles or cake on the infiltration surface or in the engineered media. The serviceable life of an infiltration media in a stormwater system can be extended by pre-filtering or with on-going accessible maintenance. Eventually, most systems will fail and will need to be replaced or have media regenerated or replaced.

We recommend that infiltration systems not be located within 50 feet of the adjacent slope to the west. In addition, for infiltration systems located anywhere on site an overflow that is connected to a suitable discharge point should be provided. Also, infiltration systems can cause localized, high groundwater levels and should not be located near basement walls, retaining walls or other embedded structures unless these are specifically designed to account for the resulting hydrostatic pressure. Infiltration locations should not be located on sloping ground, unless it is approved by a geotechnical engineer, and should not be infiltrated at a location that allows for flow to travel laterally toward a slope face, such as a mounded water condition or too close to a slope face that could cause instability of the slope.

#### **4.1. Suitability of Infiltration System**

Successful design and implementation of stormwater infiltration systems and whether a system is suitable for development depends on several site-specific factors. Stormwater infiltration systems are generally best suited for sites having sandy or gravelly soil with saturated hydraulic conductivities greater than 2 in/hr. Sites with silty or clayey soil, are generally not well-suited for long-term stormwater infiltration or as a sole method of stormwater infiltration. Soils that have fine-grained matrices are susceptible to volumetric change and softening during wetting and drying cycles. Fine-grained soils also have large variations in the magnitude of infiltration rates because of bedding and stratification that occurs during alluvial deposition, and often have thin layers of less permeable or impermeable soil within a larger layer. As a result of fine-grained soil conditions and relatively low field measured infiltration rates over portions of the site mantled by fine-grained fill and middle terrace deposits, and proximity to existing slopes in portions of the site mantled with fill, we recommend infiltration of stormwater not be used in as the sole method of stormwater management.

We understand that stormwater infrastructure on the site will include vegetated swales (rain gardens) that will treat site stormwater before being discharged to a suitable drainage system. Where located within 50 feet of the crest of existing slopes, vegetated swales for stormwater treatment should be lined with an impervious geomembrane to prevent infiltration of stormwater that could negatively affect slope stability.

## **5.0 CONCLUSIONS**

Based on our explorations, testing and analyses, it is our opinion that the site is generally suitable for the proposed development from a geotechnical engineering standpoint, provided the recommendations in this report are included in design and construction. As a result of relatively high column and wall structural loads, building foundations should be supported on a system of compacted aggregate piers (CAPs) or extended-depth foundations. Fill encountered in the southwest portion of the site will also require structural loads to be supported on inclusions (CAPs or extended-depth foundations) to depths below the fill layer and to depths that transfer loads sufficiently deep so that additional vertical or lateral loads are not applied to the existing gabion wall. The existing gabion wall was observed to have been compromised over a portion of its extent (blowout of facing) and will require repair or replacement as part of site development.

A summary of the primary geotechnical considerations is provided below. The summary is presented for introductory purposes only and should be used in conjunction with the complete recommendations presented in this report.

- Due to the fines content of the upper soils at the site, they will likely become disturbed by construction traffic from earthwork occurring during periods of wet weather or when the moisture content of the soil is more than a few percentage points above optimum. Wet weather construction practices will be required, except during the dry summer months.
- On-site soils may be reused as structural fill; however, the material is considered moisture sensitive and may not be suitable for reuse except during the driest of summer months. On-site material will be practically unworkable as structural fill during the wet season or when prolonged wet weather persists. In general, the most persistent wet weather in the area occurs from early October to mid-May. The blackish upper silt material observed is generally not recommended for reuse as structural fill.
- The site is generally poorly suited for stormwater infiltration as a method of handling site stormwater. Infiltration should not be used as the sole method for handling site stormwater and should not be used adjacent to slopes. Vegetated swales (rain gardens) for stormwater treatment should be lined with an impervious geomembrane to prevent infiltration of site stormwater where it could negatively affect slope stability.
- Based on the maximum design column and wall loads provided by the project structural engineer, we recommend that proposed structures with column loads greater than 180 kips and wall loads greater than 5 klf be supported on shallow spread foundations bearing on subgrade improved by compacted aggregate piers or rigid inclusions, or be founded on extended-depth foundations such as driven piles or drilled shafts. Ground improvements using CAPs or rigid inclusions used as ground improvement should be designed to a performance criterion that is acceptable to the structural engineer and project team, typically less than 1 inch of allowable settlement.
- Based on our discussions with the project team, block 5 may be constructed at a zero offset from the south and west property corner, near an approximately 20-foot-tall (in some spots) gabion wall along Mill Creek on the southwest corner boundary of the project site. As detailed in the Geologic Hazard Assessment included in Appendix B, the existing wall has blown out (broken) in at least one area and the remaining wall is considered marginally stable as a result of foundation undermining and will require repair or demolition and replacement based on the preferred configuration for block 5.
- New foundations for the proposed block 5, whichever alternative is selected, should be designed and constructed in a manner that loads downward beyond a depth that would impose additional vertical or lateral load to the existing gabion wall if it is to remain in place. In addition, any structural elements extending behind the gabion wall should not be designed for passive lateral resistance from soil retained by the gabion system within a 2H:1V (horizontal to vertical) projection back from the base of the wall.
- If the existing gabion wall is not removed and shallow foundations are the preferred alternative for block 5, the existing wall should be repaired and foundation elements for block 5 should be located outside of a 2H:1V projection from the bottom of the gabion wall. Spread footings should be founded on subgrade improved by rammed aggregate piers.

Alternatively, the existing wall could be repaired and block 5 could be satisfactorily founded on rigid inclusions or shallow foundations over subgrade improved by CAPs located within the recommended

setback distance, provided that they can be designed to impose no additional lateral load on the existing gabion wall.

- If the existing gabion wall is demolished (excavated down and regraded) or encased and replaced by a permanent wall to facilitate the configuration of block 5 as a zero-offset structure, the new wall should be designed for at-rest earth pressures as it will be restrained top and bottom by horizontal structural elements, and should account for additional loading from newly constructed foundations.
- If ground improvement is not completed at the site, post-construction settlement from the underlying compressible soils under the design loads are anticipated to exceed 1-inch total. We estimate settlements on the order of 2.5 to 3.5 inches, with about ½ of that magnitude occurring as differential settlement over a distance of approximately 50 feet.
- Relatively lightly loaded floor slabs (250 pounds per square foot [psf] loads or less) can be supported on aggregate base placed on native medium stiff/medium dense or stiffer/denser soils or on structural fill placed over native soils. Structural slabs should be supported on a minimum 6-inch-thick compacted crushed rock base.
- Standard pavement sections prepared as described in this report will suitably support the estimated traffic loads, provided the site subgrade is prepared as recommended. Maintenance and repair will likely be required following the design level earthquake.
- We observed groundwater at a depth of approximately 30 feet bgs.

## **6.0 EARTHWORK RECOMMENDATIONS**

### **6.1. Site Preparation**

In general, site preparation and earthwork for site development will include demolition and removal of existing structures and hardscapes, removal or relocation of existing site utilities where present beneath proposed building footprints, excavation for removal of existing foundation elements, tree and tree root removal, grading the site and excavating for utilities and foundations.

#### **6.1.1. Demolition**

All existing structural elements should be excavated and removed from proposed structural areas including above-ground structures, below-grade basement structures, concrete flatwork, rail lines or conduit, stripping of site vegetation in the north blocks, and removal or known and potentially buried and previously abandoned subsurface support elements. If present, existing utilities that will be abandoned on site should be identified prior to project construction. Abandoned utility lines larger than 4 inches in diameter that are located beneath proposed structural areas should be completely removed or filled with grout if abandoned and left in place in order to reduce potential settlement or caving in the future.

In general, demolished material should be transported off site for disposal. Excavations left from demolition of existing development should be backfilled with compacted structural fill as recommended in this report. The bottom of the excavations should be excavated to expose firm subgrade. The sides of the excavations should be cut into firm material and sloped a minimum of 1H:1V. Excavations should not undermine adjacent foundations, walkways, streets or other hardscapes unless special shoring or underpinning is provided. Excavations should not be conducted within an outward and downward projection of a 1H:1V line starting at least 2 feet outside the edge of an adjacent structural feature.

### **6.1.2. Stripping**

Areas to receive fill, structures or pavements should be cleared of vegetation and stripped of topsoil. Based on our observations at the site, we estimate that the depth of stripping will generally be on the order of 2 to 6 inches where vegetation is present with increased depths in areas of thicker vegetation.

Greater stripping depths may be required to remove localized zones of loose or organic soil. The actual stripping depth should be based on field observations at the time of construction. Stripped material should be transported off site for disposal unless otherwise allowed by project specifications for other uses such as landscaping. Clearing and grubbing recommendations provided below should be used in areas where moderate to heavy vegetation are present, or where surface disturbance from prior use has occurred.

### **6.1.3. Clearing and Grubbing**

Where thicker vegetation (brush and trees) is present, more extensive site clearing will be required to remove site vegetation, including thick grass, shrubs and trees that are designated for removal. Following clearing, grubbing and excavations up to several feet will be required to remove the root zones of thick shrubs and trees. Deeper excavations, up to 5 or 6 feet may be required to remove the root zones of large trees if encountered. In general, roots larger than ½ inch in diameter should be removed. Excavations to remove root zones should be done with a smooth-bucket to minimize subgrade disturbance. Portions of the site are heavily vegetated and previously buried roots may be present, even in the current grassy areas of the site. Grubbed materials should be hauled off site and properly disposed of unless otherwise allowed by the project specifications for other uses such as landscaping, stockpiling or on-site burning.

Existing voids and new depressions created during demolition, clearing, grubbing or other site preparation activities, should be excavated to firm soil and backfilled with Imported Select Structural Fill. Greater depths of disturbance should be expected if site preparation and earthwork are conducted during periods of wet weather.

## **6.2. Subgrade Preparation and Evaluation**

Upon completion of site preparation activities, exposed subgrades should be proof-rolled with a fully loaded dump truck or similar heavy rubber-tired construction equipment where space allows to identify soft, loose or unsuitable areas. Probing may be used for evaluating smaller areas or where proof-rolling is not practical. Proof-rolling and probing should be conducted prior to placing fill and should be performed by a representative of GeoEngineers who will evaluate the suitability of the subgrade and identify areas of yielding that are indicative of soft or loose soil. If soft or loose zones are identified during proof-rolling or probing, these areas should be excavated to the extent indicated by our representative and replaced with structural fill.

As discussed in Section 6.3 Subgrade Protection and Wet Weather Considerations of this report, because of the fines content native clayey soil can be sensitive to small changes in moisture content and will be difficult, or not possible, to compact adequately during wet weather. While tilling and compacting the subgrade is the economical method for subgrade improvement, it will likely only be possible during extended dry periods and following moisture-conditioning of the soil.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe.

Observations, probing and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

### 6.3. Subgrade Protection and Wet Weather Considerations

The upper clayey soils at the site are extremely susceptible to moisture. Wet weather construction practices will be necessary if work is performed during periods of wet weather. If site grading will occur during wet weather conditions, it will be necessary to use track-mounted equipment, load material into trucks supported on gravel work pads and employ other methods to reduce ground disturbance. The contractor should be responsible to protect the subgrade during construction reflective of their proposed means and methods and time of year.

Earthwork planning should include considerations for minimizing subgrade disturbance. The following recommendations can be implemented if wet weather construction is considered:

- The ground surface in and around the work area should be sloped so that surface water is directed to a sump or discharge location. The ground surface should be graded such that areas of ponded water do not develop. Measures should be taken by the contractor to prevent surface water from collecting in excavations and trenches. Measures should be implemented to remove surface water from the work area.
- Earthwork activities should not take place during periods of heavy precipitation.
- Slopes with exposed soils should be covered with plastic sheeting or similar means.
- The site soils should not be left uncompacted and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation will reduce the extent to which these soils become wet or unstable.
- Construction activities should be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practicable.
- Construction traffic should be restricted to specific areas of the site, preferably areas that are surfaced with working pad materials not susceptible to wet weather disturbance such as haul roads and rocked staging areas.
- When on-site fine-grained soils are wet of optimum moisture, they are easily disturbed and will not provide adequate support for construction traffic or the proposed development. The use of granular haul roads and staging areas will be necessary for support of construction traffic. Generally, a 12- to 16-inch-thick mat of imported granular base rock aggregate material is sufficient for light staging areas for the building pad and light staging activities but is not expected to be adequate to support repeated heavy equipment or truck traffic. The granular mat for haul roads and areas with repeated heavy construction traffic should be increased to between 18 and 24 inches. The actual thickness of haul roads and staging areas should be based on the contractor's approach to site development and the amount and type of construction traffic.
- During periods of wet weather, concrete should be placed as soon as practical after preparation of the footing excavations. Foundation bearing surfaces should not be exposed to standing water. If water collects in the excavation, it should be removed before placing structural fill or reinforcing steel.

Subgrade protection for foundations consisting of a lean concrete mat may be necessary if footing excavations are exposed to extended wet weather conditions.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe. Observations, probing and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

#### **6.4. Soil Amendment with Cement**

As an alternative to using Imported Select Structural Fill material for wet weather structural fill, an experienced contractor may be able to amend the on-site soil with portland cement concrete (PCC) to obtain suitable support properties. It is often less costly to amend on-site soils than to remove and replace soft soils with imported granular materials. Single pass tilling depths for cement amendment equipment is typically 18 inches or less. However, multiple tilling passes may be required to adequately blend in the cement with the soils and to sufficiently process the soils. It may also be necessary to place the recommended cement quantities in multiple passes between tilling passes, which requires intermediate compaction.

The contractor should be responsible for selecting the means and methods to construct the amended soil without disturbing exposed subgrades. We recommend low ground-pressure (such as balloon-tired) cement spreading equipment be required. We have observed other methods used for spreading that have resulted in significant site disturbance and high remedial costs. For example, we have observed amendment efforts using a spreader truck equipped with road tires pulled by track-mounted equipment that resulted in significant disturbance to the work area and required re-working large areas of cement-amended product at additional expense.

Areas of standing water, or areas where traffic patterns are concentrated and disturbing the subgrade, will also create a need for higher amounts of cement to be applied and additional tilling for better mixing and cement hydration prior to final compaction.

Successful use of soil amendment depends on the use of correct mixing techniques, the soil moisture content at the time of amendment and amendment quantities. Specific recommendations, based on exposed site conditions for soil amending, can be provided if necessary. However, for preliminary planning purposes, it may be assumed that a minimum of 5 percent cement (by dry weight, assuming a unit weight of 100 pounds per cubic foot [pcf]) will be sufficient for improving on-site soils. Treatment depths of 12 to 16 inches are typical (assuming a 7-day unconfined compressive strength of at least 80 pounds per square inch [psi]), although they may be adjusted in the field depending on site conditions. Soil amending should be conducted in accordance with the specifications provided in Oregon Structural Specialty Code (OSSC) 00344 (Treated Subgrade).

We recommend a target strength for cement-amended soils of 80 psi. The amount of cement used to achieve this target generally varies with moisture content and soil type. It is difficult to predict field performance of soil-to-cement amendment due to variability in soil response and we recommend laboratory testing to confirm expectations. However, for preliminary design purposes, 4 to 5 percent cement by weight of dry soil can generally be used when the soil moisture content does not exceed approximately 20 percent. If the soil moisture content is in the range of 20 to 35 percent, 5 to 7 percent by weight of dry soil is

recommended. The amount of cement added to the soil should be adjusted based on field observations and performance.

PCC-amended soil is hard and has low permeability; therefore, this soil does not drain well nor is it suitable for planting. Future landscape areas should not be cement amended, if practical, or accommodations should be planned for drainage and planting. Cement amendment should not be used if runoff during construction cannot be directed away from adjacent low-lying wet areas and active waterways and drainage paths.

When used for constructing pavement, staging or haul road subgrades, the amended surface should be protected from abrasion by placing a minimum 4-inch thickness of base rock material (Aggregate Base/Aggregate Subbase). To prevent strength loss during curing, cement-amended soil should be allowed to cure for a minimum of 4 days prior to placing the base rock. The base rock typically becomes contaminated with soil during construction. Contaminated base rock should be removed and replaced with clean base rock in pavement areas to meet the required thickness(es) in Section 8.0 Pavement Recommendations of this report.

It is not possible to amend soil during heavy or continuous rainfall. Work should be completed during suitable weather conditions.

## **6.5. Shoring and Temporary Slopes**

All excavations should be made in accordance with applicable Occupational Safety and Health Administration (OSHA) and state regulations. Site soils within expected excavation depths typically range from very soft to medium stiff clay or silt, or medium dense gravel and sand fill. In our opinion, fine-grained native soils are generally OSHA Type B (OSHA 2018) and sandy native soils are Type C, provided there is no seepage and excavations occur during periods of dry weather. Excavations deeper than 4 feet should be shored or laid back at an inclination of 1H:1V for Type B soils and 1½H:1V for Type C soils. Flatter slopes may be necessary if workers are required to enter. Excavations made to construct footings or other structural elements should be laid back or shored at the surface as necessary to prevent soil from falling into excavations.

Temporary cut slopes should not exceed a gradient appropriate for the soil type being excavated. However, because of the variables involved, actual slope angles required for stability in temporary cut areas can only be estimated before construction. The stability and safety of cut slopes depend on a number of factors, including:

- The type and density of the soil.
- The presence and amount of any seepage.
- Depth of cut.
- Proximity and magnitude of the cut to any surcharge loads, such as stockpiled material, traffic loads or structures.
- Duration of the open excavation.
- Care and methods used by the contractor.

We recommend that stability of the temporary slopes used for construction be the responsibility of the contractor, since the contractor is in control of the construction operation and is continuously at the site to observe the nature and condition of the subsurface. If groundwater seepage is encountered within the excavation slopes, the cut slope inclination may have to be flatter than 1.5H:1V. However, appropriate inclinations will ultimately depend on the actual soil and groundwater seepage conditions exposed in the cuts at the time of construction. It is the responsibility of the contractor to ensure that the excavation is properly sloped or braced for worker protection, in accordance with applicable guidelines. To assist with this effort, we make the following recommendations regarding temporary excavation slopes:

- Protect the slope from erosion with plastic sheeting for the duration of the excavation to minimize surface erosion and raveling.
- Limit the maximum duration of the open excavation to the shortest time period possible.
- Place no surcharge loads (equipment, materials, etc.) within 10 feet of the top of the slope.

More restrictive requirements may apply depending on specific site conditions, which should be continuously assessed by the contractor.

If temporary sloping is not feasible based on site spatial constraints, excavations could be supported by internally braced shoring systems, such as a trench box or other temporary shoring. There are a variety of options available. We recommend that the contractor be responsible for selecting the type of shoring system to apply.

Additionally, in our opinion, the contractor will be in the best position to observe subsurface conditions continuously throughout the construction process and to respond to the soil and groundwater conditions. Construction site safety is generally the sole responsibility of the contractor, who also is solely responsible for the means, methods and sequencing of the construction operations and choices regarding excavations and shoring. Under no circumstances should the information provided by GeoEngineers be interpreted to mean that GeoEngineers is assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

## **6.6. Permanent Slopes**

Permanent cut or fill slopes should not exceed a gradient of 2H:1V. Where access for landscape maintenance is desired, we recommend a maximum gradient of 3H:1V. Fill slopes should be overbuilt by at least 12 inches and trimmed back to the required slope to maintain a firm face.

To reduce erosion, newly constructed slopes should be planted or hydroseeded shortly after completion of grading. Until the vegetation is established, some sloughing and raveling of the slopes should be expected. This may necessitate localized repairs and reseeded. Temporary covering, such as clear heavy plastic sheeting, jute fabric or erosion control blankets (such as American Excelsior Curlex 1 or North American Green SC150) could be used to protect the slopes during periods of rainfall.

## **6.7. Dewatering**

As discussed in Section 3.3.2 Groundwater Conditions of this report, groundwater was encountered in our explorations, but is expected to typically be below the anticipated excavation depths. Excavations that extend into saturated/wet soils should be dewatered. Sump pumps are expected to adequately address

groundwater encountered in shallow excavations. In addition to groundwater seepage and upward confining flow, surface water inflow to the excavations during the wet season can be problematic. Provisions for surface water control during earthwork and excavations should be included in the project plans and should be installed prior to commencing earthwork.

Deep wells or well points will likely be necessary where excavations extend below the groundwater table. The contractor should be required to submit a dewatering plan prepared by a registered professional engineer or hydrogeologist for review by the project team including GeoEngineers. Additionally, it should be noted that dewatering near the existing structure using wells or well points could result in settlement in addition to the long-term static settlement estimates presented in Section 7.3 Foundation Support Alternatives.

## **6.8. Structural Fill and Backfill**

### **6.8.1. General**

Materials used to support building foundations, floor slabs, hardscape, pavements and any other areas intended to support structures or within the influence zone of structures are classified as structural fill for the purposes of this report.

All structural fill soils should be free of debris, clay balls, roots, organic matter, frozen soil, man-made contaminants, particles with greatest dimension exceeding 4 inches and other deleterious materials. The suitability of soil for use as structural fill will depend on the gradation and moisture content of the soil. As the amount of fines in the soil matrix increases, the soil becomes increasingly more sensitive to small changes in moisture content and achieving the required degree of compaction becomes more difficult or impossible. Recommendations for suitable fill material are provided in the following sections.

### **6.8.2. Use of On-site Soil**

As discussed in Section 3.3 Subsurface Conditions, on-site near surface soil generally consists of native silt and granular fill. On-site soils can be used as structural fill, provided the material meets the above requirements, although due to moisture sensitivity it could be challenging or impossible to use during periods of wet weather. If the soil is too wet to achieve satisfactory compaction, moisture-conditioning by drying back the material will be required. If the material cannot be properly moisture-conditioned, we recommend using imported material for structural fill.

An experienced geotechnical engineer from GeoEngineers should determine the suitability of on-site soil encountered during earthwork activities for reuse as structural fill.

### **6.8.3. Imported Select Structural Fill**

Imported Select granular material may be used as structural fill. The imported material should consist of pit or quarry run rock, crushed rock or crushed gravel and sand that is fairly well-graded between coarse and fine sizes (approximately 25 to 65 percent passing the U.S. No. 4 sieve). It should have less than 5 percent passing the U.S. No. 200 sieve. During dry weather, the fines content can be increased to a maximum of 12 percent.

### **6.8.4. Aggregate Base**

Aggregate base material located under floor slabs and crushed rock used in footing overexcavations should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a

maximum particle size of 1-inch and have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls). In addition, aggregate base shall have a minimum of 75 percent fractured particles according to American Association of State Highway and Transportation Officials (AASHTO) TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

#### **6.8.5. Aggregate Leveling Course**

Aggregate leveling coarse material located under Portland cement concrete (PCC) pavement sections should consist crushed rock used in footing overexcavations should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a maximum particle size of  $\frac{3}{4}$ -inch and have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls). In addition, aggregate leveling course shall have a minimum of 75 percent fractured particles according to American Association of State Highway and Transportation Officials (AASHTO) TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

#### **6.8.6. Trench Backfill**

Backfill for pipe bedding and in the pipe zone should consist of well-graded granular material with a maximum particle size of  $\frac{3}{4}$ -inch and less than 5 percent passing the U.S. No. 200 sieve. The material should be free of organic matter and other deleterious materials. Further, the backfill should meet the pipe manufacturer's recommendations. Above the pipe zone, Imported Select Structural Fill may be used as described above.

### **6.9. Fill Placement and Compaction**

Structural fill should be compacted at moisture contents that are within 3 percent of the optimum moisture content as determined by ASTM International (ASTM) Test Method D 1557 (Modified Proctor). The optimum moisture content varies with gradation and should be evaluated during construction. Fill material that is not near the optimum moisture content should be moisture-conditioned prior to compaction.

Fill and backfill material should be placed in uniform, horizontal lifts and compacted with appropriate equipment. The appropriate lift thickness will vary depending on the material and compaction equipment used. Fill material should be compacted in accordance with Table 2 below. It is the contractor's responsibility to select appropriate compaction equipment and place the material in lifts that are thin enough to meet these criteria. However, in no case should the loose lift thickness exceed 18 inches.

**TABLE 2. COMPACTION CRITERIA**

| Fill Type   | Compaction Requirements  |                         |           |
|---|--|-------------------------|-----------|
|   | Percent Maximum Dry Density Determined by<br>ASTM Test Method D 1557 at ± 3% of Optimum Moisture |                         |           |
|   | 0 to 2 Feet Below Subgrade   | > 2 Feet Below Subgrade | Pipe Zone |
| Fine-grained soils (non-expansive)  | 92   | 92                      | ----      |
| Imported Granular, maximum particle size < 1¼ inch  | 95   | 95                      | ----      |
| Imported Granular, maximum particle size 1¼ inch to 4 inches (3-inch maximum under building footprints) | n/a (proof-roll)   | n/a (proof-roll)        | ----      |
| Retaining Wall Backfill*  | 92   | 92                      | ----      |
| Nonstructural Zones   | 90   | 90                      | 90        |
| Trench Backfill   | 95   | 90                      | 90        |

Notes:

\* Measures should be taken to prevent overcompaction of the backfill behind retaining walls. We recommend placing the zone of backfill located within 5 feet of the wall in lifts not exceeding about 6 inches in loose thickness and compacting this zone with hand-operated equipment such as a vibrating plate compactor and a jumping jack.

A representative from GeoEngineers should evaluate compaction of each lift of fill. Compaction should be evaluated by compaction testing unless other methods are proposed for oversized materials and are approved by GeoEngineers during construction. These other methods typically involve procedural placement and compaction specifications together with verifying requirements such as proof-rolling.

## 7.0 STRUCTURAL DESIGN RECOMMENDATIONS

### 7.1. Six-Story Mixed use Residential/Commercial Structures (Blocks 1 through 4)

We understand development will consist of a five-story wood-framed structure over a one-story concrete podium. Blocks 3 and 4 in the initial phase will also include a one-story below grade parking level that will extend beneath the concrete podium and under Block 5. Blocks 1 and 2 are proposed for similar development but it was not confirmed at the time of this report if the below-grade parking level would also be included.

Based on information provided to us by F40ELICH Engineers (Structural Engineer), we understand that column loads will be on the order of up to 575 kips; wall loads will be on the order of up to 10 klf; and floor loads on the order of 250 psf or less. We have developed our recommendations based on the design loads provided.

As a result of the anticipated loads, we estimate that static consolidation settlement of site soils overlying the competent dense to very dense gravel (absent ground improvement or rigid inclusions) could be up to 2.5- to 3.5-inches total with half that magnitude occurring as differential settlement over a horizontal distance of 50 feet.

To limit potential post-construction settlement, we recommend that proposed building loads be supported on spread footings over subgrade improved with ground improvements such as compacted aggregate piers or rigid inclusions, on spread footings founded directly on the underlying competent gravels or compacted crushed rock fill over the dense gravels, or on extended-depth pile type foundations where it may not be economically feasible to excavate to the competent gravel bearing layer.

## 7.2. Parking Structure (Block 5)

Block 5 is proposed to be occupied by a concrete parking structure comprising up to three stories above grade, and one below grade along the south margin of the site. Based on information provided by F4OELICH Engineers, column loads on the order of 534 kips; wall loads on the order of 10.2 kips, and floor loads of up to 250 psf are anticipated.

Based on our discussions with the project team, we anticipate that Block 5 may be constructed with zero offset from the southwest corner property line near an approximately 20-foot-tall gabion wall along Mill Creek and on the bank of the Willamette River. As detailed in the Geologic Hazard Assessment included in Appendix B, the existing wall has at least one broken (compromised) face section and is currently considered as marginally stable as a result of foundation undermining. The wall will require repair if block 5 is offset from top of the wall as discussed below, or removal/reconstruction or structural encasement if block 5 is extended to the edge of the property (i.e., zero offset). Suitable foundation options for block 5 depend on the preferred plan for the existing wall, but may include the following:

- If the existing wall is left in place and repaired, block 5 may be satisfactorily founded on shallow spread footing foundations over ground improvements such as CAPs, rigid inclusions or other ground improvements to support proposed building loads, provided that ground improvement and foundations can be designed such that they do not impose additional vertical or lateral load on the existing gabion wall after repair. Additionally, a scour analysis may be necessary as part of construction at the zero offset line to determine if additional setback from the stream and river adjacent slope should be considered so that new footings are not subject to instability as a result of scour.
- If the construction of block 5 with zero offset precludes the methods above, it may be satisfactorily founded on extended-depth foundations, or spread footings over CAPs that extend into the competent Linn Gravels or sufficiently deep such that the foundation system **can be designed so that no additional load is imposed vertically or horizontally** on the existing wall if it is to remain in place or rebuilt.

### 7.2.1.1. Block 5 Construction Considerations

Based on discussions with the project team, and assuming zero-offset of block 5, construction of an additional temporary or permanent wall along the face of the existing gabion wall would be necessary. If a new wall is constructed at the property boundary, the gabion wall could be removed or encased. Furthermore, the new wall could be incorporated into the exterior foundations of block 5 as a permanent below grade wall.

New foundations or permanent walls along Mill Creek should not be founded within a potential zone of scour. If project development includes constructing a permanent wall along Mill Creek to transfer structural loads to the underlying Linn Gravels, the wall should be designed for the at-rest earth pressures presented in Section 7.10 Retaining Walls of this report since it would be restrained against rotation by the structure,

and should also account for additional loading that may be transferred to the back of the wall from foundation and floor loads.

### **7.3. Foundation Support Alternatives**

#### **7.3.1. Shallow Foundations on Linn Gravels**

It is our opinion that the underlying dense to very dense gravels are suitable for shallow foundation support. However, because of the increasing depth from south to north to the competent bearing gravels across the site, it will likely be more economically feasible to support proposed building loads on spread footings over subgrade improved with ground improvements, or to found buildings on extended-depth foundations where the competent gravels are not readily exposed at more shallow depths of excavation depths during construction.

##### **7.3.1.1. Bearing Capacity – Spread Footings on Linn Gravels**

We recommend that new conventional footings be proportioned using a maximum allowable bearing pressure of 4,000 psf if supported on the underlying dense to very dense gravel or structural fill bearing on these materials. The recommended bearing pressure applies to the total of dead and long-term live loads and may be increased by one-third when considering earthquake or wind loads. This is a net bearing pressure. The weight of the footing and overlying backfill can be ignored in calculating footing sizes.

##### **7.3.1.2. Foundation Settlement – Spread Footings on Linn Gravels**

Assuming that subgrade is prepared in accordance with Section 7.5 Shallow Foundation Subgrade Preparation of this report, foundations designed and constructed on the underlying dense to very dense gravels as recommended are expected to experience total static settlements of less than 1-inch. Static differential settlements of up to one-half of the total settlement magnitude can be expected between adjacent footings supporting comparable loads.

#### **7.3.2. Ground Improvement/Aggregate Piers**

Shallow spread and continuous footings supported on CAPs or rigid inclusions can provide higher bearing capacity and reduce total and differential settlement under design loads by creating a stiffened soil matrix subgrade. Ground improvement methods typically considered in the region include rammed aggregate piers (RAP) or Geopiers, and rigid inclusion systems designed and constructed by specialty foundation construction companies. Other ground improvement systems/contractors may be considered, but should be reviewed and approved by the project team.

CAP or rigid inclusion systems are typically designed and constructed by the specialty contractor to a performance specification. In our experience they typically range from 18- to 30-inch-diameter piers spaced in a triangular distribution with center-to-center spacing ranging from 6 to 8 feet depending on design loads and tolerable settlement requirements. The specialty contractor should be given a copy of our geotechnical report and the opportunity to complete additional explorations if they choose. They should submit a ground improvement design that has been completed and stamped by a registered professional engineer with experience in such projects. We recommend the geotechnical engineer of record review the design on behalf of the Owner, although the specialty contractor will retain responsibility for the design and construction of the ground improvements to the specified performance criteria.

The underlying dense to very dense gravel of the Linn Gravel Formation was encountered at varying depths of approximately 4 to 24 feet bgs in our explorations. We anticipate that compacted aggregate piers would

extend from the bottom of shallow foundations to this very dense Linn Gravel Formation or to a minimum design depth required to meet allowable bearing capacity for design loads as well as settlement tolerances for the project. Granular pads beneath shallow foundations should be discussed with the specialty contractor if required as part of load transfer to the underlying ground improvement.

The length of compacted aggregate piers may vary across the site. Compacted aggregate piers should be designed to meet the final bearing capacity and settlement tolerance provided by the structural engineer. The specialty contractor would provide final design and in-house quality control for the piers. We recommend that GeoEngineers provide construction quality assurance for the Owner during the construction process.

Structural fill to raise site grades should be placed after construction of ground improvements to reduce the overall depth of installation since improvements are typically extended to ground surface during construction.

#### **7.3.2.1. Aggregate Piers Bearing Capacity**

Allowable design bearing capacity of the compacted aggregate pier/improved subgrade matrix would be determined by the specialty contractor and will be dependent on actual building loads and acceptable settlement magnitudes. We typically see a bearing capacity of approximately 4,000 to 6,000 psf in the soil/pier matrix for soils similar to those we observed at the site that have been improved with compacted aggregate piers.

#### **7.3.2.2. Foundation Settlement**

Settlement for shallow foundations supported on an aggregate pier improved subgrade, as described above, would depend on the specialty contractor's design. Typically, systems are designed to a performance specification that is normally on the order of approximately 1-inch. Differential settlements of up to half the total magnitude can be expected between individual footings.

#### **7.3.3. Deep Foundations**

Deep foundations can be considered as a suitable option to support foundations and to transfer structural loads to the underlying, competent gravels. In addition to building loads. We anticipate driven piles (open-ended pipe or H-pile sections) or drilled and cast-in-place piles will likely be the most efficient deep foundation methods for this site.

If deep foundations are the preferred foundation alternative, they should be designed to extend through the upper middle terrace and fill deposits encountered in our explorations to underlying dense coarse-grained deposits. The top of these relatively dense layers was encountered at depths of approximately 4 to 24 feet bgs in our explorations.

#### **7.4. Shallow Foundation Recommendations**

Where shallow foundations are planned for the project, exterior footings should be established at least 18 inches below the lowest adjacent grade. The recommended minimum footing depth is greater than the anticipated frost depth. Interior footings can be founded a minimum of 12 inches below the top of the floor slab. Isolated column and continuous wall footings should have minimum widths of 24 and 18 inches, respectively. We have assumed that the maximum isolated column loads will be on the order of 40 kips, wall loads will be 2 klf or less and floor loads for slabs on grade will be 100 psf or less for the proposed

development. If design loads exceed these values, we should be notified as our recommendations may need to be revised.

### **7.5. Shallow Foundation Subgrade Preparation**

Exterior footings should be established at least 18 inches below the lowest adjacent grade. The recommended minimum footing depth is greater than the anticipated frost depth. Interior footings can be founded a minimum of 12 inches below the top of the floor slab. Isolated column and continuous wall footings should have minimum widths of 24 and 18 inches, respectively.

We recommend loose or disturbed soils resulting from foundation excavation be removed before placing reinforcing steel and concrete. Foundation bearing surfaces should not be exposed to standing water. If water infiltrates and pools in the excavation, the water, along with any disturbed soil, should be removed before placing reinforcing steel. A thin layer of crushed rock can be used to provide protection to the subgrade from weather and light foot traffic. Compaction should be performed as described in Section 6.6 Permanent Slopes.

We recommend a representative of the geotechnical engineer of record observe all foundation excavations before placing concrete forms and reinforcing steel to determine that bearing surfaces have been adequately prepared and the soil conditions are consistent with those observed during our explorations. Additionally, we recommend overexcavating and placing a minimum of 2-foot-thick granular bearing pad consisting of crushed rock, structural fill compacted in accordance with Section 6.3. Overexcavation should extend laterally 1-foot beyond the edges of footings.

### **7.6. Shallow Foundation Lateral Resistance**

Lateral loads on footings can be resisted by passive earth pressures on the sides of footings and by friction on the bearing surface. We recommend that passive earth pressures be calculated using an equivalent fluid unit weight of 240 pcf for foundations confined by native medium stiff or stiffer silt and 350 pcf if confined by a minimum of 2 feet of imported granular fill.

We recommend using a friction coefficient of 0.35 for foundations placed on the native medium stiff or stiffer silt, or 0.50 for foundations placed on a minimum 2-foot thickness of compacted crushed rock. The passive earth pressure and friction components may be combined provided the passive component does not exceed  $\frac{2}{3}$  of the total.

The passive earth pressure value is based on the assumptions that the adjacent grade is level and static groundwater remains below the base of the footing throughout the year. The top 1-foot of soil should be neglected when calculating passive lateral earth pressures unless the adjacent area is covered with pavement. The lateral resistance values include a safety factor of approximately 1.5.

### **7.7. Drainage**

We recommend the ground surface be sloped away from the building at least 5 percent for a minimum distance of 10 feet measured perpendicular to the face of the wall in accordance with section 1804.4 of the 2018 International Building Code (IBC). All downspouts should be tightlined away from the building foundation areas and should also be discharged into a stormwater disposal system. Downspouts should not be connected to footing drains.

Although not required based on groundwater depths observed in our explorations, if perimeter footing drains are used for below-grade structural elements or crawlspaces, they should be installed at the base of the exterior footings. The perimeter footing drains should be provided with cleanouts and should consist of at least 4-inch-diameter perforated pipe placed on a 3-inch bed of and surrounded by 6 inches of drainage material enclosed in a non-woven geotextile such as Mirafi 140N (or approved equivalent) to prevent fine soil from migrating into the drain material. We recommend against using flexible tubing for footing drainpipes. The perimeter drains should be sloped to drain by gravity to a suitable discharge point, preferably a storm drain. We recommend that the cleanouts be covered and placed in flush-mounted utility boxes. Water collected in roof downspout lines must not be routed to the footing drain lines.

## **7.8. Slab on Grade Floors**

### **7.8.1. Design Parameters**

Satisfactory subgrade support for floor slabs of up to 250 psf can be obtained provided the floor slab subgrade is prepared as recommended in Section 6.0 Earthwork Recommendations of this report, including compaction of the upper exposed subgrade. Slabs should be reinforced according to their proposed use and per the structural engineer's recommendations. Load-bearing concrete slabs should be designed assuming a modulus of subgrade reaction (k) of 100 pci.

The intent of supporting on-grade slabs on a minimum 6-inch-thick compacted crushed rock base is that it acts as a capillary break and provides adequate subgrade support for slab design (develop the recommended modulus of subgrade reaction). The crushed rock base material should consist of Aggregate Base material as described in Section 6.8 Structural Fill and Backfill of this report. The material should be placed as recommended in Section 6.9 Fill Placement and Compaction. If dry slabs are required (e.g., where adhesives are used to anchor carpet or tile to the slab or for other moisture-sensitive situations), a waterproof liner may be placed as a vapor barrier below the slab. The vapor barrier should be selected by the structural engineer and should be accounted for in the design floor section and mix design selection for the concrete, to accommodate the effect of the vapor barrier on concrete slab curing.

We estimate that concrete slabs constructed as recommended will settle less than 1 inch for slabs over native soils (no ground improvement required).

## **7.9. Seismic Design**

### **7.9.1. 2018 IBC Seismic Design Parameters**

Parameters provided in Table 3 are based on the conditions encountered during our subsurface exploration program and the procedure and requirements outlined in the 2018 IBC and the 2019 OSSC Chapters 1 and 18. Per American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8, a site specific response analysis is required for site class F sites, and a ground motion hazard analysis or site-specific response analysis is required to determine the design ground motions for structures on Site Class D and E sites with  $S_1$  greater than or equal to 0.2g. For this project, the site is classified as site class C; therefore, in our opinion the provisions of 11.4.8 are not applicable. The parameters listed on Table 3 may be used to determine the design ground motions if the

**TABLE 3. MAPPED 2018 IBC SEISMIC DESIGN PARAMETERS**

| Parameter  | Recommended Value <sup>1</sup> |
|--|--------------------------------|
| Site Class   | C                              |
| Mapped Spectral Response Acceleration at Short Period ( $S_s$ )    | 0.828 g                        |
| Mapped Spectral Response Acceleration at 1 Second Period ( $S_1$ ) | 0.415 g                        |
| Site Modified Peak Ground Acceleration ( $PGA_M$ )                 | 0.462 g                        |
| Site Amplification Factor at 0.2 second period ( $F_a$ )           | 1.2                            |
| Site Amplification Factor at 1.0 second period ( $F_v$ )           | 1.5                            |
| Design Spectral Acceleration at 0.2 second period ( $S_{DS}$ )     | 0.663 g                        |
| Design Spectral Acceleration at 1.0 second period ( $S_{D1}$ )     | .415 g                         |

Notes:

<sup>1</sup> Parameters developed based on Latitude 45.0935° and Longitude -123.389137° using the Applied Technology Council (ATC) Hazards online tool.

### 7.9.2. Liquefaction Potential

Liquefaction is a phenomenon caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles to near zero. The excessive buildup of pore water pressure results in the sudden loss of shear strength in a soil. Granular soil, which relies on interparticle friction for strength, is susceptible to liquefaction until the excess pore pressures can dissipate. Sand boils and flows observed at the ground surface after an earthquake are the result of excess pore pressures dissipating upwards, carrying soil particles with the draining water. In general, loose, saturated sand soil with low silt and clay contents is the most susceptible to liquefaction. Low plasticity, silty sand may be moderately susceptible to liquefaction under relatively higher levels of ground shaking.

As discussed in Section 3.3.2 of this report, groundwater was encountered during our explorations at approximately 30 feet bgs. The site soils below the groundwater table are expected to include dense to very dense gravel and sand, that is not considered susceptible to liquefaction for the design earthquake event. Therefore, it is our opinion that the risk for liquefaction at the site is very low.

### 7.9.3. Lateral Spreading Potential

Lateral spreading related to seismic activity typically involves lateral displacement of large, surficial blocks of non-liquefied soil when a layer of underlying soil loses strength during seismic shaking. Lateral spreading usually develops in areas where sloping ground or large grade changes (including retaining walls) are present. Based on our understanding of the subsurface conditions at the site, it is our opinion the risk of lateral spreading impacting the site is low.

## 7.10. Retaining Walls

### 7.10.1. Drainage

Positive drainage is imperative behind retaining structures. This can be accomplished by providing a drainage zone behind the wall consisting of free-draining material and perforated pipes to collect and dispose of the water. The drainage material should consist of Aggregate Base having less than 3 percent

passing the U.S. No. 200 sieve. The wall drainage zone should extend horizontally at least 18 inches from the back of the wall.

A perforated smooth-walled rigid drainpipe having a minimum diameter of 4 inches should be placed at the bottom of the drainage zone along the entire length of the wall, with the pipe invert at or below the base of the wall footing. The drainpipes should discharge to a tightline leading to an appropriate collection and disposal system. An adequate number of cleanouts should be incorporated into the design of the drains to provide access for regular maintenance. Roof downspouts, perimeter drains or other types of drainage systems should not be connected to retaining wall drain systems.

#### **7.10.2. Concrete Retaining Walls Design Parameters**

Retaining structures free to rotate slightly around the base should be designed for active earth pressures using an equivalent fluid unit weight (efp) of 40 pcf when the ground surface extends level behind the wall equal to a distance of at least twice the height of the wall, and 65 pcf for an inclined slope of 2H:1V above the wall. For lesser slopes between flat and 2H:1V, the efp can be linearly interpolated between the recommended values. The efp value is based on the following assumptions.

- The walls will not be restrained against rotation when the backfill is placed.
- Walls are 12 feet or less in total wall support height.
- The backfill within 2 feet of the wall consists of free-draining granular materials.
- Grades above the top of the walls are no steeper than a 2H:1V slope.
- Total wall heights are determined based on a level front slope from the base of the wall.
- Hydrostatic pressures do not develop, and drainage will be provided behind the wall.

Seismically induced lateral forces on permanent below-grade building walls can be calculated using a dynamic force equal to  $10.6H$  psf, where  $H$  is the wall height. This seismic force should be applied with the centroid located at  $0.6H$  from the wall base. These values assume that the wall is vertical and unrestrained and the backfill behind the wall is horizontal.

For site retaining walls, seismic lateral earth pressures should be computed as a part of retaining wall design using the Mononobe-Okabe equation or another method appropriate to the selected wall system.

Retaining walls, including foundation walls that are restrained against rotation during backfilling, should be designed for an at-rest equivalent fluid unit weight of 64 pcf when the ground surface extends level behind the wall equal to a distance of at least twice the height of the wall, and 96 pcf for an inclined slope of 2H:1V above the wall. For lesser slopes between flat and 2H:1V, the efp can be linearly interpolated between the recommended values.

Surcharge loads applied closer than one-half of the wall height should be considered as uniformly distributed horizontal pressures equal to one-third of the distributed vertical surcharge pressure. Footings for retaining walls should be designed as recommended for shallow foundations. Backfill should be placed and compacted as recommended for structural fill.

Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project vary from these assumptions.

We recommend that GeoEngineers be retained to review the retaining wall design to confirm that it meets the requirements in our report. The retaining wall designer should perform global stability analysis of the proposed wall.

## **8.0 PAVEMENT RECOMMENDATIONS**

Our pavement recommendations are based on the results of our field testing and analysis. The recommended pavement sections assume that final improvements surrounding the pavement will be designed and constructed such that stormwater or excess irrigation water from landscape areas does not infiltrate below the pavement section into the base rock materials.

Standards used for pavement design for asphalt pavement design and adapted for gravel section design by deleting the upper AC section are listed below:

- *Oregon Department of Transportation (ODOT) Pavement Design Guide (ODOT 2019)*
- *AASHTO Guide for Design of Pavement Structures (AASHTO 1993).*
- Supplement to AASHTO 93 Part II Rigid Pavement Design & Rigid Pavement Joint Design.

### **8.1. Drainage**

Long-term performance of pavements is influenced significantly by drainage conditions beneath the pavement section. Positive drainage can be accomplished by crowning the subgrade and establishing grades to promote drainage.

### **8.2. On-Site Asphalt Concrete (AC) Pavement Sections**

Pavement subgrades should be prepared in accordance with Section 6.2 of this report. Our pavement recommendations assume that traffic at the site will consist of occasional truck traffic and passenger cars. We do not have specific information on the frequency and type of vehicles that will use the area; however, we have based our design analysis on traffic loading consistent with heavy trucks to account for delivery- and service-type vehicles and passenger car traffic for the heavy-duty pavement sections, and passenger car traffic only for the light-duty pavement sections and the assumed equivalent single axle loads (ESALS) presented in Table 4.

Our pavement recommendations are based on the following assumptions:

- The on-site soil subgrade below proposed fill placed to raise site grades or below aggregate base sections has been prepared as described in Section 6.2 Subgrade Preparation and Evaluation of this report, and observations indicate that subgrade is in a firm and unyielding condition.
- A resilient modulus of 20,000 psi was estimated for base rock prepared and compacted as recommended.

- A resilient modulus of 4,500 psi was estimated for firm in-place soils or structural fill placed on firm native soils for the proposed parking lot and drive aisles.
- Initial and terminal serviceability indices of 4.2 and 2.0, respectively.
- Reliability and standard deviations of 75 percent and 0.45, respectively.
- Structural coefficients of 0.41 and 0.10 for the asphalt and base rock, respectively.
- A 20-year design life.

If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

The recommended minimum pavement sections are provided in Table 4. Pavement recommendations for “On-Site Local Roads” are for roadways within the development only.

An alternate pavement section using Aggregate Subbase material is provided below because it may be more applicable during wet-weather construction where a gravel haul road or working surface is needed to support construction traffic. Wet weather construction recommendations are provided in Section 6.0 of this report. The subbase material can be incorporated into the gravel working blankets and haul roads provided the material meets the minimum thickness in Table 4 and meets the specifications for Aggregate Subbase. Working blanket and haul road materials that pump excessively, or have excessive fines from construction traffic, should be removed and replaced with specified materials prior to constructing roadways over those areas.

**TABLE 4. MINIMUM ON-SITE PAVEMENT SECTION THICKNESS**

| Section   | Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Aggregate Subbase Thickness (inches) | Assumed Traffic Loading (Design Life ESAL's) |
|---|------------------------------------|---|--|--|
| Light Duty (general automobile parking areas)   | 2.5                                | 10  | -  | <10,000                                      |
|   | 2.5                                | 4   | 12   |  |
| Heavy Duty (drive aisles and heavy delivery areas, or City designated local cul-de-sac) | 3.5                                | 10  | -  | <50,000                                      |
|   | 3.5                                | 4   | 12   |  |

The recommended minimum pavement sections are provided in Table 4. Pavement recommendations for “On-Site Local Roads” are for roadways within the development only.

The aggregate base course should conform to Section 6.8.4 Aggregate Base of this report and be compacted to at least 95 percent of the maximum dry density (MDD) determined in accordance with AASHTO T-180/ASTM Test Method D 1557. The AC pavement should conform to Section 00745 of the most current edition of the *ODOT Standard Specifications for Highway Construction*. The Job Mix Formula should meet the requirements for a ½-inch Dense Graded Level 2 Mix. The AC should be PG 64-22 grade meeting the *ODOT Standard Specifications for Asphalt Materials*. AC pavement should be compacted to 92.0 percent at Maximum Theoretical Unit Weight (Rice Gravity) of AASHTO T-209.

If cement amendment is used during site development, as described in Section 6.0 of this report, it may be possible to reduce the amount of aggregate base for the pavement sections. This will depend on several factors, including the prevailing weather conditions, depth of amendment and condition of the subgrade after amendment. GeoEngineers can provide additional information for on-site pavement sections if cement amendment will be used during construction.

The recommended pavement sections assume that final improvements surrounding the pavement will be designed and constructed such that stormwater or excess irrigation water from landscape areas does not infiltrate below the pavement section into the crushed base.

**TABLE 5. PAVEMENT SECTION RECOMMENDATIONS WITH CEMENT AMENDED SUB-BASE**

| Section   | Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Cement Amended Subgrade Thickness (inches) |
|---|------------------------------------|---|--|
| Light Duty<br>(general automobile parking areas)      | 3.0                                | 4.0                                       | 12   |
| Heavy Duty<br>(drive aisles and heavy delivery areas) | 3.0                                | 4.0                                       | 12   |

Cement amendment may be used during site development, as described above, or to reduce the pavement section thickness. The exact design of the amount of cement to be used should be determined based on the condition of the subgrade at the time of construction and the prevailing weather conditions but should likely be between 3 and 6 percent. We recommend the minimum thickness of amendment be 12 inches. GeoEngineers can provide additional information regarding cement volumes at the time of construction. The minimum pavement sections, with a 12-inch-thick cement amended soil section, are provided in Table 5 above.

### 8.3. Front Street NE

#### 8.3.1. Existing Pavement Section

The existing pavement section thickness along Front Street NE was observed using ground penetrating radar (GPR) at locations GPR-1 through GPR-7 and with a cored location at boring location B-6 as shown on Figure 2. A summary of existing pavement section thickness at is presented in Table 6.

**TABLE 6. EXISTING PAVEMENT SECTION**

| Exploration Designation | Approximate Asphalt Concrete thickness (Inches) | Approximate Base Course Thickness (Inches) |
|-------------------------|---|--|
| GPR-1                   | 4   | 14   |
| GPR-2                   | 4   | 14   |
| B-6/GPR-3               | 6   | 12   |
| GPR-4                   | 6   | 12   |
| GPR-5                   | 8   | 22   |
| GPR-6                   | 6   | 12   |

| Exploration Designation | Approximate Asphalt Concrete thickness (Inches) | Approximate Base Course Thickness (Inches) |
|-------------------------|---|--|
| GPR-7                   | 8   | 24   |

### 8.3.2. Asphalt Concrete Pavement Design

Project development includes widening Front Street NE to accommodate increased traffic in the area from the proposed development. Widening the roadway will involve raising the current grade to match the existing roadway elevation. Fill placement to raise subgrade elevations and pavement subgrades should be prepared in accordance with Section 6.2 of this report.

AC pavement recommendations for the widening of Front Street NE are provided in Table 7. The recommended pavement sections are provided in Table 7. If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

Our pavement recommendations are based on the following assumptions and design parameters included in the *ODOT Pavement Design Guide*:

- The pavement subgrades, fill subgrades and site earthwork used to establish road grades below the Aggregate Subbase and Aggregate Base materials have been prepared as described in Section 6.0 of this report.
- A resilient modulus of 20,000 psi has been estimated for compacted Aggregate Base.
- A resilient modulus of 4,500 psi was estimated for subgrade prepared and compacted as recommended.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability and standard deviations of 90 percent and 0.49, respectively.
- Structural coefficients of 0.41 and 0.10 for the asphalt and base rock, respectively.
- A 25-year design life.
- Estimated traffic levels (4,000,000 ESAL's) based on City of Salem Administrative Rules Division 006 Default ESALS based on a Minor Arterial Classification.

**TABLE 7. MINIMUM PAVEMENT SECTIONS FOR FRONT STREET NE WIDENING**

| Minimum Asphalt Thickness (inches) | Minimum Aggregate Base Thickness (inches) | Minimum Aggregate Subbase Thickness (inches) |
|------------------------------------|---|--|
| 7.0                                | 21  | 0.0  |
| 7.0                                | 16  | 12.0   |

The aggregate base course should conform to Section 6.8.4 of this report and be compacted to at least 95 percent of the MDD determined in accordance with AASHTO T-180/ASTM Test Method D 1557.

The AC pavement should conform to Section 00745 of the most current edition of the *ODOT Standard Specifications for Highway Construction*. The Job Mix Formula should meet the requirements for a ½-inch Dense Graded Level 3 Mix. The AC should be PG 70-22 grade meeting the *ODOT Standard Specifications for Asphalt Materials*. AC pavement should be compacted to 92.0 percent at Maximum Theoretical Unit Weight (Rice Gravity) of AASHTO T-209.

**8.3.3. Portland Cement Concrete Pavement Design**

PCC pavement section recommendations for the widening of Front Street NE are provided in Table 8 and based on the assumptions below. If any of the noted assumptions vary from project design use, our office should be contacted with the appropriate information so that the pavement designs can be revised or confirmed adequate.

Our pavement recommendations are based on the following assumptions and design parameters included in the ODOT Pavement Design Guide and City of Salem Administrative Rules Section 006:

- The pavement subgrades, fill subgrades and site earthwork used to establish road grades below the Aggregate Subbase and Aggregate Base materials have been prepared as described in Section 6.0 of this report.
- A modulus of subgrade reaction (k) of 150 psi was estimated for subgrade prepared and compacted as recommended.
- A concrete rupture modulus of 600 psi was estimated based on a 28-day compressive strength of concrete equal to 4500 psi.
- A drainage coefficient of 0.9 was estimated for site silty soils.
- A joint load coefficient of 3.2 was estimated for PCC reinforced using plain dowel bars.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability and standard deviations of 90 percent and 0.49, respectively.
- A 50-year design life.
- Estimated traffic levels (4,000,000 ESAL’s) based on City of Salem Administrative Rules Division 006 Default ESALS based on a Minor Arterial Classification.

**TABLE 8. MINIMUM PCC PAVEMENT SECTIONS FOR FRONT STREET NE WIDENING**

| Minimum Portland Cement Concrete Thickness<br>(inches) | Minimum Leveling course Thickness<br>(inches) |
|--|---|
| 8.5  | 8   |

Joint spacing for PCC pavements should be designed in accordance with section 6.26(d) of the City of Salem Administrative Rules. Longitudinal spacing of joints should not exceed two times the slab thickness in feet up to a maximum distance of 15 feet.

The leveling course should conform to Section 6.8.5 Aggregate Leveling Coarse of this report and be compacted to at least 95 percent of the MDD determined in accordance with AASHTO T-180/ASTM Test Method D 1557.

## 9.0 DESIGN REVIEW AND CONSTRUCTION SERVICES

Recommendations provided in this report are based on the assumptions and preliminary design information stated herein. We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GeoEngineers should be retained to review the geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in this report.

Satisfactory foundation and earthwork performance depends to a large degree on quality of construction. Sufficient monitoring of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

We recommend that the geotechnical engineer of record be retained to observe construction at the site to confirm that subsurface conditions are consistent with the site explorations, and to confirm that the intent of project plans and specifications relating to earthwork, pavement and foundation construction are being met.

## 10.0 LIMITATIONS

We have prepared this report for the exclusive use of Future of Neighborhood Development, and their authorized agents and/or regulatory agencies for the proposed Salem Cannery 6-Story Mixed-use Development Project located along Front Street NE between Belmont Street NE and Shipping Street NE in Salem, Oregon.

This report is not intended for use by others, and the information contained herein is not applicable to other sites. No other party may rely on the product of our services unless we agree in advance and in writing to such reliance.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

Please refer to Appendix C, Report Limitations and Guidelines for Use for additional information pertaining to use of this report.

## 11.0 REFERENCES

American Association of State Highway and Transportation Officials (AASHTO). 1993. Guide for Design of Pavement Structures.

Bela, J.L. 1981. Geology of the Rickreall, Salem West, Monmouth, and Sidney 7 1/2-minute quadrangles, Marion, Polk, and Linn Counties, Oregon: Oregon Department of Geology and Mineral Industries Geological Map Series GMS-18, 2 plates, 1:24,000 scale.

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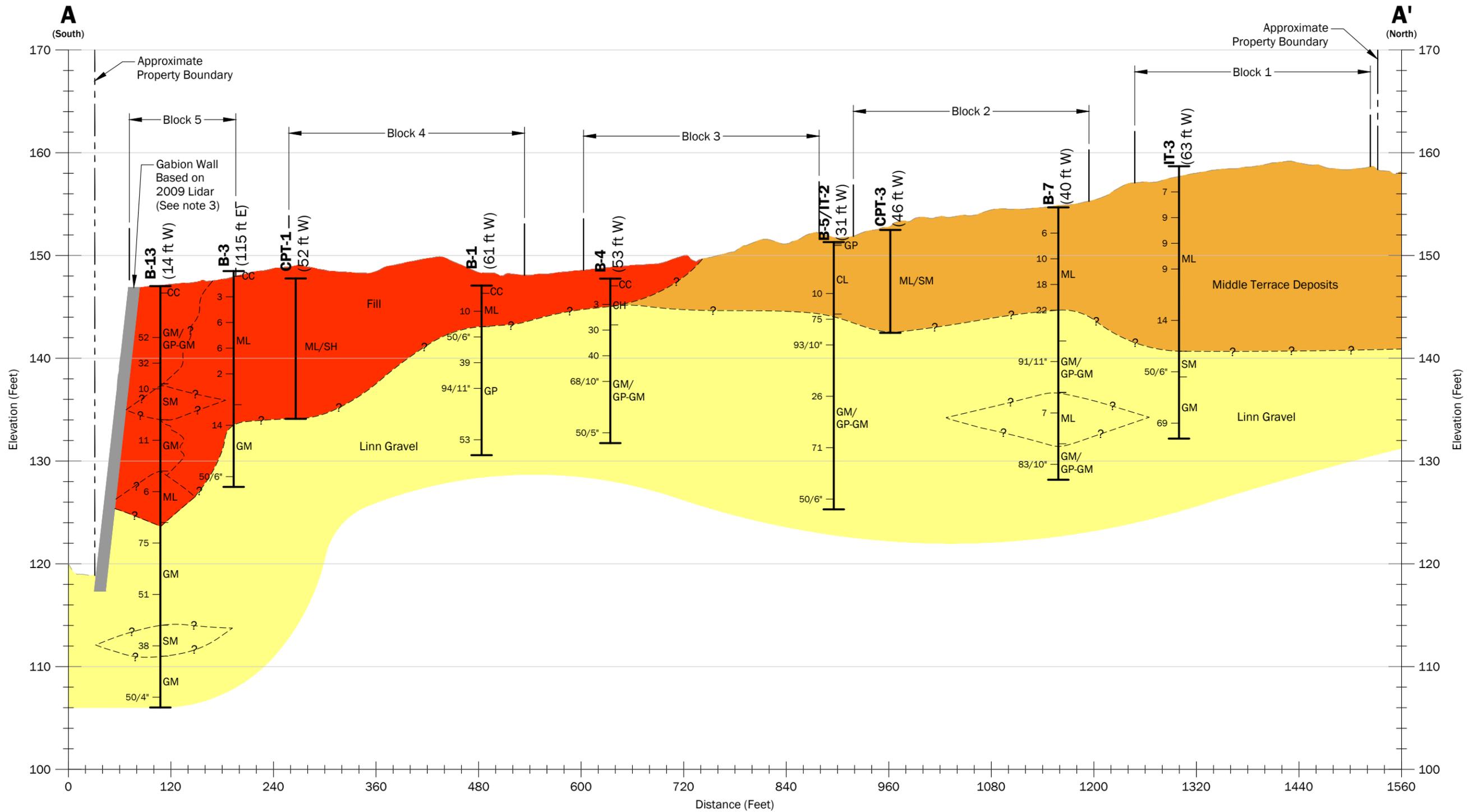
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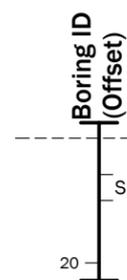


**Notes:**

1. The subsurface conditions shown are based on interpolation between widely spaced explorations and should be considered approximate; actual subsurface conditions may vary from those shown.
2. This figure is for informational purposes only. It is intended to assist in the identification of features discussed in a related document. Data were compiled from sources as listed in this figure. The data sources do not guarantee these data are accurate or complete. There may have been updates to the data since the publication of this figure. This figure is a copy of a master document. The hard copy is stored by GeoEngineers, Inc. and will serve as the official document of record.
3. Gabion wall failed between August 2022 and March 16, 2023 (Based on aerial photo review and site observation). Therefore the topography shown in the vicinity of the Gabion Wall is not accurate

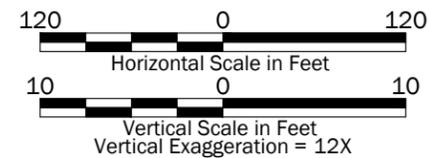
Data Source: Lidar from Oregon Department of Geology and Mineral Industries Lidar Data Quadrangle Series Collected in 2009.

Datum: NAVD 88, unless otherwise noted.



**Legend**

- Fill
- Middle Terrace Deposits
- Linn Gravel
- Inferred Soil Contact
- SM Soil Classification
- 20 Blow Count



|  |                 |
|--|-----------------|
| <b>Cross Section A-A'</b>                                    |                 |
| Salem Cannery 6-story Mixed-use Development<br>Salem, Oregon |                 |
|  | <b>Figure 3</b> |



**APPENDIX A**  
**Field Explorations and Laboratory Testing**

## **APPENDIX A**

### **FIELD EXPLORATIONS AND LABORATORY TESTING**

#### **Field Explorations**

Soil and groundwater conditions at the site were explored between February 20 and February 25, 2023, by completing 13 drilled borings (B-1 to B-13), 3 infiltration tests, 6 ground penetration radar (GPR) soundings and 4 cone penetration tests (CPT's) at the approximate locations shown on Figure 2, Site Plan. The drilled borings were advanced using a track-mounted drill rig owned and operated by Western States Soil Conservation Inc. and the CPT's were advanced using a truck-mounted rig owned and operated by Oregon Geotechnical Explorations.

The borings were continuously monitored by a qualified staff from our office who maintained detailed logs of subsurface explorations, visually classified the soil encountered and obtained representative soil samples from the borings. Representative soil samples were obtained from each boring at approximate 2½-foot-depth intervals using a 1-inch, inside-diameter, standard split spoon sampler. The samplers were driven into the soil using a 140-pound hammer, free-falling 30 inches on each blow. The number of blows required to drive the sampler each of three, 6-inch increments of penetration were recorded in the field. The sum of the blow counts for the last two, 6-inch increments of penetration is reported on the boring logs as the ASTM International (ASTM) Test Method D 1556 Standard Penetration Test (SPT) N-value.

Recovered soil samples were visually classified in the field in general accordance with ASTM D 2488 and the classification chart listed in Figure A-1, Key to Exploration Logs. Logs of the borings are presented in Figures A-2 through A-14, Logs of Drilled Borings. Logs of the CPTs are presented in Figures A-15 through A-18, Logs of CPT Soundings. The logs are based on interpretation of the field and laboratory data and indicate the depth at which subsurface materials, or their characteristics change, although these changes might actually be gradual.

#### **Laboratory Testing**

Soil samples obtained from the explorations were visually classified in the field and in our laboratory using the Unified Soil Classification System (USCS) and ASTM classification methods. ASTM Test Method D 2488 was used to visually classify the soil samples. A discussion relating to the laboratory tests performed is provided below.

#### **Moisture Content**

Moisture content tests were completed in general accordance with ASTM D 2216 for representative samples obtained from the explorations. The results of these tests are presented on the exploration logs in Appendix A at the depths at which the samples were obtained.

#### **Atterberg Limits Testing**

Atterberg limits testing was performed on selected fine-grained soil samples. The tests were used to classify the soil as well as to evaluate index properties. The liquid limit and the plastic limit were estimated through a procedure performed in general accordance with ASTM D 4318. The results of the Atterberg limits testing are summarized in Figure A-19, Atterberg Limits Test Results.

## SOIL CLASSIFICATION CHART

| MAJOR DIVISIONS      |                           |  | SYMBOLS   |   | TYPICAL DESCRIPTIONS  |
|----------------------|---------------------------|--|-----------|---|---|
|                      |                           |  | GRAPH     | LETTER  |   |
| COARSE GRAINED SOILS | GRAVEL AND GRAVELLY SOILS | CLEAN GRAVELS<br><small>(LITTLE OR NO FINES)</small>               |           | <b>GW</b>   | WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES   |
|                      |                           | GRAVELS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small> |           | <b>GP</b>   | POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES   |
|                      |                           | SANDS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small>   |           | <b>GM</b>   | SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES  |
|                      | SAND AND SANDY SOILS      | CLEAN SANDS<br><small>(LITTLE OR NO FINES)</small>                 |           | <b>SW</b>   | WELL-GRADED SANDS, GRAVELLY SANDS   |
|                      |                           | SANDS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small>   |           | <b>SP</b>   | POORLY-GRADED SANDS, GRAVELLY SAND  |
|                      |                           | SANDS WITH FINES<br><small>(APPRECIABLE AMOUNT OF FINES)</small>   |           | <b>SM</b>   | SILTY SANDS, SAND - SILT MIXTURES   |
| FINE GRAINED SOILS   | SILTS AND CLAYS           | LIQUID LIMIT LESS THAN 50  |           | <b>ML</b>   | INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY                                  |
|                      |                           | LIQUID LIMIT LESS THAN 50  |           | <b>CL</b>   | INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS |
|                      |                           | LIQUID LIMIT LESS THAN 50  |           | <b>OL</b>   | ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY   |
|                      | SILTS AND CLAYS           | LIQUID LIMIT GREATER THAN 50                                       |           | <b>MH</b>   | INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS  |
|                      |                           | LIQUID LIMIT GREATER THAN 50                                       |           | <b>CH</b>   | INORGANIC CLAYS OF HIGH PLASTICITY  |
|                      |                           | LIQUID LIMIT GREATER THAN 50                                       |           | <b>OH</b>   | ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY  |
| HIGHLY ORGANIC SOILS |                           |  | <b>PT</b> | PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS |   |

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

### Sampler Symbol Descriptions

|  |  |
|--|--|
|  | 2.4-inch I.D. split barrel / Dames & Moore (D&M) |
|  | Standard Penetration Test (SPT)                  |
|  | Shelby tube                                      |
|  | Piston   |
|  | Direct-Push                                      |
|  | Bulk or grab                                     |
|  | Continuous Coring                                |

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

## ADDITIONAL MATERIAL SYMBOLS

| SYMBOLS |            | TYPICAL DESCRIPTIONS        |
|---------|------------|-----------------------------|
| GRAPH   | LETTER     |                             |
|         | <b>AC</b>  | Asphalt Concrete            |
|         | <b>CC</b>  | Cement Concrete             |
|         | <b>CR</b>  | Crushed Rock/ Quarry Spalls |
|         | <b>SOD</b> | Sod/Forest Duff             |
|         | <b>TS</b>  | Topsoil                     |

### Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

### Graphic Log Contact



Distinct contact between soil strata



Approximate contact between soil strata

### Material Description Contact



Contact between geologic units



Contact between soil of the same geologic unit

### Laboratory / Field Tests

|      |   |
|------|---|
| %F   | Percent fines                                 |
| %G   | Percent gravel                                |
| AL   | Atterberg limits                              |
| CA   | Chemical analysis                             |
| CP   | Laboratory compaction test                    |
| CS   | Consolidation test                            |
| DD   | Dry density                                   |
| DS   | Direct shear                                  |
| HA   | Hydrometer analysis                           |
| MC   | Moisture content                              |
| MD   | Moisture content and dry density              |
| Mohs | Mohs hardness scale                           |
| OC   | Organic content                               |
| PM   | Permeability or hydraulic conductivity        |
| PI   | Plasticity index                              |
| PL   | Point load test                               |
| PP   | Pocket penetrometer                           |
| SA   | Sieve analysis                                |
| TX   | Triaxial compression                          |
| UC   | Unconfined compression                        |
| UU   | Unconsolidated undrained triaxial compression |
| VS   | Vane shear                                    |

### Sheen Classification

|    |                  |
|----|------------------|
| NS | No Visible Sheen |
| SS | Slight Sheen     |
| MS | Moderate Sheen   |
| HS | Heavy Sheen      |

## Key to Exploration Logs

|                                       |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |
|---------------------------------------|----------------|-----|-----------|------------------|-------------------------------------|-----------|-----|---|---------|---------|----------------------------------|-----------------|-------------------|
| Start Drilled                         | 2/20/2023      | End | 2/20/2023 | Total Depth (ft) | 16.5                                | Logged By | SLG | Checked By                                      |         | Driller | Western States Soil Conservation | Drilling Method | Hollow-stem Auger |
| Surface Elevation (ft) Vertical Datum | 147 NAVD88     |     |           | Hammer Data      | Autohammer 140 (lbs) / 30 (in) Drop |           |     | Drilling Equipment                              | CME 850 |         |                                  |                 |                   |
| Easting (X) Northing (Y)              | 7545339 479024 |     |           | System Datum     | OR State Plane NAD83 (feet)         |           |     | Groundwater not observed at time of exploration |         |         |                                  |                 |                   |
| Notes:                                |                |     |           |                  |                                     |           |     |   |         |         |                                  |                 |                   |

| Elevation (feet) | FIELD DATA   |                         |            |                  |                     | Graphic Log | Group Classification  | MATERIAL DESCRIPTION | Moisture Content (%) | Fines Content (%) | REMARKS |
|------------------|--------------|-------------------------|------------|------------------|---------------------|-------------|---|----------------------|----------------------|-------------------|---------|
|                  | Depth (feet) | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |             |   |                      |                      |                   |         |
| 0                |              |                         |            |                  |                     | CC          | Approximately 9 inches cement concrete pavement                                 |                      |                      |                   |         |
| 1.45             |              |                         |            |                  |                     | ML          | Dark brown silt with occasional gravel (stiff to very stiff, moist) (fill)      | 19                   |                      |                   |         |
|                  | 6            | 10                      |            | 1 MC             |                     | GP          | Brown silty sandy gravel with sand interbeds (very dense, moist) (Linn gravels) |                      |                      |                   |         |
| 5                | 6            | 50/6"                   |            | 2                |                     |             | Becomes dense   |                      |                      |                   |         |
| 1.40             | 12           | 39                      |            | 3                |                     |             | Becomes very dense  |                      |                      |                   |         |
| 10               | 12           | 94/11"                  |            | 4                |                     |             |   |                      |                      |                   |         |
| 1.35             |              |                         |            |                  |                     |             |   |                      |                      |                   |         |
| 15               | 12           | 53                      |            | 5                |                     |             |   |                      |                      |                   |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-1



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.gpj DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/25/2023 | End<br>2/25/2023 | Total<br>Depth (ft) | 30.75           | Logged By<br>Checked By                | JLL | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 149<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545550<br>478991  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                      |         |
| 0                |              |                            |            |                  |                        | GM          | Gray-brown silty gravel with sand (loose, moist) (fill)                          |                         |                         |                      |         |
| 1.45             |              | 6                          | 4          |                  |                        |             |  |                         |                         |                      |         |
| 5                |              | 10                         | 44         |                  |                        | GP-GM       | Gray-brown gravel with silt and sand (dense, moist)                              |                         |                         |                      |         |
| 1.40             |              | 10                         | 7          |                  |                        | SM          | Gray-brown silty fine to medium sand with occasional gavel (loose, moist to wet) |                         |                         |                      |         |
| 10               |              | 14                         | 51         |                  |                        | GP-GM       | Brown gravel with silt and sand (dense, moist) (Linn gravels)                    |                         |                         |                      |         |
| 1.35             |              | 6                          | 50/6"      |                  |                        |             |  |                         |                         |                      |         |
| 1.30             |              | 6                          | 50/5"      |                  |                        |             |  |                         |                         |                      |         |
| 20               |              | 6                          | 50/5"      |                  |                        |             |  |                         |                         |                      |         |
| 1.25             |              | 9                          | 24         |                  |                        | GM          | Brown silty gravel with sand (medium dense, moist to wet)                        |                         |                         |                      |         |
| 25               |              | 9                          | 24         |                  |                        |             |  |                         |                         |                      |         |
| 1.20             |              | 6                          | 50/3"      |                  |                        | GP-GM       | Brown gravel with silt and sand (very dense, moist)                              |                         |                         |                      |         |
| 30               |              | 6                          | 50/3"      |                  |                        |             |  |                         |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-2



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |  |                         |   |         |                                     |                    |                   |
|--|--------------------|------------------|---------------------|--|-------------------------|---|---------|-------------------------------------|--------------------|-------------------|
| Drilled                                  | Start<br>2/20/2023 | End<br>2/20/2023 | Total<br>Depth (ft) | 21                                     | Logged By<br>Checked By | SLG   | Driller | Western States Soil<br>Conservation | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 148<br>NAVD88      |                  | Hammer<br>Data      | Autohammer<br>140 (lbs) / 30 (in) Drop |                         | Drilling<br>Equipment                           |         | CME 850                             |                    |                   |
| Easting (X)<br>Northing (Y)              | 7545397<br>478689  |                  | System<br>Datum     | OR State Plane<br>NAD83 (feet)         |                         | Groundwater not observed at time of exploration |         |                                     |                    |                   |
| Notes:                                   |                    |                  |                     |  |                         |   |         |                                     |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)  | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|-----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                       |         |
| 0                |              |                            |            |                  |                        | CC          | Approximately 6 inches cement concrete pavement                        |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | ML          | Brown silt (soft, moist) (fill)  |                         |                         |                       |         |
| 145              |              | 4                          | 3          |                  | 1                      |             |  | 31                      |                         | AL (LL = 38, PI = 18) |         |
|                  | 5            | 3                          | 6          |                  | 2                      |             | Becomes medium stiff   |                         |                         |                       |         |
| 140              |              | 6                          | 6          |                  | 3                      |             | Becomes dark brown   |                         |                         |                       |         |
|                  | 10           | 12                         | 2          |                  | 4                      | MC          | Becomes soft   | 28                      |                         |                       |         |
| 135              |              |                            |            |                  |                        |             |  |                         |                         |                       |         |
|                  | 15           | 12                         | 14         |                  | 5                      | GM          | Gray-brown silty gravel with sand (medium dense, moist) (Linn gravels) |                         |                         |                       |         |
| 130              |              |                            |            |                  |                        |             |  |                         |                         |                       |         |
|                  | 20           | 12                         | 50/6"      |                  | 6                      |             | Becomes very dense   |                         |                         |                       |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-4  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB\_GEO TECH\_STANDARD\_%F\_NO\_GW

|                                       |                |     |           |                  |                                     |           |     |   |  |         |                                  |                 |                   |
|---------------------------------------|----------------|-----|-----------|------------------|-------------------------------------|-----------|-----|---|--|---------|----------------------------------|-----------------|-------------------|
| Start Drilled                         | 2/21/2023      | End | 2/21/2023 | Total Depth (ft) | 16                                  | Logged By | SLG | Checked By                                      |  | Driller | Western States Soil Conservation | Drilling Method | Hollow-stem Auger |
| Surface Elevation (ft) Vertical Datum | 147 NAVD88     |     |           | Hammer Data      | Autohammer 140 (lbs) / 30 (in) Drop |           |     | Drilling Equipment                              |  | CME 850 |                                  |                 |                   |
| Easting (X) Northing (Y)              | 7545401 479161 |     |           | System Datum     | OR State Plane NAD83 (feet)         |           |     | Groundwater not observed at time of exploration |  |         |                                  |                 |                   |
| Notes:                                |                |     |           |                  |                                     |           |     |   |  |         |                                  |                 |                   |

| Elevation (feet) | FIELD DATA   |                         |            |                  |                     | Graphic Log | Group Classification | MATERIAL DESCRIPTION   | Moisture Content (%) | Fines Content (%) | REMARKS               |
|------------------|--------------|-------------------------|------------|------------------|---------------------|-------------|----------------------|--|----------------------|-------------------|-----------------------|
|                  | Depth (feet) | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |             |                      |  |                      |                   |                       |
| 0                |              |                         |            |                  |                     |             | CC                   | Approximately 8½ inches cement concrete pavement                       |                      |                   |                       |
| 1.45             |              |                         |            |                  |                     |             | CH                   | Dark brown clay (soft, moist) (fill)                                   |                      |                   |                       |
|                  |              | 8                       | 3          |                  | 1                   |             |                      |  | 38                   |                   | AL (LL = 54, PI = 31) |
| 5                |              | 6                       | 30         |                  | 2                   |             | GM                   | Brown silty sandy gravel (medium dense to dense, moist) (Linn gravels) |                      |                   |                       |
| 1.40             |              | 6                       | 40         |                  | 3                   |             |                      | Becomes dense  |                      |                   |                       |
| 10               |              | 6                       | 68/10"     |                  | 4                   |             |                      | Becomes gray, very dense, moist to wet                                 |                      |                   |                       |
| 1.35             |              |                         |            |                  |                     |             |                      |  |                      |                   |                       |
| 15               |              | 6                       | 50/5"      |                  | 5                   |             |                      |  |                      |                   |                       |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-4



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |  |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|--|
| Drilled                                  | Start<br>2/21/2023 | End<br>2/21/2023 | Total<br>Depth (ft) | 26              | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |  |
| Surface Elevation (ft)<br>Vertical Datum | 151<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |  |
| Easting (X)<br>Northing (Y)              | 7545517<br>479397  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |  |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |  |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)  | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|-----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                       |         |
| 150              | 0            |                            |            |                  |                        | AC          | Approximately 2 inches asphalt concrete pavement                   |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | GP          | Approximately 3 inches base course                                 |                         |                         |                       |         |
|                  |              |                            |            |                  |                        | CL          | Brown clay (stiff, moist) (Middle Terrace deposits)                |                         |                         |                       |         |
| 145              | 5            | 18                         | 10         |                  | 1                      | AL          |  | 35                      |                         | AL (LL = 37, PI = 15) |         |
|                  |              | 12                         | 75         |                  | 2                      | GM          | Brown silty sandy gravel (very dense, moist to wet) (Linn gravels) |                         |                         |                       |         |
| 140              | 10           | 12                         | 93/10"     |                  | 3                      |             |  |                         |                         |                       |         |
| 135              | 15           | 16                         | 26         |                  | 4                      |             | Becomes medium dense   |                         |                         |                       |         |
| 130              | 20           | 8                          | 71         |                  | 5                      |             | Becomes very dense   |                         |                         |                       |         |
| 125              | 25           | 8                          | 50/6"      |                  | 6                      |             |  |                         |                         |                       |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-5/IT-2



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |  |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|--|--------------------|-------------------|
| Drilled                                  | Start<br>2/28/2023 | End<br>2/28/2023 | Total<br>Depth (ft) | 31.5            | Logged By<br>Checked By                | JLL | Driller | Western States Soil<br>Conservation            | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 152<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                          | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545693<br>479327  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | See "Remarks" section for groundwater observed |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |  |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |                |                     |                        | Graphic Log | Group<br>Classification   | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)   | REMARKS |
|------------------|--------------|----------------------------|----------------|---------------------|------------------------|-------------|---|-------------------------|-------------------------|--|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/<br>foot | Collected<br>Sample | Sample Name<br>Testing |             |   |                         |                         |  |         |
| 0                |              |                            |                |                     |                        | AC          | Approximately 6 inches asphalt concrete pavement                            |                         |                         |  |         |
| 1.50             |              |                            |                |                     |                        | GP          | Approximately 12 inches base course   |                         |                         |  |         |
|                  |              |                            |                |                     |                        | ML          | Gray silt with trace sand and mica (stiff, moist) (Middle Terrace Deposits) |                         |                         |  |         |
| 5                |              | 16                         | 12             |                     | 1                      |             |   |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 14.5             |              | 16                         | 14             |                     | 2                      |             |   |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 10               |              | 9                          | 50/5"          |                     | 3                      | GM          | Gray-brown silty gravel with sand (very dense, moist) (Linn gravels)        |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 14.0             |              | 12                         | 77             |                     | 4                      | GP-GM       | Gray-brown gravel with silt and sand (very dense, moist)                    |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 15               |              | 6                          | 50/3"          |                     | 5                      |             |   |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 13.5             |              |                            | 50/3"          |                     | 6                      |             |   |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 20               |              | 10                         | 52             |                     | 7                      | GM          | Brown silty gravel with sand (very dense, moist to wet)                     |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 13.0             |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 25               |              | 10                         | 50/5"          |                     | 8                      | GP-GM       | Brown gravel with silt and sand (very dense, moist)                         |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 12.5             |              |                            |                |                     |                        |             |   |                         |                         |  |         |
| 30               |              | 12                         | 50             |                     | 9                      |             | Becomes wet   |                         |                         |  |         |
|                  |              |                            |                |                     |                        |             |   |                         |                         | Groundwater observed at approximately 30½ feet during drilling |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-6/GPR-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB\_GEO TECH\_STANDARD\_%F\_NO\_GW



|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2002 | Total<br>Depth (ft) | 25.75           | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 156<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545766<br>479691  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION  | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|--|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |  |                         |                      |         |
| 155              | 0            |                            |            |                  |                        |             | ML                      | Brown with rust mottling silt (stiff, moist) (Middle Terrace deposits) |                         |                      |         |
|                  |              | 18                         | 10         |                  | 1                      |             |                         |  | 27                      |                      |         |
|                  | 5            | 18                         | 16         |                  | 2                      |             |                         | Becomes very stiff   |                         |                      |         |
| 150              |              | 18                         | 11         |                  | 3                      |             |                         | Becomes stiff  |                         |                      |         |
|                  | 10           | 18                         | 12         |                  | 4                      |             |                         |  | 28                      |                      |         |
| 145              |              | 18                         | 12         |                  | 4                      |             |                         |  |                         |                      |         |
|                  | 15           | 12                         | 34         |                  | 5                      |             | SP                      | Brown fine to medium sand with occasional gravel (dense, moist)        |                         |                      |         |
| 140              |              | 12                         | 34         |                  | 5                      |             |                         |  |                         |                      |         |
|                  | 20           | 6                          | 50/3"      |                  | 6                      |             | GM                      | Brown silty gravel with sand (very dense, moist) (Linn gravels)        |                         |                      |         |
| 135              |              | 6                          | 50/3"      |                  | 6                      |             |                         |  |                         |                      |         |
|                  | 25           | 6                          | 50/3"      |                  | 7                      |             |                         |  |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-8



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-9  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/20/2023 | End<br>2/20/2023 | Total<br>Depth (ft) | 21.5            | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 153<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545697<br>479408  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification  | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|--|-------------------------|-------------------------|----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |  |                         |                         |                      |         |
| 0                |              |                            |            |                  |                        | AC          | Approximately 2 inches asphalt concrete pavement                             |                         |                         |                      |         |
|                  |              |                            |            |                  |                        | GP          | Approximately 3 inches base course   |                         |                         |                      |         |
| 1.50             |              | 14                         | 9          |                  | 1                      | ML          | Dark brown silt (stiff, moist) (Middle Terrace deposits)                     | 35                      |                         |                      |         |
|                  | 5            | 18                         | 8          |                  | 2                      |             | Becomes medium stiff   |                         |                         |                      |         |
| 1.45             |              | 18                         | 46         |                  | 3                      |             |  |                         |                         |                      |         |
|                  |              |                            |            |                  | 4                      | GM          | Brown silty gravel with sand (dense, moist) (Linn gravels)                   |                         |                         |                      |         |
| 1.40             | 10           | 18                         | 63         |                  | 5                      |             |  |                         |                         |                      |         |
|                  |              |                            |            |                  |                        | SM/ML       | Dark brown silty fine sand to sandy silt (medium dense to very stiff, moist) |                         |                         |                      |         |
| 1.35             | 15           | 18                         | 16         |                  | 6                      |             |  |                         |                         |                      |         |
|                  |              |                            |            |                  | 7                      | GM          | Brown silty gravel with sand (medium dense, moist)                           |                         |                         |                      |         |
|                  | 20           | 12                         | 43         |                  | 8                      |             | Becomes dense  |                         |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-9



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                   |                          |  |  |   |
|--|-------------------|--------------------------|--|--|---|
| Start<br>Drilled 2/22/2002               | End<br>2/22/2002  | Total<br>Depth (ft) 26.5 | Logged By<br>Checked By SLG            | Driller<br>Western States Soil<br>Conservation | Drilling<br>Method Hollow-stem Auger            |
| Surface Elevation (ft)<br>Vertical Datum | 159<br>NAVD88     | Hammer<br>Data           | Autohammer<br>140 (lbs) / 30 (in) Drop |  | Drilling<br>Equipment CME 850                   |
| Easting (X)<br>Northing (Y)              | 7545652<br>479807 | System<br>Datum          | OR State Plane<br>NAD83 (feet)         |  | Groundwater not observed at time of exploration |
| Notes:                                   |                   |                          |  |  |   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION   | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|---|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |   |                         |                      |         |
| 0                |              |                            |            |                  |                        |             | ML                      | Brown with rust colored mottling silt (medium stiff, moist) (Middle Terrace deposits) |                         |                      |         |
| 1.55             |              | 18                         | 7          |                  | 1<br>MC                |             |                         |   | 29                      |                      |         |
| 5                |              | 18                         | 9          |                  | 2                      |             |                         | Becomes stiff   |                         |                      |         |
| 1.50             |              | 18                         | 9          |                  | 3                      |             |                         |   |                         |                      |         |
| 10               |              | 18                         | 9          |                  | 4<br>MC                |             |                         |   | 33                      |                      |         |
| 1.45             |              | 18                         | 14         |                  | 5                      |             |                         |   |                         |                      |         |
| 1.40             |              | 12                         | 50/6"      |                  | 6<br>7                 |             | SM                      | Brown silty fine to medium sand (dense, moist)  |                         |                      |         |
| 1.35             |              | 12                         | 69         |                  | 8                      |             | GM                      | Brown silty gravel with sand (very dense, moist) (Linn gravels)                       |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-10/IT-3



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.gpj DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2002 | Total<br>Depth (ft) | 26              | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 159<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545700<br>479947  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | FIELD DATA   |                            |            |                  |                        | Graphic Log | Group<br>Classification | MATERIAL<br>DESCRIPTION   | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|-------------------------|---|-------------------------|----------------------|---------|
|                  | Depth (feet) | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |                         |   |                         |                      |         |
| 0                |              |                            |            |                  |                        |             | ML                      | Brown with rust colored mottling silt (stiff, moist)<br>(Middle Terrace deposits) |                         |                      |         |
| 1.55             |              | 18                         | 10         |                  | 1<br>MC                |             |                         |   | 28                      |                      |         |
| 5                |              | 18                         | 9          |                  | 2<br>MC                |             |                         |   | 29                      |                      |         |
| 1.50             |              | 18                         | 11         |                  | 3                      |             |                         |   |                         |                      |         |
| 10               |              | 18                         | 11         |                  | 4<br>MC                |             |                         |   | 33                      |                      |         |
| 1.45             |              | 18                         | 30         |                  | 5                      |             |                         | Becomes hard  |                         |                      |         |
| 1.40             |              |                            |            |                  |                        |             | SM                      | Brown silty fine to medium sand (dense, moist) (Linn<br>gravels)                  |                         |                      |         |
|                  |              |                            |            |                  |                        |             | GM                      | Brown silty gravel with sand (very dense, moist)                                  |                         |                      |         |
| 20               |              | 12                         | 60         |                  | 6                      |             |                         |   |                         |                      |         |
| 1.35             |              | 6                          | 50/4"      |                  | 7                      |             |                         |   |                         |                      |         |
| 25               |              |                            |            |                  |                        |             |                         |   |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-11



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-12  
Sheet 1 of 1

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEO TECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |                 |  |     |         |   |                    |                   |
|--|--------------------|------------------|---------------------|-----------------|--|-----|---------|---|--------------------|-------------------|
| Drilled                                  | Start<br>2/22/2002 | End<br>2/22/2023 | Total<br>Depth (ft) | 26.5            | Logged By<br>Checked By                | SLG | Driller | Western States Soil<br>Conservation             | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 156<br>NAVD88      |                  |                     | Hammer<br>Data  | Autohammer<br>140 (lbs) / 30 (in) Drop |     |         | Drilling<br>Equipment                           | CME 850            |                   |
| Easting (X)<br>Northing (Y)              | 7545863<br>479902  |                  |                     | System<br>Datum | OR State Plane<br>NAD83 (feet)         |     |         | Groundwater not observed at time of exploration |                    |                   |
| Notes:                                   |                    |                  |                     |                 |  |     |         |   |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification   | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%) | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|---|-------------------------|-------------------------|----------------------|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |   |                         |                         |                      |         |
| 155              | 0            |                            |            |                  |                        | ML          | Brown with rust colored mottling silt (soft, moist)<br>(Middle Terrace deposits)                        |                         |                         |                      |         |
|                  | 12           | 3                          |            | 1<br>MC          |                        |             |   | 29                      |                         |                      |         |
|                  | 18           | 10                         |            | 2                |                        |             | Becomes stiff   |                         |                         |                      |         |
| 150              | 18           | 6                          |            | 3<br>MC          |                        |             | Becomes medium stiff  | 33                      |                         |                      |         |
|                  | 18           | 15                         |            | 4                |                        |             | Becomes stiff   |                         |                         |                      |         |
| 145              | 18           | 18                         |            | 5                |                        |             | With occasional silty fine sand interbedded<br>approximately 2 to 3 inches thick, becomes very<br>stiff |                         |                         |                      |         |
| 140              | 18           | 18                         |            | 5                |                        |             |   |                         |                         |                      |         |
| 135              | 20           | 41                         |            | 6<br>7           |                        | GM          | Brown silty gravel with sand (dense, moist) (Linn<br>gravels)   |                         |                         |                      |         |
|                  | 25           | 85                         |            | 7                |                        |             | Becomes very dense  |                         |                         |                      |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-12



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBB\_GEOTECH\_STANDARD\_%F\_NO\_GW

|  |                    |                  |                     |  |                         |  |         |                                     |                    |                   |
|--|--------------------|------------------|---------------------|--|-------------------------|--|---------|-------------------------------------|--------------------|-------------------|
| Drilled                                  | Start<br>2/21/2023 | End<br>2/21/2023 | Total<br>Depth (ft) | 41                                     | Logged By<br>Checked By | SLG  | Driller | Western States Soil<br>Conservation | Drilling<br>Method | Hollow-stem Auger |
| Surface Elevation (ft)<br>Vertical Datum | 147<br>NAVD88      |                  | Hammer<br>Data      | Autohammer<br>140 (lbs) / 30 (in) Drop |                         | Drilling<br>Equipment                          |         | CME 850                             |                    |                   |
| Easting (X)<br>Northing (Y)              | 7545245<br>478657  |                  | System<br>Datum     | OR State Plane<br>NAD83 (feet)         |                         | See "Remarks" section for groundwater observed |         |                                     |                    |                   |
| Notes:                                   |                    |                  |                     |  |                         |  |         |                                     |                    |                   |

| Elevation (feet) | Depth (feet) | FIELD DATA                 |            |                  |                        | Graphic Log | Group<br>Classification   | MATERIAL<br>DESCRIPTION | Moisture<br>Content (%) | Fines<br>Content (%)  | REMARKS |
|------------------|--------------|----------------------------|------------|------------------|------------------------|-------------|---|-------------------------|-------------------------|---|---------|
|                  |              | Interval<br>Recovered (in) | Blows/foot | Collected Sample | Sample Name<br>Testing |             |   |                         |                         |   |         |
| 0                |              |                            |            |                  |                        | CC          | Approximately 7 inches cement concrete pavement                 |                         |                         |   |         |
| 1.45             |              |                            |            |                  |                        | GM          | Brown silty gravel (very dense, moist) (fill)                   |                         |                         |   |         |
|                  | 5            | 12                         | 52         |                  | 1                      |             |   |                         |                         |   |         |
|                  |              | 8                          | 32         |                  | 2                      |             | Becomes dense   |                         |                         |   |         |
|                  | 10           | 3                          | 10         |                  | 3                      | SM          | Brown silty sand with gravel (loose to medium dense, moist)     |                         |                         |   |         |
| 1.35             |              |                            |            |                  |                        | GM          | Brown silty gravel with sand (medium dense, moist)              |                         |                         |   |         |
|                  | 15           | 6                          | 11         |                  | 4                      |             |   |                         |                         |   |         |
| 1.30             |              |                            |            |                  |                        | ML          | Brown silt with occasional gravel (soft, moist)                 |                         |                         |   |         |
|                  | 20           | 18                         | 6          |                  | 5                      |             | Becomes gray to black with occasional organic matter            |                         |                         |   |         |
| 1.25             |              |                            |            |                  | 6                      |             |   |                         |                         |   |         |
|                  | 25           | 12                         | 75         |                  | 7                      | GM          | Brown silty gravel with sand (very dense, moist) (Linn gravels) |                         |                         |   |         |
| 1.20             |              |                            |            |                  |                        |             |   |                         |                         |   |         |
|                  | 30           | 6                          | 51         |                  | 8                      |             | Becomes wet   |                         |                         | Groundwater observed at approximately 30 feet during drilling |         |
| 1.15             |              |                            |            |                  |                        | SM          | Gray silty fine to medium sand with trace gravel (dense, wet)   |                         |                         |   |         |
| 35               |              |                            |            |                  |                        |             |   |                         |                         |   |         |

Note: See Figure A-1 for explanation of symbols.  
Coordinates Data Source: Horizontal approximated based on Aerial Imagery. Vertical approximated based on Aerial Imagery.

### Log of Boring B-13/IT-1



Project: Salem Cannery 6 Story Mixed-use Development  
Project Location: Salem, Oregon  
Project Number: 26595-001-00

Figure A-14  
Sheet 1 of 2

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.GPJ DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEBR\_GEOTECH\_STANDARD\_%F\_NO\_GW

Date: 3/23/23 Path: P:\26\_26595001\GINT\_2659500100.gpj DBLibrary\Library\GEOENGINEERS\_DF\_STD\_US\_JUNE\_2017.GLB\GEB8\_GEOTECH\_STANDARD\_%F\_NO\_GW

| Elevation (feet) | FIELD DATA   |                         |            |                  |                     | Group Classification | MATERIAL DESCRIPTION                      | Moisture Content (%) | Fines Content (%) | REMARKS |
|------------------|--------------|-------------------------|------------|------------------|---------------------|----------------------|---|----------------------|-------------------|---------|
|                  | Depth (feet) | Interval Recovered (in) | Blows/foot | Collected Sample | Sample Name Testing |                      |   |                      |                   |         |
| 38               | 18           | 38                      |            | 9                |                     | GM                   | Brown silty gravel with sand (dense, wet) |                      |                   |         |
| 40               | 4            | 50/4"                   |            | 11               |                     |                      |   |                      |                   |         |

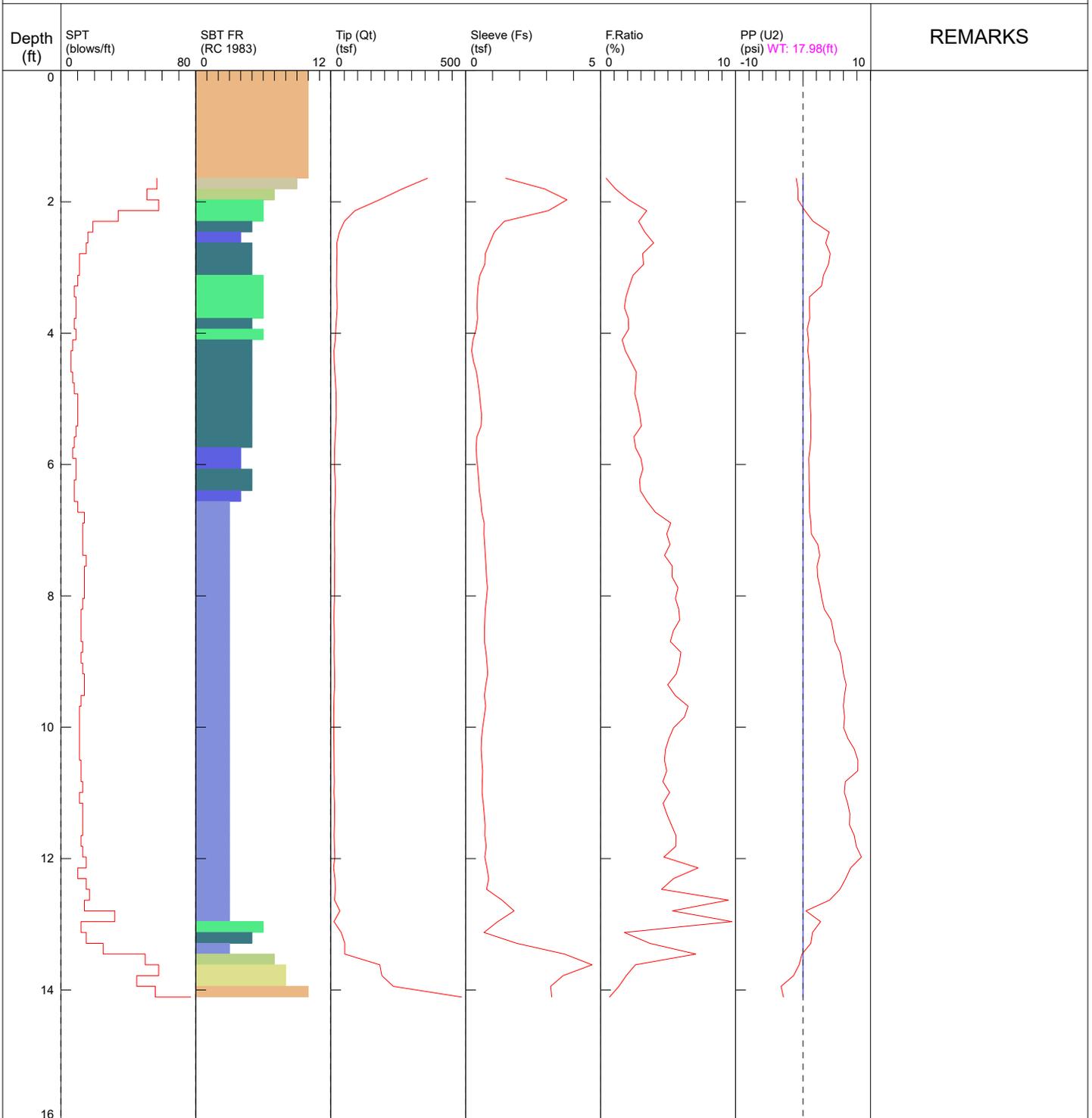
**Log of Boring B-13/IT-1 (continued)**



Project: Salem Cannery 6 Story Mixed-use Development  
 Project Location: Salem, Oregon  
 Project Number: 26595-001-00

# GeoEngineers / CPT-1 / 1105 Front St NE Salem

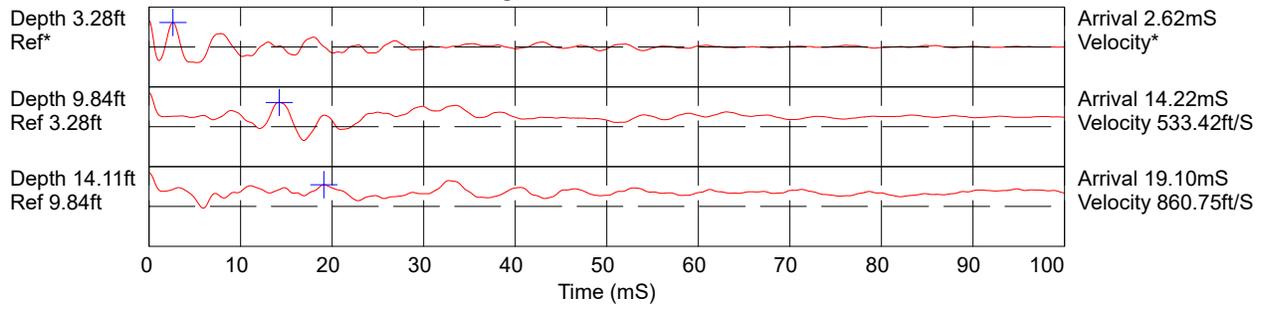
OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 10:44:59 AM  
 TOTAL DEPTH: 14.108 ft



- |   |  |  |  |
|---|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkgreen;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|--|--|

\*SBT/SPT CORRELATION: UBC-1983

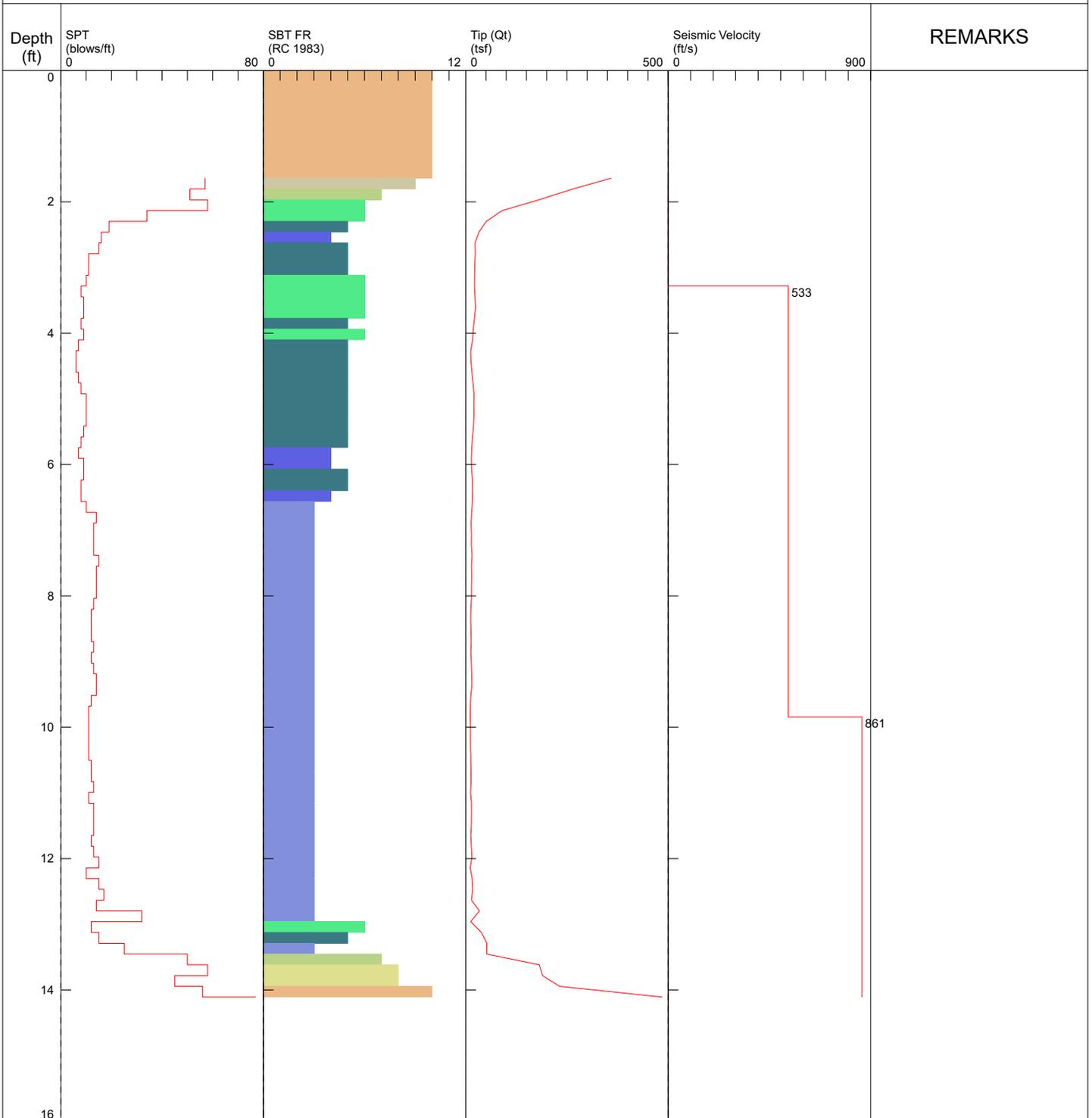
COMMENT: GeoEngineers / CPT-1 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-1 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 10:44:59 AM  
 TOTAL DEPTH: 14.108 ft

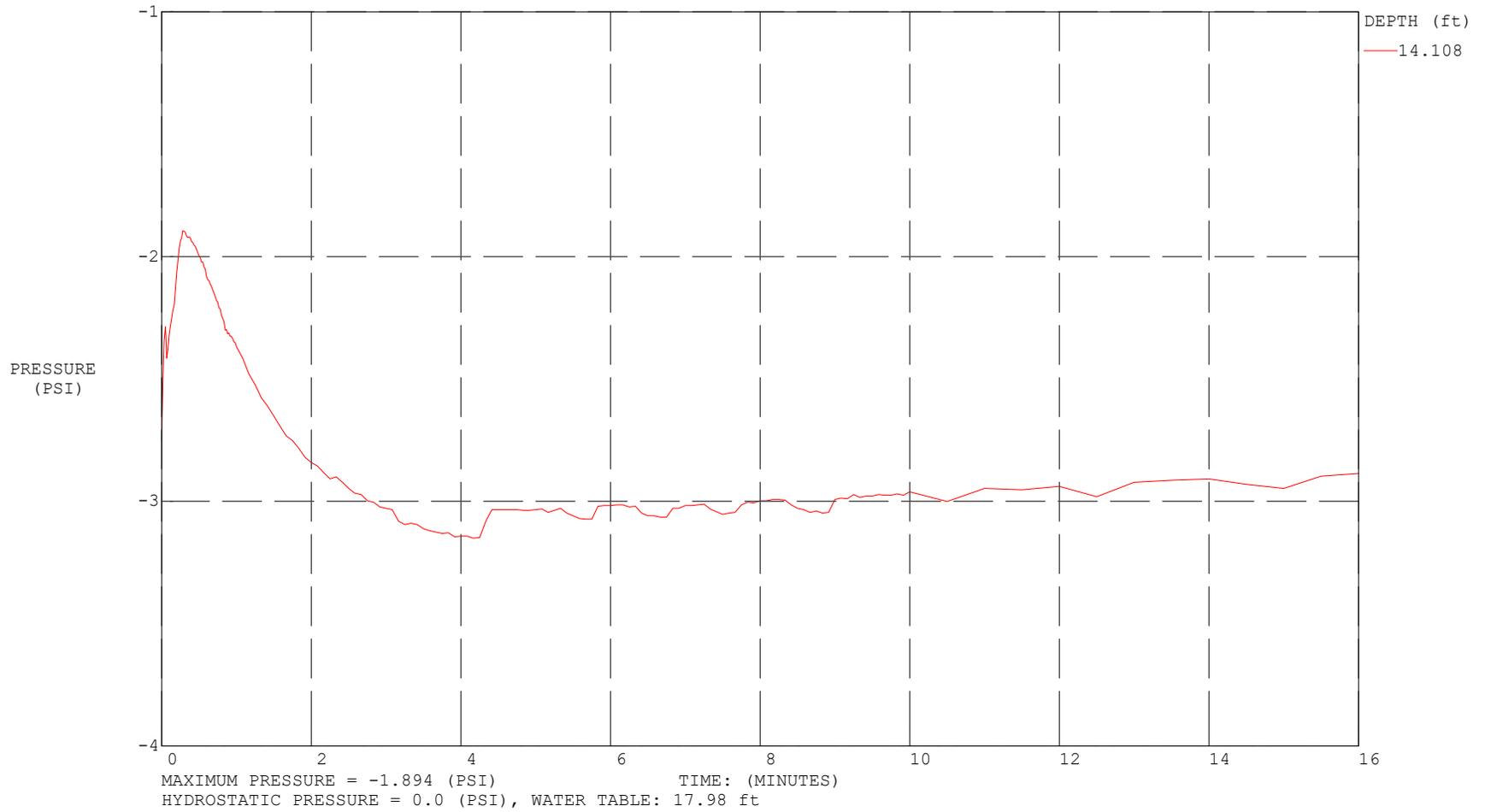


- |   |  |   |  |
|---|--|---|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: lightgreen;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: green;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: tan;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|---|--|

\*SBT/SPT CORRELATION: UBC-1983

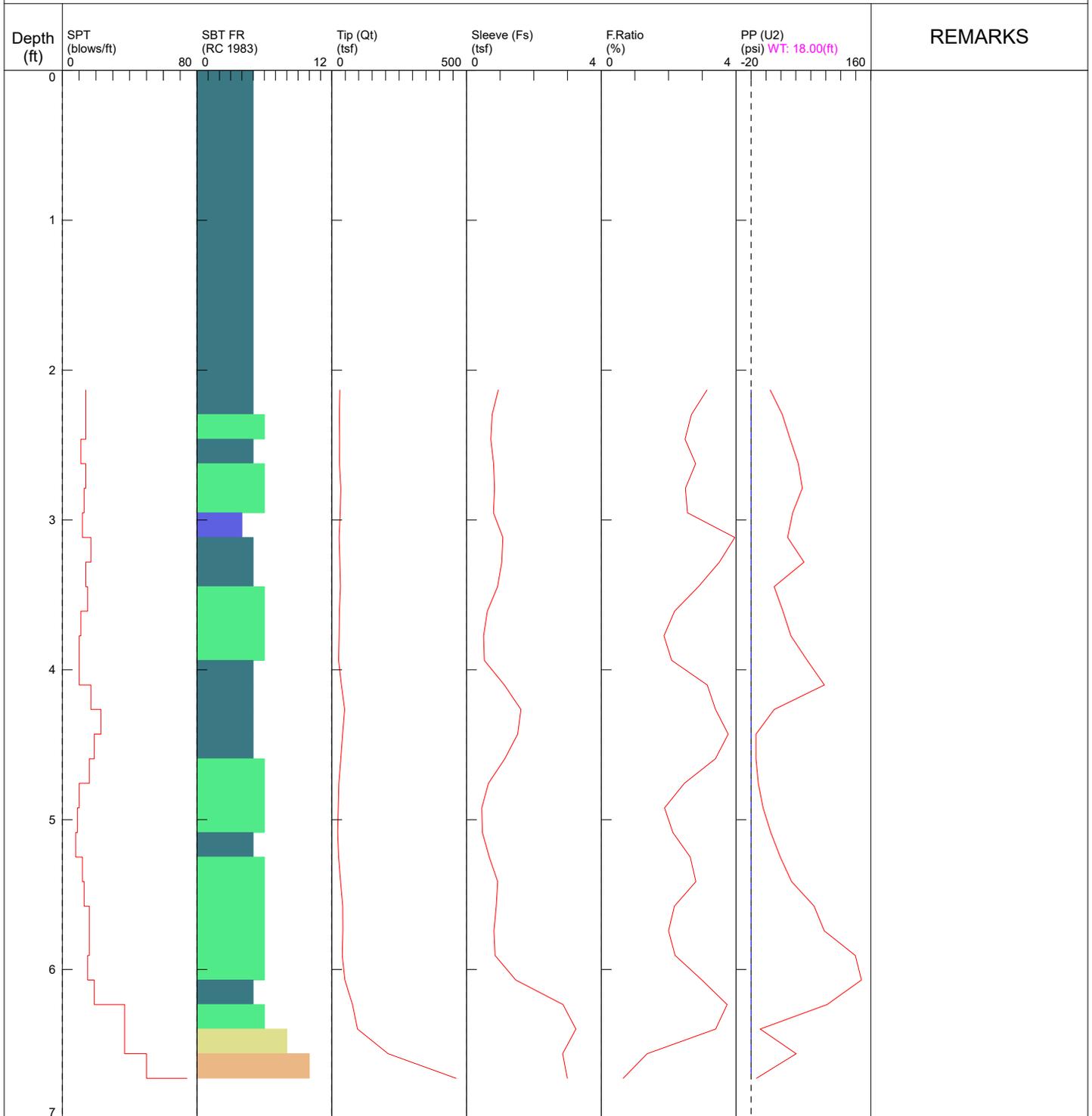
COMMENT: GeoEngineers / CPT-1 / 1105 Front St NE Salem

CONE ID: DDG1296  
TEST DATE: 2/25/2023 10:44:59 AM



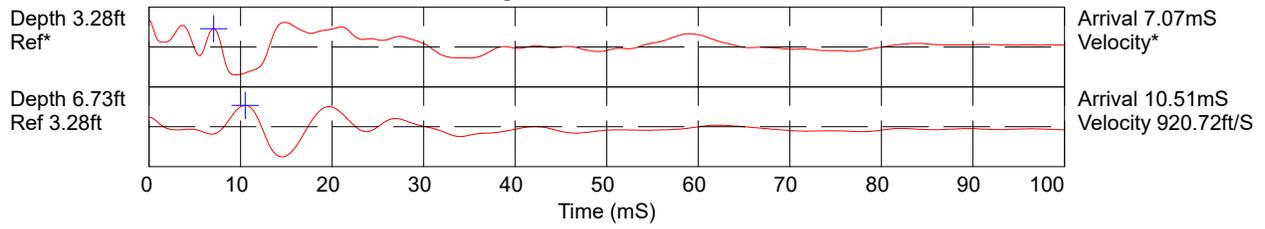
# GeoEngineers / CPT-2 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 9:52:27 AM  
 TOTAL DEPTH: 6.726 ft



- |   |  |  |  |
|---|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> 4 silty clay to clay</li> <li><span style="color: darkblue;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: lightgreen;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: olive;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
|---|--|--|--|
- \*SBT/SPT CORRELATION: UBC-1983

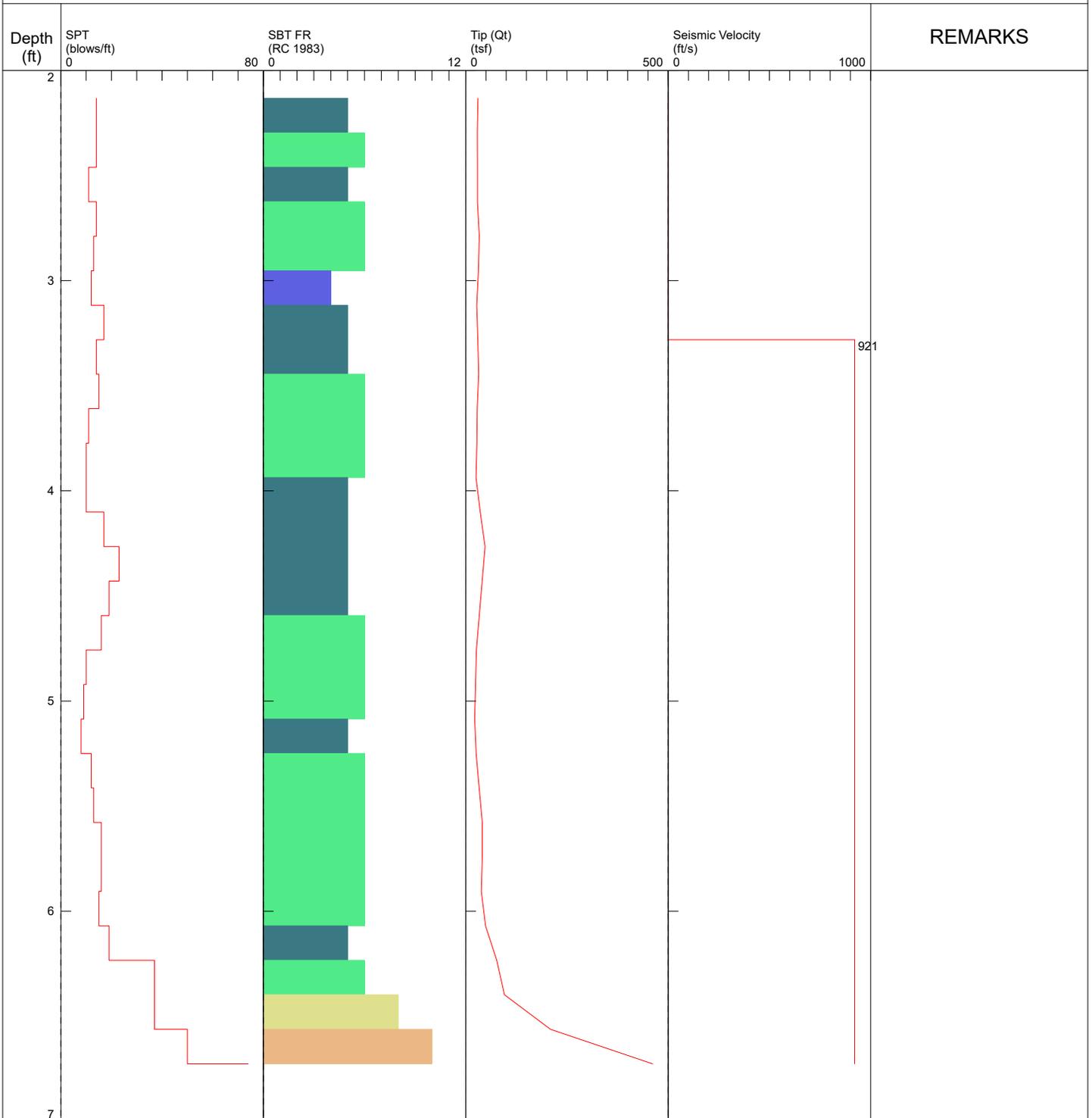
COMMENT: GeoEngineers / CPT-2 / 1105 Front St NE Salem



Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

# GeoEngineers / CPT-2 / 1105 Front St NE Salem

OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 9:52:27 AM  
 TOTAL DEPTH: 6.726 ft

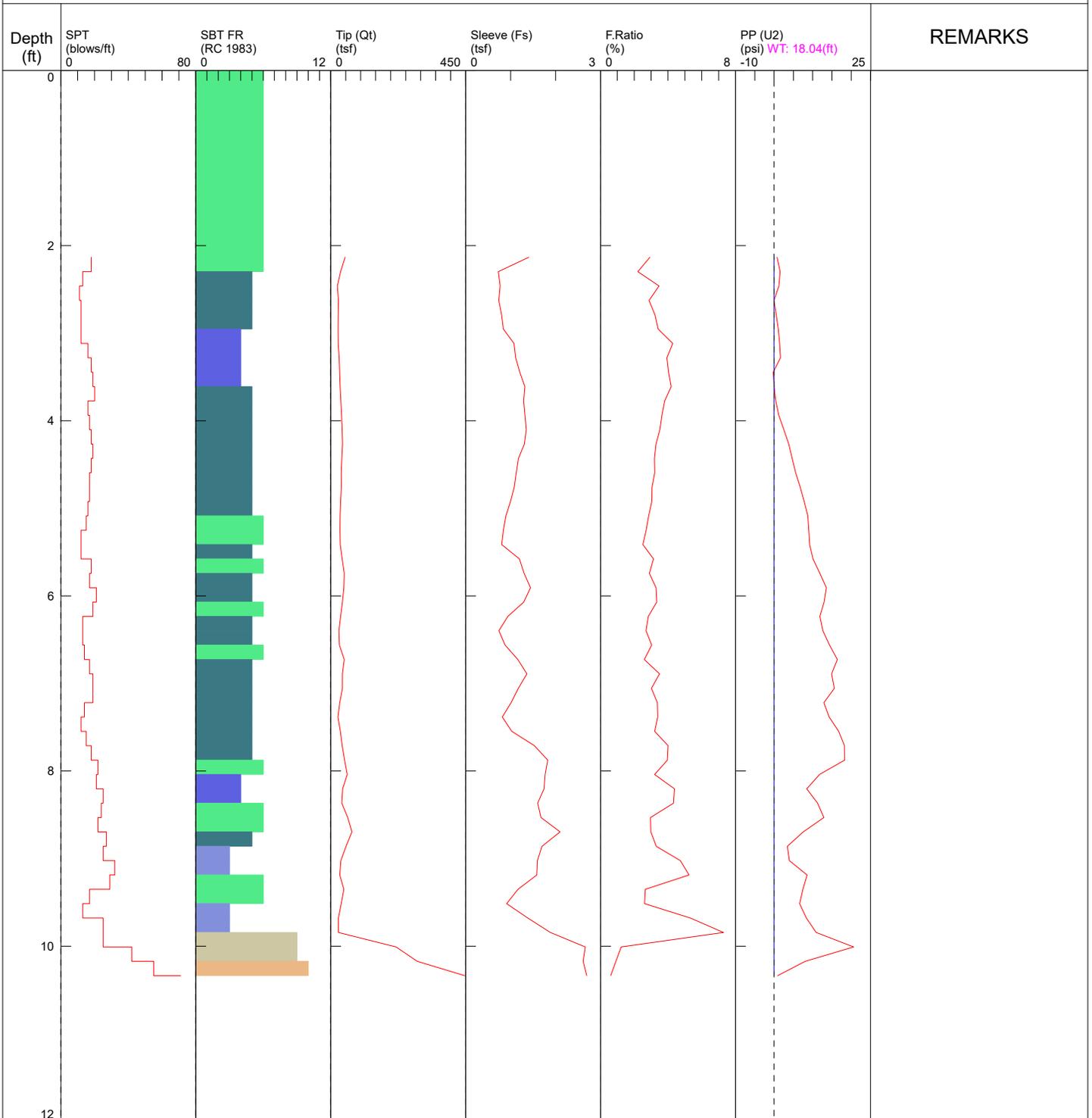


- |  |  |  |  |
|--|--|--|--|
| <ul style="list-style-type: none"> <li>1 sensitive fine grained</li> <li>2 organic material</li> <li>3 clay</li> </ul> | <ul style="list-style-type: none"> <li>4 silty clay to clay</li> <li>5 clayey silt to silty clay</li> <li>6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li>7 silty sand to sandy silt</li> <li>8 sand to silty sand</li> <li>9 sand</li> </ul> | <ul style="list-style-type: none"> <li>10 gravelly sand to sand</li> <li>11 very stiff fine grained (*)</li> <li>12 sand to clayey sand (*)</li> </ul> |
|--|--|--|--|

\*SBT/SPT CORRELATION: UBC-1983

# GeoEngineers / CPT-3 / 1105 Front St NE Salem

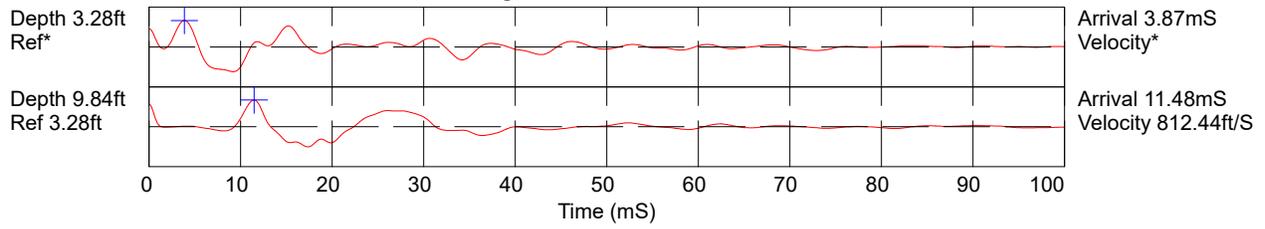
OPERATOR: OGE DMM  
 CONE ID: DDG1296  
 TEST DATE: 2/25/2023 12:10:55 PM  
 TOTAL DEPTH: 10.335 ft



- |   |   |  |  |
|---|---|--|--|
| <ul style="list-style-type: none"> <li><span style="color: red;">■</span> 1 sensitive fine grained</li> <li><span style="color: pink;">■</span> 2 organic material</li> <li><span style="color: blue;">■</span> 3 clay</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> 4 silty clay to clay</li> <li><span style="color: darkteal;">■</span> 5 clayey silt to silty clay</li> <li><span style="color: green;">■</span> 6 sandy silt to clayey silt</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: lightgreen;">■</span> 7 silty sand to sandy silt</li> <li><span style="color: yellowgreen;">■</span> 8 sand to silty sand</li> <li><span style="color: tan;">■</span> 9 sand</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: orange;">■</span> 10 gravelly sand to sand</li> <li><span style="color: grey;">■</span> 11 very stiff fine grained (*)</li> <li><span style="color: darkgrey;">■</span> 12 sand to clayey sand (*)</li> </ul> |
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\*SBT/SPT CORRELATION: UBC-1983

COMMENT: GeoEngineers / CPT-3 / 1105 Front St NE Salem

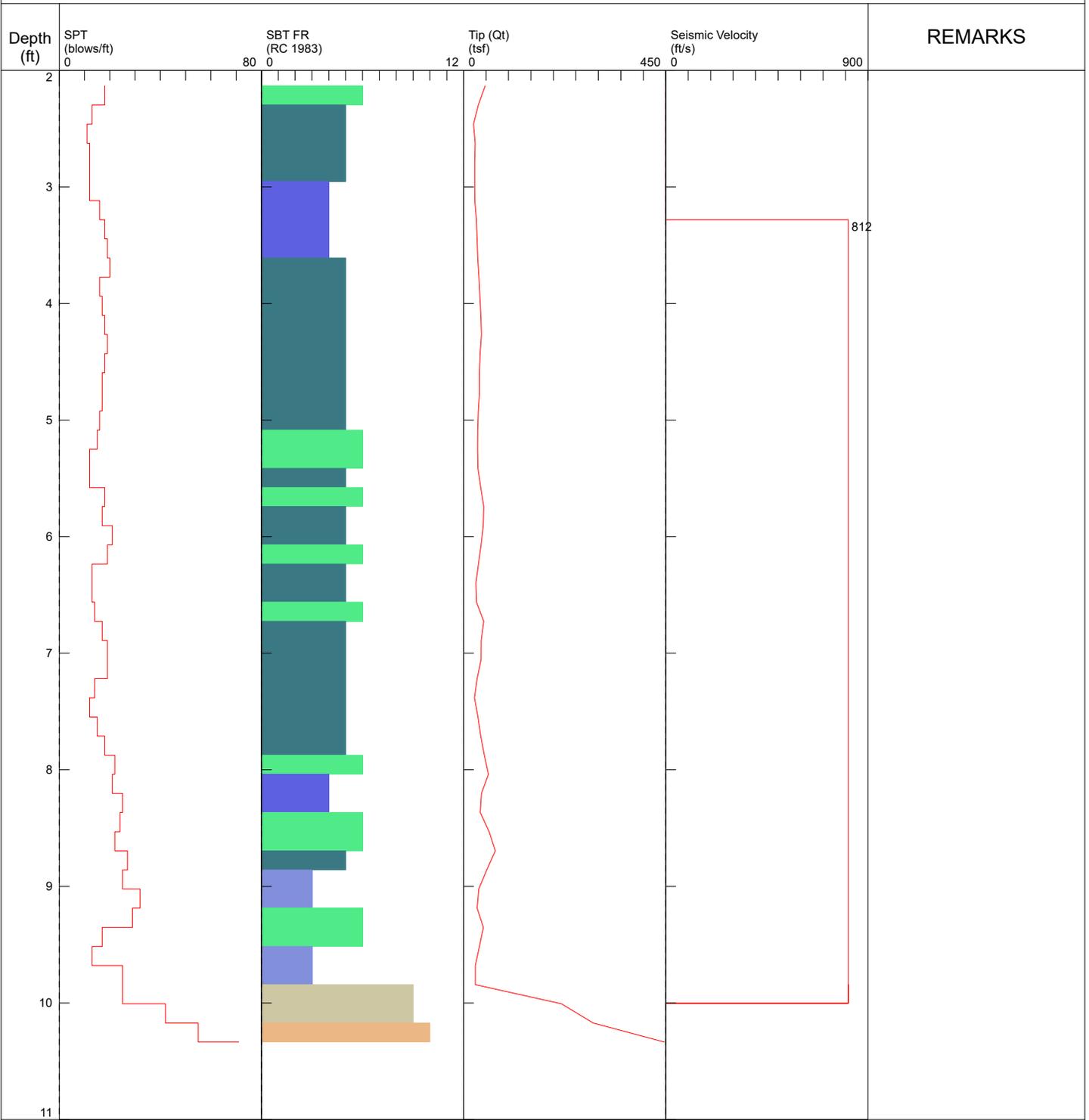


Hammer to Rod String Distance (ft): 2.04

\* = Not Determined

# GeoEngineers / CPT-3 / 1105 Front St NE Salem

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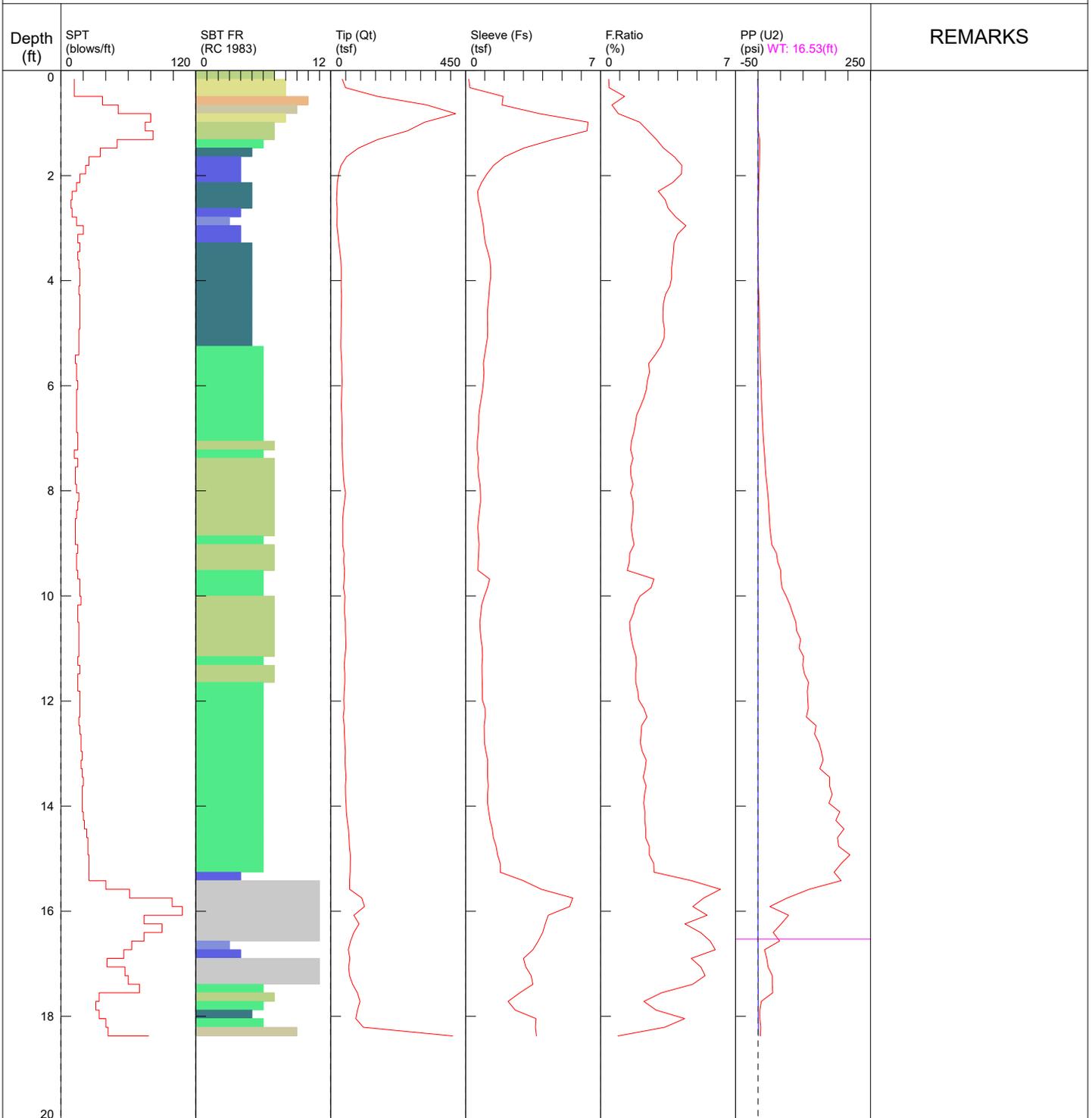


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\*SBT/SPT CORRELATION: UBC-1983

# GeoEngineers / CPT-4 / 1105 Front St NE Salem

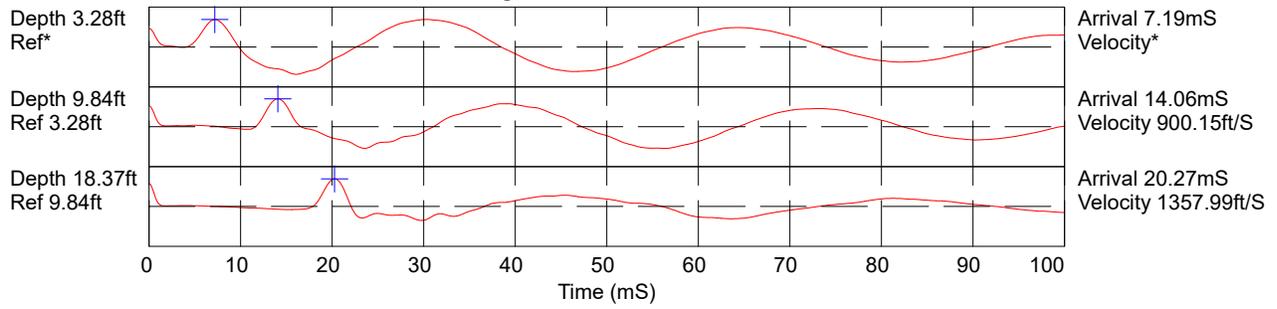
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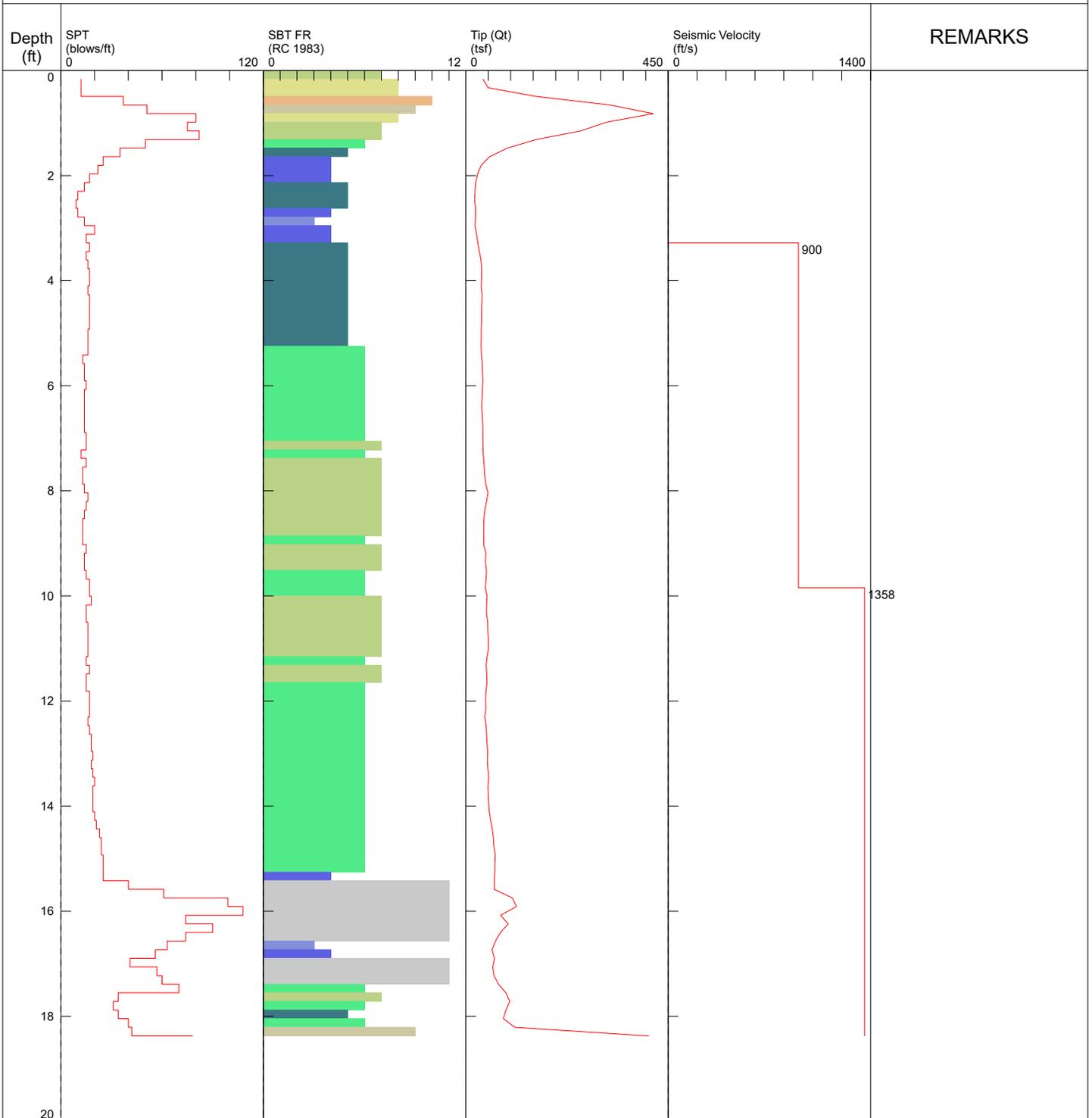
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Hammer to Rod String Distance (ft): 2.04  
\* = Not Determined

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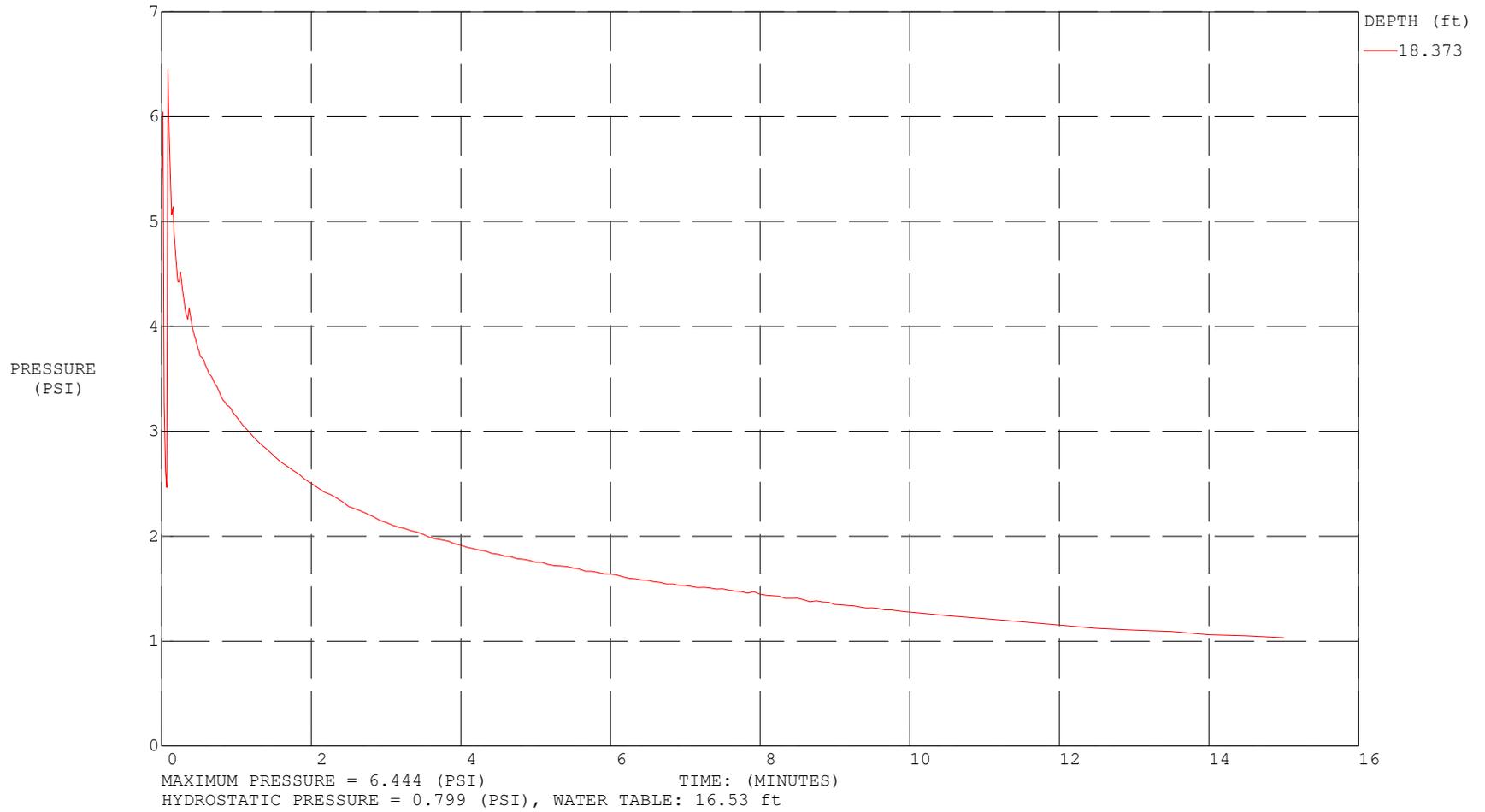


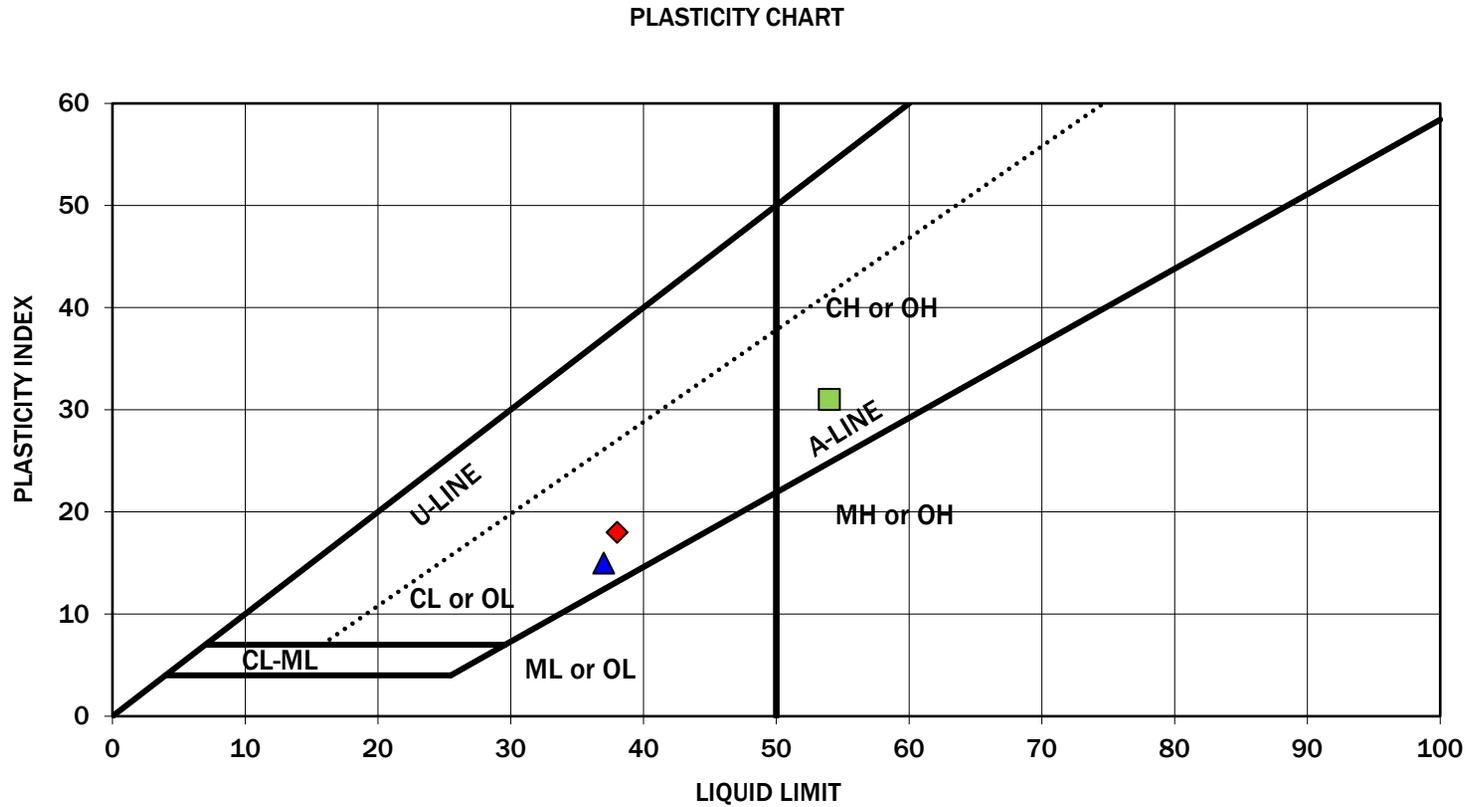
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\*SBT/SPT CORRELATION: UBC-1983

COMMENT: GeoEngineers / CPT-4 / 1105 Front St NE Salem

CONE ID: DDG1296  
TEST DATE: 2/25/2023 12:41:11 PM





| Symbol | Boring Number | Depth (feet) | Moisture Content (%) | Liquid Limit (%) | Plasticity Index (%) | Soil Description |
|--------|---------------|--------------|----------------------|------------------|----------------------|------------------|
| ◆      | B-3           | 2.5          | 31                   | 38               | 18                   | Lean clay (CL)   |
| ■      | B-4           | 2.5          | 38                   | 54               | 31                   | Fat clay (CH)    |
| ▲      | B-5/IT-2      | 5            | 35                   | 37               | 15                   | Lean clay (CL)   |

**Atterberg Limits Test Results**

Salem Cannery 6 Story Mixed Use Development  
Salem, Oregon



**Figure A-19**

Note: This report may not be reproduced, except in full, without written approval of GeoEngineers, Inc. Test results are applicable only to the specific sample on which they were performed and should not be interpreted as representative of any other samples obtained at other times, depths or locations, or generated by separate operations or processes. The liquid limit and plasticity index were obtained in general accordance with ASTM D 4318. GeoEngineers 17425 NE Union Hill Road Ste 250, Redmond, WA 98052

**APPENDIX B**  
**Geologic Hazard Assessment**

## APPENDIX B GEOLOGIC HAZARD ASSESSMENT

GeoEngineers, Inc. (GeoEngineers) is pleased to submit this summary of our geological assessment completed in general accordance with City of Salem Revised Code Section 810.030(a) and (b) for the proposed Salem Cannery 6-Story Mixed-use Development located along Front Street NE between Belmont Street NE to Shipping Street NE in Salem, Oregon.

To perform the geological assessment, our scope included: reviewing geologic hazard maps and selected geotechnical and geological information about the site including our subsurface investigation, performing a geologic reconnaissance to observe surface conditions at the site and preparing this appendix providing a summary of our evaluation and conclusions and recommendations.

The site is located just east of the Willamette River and bounded by Shipping Street NE to the north, Mill Creek to the south, a flood plain of the Willamette River to the west and Front Street NE to the east. The site is relatively flat. However, adjacent slopes range from approximately 50 percent on the west side adjacent to the Willamette River and vertical where an existing gabion basket wall is located on the south side of the site adjacent to Mill Creek and a small flood plain of the Willamette River. Site surface conditions are described in further detail in the “Site Reconnaissance” section of this appendix.

### Desktop Review

We completed a desktop review of the site prior to our site reconnaissance. Our desktop review included a landslide hazard risk assessment in accordance with the City of Salem revised code 810.025, geologic maps of the site, the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Landslide Information Database for Oregon (SLIDO) (DOGAMI 2023) and a Light Detection and Ranging (LiDAR) hillshade model of the site (also viewed on the SLIDO).

### Landslide Risk Assessment (SRC 810.025)

Based on our desktop review of the criteria in SRC 810.025 (a) and (b):

1. Table 810-1A (Earthquake-Induced Landslide Susceptibility Ratings [Hofmeister and Wang 2000]) requires review of IMS-17 and IMS-18. Most of the site is mapped as having a “Low” hazard rating. However, slopes within the property boundaries on the west and south sides of the site are mapped as the “Moderate” category. As such we assign **2 points** to the Earthquake Induced Landslide susceptibility rating.
2. Table 810-1B (Water-Induced Landslide Susceptibility Ratings [Harvey and Peterson 1998]) requires review of IMS-5, IMS-6 and IMS-22. The subject site is outside the study area boundary of IMS-5 and IMS-6 and is not mapped as a “potential landslide hazard zone” in IMS-22. However, Table 810-1B specifies that since the site is outside the mapped hazard area of IMS-5 and IMS-6 and is between 15 and 25 percent slopes, it must be assigned **2 points**.
3. Table 810-1C (Activity Susceptibility Ratings) – Since the project is planned for a multi-use development, we assumed it would classify as “installation or construction of any structure greater than 500 square feet in area” and would be considered a “multiple family building permit” in accordance with Table 810-C. Therefore we assigned **2 points** to the Activity Susceptibility Rating.

4. Table 810-1D (Cumulative Score) totals the cumulative score for the subject site. As we interpret the first three tables above, the cumulative score for the site is as follows: Step 1 (2 points) plus Step 2 (2 points) plus Step 3 (2 points) **Total = 6 points**

Per Table 810-1E (Total Landslide Hazard Risk), a cumulative score of 5 to 8 points falls under the moderate landslide hazard risk (Category B), which specifies that “...a geological assessment shall be submitted for all regulated activities. If the geological assessment indicates that mitigation measures are necessary to safely undertake the regulated activity, a geotechnical report prepared by a certified engineering geologist and geotechnical engineer shall be submitted.”

### **Geologic Mapping**

See Section 3.2 Site Geology of the main body of this report. We note that Bela (1981) did not map any landslides at the site.

### **Landslide Hazard Mapping – SLIDO Review**

Landslide mapping and landslide hazards for the site are compiled by the DOGAMI SLIDO (DOGAMI 2023). The SLIDO does not map landslides within the subject property, although it shows the western and southern slopes of the site as having a high regional landslide susceptibility.

### **LIDAR Hillshade Model Review**

We reviewed a Light Detection and Ranging (LiDAR) bare earth hillshade model of the site on the SLIDO (DOGAMI 2023). We did not see obvious indications of landsliding within the site boundaries in the hillshade model.

### **Site Reconnaissance**

We conducted a site reconnaissance on March 16, 2023. Most of the site is currently developed as an industrial cannery property with several buildings, paved parking and landscape areas, as shown on Figure 2. For the most part the development is located on the flat portion of the site between Front Street NE and slopes to the west and south. However, two of the buildings were constructed on the crest of and above the slope on the west side of the site. These buildings are founded on steel piles with the building floors above the slope. The remaining buildings appear to be founded on shallow foundations. We did not observe indications of slope movement within existing hardscape features (patio's, foundations, pavements) located on the flat portion of the site such as arcuate shaped ground cracks, significantly cracked foundations or sunken pavements.

The flat portion of the site is bounded to the west by an approximately 20- to 25-foot-high slope that terminates in a small flat floodplain of the Willamette River. In general, the slope is relatively planar and vegetated with a thick covering of blackberry and ivy and deciduous trees. We observed asphalt and concrete in portions of this slope indicating it is likely a fill slope associated with the existing development. An existing stormwater culvert daylights on this slope just north and west of the northernmost buildings, as shown on Figure 2. Stormwater flow from this culvert has eroded the slope resulting in a very steep to vertical approximately 8-foot-high slope on the south side of the culvert and undercutting of the concrete apron at the face of the culvert. Stormwater from this culvert currently falls about 5 feet between the concrete apron and asphalt/concrete/basalt boulder placed just below the apron.

The banks of the Willamette River (outside the site boundaries) are between approximately 4 and 8 feet high and vertical in many locations. Several deciduous trees are growing on these banks and just above them. We did not observe indications of recent or past landsliding on this slope, although thick blackberry cover precluded direct observation of the slopes' ground surface.

Mill Creek is located just south of the flat developed surface of the site. A gabion basket wall had been constructed on the southwest corner of the site. Ivy and blackberry was growing over the wall; however, we estimate the wall may be up to about 25 feet high. A portion of the wall on the southwest corner of the site failed resulting in an approximately 20-foot-high vertical slope. We observed gravel within the slope where the wall failed. The thalweg of Mill Creek is located on the north bank of the creek by this wall suggesting that creek erosion during flood conditions may have undercut the wall.

### **Geologic Hazard Conclusions**

Based on our geologic hazard evaluation as presented herein, most of the slopes we observed surrounding the existing development appear relatively stable in their current configuration. However, the gabion wall on the south side of the site has failed indicating that the gabion wall, at least on the south side of the site adjacent to Mill Creek, is marginally stable. This wall likely failed because of erosion of the toe of the slope by Mill Creek. In our opinion, it would be beneficial to conduct a scour analysis to determine the likely future scour/migration of Mill Creek and how it would affect the proposed development.

A storm sewer outfall (assumed to be owned by the City of Salem) is actively eroding a portion of the slope bounding the west side of the site (see Figure 2). In our opinion, continued erosion around this outfall presents a moderate hazard of future erosion and/or landsliding adversely affecting the proposed development.

We recommend that development not encroach on any of the slopes surrounding the site. In addition, the planned development should not impart building loads on any of the site slopes and particularly the slopes in the southwest corner and south side of the site where the gabion walls are located. We recommend that new structures be placed sufficiently distant from top of slope or sufficiently deep as to maintain at least a 1.5H:1V (horizontal to vertical) set back from the base of the existing site slopes. We anticipate that the failed gabion wall will have to be mitigated in conjunction with construction of the proposed development. However, we recommend that development not alter the current configuration of the other slopes surrounding the site.

### **REFERENCES**

- Harvey, A.F. and G.I. Peterson. 1998. Water Induced Landslide Hazards, Western Portion of the Salem Hills, Marion County, Oregon: Oregon Department of Geology and Mineral Industries, Interpretive Map Series IMS-6, 13p, 1 plate, 1:24,000 scale
- Hofmeister, J.R and Y. Wang. 2000. Earthquake Induced Slope Instability: Relative Hazard Map Western Portion of the Salem Hills, Marion County, Oregon: Oregon Department of Geology and Mineral Industries Interpretive Map Series IMS-17, 1 plate, 1:24,000 scale

Oregon Department of Geology and Mineral Industries (DOGAMI) 2023. Statewide Landslide Information Database for Oregon, Version 4.4, November 29, 2021. Accessed at <https://www.oregongeology.org/slido/> on March 17, 2023.

**APPENDIX C**  
**Report Limitations and Guidelines for Use**

## **APPENDIX C REPORT LIMITATIONS AND GUIDELINES FOR USE<sup>1</sup>**

This appendix provides information to help you manage your risks with respect to the use of this report.

### **Read These Provisions Closely**

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more about how these “Report Limitations and Guidelines for Use” apply to your project or site.

### **Geotechnical Services Are Performed for Specific Purposes, Persons and Projects**

This report has been prepared for the Future of Neighborhood Development for the Project specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with the Future of Neighborhood Development and DAY CPM dated July 25, 2022 (authorized December 14, 2022) and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

### **A Geotechnical Engineering or Geologic Report is Based on a Unique Set of Project-Specific Factors**

This report has been prepared for the Future of Neighborhood Development Salem Cannery 6-Story Mixed-use Development Project located at Front Street NE in Salem, Oregon. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- Not prepared for you,
- Not prepared for your project,
- Not prepared for the specific site explored, or
- Completed before important project changes were made.

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<sup>1</sup> Developed based on material provided by GBA, GeoProfessional Business Association; [www.geoprofessional.org](http://www.geoprofessional.org).

For example, changes that can affect the applicability of this report include those that affect:

- The function of the proposed structure;
- Elevation, configuration, location, orientation, or weight of the proposed structure;

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

### **Environmental Concerns Are Not Covered**

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

### **Subsurface Conditions Can Change**

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

### **Geotechnical and Geologic Findings Are Professional Opinions**

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

### **Geotechnical Engineering Report Recommendations Are Not Final**

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

### **A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation**

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

### **Do Not Redraw the Exploration Logs**

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable but separating logs from the report can create a risk of misinterpretation.

### **Give Contractors a Complete Report and Guidance**

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- Advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- Encourages contractors to confer with GeoEngineers and/or to conduct additional study to obtain the specific types of information they need or prefer.

### **Contractors Are Responsible for Site Safety on Their Own Construction Projects**

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

### **Biological Pollutants**

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as

they may relate to this project. The term “Biological Pollutants” includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.



## **Appendix B: NRCS Soil Resource Web Survey Results**

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United States  
Department of  
Agriculture

**NRCS**

Natural  
Resources  
Conservation  
Service

A product of the National  
Cooperative Soil Survey,  
a joint effort of the United  
States Department of  
Agriculture and other  
Federal agencies, State  
agencies including the  
Agricultural Experiment  
Stations, and local  
participants

# Custom Soil Resource Report for Marion County Area, Oregon



# Preface

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Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist ([http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2\\_053951](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951)).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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# Contents

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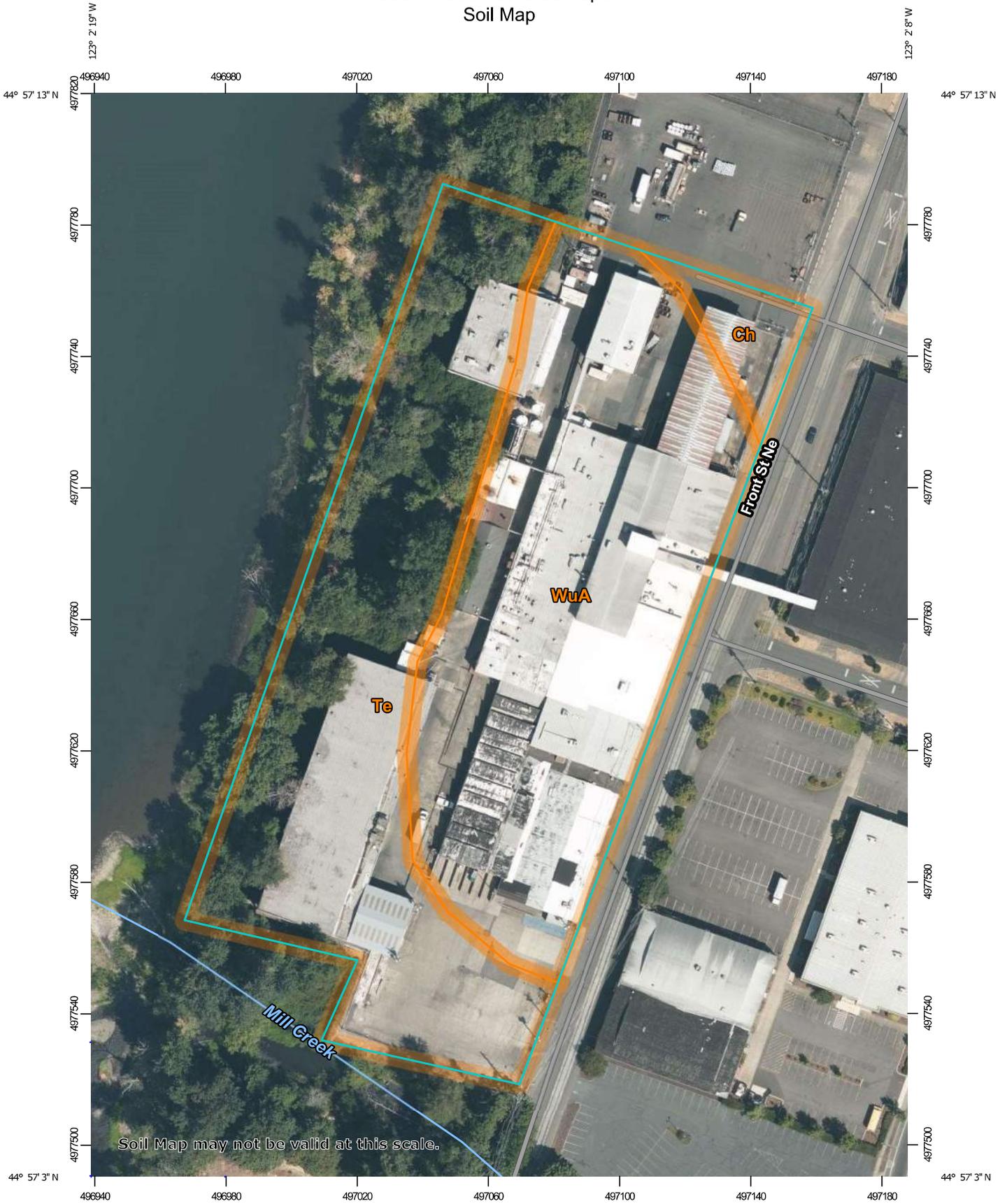
|  |    |
|--|----|
| <b>Preface</b> .....                               | 2  |
| <b>Soil Map</b> .....                              | 5  |
| Soil Map.....                                      | 6  |
| Legend.....  | 7  |
| Map Unit Legend.....                               | 8  |
| Map Unit Descriptions.....                         | 8  |
| Marion County Area, Oregon.....                    | 10 |
| Ch—Chehalis silty clay loam.....                   | 10 |
| Te—Terrace escarpments.....                        | 11 |
| WuA—Woodburn silt loam, 0 to 3 percent slopes..... | 11 |
| <b>Soil Information for All Uses</b> .....         | 13 |
| Soil Reports.....                                  | 13 |
| Soil Physical Properties.....                      | 13 |
| Engineering Properties.....                        | 13 |
| <b>References</b> .....                            | 17 |

# Soil Map

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The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

# Custom Soil Resource Report Soil Map



Map Scale: 1:1,600 if printed on A portrait (8.5" x 11") sheet.



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 Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

**Special Point Features**

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

**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 21, Sep 8, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 1, 2018—Aug 31, 2018

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.

## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name                             | Acres in AOI | Percent of AOI |
|------------------------------------|---|--------------|----------------|
| Ch                                 | Chehalis silty clay loam                  | 0.3          | 3.7%           |
| Te                                 | Terrace escarpments                       | 3.2          | 45.7%          |
| WuA                                | Woodburn silt loam, 0 to 3 percent slopes | 3.6          | 50.6%          |
| <b>Totals for Area of Interest</b> |   | <b>7.1</b>   | <b>100.0%</b>  |

## Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the

## Custom Soil Resource Report

development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

## Marion County Area, Oregon

### Ch—Chehalis silty clay loam

#### Map Unit Setting

*National map unit symbol:* 24ny  
*Elevation:* 100 to 650 feet  
*Mean annual precipitation:* 40 to 45 inches  
*Mean annual air temperature:* 52 to 54 degrees F  
*Frost-free period:* 200 to 210 days  
*Farmland classification:* All areas are prime farmland

#### Map Unit Composition

*Chehalis and similar soils:* 85 percent  
*Estimates are based on observations, descriptions, and transects of the mapunit.*

#### Description of Chehalis

##### Setting

*Landform:* Flood plains  
*Landform position (three-dimensional):* Tread  
*Down-slope shape:* Linear  
*Across-slope shape:* Linear  
*Parent material:* Alluvium

##### Typical profile

*H1 - 0 to 9 inches:* silty clay loam  
*H2 - 9 to 80 inches:* silty clay loam

##### Properties and qualities

*Slope:* 0 to 3 percent  
*Depth to restrictive feature:* More than 80 inches  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high  
(0.57 to 1.98 in/hr)  
*Depth to water table:* More than 80 inches  
*Frequency of flooding:* Rare  
*Frequency of ponding:* None  
*Available water supply, 0 to 60 inches:* High (about 11.5 inches)

##### Interpretive groups

*Land capability classification (irrigated):* 1  
*Land capability classification (nonirrigated):* 1  
*Hydrologic Soil Group:* B  
*Ecological site:* F002XC003OR - Low Flood Plain Group  
*Forage suitability group:* Well drained < 15% Slopes (G002XY002OR)  
*Other vegetative classification:* Well drained < 15% Slopes (G002XY002OR)  
*Hydric soil rating:* No

## **Te—Terrace escarpments**

### **Map Unit Setting**

*National map unit symbol:* 24rp  
*Elevation:* 50 to 1,000 feet  
*Mean annual precipitation:* 40 to 60 inches  
*Mean annual air temperature:* 50 to 54 degrees F  
*Frost-free period:* 165 to 210 days  
*Farmland classification:* Not prime farmland

### **Map Unit Composition**

*Terrace escarpments:* 100 percent  
*Estimates are based on observations, descriptions, and transects of the mapunit.*

### **Description of Terrace Escarpments**

#### **Typical profile**

*H1 - 0 to 8 inches:* silt loam  
*H2 - 8 to 48 inches:* gravelly loam  
*H3 - 48 to 60 inches:* very cobbly clay loam

#### **Properties and qualities**

*Slope:* 20 to 40 percent  
*Drainage class:* Well drained  
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.57 in/hr)  
*Depth to water table:* About 36 to 72 inches  
*Available water supply, 0 to 60 inches:* Moderate (about 8.0 inches)

#### **Interpretive groups**

*Land capability classification (irrigated):* None specified  
*Land capability classification (nonirrigated):* 6e  
*Hydric soil rating:* No

## **WuA—Woodburn silt loam, 0 to 3 percent slopes**

### **Map Unit Setting**

*National map unit symbol:* 24s3  
*Elevation:* 150 to 350 feet  
*Mean annual precipitation:* 40 to 45 inches  
*Mean annual air temperature:* 52 to 54 degrees F  
*Frost-free period:* 200 to 210 days  
*Farmland classification:* All areas are prime farmland

### **Map Unit Composition**

*Woodburn and similar soils:* 85 percent  
*Minor components:* 1 percent

## Custom Soil Resource Report

*Estimates are based on observations, descriptions, and transects of the mapunit.*

### Description of Woodburn

#### Setting

*Landform: Terraces*  
*Landform position (three-dimensional): Tread*  
*Down-slope shape: Linear*  
*Across-slope shape: Linear*  
*Parent material: Silty alluvium and mixed mineralogy loess*

#### Typical profile

*H1 - 0 to 17 inches: silt loam*  
*H2 - 17 to 32 inches: silty clay loam*  
*H3 - 32 to 68 inches: silt loam*

#### Properties and qualities

*Slope: 0 to 3 percent*  
*Depth to restrictive feature: More than 80 inches*  
*Drainage class: Moderately well drained*  
*Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)*  
*Depth to water table: About 25 to 32 inches*  
*Frequency of flooding: None*  
*Frequency of ponding: None*  
*Available water supply, 0 to 60 inches: High (about 12.0 inches)*

#### Interpretive groups

*Land capability classification (irrigated): 2w*  
*Land capability classification (nonirrigated): 2w*  
*Hydrologic Soil Group: C*  
*Ecological site: R002XC008OR - Valley Terrace Group*  
*Forage suitability group: Moderately Well Drained < 15% Slopes (G002XY004OR)*  
*Other vegetative classification: Moderately Well Drained < 15% Slopes (G002XY004OR)*  
*Hydric soil rating: No*

### Minor Components

#### Aquolls, somewhat poorly drained

*Percent of map unit: 1 percent*  
*Landform: Terraces*  
*Hydric soil rating: Yes*

# Soil Information for All Uses

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## Soil Reports

The Soil Reports section includes various formatted tabular and narrative reports (tables) containing data for each selected soil map unit and each component of each unit. No aggregation of data has occurred as is done in reports in the Soil Properties and Qualities and Suitabilities and Limitations sections.

The reports contain soil interpretive information as well as basic soil properties and qualities. A description of each report (table) is included.

## Soil Physical Properties

This folder contains a collection of tabular reports that present soil physical properties. The reports (tables) include all selected map units and components for each map unit. Soil physical properties are measured or inferred from direct observations in the field or laboratory. Examples of soil physical properties include percent clay, organic matter, saturated hydraulic conductivity, available water capacity, and bulk density.

## Engineering Properties

This table gives the engineering classifications and the range of engineering properties for the layers of each soil in the survey area.

*Hydrologic soil group* is a group of soils having similar runoff potential under similar storm and cover conditions. The criteria for determining Hydrologic soil group is found in the National Engineering Handbook, Chapter 7 issued May 2007(<http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba>). Listing HSGs by soil map unit component and not by soil series is a new concept for the engineers. Past engineering references contained lists of HSGs by soil series. Soil series are continually being defined and redefined, and the list of soil series names changes so frequently as to make the task of maintaining a single national list virtually impossible. Therefore, the criteria is now used to calculate the HSG using the component soil properties and no such national series lists will be maintained. All such references are obsolete and their use should be discontinued. Soil properties that influence runoff potential are those that influence the minimum rate of infiltration for a bare soil after prolonged wetting and when not frozen. These properties are depth to a seasonal high water table, saturated hydraulic conductivity after prolonged wetting, and depth to a layer with a very slow water transmission

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rate. Changes in soil properties caused by land management or climate changes also cause the hydrologic soil group to change. The influence of ground cover is treated independently. There are four hydrologic soil groups, A, B, C, and D, and three dual groups, A/D, B/D, and C/D. In the dual groups, the first letter is for drained areas and the second letter is for undrained areas.

The four hydrologic soil groups are described in the following paragraphs:

*Group A.* Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

*Group B.* Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

*Group C.* Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

*Group D.* Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

*Depth* to the upper and lower boundaries of each layer is indicated.

*Texture* is given in the standard terms used by the U.S. Department of Agriculture. These terms are defined according to percentages of sand, silt, and clay in the fraction of the soil that is less than 2 millimeters in diameter. "Loam," for example, is soil that is 7 to 27 percent clay, 28 to 50 percent silt, and less than 52 percent sand. If the content of particles coarser than sand is 15 percent or more, an appropriate modifier is added, for example, "gravelly."

*Classification* of the soils is determined according to the Unified soil classification system (ASTM, 2005) and the system adopted by the American Association of State Highway and Transportation Officials (AASHTO, 2004).

The Unified system classifies soils according to properties that affect their use as construction material. Soils are classified according to particle-size distribution of the fraction less than 3 inches in diameter and according to plasticity index, liquid limit, and organic matter content. Sandy and gravelly soils are identified as GW, GP, GM, GC, SW, SP, SM, and SC; silty and clayey soils as ML, CL, OL, MH, CH, and OH; and highly organic soils as PT. Soils exhibiting engineering properties of two groups can have a dual classification, for example, CL-ML.

The AASHTO system classifies soils according to those properties that affect roadway construction and maintenance. In this system, the fraction of a mineral soil that is less than 3 inches in diameter is classified in one of seven groups from A-1 through A-7 on the basis of particle-size distribution, liquid limit, and plasticity index. Soils in group A-1 are coarse grained and low in content of fines (silt and clay). At the other extreme, soils in group A-7 are fine grained. Highly organic soils are classified in group A-8 on the basis of visual inspection.

If laboratory data are available, the A-1, A-2, and A-7 groups are further classified as A-1-a, A-1-b, A-2-4, A-2-5, A-2-6, A-2-7, A-7-5, or A-7-6. As an additional refinement, the suitability of a soil as subgrade material can be indicated by a group

## Custom Soil Resource Report

index number. Group index numbers range from 0 for the best subgrade material to 20 or higher for the poorest.

*Percentage of rock fragments* larger than 10 inches in diameter and 3 to 10 inches in diameter are indicated as a percentage of the total soil on a dry-weight basis. The percentages are estimates determined mainly by converting volume percentage in the field to weight percentage. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

*Percentage (of soil particles) passing designated sieves* is the percentage of the soil fraction less than 3 inches in diameter based on an oven-dry weight. The sieves, numbers 4, 10, 40, and 200 (USA Standard Series), have openings of 4.76, 2.00, 0.420, and 0.074 millimeters, respectively. Estimates are based on laboratory tests of soils sampled in the survey area and in nearby areas and on estimates made in the field. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

*Liquid limit and plasticity index (Atterberg limits)* indicate the plasticity characteristics of a soil. The estimates are based on test data from the survey area or from nearby areas and on field examination. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

### References:

- American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.
- American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.

Custom Soil Resource Report

Absence of an entry indicates that the data were not estimated. The asterisk "\*" denotes the representative texture; other possible textures follow the dash. The criteria for determining the hydrologic soil group for individual soil components is found in the National Engineering Handbook, Chapter 7 issued May 2007(<http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba>). Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

| Engineering Properties—Marion County Area, Oregon |                  |                  |           |  |                              |                    |               |              |                                  |              |              |              |              |                  |
|---|------------------|------------------|-----------|--|------------------------------|--------------------|---------------|--------------|----------------------------------|--------------|--------------|--------------|--------------|------------------|
| Map unit symbol and soil name                     | Pct. of map unit | Hydrologic group | Depth     | USDA texture                                       | Classification               |                    | Pct Fragments |              | Percentage passing sieve number— |              |              |              | Liquid limit | Plasticity index |
|   |                  |                  |           |  | Unified                      | AASHTO             | >10 inches    | 3-10 inches  | 4                                | 10           | 40           | 200          |              |                  |
|   |                  |                  | <i>In</i> |  |                              |                    | <i>L-R-H</i>  | <i>L-R-H</i> | <i>L-R-H</i>                     | <i>L-R-H</i> | <i>L-R-H</i> | <i>L-R-H</i> | <i>L-R-H</i> | <i>L-R-H</i>     |
| Ch—Chehalis silty clay loam                       |                  |                  |           |  |                              |                    |               |              |                                  |              |              |              |              |                  |
| Chehalis  | 85               | B                | 0-9       | Silty clay loam                                    | CL                           | A-7                | 0- 0- 0       | 0- 0- 0      | 100-100-100                      | 100-100-100  | 95-98-100    | 85-90-95     | 40-45-50     | 20-25-30         |
|   |                  |                  | 9-80      | Silt loam, silty clay loam                         | ML                           | A-4, A-5, A-6, A-7 | 0- 0- 0       | 0- 0- 0      | 100-100-100                      | 100-100-100  | 95-98-100    | 85-90-95     | 35-40-45     | 5-10-15          |
| Te—Terrace escarpments                            |                  |                  |           |  |                              |                    |               |              |                                  |              |              |              |              |                  |
| Terrace escarpments                               | 100              |                  | 0-8       | Silt loam  | CL-ML, CL, ML                | A-4                | 0- 0- 0       | 0- 0- 0      | 85-93-100                        | 75-88-100    | 70-83-95     | 65-75-85     | 25-30-35     | 5-8 -10          |
|   |                  |                  | 8-48      | Gravelly loam, gravelly clay loam, silty clay loam | CL-ML, SC-SM, CL, ML, SC, SM | A-4                | 0- 0- 0       | 0- 3- 5      | 70-80-90                         | 60-75-90     | 50-70-90     | 40-60-80     | 25-30-35     | 5-8 -10          |
|   |                  |                  | 48-60     | Very cobbly clay loam                              | GC, GM, SC, SM               | A-6                | 0- 0- 0       | 25-35-45     | 55-65-75                         | 45-55-65     | 40-50-60     | 35-43-50     | 35-38-40     | 10-13-15         |
| WuA—Woodburn silt loam, 0 to 3 percent slopes     |                  |                  |           |  |                              |                    |               |              |                                  |              |              |              |              |                  |
| Woodburn  | 85               | C                | 0-17      | Silt loam  | ML                           | A-4                | 0- 0- 0       | 0- 0- 0      | 100-100-100                      | 95-98-100    | 85-90-95     | 70-78-85     | 25-28-30     | NP-3 -5          |
|   |                  |                  | 17-32     | Silty clay loam, silt loam                         | CL                           | A-6                | 0- 0- 0       | 0- 0- 0      | 100-100-100                      | 100-100-100  | 95-98-100    | 85-90-95     | 30-35-40     | 10-15-20         |
|   |                  |                  | 32-68     | Silt loam, silty clay loam                         | CL-ML, CL, ML                | A-4                | 0- 0- 0       | 0- 0- 0      | 100-100-100                      | 100-100-100  | 95-98-100    | 80-85-90     | 25-30-35     | 5-8 -10          |

# References

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- American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.
- American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.
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- United States Department of Agriculture, Natural Resources Conservation Service. National forestry manual. [http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2\\_053374](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2_053374)
- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

## Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. [http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2\\_054242](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242)

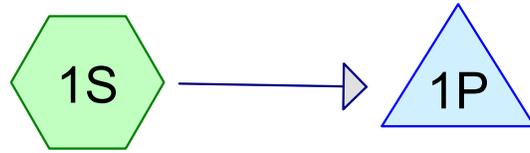
United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. [http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2\\_053624](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624)

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## **Appendix C: HydroCAD Analysis**

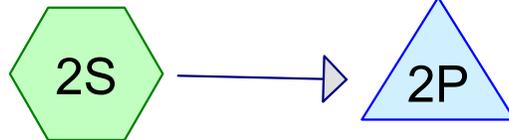
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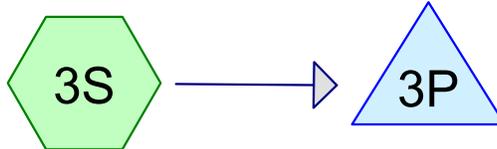
BLDG 1

Planter 1



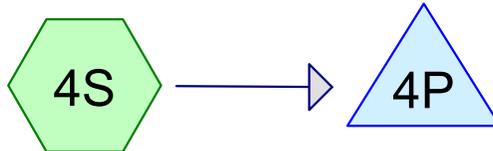
BLDG 2

Planter 2



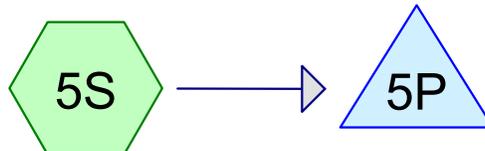
BLDG 3

Planter 3



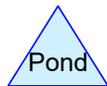
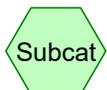
Basin 4

Pond 4



Basin 5

Pond 5



**Summary for Subcatchment 1S: BLDG 1**

Runoff = 0.31 cfs @ 7.89 hrs, Volume= 0.099 af, Depth= 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr WQ Rainfall=1.38"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 44,539    | 98 | Paved parking, HSG C    |
| 44,539    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 1P: Planter 1**

Inflow Area = 1.022 ac, 100.00% Impervious, Inflow Depth = 1.16" for WQ event  
 Inflow = 0.31 cfs @ 7.89 hrs, Volume= 0.099 af  
 Outflow = 0.05 cfs @ 5.55 hrs, Volume= 0.099 af, Atten= 84%, Lag= 0.0 min  
 Primary = 0.05 cfs @ 5.55 hrs, Volume= 0.099 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 146.48' @ 12.63 hrs Surf.Area= 1,100 sf Storage= 1,077 cf

Plug-Flow detention time= 222.5 min calculated for 0.099 af (100% of inflow)  
 Center-of-Mass det. time= 222.5 min ( 918.8 - 696.3 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 145.50' | 1,925 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 145.50           | 1,100             | 0                      | 0                      |
| 147.25           | 1,100             | 1,925                  | 1,925                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 145.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                      |
| #2     | Primary  | 142.75' | <b>6.0" Vert. Outlet</b> C= 0.600  |
| #3     | Device 2 | 146.55' | <b>24.0" Horiz. 24" Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.05 cfs @ 5.55 hrs HW=145.52' (Free Discharge)

- ↑ 2=Outlet (Passes 0.05 cfs of 1.50 cfs potential flow)
- ↑ 1=Exfiltration (Exfiltration Controls 0.05 cfs)
- ↑ 3=24" Beehive Overflow ( Controls 0.00 cfs)

**Summary for Subcatchment 1S: BLDG 1**

Runoff = 1.08 cfs @ 7.87 hrs, Volume= 0.355 af, Depth= 4.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100-yr Rainfall=4.40"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 44,539    | 98 | Paved parking, HSG C    |
| 44,539    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 1P: Planter 1**

Inflow Area = 1.022 ac, 100.00% Impervious, Inflow Depth = 4.16" for 100-yr event  
 Inflow = 1.08 cfs @ 7.87 hrs, Volume= 0.355 af  
 Outflow = 1.07 cfs @ 7.90 hrs, Volume= 0.355 af, Atten= 0%, Lag= 1.7 min  
 Primary = 1.07 cfs @ 7.90 hrs, Volume= 0.355 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 146.69' @ 7.90 hrs Surf.Area= 1,100 sf Storage= 1,304 cf

Plug-Flow detention time= 108.7 min calculated for 0.355 af (100% of inflow)  
 Center-of-Mass det. time= 108.6 min ( 766.2 - 657.6 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 145.50' | 1,925 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 145.50           | 1,100             | 0                      | 0                      |
| 147.25           | 1,100             | 1,925                  | 1,925                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 145.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                      |
| #2     | Primary  | 142.75' | <b>6.0" Vert. Outlet</b> C= 0.600  |
| #3     | Device 2 | 146.55' | <b>24.0" Horiz. 24" Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=1.07 cfs @ 7.90 hrs HW=146.69' (Free Discharge)

- ↑ **2=Outlet** (Passes 1.07 cfs of 1.81 cfs potential flow)
- ↑ **1=Exfiltration** (Exfiltration Controls 0.05 cfs)
- ↑ **3=24" Beehive Overflow** (Weir Controls 1.02 cfs @ 1.20 fps)

**Summary for Subcatchment 2S: BLDG 2**

Runoff = 0.25 cfs @ 7.89 hrs, Volume= 0.079 af, Depth= 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr WQ Rainfall=1.38"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 35,385    | 98 | Paved parking, HSG C    |
| 35,385    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 2P: Planter 2**

Inflow Area = 0.812 ac, 100.00% Impervious, Inflow Depth = 1.16" for WQ event  
 Inflow = 0.25 cfs @ 7.89 hrs, Volume= 0.079 af  
 Outflow = 0.05 cfs @ 5.95 hrs, Volume= 0.079 af, Atten= 82%, Lag= 0.0 min  
 Primary = 0.05 cfs @ 5.95 hrs, Volume= 0.079 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 145.27' @ 11.40 hrs Surf.Area= 975 sf Storage= 752 cf

Plug-Flow detention time= 161.3 min calculated for 0.079 af (100% of inflow)  
 Center-of-Mass det. time= 161.2 min ( 857.5 - 696.3 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 144.50' | 1,463 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 144.50           | 975               | 0                      | 0                      |
| 146.00           | 975               | 1,463                  | 1,463                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Primary  | 141.75' | <b>6.0" Vert. 6" Outlet Pipe</b> C= 0.600  |
| #2     | Device 1 | 144.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #3     | Primary  | 145.35' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.05 cfs @ 5.95 hrs HW=144.52' (Free Discharge)  
 1=6" Outlet Pipe (Passes 0.05 cfs of 1.50 cfs potential flow)  
 2=Exfiltration (Exfiltration Controls 0.05 cfs)  
 3=Beehive Overflow ( Controls 0.00 cfs)

**Summary for Subcatchment 2S: BLDG 2**

Runoff = 0.85 cfs @ 7.87 hrs, Volume= 0.282 af, Depth= 4.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100-yr Rainfall=4.40"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 35,385    | 98 | Paved parking, HSG C    |
| 35,385    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 2P: Planter 2**

Inflow Area = 0.812 ac, 100.00% Impervious, Inflow Depth = 4.16" for 100-yr event  
 Inflow = 0.85 cfs @ 7.87 hrs, Volume= 0.282 af  
 Outflow = 0.85 cfs @ 7.90 hrs, Volume= 0.282 af, Atten= 0%, Lag= 1.6 min  
 Primary = 0.85 cfs @ 7.90 hrs, Volume= 0.282 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 145.47' @ 7.90 hrs Surf.Area= 975 sf Storage= 941 cf

Plug-Flow detention time= 95.7 min calculated for 0.282 af (100% of inflow)  
 Center-of-Mass det. time= 95.7 min ( 753.3 - 657.6 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 144.50' | 1,463 cf      | <b>Custom Stage Data (Prismatic) Listed below (Recalc)</b> |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 144.50           | 975               | 0                      | 0                      |
| 146.00           | 975               | 1,463                  | 1,463                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Primary  | 141.75' | <b>6.0" Vert. 6" Outlet Pipe</b> C= 0.600  |
| #2     | Device 1 | 144.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #3     | Primary  | 145.35' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.85 cfs @ 7.90 hrs HW=145.47' (Free Discharge)  
 1=6" Outlet Pipe (Passes 0.05 cfs of 1.76 cfs potential flow)  
 2=Exfiltration (Exfiltration Controls 0.05 cfs)  
 3=Beehive Overflow (Weir Controls 0.81 cfs @ 1.11 fps)

**Summary for Subcatchment 3S: BLDG 3**

Runoff = 0.31 cfs @ 7.89 hrs, Volume= 0.097 af, Depth= 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr WQ Rainfall=1.38"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 43,849    | 98 | Paved parking, HSG C    |
| 43,849    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 3P: Planter 3**

Inflow Area = 1.007 ac, 100.00% Impervious, Inflow Depth = 1.16" for WQ event  
 Inflow = 0.31 cfs @ 7.89 hrs, Volume= 0.097 af  
 Outflow = 0.05 cfs @ 5.30 hrs, Volume= 0.097 af, Atten= 85%, Lag= 0.0 min  
 Primary = 0.05 cfs @ 5.30 hrs, Volume= 0.097 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 145.17' @ 13.77 hrs Surf.Area= 1,000 sf Storage= 1,172 cf

Plug-Flow detention time= 273.2 min calculated for 0.097 af (100% of inflow)  
 Center-of-Mass det. time= 273.2 min ( 969.6 - 696.3 )

| Volume           | Invert            | Avail.Storage          | Storage Description  |
|------------------|-------------------|------------------------|--|
| #1               | 144.00'           | 2,000 cf               | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |
| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet)                                     |
| 144.00           | 1,000             | 0                      | 0  |
| 146.00           | 1,000             | 2,000                  | 2,000  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 144.00' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 141.25' | <b>6.0" Vert. Outlet</b> C= 0.600  |
| #3     | Primary  | 145.25' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.05 cfs @ 5.30 hrs HW=144.02' (Free Discharge)

- 2=Outlet (Passes 0.05 cfs of 1.50 cfs potential flow)
- 1=Exfiltration (Exfiltration Controls 0.05 cfs)
- 3=Beehive Overflow ( Controls 0.00 cfs)

**Summary for Subcatchment 3S: BLDG 3**

Runoff = 1.06 cfs @ 7.87 hrs, Volume= 0.349 af, Depth= 4.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100-yr Rainfall=4.40"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 43,849    | 98 | Paved parking, HSG C    |
| 43,849    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description          |
|----------|---------------|---------------|-------------------|----------------|----------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry,</b> |

**Summary for Pond 3P: Planter 3**

Inflow Area = 1.007 ac, 100.00% Impervious, Inflow Depth = 4.16" for 100-yr event  
 Inflow = 1.06 cfs @ 7.87 hrs, Volume= 0.349 af  
 Outflow = 1.06 cfs @ 7.90 hrs, Volume= 0.349 af, Atten= 0%, Lag= 1.5 min  
 Primary = 1.06 cfs @ 7.90 hrs, Volume= 0.349 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 145.38' @ 7.90 hrs Surf.Area= 1,000 sf Storage= 1,384 cf

Plug-Flow detention time= 121.7 min calculated for 0.349 af (100% of inflow)  
 Center-of-Mass det. time= 121.7 min ( 779.3 - 657.6 )

| Volume           | Invert            | Avail.Storage          | Storage Description  |
|------------------|-------------------|------------------------|--|
| #1               | 144.00'           | 2,000 cf               | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |
| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet)                                     |
| 144.00           | 1,000             | 0                      | 0  |
| 146.00           | 1,000             | 2,000                  | 2,000  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 144.00' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 141.25' | <b>6.0" Vert. Outlet</b> C= 0.600  |
| #3     | Primary  | 145.25' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=1.06 cfs @ 7.90 hrs HW=145.38' (Free Discharge)

- 2=Outlet (Passes 0.05 cfs of 1.86 cfs potential flow)
- 1=Exfiltration (Exfiltration Controls 0.05 cfs)
- 3=Beehive Overflow (Weir Controls 1.01 cfs @ 1.20 fps)

**Summary for Subcatchment 4S: Basin 4**

Runoff = 0.22 cfs @ 7.89 hrs, Volume= 0.069 af, Depth= 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr WQ Rainfall=1.38"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 31,106    | 98 | Paved parking, HSG C    |
| 31,106    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                |
|----------|---------------|---------------|-------------------|----------------|----------------------------|
| 6.0      |               |               |                   |                | Direct Entry, Direct Entry |

**Summary for Pond 4P: Pond 4**

Inflow Area = 0.714 ac, 100.00% Impervious, Inflow Depth = 1.16" for WQ event  
 Inflow = 0.22 cfs @ 7.89 hrs, Volume= 0.069 af  
 Outflow = 0.03 cfs @ 4.75 hrs, Volume= 0.069 af, Atten= 88%, Lag= 0.0 min  
 Primary = 0.03 cfs @ 4.75 hrs, Volume= 0.069 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 142.63' @ 19.39 hrs Surf.Area= 545 sf Storage= 1,163 cf

Plug-Flow detention time= 483.0 min calculated for 0.069 af (100% of inflow)  
 Center-of-Mass det. time= 483.3 min ( 1,179.6 - 696.3 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 140.50' | 2,126 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 140.50           | 545               | 0                      | 0                      |
| 144.40           | 545               | 2,126                  | 2,126                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 140.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 137.75' | <b>8.0" Vert. 8" Outlet</b> C= 0.600   |
| #3     | Primary  | 142.70' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.03 cfs @ 4.75 hrs HW=140.54' (Free Discharge)  
 2=8" Outlet (Passes 0.03 cfs of 2.63 cfs potential flow)  
 1=Exfiltration (Exfiltration Controls 0.03 cfs)  
 3=Beehive Overflow ( Controls 0.00 cfs)

**Summary for Subcatchment 4S: Basin 4**

Runoff = 0.75 cfs @ 7.87 hrs, Volume= 0.248 af, Depth= 4.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100-yr Rainfall=4.40"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 31,106    | 98 | Paved parking, HSG C    |
| 31,106    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                |
|----------|---------------|---------------|-------------------|----------------|----------------------------|
| 6.0      |               |               |                   |                | Direct Entry, Direct Entry |

**Summary for Pond 4P: Pond 4**

Inflow Area = 0.714 ac, 100.00% Impervious, Inflow Depth = 4.16" for 100-yr event  
 Inflow = 0.75 cfs @ 7.87 hrs, Volume= 0.248 af  
 Outflow = 0.75 cfs @ 7.88 hrs, Volume= 0.248 af, Atten= 0%, Lag= 0.8 min  
 Primary = 0.75 cfs @ 7.88 hrs, Volume= 0.248 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 142.81' @ 7.88 hrs Surf.Area= 545 sf Storage= 1,257 cf

Plug-Flow detention time= 179.3 min calculated for 0.248 af (100% of inflow)  
 Center-of-Mass det. time= 180.0 min ( 837.6 - 657.6 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 140.50' | 2,126 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 140.50           | 545               | 0                      | 0                      |
| 144.40           | 545               | 2,126                  | 2,126                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 140.50' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 137.75' | <b>8.0" Vert. 8" Outlet</b> C= 0.600   |
| #3     | Primary  | 142.70' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.75 cfs @ 7.88 hrs HW=142.81' (Free Discharge)  
 2=8" Outlet (Passes 0.03 cfs of 3.65 cfs potential flow)  
 1=Exfiltration (Exfiltration Controls 0.03 cfs)  
 3=Beehive Overflow (Weir Controls 0.72 cfs @ 1.07 fps)

**Summary for Subcatchment 5S: Basin 5**

Runoff = 0.31 cfs @ 7.89 hrs, Volume= 0.100 af, Depth= 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr WQ Rainfall=1.38"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 44,865    | 98 | Paved parking, HSG C    |
| 44,865    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                       |
|----------|---------------|---------------|-------------------|----------------|-----------------------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry, Direct Entry</b> |

**Summary for Pond 5P: Pond 5**

Inflow Area = 1.030 ac, 100.00% Impervious, Inflow Depth = 1.16" for WQ event  
 Inflow = 0.31 cfs @ 7.89 hrs, Volume= 0.100 af  
 Outflow = 0.05 cfs @ 11.58 hrs, Volume= 0.100 af, Atten= 82%, Lag= 221.3 min  
 Primary = 0.05 cfs @ 11.58 hrs, Volume= 0.100 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 142.14' @ 11.58 hrs Surf.Area= 1,187 sf Storage= 1,434 cf

Plug-Flow detention time= 345.6 min calculated for 0.100 af (100% of inflow)  
 Center-of-Mass det. time= 345.8 min ( 1,042.2 - 696.3 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 140.00' | 2,627 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 140.00           | 151               | 0                      | 0                      |
| 143.00           | 1,600             | 2,627                  | 2,627                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 140.00' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 136.25' | <b>8.0" Vert. 8" Outlet</b> C= 0.600   |
| #3     | Primary  | 142.20' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=0.05 cfs @ 11.58 hrs HW=142.14' (Free Discharge)  
 2=8" Outlet (Passes 0.05 cfs of 3.96 cfs potential flow)  
 1=Exfiltration (Exfiltration Controls 0.05 cfs)  
 3=Beehive Overflow ( Controls 0.00 cfs)

**Summary for Subcatchment 5S: Basin 5**

Runoff = 1.08 cfs @ 7.87 hrs, Volume= 0.357 af, Depth= 4.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100-yr Rainfall=4.40"

| Area (sf) | CN | Description             |
|-----------|----|-------------------------|
| 44,865    | 98 | Paved parking, HSG C    |
| 44,865    |    | 100.00% Impervious Area |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description                       |
|----------|---------------|---------------|-------------------|----------------|-----------------------------------|
| 6.0      |               |               |                   |                | <b>Direct Entry, Direct Entry</b> |

**Summary for Pond 5P: Pond 5**

Inflow Area = 1.030 ac, 100.00% Impervious, Inflow Depth = 4.16" for 100-yr event  
 Inflow = 1.08 cfs @ 7.87 hrs, Volume= 0.357 af  
 Outflow = 1.08 cfs @ 7.90 hrs, Volume= 0.357 af, Atten= 0%, Lag= 2.0 min  
 Primary = 1.08 cfs @ 7.90 hrs, Volume= 0.357 af

Routing by Stor-Ind method, Time Span= 0.00-50.00 hrs, dt= 0.05 hrs  
 Peak Elev= 142.34' @ 7.90 hrs Surf.Area= 1,279 sf Storage= 1,669 cf

Plug-Flow detention time= 150.5 min calculated for 0.357 af (100% of inflow)  
 Center-of-Mass det. time= 150.4 min ( 808.0 - 657.6 )

| Volume | Invert  | Avail.Storage | Storage Description  |
|--------|---------|---------------|--|
| #1     | 140.00' | 2,627 cf      | <b>Custom Stage Data (Prismatic)</b> Listed below (Recalc) |

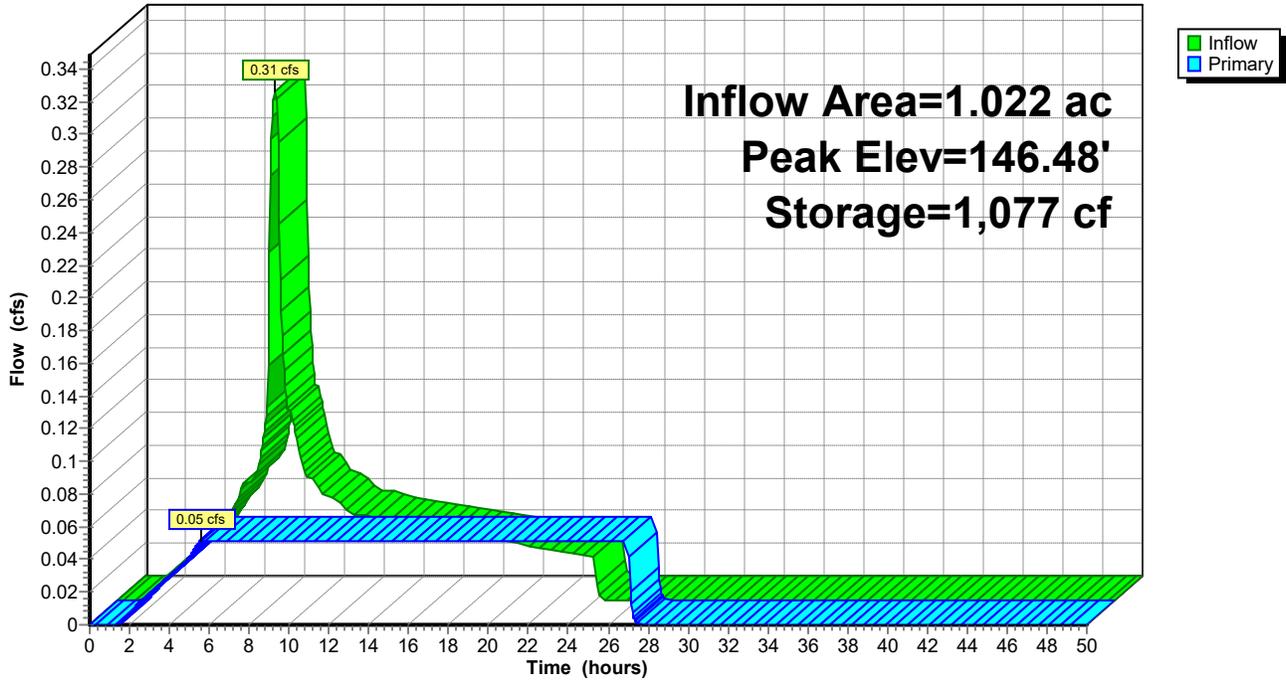
| Elevation (feet) | Surf.Area (sq-ft) | Inc.Store (cubic-feet) | Cum.Store (cubic-feet) |
|------------------|-------------------|------------------------|------------------------|
| 140.00           | 151               | 0                      | 0                      |
| 143.00           | 1,600             | 2,627                  | 2,627                  |

| Device | Routing  | Invert  | Outlet Devices   |
|--------|----------|---------|--|
| #1     | Device 2 | 140.00' | <b>2.000 in/hr Exfiltration over Surface area</b>                                  |
| #2     | Primary  | 136.25' | <b>8.0" Vert. 8" Outlet</b> C= 0.600   |
| #3     | Primary  | 142.20' | <b>24.0" Horiz. Beehive Overflow</b> C= 0.600<br>Limited to weir flow at low heads |

**Primary OutFlow** Max=1.08 cfs @ 7.90 hrs HW=142.33' (Free Discharge)  
 2=8" Outlet (Passes 0.06 cfs of 4.03 cfs potential flow)  
 1=Exfiltration (Exfiltration Controls 0.06 cfs)  
 3=Beehive Overflow (Weir Controls 1.02 cfs @ 1.20 fps)

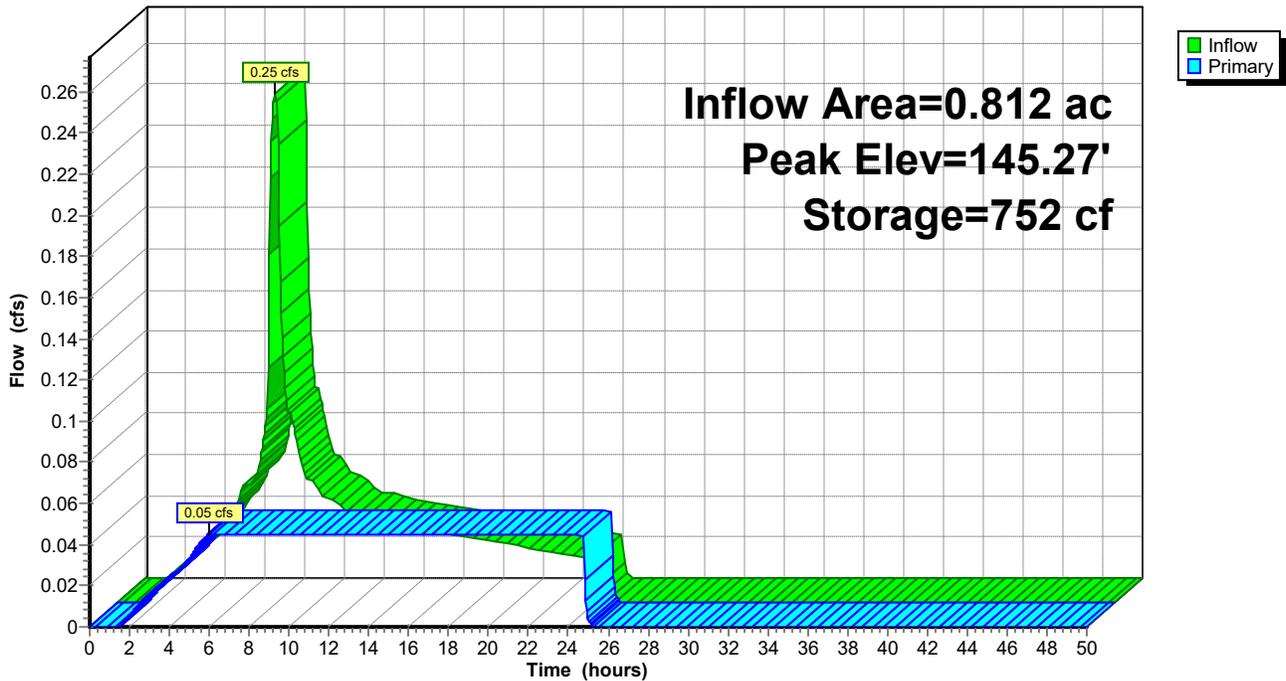
### Pond 1P: Planter 1

Hydrograph



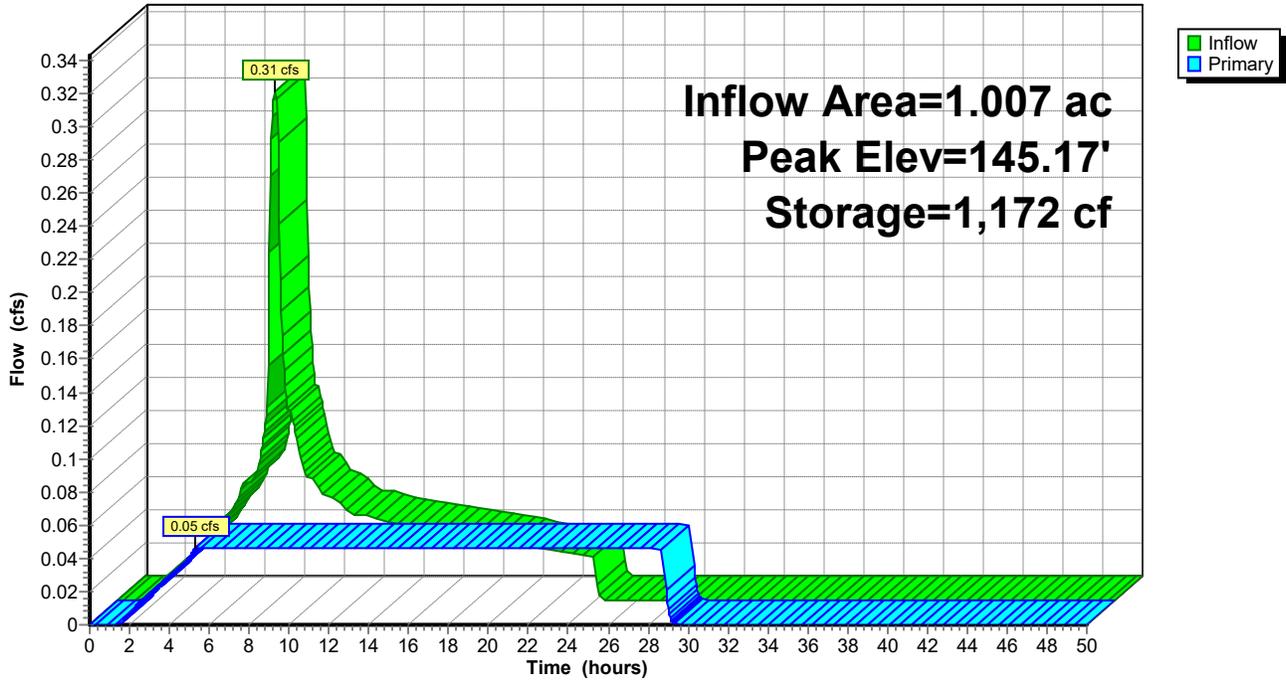
### Pond 2P: Planter 2

Hydrograph



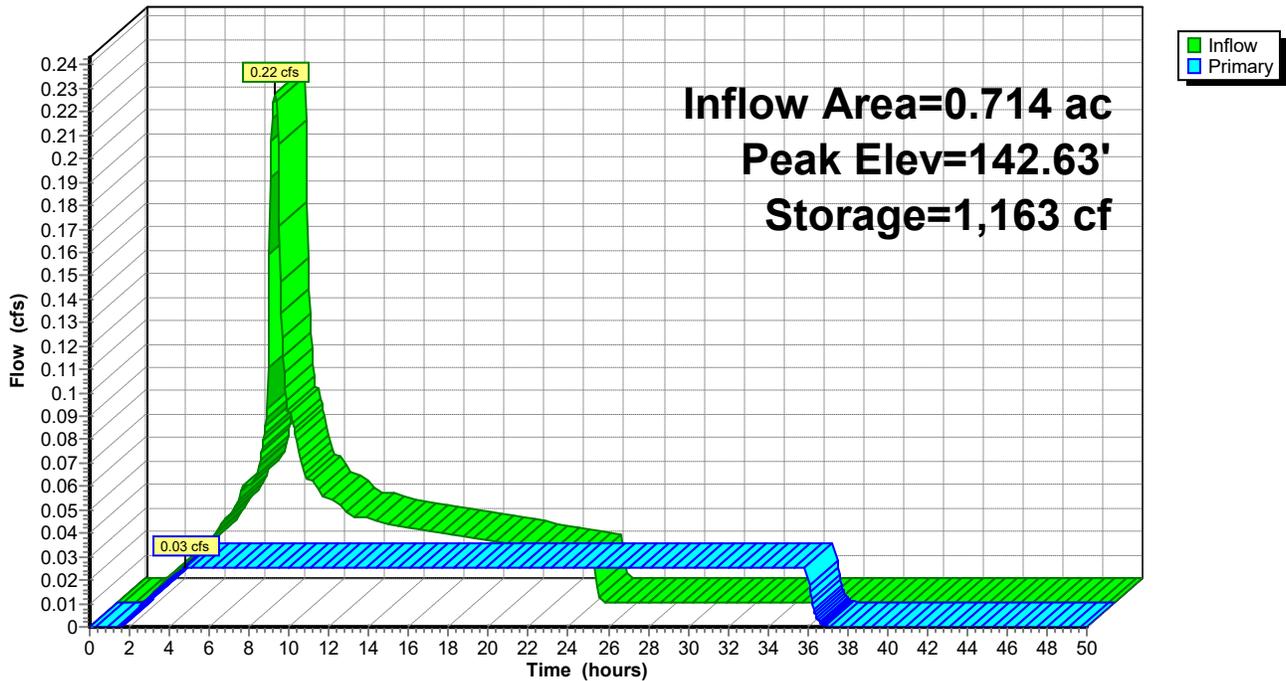
### Pond 3P: Planter 3

Hydrograph



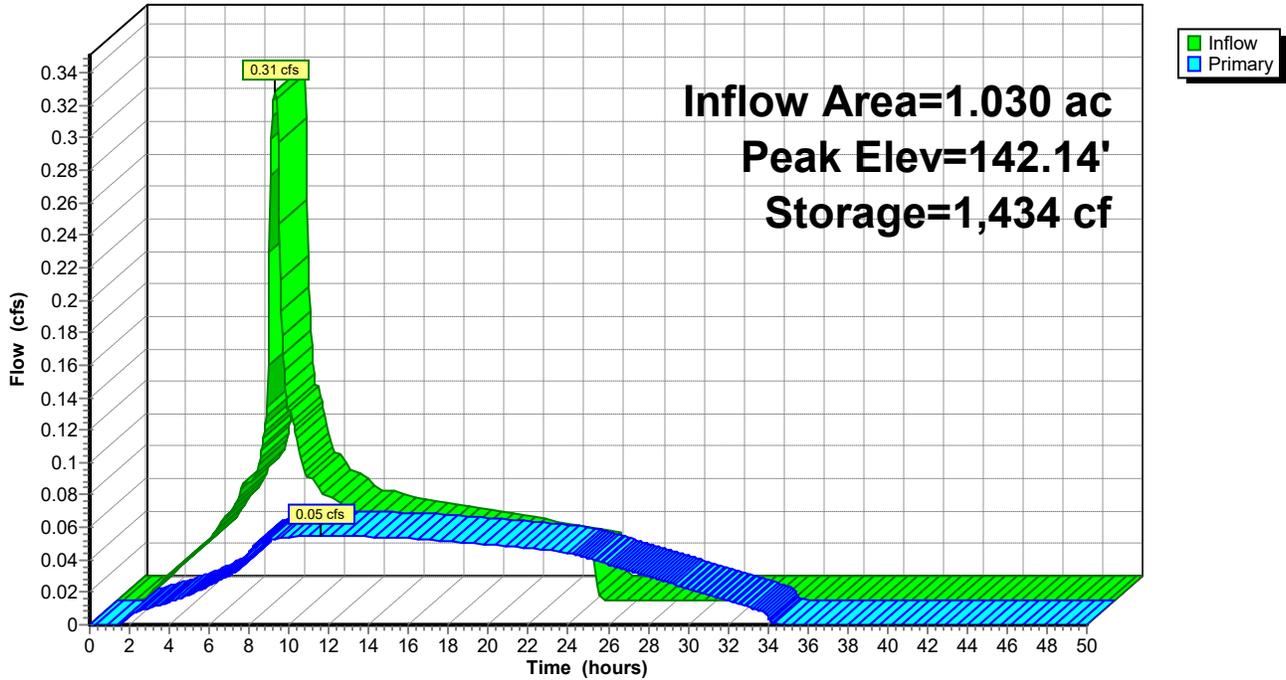
### Pond 4P: Pond 4

Hydrograph



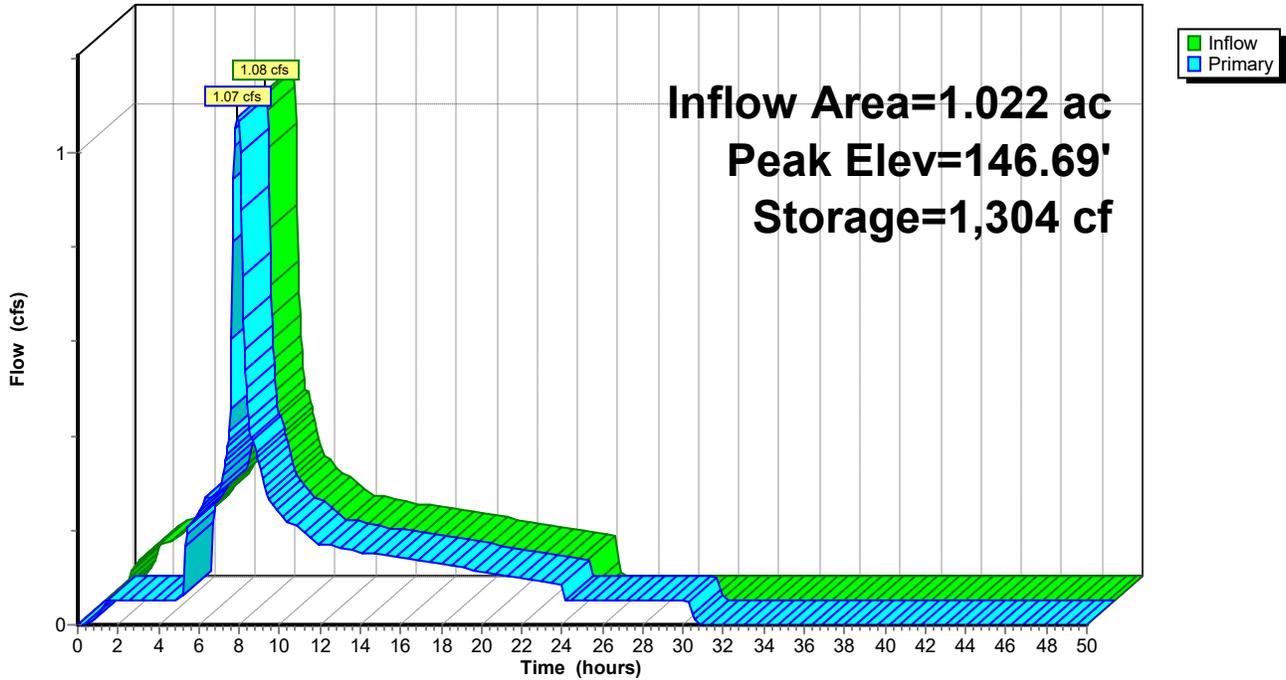
### Pond 5P: Pond 5

#### Hydrograph



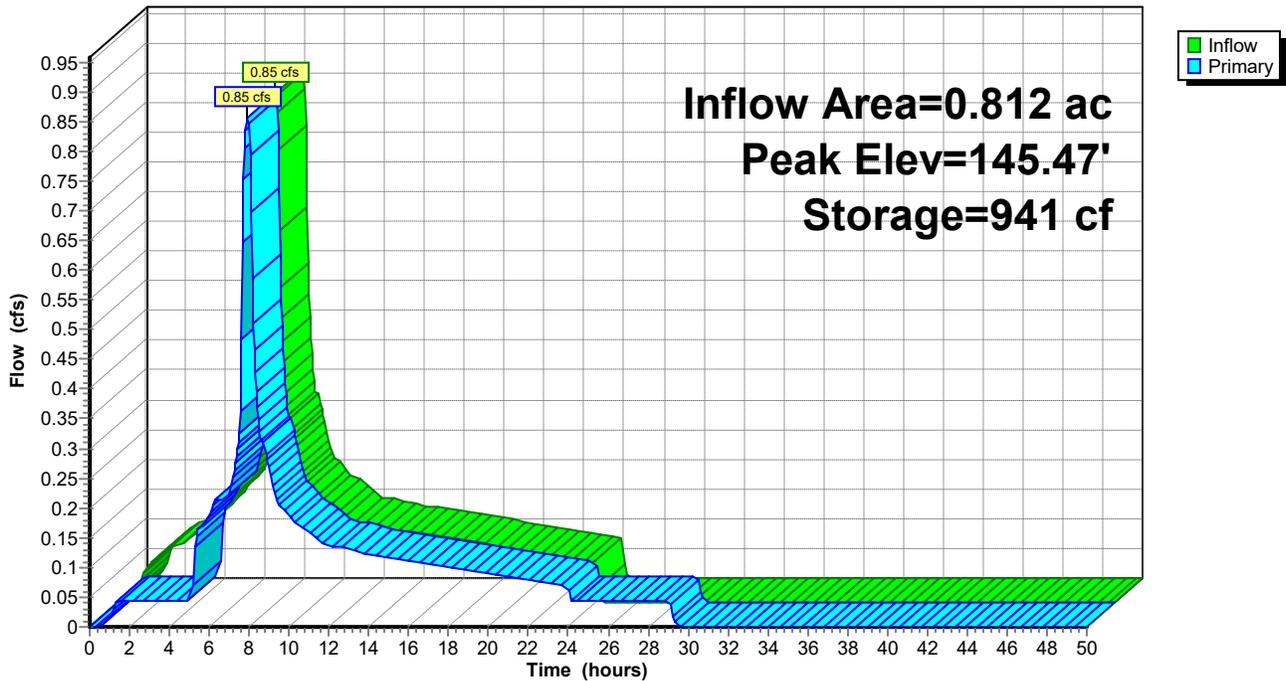
### Pond 1P: Planter 1

Hydrograph



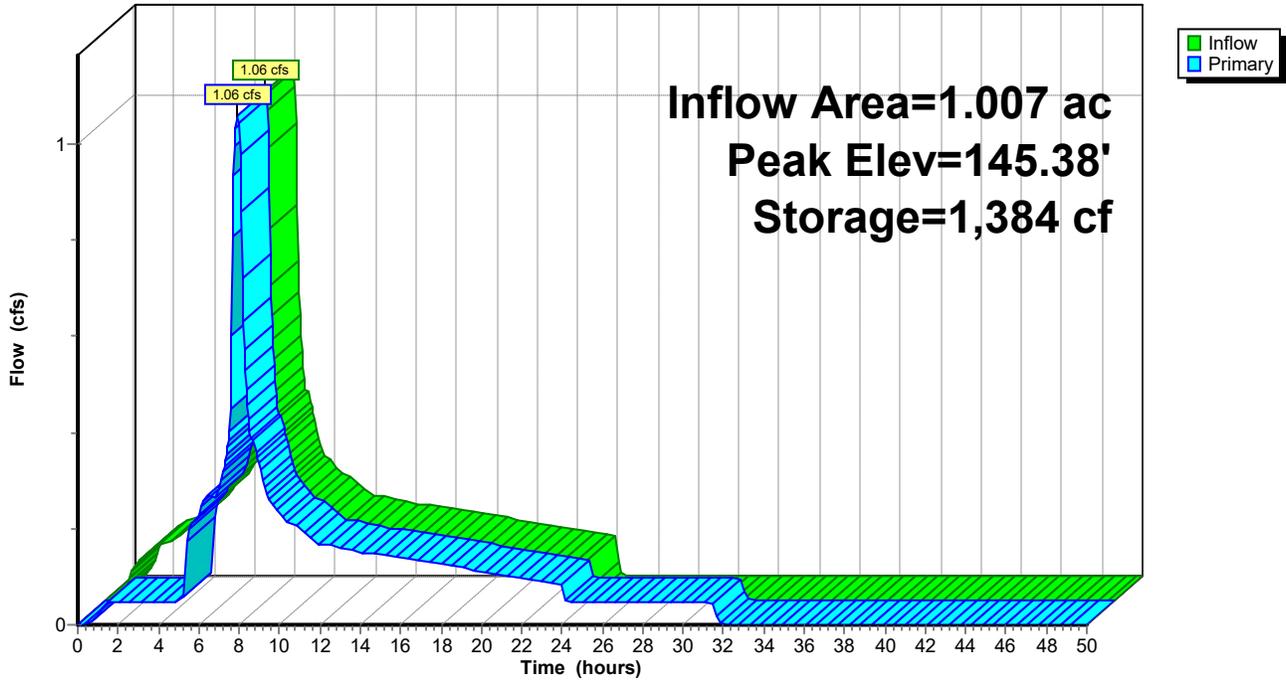
### Pond 2P: Planter 2

Hydrograph



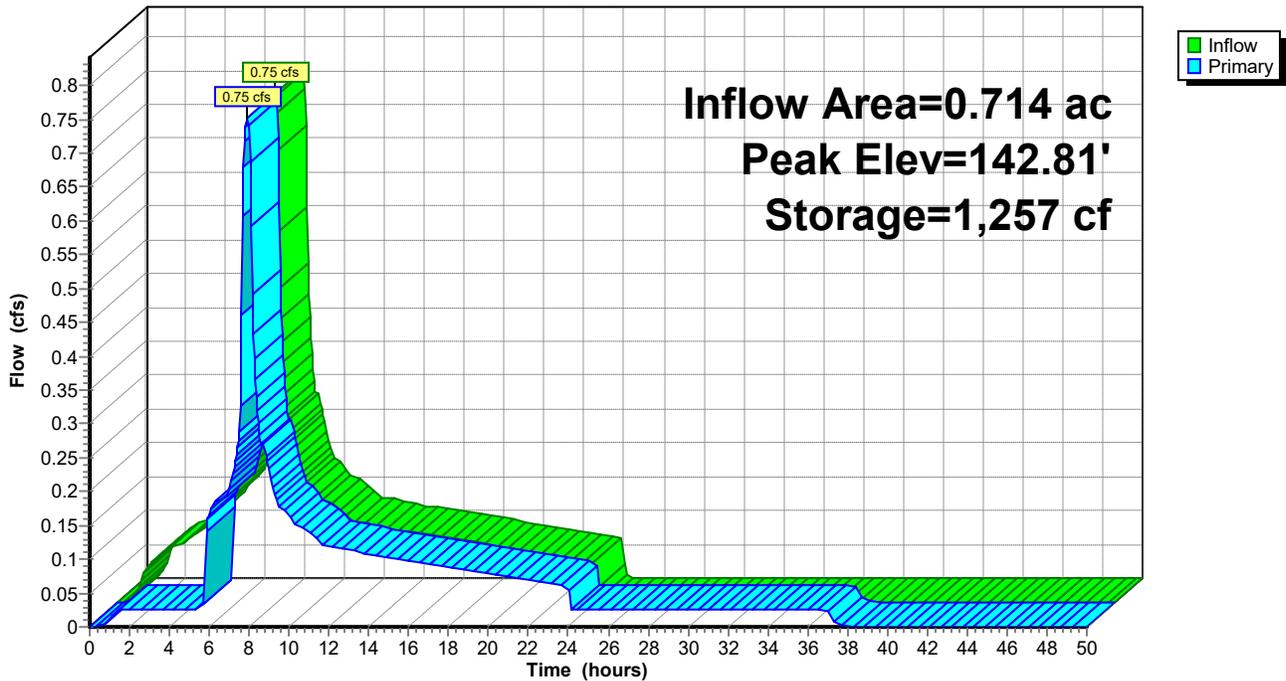
### Pond 3P: Planter 3

Hydrograph



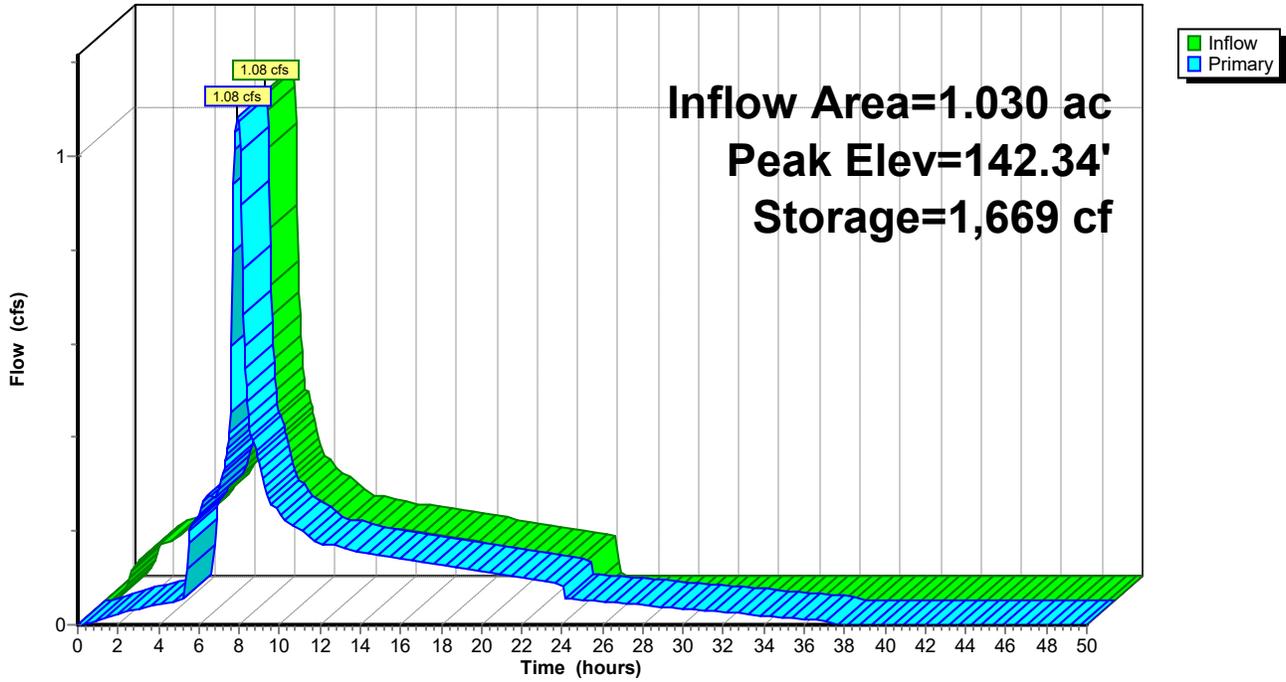
### Pond 4P: Pond 4

Hydrograph



### Pond 5P: Pond 5

Hydrograph



## **Appendix D: Operations & Maintenance Form**

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**Chapter 109**

**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix A to 109-011 – Private Stormwater Facilities Agreement**

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the City of Salem (City) and \_\_\_\_\_ (Owner) whose address is \_\_\_\_\_.

**RECITALS**

A. Owner has developed or will develop property with the stormwater facilities listed below. (List the type of private stormwater facilities on site and the quantity of each type).

| Facility type (list each) | Quantity |
|---------------------------|----------|
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |
| _____                     | _____    |

B. The Facilities enable development of property while mitigating the adverse impacts of stormwater runoff and pollutants associated with stormwater runoff prior to discharge from the property directly or indirectly to the public stormwater system, another private stormwater system, or to receiving waters.

C. The property benefited by the stormwater facilities and subject to the obligation of this Agreement is described below or in Exhibit A (Property) attached hereto and incorporated by reference, with the location of each stormwater facility as indicated.

D. The stormwater facilities are designed by a registered professional engineer in accordance with the requirements of Salem Revised Code Chapter 71 (Stormwater) and the *Public Works Design Standards*.

E. Failure to properly inspect and maintain the stormwater facilities can result in unacceptable impacts to the public stormwater system, receiving waters, the environment, and downstream properties.

**Chapter 109**

**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix A to 109-011 – Private Stormwater Facilities Agreement**

**NOW, THEREFORE, it is agreed by and between the parties as follows:**

**1. MAINTENANCE**

Owner agrees to maintain each stormwater facility in accordance with requirements provided by, or approved by, the City so that it is in proper working condition for effective pollutant removal, infiltration, and/or flow control.

**2. INSPECTION**

Owner agrees to inspect each stormwater facility in accordance with requirements provided by, or approved by, the City.

**3. RECORDKEEPING**

Owner agrees to maintain a record of the construction of, and all inspections, maintenance, and repair activities to, each stormwater facility and to make plans, records, procedures, and schedules of maintenance available to the Public Works Director during inspection of each stormwater facility, and at other reasonable times upon request of the Public Works Director.

**4. REPAIR**

Owner agrees to make any repairs as necessary to keep each stormwater facility in continuous working order. All deficiencies shall be corrected at Owner's expense within 30 days after the deficiency has been identified a deficiency, unless more than 30 days is reasonably needed to correct a deficiency. Owner shall have a reasonable period to correct the deficiency so long as the correction is commenced within the 30-day period and is diligently prosecuted to completion.

**5. CITY CORRECTIONS**

If correction of all Owner- or City-identified deficiencies is not completed within 30 days after Owner's inspection or City notice, City shall have the right to have any deficiencies corrected. In such instances, City:

- (i) Shall have access to the stormwater facilities for the purpose of correcting such deficiencies; and
- (ii) Shall bill Owner for all costs reasonably incurred by City for work performed to correct the deficiencies following Owner's failure to correct any deficiencies in the Facilities.

Owner shall pay the City within 30 days of the date of the invoice. Owner understands and agrees that upon non-payment, City may place a lien on the property for the amount plus interest and penalties.

**6. ACCESS**

Owner grants City the right to inspect the stormwater facilities. City will endeavor to give at least 10 days prior notice to Owner, except that no notice shall be required in case of an emergency. City shall determine whether deficiencies need to be corrected. Owner will be notified in writing of the deficiencies.

**Chapter 109**

**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix A to 109-011 – Private Stormwater Facilities Agreement**

**7. CHANGE OF OWNERSHIP**

If a change of ownership occurs, owner agrees to transfer all records of installation, repair, and maintenance of each stormwater facility to the new property owner. Owner will inform future purchasers and other successors and assignees of the existence of the stormwater facility and of the requirements for continued inspection and maintenance of the stormwater facility.

**8. EMERGENCY MEASURES**

If, at any time, City reasonably determines that a stormwater facility is creating an imminent threat to public health, safety, or welfare, City may immediately and without prior notice to Owner take measures reasonably designed to remedy the threat. City shall provide notice of the threat and the measures taken to Owner as soon as reasonably practicable. City may charge Owner for the cost of these corrective measures.

**9. HOLD HARMLESS**

Owner shall indemnify and hold City harmless from any and all claims for damages to persons or property arising from the construction, operation, inspection, maintenance, or use of each stormwater facility.

**10. FORCE AND EFFECT**

This Agreement has the same force and effect as any deed covenant running with the land and shall benefit and bind all owners of the property present and future, and their heirs, successors and assigns.

**11. AMENDMENTS**

The terms of this Agreement may be amended only by mutual agreement of the parties. Any amendments shall be in writing, shall refer specifically to this Agreement, and shall be valid only when executed by the owners of the property and the City and recorded in the Official Records of the county where the Property is located.

**12. PREVAILING PARTY**

In any action brought by either party to enforce the terms of this Agreement, the prevailing party shall be entitled to recover all costs, including reasonable attorney's fees as may be determined by the court having jurisdiction, including any appeal.

**13. SEVERABILITY**

The invalidity of any section, clause, sentence, or provision of this Agreement shall not affect the validity of any other part of this Agreement, which can be given effect without such invalid part or parts.

After recording, return to:

City of Salem Public Works Department  
555 Liberty Street SE, Room 325  
Salem OR 97301-3513

Chapter 109

Division 011 - Operations and Maintenance of Stormwater Facilities

Appendix A to 109-011 – Private Stormwater Facilities Agreement

IN WITNESS WHEREOF, the parties hereto have signed this Agreement as of the date below.

By: \_\_\_\_\_  
Owner

\_\_\_\_\_  
Title

STATE OF OREGON            )  
  ) ss.  
County of \_\_\_\_\_)

This instrument was acknowledged before me on \_\_\_\_\_, 20\_\_\_\_, by  
\_\_\_\_\_.

\_\_\_\_\_  
Notary Public—State of Oregon  
My commission expires: \_\_\_\_\_

Approved:

By: \_\_\_\_\_  
Public Works Director

City of Salem, Oregon

By: \_\_\_\_\_  
City Manager

STATE OF OREGON            )  
  ) ss.  
County of \_\_\_\_\_)

This instrument was acknowledged before me on \_\_\_\_\_, 20\_\_\_\_, by  
\_\_\_\_\_, as City Manager of the City of Salem, Oregon.

\_\_\_\_\_  
Notary Public—State of Oregon  
My commission expires: \_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix B to 109-011 – Facility Maintenance Forms**

This appendix contains Facility Maintenance Forms that provide minimum requirements for inspection, maintenance, and repair activities for the following types of stormwater facilities:

1. Stormwater Planters
2. Rain Gardens
3. Vegetated Filter Strips
4. Swales (Vegetated, Grassy, and Street)
5. Detention Basins
6. Subsurface Gravel Treatment Wetland
7. Constructed Treatment Wetlands
8. Manufactured Treatment Technology
9. Green Roofs
10. Sand Filters
11. Pervious Pavement
12. Underground Detention Tanks, Vaults, and Pipes
13. Conveyance: Piped
14. Conveyance: Open Channel
15. Soakage Trenches
16. Drywells

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

**Appendix B to 109-011 – Facility Maintenance Forms**

**1. Stormwater Planter**

**Stormwater Planters** are designed to allow runoff to filter through layers of topsoil (thus capturing pollutants) and then either infiltrate into the native soils (infiltration planter) or be collected in a pipe to be discharged off-site (filtration planter). The planter is sized to accept runoff and temporarily store the water in a reservoir on top of the soil. The filtration planter is designed with an impervious bottom or is placed on an impervious surface. Water should drain through the planter within 24 hours after a storm event.

**Inspections**

All facility components and vegetation shall be inspected for proper operations and structural stability. *These inspections shall occur, at a minimum, quarterly for the first two years from the date of installation, and two times per year thereafter.* It is recommended that a visual inspection be made within 48 hours after each major storm event to ensure proper function. The facility owner must keep a log, recording all inspection dates, observations, and maintenance activities. The following items shall be inspected and maintained as stated:

Date: \_\_\_/\_\_\_/\_\_\_\_\_ Inspector's Name: \_\_\_\_\_

**Downspout** from rooftop or sheet flow from paving allows unimpeded stormwater flow to the planter.

- Debris shall be removed routinely and upon discovery.
- Damaged pipe shall be repaired upon discovery.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Splash blocks** prevent splashing against adjacent structures and convey water without disrupting media.

- Any deficiencies in structure such as cracking, rotting, and failure shall be repaired.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Planter reservoir** receives and detains stormwater prior to infiltration. Water should drain from planter within 24 hours of storm event.

- Sources of clogging shall be identified and corrected.
- Topsoil may need to be amended with sand or compost, or replaced.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Amended soils** consisting of sand, compost, drain rock, and topsoil shall allow stormwater to percolate uniformly through the planter.

- The planter shall be excavated and cleaned, and gravel or soil shall be replaced to correct low infiltration rates.
- Holes that are not consistent with the design and allow water to flow directly through the planter to the ground shall be plugged.
- Sediment accumulation shall be hand-removed with minimum damage to vegetation using proper erosion control measures. Sediment shall be removed if it is more than 4 inches thick or so thick as to damage or kill vegetation.
- Litter and debris shall be removed.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

**Appendix B to 109-011 – Facility Maintenance Forms**

**1. Stormwater Planter (continued)**

**Planter** shall contain filter media and vegetation.

- Structural deficiencies in the planter including rot, cracks, and failure shall be repaired.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Overflow pipe** safely conveys flow exceeding reservoir capacity to an approved stormwater receiving system.

- Overflow pipe shall be kept clear at all times.
- Damaged pipe shall be repaired or replaced upon discovery.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Vegetation** shall be healthy and dense enough to provide filtering while protecting underlying soils from erosion. Proper horticultural practices shall be employed to ensure plants are vigorous and healthy.

- Mulch shall be replenished as needed, but not inhibiting water flow.
- Vegetation, large shrubs, or trees that limit access or interfere with planter operation shall be pruned or removed.
- Fallen leaves and debris from deciduous plant foliage shall be raked and removed.
- Nuisance or prohibited vegetation from the City of Salem Non-Native Invasive Plant list shall be removed when discovered. Invasive vegetation shall be removed upon discovery.
- Dead vegetation shall be removed upon discovery.
- Vegetation shall be replaced as soon as possible to maintain cover density and control erosion where soils are exposed.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Debris and litter** shall be removed to ensure stormwater infiltration and to prevent clogging of overflow drains and interference with plant growth.

Inspection Comments: \_\_\_\_\_

**Spill prevention** measures shall be exercised when handling substances that contaminate stormwater.

- Releases of pollutants shall be corrected and reported to the City as soon as identified.

Inspection Comments: \_\_\_\_\_

**Training and/or written guidance information** for O&M of stormwater planters shall be provided to all property owners and tenants. This Facility Maintenance Form can be used to meet this requirement.

Inspection Comments: \_\_\_\_\_

**Access** to the stormwater planter shall be safe and efficient. Egress and ingress routes shall be maintained to design standards. Roadways shall be maintained to accommodate size and weight of vehicles, if applicable.

- Obstacles preventing maintenance personnel and/or equipment access to the stormwater planter shall be removed.
- Gravel or ground cover shall be added if erosion has occurred.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix B to 109-011 – Facility Maintenance Forms**

**1. Stormwater Planter (continued)**

**Nuisance insects and rodents** shall not be harbored in the stormwater planter.

Pest control measures shall be taken when nuisance insects/rodents are found to be present.

- Holes in the ground located in and around the stormwater planter shall be filled and compacted.

Inspection Comments: \_\_\_\_\_

\_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

**Appendix B to 109-011 – Facility Maintenance Forms**

**2. Rain Garden**

A rain garden is a **vegetated infiltration basin** or depression created by excavation, berms, or small dams to provide for short-term ponding of surface water until it percolates into the soil. The basin should infiltrate stormwater within 24 hours.

**Inspections**

All facility components and vegetation shall be inspected for proper operations and structural stability. *These inspections shall occur, at a minimum, quarterly for the first two years from the date of installation, and two times per year thereafter.* It is recommended that a visual inspection be made within 48 hours after each major storm event to ensure proper function. The facility owner must keep a log, recording all inspection dates, observations, and maintenance activities. The following items shall be inspected and maintained as stated:

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Inspector's Name: \_\_\_\_\_

**Basin inlet** shall ensure unrestricted stormwater flow to the vegetated basin.

- Sources of erosion shall be identified and controlled when native soil is exposed or erosion channels are present.
- Inlet shall be kept clear at all times.
- Rock splash pads shall be replenished to prevent erosion.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Embankment, dikes, berms, and side slopes** retain water in the infiltration basin.

- Structural deficiencies shall be corrected upon discovery.
- Slopes shall be stabilized using appropriate erosion control measures when soil is exposed/flow channels are forming.
- Sources of erosion damage shall be identified and controlled.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Overflow or emergency spillway** conveys flow exceeding reservoir capacity to an approved stormwater receiving system.

- Overflow shall be kept clear at all times.
- Sources of erosion damage shall be identified and controlled when soil is exposed.
- Rocks or other armament shall be replaced when only one layer of rock exists.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Amended soils** shall allow stormwater to percolate uniformly through the infiltration basin. If water remains 36 hours after a storm, sources of possible clogging shall be identified and corrected.

- Basin shall be raked and, if necessary, soil shall be excavated and cleaned or replaced.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

**Appendix B to 109-011 – Facility Maintenance Forms**

**2. Rain Garden (continued)**

**Sediment/Basin debris management** shall prevent loss of infiltration basin volume caused by sedimentation.

- Sediment exceeding 3 inches in depth, or so thick as to damage or kill vegetation, shall be removed.
- Sediment accumulation shall be hand-removed with minimum damage to vegetation using proper erosion control measures.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Debris and litter** shall be removed to ensure stormwater infiltration and to prevent clogging of overflow drains and interference with plant growth.

- Restricted sources of sediment and debris, such as discarded lawn clippings, shall be identified and prevented.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Vegetation** shall be healthy and dense enough to provide filtering while protecting underlying soils from erosion. Proper horticultural practices shall be employed to ensure that plants are vigorous and healthy.

- Mulch shall be replenished as needed, but not inhibiting water flow.
- Vegetation, large shrubs, or trees that interfere with rain garden operation shall be pruned.
- Fallen leaves and debris from deciduous plant foliage shall be raked and removed.
- Nuisance or prohibited vegetation from the City of Salem Non-Native Invasive Plant list shall be removed when discovered. Invasive vegetation shall be removed immediately upon discovery.
- Dead vegetation shall be removed upon discovery.
- Vegetation shall be replaced as soon as possible to maintain cover density and control erosion where soils are exposed.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Spill prevention** measures shall be exercised when handling substances that contaminate stormwater.

- Releases of pollutants shall be corrected as soon as identified.

Inspection Comments: \_\_\_\_\_

**Training and/or written guidance information** for operating and maintaining vegetated infiltration basins shall be provided to all property owners and tenants. This Facility Maintenance Form can be used to meet this requirement.

Inspection Comments: \_\_\_\_\_

**Access** to the infiltration basin shall be safe and efficient. Egress and ingress routes shall be maintained to design standards. Roadways shall be maintained to accommodate size and weight of vehicles, if applicable.

- Obstacles preventing maintenance personnel and/or equipment access to the infiltration basin shall be removed.
- Gravel or ground cover shall be added if erosion has occurred.

Inspection Comments: \_\_\_\_\_  
\_\_\_\_\_

**Chapter 109**  
**Division 011 - Operations and Maintenance of Stormwater Facilities**

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**Appendix B to 109-011 – Facility Maintenance Forms**

**2. Rain Garden (continued)**

**Nuisance insects and rodents** shall not be harbored in the infiltration basin. Pest control measures shall be taken when nuisance insects/rodents are found to be present.

- Holes in the ground located in and around the infiltration basin shall be filled.

Inspection Comments: \_\_\_\_\_

**If used at this site, the following will be applicable:**

**Fences** shall be maintained to preserve their functionality and appearance.

- Collapsed fences shall be restored to an upright position.
- Jagged edges and damaged fences shall be repaired or replaced.

Inspection Comments: \_\_\_\_\_

## **Appendix E: Reduced-Size Grading & Drainage Plan**

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**ABBREVIATIONS:**

**EXISTING:**  
 (RIM): EXISTING RIM ELEVATION  
  
**PROPOSED:**  
 FFE: FINISHED FLOOR ELEVATION  
 FG: FINISHED GRADE ELEVATION  
 RIM: RIM ELEVATION  
 AC: ASPHALT CONCRETE ELEVATION  
 TC: TOP OF CURB ELEVATION  
 BSE: BOTTOM OF STAIR ELEVATION  
 TSE: TOP OF STAIR ELEVATION  
 TW: TOP OF WALL ELEVATION  
 BW: BOTTOM OF WALL ELEVATION  
 SW: SIDEWALK ELEVATION  
 TD: TRENCH DRAIN RIM ELEVATION  
 GUT: GUTTER ELEVATION  
  
 DOWNWARD SLOPE: X.X%

**GENERAL NOTES:**

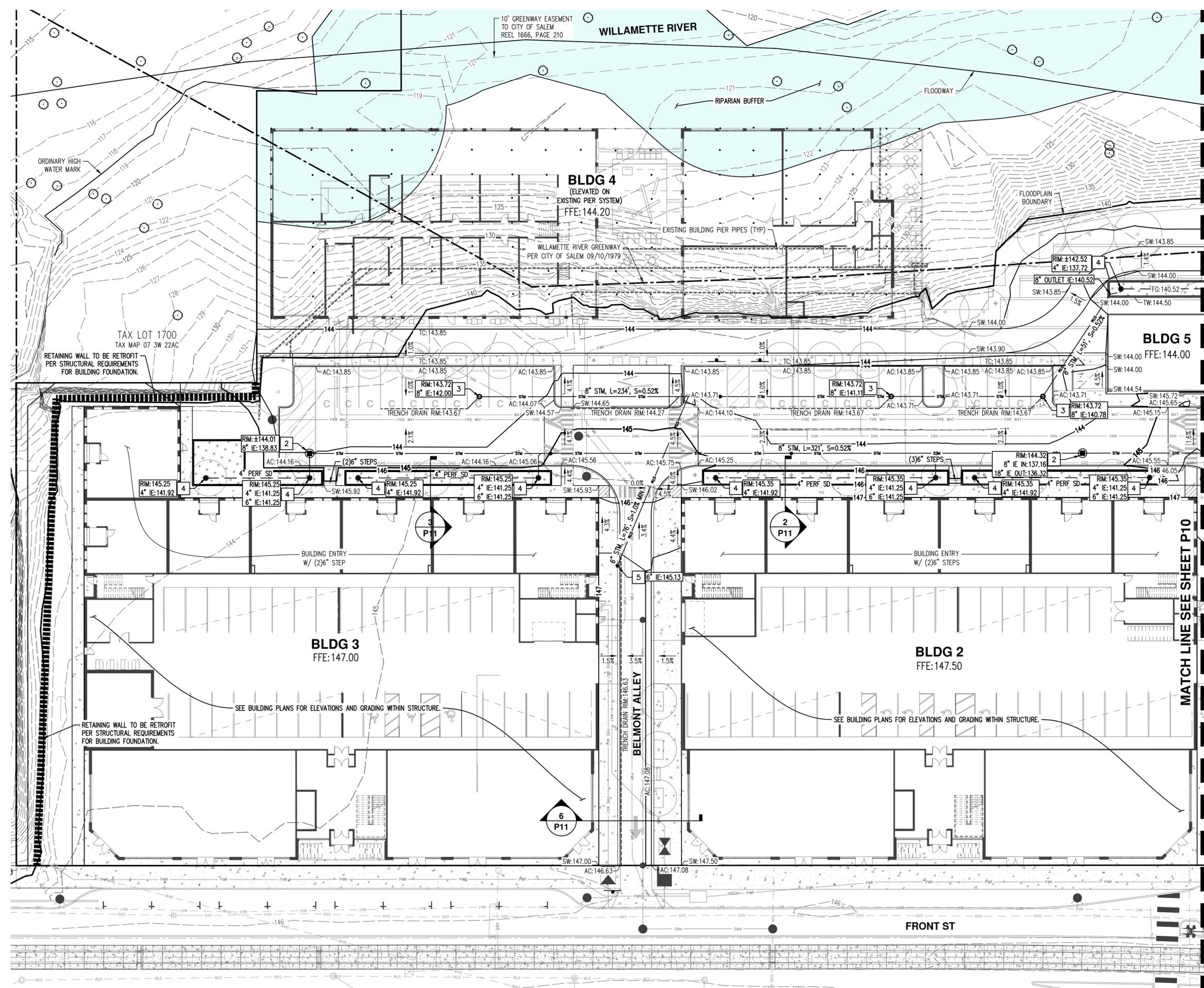
(P) PRIOR TO CONSTRUCTION AND ORDERING PIPE MATERIALS, CONTRACTOR SHALL POTHOLE EXISTING UTILITIES TO VERIFY EXACT LOCATION, ALIGNMENT, DEPTH, AND SIZE. CONTACT ENGINEER IF ADJUSTMENT IS REQUIRED.

**STORM DRAIN (SD) KEYED NOTES: #**

- CONNECT TO EXISTING 34" CONCRETE PUBLIC STORM MAIN WITH NEW 48" MANHOLE. RIM AND INVERT ELEVATION (IE) PER PLANS.
- 48" SD MANHOLE. RIM AND IE PER PLAN.
- 24" SD MINI MANHOLE. RIM AND IE PER PLAN.
- SD BEEHIVE OVERFLOW.
- SD CLEANOUT (CO). IE PER PLAN.
- SD AREA DRAIN. RIM AND IE PER PLAN.
- ADJUST EXISTING MANHOLE RIM TO FINISHED GRADE ELEVATION.

**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 |
| PROPOSED MANHOLE (MH)                        | ●   |     |
| PROPOSED CLEANOUT (CO)/DOWNSPOUT (DS)        | •   |     |
| PROPOSED CATCH BASIN (CB)                    | ■   |     |
| BEEHIVE OVERFLOW DRAIN (BH)                  | ○   |     |
| MINI MANHOLE (MMH)                           | ○   |     |
| STORMWATER FACILITY                          | +   |     |
| ADA RAMP LANDING AREA (2% MAX ANY DIRECTION) | ▨   |     |
| TRENCH DRAIN                                 | --- |     |



MATCH LINE SEE SHEET P10

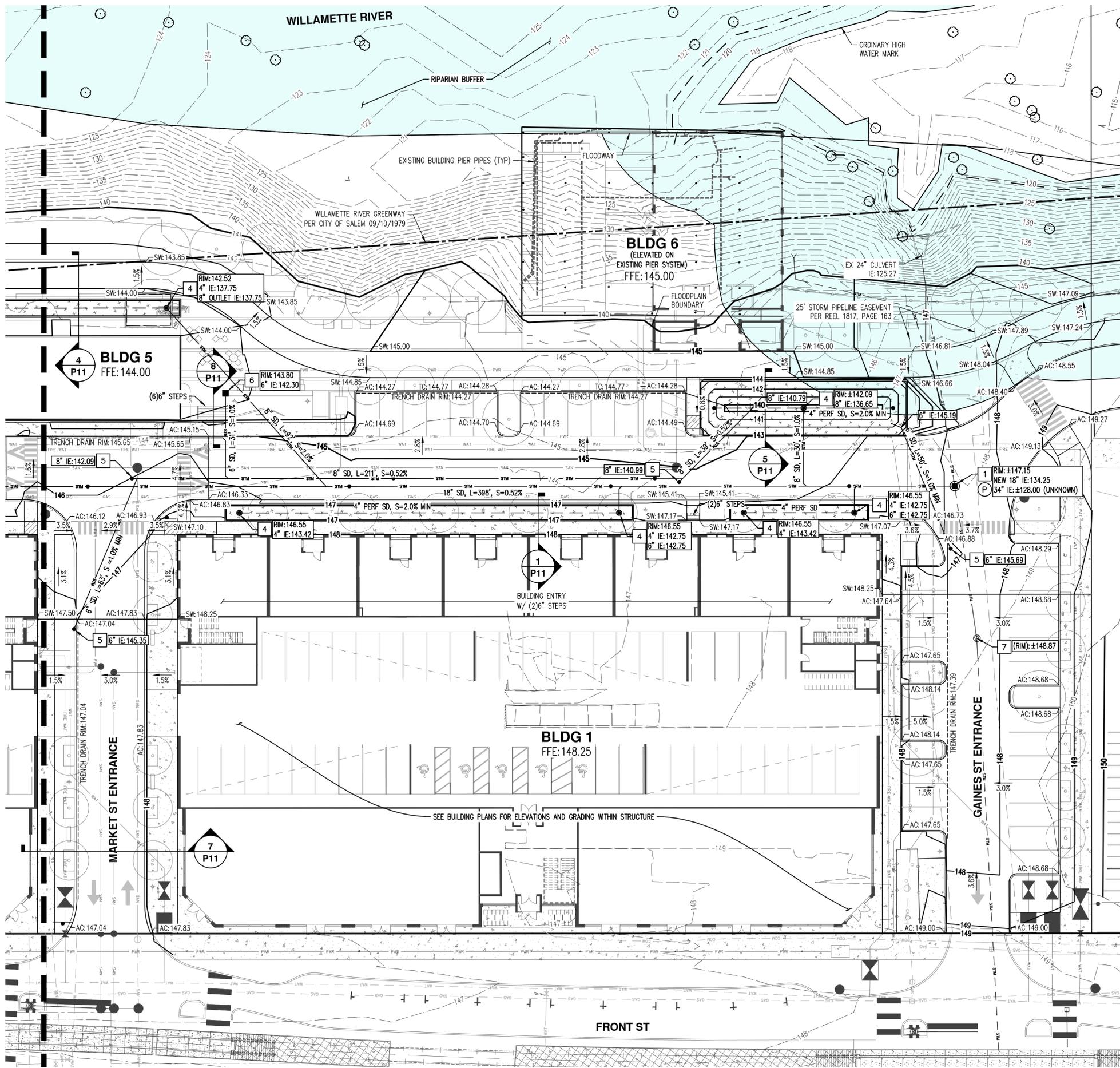


SCALE: 1" = 20 FEET  
 ORIGINAL PAGE SIZE: 22" x 34"

**PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN**  
**THE CANNERY**  
**FUND**  
**SALEM, OREGON**



RENEWED: DECEMBER 31, 2024  
 JOB NUMBER: 5988-01  
 DATE: 01/23/2024  
 DESIGNED BY: TDR  
 DRAWN BY: MJM  
 CHECKED BY: TDR



**ABBREVIATIONS:**

**EXISTING:**  
 (RM): EXISTING RIM ELEVATION

**PROPOSED:**  
 FFE: FINISHED FLOOR ELEVATION  
 FG: FINISHED GRADE ELEVATION  
 RM: RIM ELEVATION  
 AC: ASPHALT CONCRETE ELEVATION  
 TC: TOP OF CURB ELEVATION  
 BSE: BOTTOM OF STAIR ELEVATION  
 TSE: TOP OF STAIR ELEVATION  
 TW: TOP OF WALL ELEVATION  
 BW: BOTTOM OF WALL ELEVATION  
 SW: SIDEWALK ELEVATION  
 TD: TRENCH DRAIN RIM ELEVATION  
 GUT: GUTTER ELEVATION

DOWNWARD SLOPE: X.X%

**GENERAL NOTES:**

(P) PRIOR TO CONSTRUCTION AND ORDERING PIPE MATERIALS, CONTRACTOR SHALL POTHOLE EXISTING UTILITIES TO VERIFY EXACT LOCATION, ALIGNMENT, DEPTH, AND SIZE. CONTACT ENGINEER IF ADJUSTMENT IS REQUIRED.

**STORM DRAIN (SD) KEYED NOTES: #**

- CONNECT TO EXISTING 34" CONCRETE PUBLIC STORM MAIN WITH NEW 48" MANHOLE. RIM AND INVERT ELEVATION (IE) PER PLANS.
- 48" SD MANHOLE. RIM AND IE PER PLAN.
- 24" SD MINI MANHOLE. RIM AND IE PER PLAN.
- SD BEEHIVE OVERFLOW.
- SD CLEANOUT (CO). IE PER PLAN.
- SD AREA DRAIN. RIM AND IE PER PLAN.
- ADJUST EXISTING MANHOLE RIM TO FINISHED GRADE ELEVATION.

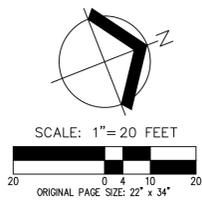
**LEGEND**

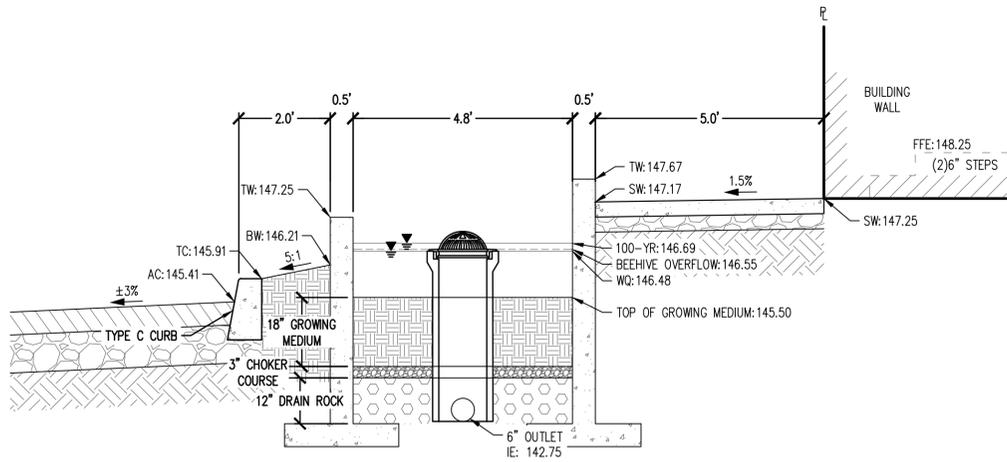
|  |     |     |
|--|-----|-----|
| EXISTING GROUND CONTOUR (1 FT)               | --- | 149 |
| EXISTING GROUND CONTOUR (5 FT)               | --- | 150 |
| FINISHED GRADE CONTOUR (1 FT)                | --- | 149 |
| FINISHED GRADE CONTOUR (5 FT)                | --- | 150 |
| PROPOSED MANHOLE (MH)                        | ⊙   |     |
| PROPOSED CLEANOUT (CO)\DOWNSPOUT (DS)        | •   |     |
| PROPOSED CATCH BASIN (CB)                    | ■   |     |
| BEEHIVE OVERFLOW DRAIN (BH)                  | ⊙   |     |
| MINI MANHOLE (MMH)                           | ○   |     |
| STORMWATER FACILITY                          | +   |     |
| ADA RAMP LANDING AREA (2% MAX ANY DIRECTION) | ▨   |     |
| TRENCH DRAIN                                 | --- |     |

**PRELIMINARY ONSITE GRADING AND DRAINAGE PLAN  
 THE CANNERY  
 FUND  
 SALEM, OREGON**

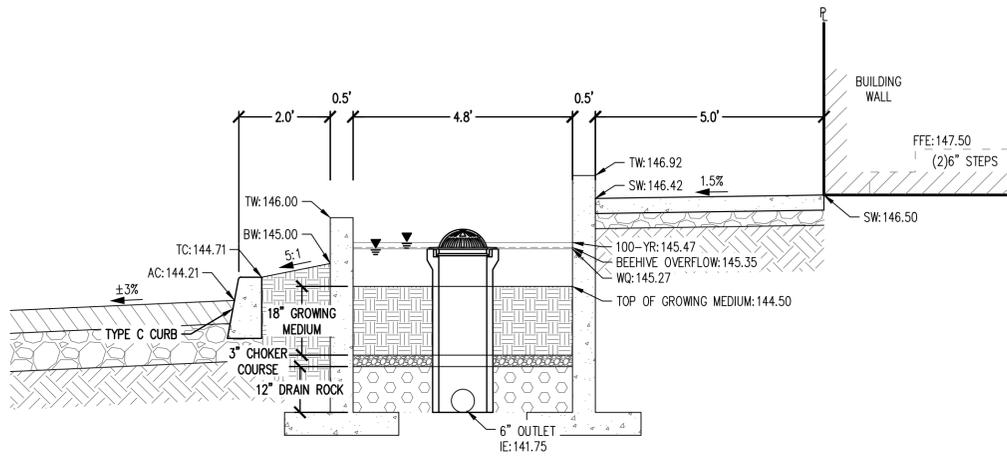


RENEWED: DECEMBER 31, 2024  
 JOB NUMBER: 5968-01  
 DATE: 01/23/2024  
 DESIGNED BY: TDR  
 DRAWN BY: MJM  
 CHECKED BY: TDR

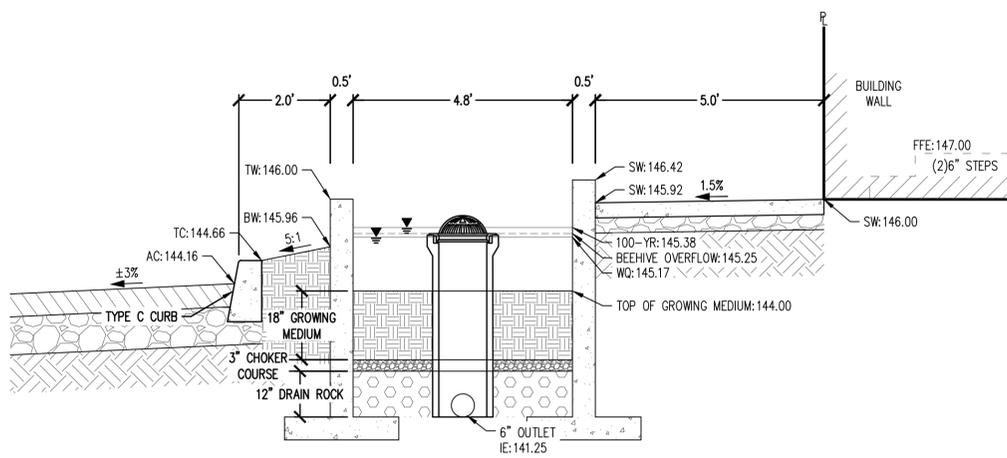




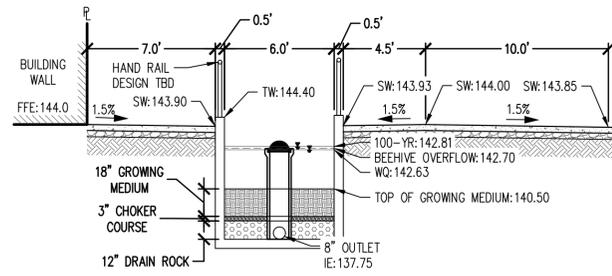
1 BUILDING 1 PLANTER CROSS-SECTION  
1" = 2"



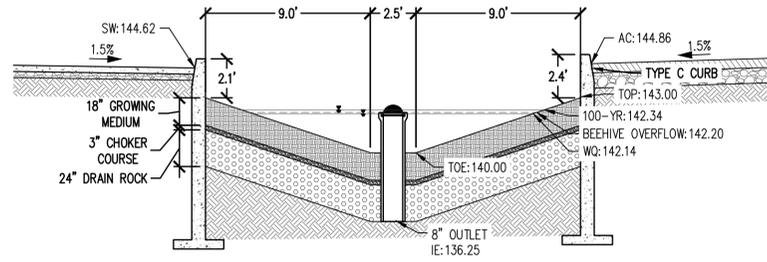
2 BUILDING 2 PLANTER CROSS-SECTION  
1" = 2"



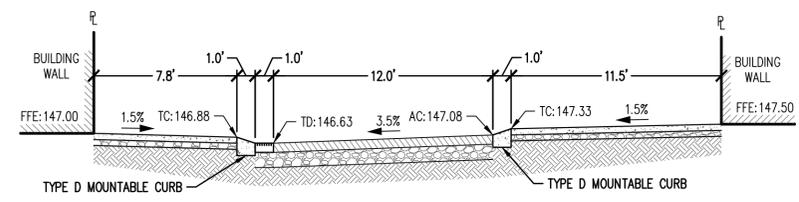
3 BUILDING 3 PLANTER CROSS-SECTION  
1" = 2"



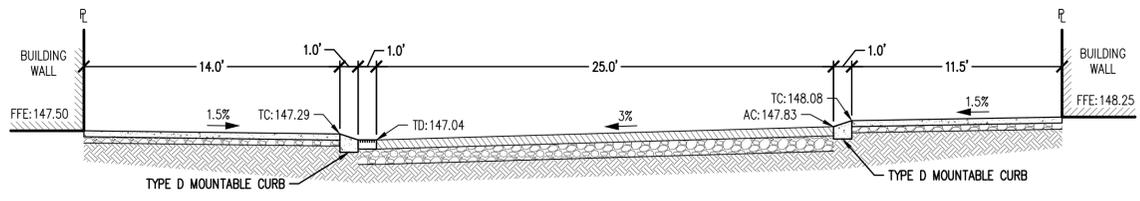
4 WINERY PLANTER CROSS-SECTION  
1" = 5"



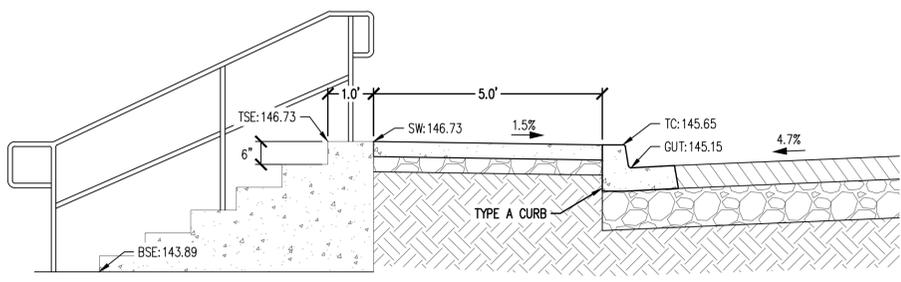
5 RAIN GARDEN CROSS-SECTION  
1" = 5"



6 BELMONT ALLEY CROSS-SECTION  
1" = 5"



7 MARKET ST ENTRANCE CROSS-SECTION  
1" = 5"



8 WINERY BUILDING STAIR STEP CONCEPT  
1" = 2"

ABBREVIATIONS:

- EXISTING:  
(RIM): EXISTING RIM ELEVATION
- PROPOSED:  
FFE: FINISHED FLOOR ELEVATION  
FG: FINISHED GRADE ELEVATION  
RIM: RIM ELEVATION  
AC: ASPHALT CONCRETE ELEVATION  
TC: TOP OF CURB ELEVATION  
BSE: BOTTOM OF STAIR ELEVATION  
TSE: TOP OF STAIR ELEVATION  
TW: TOP OF WALL ELEVATION  
BW: BOTTOM OF WALL ELEVATION  
SW: SIDEWALK ELEVATION  
TD: TRENCH DRAIN RIM ELEVATION  
GUT: GUTTER ELEVATION

DOWNWARD SLOPE: X.X%

## **Exhibit I: Survey Memorandum**

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**Date:** 3/15/2024  
**To:** City of Salem  
**From:** Zach Pelz, AICP  
**Project Name:** The Cannery  
**AKS Job No.:** 5968-01  
**Project Site:** 1105 Front St NE, Salem, OR  
**Subject:** Exhibit I – Survey Memorandum

---

The accompanying attachments provide a summary of survey research conducted by AKS in the context of Salem Revised Code (SRC) Chapter 205 and ORS 92.010, to provide justification in support of a subdivision (included in this application package) as the best legal mechanism to consolidate the underlying lots on the subject site.

### **Background**

The subject site comprises several underlying parcels, totaling approximately 13.6 acres, and that were created via a combination of platted subdivisions and partitions, property line adjustments, and deed transactions occurring between 1871 and 2005. The deed records for the subject parcels are included in Attachment C. Applicant wishes to reconfigure the boundaries of these parcels such that they are ultimately consolidated into 6 lots as shown in Exhibit A.

Given the various means by which the underlying lots were created and later adjusted, Applicant has elected a subdivision as the preferred pathway to accomplish Applicant’s desired lot configuration. This is based on the following:

- Serial property line adjustments. Where more than three property line adjustments affecting the same unit of land are proposed in a six-month period, lots shall be adjusted via a replat or partition (SRC 205.055(c)(e)).
- A partition may not be used to consolidate or reconfigure parcels that were created by different plats. Per SRC 205.005(a)/ORS 92.010(9), “Partitioning land means dividing land to create not more than three parcels of land in a calendar year, but does not include: (c) Dividing land as a result of the recording of a subdivision or condominium plat.” Because the subject site comprises parcels derived from multiple underlying subdivision plats, a partition plat may not be used to achieve Applicant’s desired property configuration as shown in Exhibit A.
- A replat may not be used to consolidate or reconfigure parcels that were created by different plats. SRC 205.025/ORS 92.010(13), “Replat means the act of platting the lots, parcels and easements in a recorded subdivision or partition plat to achieve a reconfiguration of the existing subdivision or partition plat or to increase or decrease the number of lots in the subdivision.” Because the subject site comprises parcels derived from multiple underlying subdivision plats, a replat may not be used to achieve Applicant’s desired property configuration as shown in Exhibit A.
- Per SRC 205.010(a)/ORS 92.010(16), “Subdivide land means to divide land to create four or more lots in a calendar year” and is not restricted to a single plat or to lawfully created lots. Therefore,

the subdivision procedure is the best mechanism to reconfigure the existing parcels in the manner desired by Applicant.

### **Survey Research and Attachments**

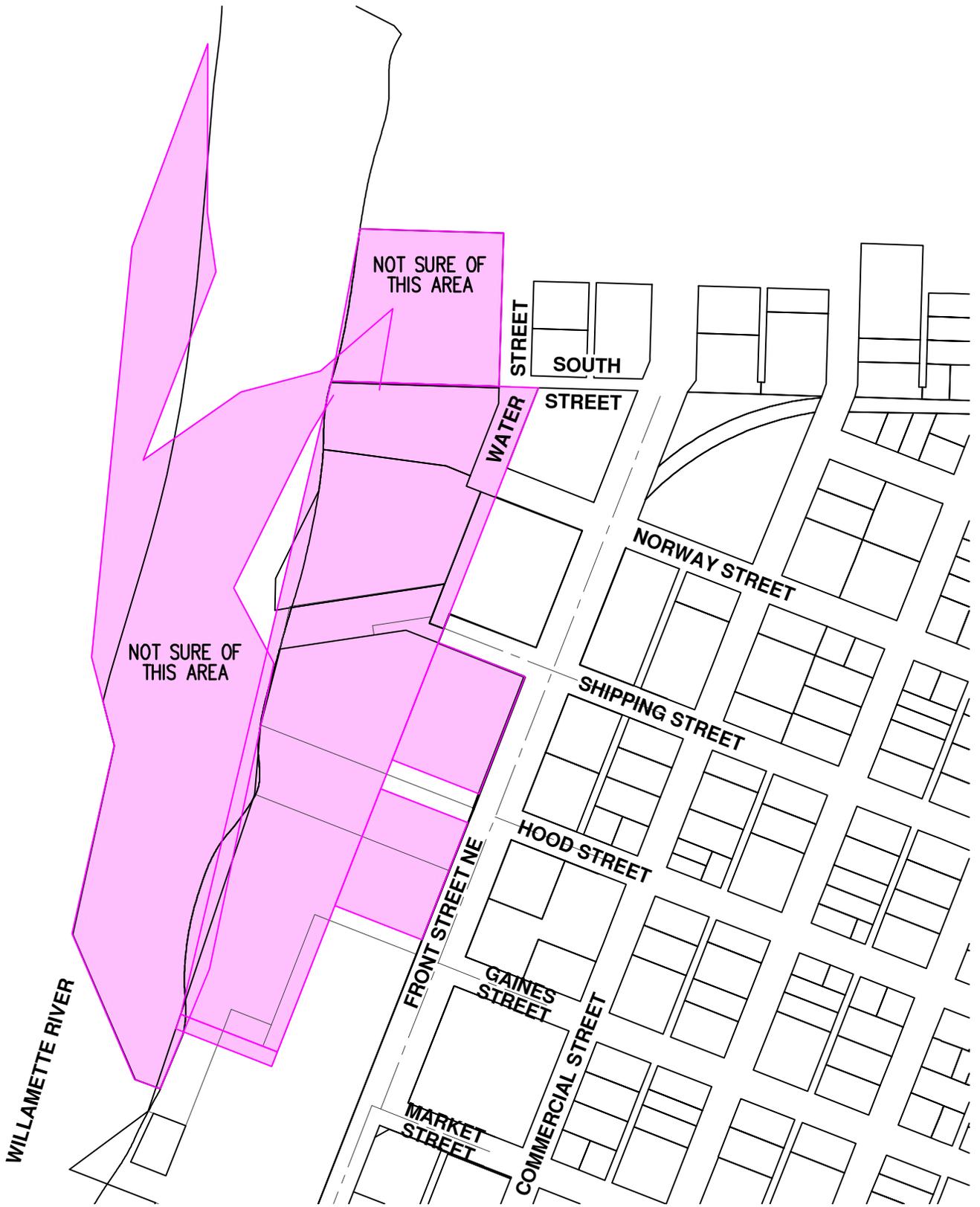
The materials in Attachments A-G represent the evolution of property boundary transactions that have taken place on the subject site dating to 1871.

- Attachment A: Deed Map Exhibits
- Attachment B: Marion County Assessor's Map with Deed References
- Attachment C: Complete Deed Record for Subject Property
- Attachment D: Title Report Review
- Attachment E: ALTA Survey
- Attachment F: Volume 148-504 Describing Land West of the North Salem Plat
- Attachment G: Reel 78, Page 1726 Describing Land West of the Mill Addition Plat
- Attachment H: North Salem Plat (1871), Mill Addition Plat (1889), Willamette Landing Plat (1979)

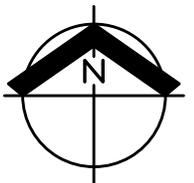


**Attachment A:** Deed Map Exhibits

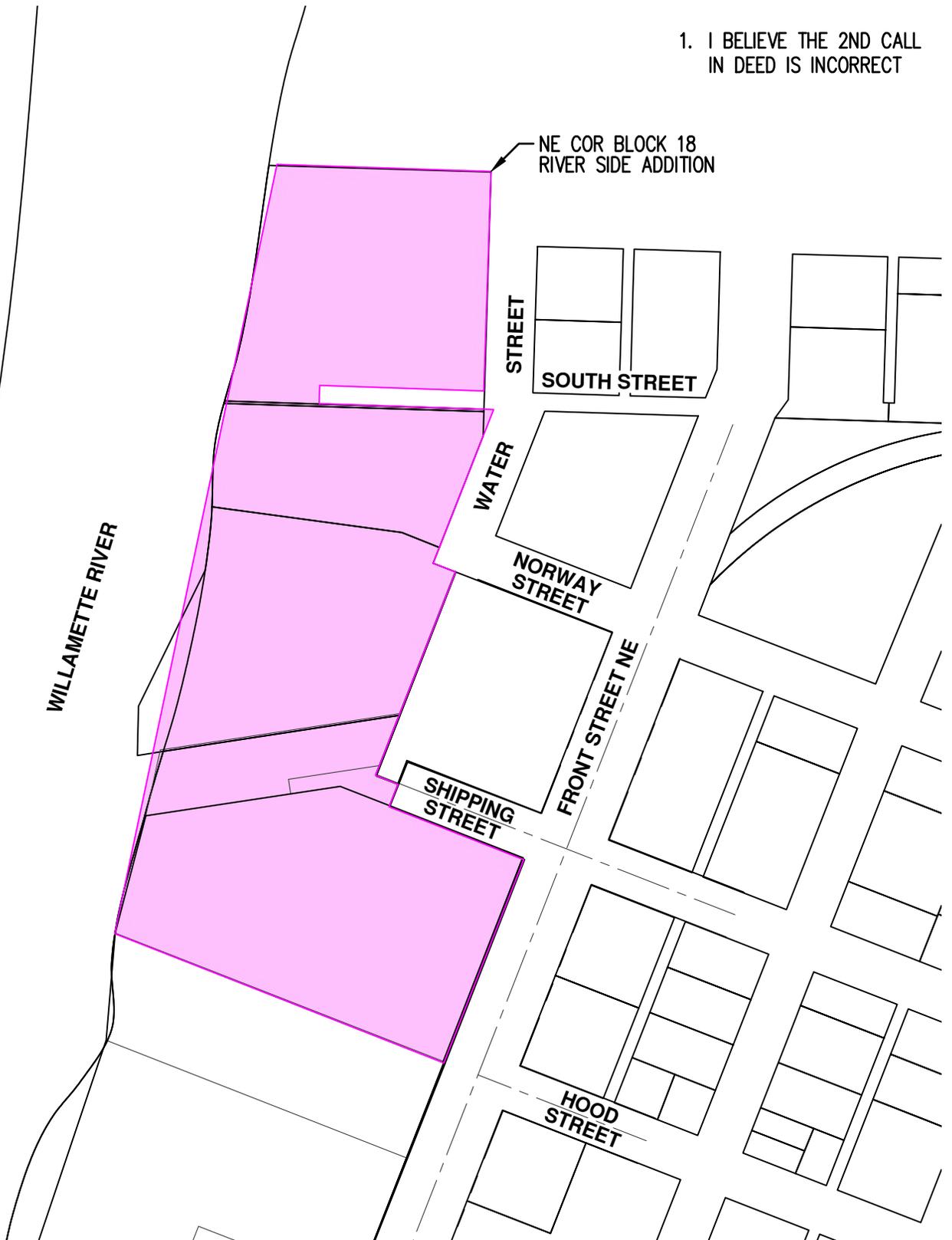




SCALE: 1" = 300 FEET



1. I BELIEVE THE 2ND CALL  
IN DEED IS INCORRECT



WILLAMETTE RIVER

NE COR BLOCK 18  
RIVER SIDE ADDITION

STREET

SOUTH STREET

WATER

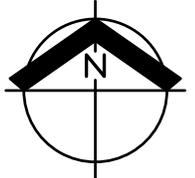
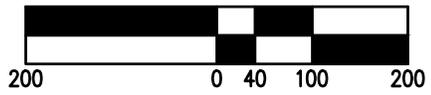
NORWAY  
STREET

SHIPPING  
STREET

FRONT STREET NE

HOOD  
STREET

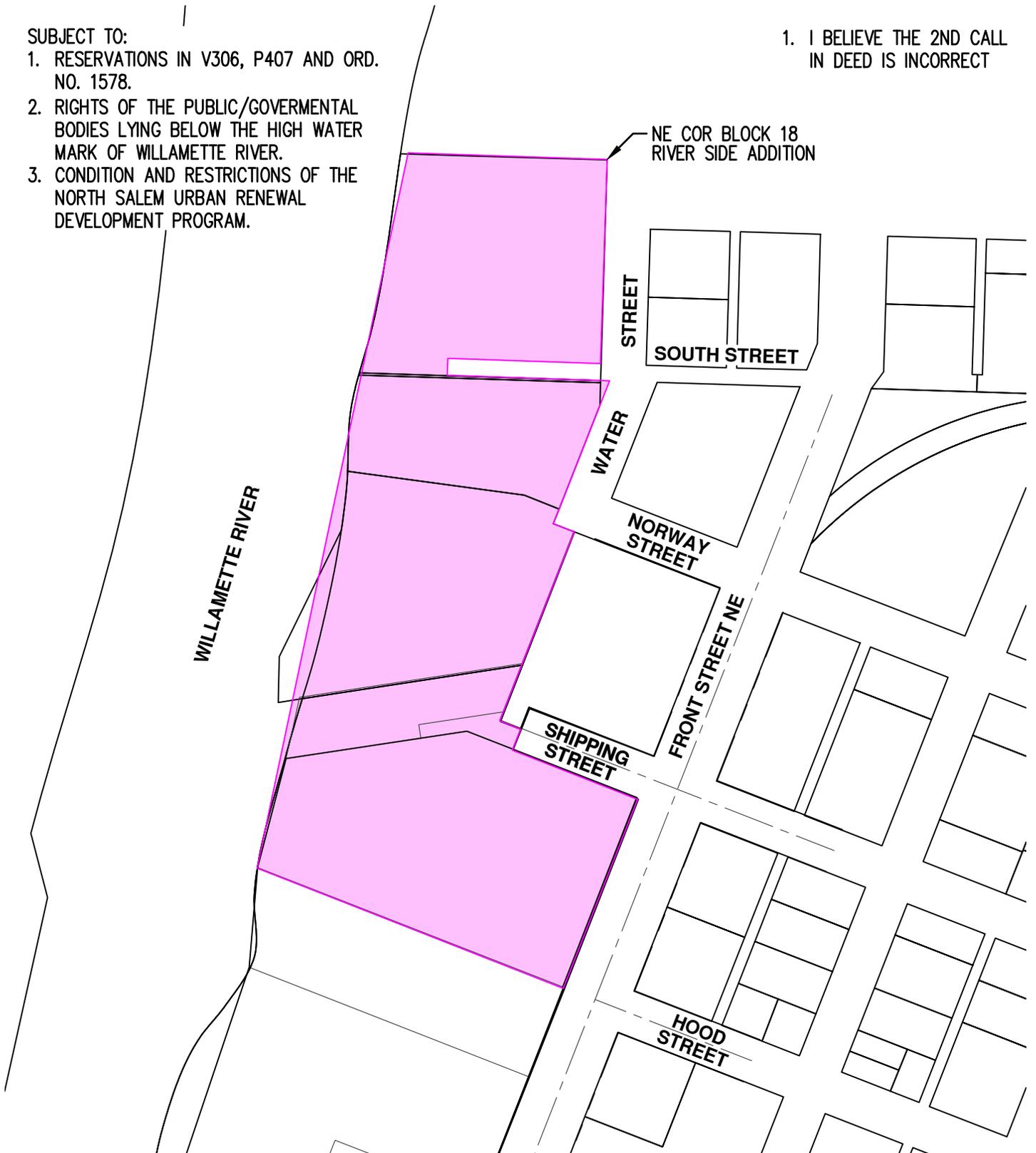
SCALE: 1" = 200 FEET



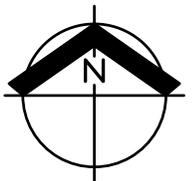
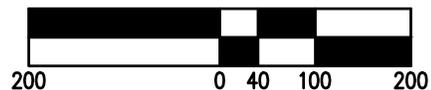
SUBJECT TO:

1. RESERVATIONS IN V306, P407 AND ORD. NO. 1578.
2. RIGHTS OF THE PUBLIC/GOVERNMENTAL BODIES LYING BELOW THE HIGH WATER MARK OF WILLAMETTE RIVER.
3. CONDITION AND RESTRICTIONS OF THE NORTH SALEM URBAN RENEWAL DEVELOPMENT PROGRAM.

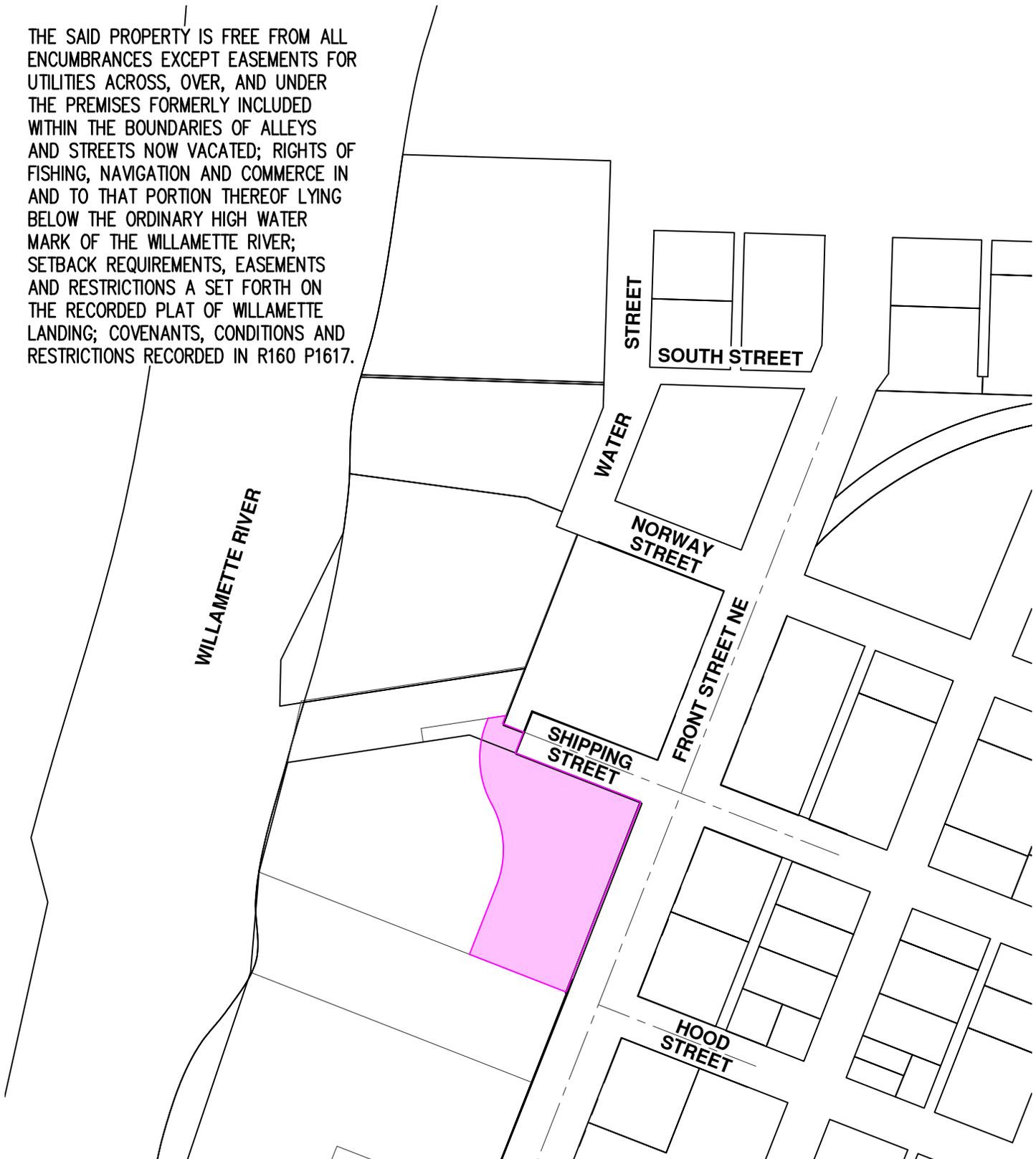
1. I BELIEVE THE 2ND CALL IN DEED IS INCORRECT



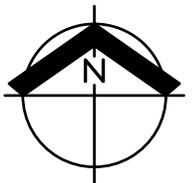
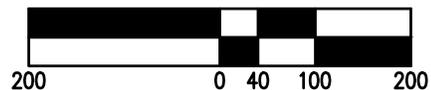
SCALE: 1" = 200 FEET



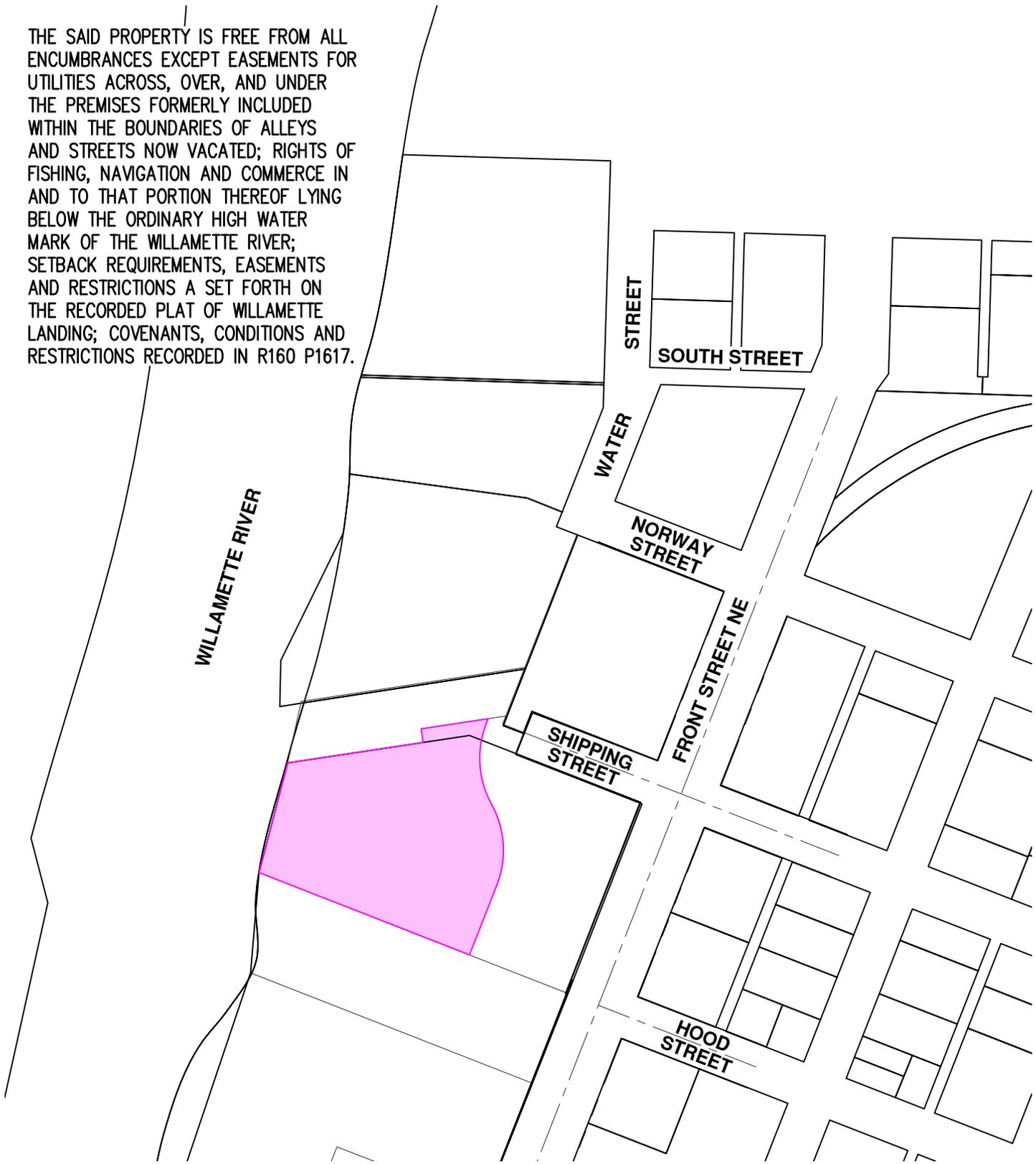
THE SAID PROPERTY IS FREE FROM ALL ENCUMBRANCES EXCEPT EASEMENTS FOR UTILITIES ACROSS, OVER, AND UNDER THE PREMISES FORMERLY INCLUDED WITHIN THE BOUNDARIES OF ALLEYS AND STREETS NOW VACATED; RIGHTS OF FISHING, NAVIGATION AND COMMERCE IN AND TO THAT PORTION THEREOF LYING BELOW THE ORDINARY HIGH WATER MARK OF THE WILLAMETTE RIVER; SETBACK REQUIREMENTS, EASEMENTS AND RESTRICTIONS A SET FORTH ON THE RECORDED PLAT OF WILLAMETTE LANDING; COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED IN R160 P1617.



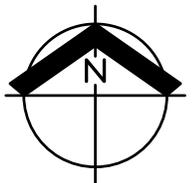
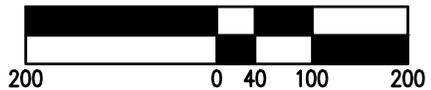
SCALE: 1" = 200 FEET



THE SAID PROPERTY IS FREE FROM ALL ENCUMBRANCES EXCEPT EASEMENTS FOR UTILITIES ACROSS, OVER, AND UNDER THE PREMISES FORMERLY INCLUDED WITHIN THE BOUNDARIES OF ALLEYS AND STREETS NOW VACATED; RIGHTS OF FISHING, NAVIGATION AND COMMERCE IN AND TO THAT PORTION THEREOF LYING BELOW THE ORDINARY HIGH WATER MARK OF THE WILLAMETTE RIVER; SETBACK REQUIREMENTS, EASEMENTS AND RESTRICTIONS A SET FORTH ON THE RECORDED PLAT OF WILLAMETTE LANDING; COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED IN R160 P1617.



SCALE: 1" = 200 FEET



WILLAMETTE RIVER

STREET

SOUTH STREET

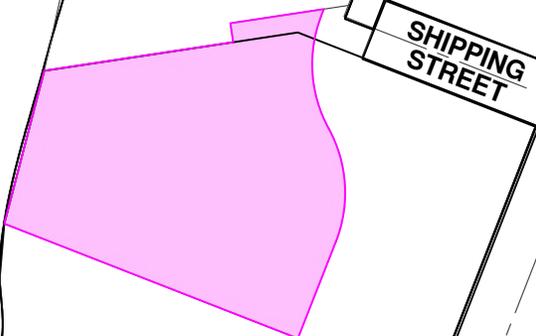
WATER

NORWAY STREET

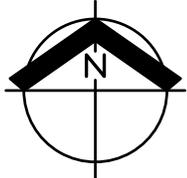
FRONT STREET NE

SHIPPING STREET

HOOD STREET

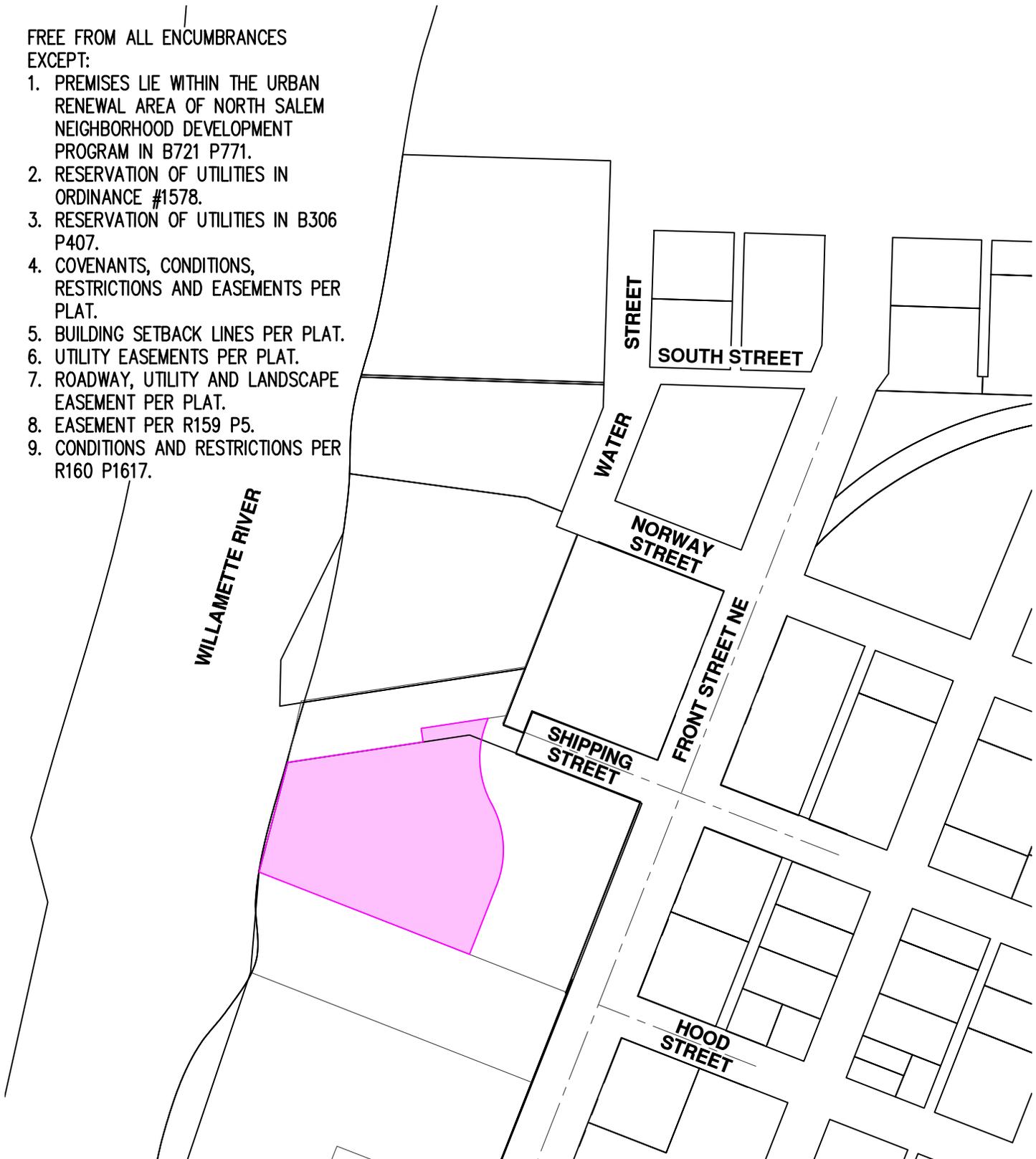


SCALE: 1" = 200 FEET

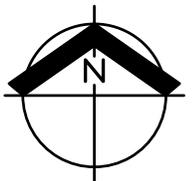
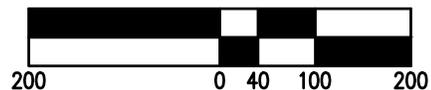


FREE FROM ALL ENCUMBRANCES  
EXCEPT:

1. PREMISES LIE WITHIN THE URBAN RENEWAL AREA OF NORTH SALEM NEIGHBORHOOD DEVELOPMENT PROGRAM IN B721 P771.
2. RESERVATION OF UTILITIES IN ORDINANCE #1578.
3. RESERVATION OF UTILITIES IN B306 P407.
4. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS PER PLAT.
5. BUILDING SETBACK LINES PER PLAT.
6. UTILITY EASEMENTS PER PLAT.
7. ROADWAY, UTILITY AND LANDSCAPE EASEMENT PER PLAT.
8. EASEMENT PER R159 P5.
9. CONDITIONS AND RESTRICTIONS PER R160 P1617.

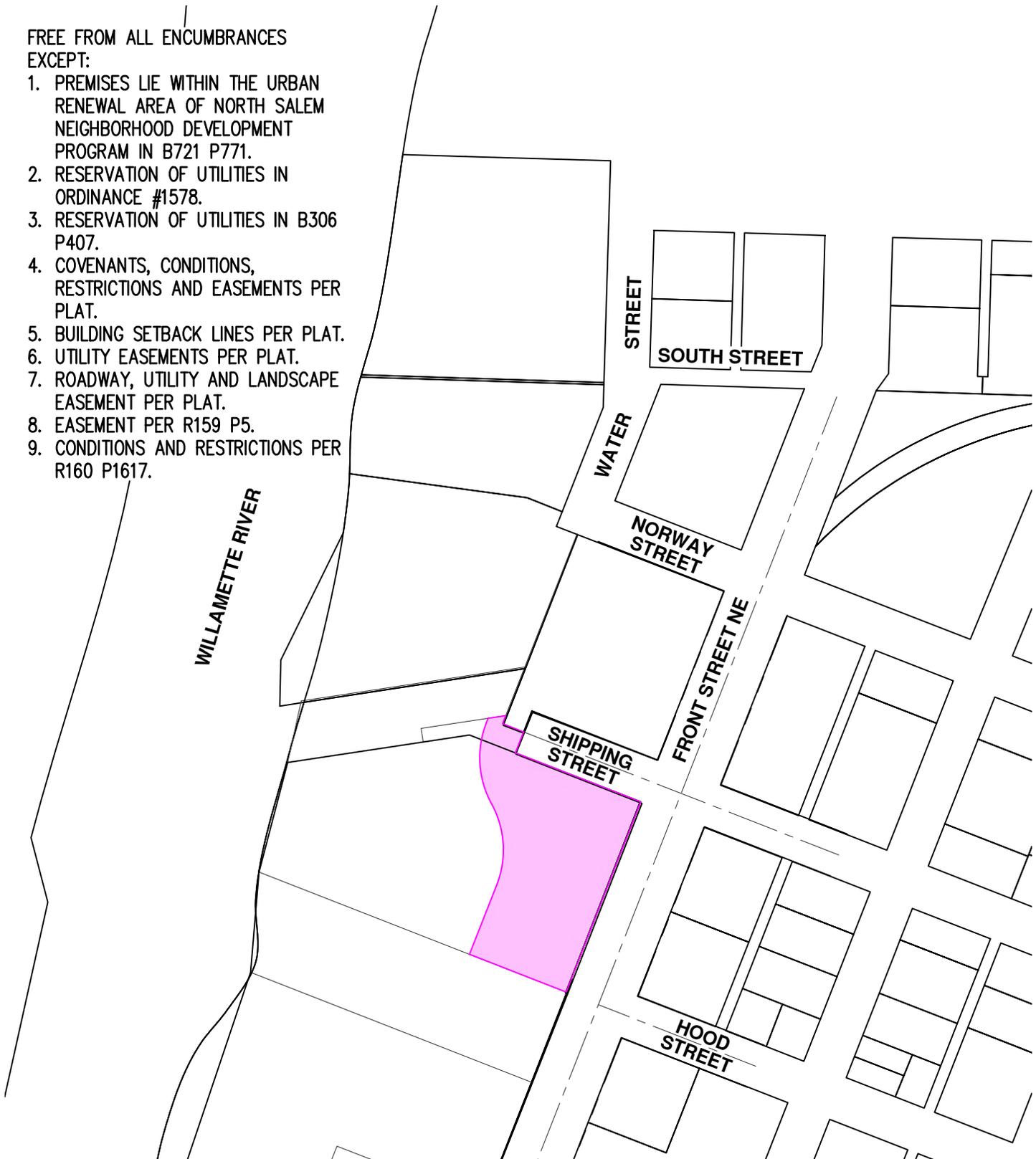


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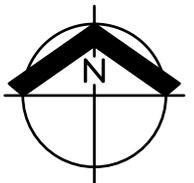
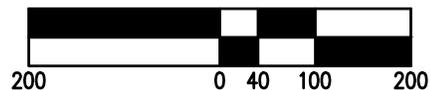


FREE FROM ALL ENCUMBRANCES  
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1. PREMISES LIE WITHIN THE URBAN RENEWAL AREA OF NORTH SALEM NEIGHBORHOOD DEVELOPMENT PROGRAM IN B721 P771.
2. RESERVATION OF UTILITIES IN ORDINANCE #1578.
3. RESERVATION OF UTILITIES IN B306 P407.
4. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS PER PLAT.
5. BUILDING SETBACK LINES PER PLAT.
6. UTILITY EASEMENTS PER PLAT.
7. ROADWAY, UTILITY AND LANDSCAPE EASEMENT PER PLAT.
8. EASEMENT PER R159 P5.
9. CONDITIONS AND RESTRICTIONS PER R160 P1617.



SCALE: 1" = 200 FEET



1. LOT LINE ADJUSTMENT APPROVED BY CITY OF SALEM IN CASE NO. 99-45, 11.5.1999.
2. SURVEY OF ADJUSTED LOT LINE IN SN 35262.

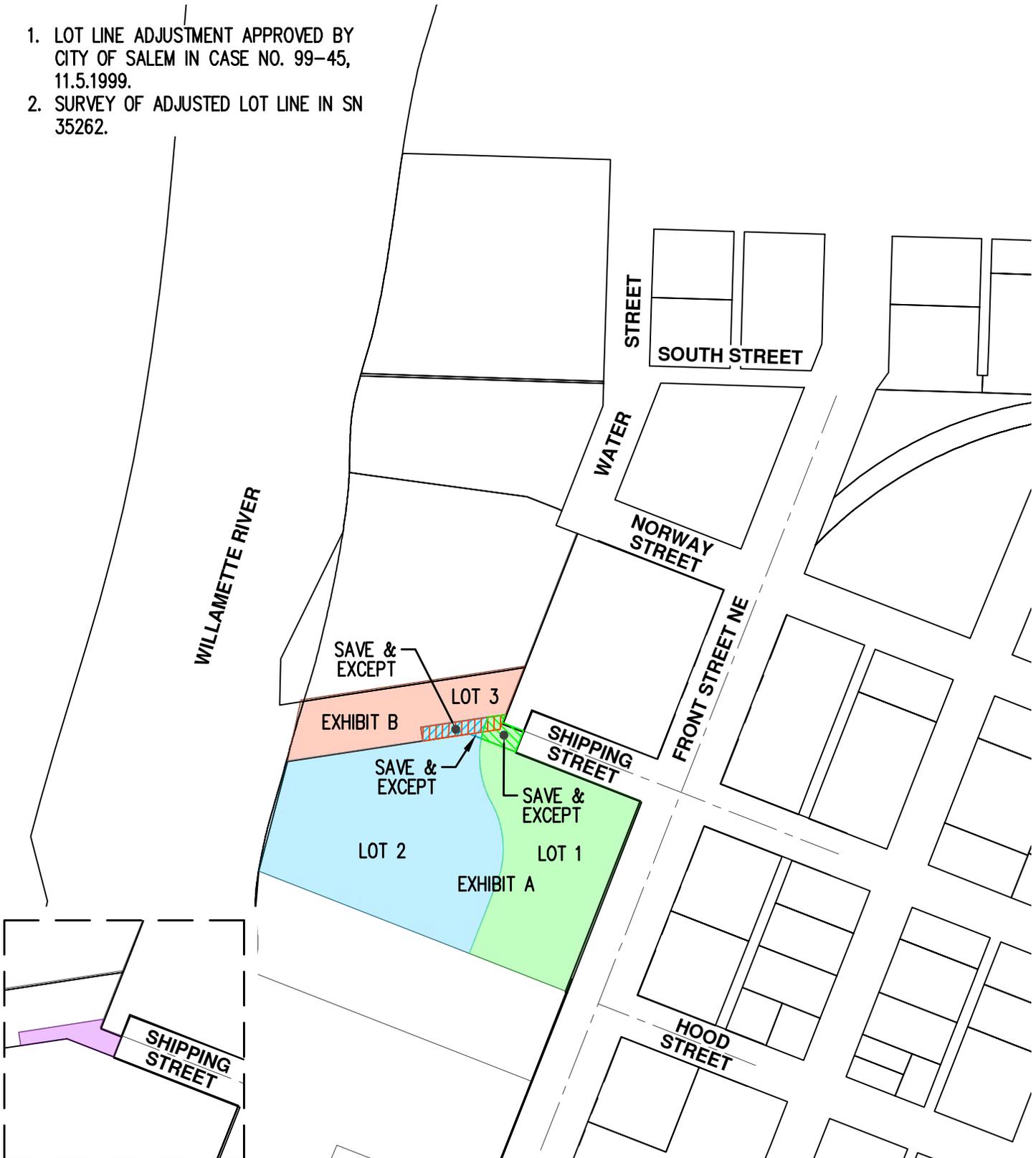
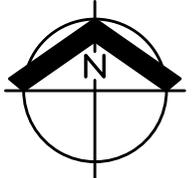
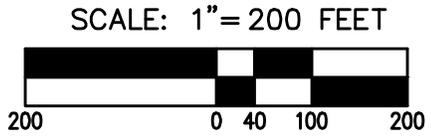
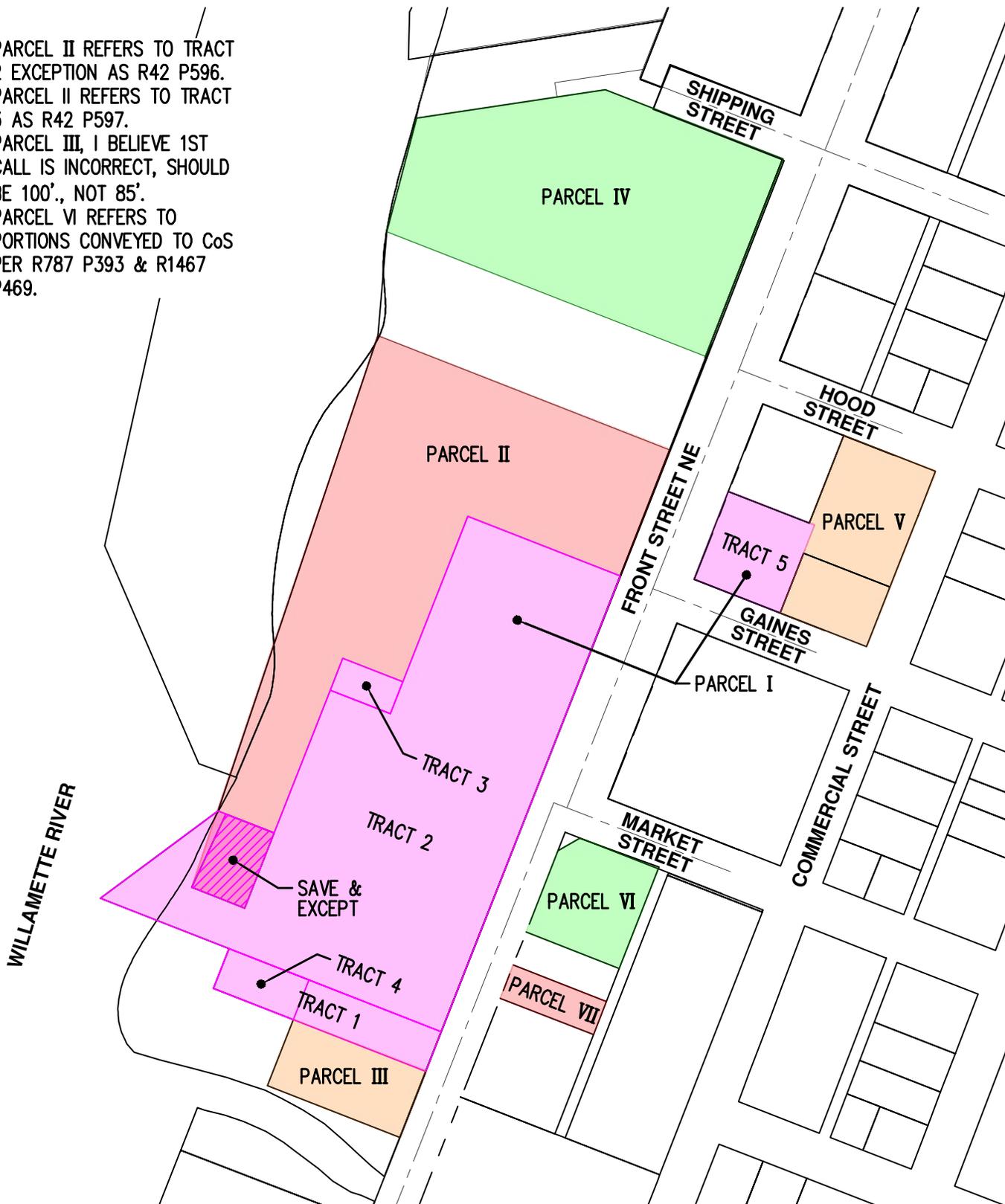


EXHIBIT C



1. PARCEL II REFERS TO TRACT 2 EXCEPTION AS R42 P596.
2. PARCEL II REFERS TO TRACT 3 AS R42 P597.
3. PARCEL III, I BELIEVE 1ST CALL IS INCORRECT, SHOULD BE 100', NOT 85'.
4. PARCEL VI REFERS TO PORTIONS CONVEYED TO CoS PER R787 P393 & R1467 P469.



WILLAMETTE RIVER

SHIPPING STREET

PARCEL IV

PARCEL II

HOOD STREET

PARCEL V

TRACT 5

FRONT STREET NE

GAINES STREET

PARCEL I

COMMERCIAL STREET

TRACT 3

TRACT 2

SAVE & EXCEPT

TRACT 4

TRACT 1

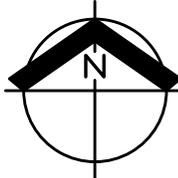
PARCEL III

MARKET STREET

PARCEL VI

PARCEL VII

SCALE: 1" = 200 FEET

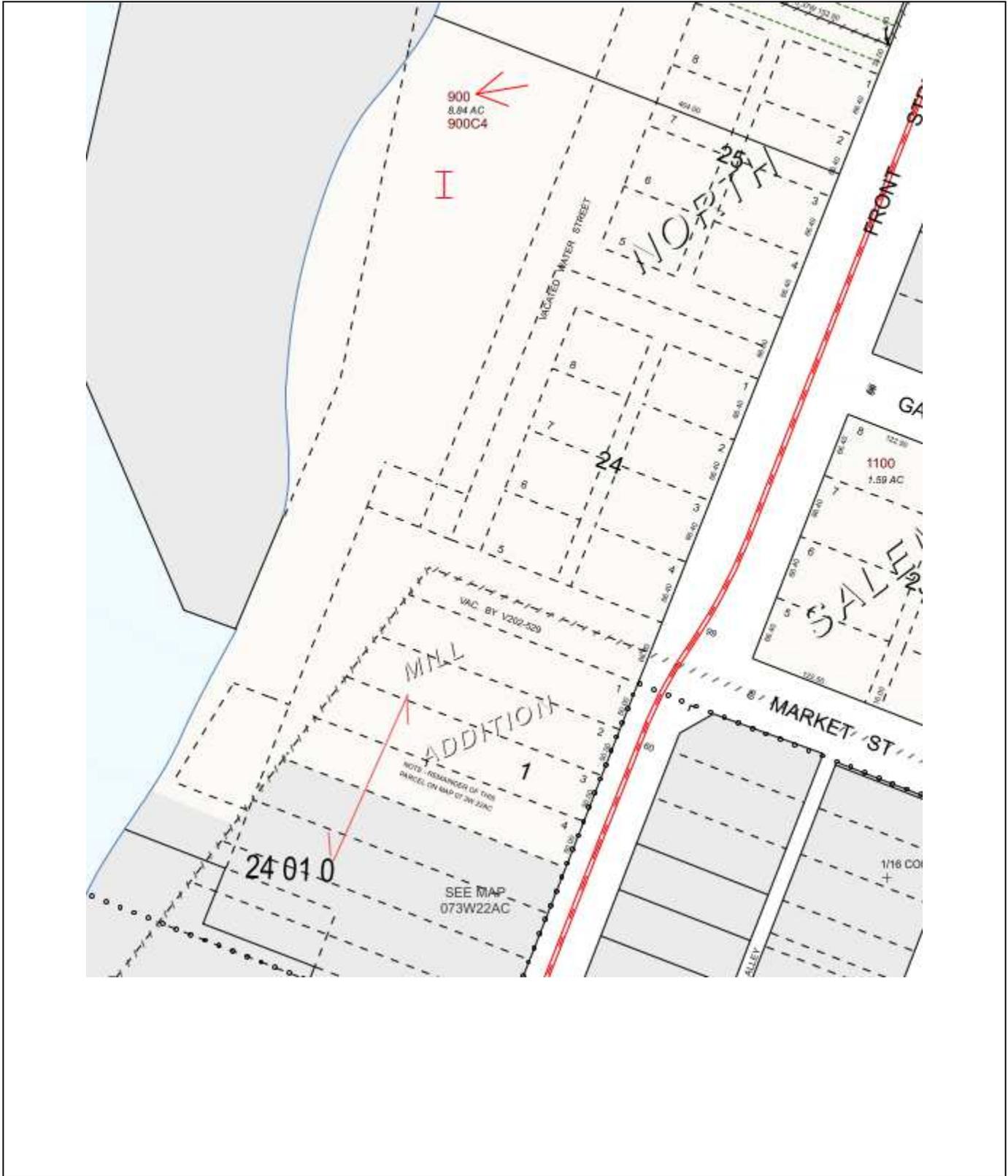


**Attachment B:** Marion County Assessor's Map with Deed References



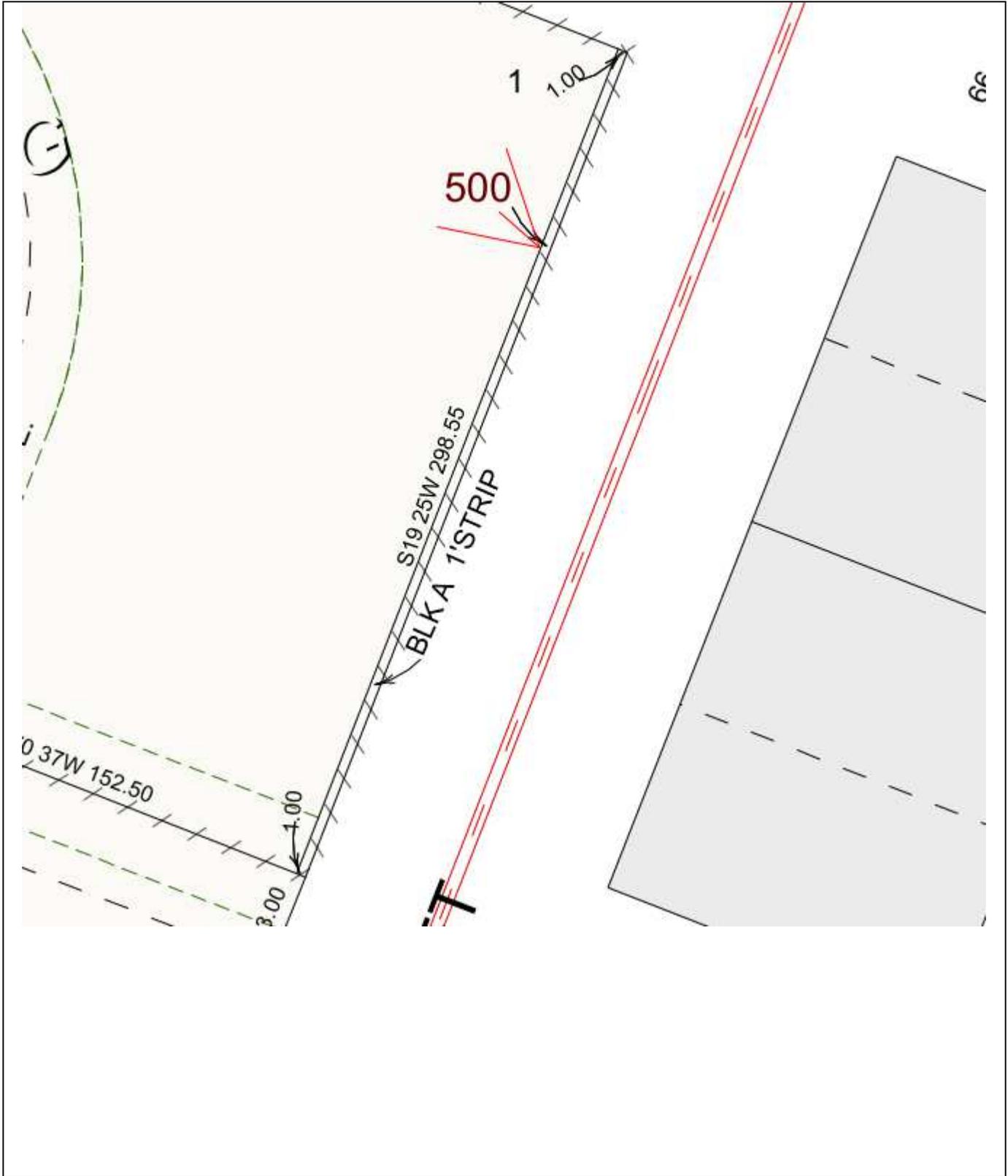


This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.



This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.





This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

**Attachment C:** Complete Deed Record for Subject Property





**TITLE PLANT RECORDS REPORT**  
**Report of Requested Information from**  
**Title Plant Records**

AKS Engineering & Forestry, LLC  
3700 River Road N, Suite 1  
Keizer, OR 97303

**Customer Ref.:** \_\_\_\_\_  
**Order No.:** 60222300149  
**Effective Date:** January 6, 2023 at 08:00 AM  
**Fee(s):** \$250.00

The information contained in this report is furnished by Fidelity National Title Company of Oregon (the "Company") as an information service based on the records and indices maintained by the Company for the county identified below. THIS IS NOT TITLE INSURANCE NOR IS IT A PRELIMINARY TITLE REPORT OR A COMMITMENT FOR TITLE INSURANCE. No examination has been made of the Company's records, other than as specifically set forth herein. Liability for any loss arising from errors and/or omissions is limited to the lesser of the fee paid or the actual loss to the customer, and the Company will have no greater liability by reason of this report. THIS REPORT ("THE REPORT") IS SUBJECT TO THE LIMITATIONS OF LIABILITY STATED BELOW, WHICH LIMITATIONS OF LIABILITY ARE A PART OF THIS REPORT

**County and Time Period**

This report is based on a search of the Company's title plant records for County of Marion, State of Oregon, for the time period **from January 1, 1957 through January 6, 2023** (with the through date being "the Effective Date").

**Ownership and Property Description**

The Company reports the following, as of the Effective date and with respect to the following described property ("the Property"):

**Owner.** The apparent vested owner of the Property is:

Truitt Properties, LLC, an Oregon limited liability company, as to Parcel II; and Front Street Properties, LLC, an Oregon limited liability company, as to Parcels I and III; and City of Salem, a municipal corporation of the State of Oregon, as to Parcel IV

**Premises.** The Property is:

**(a) Street Address:**

1105 Front Street NE, Salem, OR 97301  
1375 Front Street NE, Salem, OR 97301  
No Situs, Salem, OR 97301

**(b) Legal Description:**

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

**Encumbrances**

*[If no information appears in this section, the section is intentionally omitted.]*

**General Index Liens against Named Party**

***[If no information appears in this section, the section is intentionally omitted.]***

**Recorded Documents**

For the above stated county and time period, the Company reports the following types of recordings that relate to the Property:

**a. Types of recordings:** Deeds

**b. List of recordings:** Deeds Affecting Parcel I:

[Volume 148, page 504](#), recorded 2-27-1919

[Volume 519, page 893](#), recorded 2-16-1959

[Volume 543, page 828](#), recorded 4-17-1961

[Volume 543, page 830](#), recorded 4-17-1961

[Volume 543, page 832](#), recorded 4-17-1961

[Volume 606, page 715](#), recorded 9-16-1965

[Volume 697, page 270](#), recorded 1-28-1971

[Volume 743, page 662](#), recorded 1-24-1973

[Reel 78, page 1726](#), recorded 4-26-1977

[Reel 194, page 165](#), recorded 10-3-1979

[Reel 2483, page 45](#), recorded 5-26-2005

Deeds affecting Parcel II:

[Volume 148, page 504](#), recorded 2-27-1919

[Reel 78, page 1728](#), recorded 4-26-1977

[Reel 124, page 1305](#), recorded 5-19-1978

[Reel 352, page 890](#), recorded 8-1-1984

[Reel 1472, page 565](#), recorded 3-24-1998

Deeds affecting Parcel III:

[Volume 148, page 504](#), recorded 2-27-1919

[Reel 90, page 1557](#), recorded 8-3-1977

Reel 90., page 1560, recorded 8-3-1977

[Reel 174, page 528](#), recorded 7-3-1979

[Reel 183, page 443](#), recorded 9-6-1979

[Reel 632, page 196](#), recorded 7-18-1988

[Reel 740, page 48](#), recorded 12-29-1989

[Reel 740, page 49](#), recorded 12-29-1989

[Reel 1658, page 441](#), recorded 12-22-1999

[Reel 2483, page 45](#), recorded 5-26-2005

Deeds affecting Parcel IV:

[Reel 249, page 782](#), recorded 5-8-1981

**End of Reported Information**

There will be additional charges for additional information or copies. For questions or additional requests, contact:

James Carter  
503-336-9126  
FAX

[james.carterjr@titlegroup.fntg.com](mailto:james.carterjr@titlegroup.fntg.com)

Fidelity National Title Company of Oregon  
1433 SW 6th Ave  
Portland, OR 97201

**EXHIBIT "A"**  
Legal Description

**For APN/Parcel ID(s): 582541, 582542 and 596343**

**For Tax Map ID(s): 073W22AB00900, 073W22AB00900 and 073W22AB00300**

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PARCEL I:

A parcel of land situated in the Northeast Quarter of Section 22, Township 7 South, Range 3 West of the Willamette Meridian, in the City of Salem, County of Marion, State of Oregon, more particularly described as follows:

Tract 1:

Beginning at the Northeast corner of the South one-half of Lot 7, Block 1, MILL ADDITION to the City of Salem, Marion County, Oregon. (See Volume 1, Page 90, Record of Town Plats for said County and State.) being that point on the East line of said Lot 7, which is 25 feet Northerly from the Southeast corner of said Lot; thence North 70° 35' West along the middle line of said Lot 7, a distance of 200 feet; thence South 19° 25' West and parallel to the West line of Front Street, a distance of 60 feet; thence Easterly on a line parallel to the South line of said Lot 7, a distance of 200 feet to the said West line of Front Street; thence Northerly along said West line Addition to the City of Salem, Marion County, Oregon, and the Place of Beginning.

Tract 2:

Beginning at an iron pipe in the West line of Front Street in Salem, Oregon, 25 feet Southerly from the Northeast corner of Lot 7, Block 1, MILL ADDITION to Salem, Marion County, Oregon; thence North 19° 25' East along the West line of Front Street, 689.6 feet to the center of Gaines Street; thence North 70° 35' West along the center line of Gaines Street, now vacated, 230.33 feet; thence South 19° 25' West along the center line of Water Street, now vacated, 298.6 feet; thence North 70° 35' West along the Westerly extension of the South line of Block 24, North Salem, 90.57 feet; thence South 19° 25' West 216.0 feet; thence North 70° 35' West along a Westerly extension of the North line of Lot 4, Block 1, MILL ADDITION, 85 feet more or less to the low water line of the Willamette River; thence up said River following the low water line of the same to a Westerly extension of the line cutting Lot 7, Block 1, Mill Addition, into North and South halves; thence South 70° 35' East along said line, 515 feet more or less to the Point of Beginning.

EXCEPTING THEREFROM:

Beginning at the Southeast corner of Lot 8, Block 1, MILL ADDITION to Salem, Marion County, Oregon; thence North 70° 35' West along the Southerly line of said Lot 8, a distance of 320.90 feet; thence North 19° 25' East parallel with the West line of Front Street, a distance of 136.63 feet to the True Point of Beginning; thence North 70° 35' West parallel with the Southerly line of said Lot 8 and the Westerly extension thereof, a distance of 80.00 feet, more or less, to the low water line of the Willamette River; thence Northerly along said low water line to a point on the Westerly extension of the Southerly line of Lot 3, in said Block 1; thence South 70° 35' East along the Westerly extension of the Southerly line of said Lot 3, a distance of 73.00 feet, more or less, to a point which is North 19° 25' East 113.72 feet from the true point of beginning; thence South 19° 25' West a distance of 113.72 feet to the Place of Beginning.

Tract 3:

Beginning on the Westerly line of Front Street at a point which is 33.00 feet North 19° 25' East from the Northeast corner of Block 24, NORTH SALEM, Marion County, Oregon; thence North 70° 35' West along the center line of Gaines Street (vacated) 230.33 feet, thence South 19° 25' West parallel with the Westerly line of said Front Street 250.60 feet to the True Point of Beginning; thence South 19° 25' West, parallel with the Westerly line of said Front Street 48.00 feet; thence North 70° 35' West, 90.57 feet; thence North 19° 25' East 48.00 feet; thence South 70° 35' East 90.57 feet to the True Point of Beginning.

**EXHIBIT "A"**  
Legal Description

Tract 4:

Beginning at a point which is North 19° 25' East 15 feet and North 70° 35' West 200 feet from the Southeast corner of Lot 8, Block 1, MILL ADDITION to Salem, Marion County, Oregon, which point is the True Place of Beginning; thence North 70° 35' West and parallel with the Westerly extension of the Southerly line of said Lot 8, 120.9 feet; thence North 19° 25' East 60 feet, more or less, to the Southerly property line of USP Corporation property; thence South 70° 35' East and parallel with the Southerly line of the said Lot 8, 120.9 feet; thence South 19° 25' West 60 feet, more or less, to the Place of Beginning.

Tract 5:

Beginning at a point on the Easterly boundary line of Block 25, NORTH SALEM, said point bears South 19° 25' West 108.00 feet from the Northeast corner of said Block 25 and running thence North 70° 35' West, parallel to the Northerly boundary line of Block 25, to the low water line of the Willamette River; thence Southerly, along said low water line, to the Southerly line of that parcel of land described in the exception to Tract 2, said description being recorded in Reel 42, Page 596, Marion County Records; thence South 70° 35' East, along said Southerly boundary line, 80.00 feet, more or less, to the Southeasterly corner of said exception; thence North 19° 25' East 377.72 feet along the Westerly boundary lines of the aforementioned Tract 2 and Tract 3, said Tract 3 being described in Reel 42, Page 597, Marion County Records; thence South 70° 35' East 90.57 feet, along the Northerly boundary line of said Tract 3, to the Northeasterly corner of same; thence North 19° 25' East 250.60 feet, along the aforementioned Westerly boundary line of Tract 2, said Westerly boundary line being the center-line of vacated Water Street to the Northwesterly corner of said Tract 2; thence South 70° 35' East 230.33 feet, along the Northerly boundary line of vacated Gaines Street, to the Northerly corner of said Tract 2; thence North 19° 25' East 190.60 feet along said Easterly boundary line of Block 25 and its extension to the Point of Beginning.

Tract 6:

Beginning at the Southeast corner of Lot 8, Block 1, MILL ADDITION to Salem, in Marion County, Oregon, and thence South 19° 30' West a distance of 85.0 feet to the true point of beginning; thence North 70° 30' West a distance of 200.0 feet; thence North 19° 30' East a distance of 100.0 feet; thence South 70° 30' East a distance of 200.0 feet; thence South 19° 30' West a distance of 100.0 feet to the true Point of Beginning.

PARCEL II:

A tract of land situated in the Northwest Quarter of the Northeast Quarter of Section 22, Township 7 South, Range 3 West of the Willamette Meridian, in the City of Salem, County of Marion, State of Oregon, more particularly described as follows:

Beginning at the Northeast corner of Block 25, NORTH SALEM, and running thence South 19°25' West 108.00 feet along the Easterly boundary line of said Block 25; thence North 70°35' West, parallel with the Northerly boundary line of said Block 25, to the low water line of the Willamette River; thence Northerly, along said low water line, to a point on the Westerly extension of the centerline of Hood Street; thence South 70°35' East, along said Westerly extension, to a point on the Northerly extension of the Westerly boundary line of the aforementioned Block 25; thence South 19°25' West 33.00 feet, along said Northerly extension, to the Northwesterly corner of said Block 25; thence South 70°35' East 197.50 feet, along the Northerly boundary line of said Block 25, to the Point of Beginning.

AND ALSO:

Beginning at the Northeast corner of Lot 1, Block 25, NORTH SALEM, thence running Westerly, along the Northerly lines of Lots 1 and 8, a distance of 197.50 feet to the Northwest corner of Lot 8; thence running Northeasterly and parallel with the Easterly line of said Block 25, a distance of 33.0 feet; thence running Easterly

**EXHIBIT "A"**  
Legal Description

and parallel with the North lines of Lots 8 and 1, a distance of 197.50 feet to the Westerly edge of Front Street in the City of Salem; thence running Southerly, along the edge of Front Street, a distance of 33.0 feet to the Place of Beginning, and being the Southerly one-half of vacated Hood Street.

TOGETHER WITH a perpetual non-exclusive easement for roadway purposes, over and across and under the following described property:

Beginning at the point of intersection of the Westerly right-of-way line of Front Street with the centerline of vacated Hood Street in NORTH SALEM in Township 7 South, Range 3 West of the Willamette Meridian in Marion County, Oregon; thence North 19°25' East, along the Westerly right-of-way line of said Front Street, 20.00 feet; thence North 70°37' West, parallel with the centerline of vacated Hood Street, 170.00 feet; thence South 19°25' West, parallel with the Westerly right-of-way line of Front Street, 20.00 feet to a point on the centerline of vacated Hood Street; thence South 70°37' East, along the centerline of vacated Hood Street, 170.00 feet to the Point of Beginning, as set forth in instrument recorded March 6, 1979 in Reel 159, page 5, Film Records for Marion County, Oregon.

PARCEL III:

Tract 1:

Lot 1, WILLAMETTE LANDING, in the City of Salem, County of Marion, State of Oregon.

EXCEPTING THEREFROM, the land described as follows:

Beginning at a point on the southerly right-of-way line of Shipping Street, which is 197.50 feet North 70°37'00" West from the Northeast corner of Lot 1 of said WILLAMETTE LANDING; thence North 70°37'00" West a distance of 53.26 feet; thence along the arc of a 140.00 foot radius curve to the right a distance of 25.55 feet, (a chord of which bears North 14°17'27" East 25.51 feet), to the end of said curve; thence North 19°31'05" East 7.49 feet; thence North 79°15'34" East, along the Southerly line of Lot 3, WILLAMETTE LANDING, a distance of 25.54 feet to a point at the Easterly Southeast corner of said Lot 3, said point also being on the East line of said WILLAMETTE LANDING; thence South 19°31'05" West, along said East line, a distance of 12.72 feet to an angle in said East line; thence South 70°37'00" East, along said East line, a distance of 33.47 feet to an angle in said East line; thence South 19°24'59" West, along said East line, a distance of 33.00 feet to the Point of Beginning.

Tract 2:

Lot 2, WILLAMETTE LANDING, in the City of Salem, County of Marion, State of Oregon.

EXCEPTING THEREFROM, the land described as follows:

Beginning at a point on the Southerly right-of-way line of Shipping Street, which is 269.46 feet North 70°37'00" West from the Northeast corner of Lot 1 of said WILLAMETTE LANDING; thence North 70°37'00" West a distance of 18.70 feet; thence South 79°25'00" West a distance of 68.61 feet to a property corner between said Lots 2 and 3; thence North 10°43'47" West, along said property line between Lots 2 and 3, a distance of 20.01 feet to an angle in said line; thence North 79°15'34" East, along the Southerly line of said Lot 3, a distance of 99.35 feet; thence South 19°31'05" West 7.49 feet to the beginning of a 140.00 foot radius curve to the right; thence along the arc of said curve, a distance of 25.55 feet, ( a chord of which bears South 14°17'27" West 25.51 feet), to the Place of Beginning.

PARCEL IV:

Block A, WILLAMETTE LANDING, in the City of Salem, County of Marion, State of Oregon.

**EXHIBIT "A"**  
[Legal Description](#)

**LIMITATIONS OF LIABILITY**

"CUSTOMER" REFERS TO THE RECIPIENT OF THIS REPORT.

CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES THAT IT IS EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO DETERMINE THE EXTENT OF LOSS WHICH COULD ARISE FROM ERRORS OR OMISSIONS IN, OR THE COMPANY'S NEGLIGENCE IN PRODUCING, THE REQUESTED REPORT, HEREIN "THE REPORT." CUSTOMER RECOGNIZES THAT THE FEE CHARGED IS NOMINAL IN RELATION TO THE POTENTIAL LIABILITY WHICH COULD ARISE FROM SUCH ERRORS OR OMISSIONS OR NEGLIGENCE. THEREFORE, CUSTOMER UNDERSTANDS THAT THE COMPANY IS NOT WILLING TO PROCEED IN THE PREPARATION AND ISSUANCE OF THE REPORT UNLESS THE COMPANY'S LIABILITY IS STRICTLY LIMITED. CUSTOMER AGREES WITH THE PROPRIETY OF SUCH LIMITATION AND AGREES TO BE BOUND BY ITS TERMS.

THE LIMITATIONS ARE AS FOLLOWS AND THE LIMITATIONS WILL SURVIVE THE CONTRACT:

ONLY MATTERS IDENTIFIED IN THIS REPORT AS THE SUBJECT OF THE REPORT ARE WITHIN ITS SCOPE. ALL OTHER MATTERS ARE OUTSIDE THE SCOPE OF THE REPORT.

CUSTOMER AGREES, AS PART OF THE CONSIDERATION FOR THE ISSUANCE OF THE REPORT AND TO THE FULLEST EXTENT PERMITTED BY LAW, TO LIMIT THE LIABILITY OF THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS FOR ANY AND ALL CLAIMS, LIABILITIES, CAUSES OF ACTION, LOSSES, COSTS, DAMAGES AND EXPENSES OF ANY NATURE WHATSOEVER, INCLUDING ATTORNEY'S FEES, HOWEVER ALLEGED OR ARISING, INCLUDING BUT NOT LIMITED TO THOSE ARISING FROM BREACH OF CONTRACT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF WARRANTY, EQUITY, THE COMMON LAW, STATUTE OR ANY OTHER THEORY OF RECOVERY, OR FROM ANY PERSON'S USE, MISUSE, OR INABILITY TO USE THE REPORT OR ANY OF THE MATERIALS CONTAINED THEREIN OR PRODUCED, **SO THAT THE TOTAL AGGREGATE LIABILITY OF THE COMPANY AND ITS AGENTS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS SHALL NOT IN ANY EVENT EXCEED THE COMPANY'S TOTAL FEE FOR THE REPORT.**

CUSTOMER AGREES THAT THE FOREGOING LIMITATION ON LIABILITY IS A TERM MATERIAL TO THE PRICE THE CUSTOMER IS PAYING, WHICH PRICE IS LOWER THAN WOULD OTHERWISE BE OFFERED TO THE CUSTOMER WITHOUT SAID TERM. CUSTOMER RECOGNIZES THAT THE COMPANY WOULD NOT ISSUE THE REPORT BUT FOR THIS CUSTOMER AGREEMENT, AS PART OF THE CONSIDERATION GIVEN FOR THE REPORT, TO THE FOREGOING LIMITATION OF LIABILITY AND THAT ANY SUCH LIABILITY IS CONDITIONED AND PREDICATED UPON THE FULL AND TIMELY PAYMENT OF THE COMPANY'S INVOICE FOR THE REPORT.

THE REPORT IS LIMITED IN SCOPE AND IS NOT AN ABSTRACT OF TITLE, TITLE OPINION, PRELIMINARY TITLE REPORT, TITLE REPORT, COMMITMENT TO ISSUE TITLE INSURANCE, OR A TITLE POLICY, AND SHOULD NOT BE RELIED UPON AS SUCH. THE REPORT DOES NOT PROVIDE OR OFFER ANY TITLE INSURANCE, LIABILITY COVERAGE OR ERRORS AND OMISSIONS COVERAGE. THE REPORT IS NOT TO BE RELIED UPON AS A REPRESENTATION OF THE STATUS OF TITLE TO THE PROPERTY. THE COMPANY MAKES NO REPRESENTATIONS AS TO THE REPORT'S ACCURACY, DISCLAIMS ANY WARRANTY AS TO THE REPORT, ASSUMES NO DUTIES TO CUSTOMER, DOES NOT INTEND FOR CUSTOMER TO RELY ON THE REPORT, AND ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE ON THE REPORT OR OTHERWISE.

IF CUSTOMER (A) HAS OR WILL HAVE AN INSURABLE INTEREST IN THE SUBJECT REAL PROPERTY, (B) DOES NOT WISH TO LIMIT LIABILITY AS STATED HEREIN AND (C) DESIRES THAT ADDITIONAL LIABILITY BE ASSUMED BY THE COMPANY, THEN CUSTOMER MAY REQUEST AND PURCHASE A POLICY OF TITLE INSURANCE, A BINDER, OR A COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. NO ASSURANCE IS GIVEN AS TO THE INSURABILITY OF THE TITLE OR STATUS OF TITLE. CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES IT HAS AN INDEPENDENT DUTY TO ENSURE AND/OR RESEARCH THE ACCURACY OF ANY INFORMATION OBTAINED FROM THE COMPANY OR ANY PRODUCT OR SERVICE PURCHASED.

NO THIRD PARTY IS PERMITTED TO USE OR RELY UPON THE INFORMATION SET FORTH IN THE REPORT, AND NO LIABILITY TO ANY THIRD PARTY IS UNDERTAKEN BY THE COMPANY.

CUSTOMER AGREES THAT, TO THE FULLEST EXTENT PERMITTED BY LAW, IN NO EVENT WILL THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS, AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES AND SUBCONTRACTORS BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES, OR LOSS OF PROFITS, REVENUE, INCOME, SAVINGS, DATA, BUSINESS, OPPORTUNITY, OR GOODWILL, PAIN AND SUFFERING, EMOTIONAL DISTRESS, NON-OPERATION OR INCREASED EXPENSE OF OPERATION, BUSINESS INTERRUPTION OR DELAY, COST OF CAPITAL, OR COST OF REPLACEMENT PRODUCTS OR SERVICES, REGARDLESS OF WHETHER SUCH LIABILITY IS BASED ON BREACH OF CONTRACT, TORT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, STRICT LIABILITY, BREACH OF WARRANTIES, FAILURE OF ESSENTIAL PURPOSE, OR OTHERWISE AND WHETHER CAUSED BY NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE OR ANY OTHER CAUSE WHATSOEVER, AND EVEN IF THE COMPANY HAS BEEN ADVISED OF THE LIKELIHOOD OF SUCH DAMAGES OR KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY FOR SUCH DAMAGES.

END OF THE LIMITATIONS OF LIABILITY

**Attachment D: Title Report Review**





April 24, 2023

Trent Michels  
The Future of Neighborhood Development LLC  
15017 Thomas Road  
Charlotte, NC 28278

**RE: Osprey Project Title Report Review**

Dear Mr. Michels:

This letter serves as a response to exceptions listed in a title report prepared by Fidelity National Title, with an effective date of March 27, 2023.

### **Title Report Exceptions**

The Following Items Affect Parcel 1:

4. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by Ordinance No. 1578*

*Filed: April 7, 1919*

**Response** Per Ordinance 1578 the City of Salem reserves the right to build (though not explicitly maintain) a sewer line in the vacated alleys of block 25 and 26, as well as in vacated Hood Street in the Town plat of North Salem lying west of the west right-of-way of Front Street. Affects Taxlots 300, 600, and 900 on Taxmap 073W22AB. However Ordinance number 2554 looks to further vacate any remaining rights to the City of Salem within Block 25 and 26 alleys in the Town plat of North Salem.

5. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by resolution or ordinance*

*Recording Date: August 2, 1944*

*Recording No: Book 306, page 407*

**Response:** The vacation of Water Street between the South line of Gaines Street and the South Line of Norway Street shall not affect or infringe upon rights-of-way and easements held by private or public utilities. The City of Salem particularly reserves the right to construct and maintain utilities the same as it had before said vacation. Affects Taxlots 300, 400, and 900 on Taxmap 073W22AB.

6. *A building set-back line, as disclosed by said plat.*

*Plat: Willamette Landing*

*Affects: reference is hereby made to said document for full particulars*

**Response:** The above mentioned plat shows a setback line 15.00 feet north of the southerly line of Tax Lot 300 (Taxmap 073W22AB) and a 30.00 foot building setback being 25.00 feet south and 5.00 feet north of the dividing line between Lot 2 and Lot 3 of the Plat of Willamette Landing. Additionally the plat shows setback lines of 5.00 feet from each lot line and 3.00 feet from dedicated right-of-way. Within said 30.00 feet and 15.00 feet setbacks a 10.00 foot wide landscaped area is required adjacent to the top of river bank. Within all setback lines no enclosed structures shall be built and future landscaping shall not obstruct nor diminish the public view of the Willamette River.

7. *Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;*

*Purpose: utilities and landscape*

*Affects: reference is hereby made to said document for full particulars*

**Response:** See plat of "Willamette Landing" for details regarding easements created by the plat, all other easements listed in the plat are addressed in later exceptions.

8. *Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Granted to: City of Salem*

*Purpose: water pipeline and appurtenances Recording Date: October 10, 2001*

*Recording No: Reel 1847, page 353*

*Affects: reference is hereby made to said document for full particulars*

**Response:** Permanent waterline easement to the benefit of the City of Salem, offsite but terminates at the north boundary of Tax Lot 300 (Taxmap 073W22AB).

14. *Note: Property taxes for the fiscal year shown below are paid in full.*

*Fiscal Year: 2022-2023*

*Amount: \$18,611.80*

*Levy Code: 25010*

*Account No.: 596344*

*Map No.: 073W22AB00200*

*Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.*

**Response:** Not a survey matter.

15. *A deed of trust to secure an indebtedness in the amount shown below, Amount: \$478,250.00*

*Dated: April 9, 2021*



*Trustor/Grantor: Howe Professional Properties, LLC, an Oregon limited liability company*  
*Trustee: Kevin P. Moran, Attorney at Law*  
*Beneficiary: Heritage Bank*  
*Loan No.: 243926*  
*Recording Date: April 14, 2021*  
*Recording No: Book 4477 Page 48*

*An agreement recorded September 12, 2022 at Recording No.: Reel 4657, page 230 which states that this instrument was subordinated to the document or interest described in the instrument*

*Recording Date: August 22, 2022*  
*Recording No.: Reel 4652, page 151*

**Response:** Reel 4657, page 230 describes a 33.00 foot access easement at the westerly extension of centerline of Shipping Street, which is north of Tax Lot 300 (Taxmap 073W22AB) and does not adjoin it. It is unclear if the subject property benefits from this offsite easement.

16. *Assignment of Rents and Leases*

*Assigned to: Heritage Bank*  
*Recording Date: April 14, 2021*  
*Recording No: Book 4477 Page 49*

**Response:** Document contains the same 33.00 foot easement noted in exception 15 above.

17. *A deed of trust to secure an indebtedness in the amount shown below, Amount: \$390,000.00*  
*Dated: August 13, 2022*

*Trustor/Grantor: Howe Professional Properties, LLC, an Oregon limited liability company*  
*Trustee: Fidelity National Title Company of Oregon*  
*Beneficiary: Evergreen Business Capital*  
*Recording Date: August 22, 2022*  
*Recording No: Reel 4652, page 151*

*An assignment of the beneficial interest under said deed of trust which names: Assignee: United States Small Business Administration*

*Recording Date: August 22, 2022*



Recording No: Reel 4652, page 216

**Response:** Document contains the same 33.00 foot easement noted in exception 15 above.

18. *An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document*

Entitled: Memorandum of Lease  
Lessor: Howe Professional Properties, LLC  
Lessee: Riverfront Dental, LLC  
Recording Date: August 2, 2022  
Recording No: Reel 4652, page 152

*An agreement recorded August 22, 2022 at Reel 4652, page 215 which states that said lease has been made subordinate to the document*

Entitled: Deed of Trust  
Recording Date: August 22, 2022  
Recording No: Reel 4652, page 151

**Response:** Document contains the same 33.00 foot easement noted in exception 15 above.

The Following Items Affect Parcel 2:

19. *City Liens, if any, in favor of the City of Salem.*

**Response:** Not a survey matter.

20. *The rights of the public and governmental bodies for fishing, navigation and commerce in and to any portion of the Land herein described, lying below the high water line of the Willamette River.*

*The right, title and interest of the State of Oregon in and to any portion lying below the high water line of Willamette River.*

**Response:** Deed history indicates title ownership of the subject property to the Ordinary Low Water Mark for this portion of the Willamette River.

21. *Any adverse claim based upon the assertion that:*

- a. *Said Land or any part thereof is now or at any time has been below the highest of the high watermarks of Willamette River, in the event the boundary of said Willamette River*

*has been artificially raised or is now or at any time has been below the high watermark, if said \Willamette River is in its natural state.*

- b. Some portion of said Land has been created by artificial means or has accreted to such portion so created.*
- c. Some portion of said Land has been brought within the boundaries thereof by an avulsive movement of Willamette River, or has been formed by accretion to any such portion.*

**Response:** Not a survey matter

22. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by Ordinance No. 1578*

*Filed: April 7, 1919*

**Response:** Per Ordinance 1578 the City of Salem reserves the right to build (though not explicitly maintain) a sewer line in the vacated alleys of block 25 and 26, as well as in vacated Hood Street in in the Town plat of North Salem lying west of the west right-of-way of Front Street. Affects Taxlots 300, 600, and 900 on Taxmap 073W22AB. However Ordinance number 2554 looks to further vacate any remaining rights to the City of Salem within Block 25 and 26 alleys in the Town plat of North Salem.

23. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by resolution or ordinance*

*Recording Date: August 2, 1944*

*Recording No: Book 306, Page 407*

**Response:** The vacation of Water Street between the South line of Gaines Street and the South Line of Norway Street shall not affect or infringe upon rights-of-way and easements held by private or public utilities. The City of Salem particularly reserves the right to construct and maintain utilities the same as it had before said vacation. Affects Taxlots 300, 400, and 900 on Taxmap 073W22AB.

24. *A building set-back line, as disclosed by said plat.*

*Plat: Willamette Landing*

**Response:** The above mentioned plat shows a setback line 15.00 feet north of the southerly line of Tax Lot 300 (Taxmap 073W22AB) and a 30.00 foot building setback being 25.00 feet south and 5.00 feet north of the dividing line between Lot 2 and Lot 3 of the Plat of Willamette Landing. Additionally the plat shows setback lines of 5.00 feet from each lot line and 3.00 feet from dedicated right-

of-way. Within said 30.00 feet and 15.00 feet setbacks a 10.00 foot wide landscaped area is required adjacent to the top of river bank. Within all setback lines no enclosed structures shall be built and future landscaping shall not obstruct nor diminish the public view of the Willamette River.

25. *Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;*

*Purpose: utilities, private drive and landscape*

*Affects: reference is hereby made to said document for full particulars*

**Response:** See plat of "Willamette Landing" for details regarding easements created by the plat, all other easements listed in the plat are addressed in other exceptions.

26. *Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Granted to: Adjacent property owner*

*Purpose: roadway and utility purposes*  
*Recording Date: March 5, 1979*

*Recording No: Reel 159, page 5*

*Affects: Southerly 20 feet of Easterly 170 feet*

**Response:** Nonexclusive roadway and utility easement to the benefit of Chemeketa Industries Corporation. Easement's south line begins at the intersection of Tax lot 600's (Taxmap 073W22AB) north line and the west right-of-way of Front Street and continues along the north line of Taxlot 600 for 170.00 feet. Easement is 20.00 feet wide and within Taxlot 300 (Taxmap 073W22AB).

27. *[Intentionally Deleted]*

28. *Personal property taxes, if any.*

**Response:** Not a survey matter.

29. *Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases. Note: Property taxes for the fiscal year shown below are paid in full.*

*Fiscal Year: 2022-2023*

*Amount: \$13,311.23*

*Levy Code: 924010*

*Account No.: 596343*

*Map No.: 073W22AB00300*

*Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.*

**Response:** Not a survey matter.

The Following Items Affect Parcel 3:

30. *The subject property is under public, charitable, fraternal, or religious organization ownership and is exempt from ad valorem taxation. Any change in ownership prior to delivery of the assessment roll may result in tax liability.*

Tax Account No.: 596346

Map No.: 073W22AB00500

**Response:** Not a survey matter.

31. *City Liens, if any, in favor of the City of Salem.*

**Response:** Not a survey matter.

32. *Memorandum of Agreement*

Recording Date: October 5, 2022

Recording No.: Reel 4663, page 201

**Response:** Not a survey matter.

The Following Items Affect Parcel 4:

33. *Note: Property taxes for the fiscal year shown below are paid in full.*

Fiscal Year: 2022-2023

Amount: \$10,418.97

Levy Code: 24010

Account No.: 584431

Map No.: 073W22AB00600

*Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.*

**Response:** Not a survey matter.

34. *City Liens, if any, in favor of the City of Salem.*

**Response:** Not a survey matter.



35. *The rights of the public and governmental bodies for fishing, navigation and commerce in and to any portion of the Land herein described, lying below the high water line of the Willamette River.*

*The right, title and interest of the State of Oregon in and to any portion lying below the high water line of Willamette River.*

**Response:** Deed history indicates title ownership of the subject property to the Ordinary Low Water Mark for this portion of the Willamette River.

36. *Any adverse claim based upon the assertion that:*

- a. *Said Land or any part thereof is now or at any time has been below the highest of the high watermarks of Willamette River, in the event the boundary of said Willamette River has been artificially raised or is now or at any time has been below the high watermark, if said Willamette River is in its natural state.*
- b. *Some portion of said Land has been created by artificial means or has accreted to such portion so created.*
- c. *Some portion of said Land has been brought within the boundaries thereof by an avulsive movement of Willamette River, or has been formed by accretion to any such portion.*

**Response:** Not a survey matter

37. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by Ordinance No. 1578*

*Filed: April 7, 1919*

**Response:** Per Ordinance 1578 the City of Salem reserves the right to build (though not explicitly maintain) a sewer line in the vacated alleys of block 25 and 26, as well as in vacated Hood Street in in the Town plat of North Salem lying west of the west right-of-way of Front Street. Affects Taxlots 300, 600, and 900 on Taxmap 073W22AB. However Ordinance number 2554 looks to further vacate any remaining rights to the City of Salem within Block 25 and 26 alleys in the Town plat of North Salem.

38. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by resolution or ordinance*

*Recording Date: August 2, 1944*

Recording No: Book 306, page 407

**Response:** The vacation of Water Street between the South line of Gaines Street and the South Line of Norway Street shall not affect or infringe upon rights-of-way and easements held by private or public utilities. The City of Salem particularly reserves the right to construct and maintain utilities the same as it had before said vacation. Affects Taxlots 300, 400, and 900 on Taxmap 073W22AB.

39. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Adjacent property owner

Purpose: roadway and utility purposes, Recording Date: March 5, 1979

Recording No: Reel 159, page 1, Affects: Northerly 20 feet of Easterly 170 feet

**Response:** Nonexclusive roadway and utility easement to the benefit of Continental Enterprises Inc. Easement's north line begins at the intersection of Tax lot 600's (Taxmap 073W22AB) north line and the west right-of-way of Front Street and continues along the north line of Taxlot 600 for 170.00 feet. Easement is 20.00 feet wide and within Taxlot 600 (Taxmap 073W22AB).

40. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Granted to: City of Salem

Purpose: scenic easement Recording Date: April 11, 1979

Recording No: Reel 163, page 886 Affects: Northerly 15 feet

**Response:** This is a 15.00 foot nonexclusive easement for preserve scenic views of the Willamette River benefiting the City of Salem. The easement is the northerly 15.00 feet of Tax Lot 600 (Taxmap 073W22AB). There are additional restrictions regarding what can be built atop this easement contained within the document.

41. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Granted to: Portland General Electric Company

Purpose: electric power line and

appurtenances Recording Date: January 28, 1981

Recording No: Reel 239, page 1534

Affects: reference is hereby made to said document for full particulars

**Response:** This is a 5.00 foot electric powerline easement benefiting Portland General Electric. The easement runs along the northerly 5.00 feet of Tax Lot 900.

42. Agreement for Easement, including the terms and provisions thereof,

Recording Date: July 9, 1992

Recording No.: Reel 967, page 341



**Response:** This is a 5.00 foot Sewer easement benefiting Truitt Bros. Inc. The Easement runs between the North line of Tax Lot 600 and the south line of Tax Lot 600.

43. *[Intentionally Deleted]*

44. *Personal property taxes, if any.*

**Response:** Not a survey matter.

45. *Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.*

**Response:** Not a survey matter.

The Following Items Affect Parcel 5:

46. *Unpaid Property Taxes with partial payment are as follows:*

*Fiscal Year: 2022-2023*  
*Original Amount: \$111,029.40*  
*Unpaid Balance: \$20,544.63, plus interest, if any*  
*Levy Code: 24010*  
*Account No.: 582541*  
*Map No.: 073W22AB00900*

*Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.*

**Response:** Not a survey matter.

47. *City Liens, if any, in favor of the City of Salem.*

**Response:** Not a survey matter.

48. *The rights of the public and governmental bodies for fishing, navigation and commerce in and to any portion of the Land herein described, lying below the high water line of the Willamette River.*

*The right, title and interest of the State of Oregon in and to any portion lying below the high water line of Willamette River.*



**Response:** Deed history indicates title ownership of the subject property to the Ordinary Low Water Mark for this portion of the Willamette River.

49. *Any adverse claim based upon the assertion that:*

- a. *Said Land or any part thereof is now or at any time has been below the highest of the high watermarks of Willamette River, in the event the boundary of said Willamette River has been artificially raised or is now or at any time has been below the high watermark, if said Willamette River is in its natural state.*
- b. *Some portion of said Land has been created by artificial means or has accreted to such portion so created.*
- c. *Some portion of said Land has been brought within the boundaries thereof by an avulsive movement of Willamette River, or has been formed by accretion to any such portion.*

**Response:** Not a survey matter.

50. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by Ordinance No. 1578*

*Filed: April 7, 1919*

**Response:** Per Ordinance 1578 the City of Salem reserves the right to build (though not explicitly maintain) a sewer line in the vacated alleys of block 25 and 26, as well as in vacated Hood Street in in the Town plat of North Salem lying west of the west right-of-way of Front Street. Affects Taxlots 300, 600, and 900 on Taxmap 073W22AB. However Ordinance number 2554 looks to further vacate any remaining rights to the City of Salem within Block 25 and 26 alleys in the Town plat of North Salem.

51. *Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by resolution or ordinance*

*Recording Date: August 2, 1944*  
*Recording No: Book 306, page 407*

**Response:** The vacation of Water Street between the South line of Gaines Street and the South Line of Norway Street shall not affect or infringe upon rights-of-way and easements held by private or public utilities. The City of Salem particularly reserves the right to construct and maintain utilities the same as it had before said vacation. Affects Taxlots 300, 400, and 900 on Taxmap 073W22AB.

52. *Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document: Granted to: Oregon Electric Railway Company  
Purpose: maintenance of slopes  
Recording Date: November 7, 1913  
Recording No: Volume 131, Page 15*

**Response:** Easement is shown and benefits Oregon Electric Railroad and allows for the fill and maintenance of slopes within portions of Tax Lot 1700 (Taxmap 073W22AC) and 900 (Taxmap 073W22AB). More specifically the easement covers the south half of Lot 7 and all of Lot 8 Block 1 Mill Addition.

53. *Matters contained in that certain document*

*Entitled: Revocable Permit  
Dated: May 14, 1975  
Executed by: City of Salem and Truitt Brothers, Inc  
Recording Date: May 21, 1975*

*Recording No: Reel 15, Page 789 Which provides for, among other things: an overhead conveyor bridge Reference is hereby made to said document for full particulars.*

**Response:** A revocable permit that benefits Truitt Bothers inc. and allows for a conveyor Bridge over Front Street, affects Tax Lot 900 (Taxmap 073W22AB). Permit has several restrictions, see document for details.

54. *Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:*

*Granted to: Portland General Electric Company  
Purpose: Power line  
Recording Date: January 28, 1981  
Recording No: Reel 239, Page 1534*

**Response:** This is a 5.00 foot electric powerline easement benefiting Portland General Electric. The easement runs along the northerly 5.00 feet of Tax Lot 900.

55. *Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:*

*Granted to: City of Salem Purpose:  
Public Recreation Recording Date:  
January 27, 2000  
Recording No: Reel 1666, Page 210*

**Response:** Easement for Public Recreation, affects Tax Lots 600 and 900 (Taxmap 073W22AB). Easement is placed by record description, which references Ordinary High Water Mark defined in 2000. Easement is placed in this position, though the current Ordinary High Water Mark is in a different location.

56. *[Intentionally Deleted]*

57. *Right, title and interest of Nestle Purina Petcare Company and Mike McCray in improvements only, located on Parcel 5 herein, as disclosed by Marion County Tax Rolls.*

**Response:** There are no obvious improvements over the described land, as such any remaining rights, title, or interest retained by Nestle Putina Petcare Company or Mike McCray are unclear.

58. *[Intentionally Deleted]*

59. *Personal property taxes, if any.*

**Response:** Not a survey matter.

60. *Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.*

**Response:** Not a survey matter.

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**



Benjamin R. Huff, PLS  
12965 SW Herman Road, Suite 100  
Tualatin, OR 97062  
503-563-6151 | benh@aks-eng.com

**Attachment E:** ALTA Survey



RECORD DESCRIPTION

RECORD DESCRIPTION PER EXHIBIT A OF TITLE REPORT NUMBER 7081-4049908. REAL PROPERTY IN THE COUNTY OF MARION, STATE OF OREGON, DESCRIBED AS FOLLOWS:

PARCEL I: TRACT 1: BEGINNING AT THE NORTHEAST CORNER OF THE SOUTH ONE-HALF OF LOT 7, BLOCK 1, MILL ADDITION TO THE CITY OF SALEM, MARION COUNTY, OREGON. (SEE VOLUME 1, PAGE 90, RECORD OF TOWN PLATS FOR SAID COUNTY AND STATE.) BEING THAT POINT ON THE EAST LINE OF SAID LOT 7, WHICH IS 25 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF SAID LOT; THENCE NORTH 70°35' WEST ALONG THE MIDDLE LINE OF SAID LOT 7, A DISTANCE OF 200 FEET; THENCE SOUTH 19°25' WEST AND PARALLEL TO THE WEST LINE OF FRONT STREET, A DISTANCE OF 60 FEET; THENCE EASTERLY ON A LINE PARALLEL TO THE SOUTH LINE OF SAID LOT 7, A DISTANCE OF 200 FEET TO SAID WEST LINE OF FRONT STREET; THENCE NORTHERLY ALONG SAID WEST LINE OF FRONT STREET, A DISTANCE OF 60 FEET TO SAID NORTHEASTERLY CORNER OF SAID SOUTH ONE-HALF OF LOT 7, BLOCK 1, MILL ADDITION TO THE CITY OF SALEM, MARION COUNTY, OREGON, AND THE PLACE OF BEGINNING.

TRACT 2: BEGINNING AT AN IRON PIPE IN THE WEST LINE OF FRONT STREET IN SALEM, OREGON, 25 FEET SOUTHERLY FROM THE NORTHEAST CORNER OF LOT 7, BLOCK 1, MILL ADDITION TO SALEM, MARION COUNTY, OREGON; THENCE NORTH 19°25' EAST FEET ALONG THE WEST LINE OF FRONT STREET, 689.6 FEET TO THE CENTER OF GAINES STREET; THENCE NORTH 70°35' WEST ALONG THE CENTER LINE OF GAINES STREET, NOW VACATED, 230.33 FEET; THENCE SOUTH 19°25' WEST ALONG THE CENTER LINE OF WATER STREET, NOW VACATED, 298.6 FEET; THENCE NORTH 70°35' WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE OF BLOCK 24, NORTH SALEM, 90.57 FEET; THENCE SOUTH 19°25' WEST 216.0 FEET THENCE NORTH 70°35' WEST ALONG A WESTERLY EXTENSION OF THE NORTH LINE OF LOT 4, BLOCK 1, MILL ADDITION, 85 FEET MORE OR LESS TO THE LOW WATER LINE OF THE WILLAMETTE RIVER; THENCE UP SAID RIVER FOLLOWING THE LOW WATER LINE OF THE SAME TO A WESTERLY EXTENSION OF THE LINE CUTTING LOT 7, BLOCK 1, MILL ADDITION INTO NORTH AND SOUTH HALVES; THENCE SOUTH 70°35' EAST ALONG SAID LINE, 515 FEET MORE OR LESS TO THE POINT OF BEGINNING.

SAVE AND EXCEPT: BEGINNING AT THE SOUTHEAST CORNER OF LOT 8, BLOCK 1, MILL ADDITION TO SALEM, MARION COUNTY, OREGON; THENCE NORTH 70°35' WEST ALONG THE SOUTHERLY LINE OF SAID LOT 8, A DISTANCE OF 320.90 FEET; THENCE NORTH 19°25' EAST PARALLEL WITH THE WEST LINE OF FRONT STREET, A DISTANCE OF 136.63 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 70°35' WEST PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 8 AND THE WESTERLY EXTENSION THEREOF, A DISTANCE OF 80.00 FEET, MORE OR LESS, TO THE LOW WATER LINE OF THE WILLAMETTE RIVER; THENCE NORTHERLY ALONG SAID LOW WATER LINE TO A POINT ON THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 3, IN SAID BLOCK 1; THENCE SOUTH 70°35' EAST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF SAID LOT 3, A DISTANCE OF 73.00 FEET, MORE OR LESS, TO A POINT WHICH IS NORTH 19°25' EAST 113.72 FEET FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 19°25' WEST A DISTANCE OF 113.72 FEET TO THE PLACE OF BEGINNING.

TRACT 3: BEGINNING ON THE WESTERLY LINE OF FRONT STREET AT A POINT WHICH IS 33.00 FEET NORTH 19°25' EAST FROM THE NORTHEAST CORNER OF BLOCK 24, NORTH SALEM, MARION COUNTY, OREGON; THENCE NORTH 70°35' WEST ALONG THE CENTER LINE OF GAINES STREET (VACATED) 230.33 FEET; THENCE SOUTH 19°25' WEST PARALLEL WITH THE WESTERLY LINE OF SAID FRONT STREET 250.60 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 19°25' WEST, PARALLEL WITH THE WESTERLY LINE OF SAID FRONT STREET 48.00 FEET; THENCE NORTH 70°35' WEST, 90.57 FEET; THENCE NORTH 19°25' EAST 48.00 FEET; THENCE SOUTH 70°35' EAST 90.57 FEET TO THE TRUE POINT OF BEGINNING.

TRACT 4: BEGINNING AT A POINT WHICH IS NORTH 19°25' EAST 15 FEET AND NORTH 70°35' WEST 200 FEET FROM THE SOUTHEAST CORNER OF LOT 8, BLOCK 1, MILL ADDITION TO SALEM, MARION COUNTY, OREGON, WHICH POINT IS THE TRUE PLACE OF BEGINNING; THENCE NORTH 70°35' WEST AND PARALLEL WITH WESTERLY EXTENSION OF THE SOUTHERLY LINE OF SAID LOT 8, 120.9 FEET; THENCE NORTH 19°25' EAST 60 FEET, MORE OR LESS, TO THE SOUTHERLY PROPERTY LINE OF USP CORPORATION PROPERTY; THENCE SOUTH 70°35' EAST AND PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 8, 120.9 FEET; THENCE SOUTH 19°25' WEST 60 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING.

PARCEL II: BEGINNING AT A POINT ON THE EASTERLY BOUNDARY LINE OF BLOCK 25, NORTH SALEM, SAID POINT BEARS SOUTH 19°25' WEST 108.00 FEET FROM THE NORTHEAST CORNER OF SAID BLOCK 25 AND RUNNING THENCE NORTH 70°35' WEST, PARALLEL TO THE NORTHERLY BOUNDARY LINE OF BLOCK 25, TO THE LOW WATER LINE OF THE WILLAMETTE RIVER; THENCE SOUTHERLY, ALONG SAID LOW WATER LINE, TO THE SOUTHERLY LINE OF THAT PARCEL OF LAND DESCRIBED IN THE EXCEPTION TO TRACT 2, SAID DESCRIPTION BEING RECORDED IN REEL 42, PAGE 596, MARION COUNTY RECORDS; THENCE SOUTH 70°35' EAST, ALONG SAID SOUTHERLY BOUNDARY LINE, 80.00 FEET, MORE OR LESS, TO THE SOUTHEASTERLY CORNER OF SAID EXCEPTION; THENCE NORTH 19°25' EAST 377.72 FEET ALONG THE WESTERLY BOUNDARY LINES OF THE AFOREMENTIONED TRACT 2 AND TRACT 3, SAID TRACT 3 BEING DESCRIBED IN REEL 42, PAGE 597, MARION COUNTY RECORDS; THENCE SOUTH 70°35' EAST 90.57 FEET, ALONG THE NORTHERLY BOUNDARY LINE OF SAID TRACT 3, TO THE NORTHEASTERLY CORNER OF SAME; THENCE NORTH 19°25' EAST 250.60 FEET, ALONG THE AFOREMENTIONED WESTERLY BOUNDARY LINE OF TRACT 2, SAID WESTERLY BOUNDARY LINE BEING THE CENTER-LINE OF VACATED WATER STREET TO THE NORTHWESTERLY CORNER OF SAID TRACT 2; THENCE SOUTH 70°35' EAST 230.33 FEET, ALONG THE NORTHERLY BOUNDARY LINE OF VACATED GAINES STREET, TO THE NORTHERLY CORNER OF SAID TRACT 2; THENCE NORTH 19°25' EAST 190.60 FEET ALONG SAID EASTERLY BOUNDARY LINE OF BLOCK 25 AND ITS EXTENSION TO THE POINT OF BEGINNING.

PARCEL III: BEGINNING AT THE SOUTHEAST CORNER OF LOT 8, BLOCK 1, MILL ADDITION TO SALEM, IN MARION COUNTY, OREGON, AND THENCE SOUTH 19°30' WEST A DISTANCE OF 85.0 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 70°30' WEST A DISTANCE OF 200.0 FEET; THENCE NORTH 19°30' EAST A DISTANCE OF 100.0 FEET; THENCE SOUTH 70°30' EAST A DISTANCE OF 200.0 FEET; THENCE SOUTH 19°30' WEST A DISTANCE OF 100.0 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL IV: LOT 1, WILLAMETTE LANDING, IN THE CITY OF SALEM, COUNTY OF MARION AND STATE OF OREGON. SAVE AND EXCEPT THE LAND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SHIPPING STREET, WHICH IS 197.50 FEET NORTH 70°37°00" WEST FROM THE NORTHEAST CORNER OF LOT 1, OF SAID WILLAMETTE LANDING; THENCE NORTH 70°37°00" WEST A DISTANCE OF 53.26 FEET; THENCE ALONG THE ARC OF A 140.00 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 25.55 FEET, A CHORD OF WHICH BEARS NORTH 141°7'27" EAST 25.51 FEET TO THE END OF SAID CURVE; THENCE NORTH 19°31°05" EAST 7.49 FEET; THENCE NORTH 79°15'34" EAST, ALONG THE SOUTHERLY LINE OF LOT 3, WILLAMETTE LANDING, A DISTANCE OF 25.54 FEET TO A POINT AT THE EASTERLY SOUTHEAST CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE EAST LINE OF SAID WILLAMETTE LANDING; THENCE SOUTH 19°31°05" WEST ALONG SAID EAST LINE, A DISTANCE OF 12.72 FEET TO AN ANGLE IN SAID EAST LINE; THENCE SOUTH 70°37°00" EAST ALONG SAID EAST LINE, A DISTANCE OF 33.47 FEET TO AN ANGLE IN SAID EAST LINE; THENCE SOUTH 19°24°59" WEST ALONG SAID EAST LINE, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING.

LOT 2, WILLAMETTE LANDING, IN THE CITY OF SALEM, COUNTY OF MARION AND STATE OF OREGON. SAVE AND EXCEPT THE LAND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SHIPPING STREET, WHICH IS 269.46 FEET NORTH 70°37°00" WEST FROM THE NORTHEAST CORNER OF LOT 1, OF SAID WILLAMETTE LANDING; THENCE NORTH 70°37°00" WEST A DISTANCE OF 18.70 FEET; THENCE SOUTH 79°25°00" WEST A DISTANCE OF 68.61 FEET TO A PROPERTY CORNER BETWEEN SAID LOTS 2 AND 3; THENCE NORTH 10°43'47" WEST, ALONG SAID PROPERTY LINE BETWEEN LOTS 2 AND 3, A DISTANCE OF 20.01 FEET TO AN ANGLE IN SAID LINE; THENCE NORTH 79°15'34" EAST, ALONG THE SOUTHERLY LINE OF SAID LOT 3, A DISTANCE OF 99.35 FEET; THENCE SOUTH 19°31°05" WEST 7.49 FEET TO THE BEGINNING OF A 140.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 25.55 FEET, A CHORD OF WHICH BEARS SOUTH 141°7'27" WEST 25.51 FEET TO THE POINT OF BEGINNING.

PARCEL V: BEGINNING AT THE NORTHEAST CORNER OF BLOCK 25, NORTH SALEM, AND RUNNING THENCE SOUTH 19°25' WEST 108.00 FEET ALONG THE EASTERLY BOUNDARY LINE OF SAID BLOCK 25; THENCE NORTH 70°35' WEST, PARALLEL WITH THE NORTHERLY BOUNDARY LINE OF SAID BLOCK 25, TO THE LOW WATER LINE OF THE WILLAMETTE RIVER; THENCE NORTHERLY, ALONG SAID LOW WATER LINE, TO A POINT ON THE WESTERLY EXTENSION OF THE CENTERLINE OF HOOD STREET; THENCE SOUTH 70°35' EAST, ALONG SAID WESTERLY EXTENSION, TO A POINT ON THE NORTHERLY EXTENSION OF THE WESTERLY BOUNDARY LINE OF THE AFOREMENTIONED BLOCK 25; THENCE SOUTH 19°25' WEST 33.00 FEET, ALONG SAID NORTHERLY EXTENSION, TO THE NORTHWESTERLY CORNER OF SAID BLOCK 25; THENCE SOUTH 70°35' EAST 197.50 FEET, ALONG THE NORTHERLY BOUNDARY LINE OF SAID BLOCK 25, TO THE POINT OF BEGINNING.

RECORD DESCRIPTION CONT.

RECORD DESCRIPTION PER EXHIBIT A OF TITLE REPORT NUMBER 7081-4049908.

ALSO: BEGINNING AT THE NORTHEAST CORNER OF LOT 1, BLOCK 25, NORTH SALEM; THENCE RUNNING WESTERLY ALONG THE NORTHERLY LINES OF LOTS 1 AND 8 A DISTANCE OF 197.50 FEET TO THE NORTHWEST CORNER OF LOT 8; THENCE RUNNING NORTHEASTERLY AND PARALLEL WITH THE EASTERLY LINE OF SAID BLOCK 25 A DISTANCE OF 33.0 FEET; THENCE RUNNING EASTERLY AND PARALLEL WITH THE NORTH LINES OF LOTS 8 AND 1 A DISTANCE OF 197.50 FEET TO THE WESTERLY EDGE OF FRONT STREET, IN THE CITY OF SALEM; THENCE RUNNING SOUTHERLY ALONG THE EDGE OF FRONT STREET A DISTANCE OF 33.0 FEET TO THE PLACE OF BEGINNING, AND BEING THE SOUTHERLY ONE-HALF OF VACATED HOOD STREET. TOGETHER WITH A PERPETUAL NON-EXCLUSIVE EASEMENT FOR ROADWAY AND UTILITY PURPOSES, INCLUDING THE TERMS AND PROVISIONS THEREOF, OVER AND ACROSS AND UNDER THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF FRONT STREET WITH THE CENTERLINE OF VACATED HOOD STREET IN NORTH SALEM ADDITION IN TOWNSHIP 7 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN IN MARION COUNTY, OREGON; THENCE NORTH 19°25' EAST ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID FRONT STREET, 20.00 FEET; THENCE NORTH 70°37' WEST, PARALLEL WITH THE CENTERLINE OF VACATED HOOD STREET, 170.00 FEET; THENCE SOUTH 19°25' WEST PARALLEL WITH THE WESTERLY RIGHT-OF-WAY LINE OF FRONT STREET, 20.00 FEET TO A POINT ON THE CENTERLINE OF VACATED HOOD STREET; THENCE SOUTH 70° 37' EAST ALONG THE CENTERLINE OF VACATED HOOD STREET, 170.00 FEET TO THE POINT OF BEGINNING, AS SET FORTH IN INSTRUMENT RECORDED MARCH 6, 1979, IN REEL 159, PAGE 5, FILM RECORDS FOR MARION COUNTY, OREGON.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.

EXCEPTIONS

THE FOLLOWING ITEMS WERE LISTED IN PRELIMINARY TITLE REPORT 7081-4049908, AND ARE LISTED BY THE SAID REPORT NUMBER(S) HERE, WITH OUR COMMENTS IN BOLD:

- 10. RIGHTS OF THE PUBLIC AND OF GOVERNMENTAL BODIES IN AND TO THAT PORTION OF THE PREMISES HEREIN DESCRIBED LYING BELOW THE MEAN HIGH WATER MARK OF WILLAMETTE RIVER AND THE OWNERSHIP OF THE STATE OF OREGON IN THAT PORTION LYING BELOW THE HIGH WATER MARK OF WILLAMETTE RIVER. MEAN HIGH WATER MARK - SHOWN ON SHEETS 4 AND 5
11. ANY ADVERSE CLAIM BASED UPON THE ASSERTION THAT SOME PORTION OF SAID LAND HAS BEEN REMOVED FROM OR BROUGHT WITHIN THE BOUNDARIES THEREOF BY AN AVULSIVE MOVEMENT OF THE WILLAMETTE RIVER OR HAS BEEN FORMED BY THE PROCESS OF ACCRETION OR RELICTION OR HAS BEEN CREATED BY ARTIFICIAL MEANS OR HAS ACCRETTED TO SUCH PORTION SO CREATED.
12. ANY EASEMENTS OR RIGHTS OF WAY FOR EXISTING UTILITIES OR OTHER RIGHTS OF WAY OVER THOSE PORTIONS OF SAID LAND LYING WITHIN THE PUBLIC RIGHT OF WAY VACATED BY ORDINANCE NO. 1578, INCLUDING TERMS AND PROVISIONS THEREOF. RECORDED: APRIL 7, 1919 THE CITY OF SALEM RESERVES THE RIGHT TO BUILD A SEWER LINE IN THE VACATED ALLEYS OF BLOCK 25 AND 26, AND IN VACATED HOOD STREET IN THE TOWN PLAT OF NORTH SALEM LYING WEST OF THE WEST RIGHT-OF-WAY OF FRONT STREET. AFFECTS PARCELS 4 AND 5. HOWEVER ORDINANCE NUMBER 2554 LOOKS TO FURTHER VACATE ANY REMAINING RIGHTS TO THE CITY OF SALEM WITHIN BLOCK 25 AND 26 ALLEYS IN THE TOWN PLAT OF NORTH SALEM. - SHOWN ON SHEET 2
13. EASEMENT AND CONDITIONS CONTAINED THEREIN AS RESERVED BY: ORDINANCE NO. 3632 RECORDED INFORMATION: AUGUST 02, 1944 AS VOLUME 306, PAGE 407, FILM RECORDS THE VACATION OF WATER STREET BETWEEN THE SOUTH LINE OF GAINES STREET AND THE SOUTH LINE OF NORWAY STREET SHALL NOT AFFECT OR INFRINGE UPON RIGHTS-OF-WAY AND EASEMENT HELD BY PRIVATE OR PUBLIC UTILITIES. THE CITY OF SALEM RESERVES THE RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES THE SAME AS IT HAD BEFORE SAID VACATION. AFFECTS PARCELS 1, 2, 4 AND 5 - SHOWN ON SHEET 2
14. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: MARCH 05, 1979 AS REEL 159, PAGE 5, FILM RECORDS FOR: ROADWAY AND UTILITY PURPOSES A 20.00 FOOT WIDE NONEXCLUSIVE ROADWAY AND UTILITY EASEMENT TO THE BENEFIT OF THE CHEMOKETA INDUSTRIES CORPORATION. EASEMENT SOUTH LINE BEGINS AT THE INTERSECTION OF PARCEL 5'S NORTH LINE, ALSO BEING THE SOUTH LINE OF PARCEL 4, AND THE WEST RIGHT-OF-WAY OF FRONT STREET AND CONTINUES ALONG THE NORTH LINE OF PARCEL 5 FOR 170.00 FEET. AFFECTS PARCEL 4 - SHOWN ON SHEET 2
15. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: MARCH 05, 1979 AS REEL 159, PAGE 1, FILM RECORDS FOR: ROADWAY AND UTILITY PURPOSES A 20.00 FOOT WIDE NONEXCLUSIVE ROADWAY AND UTILITY EASEMENT TO THE BENEFIT OF CONTINENTAL ENTERPRISES, INCORPORATED. EASEMENT NORTH LINE BEGINS AT THE INTERSECTION OF PARCEL 5'S NORTH LINE, ALSO BEING THE SOUTH LINE OF PARCEL 4, AND THE WEST RIGHT-OF-WAY OF FRONT STREET AND CONTINUES ALONG THE NORTH LINE OF PARCEL 5 FOR 170.00 FEET. AFFECTS PARCEL 5 - SHOWN ON SHEET 2
16. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: APRIL 11, 1979 AS REEL 163, PAGE 886, FILM RECORDS FOR: SCENIC EASEMENT A 15.00 FOOT NONEXCLUSIVE EASEMENT TO PRESERVE SCENIC VIEWS OF THE WILLAMETTE RIVER BENEFITING THE CITY OF SALEM. THE EASEMENT IS THE NORTHERLY 15.00 FEET OF PARCEL 5. THERE ARE ADDITIONAL RESTRICTIONS REGARDING WHAT CAN BE BUILT ATOP THIS EASEMENT CONTAINED WITHIN THE DOCUMENT. AFFECTS PARCELS 5 - SHOWN ON SHEET 2
17. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: JANUARY 28, 1981 AS REEL 239, PAGE 1534, FILM RECORDS IN FAVOR OF: PORTLAND GENERAL ELECTRIC COMPANY FOR: ELECTRIC POWER LINE AND APPURTENANCES A 5.00 FOOT ELECTRIC POWERLINE EASEMENT BENEFITING PORTLAND GENERAL ELECTRIC. AFFECTS PARCEL 2 - SHOWN ON SHEET 2
18. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: JULY 09, 1992 AS REEL 967, PAGE 341, FILM RECORDS FOR: SANITARY SEWER LINE A 5.00 FOOT SEWER EASEMENT BENEFITING TRUITT BROS. INC. AFFECTS PARCEL 5 - SHOWN ON SHEET 2
19. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: NOVEMBER 07, 1913 AS VOLUME 131, PAGE 15, FILM RECORDS IN FAVOR OF: OREGON ELECTRIC RAILWAY COMPANY FOR: MAINTENANCE OF SLOPES SLOPE MAINTENANCE EASEMENT BENEFITING OREGON ELECTRIC RAILROAD. AFFECTS PARCELS 1 AND 3 - SHOWN ON SHEET 2
20. REVOCABLE PERMIT, INCLUDING TERMS AND PROVISIONS THEREOF. RECORDED: MAY 21, 1975 AS REEL 15, PAGE 789, FILM RECORDS A REVOCABLE PERMIT THAT BENEFITS TRUITT BROTHERS INC. AND ALLOWS FOR A CONVEYOR BRIDGE OVER FRONT STREET. PERMIT HAS SEVERAL RESTRICTIONS. SEE DOCUMENT FOR SPECIFICS. AFFECTS PARCEL 1 - SHOWN ON SHEET 2
21. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDED INFORMATION: JANUARY 27, 2000 AS REEL 1666, PAGE 210, FILM RECORDS IN FAVOR OF: CITY OF SALEM, A MUNICIPAL CORPORATION FOR: PUBLIC BIKEWAY, PEDESTRIAN PATHS, AND PUBLIC RECREATION EASEMENT FOR PUBLIC RECREATION. EASEMENT IS PLACED PER RECORD DESCRIPTION, WHICH REFERENCES ORDINARY HIGH WATER MARK DEFINED IN 2000. EASEMENT PLACED IN THIS POSITION, THOUGH THE CURRENT ORDINARY HIGH WATER MARK IS NOW DIFFERENT. AFFECTS PARCELS 1, 2, AND 5 - SHOWN ON SHEET 2

EXCEPTIONS CONT.

THE FOLLOWING ITEMS WERE LISTED IN PRELIMINARY TITLE REPORT 7081-4049908, AND ARE LISTED BY THE SAID REPORT NUMBER(S) HERE, WITH OUR COMMENTS IN BOLD:

- 22. PIPELINE EASEMENT (STORM DRAIN ONLY), INCLUDING TERMS AND PROVISIONS THEREOF. RECORDED: AUGUST 01, 2001 AS REEL 1817, PAGE 163, FILM RECORDS STORM DRAIN PIPELINE EASEMENT. FOR THE BENEFIT OF THE CITY OF SALEM. AFFECTS PARCELS 1 AND 2 - SHOWN ON SHEET 2
24. NOTES, EASEMENTS, COVENANTS AND RESTRICTIONS AS DEPICTED ON THE FACE OF THE PLATS. SEE THE PLAT OF "WILLAMETTE LANDING" FOR DETAILS REGARDING EASEMENTS, SETBACK LINES, AND OTHER NOTED REQUIREMENTS - SHOWN ON SHEET 2

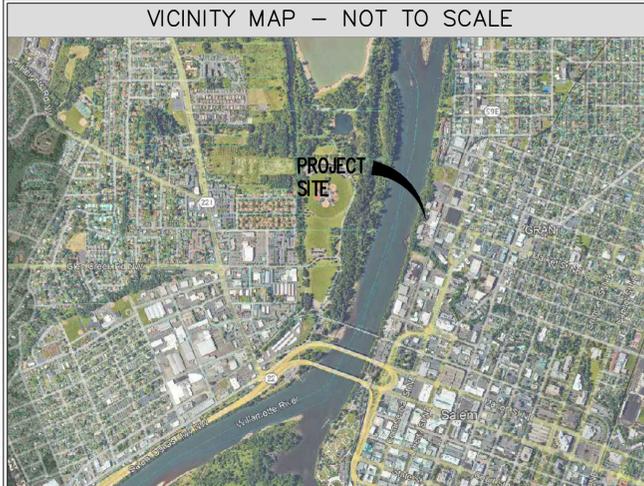
TABLE A ITEMS

- 1. MONUMENTS HAVE BEEN PLACED AT ALL MAJOR CORNERS OF THE BOUNDARY OF THE PROPERTY, UNLESS ALREADY MARKED OR REFERENCED BY EXISTING MONUMENTS OR WITNESSES IN CLOSE PROXIMITY TO THE CORNER. SEE SHEET 2 - BOUNDARY MAP.
2. ADDRESS(ES) OF THE SURVEYED PROPERTY ARE AS SHOWN ON SHEET 4 AND 5 - EXISTING CONDITIONS PLAN.
3. FLOODWAY IS SHOWN BY GRAPHICAL OVERLAY OF FEMA FIRMETTE MAP 41047C0333H WITH AN EFFECTIVE DATE OF JANUARY 2, 2003. ZONE AE IS SHOWN BY MAPPING THE BASE FLOOD ELEVATION (BFE) OF 141.0 (NGVD 29). BFE IS PER FLOOD INSURANCE STUDY FOR THE WILLAMETTE RIVER, MARION COUNTY, WITH EFFECTIVE DATE OF OCTOBER 10, 2019.
4. GROSS LAND AREA IS 13.63± ACRES.
6A. ZONING REPORT WAS NOT PROVIDED BY THE CLIENT. THE SUBJECT PROPERTY IS ZONED MIXED USE - RIVERFRONT (MU-R), CITY OF SALEM MUNICIPAL CODE, TITLE X - UNIFIED DEVELOPMENT CODE, CHAPTER 536.015; DEVELOPMENT STANDARDS ARE AS FOLLOWS: MINIMUM STREET FRONTAGE: 16 FEET MINIMUM SETBACKS: ACCESSORY STRUCTURES 10 FEET MAXIMUM BUILDING HEIGHT: 70 FEET MINIMUM BUILDING HEIGHT: 20 FEET
6B. BUILDING SETBACK REQUIREMENTS ARE GRAPHICALLY DEPICTED ON SHEET 2 - BOUNDARY MAP.
7A. EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL ARE AS SHOWN ON SHEET 3 - BUILDING PLAN
7B. SQUARE FOOTAGE OF BUILDINGS AT GROUND LEVEL IS AS SHOWN ON SHEET 3 - BUILDING PLAN
7C. MEASURED HEIGHT OF ALL BUILDINGS ABOVE GRADE IS AS SHOWN ON SHEET 3 - BUILDING PLAN
8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK ARE AS SHOWN ON SHEET 4 AND 5 - EXISTING CONDITIONS PLAN.
9. THE SUBJECT PROPERTY CONTAINS 58 PARKING SPACES, OF WHICH THERE ARE 58 STANDARD PARKING SPACES AND 0 ACCESSIBLE PARKING SPACES.
10. NO DIVISION OR PARTITION WALLS WERE OBSERVED FOR THIS SURVEY.
11. UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PER UTILITY LOCATE TICKET NUMBER 23007190, 23007220, 23007221, 23007271, 23008701, 23008714, 23008722, 23008733, 23009893, 23009901, AND 23009993. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
13. NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS ARE AS SHOWN ON SHEET 3 AND 4 - EXISTING CONDITIONS PLAN.
14. SUBJECT PROPERTY IS ADJOINING THE INTERSECTIONS OF FRONT STREET AND MARKET STREET, FRONT STREET AND GAINES STREET, FRONT STREET AND HOOD STREET, AND FRONT STREET AND SHIPPING STREET. DIMENSIONS FROM BUILDINGS TO NEAREST RIGHT-OF-WAY BOUNDARY ARE SHOWN ON SHEET 3 - BUILDING PLAN
16. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. AKS IS NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
18. PLOTTABLE OFFSITE (I.E., APPURTENANT) EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR AS A PART OF THIS SURVEY ARE AS SHOWN ON SHEET 2 - BOUNDARY MAP.
19. AKS CARRIES PROFESSIONAL LIABILITY INSURANCE IN THE AMOUNT OF \$2,000,000.00.

MISCELLANEOUS NOTES

- 1. AS OF 4/14/2023 THE SUBJECT PROPERTY IS UNDERGOING A LAND USE APPLICATION. LOT SETBACK REQUIREMENTS ARE SUBJECT TO CHANGE.

VICINITY MAP - NOT TO SCALE



PROJECT OSPREY SALEM, OREGON

LOCATED IN THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 7 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON

SHEET INDEX

- SHEET 1 - COVER SHEET
SHEET 2 - BOUNDARY MAP
SHEET 3 - BUILDING PLAN
SHEET 4 - EXISTING CONDITIONS PLAN
SHEET 5 - EXISTING CONDITIONS PLAN (CONT.)
SHEET 6 - AERIAL MAP
SHEET 7 - AERIAL MAP (CONT.)

HORIZONTAL DATUM

THE HORIZONTAL DATUM IS BASED ON A LOCAL DATUM PLANE DERIVED FROM STATE PLANE OREGON NORTH 3601 NAD83(2011) EPOCH 2010.00 BY MULTIPLYING A PROJECT MEAN GROUND COMBINED SCALE FACTOR OF 1.0001017696 AT A CENTRAL PROJECT POINT WITH INTERNATIONAL FEET STATE PLANE GRID COORDINATES OF N:479251.50515 E:7545303.43662 AND A MERIDIAN CONVERGENCE ANGLE OF -147°59". STATE PLANE COORDINATES WERE DERIVED FROM GPS OBSERVATIONS USING THE TRIMBLE VRS NOW NETWORK. DISTANCES SHOWN ARE INTERNATIONAL FOOT GROUND VALUES.

LEGEND OF SYMBOLS & ABBREVIATIONS

Table with 2 columns: Symbol and Description. Includes symbols for fire hydrant, water blowoff, water meter, water valve, sanitary sewer clean out, etc.

ALTA/NSPS LAND TITLE SURVEY

for TRENT MICHLES 15017 THOMAS ROAD CHARLOTTE, NC 28278

BASED UPON TITLE REPORT NUMBER 7081-4049908 OF FIRST AMERICAN TITLE INSURANCE COMPANY BEARING AN EFFECTIVE DATE OF APRIL 21, 2023

SURVEYORS CERTIFICATE:

TO: TRENT MICHELS, AND/OR THEIR ASSIGNS, AND FIRST AMERICAN TITLE INSURANCE COMPANY AND ITS SUCCESSORS AND ASSIGNS.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a)(b), 7(a)(b)(c), 8, 9, 10, 11, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 25, 2023.

DATE OF MAP: 5/18/2023

BENJAMIN R HUFF REGISTERED PROFESSIONAL LAND SURVEYOR OREGON LS 84738 12065 SW HERMAN ROAD, SUITE 100 TUALATIN, OR 97062 PHONE: (503) 563-6151



AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

ALTA/NSPS LAND TITLE SURVEY OREGON SALEM MARION COUNTY TAX MAP 07 3W 22AB AND 07 3W 22AC TAX LOTS 300, 600, AND 900

COVER SHEET

DESIGNED BY: -- DRAWN BY: NJS MANAGED BY: RB CHECKED BY: BRH DATE: 5/18/2023

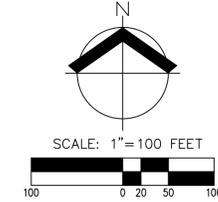
REGISTERED PROFESSIONAL LAND SURVEYOR

BENJAMIN R HUFF OREGON MARCH 14, 2017 BENJAMIN R HUFF 84738PLS RENEWS: 6/30/25

REVISIONS

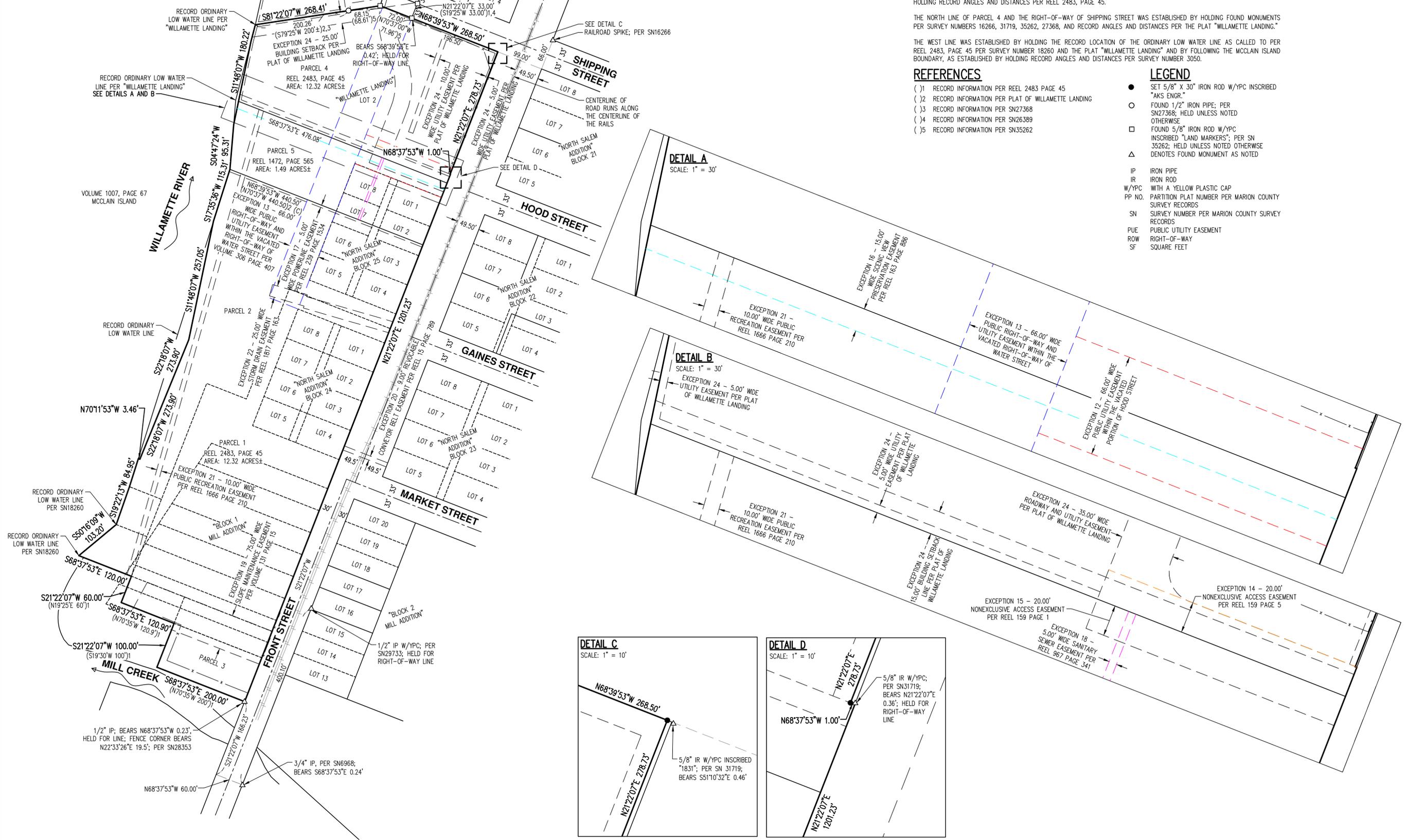
JOB NUMBER 5968-01

SHEET 1



SCALE: 1"=100 FEET

AKS DRAWING FILE: 5968-01 ALTA BOUNDARY SHEETDINGS | LAYOUT: 2



**NARRATIVE**

THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE OUTER BOUNDARY OF THE PROPERTY DESCRIBED IN REEL 2483, PAGE 45.

FRONT AVENUE WAS ESTABLISHED BY HOLDING MONUMENTS PER SURVEY NUMBERS 29733 AND 31719, MARION COUNTY SURVEY RECORDS, AND THE CENTERLINE OF THE EXISTING RAILROAD TRACKS. RECORD WIDTHS WERE HELD PER THE PLATS "MILL ADDITION" AND "NORTH SALEM ADDITION."

THE SOUTHERLY LINE OF PARCEL 3 WAS ESTABLISHED BY HOLDING THE FOUND IRON PIPE AT THE SOUTHEAST CORNER, AND BY HOLDING RECORD ANGLES AND DISTANCES PER REEL 2483, PAGE 45.

THE NORTH LINE OF PARCEL 4 AND THE RIGHT-OF-WAY OF SHIPPING STREET WAS ESTABLISHED BY HOLDING FOUND MONUMENTS PER SURVEY NUMBERS 16266, 31719, 35262, 27368, AND RECORD ANGLES AND DISTANCES PER THE PLAT "WILLAMETTE LANDING."

THE WEST LINE WAS ESTABLISHED BY HOLDING THE RECORD LOCATION OF THE ORDINARY LOW WATER LINE AS CALLED TO PER REEL 2483, PAGE 45 PER SURVEY NUMBER 18260 AND THE PLAT "WILLAMETTE LANDING" AND BY FOLLOWING THE MCCLAIN ISLAND BOUNDARY, AS ESTABLISHED BY HOLDING RECORD ANGLES AND DISTANCES PER SURVEY NUMBER 3050.

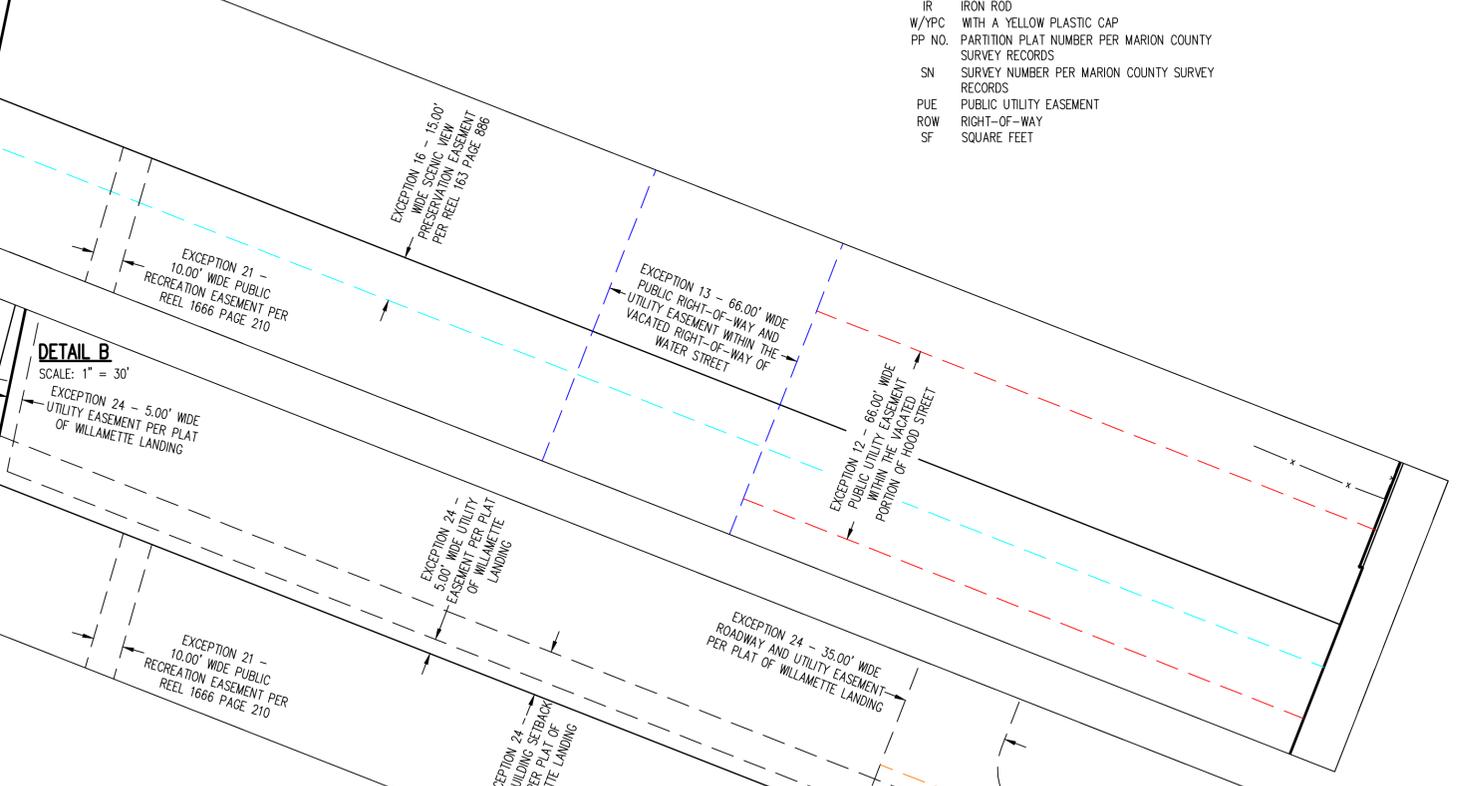
**REFERENCES**

- ( ) 1 RECORD INFORMATION PER REEL 2483 PAGE 45
- ( ) 2 RECORD INFORMATION PER PLAT OF WILLAMETTE LANDING
- ( ) 3 RECORD INFORMATION PER SN27368
- ( ) 4 RECORD INFORMATION PER SN26389
- ( ) 5 RECORD INFORMATION PER SN35262

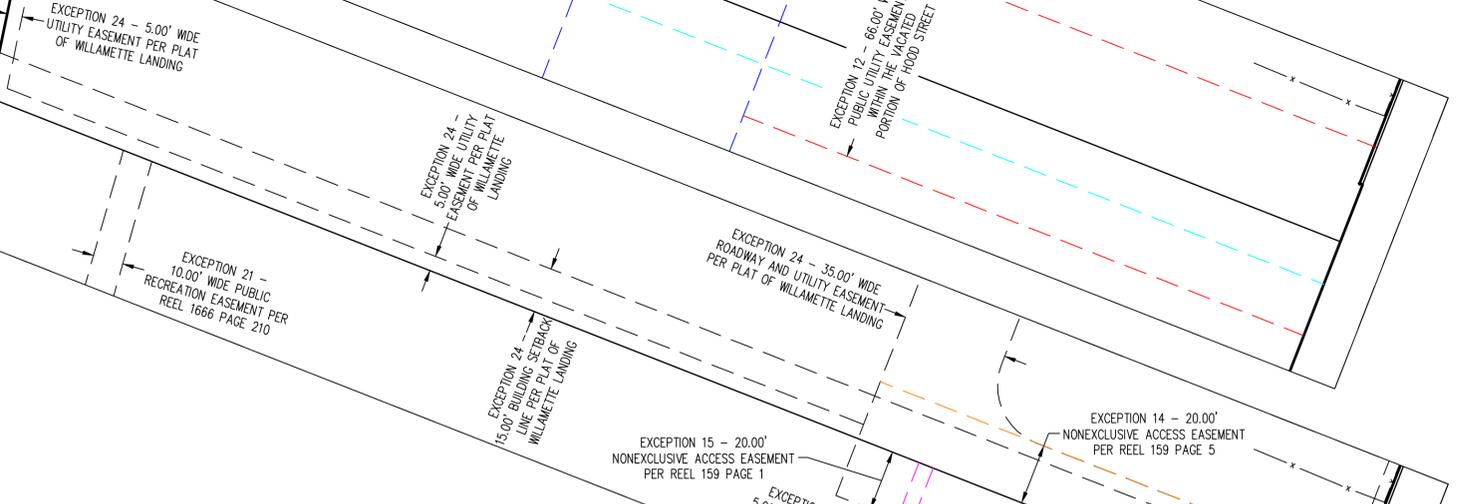
**LEGEND**

- SET 5/8" X 30" IRON ROD W/YPC INSCRIBED "AKS ENGR."
- FOUND 1/2" IRON PIPE; PER SN27368; HELD UNLESS NOTED OTHERWISE
- FOUND 5/8" IRON ROD W/YPC INSCRIBED "LAND MARKERS"; PER SN 35262; HELD UNLESS NOTED OTHERWISE
- △ DENOTES FOUND MONUMENT AS NOTED
- IP IRON PIPE
- IR IRON ROD
- W/YPC WITH A YELLOW PLASTIC CAP
- PP NO. PARTITION PLAT NUMBER PER MARION COUNTY SURVEY RECORDS
- SN SURVEY NUMBER PER MARION COUNTY SURVEY RECORDS
- PUE PUBLIC UTILITY EASEMENT
- ROW RIGHT-OF-WAY
- SF SQUARE FEET

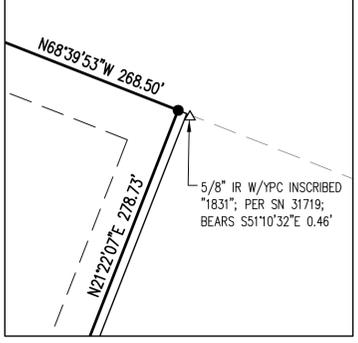
**DETAIL A**  
SCALE: 1" = 30'



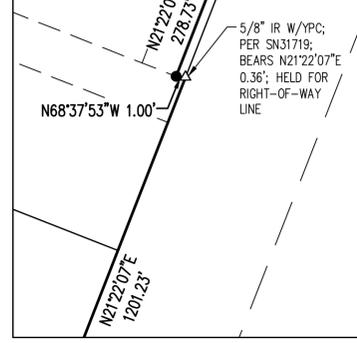
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SCALE: 1" = 30'



**DETAIL C**  
SCALE: 1" = 10'



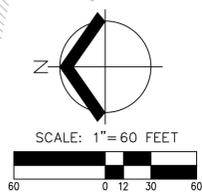
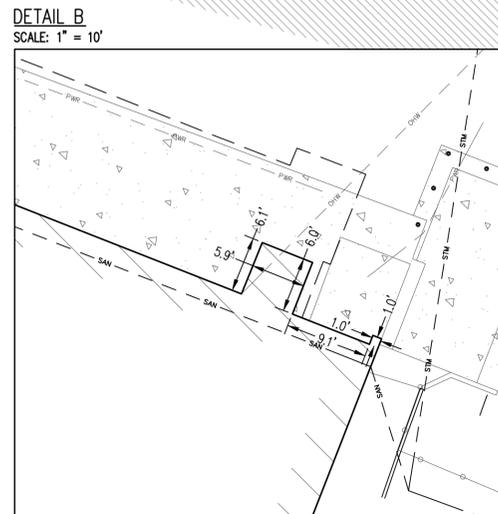
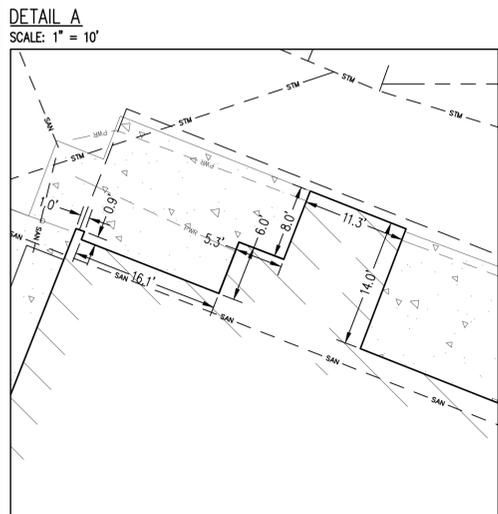
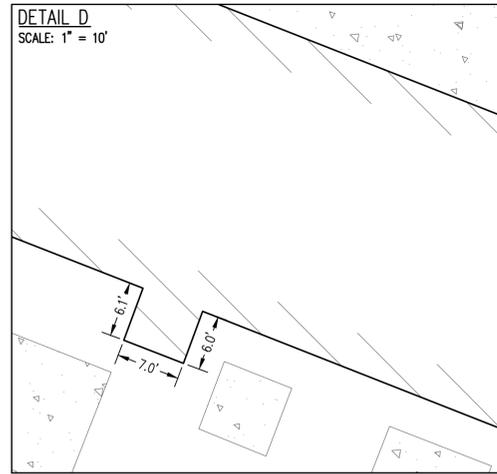
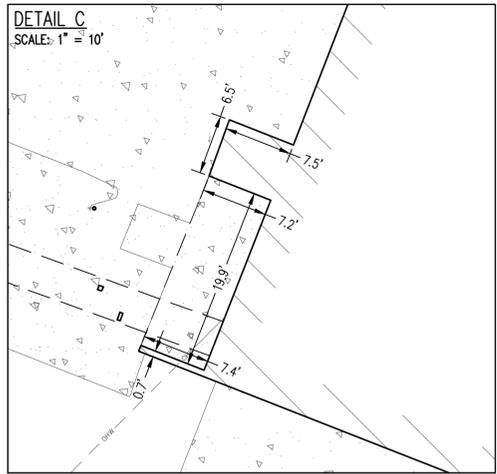
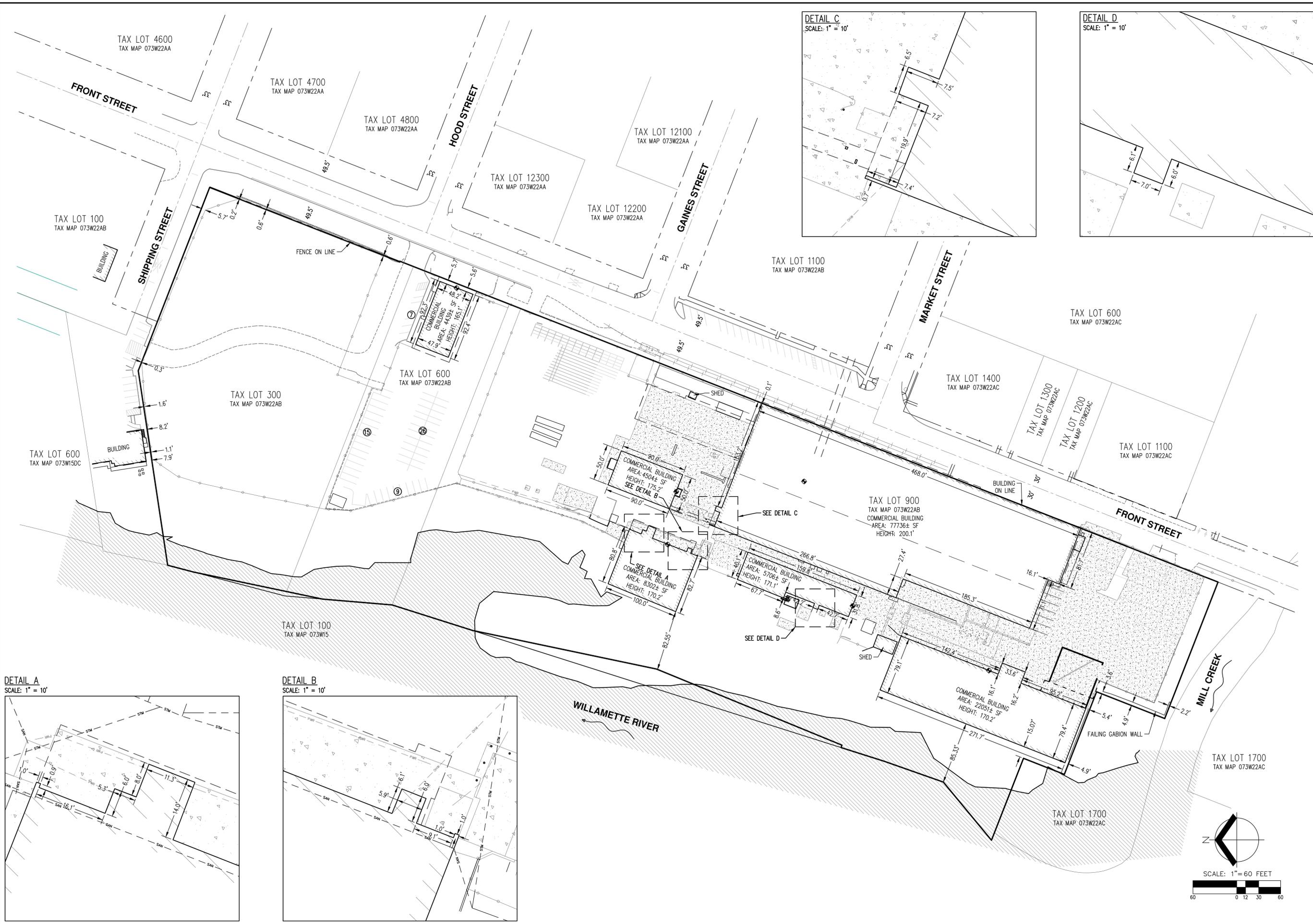
**DETAIL D**  
SCALE: 1" = 10'



DESIGNED BY: ---  
DRAWN BY: NJS  
MANAGED BY: RB  
CHECKED BY: BRH  
DATE: 5/18/2023  
REGISTERED PROFESSIONAL LAND SURVEYOR  
Benjamin R Huff  
OREGON  
MARCH 14, 2017  
BENJAMIN R HUFF  
84738PLS  
RENEWS: 6/30/25  
REVISIONS

JOB NUMBER  
**5968-01**  
SHEET  
**2**

AKS DRAWING FILE: 5968-01 ALTA BUILDINGS SHEETING LAYOUT: 3



**AKS**  
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12065 SW HERMAN RD, STE 100  
TUALATIN, OR 97062  
503.563.6151  
WWW.AKS-ENG.COM

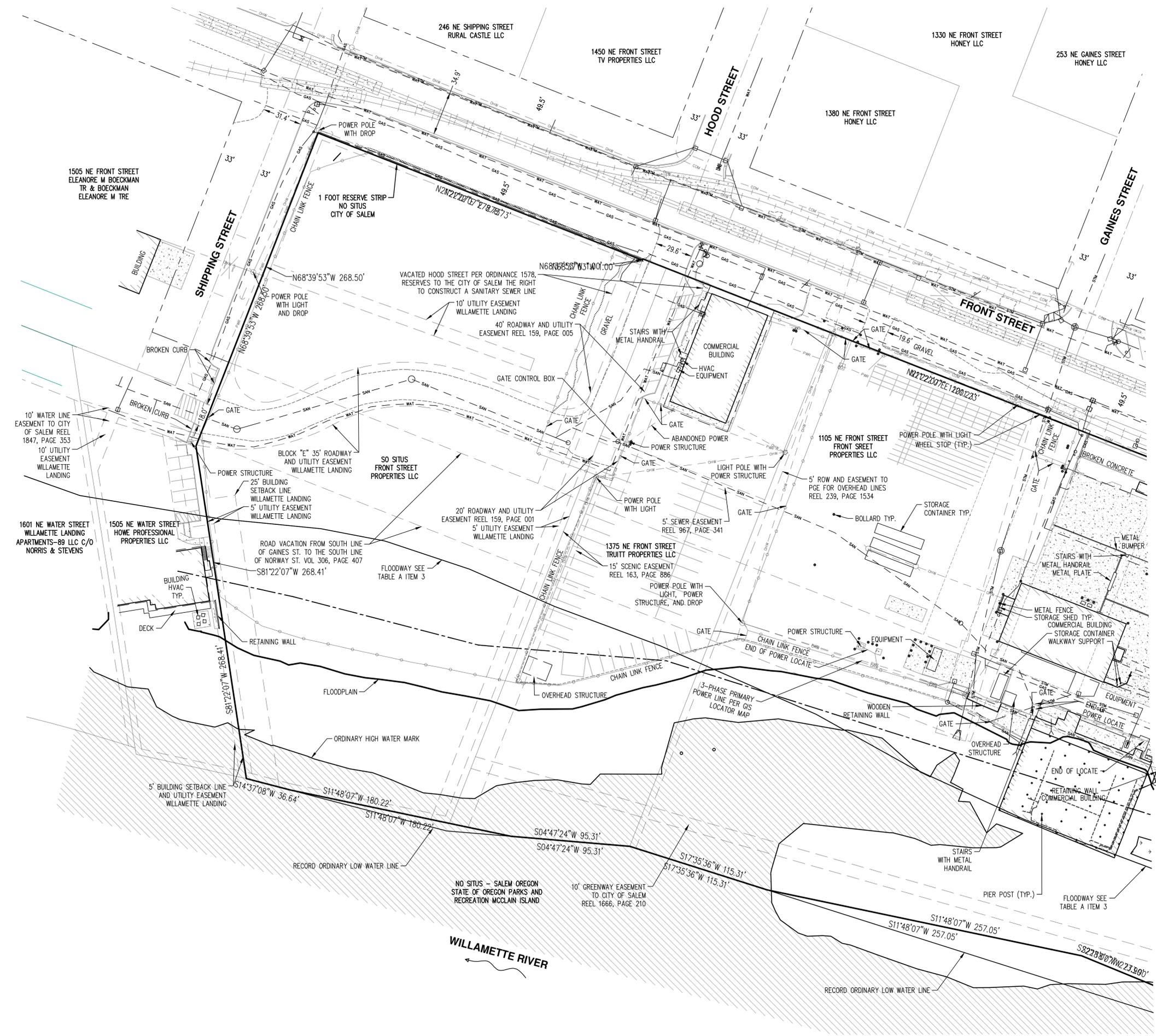
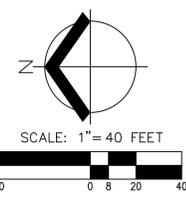
**ALTA/NSPS  
LAND TITLE SURVEY**  
**OREGON**  
**SALEM**  
TAX LOTS 300, 600, AND 900  
MARION COUNTY TAX MAP 07 3W 22AB

**BUILDING PLAN**

DESIGNED BY: ---  
DRAWN BY: NJS  
MANAGED BY: RB  
CHECKED BY: BRH  
DATE: 5/18/2023  
REGISTERED PROFESSIONAL LAND SURVEYOR  
*Benjamin R Huff*  
OREGON  
MARCH 14, 2017  
BENJAMIN R HUFF  
84738PLS  
RENEWS: 6/30/25

REVISIONS  
JOB NUMBER  
**5968-01**  
SHEET  
**3**

AKS DRAWING FILE: 5968-01 ALTA\_EKCOND.DWG | LAYOUT: 4



CONTINUES ON SHEET 5

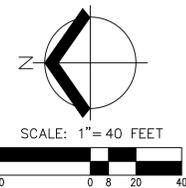
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12065 SW HERMAN RD., STE 100  
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**ALTA/NSPS**  
**LAND TITLE SURVEY**  
**SALEM OREGON**  
TAX LOTS 300, 600, AND 900  
MARION COUNTY TAX MAP 07 3W 22AB

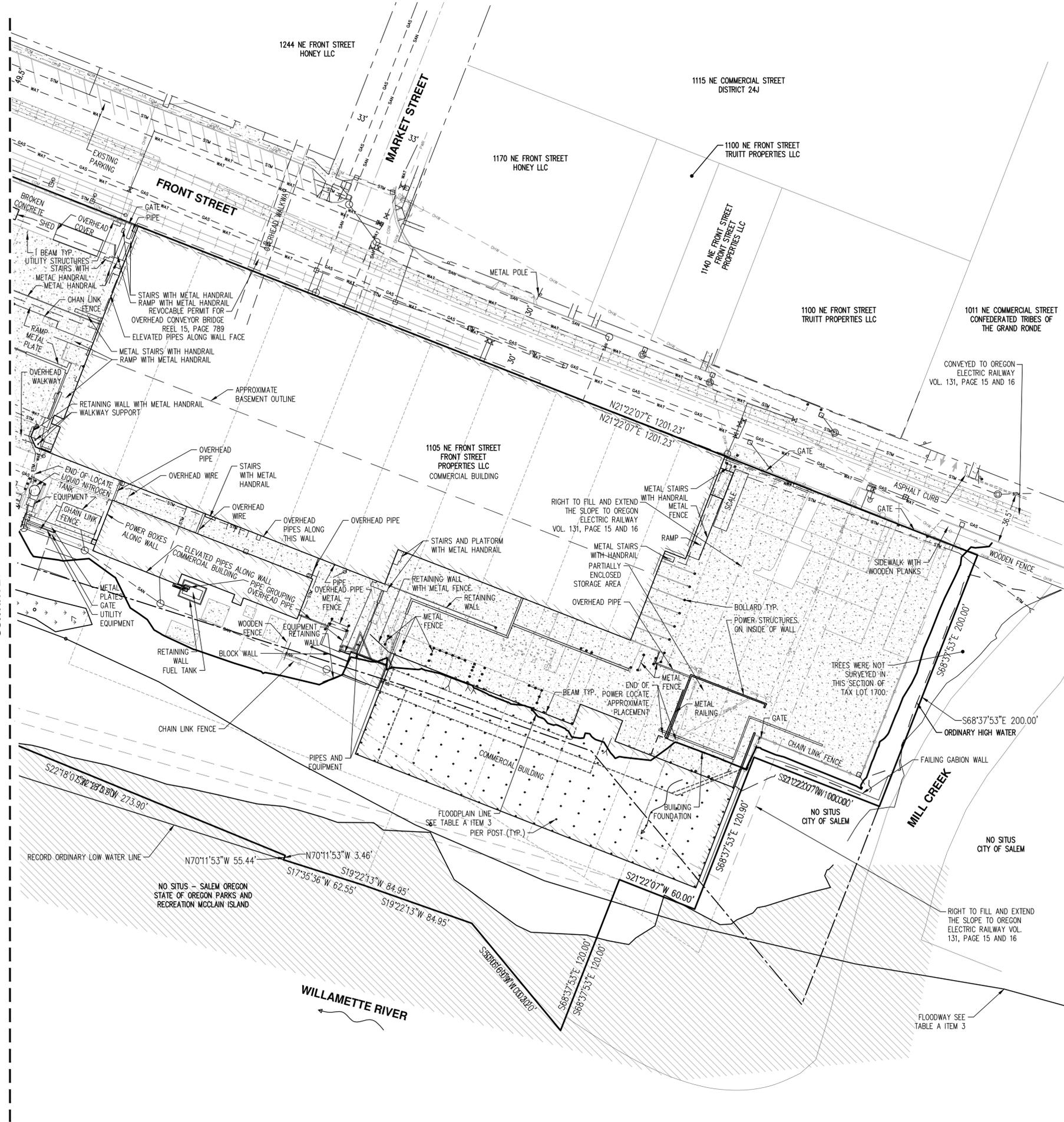
**EXISTING CONDITIONS**  
**PLAN**

DESIGNED BY: ---  
DRAWN BY: NJS  
MANAGED BY: RB  
CHECKED BY: BRH  
DATE: 5/18/2023  
REGISTERED PROFESSIONAL LAND SURVEYOR  
*Benjamin R Huff*  
OREGON  
MARCH 14, 2017  
BENJAMIN R HUFF  
84738PLS  
RENEWS: 6/30/25

REVISIONS  
JOB NUMBER  
5968-01  
SHEET  
**4**



CONTINUES ON SHEET 4



**EXISTING CONDITIONS**  
**PLAN**

|              |           |
|--------------|-----------|
| DESIGNED BY: | ---       |
| DRAWN BY:    | NJS       |
| MANAGED BY:  | RB        |
| CHECKED BY:  | BRH       |
| DATE:        | 5/18/2023 |

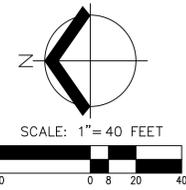
REGISTERED PROFESSIONAL LAND SURVEYOR  
*Benjamin R Huff*  
OREGON  
MARCH 14, 2017  
BENJAMIN R HUFF  
84738PLS  
RENEWS: 6/30/25

|           |
|-----------|
| REVISIONS |
|           |
|           |
|           |

JOB NUMBER  
**5968-01**

SHEET  
**5**

AKS DRAWING FILE: 5968-01 ALTA\_EXCOND.DWG | LAYOUT: 6



1505 NE FRONT STREET  
ELEANORE M BOECKMAN  
TR & BOECKMAN  
ELEANORE M TRE

246 NE SHIPPING STREET  
RURAL CASTLE LLC

1450 NE FRONT STREET  
TV PROPERTIES LLC

1330 NE FRONT STREET  
HONEY LLC

253 NE GAINES STREET  
HONEY LLC

1380 NE FRONT STREET  
HONEY LLC

1 FOOT RESERVE STRIP  
NO SITUS  
CITY OF SALEM

N68°37'53"W 1.00'

FRONT STREET

1105 NE FRONT STREET  
FRONT SREET  
PROPERTIES LLC

SO SITUS  
FRONT STREET  
PROPERTIES LLC

1375 NE FRONT STREET  
TRUITT PROPERTIES LLC

1601 NE WATER STREET  
WILLAMETTE LANDING  
APARTMENTS-89 LLC C/O  
NORRIS & STEVENS

1505 NE WATER STREET  
HOME PROFESSIONAL  
PROPERTIES LLC

NO SITUS - SALEM OREGON  
STATE OF OREGON PARKS AND  
RECREATION MCCLAIN ISLAND

WILLAMETTE RIVER

CONTINUES ON SHEET 7

**AKS**  
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 12065 SW HERMAN RD, STE 100  
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**ALTA/NSPS  
 LAND TITLE SURVEY**  
**OREGON**  
**SALEM**  
 MARION COUNTY TAX MAP 07 3W 22AB  
 TAX LOTS 300, 600, AND 900

**EXISTING CONDITIONS  
 PLAN**

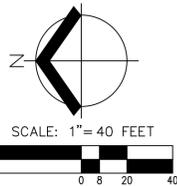
DESIGNED BY: ---  
 DRAWN BY: NJS  
 MANAGED BY: RB  
 CHECKED BY: BRH  
 DATE: 5/18/2023

REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR  
*Benjamin R Huff*  
 OREGON  
 MARCH 14, 2017  
 BENJAMIN R HUFF  
 84738PLS  
 RENEWS: 6/30/25

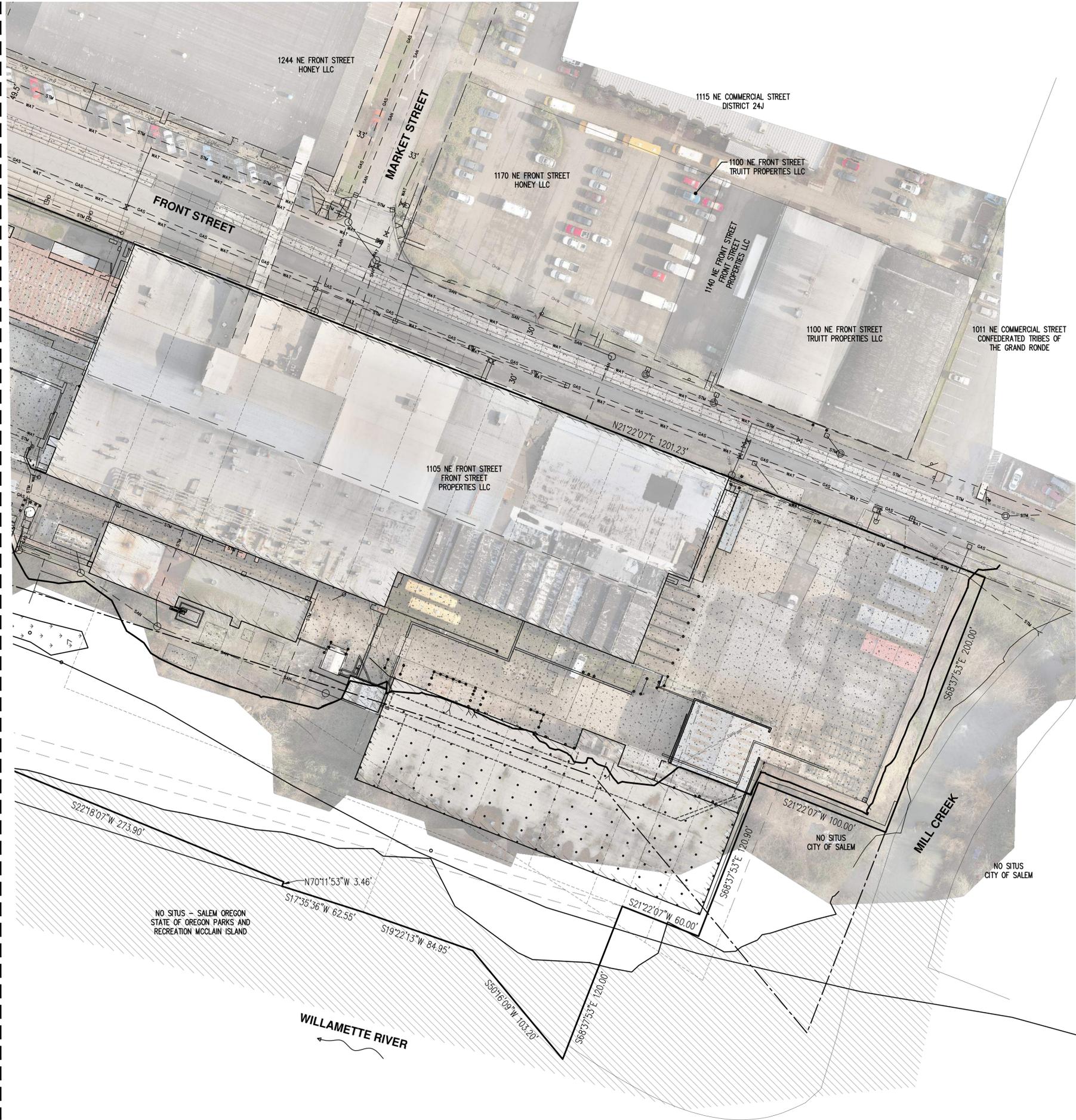
REVISIONS

JOB NUMBER  
**5968-01**

SHEET  
**6**



CONTINUES ON SHEET 6



AKS ENGINEERING & FORESTRY, LLC  
12065 SW HERMAN RD, STE 100  
TUALATIN, OR 97062  
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**ALTA/NSPS  
LAND TITLE SURVEY**  
**OREGON**  
**SALEM**  
TAX LOTS 300, 600, AND 900  
MARION COUNTY TAX MAP 07 3W 22AB

**EXISTING CONDITIONS  
PLAN**

DESIGNED BY: --  
DRAWN BY: NJS  
MANAGED BY: RB  
CHECKED BY: BRH  
DATE: 5/18/2023

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Benjamin R Huff*  
OREGON  
MARCH 14, 2017  
BENJAMIN R HUFF  
84738PLS  
RENEWS: 6/30/25

REVISIONS

JOB NUMBER  
5968-01

SHEET  
**7**

**Attachment F:** Volume 148-504 Describing Land West of the North Salem Plat





Recorded February 27, 1919 at 8:50 o'clock A.M.  
Mildred R. Brooks, Recorder by HS Deputy.

VOL. 148 PAGE 504

THIS INDENTURE WITNESSETH: That the BELLE PASSI CEMETERY ASSOCIATION, of Woodburn, by its President, T. F. Hayes, and Clerk, E. P. Morcom, for the consideration of the sum of Twenty & 00/100 Dollars, to it paid, has bargained, sold and quit-claimed, and by these presents do bargain, sell and quit-claim unto Mary E. Long for burial purposes, the following described premises in the County of Marion, State of Oregon, to-wit:

The N. 1/2 of Lot 10, Block 6 of Belle Passi Cemetery.

TO HAVE AND TO HOLD the said premises with their appurtenances hereunto belonging or in any wise appertaining unto the said Mary E. Long her heirs and assigns forever, for burial purposes, subject to the By-Laws, Assessments, Rules and Regulations of The Belle Passi Cemetery Association, of Woodburn. No subsequent sale or conveyance of this lot shall be voted unless approved by a two-thirds vote of the Directors at a regular meeting of the Board.

IN WITNESS WHEREOF, The Belle Passi Cemetery Association, of Woodburn, has caused these presents to be executed in its corporate name by its President and its Clerk this 20th day of Feby. A.D. 1919.

Done in Presence of:

J. Geo. Crosby

N. A. Hoffard

STATE OF OREGON, }  
County of Marion, } SS.

T. F. Hayes, President



E. P. Morcom, Clerk,



On this 20th day of Feby. 1919, before me, appeared T. F. Hayes to me personally known, who being duly sworn (or affirmed) did say that he is the President of the Belle Passi Cemetery Association, of Woodburn, and also appeared E. P. Morcom to me personally known, who being duly sworn (or affirmed) that he is the Clerk of the Belle Passi Cemetery Association, of Woodburn, who each signed and sealed the foregoing instrument in behalf of said Corporation by authority of its Board of Directors, and each acknowledged that he signed the said instrument as the free act and deed of said Corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this my certificate written.

N. A. Hoffard

Notary Public for Oregon

My Commission expires Nov. 8, 1920.



Recorded February 27, 1919 at 9:00 o'clock A.M.  
Mildred R. Brooks, Recorder by HS Deputy.

*Vol 148 Page 504*

THIS INDENTURE WITNESSETH, That We, J. H. Gallagher and Belle Kellogg Gallagher, his wife for the consideration of the sum of Ten Dollars, to them paid, have bargained and sold and by these presents do bargain, sell and convey unto Oregon Gravel Company, an Oregon corporation the following described premises, to-wit:

Blocks Twenty-five (25) and Twenty-six (26) as shown by the recorded plat of North Salem,

Describes all land west of North Salem to the ordinary low water line

description of McClain Island

Marion County, Oregon, Also the following described tract of land, to-wit: Commencing at the Northwest corner of Block No. 28 as shown by the recorded plat of North Salem in Marion County, Oregon, and running thence Southwesterly following the west line of said recorded plat of North Salem to the Southwest corner of Block 24 of the aforesaid Townplat of North Salem; Thence West to the low water mark of the Willamette River; Thence Northerly following the meanderings of the low water mark of said river to a point due West of the Northwest corner of J. B. McClane and wife's D.L.C. No. 43; thence Easterly to the place of beginning. The foregoing description is intended to include all that piece and parcel of land known as McClane's Island in the Willamette River West of the aforesaid D.L.C. of J. B. McClane and wife, and also all derelictions, accretions, accessions, and alluvium to the tract of land last above described, by reason of change in the bed of said Willamette River.

Also the following described tract of land, to-wit: Fractional Block No. 18 as shown by the recorded plat of Riverside Addition to Salem, in Marion County, State of Oregon.

Also the following described tract of land, to-wit: Beginning at a point 2.00 chains West of the Southwest corner of Samuel Pentzer's D. L.C. in Section 15 T. 7 S. R. 3 West of the Willamette Meridian in Marion County, State of Oregon, and running thence North 7° 30' East 2.64 chains; thence South 47° 15' West 3.06 chains; Thence South 73° 30' West 2.63 chains; Thence South 53° 15' West 3.81 chains; thence North 19° 15' East 6.46 chains; Thence North 10° West 1.92 chains; thence North 1° 45' West 5.40 chains; Thence South 18° 30' West 6.94 chains; thence South 3° 45' West 13.19 chains Thence South 16° 15' East 2.92 chains; thence South 10° 45' West 6.18 chains; thence South 25° East 5.07 chains; Thence South 72° East .87 chains; Thence North 20° 30' East 4.15 chains; Thence North 10° East 10 chains; Thence North 30° West 2.72 chains; Thence North 24° 30' East 5.56 chains; Thence North 29° 15' East 1.40 chains to the place of beginning and containing 13.34 acres of land, more or less.

Also the following described tract of land, to-wit: Commencing at the Southwest corner of Block 24 as shown by the recorded plat of North Salem, in Marion County, Oregon, and running thence in a Southwest direction to the center of Market Street; Thence in a Westerly direction following the center line of Market Street to the low water mark of the Willamette River; Thence in a Northerly direction following the low water mark of said River to a point opposite the point of beginning; Thence Easterly to the point of beginning.

All of the above described lands and premises lying and being in Marion County, State of Oregon.

\$12.00 U. S. Rev. Stamps cancelled 1/9/19 J. H. G.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Oregon Gravel Company, an Oregon corporation, the grantee its successors and assigns forever.

And the said J. H. Gallagher and Belle Kellogg Gallagher, his wife do hereby covenant to and with the said Oregon Gravel Company, an Oregon corporation its successors and assigns that they are the owners in fee simple of said premises; that they are free from all encumbrances save and except two mortgages to A. N. Gilbert and I. L. Patterson on which there is unpaid \$8,000.00 and which the grantors herein agree to pay off and cause to be satisfied, and that they will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 9th day of January 1919.

Done in Presence of:

A.T. Brown

Irene LeFebvre

J. H. Gallagher

Belle Kellogg Gallagher

Seal Seal

STATE OF OREGON, )  
County of Multnomah, ) SS.

On the 9th day of January 1919, personally came before me, a Notary Public in and for said County and State, the within named J. H. Gallagher and Belle Kellogg Gallagher, to me personally known to be the identical persons described in and who executed the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named and without fear or compulsion from anyone.

WITNESS my hand and seal this 9th day of January 1919.

Mary E. Watson

Notary Public for Oregon



My Commission expires March 5, 1921.

Recorded February 27, 1919 at 9:10 o'clock A.M.  
Mildred R. Brooks, Recorder by HS Deputy.

THIS INDENTURE WITNESSETH, That Riverview Land Company, Inc. a Corporation organized and existing under the laws of the State of Oregon, for and in consideration of the sum of Five Hundred and No/100 Dollars, to it paid, the receipt whereof is hereby acknowledged, has bargained and sold and by these presents does bargain, sell and convey unto E.T. 'roshaw the following described premises, to-wit:

The West one-half of Lot 28 of Riverview Subdivision in Marion County, State of Oregon, consisting of five acres more or less according to the plat thereof on file in the county recorder's office of Marion County.

50¢ U. S. Rev. Stamp cancelled 2-27-19 R. L. C.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said grantee Heire and Assigns forever.

And the said Riverview Land Company, Inc. does hereby covenant to and with the said grantee his heire and assigns, that it is the owner in fee simple of said premises; that they are free from all incumbrances and that it will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, Riverview Land Company, Inc. has caused its Corporate Seal to be affixed and these presents to be subscribed by its President and Secretary this 25th day of February 1919.

Executed in the presence of;

Olga Gray

E.M. Page

STATE OF OREGON, )  
County of Marion, ) SS.



RIVERVIEW LAND COMPANY, INC.

By E.M. Croiean, President

Attest: T. C. Smith, Jr. Secretary.

On this 25th day of February 1919 before me appeared E. M. Croiean, to me personally known, who, being duly sworn, did say that he is the president of Riverview Land Company, Inc. and that the seal affixed to said instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors, and said president acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal this the day and year first in this, my certificate, written.

E.M. Page

Notary Public for Oregon



**Attachment G:** Reel 78, Page 1726 Describing Land West of the Mill Addition





EXHIBIT A

Beginning at a point on the Easterly boundary line of Block 25, North Salem, said point bears South 19°25' West 108.00 feet from the Northeast corner of said Block 25 and running thence North 70°35' West, parallel to the Northerly boundary line of Block 25, to the low water line of the Willamette River; thence Southerly, along said low water line, to the Southerly line of that parcel of land described in the exception to Tract 2, said description being recorded in Reel 42, page 596, Marion County Records; thence South 70°35' East, along said Southerly boundary line, 80.00 feet, more or less, to the Southeasterly corner of said exception; thence North 19°25' East 377.72 feet along the Westerly boundary lines of the aforementioned Tract 2 and Tract 3, said Tract 3 being described in Reel 42, page 597, Marion County Records; thence South 70°35' East 90.57 feet, along the Northerly boundary line of said Tract 3, to the Northeasterly corner of same; thence North 19°25' East 250.60 feet, along the aforementioned Westerly boundary line of Tract 2, said Westerly boundary line being the center-line of vacated Water Street to the Northwesterly corner of said Tract 2; thence South 70°35' East 230.33 feet, along the Northerly boundary line of said Tract 2, said Northerly boundary line being the center-line of vacated Gaines Street, to the Northerly corner of said Tract 2; thence North 19°25' East 190.60 feet along said Easterly boundary line of Block 25 and it's extension to the point of beginning.

11340

STATE OF OREGON

County of Marion

ss.

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

Reel 78 Page 1726

APR 26 10 44 AM '77

EDWIN P. MORGAN  
MARION COUNTY CLERK

BY Dijk DEPUTY

**Attachment H:** North Salem Plat (1871), Mill Addition Plat (1889), Willamette Landing Plat (1979)



# Town Plat of North Salem



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Original Claims of L. H. Judson with description of North Salem copied from Book of Records  
Revisions claims pages 30 31 32 and 33. L. H. Judson Claims land in Marion County  
territory of Oregon as follows to wit - Commencing a stake on the East Bank of the Willamette  
River a little more than a half mile North from North Salem Mills Thence due East 655  
chains to a stake in the prairie from which the Oregon Institute bears magnetic South 19°  
South 19° West line of John Bakers claim to said Bakers N. W. Corner and continuing  
the same course in all 68,50 chains to a stake near the right bank of Mill Creek  
Making the N. line of W. H. Wilsons Claim 59 chains to a stake on the E. Bank of the Willamette  
River being the said W. H. Wilsons N. W. Corner and L. H. Judsons S. W. corner these four  
boundaries of the E. Bank of the Willamette river to the place of beginning being about 65  
chains containing about half or little less than half a section of land. On the above dis-  
cribed claim of L. H. Judson the town of North Salem laid off in the month of February 1853  
by the said Judson as follows to wit: 24 Blocks 19 of which contain 8 lots each which are  
100 links in front and 150 links back with alleys running through each block 24 and  
Block No 16 contains but 4 lots the size of the above mentioned lots fronting on the  
Street Block 17 contains but 7 lots the size of the above mentioned four of which front on the  
Street and 3 on Second Street Blocks 19 and 23 contain but 6 Lots each the size of the above  
3 of each Block fronting on Second Street and 3 of each on Front Street Blocks 24 and 26  
have 6 lots each 3 of each Block front on Front Street and three of each Block on Water Street  
- The size of the last mentioned lots are as follows Those fronting on Front Street are 100 links  
front and 150 links back Those fronting on Water Street are 100 links front and 125 links back  
the remainder of this tier of blocks which are No 25, 26 and 27 containing 8 lots each the lots in these  
blocks are the size of the last mentioned, that is those fronting on Water Street are 100 links front  
and 125 links back those fronting on front street are 100 links front and 150 links back the streets  
in this town cross each other at right angles and are all 100 links wide except Front street and  
Broadway the two streets are 150 links wide This town is laid off on a variation of 19° 30' E The streets  
are named as follows com. at the West side of the town 1<sup>st</sup> Water Street 2<sup>nd</sup> Front Street 3<sup>rd</sup> Second  
Street, Third Street, Fourth Street Broadway, Fifth St., Sixth Street and Seventh Street  
named being on the East side of the town as now laid out cross streets com. on the S. side of  
are named Mill Street, Market St., Oak Street, Division Street, Shipping Street and West side  
of the above described town is filed in the Clerks Office bearing date of this record showing  
Nos of Block and Lots and their size and width and names of etc

Recorded February 15<sup>th</sup>, 1853.

J. N. Gilbert Clerk P. C.

Recorded May 13<sup>th</sup> 1871.

A. B. Cooper, Recorder

By O. J. Carr Deputy

# North Salem with additions

The blocks from 1 to 28 checked off in lots being the former recorded plat of North Salem have each an alley dividing them North to South the alleys are 24 links wide or 15 feet 10 inches. The remaining lots are not subdivided into lots. All the streets between Front Street and Broadway are 66 feet wide. All between Broadway and Extension of Winter are also 66 feet wide. The extension of Winter St, Summer St and Capitol St. are each 75 feet wide.

State of Oregon  
County of Marion

Be it remembered that on this 28<sup>th</sup> day of September 1870, personally appeared before me John B. McClaine and acknowledged the foregoing to be a true and correct copy of the Plat of North Salem and additions as surveyed by L. H. Judson.

Signed September 28<sup>th</sup> 1870  
A. B. Cooper

Recorded March 15<sup>th</sup> 1871.



See Vacation Plat  
Vol 25-35

East Line of J.B. McClaine Land S. 20° 15' W. 41.30 Chains

Extension of Capitol Street from Salem 75ft wide

Extension of Summer Street from Salem 75 feet wide

Extension of Winter Street from Salem 75 feet wide

Broadway - 99 feet wide

County Road 60 feet wide

Front Street 99 ft wide

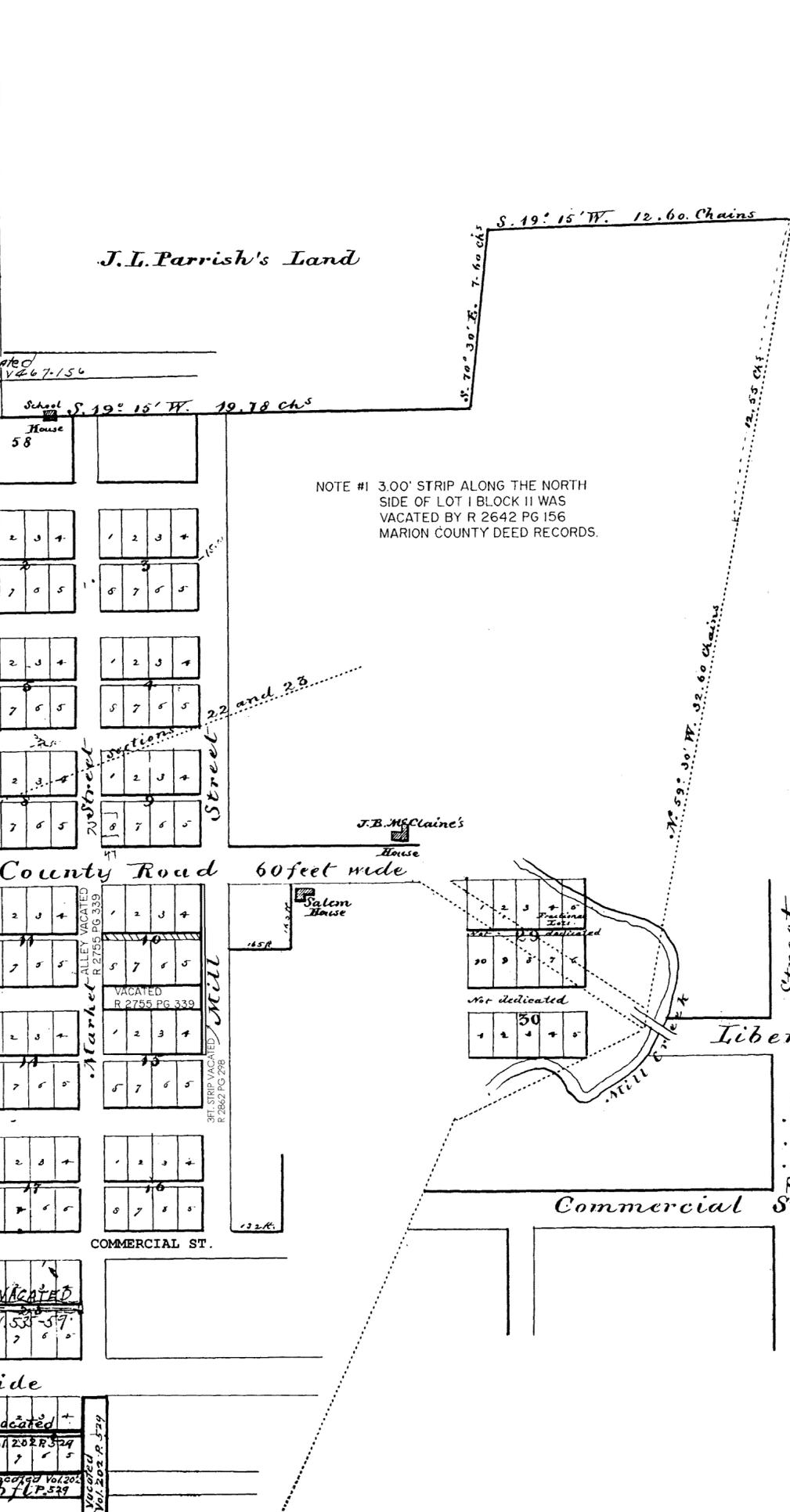
J.L. Parrish's Land

S. 19° 15' W. 12.60 Chains

NOTE #1 3.00' STRIP ALONG THE NORTH SIDE OF LOT I BLOCK II WAS VACATED BY R 2642 PG 156 MARION COUNTY DEED RECORDS.

did plat of the above land divided into are 66 feet wide to width the ex. 75 feet wide.

embell. n 1870. added the four gates and added. Crossed. on 15. 1871.



Church St. Salem

Block 1 Salem

High St. Salem

Liberty Street Salem

Commercial Street Salem

Street

Street

Division

Union

Division Street running East and West are 66 feet wide

Oak Street

Mill

J.B. McClaine's Land

Whole length 66.54 Chs

S. 19° 15' W. 12.60 Chains

Vacated Vol 267-156

Vacated R 2778 P 136

Vacated R 2755 PG 339

COMMERCIAL ST.

VACATED

Vacated RB 70 P 299

Vacated Vol 203 P 203

Vacated Vol 203 P 203

Vacated Vol 203 P 203

Vacated Vol 202 P 202

122 ft

158 ft

152 ft

76 ft

76 ft

76 ft

VACATED CITY ORD. 1310

City Recorder City of Salem, Oregon

A BILL FOR ORDINANCE NO. 24-06

AN ORDINANCE VACATING A THREE-FOOT STRIP OF RIGHT-OF-WAY ALONG THE SOUTH SIDE OF GAINES STREET NE, WEST OF BROADWAY STREET NE, SALEM, OREGON, AND DECLARING AN EMERGENCY.

THE CITY OF SALEM ORDAINS AS FOLLOWS:

Section 1. Findings.

(a) The City of Salem initiated vacation of a three-foot strip of right-of-way along the south side of Gaines Street NE, West of Broadway Street NE, Salem, Oregon (the Property), more particularly described as:

A strip of land 3.00 feet in even width adjoining the north line of Lot 1, Block 11, North Salem Addition to the City of Salem, Marion County, Oregon, said strip of land being a portion of Gaines Street NE (originally platted as Oak Street), a 66 foot right-of-way, and said strip being further described as follows:

Beginning at the northeast corner of said Lot 1, Block 11, North Salem Addition to the City of Salem; thence along the north line of said Lot 1, North 70°31'00" West 122.46 feet to the northwest corner of said Lot 1; thence along the northerly extension of the west line of said Lot 1, North 19°29'14" East 3.00 feet; thence parallel to the north line of said Lot 1, South 70°31'00" East 122.46 feet to a point on the west right-of-way line of Broadway Street NE; thence South 19°28'52" West 3.00 feet to the point of beginning, and containing 367 square feet, more or less.

(b) The Planning Commission reviewed vacation of the Property on April 18, 2006 and recommended approval of the vacation.

(c) A public hearing before the City Council to consider the vacation of the Property was set for May 1, 2006, and pursuant to ORS 271.110(1), notice of the hearing was provided as required by law.

(d) Hearing upon the proposed vacation of the Property was held on May 1, 2006, at which time all interested persons were afforded the opportunity to present evidence and provide testimony in favor of or in opposition to the proposed vacation, and upon consideration of such evidence and testimony and after due deliberation, the City Council further finds as follows:

Return to: City of Salem Recorder's Office 555 Liberty St SE, Room 205 Salem, OR 97301-3503

(1) The Property contains approximately 367 square feet and abuts land zoned Retail Commercial, Broadway/High Overlay Zone, Area A.

(2) The proposed vacation, in conjunction with a right-of-way dedication to the south on Market Street NE, will shift land available for development three feet to the north, facilitate future widening of Market Street NE and facilitate the construction of a significant City of Salem Urban Renewal Agency redevelopment project.

(3) All utilities have been notified of these proceedings and it has been determined that no utilities are located within the area proposed for vacation.

(4) The proposed vacation complies with the City of Salem Comprehensive Plan.

(5) The Property is not actively used for transportation, and the proposed vacation will in no way impair safe and convenient pedestrian, bicycle and vehicular circulation, or transportation system connectivity and complies with the "Transportation Planning Rule," OAR 660-120-00 (3).

(6) The Property is not needed for future roadway purposes, and public interest will not be prejudiced if the Property is vacated.

(7) Vacation of the Property will not substantially affect the market value of abutting properties.

Section 2. Vacation. That certain Property more particularly described as follows is hereby vacated, subject to the condition set forth Section 3 of this ordinance:

A strip of land 3.00 feet in even width adjoining the north line of Lot 1, Block 11, North Salem Addition to the City of Salem, Marion County, Oregon, said strip of land being a portion of Gaines Street NE (originally platted as Oak Street), a 66 foot right-of-way, and said strip being further described as follows:

Beginning at the northeast corner of said Lot 1, Block 11, North Salem Addition to the City of Salem; thence along the north line of said Lot 1, North 70°31'00" West 122.46 feet to the northwest corner of said Lot 1; thence along the northerly extension of the west line of said Lot 1, North 19°29'14" East 3.00 feet; thence parallel to the north line of said Lot 1, South 70°31'00" East 122.46 feet to a point on the west right-of-way line of Broadway Street NE; thence South 19°28'52" West 3.00 feet to the point of beginning, and containing 367 square feet, more or less.

Section 3. Assessment of Special Benefit. No special benefit shall be assessed upon and against the land abutting upon the area vacated hereby.

Section 4. Vacation Effective Date. This vacation shall not be effective until the City Recorder has satisfied all requirements of SRC 76.144, and a certified copy of this ordinance vacating the Property is recorded by the City Recorder with the county clerk, assessor and surveyor. The City Recorder shall provide copies to the Marion County Assessor, the Marion County Surveyor and any affected public utility.

Section 5. Emergency. This act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this ordinance shall be in full force and effect from and after the date of its passage.

PASSED by the Council this 1st day of May, 2006.

ATTEST:

City Recorder

Approved by City Attorney:

G:\Group\Legal\Council\050106 Gaines Street Vacation Ord.wpd

REEL:2642

PAGE: 156

May 02, 2006, 02:54 pm.

CONTROL #: 166363

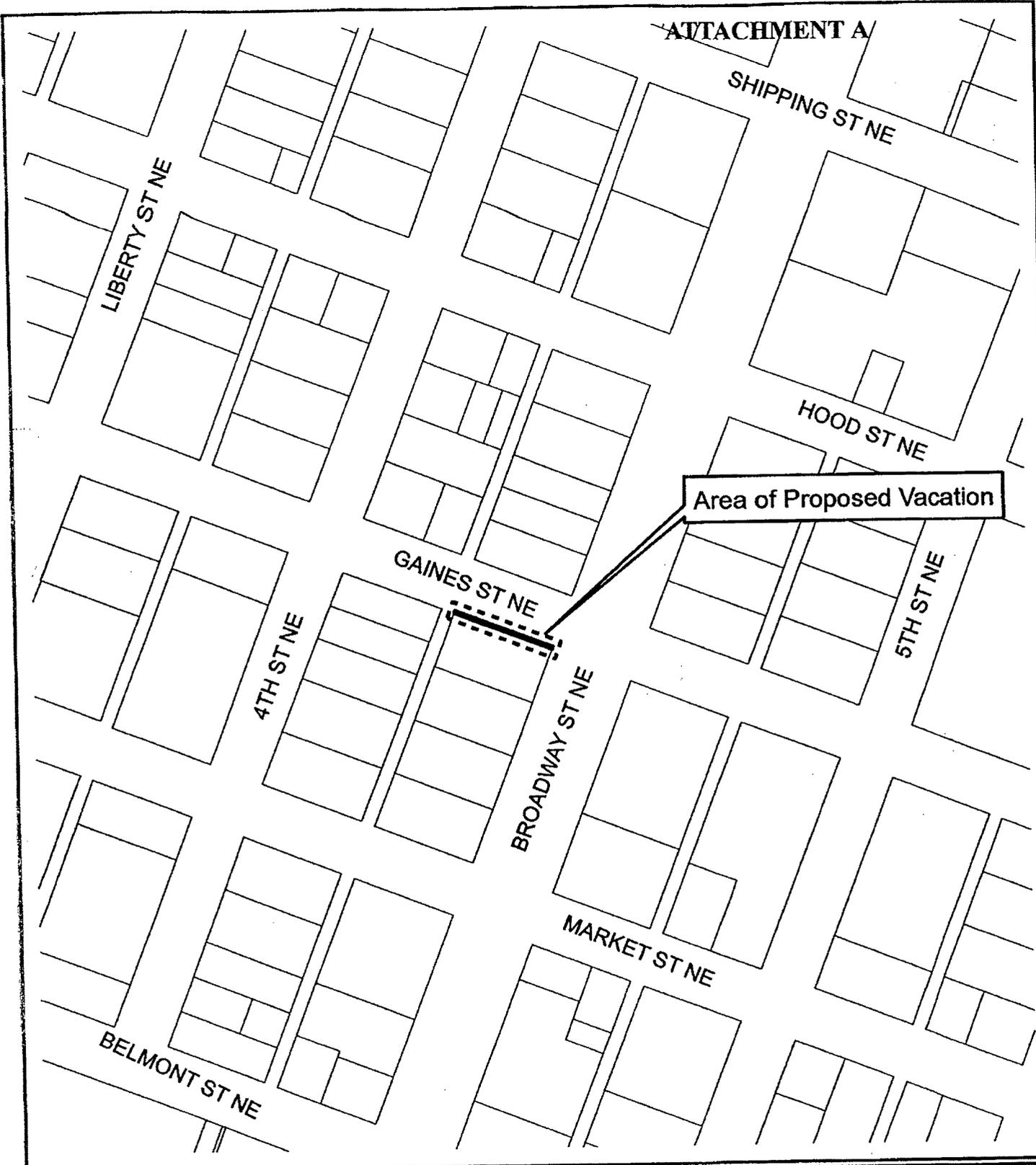
State of Oregon County of Marion

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

FEE: \$ 111.00

BILL BURGESS COUNTY CLERK

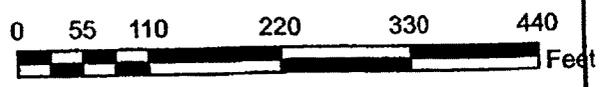
THIS IS NOT AN INVOICE.



Area of Proposed Vacation

# City-Initiated Vacation Gaines Street NE

Vacation of 3 feet of right-of-way  
along the south side of Gaines St NE  
and west of and adjacent to  
Broadway St NE



*KuS*  
Deputy City Recorder  
City of Salem, Oregon

ORDINANCE NO. 53-06

AN ORDINANCE VACATING A SECTION OF 4<sup>TH</sup> STREET NE AND THE PARALLEL ALLEY TO THE EAST, BETWEEN MARKET STREET NE AND BELMONT STREET NE, SALEM, OREGON.

The City of Salem ordains as follows:

**Section 1. Findings.**

(a) The City of Salem initiated vacation of a section of 4<sup>th</sup> Street NE and the parallel alley to the east, between Market Street NE and Belmont Street NE, Salem, Oregon (the Property), more particularly described as follows:

Fourth Street Northeast between Blocks 10 and 15, North Salem, a subdivision recorded March 15, 1871 in Volume 1, at Page 34, Plat Records of Marion County, Oregon, being more particularly described as bounded on the North by the South right-of-way of Market Street Northeast, on the East by the West boundary of aforesaid Block 10, on the South by the North right-of-way of Belmont Street Northeast, and on the West by the East boundary of aforesaid Block 15, containing 17,424 square feet more or less.

An alley, 16 feet in width, entirely within Block 10, North Salem, a subdivision recorded March 15, 1871 in Volume 1 at Page 34, Plat Records of Marion County, Oregon, being more particularly described as bounded on the North by the South right-of-way of Market Street Northeast, on the East by the West boundary of Lots 1 through 4 of aforesaid Block 10, on the South by the North right-of-way of Belmont Street Northeast, and on the West by the East boundary of Lots 5 through 8 of aforesaid Block 10, containing 4,224 square feet more or less.

(b) The Planning Commission reviewed the proposed vacation of the Property on October 17, 2006 and recommended approval of the vacation, subject to the condition reserving two public utility easements for maintenance of existing utilities.

(c) A public hearing before the City Council to consider the vacation of the Property was set for November 13, 2006, and notice of the hearing was provided as required by ORS 271.110(1) and (2).

(d) Hearing upon the proposed vacation of the Property was held on November 13, 2006, at which time all interested persons were afforded the opportunity to present evidence and provide

testimony in favor of, or in opposition to, the proposed vacation, and upon consideration of such evidence and testimony and after due deliberation, the City Council finds as follows:

(1) The combined Property contains approximately 21,648 square feet and is located in an area that is partially zoned Multi-Family High-Rise Residential and Retail Commercial with Broadway/High Street Overlay.

(2) The proposed vacation should have almost no impact on traffic circulation in the vicinity, based upon the existing circulation options available. The 4<sup>th</sup> Street NE right-of-way proposed for vacation is currently actively used for transportation purposes. It is a one-block long street segment connecting Market Street NE with Belmont Street NE. Fourth Street NE continues to north of Market Street NE, but does not continue south beyond Belmont Street NE. Currently this street functions primarily to give access to the adjacent properties, all of which are included in the proposed development project.

(3) All utilities have been notified of these proceedings to allow protection of their facilities. A public utility easement should be reserved to accommodate existing and future municipal utilities, public utilities as defined by ORS 757.005, and telecommunications carriers as defined by ORS 133.721 (collectively, "municipal and public utilities").

(4) The proposed vacation complies with the Salem Area Comprehensive Plan.

(5) The Property is currently actively used for transportation purposes. However, the proposed vacation will in no way impair safe and convenient pedestrian, bicycle and vehicular circulation, or transportation system connectivity and complies with the "Transportation Planning Rule," OAR 660-012-0000 through OAR 660-012-0070.

(6) The Property is not needed for future roadway purposes, and public interest will not be prejudiced if the Property is vacated.

1 (7) The vacation will not substantially impact the market value of abutting properties  
2 such that damages would be required to be paid pursuant to ORS 271.130(1); any impact  
3 would be to increase the market value of abutting properties.

4 (8) This vacation will have a very minimal impact on transportation system connectivity  
5 in that it will eliminate a one-block section of 4<sup>th</sup> Street NE. However, compliance with the  
6 State and City policies and requirements related to transportation system connectivity will  
7 be maintained because of the excellent street connectivity already existing in the area.

8 (9) Fourth Street NE is currently built to urban standards. The loss of this street segment  
9 is balanced by the proposed project, which accomplishes the goals of the Urban Renewal  
10 Agency for this tract of land, including incorporating a vacated 4<sup>th</sup> Street NE and vacated  
11 alley into the project.

12 **Section 2. Vacation.** That certain Property more particularly described in Section 1(a) of this Ordinance  
13 is hereby vacated, subject to the condition set forth in Section 3 of this Ordinance.

14 **Section 3. Public Utility Easement Reserved.** There is hereby reserved, under, over, upon and across the  
15 entire Property described in Section 1(a) of this Ordinance, a non-exclusive, perpetual, public utility  
16 easement, for the construction, maintenance, repair and replacement of municipal and public utility facilities,  
17 including, but not limited to, lines and mains for water, sewer, telecommunications, electrical and natural  
18 gas.

19 ///  
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27 ///

1 **Section 4. Vacation Effective Date.** This vacation shall not be effective until the City Recorder has  
2 satisfied all requirements of SRC 76.144, and a certified copy of this ordinance vacating the Property is  
3 recorded by the City Recorder with the county clerk, assessor and surveyor. The City Recorder shall provide  
4 copies to the Marion County Assessor, the Marion County Surveyor and any affected public utility.

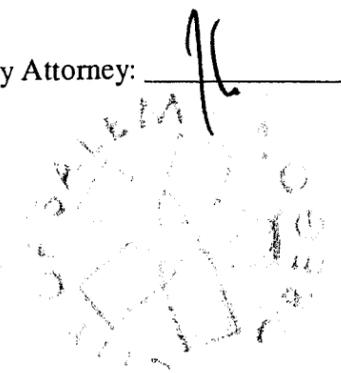
5 PASSED by the Council this 4th day of December, 2006.

6 ATTEST:  
7 *Kuzi*

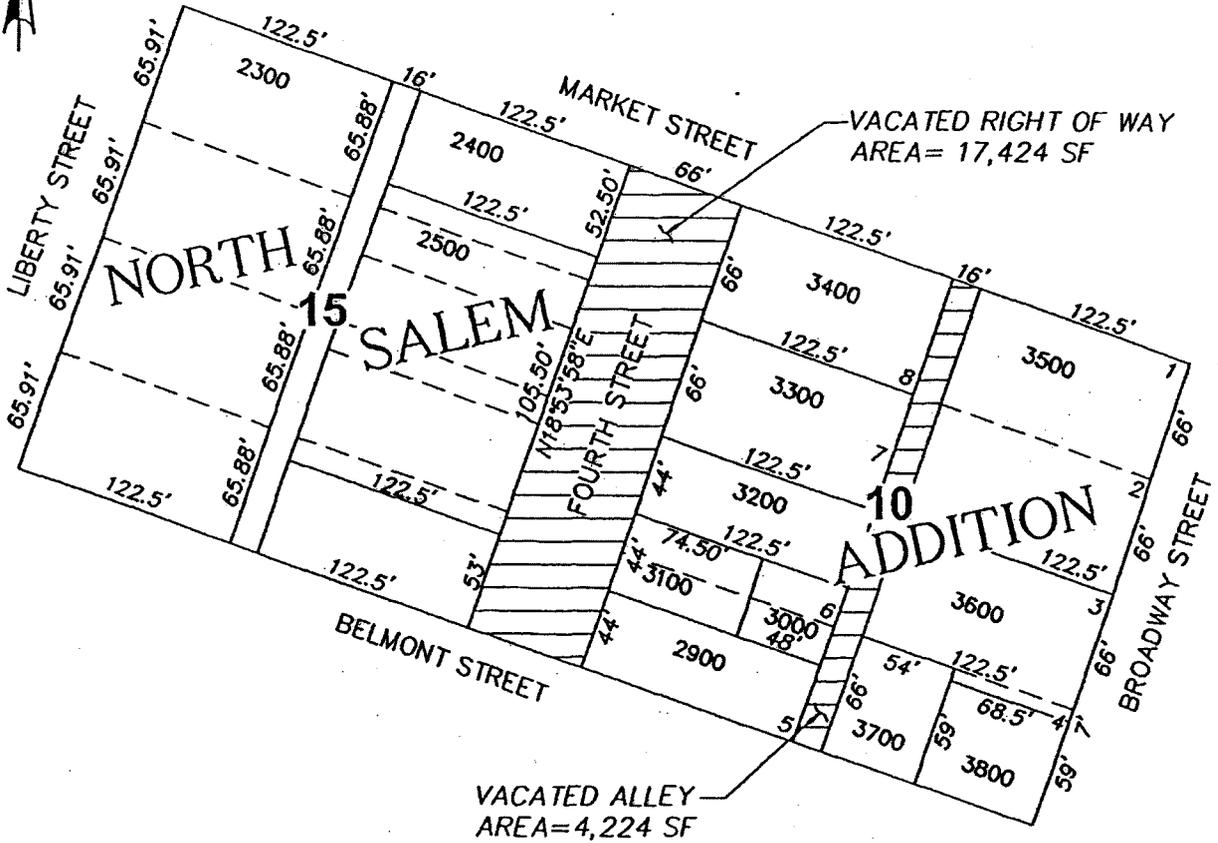
8 DEPUTY City Recorder  
9 Approved by City Attorney: \_\_\_\_\_

10 Checked by: J. Warncke/sw

11 G:\Group\LEGAL\Council\12706 4th street and parallel alley vacation ord.wpd



T. 7 S., R. 3 W., NE1/4 SEC. 22, W.M.  
MARION COUNTY, OREGON



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Marcus T. Reedy*

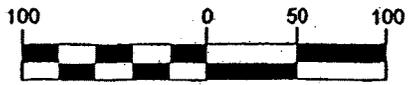
OREGON  
JULY 21, 1998  
MARCUS T. REEDY  
2871

RENEWAL 12/31/2006

**LEGEND**

 VACATED RIGHT OF WAY

**GRAPHIC SCALE**



1 inch = 100 ft.



**DAVID EVANS  
AND ASSOCIATES INC.**

530 Center Street N.E., Suite 605  
Salem Oregon 97301  
Phone: 503.361.8635

**URBAN RENEWAL AGENCY-SITE A  
CITY OF SALEM**

**STREET VACATION  
BLOCKS 10 and 15, NORTH SALEM ADDITION**

|                        |                 |                  |                    |                 |
|------------------------|-----------------|------------------|--------------------|-----------------|
| FILE NO.<br>CTYX000044 | DRAWN BY<br>AVS | DESIGN BY<br>MTR | SCALE<br>1" = 100' | DATE<br>8-14-06 |
|------------------------|-----------------|------------------|--------------------|-----------------|

Deposited City Recorder  
City of Salem, Oregon

**ORDINANCE BILL NO. 79-07**

AN ORDINANCE VACATING AN ALLEY THAT RUNS FROM GAINES STREET NE TO HOOD STREET NE BETWEEN BROADWAY STREET NE AND 5TH STREET NE, SALEM, OREGON, AND DECLARING AN EMERGENCY.

The City of Salem ordains as follows:

**Section 1. Findings.**

(a) The City of Salem initiated vacation of an alley that runs from Gaines Street NE to Hood Street NE between Broadway Street NE and 5th Street NE, Salem, Oregon (the Property), more particularly described as follows:

A 16.00-foot wide alley within Block 7, Plat of North Salem, with additions, recorded March 15, 1871, in Book 1 at Page 34, Plat Records of Marion County; thence South 19°30' West along the westerly boundary of Lots 1 through 4 within said Block 7, a distance of 265.6 feet to the Southwest corner of Lot 4, Block 7 and the northerly right-of-way of Gaines Street NE (originally platted as Oak Street); thence North 70°30' West along the northerly right-of-way of Gaines Street NE, a distance of 16.0 feet to the Southeast corner of Lot 5, Block 7; thence North 19°30' East along the easterly boundary of Lots 5 through 8, within said Block 7, a distance of 265.6 feet to the Northeast corner of Lot 8, Block 7 and the southerly right-of-way of Hood Street NE; thence South 70°30' East along the southerly right-of-way of Hood Street NE, a distance of 16.0 feet to the Northwest corner of Lot 1 and the point of beginning, and containing 4,250 square feet, more or less.

(b) The Planning Commission reviewed the proposed vacation of the Property on January 9, 2007 and recommended approval of the vacation, subject to the condition reserving public utility easements for maintenance of existing utilities.

(c) A public hearing before the City Council to consider the vacation of the Property was set for February 5, 2007, and notice of the hearing was provided as required by ORS 271.110(1) and (2).

(d) Hearing upon the proposed vacation of the Property was held on February 5, 2007, at which time all interested persons were afforded the opportunity to present evidence and provide testimony in favor of, or in opposition to, the proposed vacation, and upon

ORDINANCE - Page 1 COUNCIL OF THE CITY OF SALEM, OREGON

consideration of such evidence and testimony and after due deliberation, the City Council finds as follows:

(1) The combined Property contains approximately 4,250 square feet and is located in an area that is zoned Retail/Commercial within the Broadway/High Street Overlay Zone.

(2) The proposed vacation will not degrade transportation services or accessibility in the surrounding neighborhood. The alley proposed for vacation is currently open but provides access only to those properties that are a part of the proposed development project.

(3) All utilities have been notified of these proceedings to allow protection of their facilities. A public utility easement should be reserved to accommodate existing and future municipal utilities, public utilities as defined by ORS 757.005, and telecommunications carriers as defined by ORS 133.721 (collectively, "municipal and public utilities").

(4) The proposed vacation complies with the Salem Area Comprehensive Plan.

(5) The proposed vacation will in no way impair safe and convenient pedestrian, bicycle and vehicular circulation, or transportation system connectivity and complies with the "Transportation Planning Rule," OAR 660-012-0000 through OAR 660-012-0070.

(6) The Property is not needed for future roadway purposes, and public interest will not be prejudiced if the Property is vacated.

(7) The vacation will not substantially impact the market value of abutting properties such that damages would be required to be paid pursuant to ORS 271.130(1); any impact would be to increase the market value of abutting properties.

(8) The alley is paved but there are no curbs, gutters, or sidewalks along the alley. The loss of this alley is balanced by the proposed project, which accomplishes the goals of the Urban Renewal Agency for this tract of land, including incorporating a vacated alley into the project.

ORDINANCE - Page 2 COUNCIL OF THE CITY OF SALEM, OREGON

**Section 2. Vacation.** That certain Property more particularly described in Section 1(a) of this Ordinance is hereby vacated, subject to the condition set forth in Section 3 of this Ordinance.

**Section 3. Public Utility Easement Reserved.** There is hereby reserved, under, over, upon and across the entire Property described in Section 1(a) of this Ordinance, a non-exclusive, perpetual, public utility easement, for the construction, maintenance, repair and replacement of municipal and public utility facilities, including, but not limited to, lines and mains for water, sewer, telecommunications, electrical and natural gas.

**Section 4. Emergency Clause.** This act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this ordinance shall be in full force and effect from and after the date of its passage.

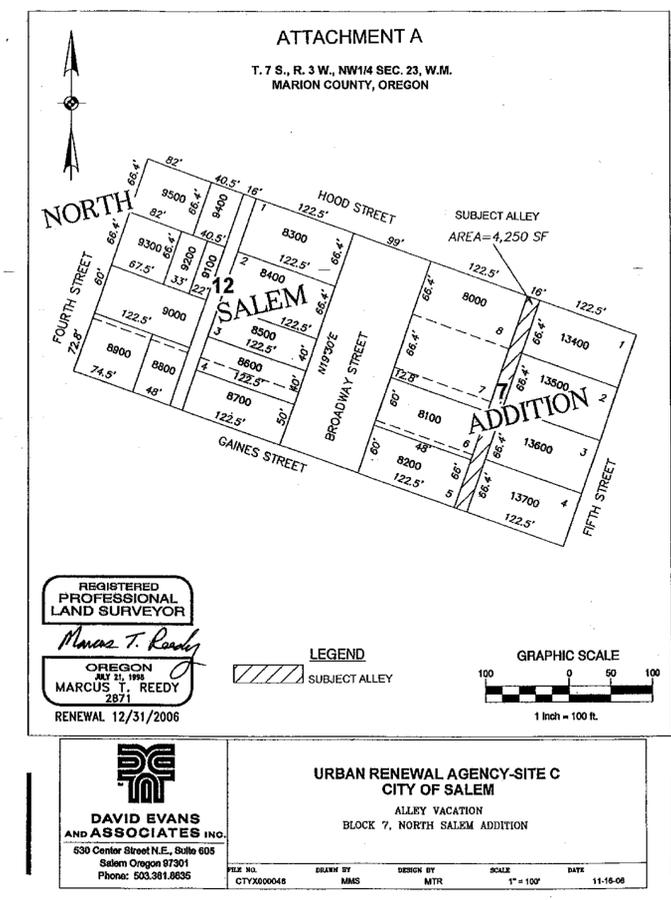
**Section 5. Vacation Effective Date.** This vacation shall not be effective until the City Recorder has satisfied all requirements of SRC 76.144, and a certified copy of this ordinance vacating the Property is recorded by the City Recorder with the county clerk, assessor and surveyor. The City Recorder shall provide copies to the Marion County Assessor, the Marion County Surveyor and any affected public utility.

PASSED by the Council this 26th day of February, 2007.

ATTEST:  
Kathy Hall  
City Recorder  
Approved by City Attorney: S-B

Checked by: D. Baltz

ORDINANCE - Page 3 COUNCIL OF THE CITY OF SALEM, OREGON



REEL:2778 PAGE: 136

February 27, 2007, 08:41 am.

CONTROL #: 189608

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: \$ 111.00

BILL BURGESS  
COUNTY CLERK

THIS IS NOT AN INVOICE.

City Recorder City of Salem, Oregon

ORDINANCE BILL NO. 103-07

AN ORDINANCE VACATING A THREE-FOOT STRIP OF RIGHT-OF-WAY ALONG THE NORTH SIDE OF BELMONT STREET NE, BETWEEN BROADWAY STREET NE AND THE ALLEY EAST OF LIBERTY STREET NE, SALEM, OREGON, AND DECLARING AN EMERGENCY.

The City of Salem ordains as follows:

Section 1. Findings.

- (a) The City of Salem initiated vacation of a three-foot strip of right-of-way along the north side of Belmont Street NE, between Broadway Street NE and the Alley east of Liberty Street NE, Salem, Oregon (the Property), more particularly described as follows: The northerly 3 feet of Belmont Street NE (a 66 foot right of way) adjoining the southerly line of Block 10 and Lot 4, Block 15, North Salem Addition, City of Salem, Marion County, Oregon, and that portion of the alley in Block 10 and also Fourth Street NE vacated by City of Salem Ordinance 53-06 recorded in Reel 2755 page 339, Deed Records of Marion County, Oregon, said strip being more particularly described as follows: Beginning on the northerly right-of-way line of Belmont Street NE at a 5/8" iron rod marking the southeast corner of Lot 4, Block 10, North Salem Addition; thence along the northerly right-of-way line of Belmont Street NE being the southerly line of Block 10 and Lot 4, Block 15, North Salem Addition and the southerly line of said vacated alley and portion of Fourth Street, North 70°31' 10" West 449.41 feet to the southwest corner of Lot 4, Block 15, North Salem Addition; thence South 19°27'22" West 3.00 feet; thence South 70°31'10" East 449.41 feet to the west line of Broadway Street NE; thence North 19°26'51" East 3.00 feet to the point of beginning, and containing 1348 square feet, more or less. (b) The Planning Commission reviewed the proposed vacation of the Property on May 15, 2007 and recommended approval of the vacation, subject to the condition of reserving public utility easements for maintenance of existing utilities. (c) A public hearing before the City Council to consider the vacation of the Property was set for June 25, 2007, and notice of the hearing was provided as required by ORS 271.110(1) and (2). (d) Hearing upon the proposed vacation of the Property was held on June 25, 2007, at which time all interested persons were afforded the opportunity to present evidence and provide testimony in favor of, or in opposition to, the proposed vacation, and upon

consideration of such evidence and testimony and after due deliberation, the City Council finds as follows:

- (1) The combined Property contains approximately 1,348 square feet and is located in an area that is zoned Multifamily High-Rise Residential, Single Family Residential, and Retail Commercial. A portion of the abutting property is located within the Broadway/High Street Overlay Zone. (2) The proposed vacation will not degrade transportation services or accessibility in the surrounding neighborhood. The three-foot strip of right-of-way proposed for vacation is not part of the developed right-of-way and is not used for transportation. No additional roadway improvements are planned for this section of Belmont Street NE. (3) All utilities have been notified of these proceedings to allow protection of their facilities. A public utility easement should be reserved to accommodate existing and future municipal utilities, public utilities as defined by ORS 757.005, and telecommunications carriers as defined by ORS 133.721 (collectively, "municipal and public utilities"). (4) The proposed vacation complies with the Salem Area Comprehensive Plan. (5) The proposed vacation will in no way impair safe and convenient pedestrian, bicycle and vehicular circulation, or transportation system connectivity and complies with the "Transportation Planning Rule," OAR 660-012-0000 through OAR 660-012-0070. (6) The Property is not needed for future roadway purposes, and public interest will not be prejudiced if the Property is vacated. (7) The vacation will not substantially impact the market value of abutting properties such that damages would be required to be paid pursuant to ORS 271.130(1); any impact would be to increase the market value of abutting properties.

- (8) The proposed vacation is being pursued in conjunction with an Urban Renewal Agency redevelopment project within the Riverfront Downtown Urban Renewal District. The proposed vacation will help facilitate this redevelopment. Section 2. Vacation. That certain Property more particularly described in Section 1(a) of this Ordinance is hereby vacated, subject to the condition set forth in Section 3 of this Ordinance. Section 3. Public Utility Easement Reserved. There is hereby reserved, under, over, upon and across the entire Property described in Section 1(a) of this Ordinance, a non-exclusive, perpetual, public utility easement, for the construction, maintenance, repair and replacement of municipal and public utility facilities, including, but not limited to, lines and mains for water, sewer, telecommunications, electrical and natural gas. Section 4. Emergency Clause. This act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this ordinance shall be in full force and effect from and after the date of its passage. Section 5. Vacation Effective Date. This vacation shall not be effective until the City Recorder has satisfied all requirements of SRC 76.144, and a certified copy of this ordinance vacating the Property is recorded by the City Recorder with the county clerk, assessor and surveyor. The City Recorder shall provide copies to the Marion County Assessor, the Marion County Surveyor and any affected public utility.

PASSED by the Council this 27th day of August, 2007.

ATTEST:

City Recorder Approved by City Attorney:

Checked by: J. Warncke

G:\Group\LEGAL\Council\081307 Belmont St vacation ord.wpd

ATTACHMENT A

REEL:2862

PAGE: 298

September 06, 2007, 11:03 am.

CONTROL #: 205080

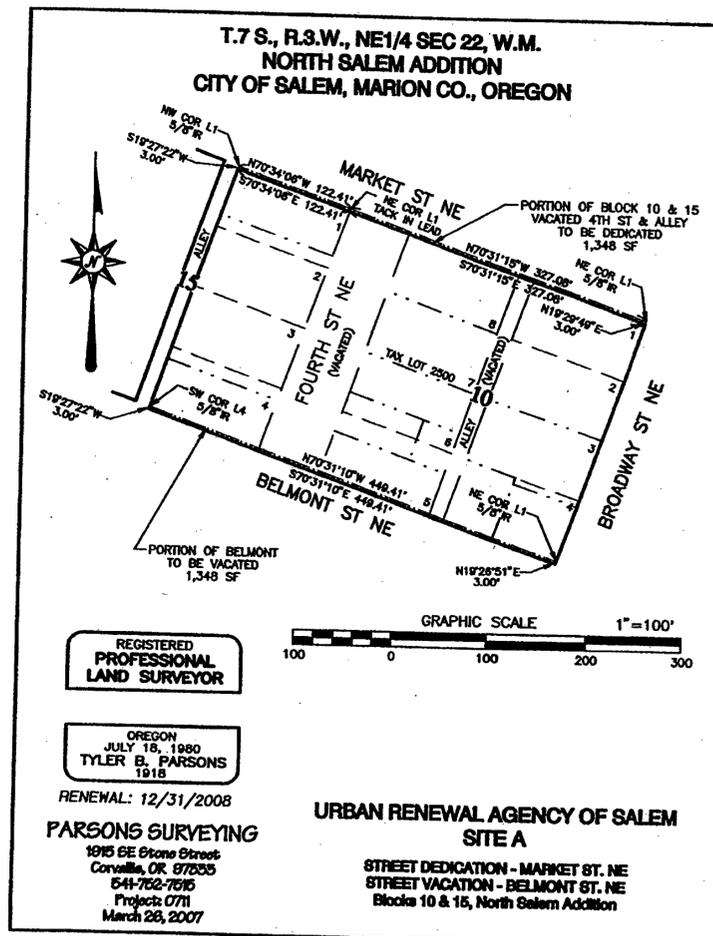
State of Oregon County of Marion

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

FEE: \$ 36.00

BILL BURGESS COUNTY CLERK

THIS IS NOT AN INVOICE.





Mill Addition to Salem

Of which the plat herewith attached and made a part of this description is described as follows, commencing at the most Northerly corner of the Donation Land Claim of Wm. H. Wilson and wife, the same being the most Northerly corner of the City of Salem in the County of Marion and State of Oregon, running thence along the East Bank of the Willamette River down Stream, Six hundred and thirty feet more or less to the center of Market Street in North Salem, thence Easterly along the center of said Street 240 feet more or less to the Westerly line of Front Street, North Salem, thence Southerly along said line, thirty feet to a point in the Southerly line of Market Street, thence Easterly along said Southerly line of Market Street 363 feet more or less, the Westerly line of Second Street in North Salem, thence Southerly along said Westerly line of Second Street 462 feet, thence S. 71° E. 450 feet, thence S. 19° W. 163 1/2 feet, thence S. 71° E. 153 1/2 feet, thence S. 49° 40' W. 42 1/2 feet to the boundary line of the said Wm. H. Wilson's Land Claim thence along said boundary line 50 feet more or less to a corner in the same, thence along said line 49° W. to the place of beginning. This Addition is divided into three blocks, Block No. 1, contains 5 lots besides 210 feet on the South end mostly in the bed of Mill Creek, the lots front 50 feet on Front Street and 240 back to the Willamette River, Block 2 contains 20 lots 11 of which front on Second Street 50 feet front, and running back to the alley 143 feet; and nine fronting 50 feet on Front Street and running back 143 feet to the alley; remainder of the block on the South end and mostly in the bed of Mill Creek. The Alley is 16 feet wide and runs through the center of the Block from North to South, also on the East side alley 16 feet wide and adjoining lot 8 on the South and connecting with the center Alley, Block 3 is not divided and contains all that part of this addition lying East of Second Street.

In Witness whereof I have hereto set my hand and seal this 11<sup>th</sup> day of March 1889

State of Oregon }  
County of Marion } 35

Wm. Haldor *(seal)*

On this the 11<sup>th</sup> day of March A.D. 1889 personally came before me a County Clerk in and for said County, the within named William Haldor to me personally known to be the identical described in and who executed the within instrument and acknowledged to me that he executed the same freely for the uses and purposes therein named.

In Witness my hand and seal this 11<sup>th</sup> day of March 1889

Recorded March 11<sup>th</sup> 1889

J. Benson *(seal)*

*(seal)*

J. J. Babcock

County Clerk

# WILLAMETTE LANDING

A RE-SUBDIVISION OF BLOCK 26, NORTH SALEM ADDITION AND ADJACENT UNPLATTED LAND  
IN S. 1/2, S.E. 1/4, SEC. 15 AND N. 1/2, N.E. 1/4, SEC. 22, T.7S., R.3W., W.M.  
MARION COUNTY, OREGON  
WITHIN THE CITY OF SALEM

### SURVEYOR'S CERTIFICATE

STATE OF OREGON  
COUNTY OF MARION S.S.

I, Edward L. Query, being first duly sworn, depose and say that I have surveyed and marked with proper monuments the land hereon shown as WILLAMETTE LANDING which is described as follows: Beginning at the initial corner of this subdivision which is a section of galvanized iron pipe 2 inches in diameter and 36 inches in length and set 6 inches below the surface of the ground at the Northeastly corner of Block 26, North Salem Addition as the same is platted and recorded in Volume 1, Page 34, Book of Town Plats for Marion County, Oregon, said point being 642.36 feet South 06°49'20" East from the Southeast corner of Block 18 of Riverside Addition (Volume 1, Page 92, Book of Town Plats) in Township 7 South, Range 3 West of the Willamette Meridian in said County and State; thence South 19°25' West, along the Easterly line of said Block 26, 298.55 feet to a point on the center-line of vocated Hood Street; thence North 70°37' West, along said center-line and the Westerly extension thereof, 482.50 feet, more or less, to the low water line of the Willamette River; thence Northerly, along said low water line, 742 feet, more or less, to a point on the Westerly extension of the South right-of-way line of South Street; thence North 89°51' East, along said right-of-way line, 381 feet, more or less, to a point on the Westerly right-of-way line of Water Street; thence South 19°25' West, along said Westerly line of Water Street, 225.66 feet to a point on the Westerly extension of the Southerly right-of-way line of Norway Street; thence South 70°37' East, along said Westerly extension, 33.00 feet to the center-line of Water Street; thence South 19°25' West, along the center-line of said Water Street, 298.45 feet to a point on the center-line of Shipping Street; thence South 70°37' East, along said center-line, 33.00 feet; thence South 19°25' West, parallel with the center-line of said Water Street, 33.00 feet to the Northwestly corner of Block 26 of said North Salem Addition; thence South 70°37' East 197.50 feet to the point of beginning and containing 7.30 acres of land.

Edward L. Query  
Registered Land Surveyor



Subscribed and sworn to before me  
this 9th day of FEBRUARY, 1979.

Bonnie J. Holman  
Notary Public for Oregon  
My commission expires June 16, 1981.



### APPROVALS

[Signature]  
Planning Administrator, City of Salem  
Date 7 May 1979

[Signature]  
City Engineer  
Date 5-7-79

[Signature]  
County Commissioner  
Date 5-8-79

[Signature]  
County Commissioner  
Date 5-8-79

[Signature]  
County Commissioner  
Date 5-8-79

[Signature] by [Signature]  
County Assessor Deputy  
Date May 8, 1979

Attest: [Signature]  
County Clerk  
Date May 9, 1979

Taxes have been paid to June 30, 1980

[Signature] by [Signature]  
County Tax Collector Deputy  
Date 5-7-79

13507

STATE OF OREGON  
COUNTY OF MARION S.S.

I, Edwin P. Morgan, County Clerk, certify that the within plat was received and duly recorded by me in the Marion County records in the Book of Town Plats in Volume 35, Page 27, on the 8th day of May, 1979 at 2:00 o'clock pm.

[Signature]  
County Clerk by [Signature] Deputy

### DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS

That we, Continental Enterprises, Inc., an Oregon corporation duly incorporated and existing under the laws of the State of Oregon, and its officers, W.E. Gladow, president and Roy Harland, secretary, being the owners of the land described in the Surveyor's Certificate hereon and desiring to dispose of the same in lots and blocks, have caused the same to be surveyed and platted, the name to be known as WILLAMETTE LANDING.

We hereby dedicate to the public use forever the streets and easements laid out through and upon said land as shown on the within plat.

We hereby certify that all taxes and assessments levied against said land have been paid

In witness whereof we have hereunto set our hands and seals this 8th day of March, 1979.

Continental Enterprises, Inc.

[Signature]  
W.E. Gladow, president

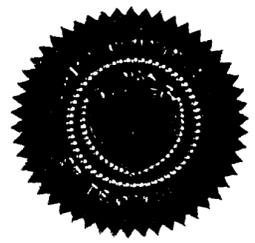
[Signature]  
Roy Harland, secretary

STATE OF OREGON  
COUNTY OF MARION S.S.

On this 8th day of March, 1979, personally appeared before me, a Notary Public for said County and State, the within named officers of Continental Enterprises, Inc., W.E. Gladow, president and Roy Harland, secretary, to me personally known to be the identical persons described in and who executed the above instruments and who personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named without fear or compulsion from anyone.

Witness my hand and seal this 8th day of March, 1979.

[Signature]  
Notary Public for Oregon  
My commission expires 5-18-79



# WILLAMETTE LANDING

A RE-SUBDIVISION OF BLOCK 26, NORTH SALEM ADDITION AND ADJACENT UNPLATTED LAND  
IN S. 1/2, S.E. 1/4, SEC. 15 AND N. 1/2, N.E. 1/4, SEC. 22, T. 7 S., R. 3 W., W.M.  
MARION COUNTY, OREGON  
WITHIN THE CITY OF SALEM

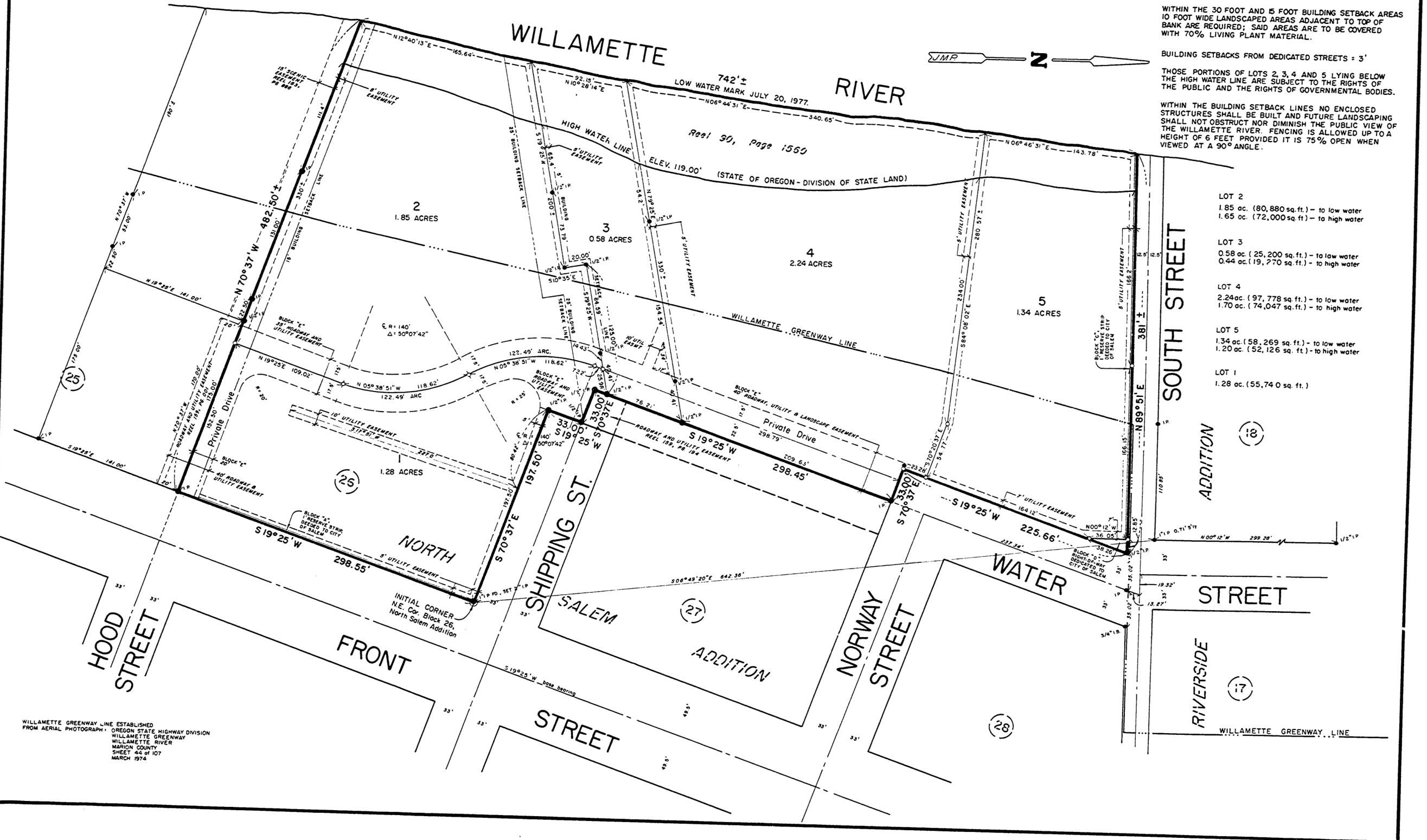
SCALE: 1" = 60'  
 ○ 1/2" IRON PIPE SET  
 ● MONUMENT FOUND

WITHIN THE 30 FOOT AND 5 FOOT BUILDING SETBACK AREAS 10 FOOT WIDE LANDSCAPED AREAS ADJACENT TO TOP OF BANK ARE REQUIRED; SAID AREAS ARE TO BE COVERED WITH 70% LIVING PLANT MATERIAL.

BUILDING SETBACKS FROM DEDICATED STREETS = 3'

THOSE PORTIONS OF LOTS 2, 3, 4 AND 5 LYING BELOW THE HIGH WATER LINE ARE SUBJECT TO THE RIGHTS OF THE PUBLIC AND THE RIGHTS OF GOVERNMENTAL BODIES.

WITHIN THE BUILDING SETBACK LINES NO ENCLOSED STRUCTURES SHALL BE BUILT AND FUTURE LANDSCAPING SHALL NOT OBSTRUCT NOR DIMINISH THE PUBLIC VIEW OF THE WILLAMETTE RIVER. FENCING IS ALLOWED UP TO A HEIGHT OF 6 FEET PROVIDED IT IS 75% OPEN WHEN VIEWED AT A 90° ANGLE.



- LOT 2  
1.85 ac. (80,880 sq. ft.) - to low water  
1.65 ac. (72,000 sq. ft.) - to high water
- LOT 3  
0.58 ac. (25,200 sq. ft.) - to low water  
0.44 ac. (19,270 sq. ft.) - to high water
- LOT 4  
2.24 ac. (97,778 sq. ft.) - to low water  
1.70 ac. (74,047 sq. ft.) - to high water
- LOT 5  
1.34 ac. (58,269 sq. ft.) - to low water  
1.20 ac. (52,126 sq. ft.) - to high water
- LOT 1  
1.28 ac. (55,740 sq. ft.)

WILLAMETTE GREENWAY LINE ESTABLISHED FROM AERIAL PHOTOGRAPH  
 OREGON STATE HIGHWAY DIVISION  
 WILLAMETTE GREENWAY  
 WILLAMETTE RIVER  
 MARION COUNTY  
 SHEET 44 OF 107  
 MARCH 1974

# WILLAMETTE LANDING

A RE-SUBDIVISION OF BLOCK 26, NORTH SALEM ADDITION AND ADJACENT UNPLATTED LAND  
IN S. 1/2, S.E. 1/4, SEC. 15 AND N. 1/2, N.E. 1/4, SEC. 22, T. 7 S., R. 3 W., W.M.  
MARION COUNTY, OREGON  
WITHIN THE CITY OF SALEM

SCALE: 1" = 60'  
○ 1/2" IRON PIPE SET  
● MONUMENT FOUND

WITHIN THE 30 FOOT AND 15 FOOT BUILDING SETBACK AREAS  
10 FOOT WIDE LANDSCAPED AREAS ADJACENT TO TOP OF  
BANK ARE REQUIRED; SAID AREAS ARE TO BE COVERED  
WITH 70% LIVING PLANT MATERIAL.

BUILDING SETBACKS FROM DEDICATED STREETS = 3'

THOSE PORTIONS OF LOTS 2, 3, 4 AND 5 LYING BELOW  
THE HIGH WATER LINE ARE SUBJECT TO THE RIGHTS OF  
THE PUBLIC AND THE RIGHTS OF GOVERNMENTAL BODIES.

WITHIN THE BUILDING SETBACK LINES NO ENCLOSED  
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SHALL NOT OBSTRUCT NOR DIMINISH THE PUBLIC VIEW OF  
THE WILLAMETTE RIVER. FENCING IS ALLOWED UP TO A  
HEIGHT OF 6 FEET PROVIDED IT IS 75% OPEN WHEN  
VIEWED AT A 90° ANGLE.

LOT 2  
1.85 ac. (80,880 sq. ft.) - to low water  
1.65 ac. (72,000 sq. ft.) - to high water

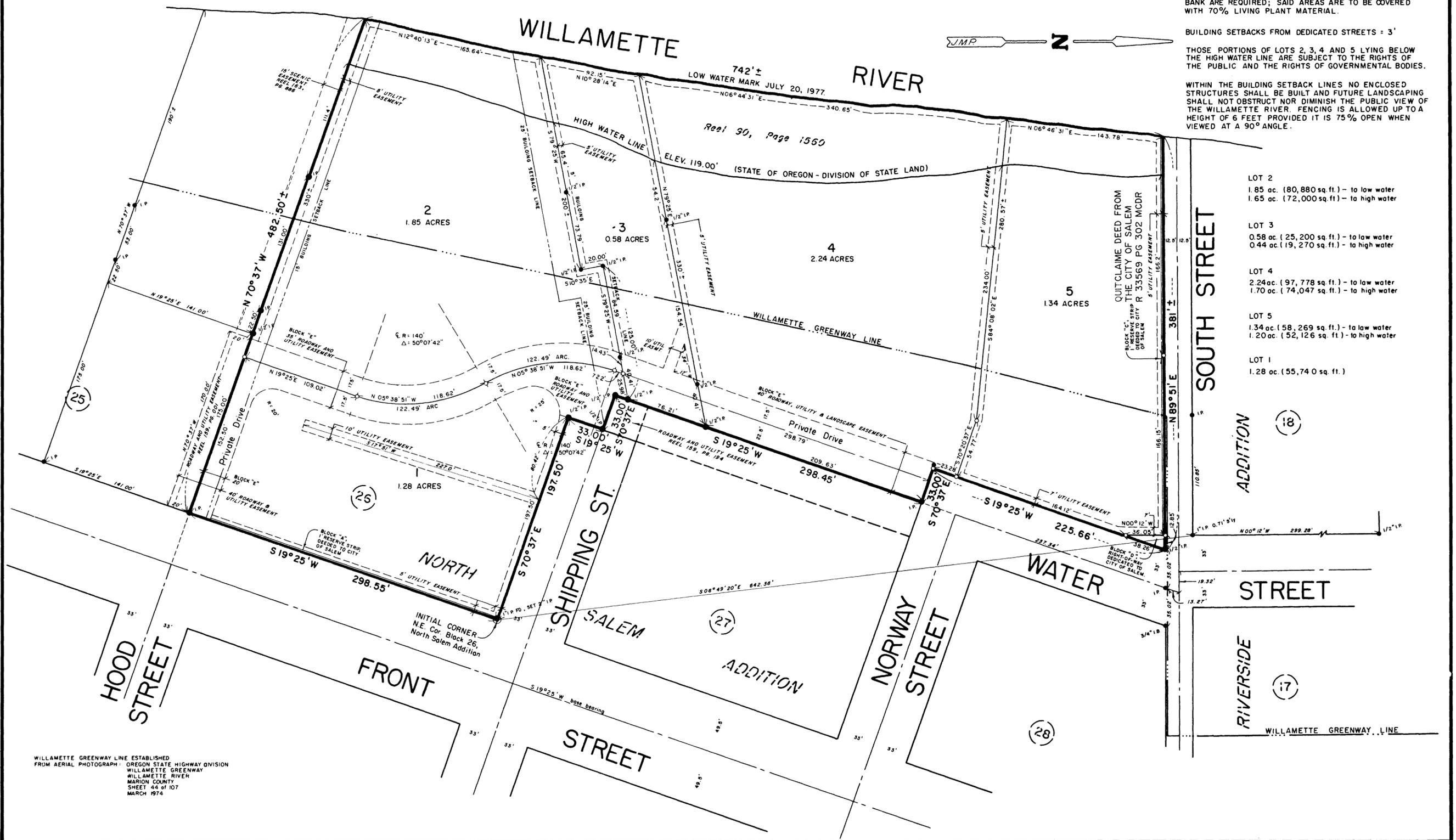
LOT 3  
0.58 ac. (25,200 sq. ft.) - to low water  
0.44 ac. (19,270 sq. ft.) - to high water

LOT 4  
2.24 ac. (97,778 sq. ft.) - to low water  
1.70 ac. (74,047 sq. ft.) - to high water

LOT 5  
1.34 ac. (58,269 sq. ft.) - to low water  
1.20 ac. (52,126 sq. ft.) - to high water

LOT 1  
1.28 ac. (55,740 sq. ft.)

QUITCLAIM DEED FROM  
THE CITY OF SALEM  
DEED TO CITY R 33569 PG 302 MCDR  
OF SALEM



WILLAMETTE GREENWAY LINE ESTABLISHED  
FROM AERIAL PHOTOGRAPH: OREGON STATE HIGHWAY DIVISION  
WILLAMETTE GREENWAY  
WILLAMETTE RIVER  
MARION COUNTY  
SHEET 44 of 107  
MARCH 1974

REEL 3569 PAGE 302  
MARION COUNTY  
BILL BURGESS, COUNTY CLERK  
12-17-2013 10:01 am  
Control Number 352804 \$ 56.00  
Instrument 2013 00055019

After recording return to:  
City of Salem  
City Recorder's Office  
555 Liberty Street SE, Room 205  
Salem, OR 97301

Send tax statements to:  
Willamette Landing Apartments-89, LLC  
PO Box 661087  
Arcadia CA 91066

### QUITCLAIM DEED

The CITY OF SALEM, OREGON, an Oregon municipal corporation, organized and existing under and by virtue of the laws of the State of Oregon (Grantor), 555 Liberty Street SE, Salem, Oregon 97301-3513, releases and quitclaims to Willamette Landing Apartments-89, LLC (Grantee), PO Box 661087, Arcadia, California 91066, all right, title, and interest in all that property situated in Marion County, State of Oregon, described as follows:

See Exhibit A attached and as shown on Exhibit B attached.

"BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301, AND 195.305 TO 195.336, AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301, AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010."

The true consideration for this conveyance is no money, but for other valuable consideration.

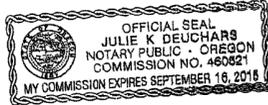
Dated this 2<sup>nd</sup> day of December, 2013.

CITY OF SALEM, OREGON, AN OREGON MUNICIPAL CORPORATION

By: Kathy Duncan  
Duncan City Manager

STATE OF OREGON )  
County of Marion )

This instrument was acknowledged before me on December 2, 2013, by Kathy Duncan as City Manager on behalf of the City of Salem, Oregon, an Oregon municipal corporation.



Julie K Deuchars  
Notary Public - State of Oregon  
My commission expires: 9-16-14  
Checked By: Kathy Duncan  
November 7, 2013

EXHIBIT A

Block C, Willamette Landing recorded in Volume 35, Page 27 of the Marion County Book of Town Plats.

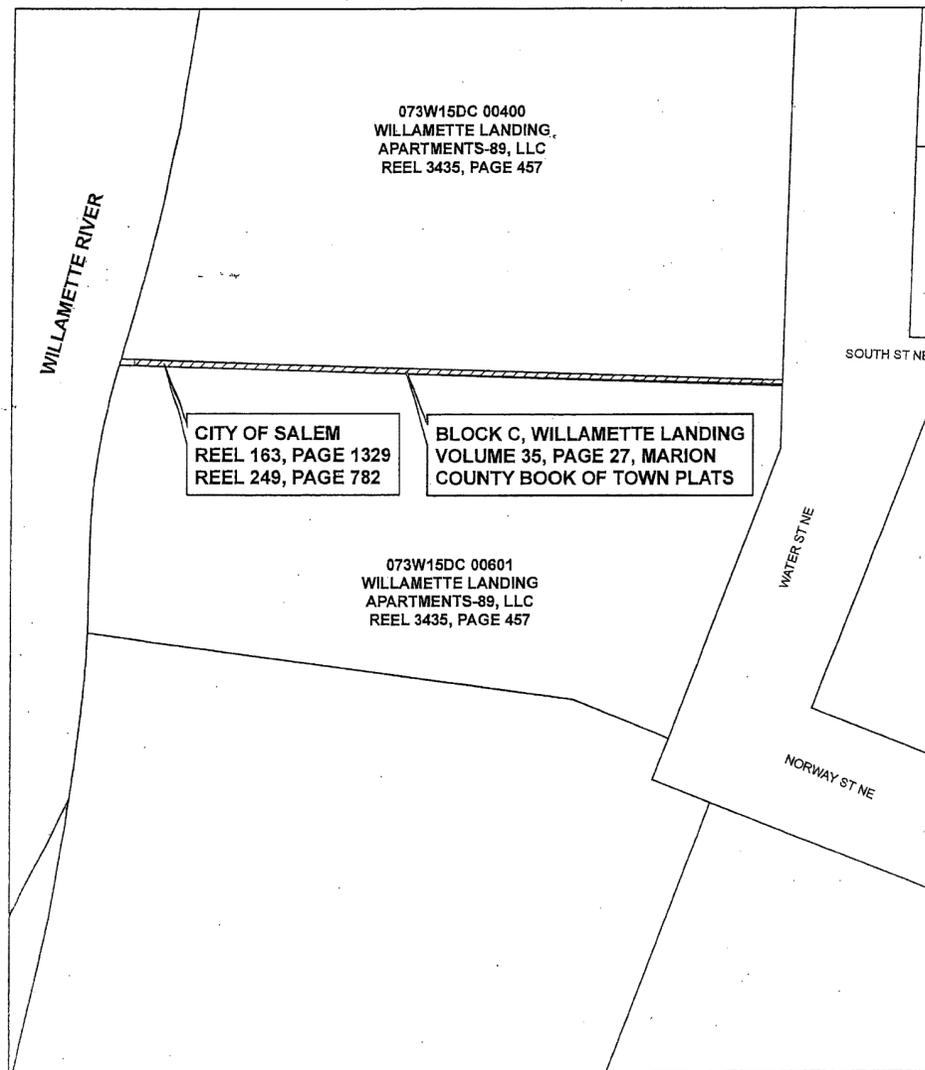


EXHIBIT B

N  
1 in = 60 ft

REEL: 3569

PAGE: 302

December 17, 2013, 10:01 am.

CONTROL #: 352604

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: \$ 56.00

BILL BURGESS  
COUNTY CLERK

THIS IS NOT AN INVOICE.

## **Exhibit J: Trip Generation Estimate Form**

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**Trip Generation Estimate**

Street \_\_\_\_\_

Bin # \_\_\_\_\_ TGE # \_\_\_\_\_

Date Received 11-16-2023

**Section 1** (To be completed by applicant.)

Applicant Name: AKS Engineering & Forestry, LLC Telephone: 503-400-6028

Applicant Mailing Address: 3700 River Road, Suite 1, Keizer, OR 97303

Location of New Development: 1105 & 1375 Front Street NE, Salem, OR

(Please provide street address. If unknown, provide approximate address and geographical description/nearest cross streets.) 373 units per Tyler Roth

Description and Size of New Development: approx. 370 retail units; with additional commercial space, see attached

(e.g., 150 single-family homes, 20,000 sq. ft. office addition, 12-pump gas station, 50-student day care, additional parking, etc.)

Description and Size of Existing/Past Development, if any (note whether to remain or be removed): Past Use: Truitt Cannery  
196,422 Square Feet

Planning Action Involved, if any: Subdivision / SPR Building Permit Involved: Yes  No   
(e.g., zone change, subdivision, partition, conditional use, PUD, mobile home park, etc.)

**Section 2** (To be completed by City staff.)

**Proposed Use**  
Development Quantity: Apartments plus Retail  
ITE Land Use Code: Various - See Worksheet  
Trip Generation Rate/Equation: Various - See Worksheet  
Average Daily Trips: 4,465  
**ELNDT Adjustment Factors**  
Trip Length: Various Linked Trip: Various  
TSDC Trips: 1,883

**Existing Use**  
Development Quantity: 196,422 Square Feet  
ITE Land Use Code: 140 - Manufacturing  
Trip Generation Rate or Equation: 4.75 Trips/KSF  
Average Daily Trips: 933  
**ELNDT Adjustment Factors**  
Trip Length: 1.00 Linked Trip: 1.00  
TSDC Trips: 933

**Section 3** (To be completed by City staff.)

**Transportation Impact Analysis (TIA)**  
Net Increase in Average Daily Trips: 3,532  
(Proposed use minus existing use.)  
 A TIA **will** be required:  
 Arterial/Collector—1000 Trip/day Threshold  
 Local Street/Alley—200 Trip/day Threshold  
 Other: \_\_\_\_\_  
 A TIA **will not** be required.

**Transportation Systems Development Charge**  
Net Increase in TSDC Trips: 950  
(Proposed use minus existing use.)  
 A TSDC **will** be required.  
(Fee determined by Development Services.)  
 A TSDC **will not** be required.

(For additional information, refer to the back of this application.)

**Section 4** (To be completed by City staff.)

Remarks: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:  Chief Development Services Engineer
- Community Development
- Building Permit Application
- \_\_\_\_\_

 **December 12, 2023**  
**t.martin**

By: \_\_\_\_\_

## Information Required to Assess the Need for a Traffic Impact Analysis and Transportation Systems Development Charge



The following information is required in order to assess the need for a Traffic Impact Analysis (TIA) and to calculate the Transportation Systems Development Charge (TSDC) to be levied on a proposed new development.

### TIA Determination:

The City of Salem may require that a TIA be prepared as part of the approval process for major new development. The purpose of a TIA is to estimate the traffic impacts created by a new development on the surrounding street system. Any significantly adverse traffic impacts identified in the TIA must be mitigated by the applicant.

The estimated daily traffic generation of a new development is used as the criteria for determining whether a TIA is needed. If the new development access is located on an arterial or collector and the estimated daily traffic generation is more than 1000 trips, a TIA may be required. If access is located on a local street or alley and the generated trips exceed 200, a TIA may be required. Other criteria such as site access issues, driveway restrictions, and existing facilities deficiencies may also be used, if recommended by City Traffic Engineering staff.

The City Traffic Engineer makes the determination as to whether a TIA is required. (For more information on TIA criteria, see Development Bulletin No. 19 dated January 20, 1995.) When the determination has been made, copies of the Trip Generation Estimate form are sent to Public Works Development Services Division and the applicant. If a planning action is required, a copy is also forwarded to the Community Development Department.

### TSDC Analysis:

The City of Salem charges a TSDC on all new development that creates a net increase in traffic on the surrounding street system. The total charge is assessed on a per trip fee times the TSDC trips calculated for the development. For more information on the TSDC, see Council Staff Report dated October 9, 1995.

To assist in estimating the daily trips generated by a new development, please answer the questions in Section 1 of this sheet and return it to Room 325 of the Civic Center. If you have any questions, Traffic Engineering staff are available at 503-588-6211. A copy of the completed trip generation estimate will be returned to you at the address provided in Section 1.

***No Land Use, Planning, or Development Approval applications requiring Trip Generation Estimates will be processed until this information has been provided and the TIA/TSDC assessment has been made by City Traffic Engineering staff.***

Total apartment units: 379  
 Retail space: 28,500 sf  
 Adaptive reuse food hall: 19,000 sf  
 Adaptive reuse (winery or similar): 4040 sf  
 Adaptive reuse (Brewery or similar): 6700 sf

PROPOSED USES:

| SIZE      | ITE # | LAND USE DESCRIPTION           | Trip Rate | Unit          | ADT   | TLF        | LTF  | TSDC  |
|-----------|-------|--------------------------------|-----------|---------------|-------|------------|------|-------|
| 373       | 221   | Multifamily Housing (Mid-Rise) | 4.54      | Dwelling Unit | 1,693 | 0.97       | 1.00 | 1,643 |
| 28,500    | 855   | Strip Retail Plaza             | 54.54     | 1,000 SF      | 1,554 | 0.31       | 0.28 | 135   |
| 12        | 926   | "Food Cart Pod" (Food Hall)    | 51.49     | Per Cart      | 618   | 0.31       | 1.00 | 54    |
| 4,040     | 970   | "Wine Tasting Room"            | 45.96     | 1,000 SF      | 186   | 0.31       | 0.28 | 16    |
| 6,700     | 971   | "Brewery Tap Room"             | 61.69     | 1,000 SF      | 413   | 0.31       | 0.28 | 36    |
| TOTAL ADT |       |                                |           |               | 4,465 | TOTAL TSDC |      | 1,883 |

## **Exhibit K: Formal Interpretation CI23-01**

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# NOTICE OF DECISION

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



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

## DECISION OF THE PLANNING ADMINISTRATOR

**FORMAL INTERPRETATION CASE NO.:** CI23-01

**APPLICATION NO.:** 23-108178-PLN

**NOTICE OF DECISION DATE:** August 8, 2023

**REQUEST:** A Formal Interpretation of the City's development code, pursuant to SRC 110.075, requesting clarification regarding certain provisions of the City's Willamette Greenway overlay zone, including SRC 600.015(a)(2)(J), SRC 600.015(a)(2)(L), SRC 600.015(a)(1) & (2), and the definitions of "change of use" and "intensification" under SRC 600.005, as they apply to the planned redevelopment of the former Truitt Brothers Cannery site located at 1105 Front Street NE (Marion County Assessor Map and Tax Lot Number: 073W22AB00900, 073W22AB00600, and 073W22AB00300).

**APPLICANT:** Zach Pelz, of AKS Engineering & Forestry

**LOCATION:** 1105 Front Street NE

**CRITERIA:** Salem Revised Code (SRC) Chapter 110.075(e) – Formal Interpretations

**FINDINGS:** The findings are in the attached Decision dated August 8, 2023.

**DECISION:** The **Planning Administrator** issued a formal interpretation of the identified provisions of the City's development code, the Unified Development Code (UDC). The formal interpretation for Case No. CI23-01 is included in the attached decision.

Notice of Decision Mailing Date: August 8, 2023  
Decision Effective Date: August 24, 2023

Case Manager: Bryce Bishop, Planner III, [bbishop@cityofsaelm.net](mailto:bbishop@cityofsaelm.net), 503-540-2399

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m. Wednesday, August 23, 2023. 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) 110. 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 City Council will review the appeal at a public hearing. After the hearing, the City Council may affirm or modify the decision.

The complete case file, including findings and conclusions, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

**BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM**

**DECISION**

**IN THE MATTER OF FORMAL ) FINDINGS & ORDER**  
**INTERPRETATION CASE CI23-01; )**  
**1105 FRONT STREET NE ) August 8, 2023**

In the matter of the Formal Interpretation request of the City’s development code submitted by Zach Pelz, of AKS Engineering & Forestry, on behalf of the applicant, Future of Neighborhood Development, the Planning Administrator, having received and reviewed the evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

**REQUEST**

A Formal Interpretation of the City’s development code, pursuant to SRC 110.075, requesting clarification regarding certain provisions of the City’s Willamette Greenway overlay zone, including SRC 600.015(a)(2)(J), SRC 600.015(a)(2)(L), SRC 600.015(a)(1) & (2), and the definitions of “change of use” and “intensification” under SRC 600.005, as they apply to the planned redevelopment of the former Truitt Brothers Cannery site located at 1105 Front Street NE (Marion County Assessor Map and Tax Lot Number: 073W22AB00900, 073W22AB00600, and 073W22AB00300).

**PROCEDURAL FINDINGS**

1. On April 14, 2023, an application for a Formal Interpretation of the City’s development code, the Unified Development Code (UDC), was submitted by Zach Pelz, of AKS Engineering & Forestry, on behalf of the applicant, Future of Neighborhood Development, requesting interpretation of certain provisions of the City’s Willamette Greenway overlay zone as they apply to the proposed redevelopment of the former Truitt Brothers Cannery site.
2. Pursuant to SRC 110.075(e), subsequent to an application for a Formal Interpretation being deemed complete, the Planning Administrator shall review the request and issue a formal interpretation of the specific provision(s) of the UDC for which the formal interpretation has been requested.

**SUBSTANTIVE FINDINGS**

**1. Background**

The Formal Interpretation being reviewed by the Planning Administrator has been requested by the applicant due to uncertainty associated with how certain provisions of the City’s Willamette Greenway overlay zone would apply to the planned future redevelopment of the former Truitt Brothers Cannery site located at 1105 Front Street NE (**Attachment A**). The application seeks formal interpretation of the following provisions of SRC Chapter 600 (Willamette Greenway):

- A. **SRC 600.015(a)(2)(J)** – Greenway development permit exception for alternations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.

- B. **SRC 600.015(a)(2)(L)** – Greenway development permit exception for ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004.
- C. **SRC 600.015(a)(1) and (2)** – Greenway development permit applicability and exceptions.
- D. **SRC 600.005** – Definitions of “change of use” and intensification.”

## 2. Applicant’s Plans and Statement

Salem Revised Code (SRC) 110.075(d) requires that when a formal interpretation is submitted, the applicant is required to provide a written statement that identifies the provision(s) of the UDC for which the formal interpretation is being requested and describes the applicant’s understood meaning of the provision(s) and/or how they are intended to be applied; together with any additional supporting information that the applicant deems necessary to provide evidence in support of the requested interpretation.

The written statement describing the applicant’s requested formal interpretation is included as **Attachment B** and the additional materials provided by the applicant in support of formal interpretation request are attached to this decision as follows:

- Conceptual Site Redevelopment Plan: **Attachment C**
- Statewide Planning Goal 15 (Willamette River Greenway): **Attachment D**
- Willamette River Greenway Plan: **Attachment E**

## 3. Summary of Record.

The following items are submitted to the record and are available: 1) All materials submitted by the applicant; and 2) All documents referenced in this decision. All application materials are available on the City’s online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 23108178.

## DECISION CRITERIA FINDINGS

### 4. Authority and Purpose.

SRC Chapter 110 (General Zoning Provisions), specifically SRC 110.075, establishes the applicable process and requirements for formal interpretations of the City’s development code. Under SRC 110.075(c), the Planning Administrator is authorized to issue formal interpretations of the UDC, and such interpretation requests may be initiated by an applicant.

The purpose of a formal interpretation is to clarify ambiguous provisions in the City’s Unified Development Code (UDC) and their application in particular circumstances. Pursuant to SRC 110.075(e), formal interpretations shall:

- (1) Be based on the facts contained within the record and the rules of construction for interpreting the UDC included under SRC 110.080; and
- (2) Be in the form of a written order containing findings stating the facts relied upon in rendering the interpreting and explaining the justification for the decision.

## **5. Rules of Construction for Interpreting the UDC.**

SRC 110.080 establishes the following rules of construction that shall be used in interpreting the UDC:

- (a) An interpretation shall be consistent with generally accepted principles of statutory construction as recognized by the Oregon courts, and shall not, by way of interpretation, add new restrictions, standards, or policies that are not apparent or necessarily implied within the text or context of the provision.
- (b) In making an interpretation, the duty is to simply ascertain and declare what is, in terms or in substance, contained in the provision.
- (c) No interpretation shall insert what has been omitted or omit what has been inserted.
- (d) Where there are several provisions relating to the same subject, a construction shall be given where, if possible, all provisions will be given effect.
- (e) As used in the UDC, words used in the present tense include the future, the singular number includes the plural, and the word "shall" is mandatory and not directory.
- (f) An interpretation shall consider the Salem Area Comprehensive Plan, where applicable. No interpretation shall be inconsistent with the Salem Area Comprehensive Plan.
- (g) In construing an ambiguous provision, the legislative history of the provision may be considered.
- (h) In making interpretations, great weight shall be given to prior interpretations of the same or any related provision.
- (i) Chapters in the UDC contain purpose statements which are intended to provide general explanatory information concerning the chapter. The content of these sections does not constitute approval criteria.

## **6. Analysis of Salem Revised Code Provisions.**

The provisions of the code for which a formal interpretation has been requested are included under the City's Willamette Greenway overlay zone (SRC Chapter 600). As provided under SRC 600.001, the purpose of this chapter is to:

- (a) *To protect and enhance the natural, scenic, recreational, historical, and economic resources of the Willamette River corridor;*
- (b) *To implement the goals and policies of the comprehensive plan, the Willamette River Greenway Plan, and Goal 15 of the statewide planning goals;*
- (c) *To establish standards and requirements for the use of lands within the Willamette River Greenway of Salem;*
- (d) *To provide for the review of any intensification, change of use, or development of properties located within the Willamette River Greenway of Salem;*
- (e) *To allow for use and development consistent with the underlying land use designation while preserving, protecting, and enhancing the scenic qualities of the river and the riparian area;*
- (f) *To allow and encourage a variety of water-dependent, water-related, and river-oriented uses, recreational developments, and public access to and along the river while preserving, protecting, and enhancing the scenic qualities of the river and the riparian area;*
- (g) *To insure that land use and activities which make use of the riparian area are limited to moderate impact on that environment, and do not endanger it;*

- (h) *To insure that the intensification, change of use, or development on a site is in keeping with the function of the Willamette River Greenway Plan, and preserves and enhances the scenic qualities or economic function of the river, the site, and adjacent riparian lands;*
- (i) *To insure that the proposed development is in harmony with existing and proposed adjoining land uses;*
- (j) *To protect and improve water quality in the Willamette River in order to support designated beneficial water uses, and to protect the functional value of the riparian area and provide a riparian buffer to separate the Willamette River from development.*

**A. SRC 600.015(a)(2)(J) – Alterations to the Configuration of a Building Footprint.**

The formal interpretation submitted by the applicant requests clarification that in the context of SRC 600.015(a)(2)(J), *“alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint”* has the meaning of excepting from review under SRC Chapter 600, reconfigurations that do not increase the size of the building footprint.

The written statement provided by the applicant (**Attachment B**) indicates that in order to enhance views of the river and create a more integrated outdoor experience for tenants and guests, the existing exterior walls and roof, and possibly some of the existing building footprint, along a portion of existing Building C is intended to be removed. The applicant believes that the proposed building reconfiguration is excepted from review under SRC Chapter 600, per SRC 600.015(a)(2)(J). The applicant indicates that this exception appears to cover two scenarios: 1) Building alterations that do not increase the building footprint; and 2) An alteration to the configuration of the building footprint. To give meaning to both clauses, the applicant is requesting that the exception be interpreted such that “altering the configuration of a building footprint” means to increase the building footprint and its permanent ground disturbing impacts and that under this provision a net reduction to the are of a building footprint would qualify for the exception.

The applicant explains that the requested interpretation is consistent with the intent of SRC Chapter 600 and the State Willamette River Greenway program. ORS 390.314(2)(b) acknowledges the necessity to “permit the continuation of existing uses of lands that are included within such greenway; but, for the benefit of the people of this state, also limit the intensification and change in use of such lands so that such uses shall remain, to the greatest possible degree, compatible with the preservation of the natural, scenic, historical and recreational qualities of such lands.” The applicant indicates that this interpretation would permit the continuation of the existing use of the land but would also limit and diminish the existing building footprint consistent with ORS 390.314(2)(b). Thus, to the greatest extent possible, the existing building will be retained but diminished in size, and such a decrease will be compatible with the preservation of the greenway qualities listed above.

The applicant indicates that SRC 600.001(a) states the purpose of the WRG is, “To protect and enhance the natural, scenic, recreational, historical, and economic resources of the Willamette River corridor” and that further, SRC 600.025(a)(5) specifies general standards for development that seek to minimize impacts to the riparian buffer during proposed intensification and/or changes of use.

The applicant explains that reducing permanent ground-disturbing activities creates new areas for riparian vegetation and provides opportunities for active and passive enjoyment of the Willamette River while allow for changes to uses and activities in existing urban areas that promote economic viability, all of which is consistent with the express purpose of the WRG Overlay Zone.

**Finding:** Staff concurs with the findings included in the applicant’s written statement. In the context of Goal 15, OAR 660-015-0005(C)(3)(j), ORS 390.314(2)(b), and the policies applicable to the Greenway Development District of the City’s Willamette River Greenway Plan, the presence of existing urban uses on land within the Willamette Greenway, and the need to permit the continuation of these uses on such land, is recognized, but requires it to be done in a manner that limits the intensification and change in use of these lands so these uses remain, to the greatest degree possible, compatible with the preservation of the natural, scenic, historic, and recreational qualities of the river.

The requirements of the City’s Willamette Greenway overlay zone implement these policies by identifying uses that are allowed to be conducted within the overlay zone and specifying when a proposed change of use, intensification, or development is required to obtain a Greenway Development permit.

Pursuant to SRC 600.015(a)(2)(J), a greenway development permit is not required for, *“Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.”* This permit exception recognizes the potential for existing uses and structures to be present with the Willamette Greenway overlay zone and, in conformance with Goal 15, OAR 660-015-0005(C)(3)(j), ORS 390.314(2)(b), and the policies applicable to the Greenway Development District of the City’s Willamette River Greenway Plan, allows these existing uses and structures to continue to exist provided they are not changed or altered in a manner that would affect the land or water upon which they are located. As indicated in the findings included in the applicant’s written statement, an alteration to a building that decreases its size, and thereby correspondingly reduces its footprint, lessens the impact the building has on the land and the natural, scenic, and recreational qualities of the river; thereby bringing the building it into greater conformance with the requirements of SRC Chapter 600.

Based on the foregoing findings, and the facts and findings included in the applicant’s written statement, *“alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint”* include alterations to the configuration of a building or accessory structure footprint that reduce its size and do not extend it in other areas, and such alterations are exempt from a Greenway Development permit pursuant to SRC 600.015(a)(2)(J).

#### **B. SRC 600.015(a)(2)(L) – Ordinary Maintenance.**

The formal interpretation submitted by the applicant requests clarification that in the context of SRC 600.015(a)(2)(L), maintenance and repair activities considered to be “ordinary” include maintenance to existing walls, roof structures, and foundation systems of the existing on-site buildings intended for adaptive reuse, and such ordinary maintenance and repair is excepted from review under SRC Chapter 600.

The written statement provided by the applicant (**Attachment B**) indicates that the existing buildings on-site that are planned for adaptive reuse were originally constructed in the early part of the 20<sup>th</sup> century (*approximately 1915*) and are primarily concrete structures. A structural analysis of these buildings recommends improving pile bracing for seismic resistance and roof upgrades, among other work, for the buildings to be able to support the proposed and permitted uses. The applicant indicates that per SRC 600.015(a)(2)(L), the ordinary maintenance and repair of buildings that existed prior to June 9, 2004, is exempt from review under SRC Chapter 600, but the term “ordinary” is not defined in SRC Section 111.001. The applicant explains that, therefore, in accordance with SRC 111.010(b), the accepted meaning according to Webster’s Third New Int’l Dictionary (unabridged ed. 2002) is understood to be: “occurring or encountered in the usual course of events; not uncommon or exceptional; not remarkable; routine, normal.”

The applicant indicates that the purpose of this code section is to encourage and not discourage property owners to keep their properties safely maintained to avoid blighted conditions and damage to human health and the environment. Routine maintenance and repair of concrete buildings, foundations, and their support structures is necessary to ensure safe use and optimum longevity of these structures. The applicant explains that therefore, maintenance of the existing walls, roof structures, and foundation systems of the existing on-site buildings intended for adaptive reuse is usual and routine for the proper performance of these buildings and such maintenance activities, including related work necessary to adapt these buildings to current building code standards, are excepted from review under SRC 600 pursuant to SRC 600.015(a)(2)(L).

**Finding:** Staff concurs with the findings included in the applicant’s written statement. As with the exemption under SRC 600.015(a)(2)(J) for alterations of buildings or accessory structures which do not increase the size or alter the configuration of building or accessory structure footprints, the exemption for the ordinary maintenance and repair of existing buildings and structures included under SRC 600.015(a)(2)(L) recognizes the presence of existing buildings and structures within the Willamette Greenway overlay zone, that such buildings and structures are allowed to continue to exist, and that in order to ensure the buildings and structures remain safe, habitable, and do not become derelict or dangerous, they may be repaired and maintained without the requirement to obtain a Greenway Development Permit.

As indicated by the findings included in the applicant’s written statement, usual maintenance and repair of existing buildings and structures can include work that involves repair of walls, roofs, and foundations that have fallen into disrepair or improvements to adapt buildings to current building code standards. Such activities ensure the safety of existing buildings and structures and do not result in impacts to the land or water that are detrimental to the natural, scenic, and recreational qualities of the river.

Based on the foregoing findings, and the facts and findings included in the applicant’s written statement, “*Ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004*” includes maintenance to existing walls, roof structures, and foundation systems required for the proper performance of a building, and such related work necessary to adapt a building to current building code standards. Pursuant to SRC 600.015(a)(2)(L), such maintenance and repair activities are exempt from Greenway Development Permit review.

### **C. SRC 600.015(a)(1) and (2) – Uses and activities excepted from review under SRC 600.**

The formal interpretation submitted by the applicant indicates that SRC 600.015(a)(1) requires review under SRC 600 for any intensification, change of use, or development within the Willamette Greenway overlay zone which occurs after December 6, 1975, and that this threshold for applicability is in addition to a separate list of exceptions from permit review included in SRC 600.015(a)(2). The applicant requests that the City interpret SRC 600.015(a) to except from review under SRC Chapter 600 those uses and activities in SRC 600.015(a)(2), as well as those uses and activities which are not considered a change of use, intensification, or development per SRC 600.015(a)(1).

The applicant indicates that clarifying the uses and activities that are excepted from review under SRC Chapter 600, helps achieve the mutual objectives of natural resource preservation and economic development which establish the basis for the State and local Willamette River Greenway guidance.

**Finding:** In regard to the applicability requirements for Greenway Development Permit review identified under SRC 600.015(a)(1) and the specific exceptions from Greenway Development Permit review identified under SRC 600.015(a)(2), the applicant is correct that the first threshold for determining whether a Greenway Development Permit is required for a specific use or development activity is whether it qualifies under the definitions of SRC 600.005 as “intensification,” “change of use,” or “development” because any intensification, change of use, or development within the Willamette Greenway overlay zone requires a Greenway development permit unless it is otherwise excepted from review under SRC 600.015(a)(2).

Pursuant to SRC 110.075(a), the purpose of a formal interpretation is to clarify ambiguous provisions of the UDC and their application in particular circumstances. Based on the current language of SRC 600.015(a)(1) and (2), it is clear that if a proposed use or development activity does not meet the definition of intensification, change of use or development, then Greenway Development Permit review is not required. Alternatively, if a proposed use or development activity meets the definition of intensification, change of use, or development, but is otherwise identified as being exempt from review under SRC 600.015(a)(2), Greenway Development Permit review is not required. Because the Greenway Development Permit applicability requirements of SRC 600.015(a)(1) and SRC 600.015(a)(2) are not ambiguous, they can be applied based on their plain text meaning without need for further interpretation. Adopting an interpretation of these provisions consistent with that which has been suggested by the applicant would have the effect of expanding applicable exemptions beyond those which are currently identified in the code and therefore falls outside the scope of the rules of construction for interpreting the UDC under SRC 110.080.

### **D. SRC 600.005 – Definitions of Change of Use, Development, and Intensification.**

The formal interpretation submitted by the applicant indicates that subjective language (e.g., “does not substantially alter...,” “...facilities as are usual and necessary to the use and enjoyment...,” and “will not substantially alter the appearance of the structure”) is prevalent through the definitions for change of use, intensification, and development. The

applicant therefore requests the City interpret the below identified highlighted provisions of the definitions of “change of use” and “intensification” as follows:

- *“Change of use means making a different use of the land or water than that which existed on December 6, 1975. Change of use includes changes which require construction or alteration to land or water outside of existing buildings, structures, or open storage areas and which substantially alters or affects land or water. Change of use does not include:*
  - (a) A change of use of a building or other structure which does not substantially alter or affect the land or water upon which it is located;***
  - (b) The completion of a structure for which a valid permit has been issued as of December 6, 1975, and under which substantial construction was undertaken by July 1, 1976;*
  - (c) The sale of property;*
  - (d) Landscaping;*
  - (e) Construction of driveway approaches;*
  - (f) Modifications of existing structures; or***
  - (g) The construction or placement of accessory structures or facilities that are usual and necessary to the use and enjoyment of existing improvements, as permitted by this chapter.”***

The applicant requests that, *“A change of use of a building which does not substantially alter or affect the land or water upon which it is located,”* be interpreted to mean a change that does not permanently increase ground or water disturbing activities and/or permanently increase the area of the footprint of an existing building.

**Finding:** Based on the current definition of “change of use”, a change of use of a building or other structure applies specifically to the use of a building or structure. If a change of use of a building or structure does not require the footprint of a building or structure to be increased in size, there is no affect, substantial or otherwise, to the land upon which it is located and therefore the change of use would not be considered a “change of use” for purposes of this definition.

Whether or not a change of use of a building or structure results in a permanent increase in ground or water disturbing activity or a permanent increase in the size of the footprint of an existing building, the current definition of change of use does not include a component relating to the duration of impact that a change of use of a building or structure may have on the land or water upon which it is located. As such, interpreting this definition to mean that a change of use of a building or structure is not a “change of use” for the purpose of this definition if it does not permanently increase ground or water disturbing activities and/or permanently increase the area of the footprint of an existing building inserts a concept into the definition that currently does not exist and therefore falls outside the scope of the rules of construction for interpreting the UDC under SRC 110.080. A change of use of a building or structure which results in non-permanent, temporary alterations or impacts to the land or water upon which it is located can still have the potential for those alterations or impacts to be substantial depending on their specific nature and scale.

The applicant requests that, “*Modifications of existing structures*” and “*The construction or placement of accessory structures of facilities that are usual and necessary to the use and enjoyment of existing improvements, as permitted by this chapter*” be interpreted to mean such modifications to existing structures or the construction or placement of new structures that are related to existing structures and which result in no net increase in permanent ground disturbing activity and/or do not result in a net permanent increase in the area of the footprint of an existing building.

**Finding:** As with the requested interpretation above of, “*A change of use of a building which does not substantially alter or affect the land or water upon which it is located,*” the exceptions from the definition of “change of use” concerning, “*Modifications of existing structures*” and, “*The construction or placement of accessory structures or facilities that are usual and necessary to the use and enjoyment of existing improvements, as permitted by this chapter,*” do not currently include components relating to the duration of impact that the modifications of existing structures or construction or placement of accessory structures may have on the land or water upon which they’re located and therefore fall outside the scope of the rules of construction for interpreting the UDC under SRC 110.080.

- “*Intensification means any addition which increases or expands the area or level of activity of an existing use or activity; or any **remodeling of the exterior of a structure which will substantially alter the appearance of the structure.** For purposes of this definition, “intensification” does not include:*
  - (a) *Completion of a structure for which a valid permit has been issued as of December 6, 1975, and under which substantial construction has been undertaken by July 1, 1976;*
  - (b) *Maintenance and repair, usual and necessary for the continuance of an existing use;*
  - (c) *Reasonable emergency procedures necessary for the safety or protection of property; or*
  - (d) *Seasonal increases in gravel operations.”*

The applicant requests that, “*...remodeling of the exterior of a structure which will substantially alter the appearance of the structure,*” be interpreted to not include exterior alterations that do not increase permanent ground disturbing activity and/or permanently increase the area of the footprint of an existing building. The applicant explains that this interpretation is consistent with SRC 600.015(a)(2)(J) which explicitly excepts from review under SRC Chapter 600, “Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.”

**Finding:** Based on the definition of “intensification” included under SRC 600.005, the remodeling of the exterior of a structure which substantially alters the appearance of the structure meets the definition of intensification and would therefore meet the baseline threshold for requirement Greenway Development Permit review under SRC Chapter 600. However, SRC 600.015(a)(1) provides that. “Except as provided under subsection (a)(2) of this section, no intensification, change of use, or development within the Willamette Greenway Overlay Zone shall occur unless a greenway development permit has been issued pursuant to this chapter.”

SRC 600.015(a)(2) identifies exceptions from the requirement to obtain a Greenway Development Permit for specific uses and activities. One such exception included under SRC 600.015(a)(2)(J) is, “Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.”

Based on this exception, although the remodeling of the exterior of a structure which substantially alters its appearance is considered an “intensification” that would otherwise require Greenway Development Permit review, such remodeling would be exempt, per SRC 600.015(a)(2)(J), as long as the exterior remodeling, which is a form of alteration to a building, does not increase the size or alter the configuration of the building or accessory structure footprint. As provided in the interpretation of SRC 600.015(a)(2)(J) above, alterations to the configuration of the building or accessory structure footprint include alterations to the configuration of a building or accessory structure footprint that reduce its size and do not extend it in other areas.

### **IT IS HEREBY ORDERED**

Based on the foregoing findings and conclusions, consideration of the materials submitted by the applicant, and review of the requested interpretation pursuant to SRC 110.075, the Planning Administrator makes the following Formal Interpretation:

- 1) SRC 600.015(a)(2)(J) – Greenway development permit exception for alternations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.**

SRC 600.015(a)(2)(J) exempts alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint from requiring a Greenway Development Permit.

For the purpose of this exception, alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint include alterations to the configuration of a building or accessory structure footprint that reduce its size and do not extend it in other areas, and such alterations are exempt from a Greenway Development permit pursuant to SRC 600.015(a)(2)(J).

- 2) SRC 600.015(a)(2)(L) – Greenway development permit exception for ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004.**

SRC 600.015(a)(2)(L) exempts the ordinary maintenance and repair of buildings, structures, parking lots, and other site improvements that were in existence prior to June 9, 2004, from requiring a Greenway Development Permit.

For the purpose of this exception, ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004, includes maintenance to existing walls, roof structures, and foundation systems required for the proper performance of a building, and such related work necessary to adapt a building to current building code standards. Pursuant to SRC 600.015(a)(2)(L), such maintenance and repair activities are exempt from Greenway Development Permit review.

**3) SRC 600.015(a)(1) and (2) – Greenway development permit applicability and exceptions.**

SRC 600.015(a)(1) and (2) establish applicability requirements for, and certain exceptions from, Greenway Development Permits.

Based on the current language of SRC 600.015(a)(1) and (2), it is clear that if a proposed use or development activity does not meet the definition of intensification, change or use or development, then Greenway Development Permit review is not required and, alternatively, if a proposed use or development activity meets the definition of intensification, change of use, or development, but is otherwise identified as being exempt from review under SRC 600.015(a)(2), Greenway Development Permit review is not required. Because the Greenway Development Permit applicability requirements of SRC 600.015(a)(1) and SRC 600.015(a)(2) are not ambiguous, these provisions can be applied based on their plain text meaning without need for further interpretation. Adopting an interpretation of these provisions consistent with recommendation of the applicant would have the effect of expanding applicable exemptions beyond those which are currently identified and therefore falls outside the scope of the rules of construction for interpreting the UDC under SRC 110.080.

**4) SRC 600.005 – Definitions of “change of use” and intensification.”**

SRC 600.005 establishes definitions for various terms utilized within SRC Chapter 600, including definitions for “change of use” and “intensification.” Because Greenway Development Permit review is generally required for any intensification, change, or use or development within the Willamette Greenway overlay zone, the definitions of these terms establish baseline threshold for determining when a specific activity requires Greenway Development Permit review.

a) For purposes of the definition of “change of use”:

- i) A change of use of a building or other structure applies specifically to the use of a building or structure. If a change of use of a building or structure does not require the footprint of a building or structure to be increased in size, there is no effect, substantial or otherwise, to the land upon which it is located and therefore the change of use would not be considered a “change of use” for purposes of this definition.

The current definition of change of use does not include a component relating to the duration of impact that a change of use of a building or structure may have on the land or water upon which it is located. As such, interpreting this definition to mean that a change of use of a building or structure is not a “change of use” for the purpose of the definition if it does not permanently increase ground or water disturbing activities and/or permanently increase the area of the footprint of an existing building inserts a concept into the definition that currently does not exist and therefore falls outside the scope of the rules of construction for interpreting the UDC under SRC 110.080. A change of use of a building or structure which results in non-permanent, temporary, alterations or impacts to the land or water upon which it is located can still have the potential for those alterations or impacts to be substantial depending on their specific nature and scale.

- ii) The exceptions from the definition of “change of use” concerning, “*Modifications of existing structures*” and, “*The construction or placement of accessory structures or*

*facilities that are usual and necessary to the use and enjoyment of existing improvements, as permitted by this chapter,”* do not currently include components relating to the duration of impact that the modifications of existing structures or construction or placement of accessory structures may have on the land or water upon which they’re located and therefore fall outside the scope of the rules of construction for interpreting the UDC under SRC 110.080. As such, these provisions maintain their plain text meaning.

b) For purposes of the definition of “intensification:”

The definition of “intensification” included under SRC 600.005 includes the remodeling of the exterior of a structure which substantially alters the appearance of the structure. However, SRC 600.015(a)(2) identifies exceptions from the requirement to obtain a Greenway Development Permit for specific uses and activities. One such exception included under SRC 600.015(a)(2)(J) is, “Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.”

Based on this exception, although the remodeling of the exterior of a structure which substantially alters its appearance is considered an “intensification” that would otherwise require Greenway Development Permit review, such remodeling is exempt under SRC 600.015(a)(2)(J), as long as the exterior remodeling, which is a form of alteration to a building, does not increase the size or alter the configuration of the building or accessory structure footprint. As provided in the interpretation of SRC 600.015(a)(2)(J) above, alterations to the configuration of the building or accessory structure footprint include alterations to the configuration of a building or accessory structure footprint that reduce its size and do not extend it in other areas.



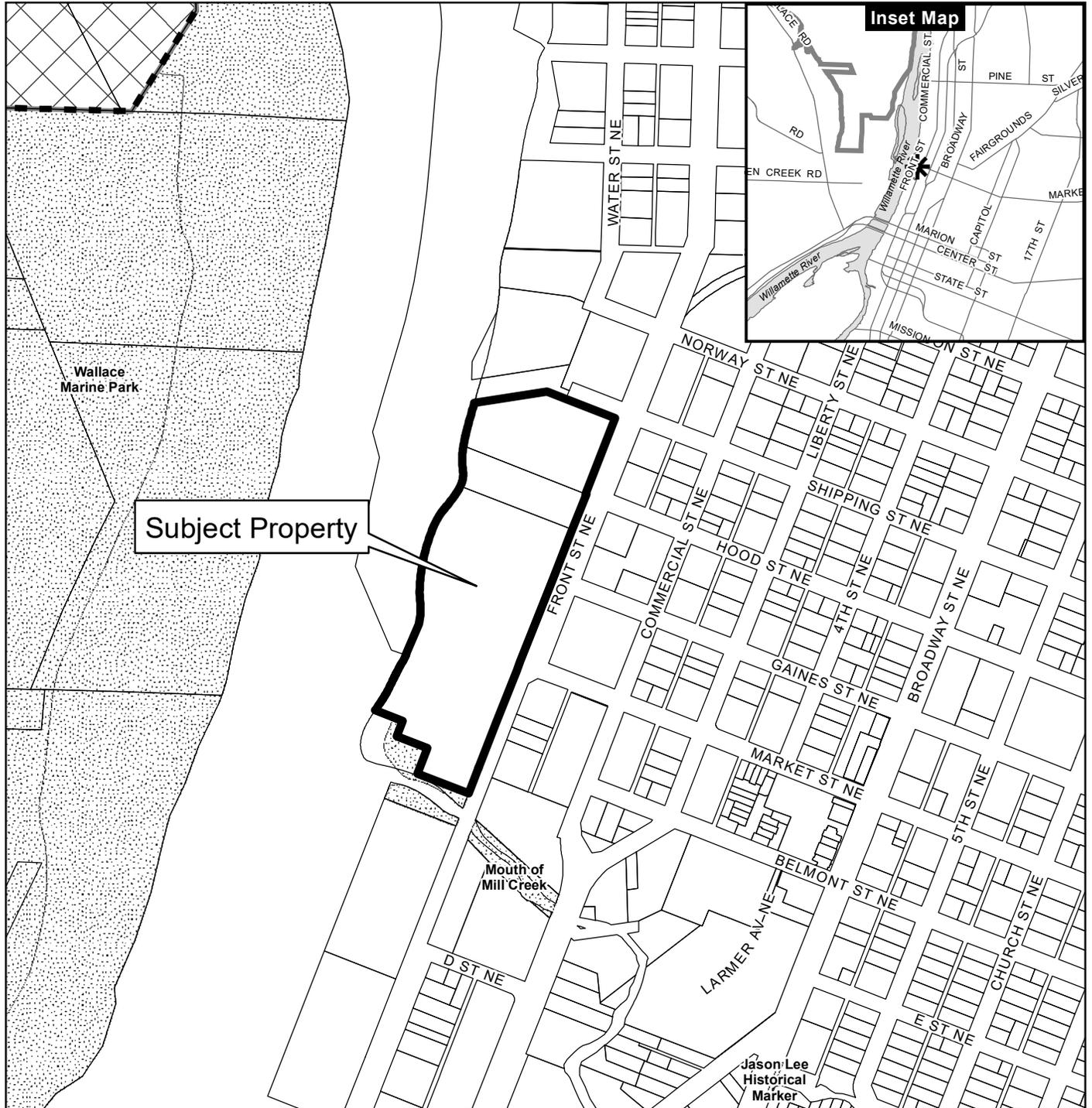
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Bryce Bishop, Planner III, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

Attachments:

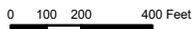
- A. Vicinity Map
- B. Applicant’s Formal Interpretation Request
- C. Conceptual Site Redevelopment Plan
- D. Statewide Planning Goal 15 (Willamette River Greenway)
- E. Willamette River Greenway Plan

# Vicinity Map 1105 Front Street NE



**Legend**

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



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April 13, 2023

City of Salem  
Planning Division  
555 Liberty Street SE, Room 305  
Salem, OR 97301

**RE: Formal Interpretation Request for the Planned Redevelopment of the Former Truitt Brothers Cannery Site at 1105 Front Street NE**

Future of Neighborhood Development (Applicant) is preparing a consolidated package of requests to secure entitlements for the adaptive reuse of an existing industrial property at 1105 Front St NE, in Salem, Oregon. The Applicant seeks clarification of the following Salem Revised Code (SRC) language to facilitate review of the future Site Plan Review, Willamette River Greenway (WRG), and related consolidated applications package. This application seeks formal interpretation of the following provisions:

1. **SRC 600.015(a)(2)(J)**. Clarify that, in the context of SRC 600.015(a)(2)(J), “...alter[ing] the configuration of the building... footprint” excepts from review under SRC Chapter 600, reconfigurations that do not increase the size of the building footprint.
2. **SRC 600.015(a)(2)(L)**. Clarify those maintenance and repair activities that may be considered “ordinary” in the context of SRC 600.015(a)(2)(L).
3. **SRC 600.015(a)(1)**. Clarify that the following uses and activities are intended to be excepted from review under SRC Chapter 600:
  - A change of use of a building, other structure, or existing open storage area which does not substantially alter or affect the land or water upon which it is located;
  - Landscaping;
  - Construction of driveway approaches;
  - Modifications of existing structures or open storage areas; and
  - The construction or placement of accessory structures or facilities that are usual and necessary to the use and enjoyment of existing improvements.

**Overview of Salem’s Willamette River Greenway Program**

State and local implementation of protections within areas adjacent to the Willamette River largely originates with Oregon Statewide Planning Goal 15 and its corresponding Oregon Administrative Rule (OAR) in OAR 660-015-0005 (Attachment B). This legislative guidance directs cities and counties in Oregon to develop a plan that conserves and enhances, particularly for public use and enjoyment, areas within the WRG as part of their comprehensive plans and zoning ordinances. Goal 15 permits the continuance of urban uses within the greenway. OAR 660-015-0005(C)(3)(j) states that, “Developments shall be directed

away from the river to the greatest possible degree; provided, however, lands committed to urban uses within the Greenway shall be permitted to continue as urban uses.”

Furthermore, Oregon Revised Statutes (ORS) 390.310-390.368, which established the Willamette River Greenway Program, also includes the intent to permit the continuance of existing uses within the Greenway. Per ORS 390.318(1), “units of local government that have lands along the Willamette River within their respective boundaries, shall prepare a plan for the development and management of the Willamette River Greenway as described in ORS 390.314.” ORS 390.314(2)(b) acknowledges the necessity to “permit the continuation of existing uses of lands that are included within such greenway; but, for the benefit of the people of this state, also limit the intensification and change in the use of such lands so that such uses shall remain, to the greatest possible degree, compatible with the preservation of the natural, scenic, historical and recreational qualities of such lands.”

Salem’s *WRG Plan* (see Attachment C) was adopted on September 10, 1979, and is an element of the August 2022 *Salem Area Comprehensive Plan* intended to implement Statewide Planning Goal 15. Per Salem’s *WRG Plan*, its purpose is to achieve the following objectives:

1. To protect and enhance the natural, scenic, recreational, historical, and economic resources of the Willamette River corridor.
2. To make the natural, scenic, recreational, historical, and economic resources available for the proper use and enjoyment of the Salem urban area resident.
3. To balance the needs and demands of commerce, industry, and people for access to the unique resources of the river.
4. To allow for use and development consistent with the Greenway concept and the *Salem Area Comprehensive Plan* policies.
5. To allow and encourage a variety of recreational developments and types of public access to and along the river while preserving, protecting, and enhancing the scenic qualities of the river and the riparian environment.

In promotion of these recreation, conservation, and economic objectives, Salem’s *WRG Plan* establishes the following WRG subdistricts:

1. Greenway Public Recreation District
2. Greenway Development District

The *Greenway Public Recreation District* includes publicly owned park land along the Willamette River and is intended for uses that are directly related to public recreation. Uses in this subdistrict are intended to be primarily water dependent in nature with allowances made for non-water dependent uses that maximize the retention of riparian vegetation.

The *Greenway Development District* includes areas that are committed to urban uses and comprises commercial and industrial properties in the WRG boundary. The Plan makes explicit that lands which are committed to urban uses shall be permitted to continue as such.

SRC Chapter 600 implements Salem’s *Willamette River Greenway Plan* and Statewide Planning Goal 15. Consistent with the goals and policies of the Greenway Development District, SRC Chapter 600 promotes the viability of lands committed to urban use by excepting from review building alterations that do not increase the size of a building footprint (SRC 600.015(a)(2)(J)) and ordinary maintenance and repair of existing buildings (SRC 600.015(a)(2)(L)). As discussed in Section 3 below, we seek clarification of the meaning and scope of SRC Section 600.015(a) regarding the uses and activities that are subject to review under Chapter 600.

**1. SRC 600.015(a)(2)(J): Alterations to the Configuration of a Building Footprint**

To enhance views of the river and create a more integrated outdoor experience for tenants and guests, the Applicant intends to remove existing exterior walls and the roof, and possibly remove some of the existing building footprint, along a portion of the existing Building C. All buildings are illustrated on the attached Preliminary Site Plan (Attachment A).

The Applicant believes that this building reconfiguration is excepted from review under SRC Chapter 600, per SRC 600.015(a)(2)(J):

- 600.015 Willamette Greenway development permit.
- (a) Applicability.
  - (2) Exceptions. A greenway development permit is not required for:
    - (...) (J) Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint.

SRC 600.015(a)(2)(J) appears to cover two scenarios: 1) building alterations that do not increase the building footprint, and 2) an alteration to the configuration of the building footprint. To give meaning to both clauses, the Applicant requests that this exception be interpreted such that “altering the configuration of a building footprint” means to increase the building footprint and its permanent ground disturbing impacts. Under this provision, a net reduction to the area of a building footprint would qualify for the exception.

The requested interpretation is consistent with the intent of SRC Chapter 600 and the State WRG program. ORS 390.314(2)(b) acknowledges the necessity to “permit the continuation of existing uses of lands that are included within such greenway; but, for the benefit of the people of this state, also limit the intensification and change in the use of such lands so that such uses shall remain, to the greatest possible degree, compatible with the preservation of the natural, scenic, historical and recreational qualities of such lands.” This interpretation would permit the continuation of the existing use of the land but would also limit and diminish the existing building footprint consistent with ORS 390.314(2)(b). Thus, to the greatest extent possible, the existing building will be retained but diminished in size, and such a decrease will be compatible with the preservation of the greenway qualities listed above.

SRC 600.001(a) states the purpose of the WRG is, “To protect and enhance the natural, scenic, recreational, historical, and economic resources of the Willamette River corridor.” Further, SRC 600.025(a)(5) specifies

general standards for development that seek to minimize impacts to the riparian buffer during proposed intensification and/or changes of use.

Reducing permanent ground-disturbing activities creates new areas for riparian vegetation and provides opportunities for active and passive enjoyment of the Willamette River while allowing for changes to uses and activities in existing urban areas that promote economic viability, all of which is consistent with the express purpose of the WRG Overlay Zone.

## 2. SRC 600.015(a)(2)(L): Ordinary Maintenance

Existing buildings on-site that are planned for adaptive reuse were originally constructed in the early part of the 20<sup>th</sup> century (approximately 1915) and are primarily concrete structures. A structural analysis of these buildings recommends improving pile bracing for seismic resistance and roof upgrades, among other work, for the buildings to be able to support the proposed and permitted uses. Per SRC 600.015(a)(2)(L), the ordinary maintenance and repair of buildings that existed prior to June 9, 2004, is exempt from review under SRC Chapter 600:

- 600.015 Willamette Greenway development permit.
- (a) Applicability.
  - (2) Exceptions. A greenway development permit is not required for:
    - (L) Ordinary maintenance and repair of buildings, structures, parking lots, or other site improvements that were in existence prior to June 9, 2004

The term “ordinary” is not defined in SRC Section 111.001; therefore, in accordance with SRC 111.001(b), the accepted meaning according to Webster’s *Third New Int’l Dictionary* (unabridged ed. 2002) is understood to be: “occurring or encountered in the usual course of events; not uncommon or exceptional; not remarkable; routine, normal.”

The purpose of this code section is to encourage and not discourage property owners to keep their properties safely maintained to avoid blighted conditions and damage to human health and the environment. Routine maintenance and repair of concrete buildings, foundations, and their support structures is necessary to ensure safe use and optimum longevity of these structures. Therefore, the City should find that maintenance to the existing walls, roof structures, and foundation systems of the existing on-site buildings intended for adaptive reuse is *usual* and *routine* for the proper performance of these buildings and such maintenance activities, including related work necessary to adapt these buildings to current building code standards, are excepted from review under SRC Chapter 600, per Section 600.015(a)(2)(L).

## 3. SRC 600.015(a)(1) and (2): Uses and activities excepted from review under SRC Chapter 600

SRC Section 600.015(a)(1) requires review under Chapter 600 for any intensification, change of use, or development within the WRG Overlay Zone which occurs after December 6, 1975. Change of use, development, and intensification are defined in SRC 600.005 and OAR 660-015-0005 as follows:

**Change of Use** means making a different use of the land or water than that which existed on December 6, 1975. It includes a change which requires construction, alterations of the land, water or other areas outside of existing buildings or structures and which substantially alters or affects the land or water. It does not include a change of use of a building or other structure which does not substantially alter or affect the land or water upon which it is situated. Change of use shall not include the completion of a structure for which a valid permit has been issued as of December 6, 1975 and under which substantial construction has been undertaken by July 1, 1976. The sale of the property is not in itself considered to be a change of use. An existing open storage area shall be considered to be the same as a building. Landscaping, construction of driveways, modifications of existing structures or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the use and enjoyment of existing improvements shall not be considered a change of use for the purposes of this Goal.

**Development** means to conduct mining, landfill, or excavation; to make a physical change in the use or appearance of land; to divide land into lots or parcels; to construct improvements requiring a building permit if such improvements are not part of existing structures; to clear land if such clearance requires a permit under SRC Chapter 808; or to create or terminate a right of access.

**Intensification** means any additions which increase or expand the area or level of activity of an existing use or activity; or any remodeling of the exterior of a structure which will substantially alter the appearance of the structure. For the purposes of this definition, "intensification" does not include: (a) Completion of a structure for which a valid permit has been issued as of December 6, 1975, and under which substantial construction has been undertaken by July 1, 1976; (b) Maintenance and repair, usual and necessary for the continuance of an existing use; (c) Reasonable emergency procedures necessary for the safety or protection of property; or (d) Seasonal increases in gravel operations.

Taken together, these definitions exclude the following uses and activities from review under SRC Chapter 600:

- A change of use of a building or structure that is within the building footprint and does not substantially alter or affect the land or water upon which it is situated;
- Modifications of existing structures or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the existing improvements that will enhance public use and enjoyment;
- The construction of improvements requiring a building permit where such improvements are part of existing structures;
- Additions which do not increase or expand the area or level of activity of an existing use or activity;
- Remodeling of the exterior of a structure that will not substantially alter the appearance of the structure; and
- Maintenance and repair usual and necessary for the continuance of an existing use.

This threshold for applicability under SRC Chapter 600 is in addition to a separate list of exceptions in SRC 600.015(a)(2). The Applicant requests that the City interpret SRC 600.015(a) to except from review under Chapter 600 those uses and activities in SRC 600.015(a)(2), as well as those uses and activities listed above,

and for which are not considered a change of use, intensification, or development as per 600.015(a)(1) and OAR 660-015-0005.

Excepting these uses and activities is consistent with the plain language of the SRC and the purpose of the WRG, particularly the statements provided in SRC 600.001(b), (e), and (g):

**600.001 Purpose.**

(...)

(b) To implement the goals and policies of the comprehensive plan, the Willamette River Greenway Plan, and Goal 15 of the statewide planning goals.

(...)

(e) To allow for use and development consistent with the underlying land use designation while preserving, protecting, and enhancing the scenic qualities of the river and the riparian area.

(...)

(g) To ensure that land use and activities which make use of the riparian area are limited to moderate impact on that environment, and do not endanger it.

(...)

As outlined above, clarifying these uses and activities that are excepted from review under SRC Chapter 600, helps achieve the mutual objectives of natural resource preservation and economic development which establish the basis for the State and local WRG guidance.

Finally, subjective language (e.g., “does not substantially alter...,” “...facilities as are usual and necessary to the use and enjoyment...,” and “...will not substantially alter the appearance of the structure”) is prevalent throughout the definitions for change of use, intensification, and development. Therefore, the Applicant additionally requests that the City interpret these terms as follows:

- *A change of use of a building which does not substantially alter or affect the land or water upon which it is situated.*

The Applicant requests that, for the reasons enumerated above (alterations to the building footprint), that the City interpret such change to be that which does not permanently increase ground or water disturbing activities and/or permanently increase the area of the footprint of an existing building.

- *Modification of existing structures or the construction or placement of subsidiary structures or facilities that are usual and necessary to the use and enjoyment of existing improvements.*

The Applicant requests that the City interpret this term to mean such modifications to existing structures or the construction or placement of new structures that are related to existing structures and which result in no net increase in permanent ground disturbing activity and/or do not result in a net permanent increase in the area of the footprint of an existing building.

- *Remodeling of the exterior of a structure which does not substantially alter the appearance of the structure.*

The Applicant requests that the City interpret this term to mean such exterior alterations that do not increase permanent ground disturbing activity and/or permanently increase the area of the footprint of an existing building. This interpretation is consistent with SRC 600.015(a)(2)(J) which explicitly exempts from review under SRC Chapter 600, "Alterations of buildings or accessory structures which do not increase the size or alter the configuration of the building or accessory structure footprint." Further, the changes to the cosmetic appearance of buildings is regulated by standards in the underlying Zone, which requires compatibility with adjacent uses and activities. If WRG review were interpreted to apply to most/all cosmetic building changes, it would create a disincentive for property owners to make cosmetic enhancements to existing buildings in the WRG, which is surely inconsistent with the purpose to promote the continuation of urban uses in this area.

These clarifications and interpretations are well within the plain meaning of the relevant code provisions, consistent with the context of the regulations, and give meaning and internal consistency to all of the relevant provisions. These interpretations will allow the continuation of existing buildings with a reduced footprint and appropriately balance economic objectives with Greenway preservation.

The above-requested interpretations/clarifications are necessary to continue to move forward with this exciting opportunity to bring much needed housing and jobs to this infill site on Salem's downtown riverfront. Thank you for your consideration and please reach out with any questions. We can provide any additional interpretive analysis if you determine that is necessary.

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**

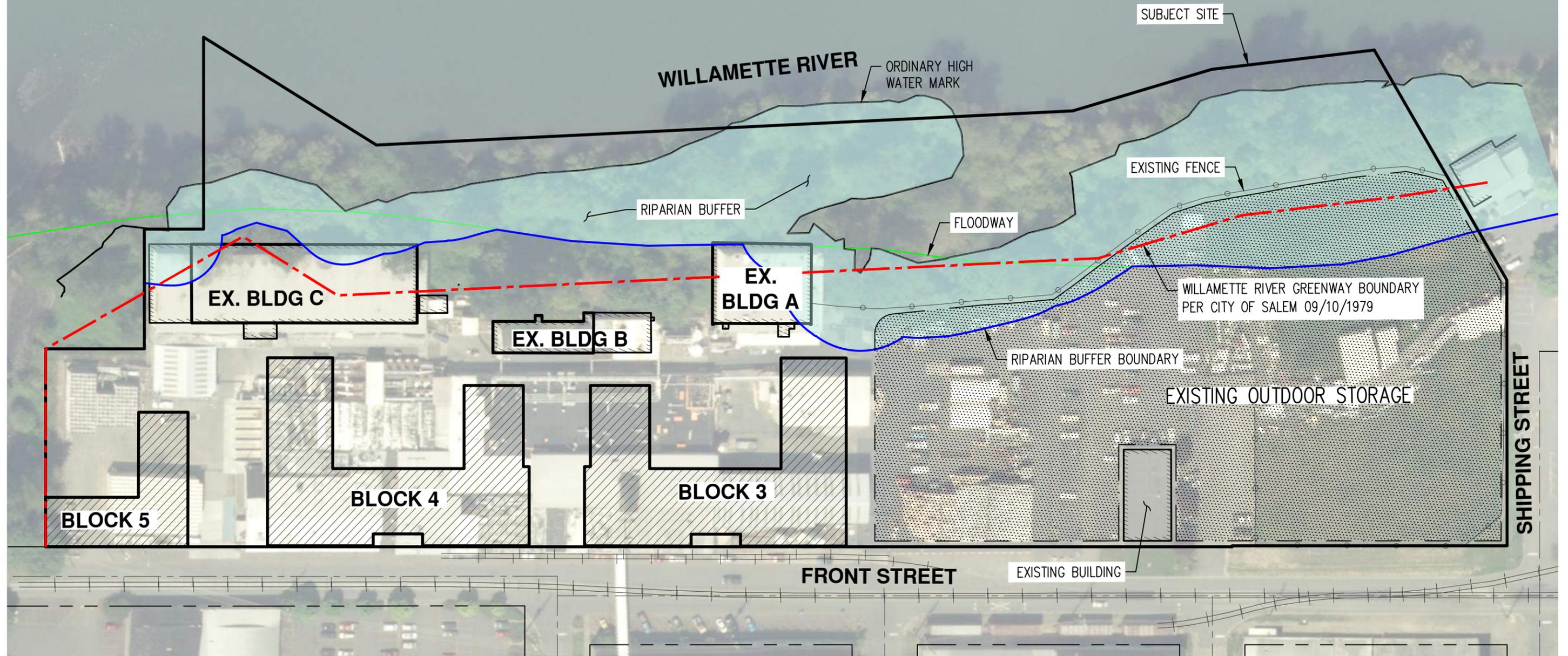


Zach Pelz, AICP  
Land Use Planner  
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**Attachments:**

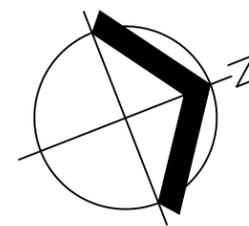
- Preliminary Site Plan
- Oregon Statewide Planning Goal 15 (full text) – OAR 660-015-0005
- Salem WRG Plan

# Attachment C



## LEGEND

-  PLANNED MIXED-USE REDEVELOPMENT
-  EXISTING OUTDOOR STORAGE



SCALE: 1" = 100 FEET



ORIGINAL PAGE SIZE: 11" x 17"

DATE: 04/06/2023

1105 FRONT ST NE - URBANIZED AREAS WITHIN THE WILLAMETTE RIVER GREENWAY

ATTACHMENT

**THE CANNERY**

**A**

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DRWN: MJM  
 CHKD: ZP  
 AKS JOB:  
 5968-01



## Oregon's Statewide Planning Goals & Guidelines

### GOAL 15: WILLAMETTE RIVER GREENWAY

#### OAR 660-015-0005

**To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.**

#### **A. GENERAL**

1. The qualities of the Willamette River Greenway shall be protected, conserved, enhanced and maintained consistent with the lawful uses present on December 6, 1975. Intensification of uses, changes in use or developments may be permitted after this date only when they are consistent with the Willamette Greenway Statute, this goal, the interim goals in ORS 215.515(1) and the statewide planning goals, as the case may be, and when such changes have been approved as provided in the Preliminary Greenway Plan or similar provisions in the completed plan as appropriate.

2. The Willamette Greenway Program shall be composed of cooperative local and state government plans for the protection, conservation, enhancement and maintenance of the Greenway, and of implementation measures including management through ordinances, rules, regulations, permits, grants as well as acquisition and development of property, etc. It shall also become a part of all other local and state plans and programs within and near the Greenway.

3. The Greenway Program shall include:

- a. Boundaries within which special Greenway considerations shall be taken into account;
- b. Management of uses on lands within and near the Greenway to maintain the qualities of the Greenway;
- c. Acquisition of lands or interests in lands from a donor or willing seller or as otherwise provided by law in areas where the public's need can be met by public ownership.

#### **B. INVENTORIES AND DATA**

Information and data shall be collected to determine the nature and extent of the resources, uses and rights associated directly with the Willamette River Greenway. These inventories are for the purpose of determining which lands are suitable or necessary for inclusion within the Willamette River Greenway Boundaries and to develop the plans and management and acquisition programs.

Each of the following items shall be inventoried<sup>1</sup> as it relates to the Greenway objectives:

1. All agricultural lands as provided in Goal 3. This includes all land currently in farm use as defined in ORS Chapter 215.203(2);
2. All current aggregate excavation and processing sites, and all known extractable aggregate sources;

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<sup>1</sup> When information on such items is not available through previous studies, information will be maintained by the agencies for those portions of the plan for which they are responsible. This requirement shall not limit units of government from collecting information on other items.

3. All current public recreation sites, including public access points to the river and hunting and fishing areas;
4. Historical and archaeological sites;
5. Timber resources;
6. Significant natural and scenic areas, and vegetative cover;
7. Fish and wildlife habitats;
8. Areas of annual flooding and flood plains;
9. Land currently committed to industrial, commercial and residential uses;
10. The ownership of property, including riparian rights;
11. Hydrological conditions;
12. Ecologically fragile areas;
13. Recreational needs as set forth in Goal 8;
14. Other uses of land and water in or near the Greenway;
15. Acquisition areas which include the identification of areas suitable for protection or preservation through public acquisition of lands or an interest in land. Such acquisition areas shall include the following:
  - a. Areas which may suitably be protected by scenic easements;
  - b. Scenic and recreational land for exclusive use of the public;
  - c. Sites for the preservation and restoration of historic places;
  - d. Public access corridor;
  - e. Public parks;
  - f. Ecologically fragile areas; and
  - g. Other areas which are desirable for public acquisition may also be identified if the reasons for public acquisition for the Greenway are also identified.

## **C. CONSIDERATIONS AND REQUIREMENTS**

The Oregon Department of Transportation (DOT) Greenway Plan, the portions of each city and county comprehensive plan within the Greenway, and the portions of plans and programs and implementation measures of all special districts, state and federal agencies within the Greenway shall be based on the following factors:

### **1. General Considerations and Requirements**

- a. Statutory requirements in ORS Chapter 390.010 to 390.220 and in ORS Chapter 390.310 to 390.368;
- b. City, county and regional comprehensive plans adopted pursuant to ORS Chapter 197 for jurisdictions along the river;
- c. Statewide planning goals and guidelines adopted pursuant to ORS Chapter 197 by LCDC;
- d. Interim goals set forth in ORS Chapter 215.515(1).

### **2. Boundary Considerations and Requirements.<sup>2</sup>**

The temporary and preliminary Greenway boundaries shall be reviewed as to their appropriateness and refined as needed based on the information contained in the inventories. The refined boundaries shall include such lands along the Willamette River as are necessary to carry out the purpose and intent of the Willamette River Greenway through a coordinated management and acquisition program.

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<sup>2</sup> See ORS Chapter 390.318(1) for specific statutory language..."There shall be include within the boundaries of the Willamette River Greenway all lands situation with 150 feet from the ordinary low water line on each side of each channel of the Willamette River and such other lands along the Willamette River as the development of such Greenway; however, the total area included within the boundaries of such Greenway shall not exceed, on the average, 320 acres per river mile along the Willamette River, however, for the purpose of computing the maximum acreage of lands within such Greenway, the acreage of lands situated on such islands and within state parks and recreation areas shall be excluded."

Within farm areas, consideration shall be given to the ability of agricultural land adjacent to the Willamette River Greenway to enhance and protect the Greenway.

**3. Use Management Considerations and Requirements.** Plans and implementation measures shall provide for the following:

a. **Agricultural lands** -- The agricultural lands identified in the inventory shall be preserved and maintained as provided in Goal 3 as an effective means to carry out the purposes of the Greenway including those agricultural lands near the Greenway. Lands devoted to farm use which are not located in an exclusive farm use zone shall be allowed to continue in such farm use without restriction as provided in ORS 390.314(2)(c), ORS 390.332(4) and ORS 390.334(2);

b. **Recreation** --

(1) Local, regional and state recreational needs shall be provided for consistent with the carrying capacity of the land;

(2) Zoning provisions shall allow recreational uses on lands to the extent that such use would not substantially interfere with the long-term capacity of the land for farm use as defined in ORS 215.203;

(3) The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent practicable;

(4) The public parks established by section 8a of Chapter 558, 1973 Oregon Laws, shall be set forth in Oregon Laws, shall be set forth on the appropriate comprehensive plans and zoning

established which will permit their development, use and maintenance;

c. **Access** -- Adequate public access to the river shall be provided for, with emphasis on urban and urbanizable areas;

d. **Fish and wildlife habitat** -- Significant fish and wildlife habitats shall be protected;

e. **Scenic qualities and views** -- identified scenic qualities and viewpoints shall be preserved;

f. **Protection and safety** -- The Willamette River Greenway Program shall provide for the maintenance of public safety and protection of public and private property, especially from vandalism and trespass in both rural and urban areas to the maximum extent practicable;

g. **Vegetative fringe** -- The natural vegetative fringe along the River shall be enhanced and protected to the maximum extent practicable;

h. **Timber resource** -- The partial harvest of timber shall be permitted beyond the vegetative fringes in areas not covered by a scenic easement when the harvest is consistent with an approved plan under the Forest Practices Act, or, if not covered by the Forest Practices Act, then with an approved plan under the Greenway compatibility review provisions. Such plan shall insure that the natural scenic qualities of the Greenway will be maintained to the greatest extent practicable or restored within a brief period of time;

i. **Aggregate extraction** -- Extraction of known aggregate deposits may be permitted when compatible with the purposes of the Willamette River Greenway and when economically feasible, subject to compliance with

ORS 541.605 to 541.695; ORS 517.750 to 517.900 and subject to compliance with local regulations designed to minimize adverse effects on water quality, fish and wildlife, vegetation, bank stabilization, streamflow, visual quality, noise, safety and to guarantee necessary reclamation;

j. **Development away from river** -- Developments shall be directed away from the river to the greatest possible degree; provided, however, lands committed to urban uses within the Greenway shall be permitted to continue as urban uses, including port, industrial, commercial and residential uses, uses pertaining to navigational requirements, water and land access needs and related facilities;

k. **Greenway setback** -- A setback line will be established to keep structures separated from the river in order to protect, maintain preserve and enhance the natural, scenic, historic and recreational qualities of the Willamette River Greenway, as identified in the Greenway Inventories. The setback line shall not apply to water-related or water-dependent uses.

#### **4. Areas to be Acquired -- Considerations and Requirements**

Areas to be acquired must:

- a. Have potential to serve the purposes of the Greenway;
- b. To the maximum extent practicable, be consistent with non-interference or non-interruption of farm uses as defined in ORS Chapter 215.203(2);
- c. Be suitable for permitting the enforcement of existing statutes relating to trespass and vandalism along the Greenway, and be suitable for allowing maintenance of the lands or interests acquired.

#### **D. DOT GREENWAY PLAN**

The DOT will prepare and keep current, through appropriate revisions, a Greenway Plan setting forth the state interests in the Greenway. The plan will show:

1. The boundaries of the Willamette River Greenway;
2. The boundaries of the areas in which interests in property may be acquired. These shall be depicted clearly on maps or photographs together with the nature of the acquisition such as fee title or scenic easement; the general public purposes of each such area, and the conditions under which such acquisition may occur.
3. Use Intensity Classifications for the areas acquired by the State for Greenway purposes; and
4. The locations of public access, either already existing or to be acquired.

The DOT plan or revision thereto will be reviewed by the Land Conservation and Development Commission (LCDC) as provided in ORS 390.322. When the Commission has determined that the revision is consistent with the statutes and this goal it shall approve the plan for recording.

#### **E. COMPREHENSIVE PLANS OF CITIES AND COUNTIES**

Each city and county in which the Willamette River Greenway is located, shall incorporate the portions of the approved DOT Greenway Plan in its comprehensive plan and implementing ordinances and other implementation measures.

1. **Boundaries:** Boundaries of the approved Willamette River Greenway shall be shown on every comprehensive plan.

2. **Uses:** Each comprehensive plan shall designate the uses to be permitted for the rural and urban areas of each jurisdiction, which uses shall be consistent with the approved DOT Greenway Plan, the Greenway Statutes and this Goal.

3. **Acquisition Areas:** Each comprehensive plan shall designate areas identified for possible public acquisition and the conditions under which such acquisition may occur as set forth in the approved DOT Willamette Greenway Plan and any other area which the city or county intends to acquire.

## F. IMPLEMENTATION MEASURES

Implementation of the Greenway Program shall occur through the cooperative efforts of state and local units of government and shall be consistent with the approved DOT Greenway Plan and the city and county comprehensive plans, the goals and appropriate statutes.

1. **Boundaries:** Willamette River Greenway boundaries shall be shown on city and county zoning maps and referred to in the zoning ordinance and the subdivision ordinance.

2. **Uses:** Measures for managing uses within the Greenway shall include at least:

- a. Exclusive farm use zoning of all agricultural land within and adjacent to the Greenway;
- b. Flood plain zoning of all areas subject to flooding;
- c. Open space zoning (see ORS Chapter 308.740) of all open space areas; and
- d. Provisions for the use management considerations and requirements set forth in C3 of this Goal.

## 3. Greenway Compatibility

**Review:** Cities and counties shall establish provisions by ordinance for the review of intensifications, changes of use or developments to insure their compatibility with the Willamette River Greenway. Such ordinances shall include the matters in **a** through **e** below:

a. The establishment of Greenway compatibility review boundaries adjacent to the river within which review of developments shall take place. Such boundaries in urban areas shall be not less than 150 feet from the ordinary low water line of the Willamette River; in rural areas such boundaries shall include all lands within the boundaries of the Willamette River Greenway;

b. The review of intensification, changes of use and developments as authorized by the Comprehensive Plan and zoning ordinance to insure their compatibility with the Greenway statutes and to insure that the best possible appearance, landscaping and public access are provided. Such review shall include the following findings, that to the greatest possible degree:

- (1) The intensification, change of use or development will provide the maximum possible landscaped area, open space or vegetation between the activity and the river;
- (2) Necessary public access will be provided to and along the river by appropriate legal means;
- c. Provision is made for at least one public hearing on each application to allow any interested person an opportunity to speak;
- d. Provision is made for giving notice of such hearing at least to owners of record of contiguous property and to

any individual or groups requesting notice; and

e. Provision is made to allow the imposing of conditions on the permit to carry out the purpose and intent of the Willamette River Greenway Statutes.

f. As an alternative to the review procedures in subparagraphs 3(a) to 3(e), a city or county governing body may prepare and adopt, after public hearing and notice thereof to DOT, a design plan and administrative review procedure for a portion of the Greenway. Such design plan must provide for findings equivalent to those required in subparagraphs 3(b)(1) and (2) of paragraph F so as to insure compatibility with the Greenway of proposed intensification, changes of use or developments. If this alternative procedure is adopted and approved by DOT and LCDC, a hearing will not be required on each individual application.

#### **G. NOTICE OF PROPOSED INTENSIFICATION, CHANGE OF USE OR DEVELOPMENT**

Government agencies, including cities, counties, state agencies, federal agencies, special districts, etc., shall not authorize or allow intensification, change of use or development on lands within the boundaries of the Willamette River Greenway compatibility review area established by cities and counties as required by paragraph F 3.a. without first giving written notice to the DOT by immediately forwarding a copy of any application by certified mail--return receipt requested. Notice of the action taken by federal, state, city, county, and special districts on an application shall be furnished to DOT.

#### **H. AGENCY JURISDICTION**

Nothing in this order is intended to interfere with the duties, powers and responsibilities vested by statute in agencies to control or regulate activities on lands or waters within the boundaries of the Greenway so long as the exercise of the authority is consistent with the legislative policy set forth in ORS 390.310 to 390.368 and the applicable statewide planning goal for the Willamette River Greenway, as the case may be. An agency receiving an application for a permit to conduct an activity on lands or waters within the Greenway shall immediately forward a copy of such request to the Department of Transportation.

#### **I. DOT SCENIC EASEMENTS**

Nothing in this Goal is intended to alter the authority of DOT to acquire property or a scenic easement therein as set forth in ORS 390.310 to 390.368.

#### **J. TRESPASS BY PUBLIC**

Nothing in this Goal is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired in allowance with law to authorize such use.

#### **K. DEFINITIONS FOR WILLAMETTE RIVER GREENWAY GOAL**

1. **Change of Use** means making a different use of the land or water than that which existed on December 6, 1975. It includes a change which requires construction, alterations of the land, water or other areas outside of existing buildings or structures and which substantially alters or affects the land or water. It does not include a change of use of a building or other structure which does not substantially

alter or affect the land or water upon which it is situated. Change of use shall not include the completion of a structure for which a valid permit had been issued as of December 6, 1975 and under which permit substantial construction has been undertaken by July 1, 1976. The sale of property is not in itself considered to be a change of use. An existing open storage area shall be considered to be the same as a building.

Landscaping, construction of driveways, modifications of existing structures, or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the use and enjoyment of existing improvements shall not be considered a change of use for the purposes of this Goal.

## 2. **Lands Committed to Urban**

**Use** means those lands upon which the economic, developmental and locational factors have, when considered together, made the use of the property for other than urban purposes inappropriate. Economic, developmental and locational factors include such matters as ports, industrial, commercial, residential or recreational uses of property; the effect these existing uses have on properties in their vicinity, previous public decisions regarding the land in question, as contained in ordinances and such plans as the Lower Willamette River Management Plan, the city or county comprehensive plans and similar public actions.

3. **Intensification** means any additions which increase or expand the area or amount of an existing use, or the level of activity. Remodeling of the exterior of a structure not excluded below is an intensification when it will substantially alter the appearance of the structure. Intensification shall not include the

completion of a structure for which a valid permit was issued as of December 6, 1975 and under which permit substantial construction has been undertaken by July 1, 1976.

Maintenance and repair usual and necessary for the continuance of an existing use is not an intensification of use. Reasonable emergency procedures necessary for the safety or the protection of property are not an intensification of use. Residential use of lands within the Greenway includes the practices and activities customarily related to the use and enjoyment of one's home. Landscaping, construction of driveways, modification of existing structures or construction or placement of such subsidiary structures or facilities adjacent to the residence as are usual and necessary to such use and enjoyment shall not be considered an intensification for the purposes of this Goal. Seasonal increases in gravel operations shall not be considered an intensification of use.

WILLAMETTE RIVER GREENWAY PLAN

CITY OF SALEM  
September 10, 1979

I. INTRODUCTION

The Oregon Legislature provided for establishment of the Willamette River Greenway Program in 1973 by enactment of Oregon Revised Statutes 390.310-390.368. The Greenway legislation was unique in that it mandated development and maintenance of the Greenway through the cooperative efforts of State agencies and local governments. Actual coordination of such efforts rests with the Oregon Department of Transportation (DOT). DOT was directed to prepare a plan for the Greenway in cooperation with units of local governments. The Land Conservation and Development Commission (LCDC) has the responsibility to approve, reject or modify the DOT Greenway Plan and to respond to violations of the Greenway Law and Goal. Local government is required to do the following:

- A. Recommend revised Greenway boundaries within its jurisdiction.
- B. Incorporate portions of the approved DOT Greenway Plan into the Comprehensive Plan.
- C. Prepare Greenway implementing ordinances and measures based on approved Greenway policies.

II. PURPOSE

This document presents Salem's Willamette River Greenway Plan which is an element of the Salem Area Comprehensive Plan. The Greenway Plan includes portions of the Greenway approved by DOT within the Salem city limits. In addition to complying with State law, the purpose of the Salem Greenway Plan is to achieve the following objectives:

- A. To protect and enhance the natural, scenic, recreational, historical and economic resources of the Willamette River corridor.
- B. To make the natural, scenic, recreational, historical and economic resources available for the proper use and enjoyment of the Salem urban area resident.
- C. To balance the needs and demands of commerce, industry and people for access to the unique resources of the river.
- D. To allow for use and development consistent with the Greenway concept and the Salem Area Comprehensive Plan policies.
- E. To allow and encourage a variety of recreational developments and types of public access to and along the river while preserving, protecting and enhancing the scenic qualities of the river and the riparian environment.

### III. THE WILLAMETTE RIVER GREENWAY PLAN

The Salem Greenway Plan is a design plan and administrative review procedure that must be adopted and approved by DOT and LCDC. Any land owner located within the Greenway boundary who desires to change or intensify the use of his property must, before taking any action, apply for a Conditional Use Permit. The Salem Planning Commission will hold a Public Hearing on the permit. The Greenway Plan is to be implemented through Chapter 120 of Salem Revised Statutes.

The following segments are considered elements of the Salem Greenway Plan.

#### A. Salem Area Comprehensive Plan Goals and Policies.

##### Willamette River Greenway:

**GOAL:** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River.

##### **POLICIES:**

1. Regulations shall be adopted to control the use of land and the intensity of uses within the Willamette River Greenway Boundary.
2. Riparian vegetation and wildlife within the Greenway Boundary shall be conserved. Conservation shall include protecting and managing riverbanks, sloughs, wildlife and vegetation.
3. Scenic easements shall be used where practical to preserve and enhance the character of the river within the Greenway Boundary.
4. Where private property is adjacent to public use areas, measures shall be taken to minimize disturbance to the private property.
5. Development and redevelopment within the Greenway Boundary should include provisions for public access to and along the river.
6. Existing parks within the Greenway Boundary shall be preserved and maintained. Additional sites for recreation and scenic views and access to the Willamette River should be acquired.
7. New development and changes of land uses which are compatible with the Greenway concept as defined in the State Land Use Goal may be permitted along the Willamette River.
8. The review of proposed land use changes shall include the establishment of an appropriate setback from the Willamette River.
9. Aggregate extraction may be permitted within the river channel and on lands adjacent, when determined to be compatible with the purpose of the Greenway. Proposed extraction activities shall be designed to minimize the adverse effects of water quality, fish and wildlife, vegetation, bank stabilization, stream flow, visual quality noise and potential land use.

10. The harvest of timber will be conducted in a manner which will ensure that the natural scenic qualities of the Greenway will be maintained to the greatest extent practicable or restored within a brief period of time.
11. The continued dredging of the Willamette River shall be encouraged for the purpose of channel maintenance, bank stabilization, and to facilitate commercial river traffic and recreational boating. Dredging operations should minimize the adverse impact on existing fish and wildlife habitat, riverbank vegetation and public and private property.

#### River-Oriented Mixed Uses Area:

**GOAL:** To increase riverfront development opportunities for a combination of urban uses that take advantage of the scenic, natural and recreational qualities of the riverfront.

#### **POLICIES:**

1. Visual access should be provided to the riverfront from buildings through the provision of such design features as: waterfront orientation of building layout, windows, balconies and lanais.
2. Visual access and a sense of openness should be provided by maximizing the open space between buildings and between buildings and the river.
3. The development of uses relating to the river for recreation and scenic enjoyment should be encouraged.
4. Conservation of mature ground cover and trees, wildlife habitats and the natural contours and exposure of the riverbank shall be assured through the careful placement of buildings and related site improvements such as parking areas.
5. Transition of the waterfront to a mixture of commercial, office and high density residential uses shall be encouraged, while allowing for the continuation of existing industries. Expansion of existing industries may be permitted only if such expansion is necessary to ensure continuation, or to comply with federal or state requirements.
6. New development should be designed in a manner that does not encroach upon the continued operation of adjoining higher intensity uses and is compatible with adjacent residential neighborhoods.

#### B. Plan Designations

There are two plan designations within the Greenway Plan:

1. Greenway Public Recreation District

2. Greenway Development District

1. Greenway Public Recreation District delineates areas of publicly owned park land along the Willamette River within Salem city limits. Descriptions of these parks are provided in the inventory segment of this document. Any public agency which proposes a change, or an intensification of a land use within the Recreation District, shall provide findings that:
  - a. The proposal is for uses directly related to recreation;
  - b. Proposed non-water-related recreational developments maximize, to the greatest extent possible, the retention of riparian vegetation between the activity and the river. This provision shall not apply to water-related or water-dependent recreational uses;
  - c. Developments within 150 feet of the Willamette River or Slough shall give due consideration to the provision of public access.
2. The Greenway Development District delineates an area wherein lands are committed to urban uses.

In this district there are a variety of uses, primarily commercial and industrial. These lands which are committed to urban uses shall be permitted to continue as such.

Review criteria regarding a change, or an intensification of a land use within the Development District, are contained in Chapter 120 of Salem Revised Statutes.

IV. LAND USE INVENTORY AND BACKGROUND DATA

A detailed inventory was made of lands along the river to use in developing Salem's Willamette River Greenway Plan. The results of that inventory are contained in the following report:

Salem Urban Area Plan Update, Willamette River  
Greenway Plan, Inventories and Data, July, 1976,  
prepared by the Department of Community Development,  
Planning Division, City of Salem.

A summary of the inventory data follows.

1. Agricultural Lands - There are no agricultural lands within the Salem Greenway Boundaries.
2. Aggregate Excavation and Processing Sites - Two general locations within the Greenway area are considered as potential sources of gravel - bar and channel areas of the Willamette River and present floodplain areas.

3. Public Recreation Sites, including public access points to the river - Within the Greenway area, there are two regional parks and three urban parks: Minto Island Park, Wallace Marine Park, Marion Square Park, Fairmont Overlook Park and River Road Park.
4. Historical and Archaeological Areas - There is one historic building, the Gilbert House, within the Greenway boundaries. There are no identified archeological sites within the boundaries.
5. Timber Resources - There are no identified forest lands within Salem's Greenway Boundaries.
6. Significant Natural and Scenic Areas, and Vegetative Cover - The riparian vegetation located on Minto Island, the floodplain of West Salem, and the east bank of the Willamette River are considered valuable natural resources. These resources are not considered unique or significant in the sense of unusual vegetation.
7. Fish and Wildlife Habitats - The principal fishery habitat in the Greenway area is the Willamette River.

The principal wildlife habitats are found in the forest and riparian vegetation areas of Minto Island and in certain segments of the West Salem floodplain. The natural vegetation of the east bank provides a limited habitat suitable for small mammals and many birds. The habitat increases in suitability as distance increases away from the city center, especially along the Willamette Slough where the Burlington Northern Railway creates a distinct boundary between urban and non-urban environments.

8. Areas of Annual Flooding and Floodplains - Much of the Greenway area is situated within the 100 year floodplain.
9. Land Currently Committed to Industrial, Commercial and Residential Uses - Land uses within the Willamette Greenway can be differentiated into three geographically separate areas; each has distinct patterns. In West Salem, the Greenway is predominantly occupied by parks and open space, the bridge ramps, street right-of-way, linear park and vacant land.

Minto Island is exclusively designated for park and open space. An agricultural field and a peach orchard are temporarily leased until a full development of the area as a regional park takes place.

The existing land uses within the Greenway on the east bank of the Willamette River are extremely varied. The diversity of uses includes a portion of the Central Business District, industrial uses and established residential areas in North Salem.

10. Ownership of Property - The Willamette River Greenway covers approximately 569 acres on both sides of the river and Minto Island. Approximately 473 acres or 83 percent is in public ownership, the remaining 96 acres or 17 percent is privately owned.

11. Hydrological Conditions - The principal surface waters in the Greenway area are the following:
  - a. The portion of the Willamette River in the Salem area;
  - b. The Willamette Slough;
  - c. The lower parts of Pringle Creek and Mill Creek;
  - d. The pools and channels in the West Salem floodplain.

Flood control reservoirs are operated to even out the flow of water in the Willamette River. Large runoffs are stored to reduce flooding and are later released to maintain minimum flows during periods of low runoff.

12. Ecologically Fragile Areas - The Minto-Brown Island Wildlife Refuge is considered a valuable biological area for the preservation and enhancement of waterfowl habitat.

In addition to being a waterfowl habitat, Minto Island supports a large population of songbirds, both resident and migrant.

Even though the island does not contain habitat critical to the survival of blacktail deer, it does support unknown numbers along with other mammals that are found mainly on Minto-Brown Island.

13. Recreational Needs As Set Forth in Goal 8 - The recreational needs for the entire Salem Urban Area have been identified as set forth in the LCDC Goal 8 through two studies: Regional Parks and Recreation Facilities Plan, Needs and Opportunities; and Park and Recreation Technical Study.

14. Other Uses of Land and Water in or near the Greenway - In addition to the residential, commercial and industrial activities, several other uses are located within the Greenway. A substantial portion of the Greenway area is devoted for public uses. Nearly 473 acres or 83 percent of the entire Greenway is publicly owned and used or planned to be used for public facilities. These uses include the following:

- a. On the west bank of the river: Wallace Marine Park, bridges, ramps and approaches, a linear park along Edgewater Street between Wallace Road and Rosemont Avenue and street rights-of-way.
- b. On the east bank of the river: River Road Park, Marion Square Park, Fairmont Overlook Park, Minto Island Park and street rights-of-way.

The use of Willamette River within the Greenway for recreational activities is concentrated on water-oriented activities at Wallace Marine Park.

One water-oriented commercial use exists within the Greenway.

Bridges Marine is located on Water Street at Chemeketa Street.

15. Publicly-Owned Access Locations - Residents of the Salem Area have access to the river and the Greenway at the following locations:
  - a. Wallace Marine Park on the west side of the river, and at Minto Island Park and River Road Park on the east side.
  - b. Mouth of Mill Creek - The City owns a small parcel immediately south of Truitt Brothers' property. It is too small and isolated to be developed into a neighborhood park, but it can serve as an access point to the river.
  - c. West of Front Street between Court and Marion Streets - The Salem Urban Renewal Agency has acquired all but one acre of the area for redevelopment. Part of the area is planned for public use and park for both active and passive enjoyment of the river.

V. DESCRIPTION OF THE SALEM WILLAMETTE RIVER GREENWAY BOUNDARY (This is the overall Greenway Boundary established pursuant to LCDC Goal 15 and ORS 390.318. See Section VI for the Greenway Compatibility Review Boundary for purposes of SRC Chapter 125).

West Bank, in Polk County

From the northeast corner of Wallace Marine Park along the common boundary of the City limits and Wallace Marine Park to the railroad tracks; then

Along the northwest side of Musgrave Street, including approaches to the bridges and the access to Wallace Marine Park, to Wallace Road; then

From Wallace Road along the southwest side of Edgewater Street to its intersection with the off-ramp from the Salem-Dallas highway near Capitol Manor; then east along the south side of that highway right-of-way to its intersection with the Willamette River.

East Bank, in Marion County

From the north City limits at Stark Street south along the west side of Willamette Drive N to and including all of River Road Park, then

From River Road Park southern boundary along the west side of Island View Drive and continuing south along a line which is about 150 feet from the ordinary low water line to Columbia Street; then

East along the south side of Columbia Street to the west side of Front Street; then

South along the west side of Front Street to the north side of River Street; then

West along the north side of River Street to the alley; then

South along the west side of the alley to the south side of South Street; then

West to a point which is about 150 feet from the ordinary low water line of the Willamette River; then

South along the 150-foot line to a point which is approximately the south boundary of the Truitt Brothers' Cannery; then

East to the west side of Front Street; then

South to the south side of Division Street; then

West to the alley; then

South to the south side of Union Street; then

East to the west side of Commercial Street; then

South to the south side of Marion Street; then

West to the west side of the new right-of-way of Front Street; then

South to the south side of Court Street; then

West to a point which is approximately 150 feet from the ordinary low water line; then

South along the approximate 150-foot line and the east side of the railroad tracks to Mission Street; then

South along the east side of the railroad right-of-way to Owens Street; then

South along the east side of River Road to and including Fairmont Park; and

Including Minto Island Park.

The above description is based on the boundary of the Willamette Greenway as shown on the aerial photo prints prepared by the Oregon State Highway Division, Department of Transportation, sheets 42 to 47 of 107, Marion-Polk Counties. Approximate scale: 1" = 400', aerial photography of January, 1974.

These photo prints can be referred to for the location of the Greenway Boundary where the Boundary does not follow a clearly defined physical feature.

Where there are differences between the boundary description and the line shown on the photo prints, the description should be used. The Greenway Boundary approved by the Salem City Council and the State Land Conservation and Development Commission revised the originally proposed boundary to include:

1. Additional land between Marion and Court Streets;
2. Fairmont Part;
3. All of Minto Island Park.

The photo prints are available for reference in the Salem Planning Division office.

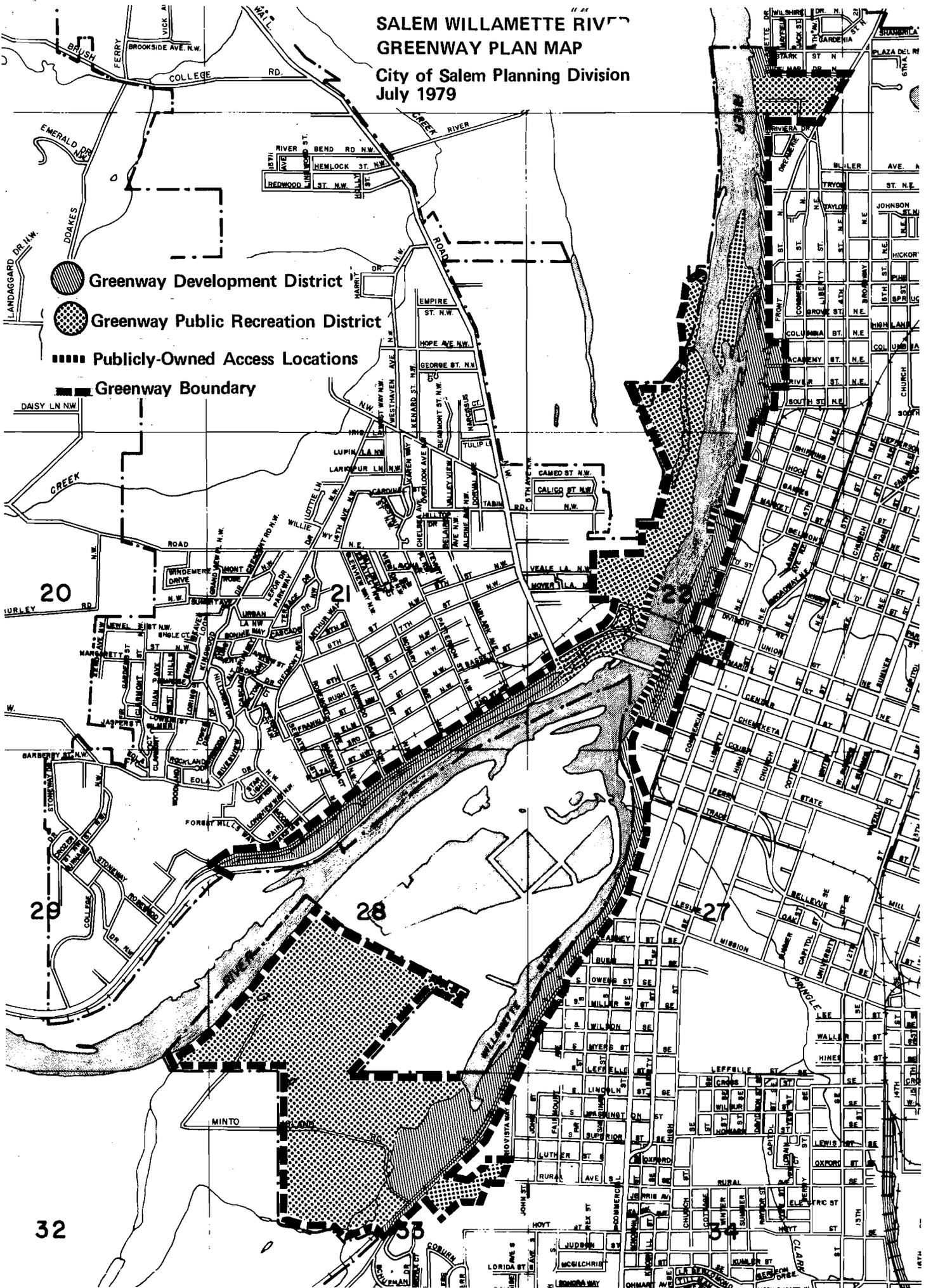
VI. DESCRIPTION OF WILLAMETTE RIVER GREENWAY COMPATIBILITY REVIEW BOUNDARY  
(This is the compatibility review boundary within which development, intensification or change of use must comply with and be reviewed under SRC Chapter 125.)

The compatibility review boundary is identical to the overall Greenway Boundary described in Section V of this Plan save and except for the exclusion of the following described property:

Parcel 1. Beginning at the Southeast corner of Lot 8, Block 1, Mill Addition to the City of Salem, Marion County, Oregon, thence South 19 degrees 30 minutes West a distance of 85.0 feet to the true point of beginning; thence North 70 degrees 30 minutes West a distance of 200.0 feet; thence North 19 degrees 30 minutes East a distance of 100.0 feet; thence South 70 degrees 30 minutes East a distance of 200.0 feet; thence South 19 degrees 30 minutes West a distance of 100.0 feet to the true point of beginning. Said parcel containing 0.46 acres, more or less.

# SALEM WILLAMETTE RIVER GREENWAY PLAN MAP

City of Salem Planning Division  
July 1979



-  Greenway Development District
-  Greenway Public Recreation District
-  Publicly-Owned Access Locations
-  Greenway Boundary

20

21

28

27

29

32

33

## **Exhibit L: Arborist Tree Evaluation**

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January 10, 2024

Trent Michels  
The Future of Neighborhood Development, LLC  
15017 Thomas Road  
Charlotte, NC 28278

**RE: The Cannery (1105 Front Street NE, Salem, Oregon) – Arborist Tree Evaluation (AKS Job #5968-01)**

Dear Mr. Michels,

The purpose of this letter is to provide detailed information for several trees on the Cannery Project Site. A site visit was conducted on March 23<sup>rd</sup>, 2023, to evaluate the species and condition of various trees around the project site. As shown on the attached Preliminary Tree Preservation and Removal Plan, eleven trees are proposed for removal due to site development impacts. The attached Detailed Tree Inventory provides the species and condition assessment for eight of the trees proposed for removal. Three of the trees proposed for removal (#10383, #10384, #10385) were outside of the evaluation limits at the time of my site visit and their species/condition was not recorded. However, the following information was collected during the topographic survey:

Tree #10383 - Deciduous tree with a Diameter at Breast Height (DBH) of 18" and 17".

Tree #10384 - Deciduous tree with a DBH of 15".

Tree #10385 - Deciduous tree with a DBH of 26" and 21".

Please let me know if you have any questions.

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**

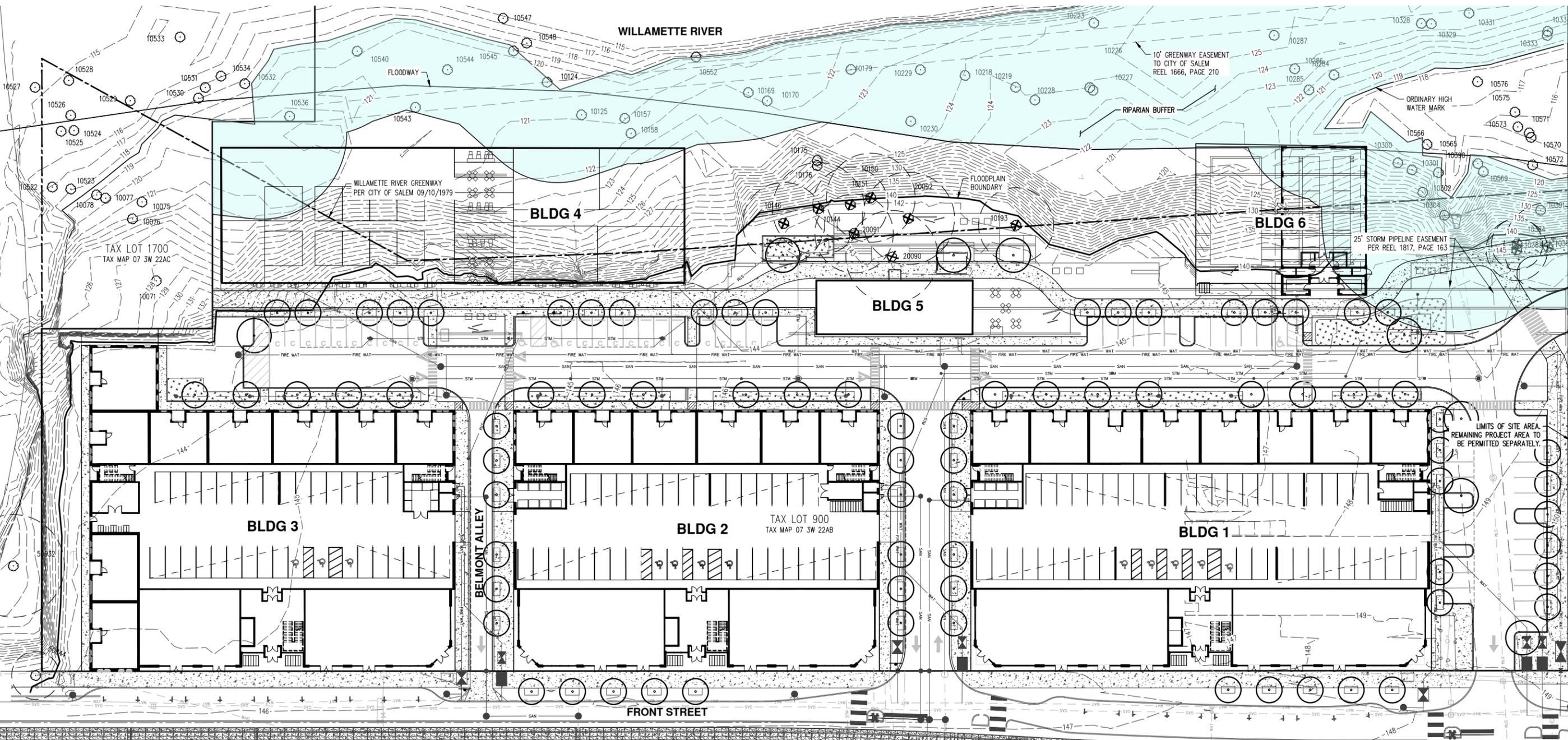
Bennett R. Kocsis  
Certified Arborist, Qualified Tree Risk Assessor  
3700 River Road N, Suite 1  
(503) 563-6151 | kocsisb@aks-eng.com



**BENNETT R. KOCSIS**  
CERTIFICATE NUMBER: PN 8877A  
EXPIRATION DATE: 12/31/2025

**PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN  
 THE CANNERY  
 SALEM, OREGON**

REGISTERED PROFESSIONAL ENGINEER  
**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 COVER D. ROTH  
 RENEWS: DECEMBER 31, 2024  
 JOB NUMBER: 5968-01  
 DATE: 12/29/2023  
 DESIGNED BY: TDR  
 DRAWN BY: M.M.  
 CHECKED BY: TDR



**TREE SUMMARY:**

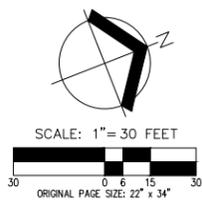
TOTAL PHASE 1 TREES = XX  
 TREES REMOVED FOR DEVELOPMENT = 7  
 TREES REMOVED FOR GREENWAY TRAIL = 4  
 TOTAL TREES SAVED = XXX

**GENERAL NOTES:**

1. CRITICAL ROOT ZONES SHOWN ARE FOR ANTICIPATED IMPACTED TREES ONLY.
2. TREES BELOW TOP OF BANK ARE NOT ANTICIPATED TO BE IMPACTED DUE TO BEING BELOW SITE CONSTRUCTION.

**LEGEND**

|   |     |     |
|---|-----|-----|
| EXISTING GROUND CONTOUR (1 FT)                        | --- | 149 |
| EXISTING GROUND CONTOUR (5 FT)                        | --- | 150 |
| EXISTING TREE TO REMAIN                               | ⊙   |     |
| EXISTING TREE TO BE REMOVED                           | ⊗   |     |
| CRITICAL TREE ROOT ZONE<br>1" DBH = 1'-0" RADIUS      | ○   |     |
| PROPOSED TREE (REFER TO<br>LANDSCAPE PLANS BY OTHERS) | ⊕   |     |





| 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        |

PRELIMINARY TREE TABLE  
 THE CANNERY  
 SALEM, OREGON



JOB NUMBER: 5968-01  
 DATE: 12/29/2023  
 DESIGNED BY: TDR  
 DRAWN BY: M.J.M.  
 CHECKED BY: TDR

## Detailed Tree Inventory for The Cannery

AKS Job No. [5968-01] - Evaluation Date: 03/23/2023 - Evaluated by: BRK

| Tree # | DBH (in.) | Avg. Crown Radius (ft) | Tree Species<br>Common Name ( <i>Scientific name</i> ) | Comments  | Health Rating* | Structure Rating** | Remove/Preserve |
|--------|-----------|------------------------|--|---|----------------|--------------------|-----------------|
| 10144  | 27        | 25                     | Black Cottonwood ( <i>Populus trichocarpa</i> )        | Good Condition  | 1              | 1                  | Remove          |
| 10146  | 24        | 20                     | Black Cottonwood ( <i>Populus trichocarpa</i> )        | Broken codominant stem at the top; 1-sided canopy (S); Slight lean (S)  | 2              | 2                  | Remove          |
| 10150  | 22        | 20                     | Black Cottonwood ( <i>Populus trichocarpa</i> )        | Broken top; Large broken limb with decay; Exposed buttress roots (E) with decay; Roots on top of ground up to ~30' away | 2              | 3                  | Remove          |
| 10151  | 26        | 22                     | Black Cottonwood ( <i>Populus trichocarpa</i> )        | Slight lean (E)   | 1              | 1                  | Remove          |
| 10193  | 22        | 17                     | Bigleaf Maple ( <i>Acer macrophyllum</i> )             | Good Condition  | 1              | 1                  | Remove          |
| 20090  | 27        | 29                     | Red Oak ( <i>Quercus rubra</i> )                       | Exposed roots (W); 1-sided canopy (E)   | 1              | 1                  | Remove          |
| 20091  | 23        | 40                     | Red Oak ( <i>Quercus rubra</i> )                       | 1-sided canopy (SE); Top lean (SE)  | 1              | 2                  | Remove          |
| 20092  | 27        | 23                     | Red Oak ( <i>Quercus rubra</i> )                       | Exposed buttress roots (S)  | 1              | 1                  | Remove          |

Total # of Existing Trees Inventoried = 8

**\*Health Rating:**

- 1 = Good Health - A tree that exhibits typical foliage, bark, and root characteristics, for its respective species, shows no signs of infection or infestation, and has a high level of vigor and vitality.
- 2 = Fair Health - A tree that exhibits some abnormal health characteristics and/or shows some signs of infection or infestation, but may be reversed or abated with supplemental treatment.
- 3 = Poor Health - A tree that is in significant decline, to the extent that supplemental treatment would not likely result in reversing or abating its decline.

**\*\*Structure Rating:**

- 1 = Good Structure - A tree that exhibits typical physical form characteristics, for its respective species, shows no signs of structural defects of the canopy, trunk, and/or root system.
- 2 = Fair Structure - A tree that exhibits some abnormal physical form characteristics and/or some signs of structural defects, which reduce the structural integrity of the tree, but are not indicative of imminent physical failure, and may be corrected using arboricultural abatement methods.
- 3 = Poor Structure - A tree that exhibits extensively abnormal physical form characteristics and/or significant structural defects that substantially reduces the structural viability of the tree, cannot feasibly be abated, and are indicative of imminent physical failure.

**Arborist Disclosure Statement:**

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.

## **Exhibit M: Republic Services Coordination**

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---

**From:** [Kristina Held](#)  
**To:** [Grace Wolff](#)  
**Subject:** FW: The Cannery - Trash  
**Date:** Tuesday, February 13, 2024 1:44:41 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

**Proceed with caution:** This email hails from an external source. Unverified emails may lead to phishing attacks or malware infiltration. Always exercise due diligence.

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



1307 West Morehead Street, Suite 108

Charlotte, NC 28208

o: (704) 344-0445 | c: (704) 905-3160

[www.insightarch.com](http://www.insightarch.com)

---

**From:** Ryan McCormick <[ryan@west-pak.com](mailto:ryan@west-pak.com)>

**Sent:** Monday, February 12, 2024 2:33 PM

**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Subject:** Re: The Cannery - Trash

Sorry getting back to you so late. Yes I personally talked to Marc and he likes the equipment and layout.

West-Pak Equipment

Ryan McCormick

(503) 867-4730

[ryan@west-pak.com](mailto:ryan@west-pak.com)

On Feb 6, 2024, at 6:16 AM, Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)> wrote:

Ryan,

Have you discussed with Marc Wironen, Republic Services?

Just checking,

Thanks,

Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



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---

**From:** Ryan McCormick <[ryan@west-pak.com](mailto:ryan@west-pak.com)>

**Sent:** Monday, February 5, 2024 8:56 PM

**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

**Subject:** Re: The Cannery - Trash

Hello Kristina,

We have reviewed the recycling/ trash room that WESSCO sent you, plus discussed with the hauler. The room layout will work and we can supply the same equipment.

Please let us know what else we can do to help you out.

West-Pak Equipment

Ryan McCormick

(503) 867-4730

[ryan@west-pak.com](mailto:ryan@west-pak.com)

On Feb 5, 2024, at 11:05 AM, Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)> wrote:

Hi Ryan,

Have you been able to work on the trash compactor layouts for us yet?

Thanks,

Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal

<image001.png>

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Charlotte, NC 28208

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[www.insightarch.com](http://www.insightarch.com)

---

**From:** Kristina Held  
**Sent:** Thursday, January 25, 2024 3:35 PM  
**To:** [ryan@west-pak.com](mailto:ryan@west-pak.com)  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>  
**Subject:** The Cannery - Trash



[DRAWINGS](#)

Hi Ryan,

Thanks for returning my call!  
As we discussed, I am attaching all the drawings in PDF and the CAD files showing the trash rooms.

We currently show only bins.  
Let me know if you need anything else.  
Look forward working with you,  
Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC  
Principal  
<image002.png>

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Charlotte, NC 28208  
o: (704) 344-0445 | c: (704) 905-3160  
[www.insightarch.com](http://www.insightarch.com)

**From:** [Wironen, Marc](#)  
**To:** [Kristina Held](#); [Tyler Roth](#)  
**Cc:** [Trent Michels](#); [Sorensen, Heather](#); [Grace Wolff](#); [Apoorva Sethuraman](#)  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf  
**Date:** Wednesday, January 24, 2024 2:57:09 PM  
**Attachments:** [image005.png](#)

---

Kristina,

Yes on your last question and per our phone discussion earlier this morning. I'm pretty certain this e-mail will suffice, but let me know if you need something specific for land use submittal. As I indicated on the phone, we don't see any "show stoppers" with the design and plan thus far, we are good to move forward. I really appreciate the time and effort answering questions and confirming certain items for us. Enclosure size, overhead obstacles, container sizes, turning radius of our trucks, approach and exit have been discussed and addressed.

I will be in touch soon regarding your latest questions around compactor styles and models.

Thank you,

**Marc Wironen**  
Operations Supervisor

  
1890 16<sup>th</sup> St. SE  
Salem, OR. 97302  
e [mwironen@republicservices.com](mailto:mwironen@republicservices.com)  
o (971) 915-5384  
c (458)-272-5132  
cs (503) 363-8890  
w [RepublicServices.com](http://RepublicServices.com)



Sustainability in Action

---

**From:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>  
**Sent:** Wednesday, January 24, 2024 11:09 AM  
**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>; Apoorva Sethuraman <[asethuraman@insightarch.com](mailto:asethuraman@insightarch.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

**This Message Is From an External Sender**

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Marc,

Will you also email us an approval email for the design so far that we can use for the Land Use submittal?

Thank you!

Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



1307 West Morehead Street, Suite 108

Charlotte, NC 28208

o: (704) 344-0445 | c: (704) 905-3160

[www.insightarch.com](http://www.insightarch.com)

---

**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Sent:** Wednesday, January 24, 2024 2:05 PM

**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>; Apoorva Sethuraman <[asethuraman@insightarch.com](mailto:asethuraman@insightarch.com)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Hello,

Nice speaking with you on the phone earlier and yes, please don't change drawings at this point as you mentioned. I'm far from a compactor expert and want to confide with some folks on our end to make sure we are good.

Thank you,

**Marc Wironen**

Operations Supervisor



1890 16<sup>th</sup> St. SE

Salem, OR. 97302

e [mwironen@republicservices.com](mailto:mwironen@republicservices.com)

o (971) 915-5384

c (458)-272-5132

cs (503) 363-8890

w [RepublicServices.com](http://RepublicServices.com)



## Sustainability in Action

**From:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Sent:** Wednesday, January 24, 2024 9:53 AM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>; Apoorva Sethuraman <[asethuraman@insightarch.com](mailto:asethuraman@insightarch.com)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

**This Message Is From an External Sender**

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This message came from outside your organization.

Hi Marc,

We now have all trash rooms laid out with trash compactors. I think before we change our drawings, we would need to know if you think the trash compactor option will work better for you than the Individual bins. Please also note that we revised the doors to the trash rooms to a 12' wide and 8' high roll up door to give better access.

Please see attached drawings of the 2 models being recommended.

The CS-.75 has a  $\frac{3}{4}$  cu. yard charge chamber and is a great option for a mix of residential and retail waste.

The CV-02 vertical compactor model is a great option for waste coming out of small commercial kitchens with higher liquid content.

Feel free to give me a call on my cell.

Look forward speaking with you,  
Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



1307 West Morehead Street, Suite 108

Charlotte, NC 28208

o: (704) 344-0445 | c: (704) 905-3160

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**From:** Kristina Held  
**Sent:** Tuesday, January 23, 2024 1:54 PM  
**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Thank you very much!

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



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---

**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>  
**Sent:** Tuesday, January 23, 2024 1:51 PM  
**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good morning and will do!

I haven't had a chance yet this morning, but will have some time after 11:30 meeting.

Thanks,

**Marc Wironen**

Operations Supervisor



1890 16<sup>th</sup> St. SE

Salem, OR. 97302

e [mwironen@republicservices.com](mailto:mwironen@republicservices.com)

o (971) 915-5384

c (458)-272-5132

cs (503) 363-8890

w [RepublicServices.com](http://RepublicServices.com)



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**From:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>  
**Sent:** Tuesday, January 23, 2024 8:50 AM  
**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

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Marc,

Please see attached the trash room layout by Wessco. If you think that this layout is more favorable than just the bins, we can work on layouts for all three buildings and food hall like this. If you have some time, please review, and I will try and give you a call a little bit later.

Thank you!  
Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC  
Principal



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---

**From:** Kristina Held  
**Sent:** Friday, January 19, 2024 9:55 AM  
**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>  
**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Hi Marc,

We have not contacted any of the compactor companies yet, but we are in the process and will let you know. Our thoughts were if it would work with the bins, we have one solution that works for now, and then we can improve on it with compactors once we get more information from the companies and compare sizes and services.

We do have room to move the trash bins to the middle of the isle and then wheel it out. I think what we thought was that the apartment complex concierge would roll the bins out on to the alley for

pick up in the alley. So the drivers wouldn't have to do any of the maneuvering. Everything is flat and there are no overhead obstructions on the street.

Some of the bins are allocated for the commercial spaces on front street.

The recycling would be comingled because we offer only one bin.

Regarding Building 3, we have more room in the middle of the trash room. I attached the floor plan again, so you can see they all fit with a clear front approach. They would also have to be rolled out to the alley for pick up.

Please let me know if I can answer any more questions or concerns.  
Feel free to give me a call on my cell phone at (704) -905-3160.

Thank you!

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



1307 West Morehead Street, Suite 108

Charlotte, NC 28208

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**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Sent:** Thursday, January 18, 2024 5:59 PM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Cc:** Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good afternoon Marc,

I'll let Kristina weigh in on the containers and compactor coordination or building related comments but attached is an updated site plan that is the latest and greatest with the food hall waste serving area identified. I thought this would clarify all the locations your vehicles will need to reach.

Additionally, as you enter each building, there is a second story that would be over the receptacles but for buildings 1-3 I believe the plan is that your trucks would be parked in the alley or accessway. In those areas there are not any planned overhead constraints you'd need to be aware of at this time.

Grading is generally flat for each of the locations so I don't think that is a concern that we need to address or be worried about at this time.

Thanks,

**Tyler D. Roth, PE**

**Senior Associate**

**AKS ENGINEERING & FORESTRY, LLC**

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---

**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Sent:** Thursday, January 18, 2024 12:37 PM

**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good morning,

I've reviewed the attached plans / layouts for each building and have some clarifying questions...

My first thought was/is that's a lot of 4-yard front load dumpsters!! Any luck or word regarding compactors as a possibility?

I realize we can adjust and tweak things, I mostly want to make sure I'm tracking with what I'm seeing and revisit a few things.

Buildings 1 & 2

I'm seeing EIGHT 4-yard dumpsters total, 6 trash and 2 recycle. (Each Building) Were you thinking cardboard and/or comingle with respect to recycle?

Tough to tell from plans, but I'm hoping we have plenty of room to move containers around on wheels for servicing within the enclosures...it appears pretty tight, and we technically could have 3 different trucks servicing one enclosure based on commodity. So, our ability for each driver to maneuver the dumpster they are servicing is one concern.

On that note, is it "flat" or sloped entrance into the enclosures? 4 yards on wheels full of trash can get very heavy, just thinking of our approach driving in, servicing, and then exiting. I believe we covered this during our initial meeting, but we try very hard to avoid backing our trucks as much as possible...serious safety concern.

I did not notice any over-head obstructions but wanted to ensure there's nothing planned over-head to impact our ability to raise and dump containers.

Building 3

For this building I'm seeing FIVE 4-yard trash and ONE 4 yard recycle...enclosure appears smaller and

on other side of building...same questions cross my mind when looking at plans.

In closing, I appreciate your patience as things have been a bit hectic...overall I don't see anything glaring, just wanted some clarification. We can always adjust sizes, service days, frequency of service...I'm not too concerned with those items once we go live. It is clear all will need wheels as we've discussed...inventory also crossed my mind as 22 dumpsters at one location or site is not all that common.

Thank you!

**Marc Wironen**  
Operations Supervisor



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**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>  
**Sent:** Monday, January 15, 2024 3:16 PM  
**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>  
**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>; Grace Wolff <[wolffg@aks-eng.com](mailto:wolffg@aks-eng.com)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

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Good afternoon Marc,  
I hope you're doing well and I'm sure that it is even more hectic on your end right now with the snow, but I wanted to check in with you on if you had any questions our team can help address. We will need confirmation from Republic Services that they have reviewed the development plan and agree with the approach to service the site.

Thanks in advance!

**Tyler D. Roth, PE**

Senior Associate

**AKS ENGINEERING & FORESTRY, LLC**

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---

**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Sent:** Monday, January 8, 2024 11:34 AM

**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>; Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

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Good morning and Happy New Year!

I wanted to touch base regarding this, I have looked at your attachments, however, not in great detail to this point. I do have a few questions and plan to have those off here very soon.

Please don't hesitate to reach out anytime, things have been a bit hectic with holidays and year end / new year.

Thank you,

**Marc Wironen**

Operations Supervisor



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**From:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Sent:** Thursday, January 4, 2024 11:44 AM

**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

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Hello Marc and Heather,

Please see attached the floor plans for the three buildings with the 4 yard roll out trash bins placed. Could you please review and let us know if this works for you. If this works, we would need a written confirmation from you for our Land Use submittal.

Thank you, and don't hesitate to contact me if you have any questions.

Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



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Charlotte, NC 28208

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**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Sent:** Wednesday, December 27, 2023 3:36 PM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

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Thanks Marc.

**Tyler D. Roth, PE**

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---

**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Sent:** Wednesday, December 27, 2023 9:54 AM

**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good morning,

Thanks for the follow up, here are some contacts/companies I know of...

Wastequip (Tangent, OR.), Wesco, Compaction recycling, & West Pak (Salem, OR.)

Merry Christmas to you and Happy New Year!

## Marc Wironen

Operations Supervisor



1890 16<sup>th</sup> St. SE

Salem, OR. 97302

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o (971) 915-5384

c (458)-272-5132

cs (503) 363-8890

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**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Sent:** Tuesday, December 26, 2023 10:34 AM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

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Good morning Mark,

Just checking in on this. Can you provide some local contacts we can reach out to?

Thanks!

**Tyler D. Roth, PE**

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---

**From:** Tyler Roth

**Sent:** Friday, December 15, 2023 2:52 PM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Marc,

Thanks for the detailed feedback it is extremely helpful! Please do share some local contacts you know for the compactors so we can start coordinating with them.

Thank you,

**Tyler D. Roth, PE**

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**From:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Sent:** Thursday, December 14, 2023 11:56 AM

**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>

**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good morning,

In terms of “units,” here are the calculations I put together...

Building I – 138 Units = SIX 4 yard containers 1x/week, or THREE 4 yards 2x/week.

Building II – 116 Units = FIVE 4 yard containers 1x/week, or possibly smaller 3 yard containers 2x/week.

Building III – 119 Units = Essentially same calculation as Building II.

In terms of units/apartment complexes, we use calculations based off unit/family waste production in a week. Some of this obviously gets tweaked depending on the situation, but the numbers get us real close!

Recycle is a bit different...we offer 90 gal recycle carts as well as cardboard/comingle containers/dumpsters. For a facility such as this, my best guess would be cardboard and comingle dumpsters in same locations as trash...VERY LIKELY needing fewer per location for cardboard and comingle recycle items.

The retail portion of the project would depend heavily on “type” of retail. For example, a furniture store or a shoe store would typically produce a lot of cardboard recycle. The trash is different as well since we’re not dealing with living units and families. Another “key” component is many retail locations share depending on building, location & set-up. It is common for 1 enclosure to house containers for multiple retailers.

I do think compactors would be an option. We haul larger ones on our roll-off trucks which would be ideal, however, it appears we wouldn’t have the space on site for those types of compactors and our roll-off trucks. They do make smaller compactors that may be a better option, for example, 2 and 3

yards. In situations where space is tight and they are on wheels to move around for servicing, we go smaller because of weight.

You may already be doing this on your end, but let me know if you need any resources/companies to source compactor options.

Thank you,

**Marc Wironen**  
Operations Supervisor

1890 16<sup>th</sup> St. SE  
Salem, OR. 97302  
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**From:** Wironen, Marc  
**Sent:** Monday, December 11, 2023 12:56 PM  
**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>  
**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good afternoon,

Short answer is not to this point, my apologies for delay in response. Heather is out on PTO this week and next, I'll have time to review information tomorrow morning.

Thanks for the follow up and communication.

**Marc Wironen**  
Operations Supervisor

1890 16<sup>th</sup> St. SE  
Salem, OR. 97302  
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**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>  
**Sent:** Monday, December 11, 2023 11:57 AM  
**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>  
**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

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Good morning Mark/Heather,  
We are moving full steam ahead on the site layout and building concepts, so I wanted to check in with your team to see if you've had a chance to run the numbers based on the unit counts below?

We look forward to hearing from you.

Thanks,

**Tyler D. Roth, PE**

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---

**From:** Tyler Roth  
**Sent:** Wednesday, December 6, 2023 8:28 AM  
**To:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>  
**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels <[tmichels@thefund.works](mailto:tmichels@thefund.works)>  
**Subject:** RE: 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Good morning Mark/Heather,  
We are meeting with the City this morning to discuss the site plan and then are hoping to move full steam ahead once we get their buy off on the site layout and building concepts, so I wanted to check in with your team to see if you've had a chance to run the numbers based on the unit counts below?

We look forward to hearing from you.

Thanks,

**Tyler D. Roth, PE**

**AKS ENGINEERING & FORESTRY, LLC**

---

**From:** Kristina Held <[kheld@insightarch.com](mailto:kheld@insightarch.com)>

**Sent:** Friday, December 1, 2023 10:52 AM

**To:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>; Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

**Cc:** Sorensen, Heather <[HSorensen@republicservices.com](mailto:HSorensen@republicservices.com)>; Trent Michels

<[tmichels@thefund.works](mailto:tmichels@thefund.works)>

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Hello Marc and Heather,

I am sorry I missed the meeting yesterday!

I do have the breakdown per building:

From the north:

Building I: 138 units + 10,700 sf of retail

Building II: 116 units + 8,8000 sf or retail

Building III: 119 units + 7,000 sf of retail

I also have a couple of questions for you:

- Could you please share the dimensions of a typical 4 yard trash bin?  
Will you be able to tell us how many of those we will need per building?
- What are the recyclable item requirements?
- Would a trash compactor be an option at this location?

Thank you!

Kristina

**Kristina Held**

AIA, LEED AP BD+C, CPHC

Principal



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Charlotte, NC 28208

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---

**From:** Tyler Roth <[rotht@aks-eng.com](mailto:rotht@aks-eng.com)>

**Sent:** Thursday, November 30, 2023 3:01 PM

**To:** Wironen, Marc <[MWironen@republicservices.com](mailto:MWironen@republicservices.com)>

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**Subject:** 5968-01 20231122 CIRCULATION EXHIBIT.pdf

Marc / Heather,

Thank you for joining our call this morning. It is extremely helpful to step through our circulation plans and plan to handle waste on a site like this! I've attached our site plan as it stands at the moment for your review and feedback. Unit count right now is approximately 373 units overall. Kristina (cc'd) is the project architect and can provide a current breakdown for each building if that is helpful for your calculation.

Per our discussion, the plan is to have doors that would open to the sides of the building that receptacles would be rolled out of similar to how the Vancouver Waterfront functions. If you have any questions or need any clarification please let us know. We look forward to working with you further on the project.

Thanks,

**Tyler Roth, PE**



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