Site Plan Review, Adjustments, Driveway Approach Permit, and Tree Variance

Submittal Date:	March 2025
Submitted To:	City of Salem Planning
Project Location:	1805 Oxford St SE Salem, OR
Applicant(s):	Salem Watumull LLC
Applicant's Land Use Representative:	Britany Randall of BRAND Land Use Britany@brandlanduse.com

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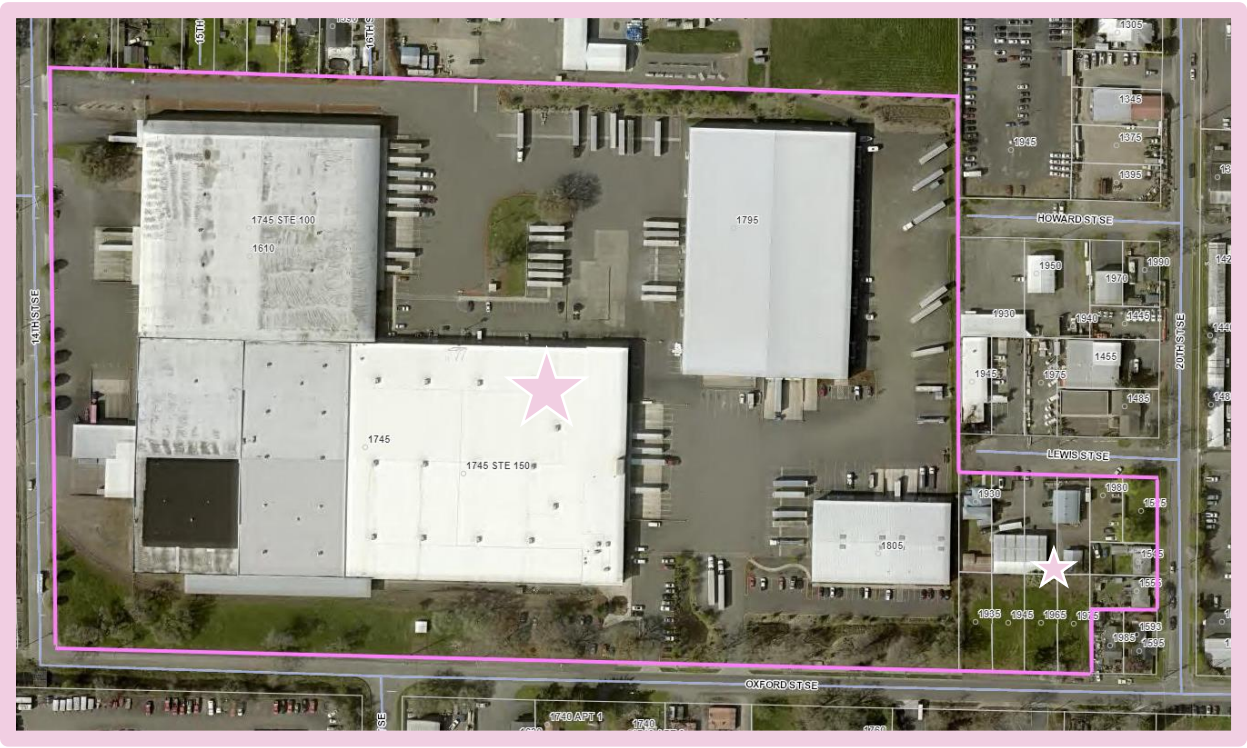
Aerial View of Subject Properties and Existing Development



Section 1: Property Background and Request

The applicant, Salem Watumull, LLC, is proposing a development request that includes a Class 3 Site Plan Review, tree removal variance, Class 2 Driveway Approach Permits, and Class 2 Adjustments. In addition, a tentative replat application (Case No. 25-104676-PLN) is being processed concurrently, though not as part of a consolidated land use review. The replat will consolidate 13 properties under common ownership to ensure a future building addition can be developed without crossing property lines.

As part of this Class 3 Site Plan Review, the applicant has submitted a preliminary development plan, which includes a new green stormwater infrastructure (GSI) facility sized at approximately 20 percent of the square footage of the future building addition. Detailed utility plans, site circulation, and grading information within this application package.

A tree inventory of the site has been submitted. Several trees are proposed for removal to accommodate the planned development. The applicant is aware that tree removals are subject to the requirements of SRC Chapter 808 and is requesting a tree removal variance as part of this application package.

The proposal includes modifications to existing driveway approaches, which will require Class 2 Driveway Approach Permits to ensure compliance with access spacing and design standards. The applicant is requesting four adjustments as part of this proposal: (1) an adjustment to the pedestrian connection standard between buildings on the same development site; (2) an adjustment to the bicycle parking requirement related to existing nonconforming conditions; (3) an adjustment to the vision clearance standard for the driveway onto Lewis Street SE; and (4) an adjustment to the maximum number of driveway approaches allowed on a single lot. This coordinated land use request is intended to facilitate efficient review of all necessary entitlements for the proposed building addition and associated site improvements.

Section 2: Existing Conditions

The development site is approximately 29.84 acres in size and is described as Marion County Assessor Map and Tax Lots 073W35BD00700, 073W35BD00600, 073W35BD00500, 073W35BD00300, 073W35BD00200, 073W35BD00100, 073W35BD01300, 073W35BD00900, 073W35BD01000, 073W35BD01100, 073W35BD01200, 073W35BD01400 and 073W35BA02800. A Marion County Tax Map is included within the exhibits list identifying the subject properties.

The site is located within corporate City limits of the City of Salem. The Salem Area Comprehensive Plan (SACP) map has a designations for the property of “Industrial".

The Comprehensive Plan designations of surrounding properties include:

North: Across Lewis Street SE, IND "Industrial"

South: IND "Industrial"

East: Across 20th Street SE, CSG "Community Service Government"

West: IND "Industrial"

The subject property is zoned IG (General Industrial). Surrounding properties are zoned:

North: Across Lewis Street SE, IG (General Industrial)

South: IG (General Industrial)

East: Across 20th Street SE, PS (Public Service)

West: IG (General Industrial)

Section 3: Findings Applicable to Administrative Procedures

Chapter 300 – Procedures for Land Use Applications and Legislative Land Use Proposals
Section 300.310 – Neighborhood Association Contact

(a) *Purpose.* The purpose of neighborhood association contact is to provide an opportunity for neighborhood associations to learn of upcoming land use applications involving land within or adjacent to their boundaries in advance of applications being submitted. This encourages dialogue and provides opportunities for feedback and resolution of potential issues prior to filing.

Applicant's Findings: *The applicant understands the purpose of requiring neighborhood association contact.*

(b) *Applicability.*

(1) Neighborhood association contact, as provided in this section, is required for those land use applications identified under Table 300-2 as requiring neighborhood association contact.

Applicant's Findings: *As mentioned previously, Table 300-2 requires neighborhood association contact for the applications. The applicant's representative prepared a letter and sent it to the chair and land use chair of the neighborhood association. The letter was sent via email. The email and the letter are included with this submittal.*

(2) When multiple land use applications are consolidated into a single application and one or more of the applications involved include a requirement for neighborhood association contact and the other applications do not require neighborhood association contact, the entire consolidated application shall require neighborhood association contact.

Applicant's Findings: *The applicant understands because the application is consolidated, neighborhood association contact is required for all applications included. As demonstrated by the contact materials provided, the applicant notified the chair and land use chair of all applications being requested. This criterion is met.*

(3) Nothing in this section shall be construed to preclude additional contact between an applicant and neighborhood association beyond the requirements of this section, or an applicant from contacting a neighborhood association where no neighborhood association contact is required.

Applicant's Findings: *The applicant understands nothing in this section shall preclude additional contact between the applicant and neighborhood association.*

(c) *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;

Applicant's Findings: *The applicant emailed a letter with information relating to the proposal to both the chair and land use chair of the neighborhood association. The letter included all the required information listed above. This criterion is met.*

(d) *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.

Applicant's Findings: *The applicant understands the city is unable to accept applications requiring neighborhood association contact prior to contact being made. However, the applicant has demonstrated satisfying this criterion prior to submittal.*

Section 4: Findings Applicable to Class 3 Site Plan Review

Chapter 220 – Site Plan Review

Section 220.001 – Purpose

The purpose of this chapter is to provide a unified, consistent and efficient means to conduct site plan review for development activity that requires a building permit, to ensure that such development meets all applicable standards of the UDC, including, but not limited to, standards related to access, pedestrian connectivity, setbacks, parking areas, external refuse storage areas, open areas, landscaping, and transportation and utility infrastructure.

Section 220.005 – Site Plan Review

(a) *Applicability*.

(1) Except as provided in subsection (a)(2) of this section, site plan review approval is required:

(A) Prior to issuance of a building permit, for any development that requires a building permit;

(B) Prior to a change of use, when a building permit is not otherwise required; and

(C) Prior to commencement of work, for any of the following when a building permit is not otherwise required:

(i) Development of a new off-street parking or vehicle use areas;

(ii) Expansion of an existing off-street parking or vehicle use areas, when additional paved surface is added;

(iii) Alteration of an existing off-street parking or vehicle use areas, when the existing paved surface is replaced with a new paved surface;

(iv) Paving of an unpaved area, unless there are no development standards applicable to the proposed paved area such as stormwater standards or development site landscaping;

(v) Restriping of an off-street parking or vehicular use area, when the layout will be reconfigured but not including when existing parking spaces are removed or when existing parking spaces are converted to ADA parking spaces and the location of driveways, drive-aisles, and other parking spaces is not changed; and

(vi) Development of a gravel outdoor storage area within the IG zone.

Applicant's Findings: *The proposal will require a building permit. Therefore, triggering the applicability of this section.*

(2) Exemptions.

(A) The following development that requires a building permit is exempt from site plan review:

(i) Development of a single family use, two family use, three family use, four family use, or cottage cluster on an individual lot, including the construction of

accessory structures and paving associated with such uses.

(ii) Sign installation.

(iii) Ordinary maintenance or repair of existing buildings, structures, utilities, landscaping, and impervious surfaces, and the installation or replacement of operational equipment or fixtures.

(iv) The alteration to the facade of a building, except in those zones or overlay zones that include design standards to regulate the appearance of a building, such as ground floor building height, building facade articulation, building entrance location, amounts of ground or upper floor windows, or provision of weather protection, unless none of the design standards are applicable to the proposed facade alteration.

(v) Interior construction or tenant improvements that involve no change of use or occupancy.

(vi) Demolition permit.

(vii) Construction of a fence or retaining wall.

(B) Any of the activities identified under subsection (a)(1)(C) of this section are exempt from site plan review if they are for a single family use, two family use, three family use, four family use, or cottage cluster on an individual lot.

Applicant's Findings: *The proposal does not meet any of the exemptions above. Therefore, has applied for a site plan review application.*

(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:

(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 site plan review for any development under subsection (a)(1) of this section, other than development

subject to Class 1 site plan review, 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 site plan review for any development under subsection (a)(1) of this section 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; or

(F) Involves the imposition of conditions of approval; or

(G) Requires a variance, adjustment, or conditional use permit.

Applicant's Findings: *The proposal includes additional applications, including an adjustment application. Therefore, triggering the applicability of a class 3 site plan review.*

(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.

Applicant's Findings: *The applicant is applying for a consolidated permit and understands the applications will be reviewed using type II procedures.*

(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;
    (2) The address or location of the subject property and its assessor's map and tax lot number;
    (3) The size of the subject property;
    (4) The comprehensive plan designation and zoning of the subject property;
    (5) The type of application(s);
    (6) A brief description of the proposal; and
    (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).

(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, 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 drainage patterns and drainage courses, if applicable;

(ix) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;

(x) 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

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

(xii) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

(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 type, size, and location of all existing trees on the property, with an identification of those trees that will be preserved and those trees that will be removed; and

(iv) The location of the 100-year floodplain, if applicable.

(C) A tree 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 existing trees, indicating their species, DBH, critical root zone, and whether they will be preserved or removed;
(iii) The location of all new trees proposed to be planted on the development site, indicating their species and caliper at the time of planting;
(iv) The perimeter and soil depth of all proposed tree planting areas;
(v) The location of all existing and proposed primary and accessory structures;
(vi) The location of all existing and proposed parking and vehicle use areas; and
(vii) For developments that include more than one-half acre of new off-street surface parking, the tree plan shall include the expected tree canopy area after 15 years for all trees not removed by the proposed development, and the caliper of all proposed new trees at the time of planting in addition to the other requirements of the tree planting plan.

(D) 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.
(E) 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.
(F) A description of the proposed stormwater management system, including pre and post construction conditions, prepared in accordance with the Public Works Design Standards.
(G) A completed trip generation estimate for the proposed development, on forms provided by the City.
(H) 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.
(I) For development in the Mixed Use-I (MU-I) and 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.

(J) For developments that include more than one-half acre of new off-street surface parking, proof of coordination with the local electric utility to ensure the compatibility of tree canopy and root systems with planned and existing utility infrastructure.

(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;

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

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

(D) 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;

(E) 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

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

Applicant's Findings: *The applicant has provided the applicable submittal items above to review the proposal. This criterion is 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;

Applicant's Findings: *The applicant has compiled a complete list of applicable standards and criteria and has provided a response to each within this narrative. Where the proposal is unable to meet the standard, the applicant is requesting adjustments with mitigation where needed and possible. This criterion is met.*

(B) The transportation system into and out of the proposed development conforms to all applicable city standards;

Applicant's Findings: *The existing development site is abutting Oxford Drive SE along its southern boundary, 20th Street SE along its easterly boundary, and Lewis Street SE at the northern portion of the property abutting the requested building expansion area. The purpose of this application is to obtain land use approval to permit the expansion of the existing building at the southeasterly corner of 1610 14th Street SE. The overall configuration of the boundary of the site will remain the same, including the access points to the public right of way. Two driveway approaches are being requested with this application, one driveway from Oxford Street SE will lead to the service road proposed for the GSI facility and one driveway approach from Lewis Street SE will lead directly into the new bay door of the warehouse addition. The existing traffic circulation pattern into the site, through the site, and out of the site is cohesive with the street systems already in place. There is a preexisting pedestrian network on site which will remain unchanged. The transportation system in the surrounding area is built up and has a complete network of streets providing for the safe, orderly, and efficient circulation of traffic into and out of the development site. Because the existing circulation plan accommodates all modes of transportation and meets safety standards for vision clearance areas, this criterion is met.*

(C) The proposed development mitigates impacts to the transportation system consistent with the approved traffic impact analysis, where applicable; and

Applicant's Findings: *The applicant is retaining the pedestrian network on site, which protects the safety of pedestrians and cyclists leaving the public right-of-way and entering the site. Because the existing circulation plan accommodates all modes of transportation and meets safety standards for vision clearance areas, this criterion is met.*

(D) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities

Applicant's Findings: *The proposed development is surrounded by existing public and private utility infrastructure to serve the proposed building addition. This criterion is met.*

Chapter 554 – IG—General Industrial

Section 554.001 – Purpose

The purpose of the General Industrial (IG) Zone is to implement the industrial designation of the Salem Area Comprehensive Plan through the identification of allowed uses and the establishment of development standards. The IG zone generally allows a wide range of manufacturing, distribution, and storage uses, and prohibits uses that are incompatible with industrial development.

Section 554.005 – Uses

(a) The permitted (P), special (S), conditional (C), and prohibited (N) uses in the IG zone are set forth in Table 554-1.

Applicant's Findings: *The applicant is proposing a building expansion to continue their industrial operations on the site which are outright permitted uses.*

Section 554.010 – Development standards

Development within the IG zone must comply with the development standards set forth in this section.

(a) *Lot standards.* Lots within the IG zone shall conform to the standards set forth in Table 554-2

Applicant's Findings: *Pursuant to table 554-2 there are not lot standards established for lot area, lot width, or lot depth. There is a minimum street frontage requirement of 16 feet, the proposal has street frontage on three streets, all exceeding 16 feet. This criterion is met.*

(b) *Setbacks.* Setbacks within the IG zone shall be provided as set forth in Tables 554-3 and 554-4.

Applicant's Findings: *The applicant has submitted a replat application to consolidate the 12 smaller tax lots with the larger tax lot ending in 2800 for the proposed building addition. After the replat is complete, the property will abut Lewis Street SE to the north, 20th Street SE to the east, Oxford Street SE to the south and two properties to the southeast of the addition that are also zoned IG.*

Abutting Street: Pursuant to table 554-3, the minimum setback required abutting a street is 5 feet. Abutting Lewis Street SE, the proposed addition is setback 5 feet; abutting 20th Street SE, the proposed addition is setback 15 feet; abutting Oxford Street SE the proposed addition is setback 78 feet. The setbacks abutting streets meet or exceed the minimum setback requirement.

Zone-to-Zone Setbacks: Pursuant to table 554-4, there is not a setback requirement for the IG zoned properties adjacent to the proposed addition near the corner of Oxford Street SE and 20th Street SE. The proposed addition is setback approximately 10 feet from these adjacent properties.

(c) *Lot coverage; height.* Buildings and accessory structures within the IG zone shall conform to the lot coverage and height standards set forth in Table 554-5.

Applicant's Findings: *Pursuant to table 554-5, there is not a maximum lot coverage standard. The maximum building height is 70 feet. The proposed addition is less than the allowed maximum within the zone. This standard is met.*

(d) *Landscaping.*

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

Applicant's Findings: *Setback landscaping is addressed under chapter 807 of this narrative.*

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

Applicant's Findings: *Vehicle use area landscaping is addressed under chapters 806 and 807 of this narrative.*

(e) *Industrial performance standards.* Within the IG zone no land or structure shall be used or occupied unless maintained and operated in continuing compliance with all applicable standards adopted by the Oregon Department of Environmental Quality (DEQ), including the holding of all licenses and permits required by DEQ regulation, local ordinance, and state and federal law.

Applicant's Findings: *This application is for the development of a building addition within the IG zone. The applicant understands they must maintain and operate the land and structure in continuing compliance with all applicable standards adopted by the Oregon Department of Environmental Quality (DEQ), including the holding of all licenses and permits required by DEQ regulation, local ordinance, and state and federal law. As applicable, this criterion will be met.*

Chapter 602 – Airport Overlay Zone

Section 602.001 – Purpose

The purpose of the Airport Overlay Zone is to establish standards to promote air navigational safety and prevent hazards and obstructions to air navigation and flight.

Section 602.010 – Airport Overlay Zone Boundary

The boundaries of the Airport Overlay Zone are shown in Figure 602-1. The Airport Overlay Zone is divided into the following areas that apply to land beneath, upon, and above the approach surface, transitional surfaces, horizontal surface, and conical surfaces of McNary Field:

(a) *Approach area.* The approach area consists of the following:

(1) *Runway other than utility runway with only visual approach area.* The inner boundary of the runway other than utility runway with only visual approach area lies along the end of the primary surface and is 500 feet wide. The area expands

outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 16/34.

(2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area.* The inner boundary of the non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 13.

(3) *Precision instrument runway approach area.* The inner boundary of the precision instrument runway approach area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 16,000 feet at a horizontal distance of 10,000 feet from the primary surface and thereafter to a horizontal distance of 50,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 31.

(b) *Transitional areas.* The transitional areas are those areas that lie beneath the transitional surfaces of each runway.

(c) *Horizontal area.* The boundary of the horizontal area is established by swinging arcs with 5,000 feet radii, for all utility or visual runways, and 10,000 feet radii, for all other runways, from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal area does not include the approach and transitional areas.

(d) *Conical surface area.* The conical surface area commences at the periphery of the horizontal area and extends outward a horizontal distance of 4,000 feet.

Applicant's Findings: *The development site is subject to the restrictions of the horizontal area as it is within this boundary of the overlay zone.*

Section 602.015 – Uses

Any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, conditional, or prohibited use in the Airport Overlay Zone.

Applicant's Findings: *The applicant understands the uses permitted are reliant on the underlying zoning and overlay zoning, not the airport overlay zone itself. The applicant is proposing industrial uses which are outright permitted within the IG zone. This criterion is met.*

Section 602.020 – Development Standards

Development within the Airport 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 more restrictive development standards shall be the applicable development standard.

(a) *Height.* Except as otherwise provided in this chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.

(1) *Runway other than a utility runway with only visual approaches.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 5,000 feet along the extended centerline of Runway 16-34.

(2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 34 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 13.

(3) *Precision instrument runway approach.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 50 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 31; thence sloping 40 feet outward for each one foot upward to an additional horizontal distance of 40,000 feet along the extended centerline of Runway 31.

(4) *Transitional surface.* In the transitional surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping seven feet outward for each one foot upward beginning at the sides of, and at the same elevation as, the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition, in the transitional surface there are established height limits sloping seven feet

outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach area projects beyond the conical area, there are established height limits sloping seven feet outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

Applicant's Findings: *The development site falls within the horizontal surface. Criteria 1 through 4 are not applicable.*

(5) *Horizontal surface.* In the horizontal surface, no building, structure, object, or vegetative growth shall have a height greater that that established by a horizontal plane 150 feet above the airport elevation.

Applicant's Findings: *The development site sits approximately 183 feet above sea level and the McNary Field airport is approximately 214 feet above sea level. This provision provides a maximum height of 150-feet for buildings, structures, objects, and vegetation. However, the IG zone limits building and accessory structure height to 70 feet. Furthermore, the tallest point of the proposed building is approximately 25 feet. At the time signage is proposed, it will also be reviewed, and findings will show it meets the applicable restrictions. This criterion is met.*

(6) *Conical surface.* In the conical surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each one foot upward beginning at the periphery of the horizontal surface, 150 feet above the airport elevation, and extending to a height of 350 feet above the airport elevation.

Applicant's Findings: *The development site falls within the horizontal surface. This criterion is not applicable.*

(b) *Development compatibility.* Uses within the Airport Overlay Zone shall not be developed, conducted, or maintained in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, attract wildlife, or endanger or interfere in any other manner with landing, takeoff, or maneuvering of aircraft using or intending to use McNary Field.

Applicant's Findings: *Staff will review this proposal at the time of submittal and determine development compatibility. It is the assertion of the applicant and their representatives that the use will not cause any electrical interference with navigational signals or radio communications between the airport and aircraft. This criterion is met.*

(c) *Marking and lighting.* Marking and lighting necessary to indicate the presence of buildings, structures, or vegetation to operators of aircraft in the vicinity of the airport shall be provided as required by the FAA.

Applicant's Findings: *If additional markings or lighting is determined to be required by the FAA to indicate the presence of buildings, structures, or vegetation, the applicant will comply with all reasonable requests to ensure the standards are met.*

Chapter 800 – General Development Standards

Section 800.001 – Purpose

The purpose of this chapter is to establish certain standards that apply generally to development throughout the City, regardless of zone.

Section 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.

(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.

Applicant's Findings: *The existing development includes a primary building entrance oriented toward Oxford Street, which is currently served by an existing pedestrian connection. The proposed addition to the building does not introduce any new primary building entrances, and no changes are proposed that would affect the existing pedestrian access to Oxford Street. Pursuant to SRC 800.065(a)(1)(A), a pedestrian connection is required between the primary building entrance and each adjacent street, unless an exception applies. In this case, the IG (Industrial General) zone does not require a primary building entrance abut every street frontage, nor does the proposed development include a new entrance necessitating an additional connection. Therefore, the existing pedestrian connection from the primary entrance to Oxford Street satisfies the requirement. Furthermore, no transit stop exists along the street frontage of the site, and the building addition does not alter the current configuration in a manner that would trigger a new requirement under SRC 800.065(a)(1)(B). As such, the 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.

Applicant's Findings: *This standard is applicable because the development site contains more than one building. However, the applicant does not propose to construct new pedestrian connections between the primary building entrances of the buildings on site. The existing site is designed to accommodate industrial operations and currently functions safely and efficiently with regular movement of heavy vehicles and equipment throughout the site. Introducing pedestrian connections between buildings would interfere with established circulation patterns and potentially create conflicts between pedestrian and vehicle traffic, impacting operational safety and efficiency. To maintain the functionality of the site and ensure continued safe operations, the applicant will seek an adjustment to this standard pursuant to SRC 800.065(a)(2), demonstrating that the existing site layout and circulation provide an appropriate level of access while avoiding unnecessary hazards.*

(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:

a. 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;

b. Spaced a minimum of two drive aisles apart; and
c. 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 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:
a. 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
b. An off-street surface parking area located in a separate location on the development site from other off-street surface parking areas.

Applicant's Findings: *There is no off-street parking area proposed with the development. Therefore, this is not applicable.*

(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.

Applicant's Findings: *Parking structures and garages are not proposed. This criterion is not applicable.*

(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.

Applicant's Findings: *In accordance with the City of Salem's Transportation System Plan (TSP), there are no existing or planned paths or trails abutting or through the development site. This criterion is not applicable.*

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

Applicant's Findings: *There are no vehicular connections proposed to an abutting property. Therefore, this is not applicable.*

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

Applicant's Findings: *The existing pedestrian connections on the site will remain unchanged as part of this development proposal. These walkways were constructed under a prior version of the Salem Revised Code and do not fully conform to the current standards for design and materials under SRC 800.065(b), including width, material, and treatments where walkways*

cross vehicle areas or are adjacent to travel lanes. However, because these pedestrian connections are part of an existing, legally established development, they are considered nonconforming improvements and are allowed to remain under the provisions for existing nonconforming development. No new pedestrian connections are proposed that would trigger compliance with the current design standards. Therefore, this criterion is not applicable to the proposed development.

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

Applicant's Findings: *There are no pedestrian connections abutting vehicle parking that would require wheel stop or extended curbs. Therefore, this is not applicable.*

(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.

Applicant's Findings: *At the time of building permit, the applicant will submit a detailed lighting plan for review with conformance with applicable lighting requirements. This 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.

Applicant's Findings: *There are no lots under separate ownership included within this proposal. Therefore, this is not applicable.*

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

Section 806.001 – Purpose

The purpose of this chapter is to establish standards for off-street parking and vehicle use areas, bicycle parking, loading areas, and driveways.

Section 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.
  (3) Any intensification, expansion, or enlargement of a use or activity.

Applicant's Findings: *The proposal includes an expansion of an existing use on the development site. Therefore, triggering the applicability of this section.*

(b) *Applicability to change of use of existing building in Central Business District (CB), West Salem Central Business District (WSCB), Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), Mixed Use-Riverfront (MU-R), and Edgewater/Second Street Mixed-Use Corridor (ESMU) zone.* Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB, WSCB, MU-I, MU-II, MU-III, MU-R, and ESMU zones where at least 75 percent of the width of the lot at the front setback line is occupied by existing buildings shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block face adjacent to the primary entrance of the building. If the minimum number of required bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.

Applicant's Findings: *The subject property is not located within the Central Business District (CB), West Salem Central Business District (WSCB), Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), Mixed Use-Riverfront (MU-R), or Edgewater/Second Street Mixed-Use Corridor (ESMU) zones. Instead, the property is located within the Industrial General (IG) zone, which is not subject to the alternative bicycle parking provisions outlined in SRC 806.015(b) for changes of use in the identified mixed-use and central business zones. As such, this standard is not applicable to the proposed development.*

(c) *Applicability to nonconforming bicycle parking area.* When bicycle parking is required to be added to an existing bicycle parking 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.

Applicant's Findings: *The proposed development includes the construction of a building addition, which triggers a requirement to provide bicycle parking in accordance with SRC Chapter 806. The applicant will provide the number of new bicycle parking spaces required for the addition. However, the existing bicycle parking area on the site does not meet current code standards in terms of the total number of spaces required. Rather than modifying the entire site to bring the existing bicycle parking into full compliance, the applicant will seek an adjustment to the standard to address the existing deficiency. The remainder of the site continues to function as intended by the property owners, and retrofitting the existing development to meet current requirements would create an unnecessary burden without a corresponding benefit to site functionality or public access. The applicant's approach ensures that the bicycle parking needs of the new development are met while maintaining the operational integrity of the existing site.*

Section 806.050 – Proximity of Bicycle Parking to Use or Activity Served

Except as otherwise provided in this chapter, bicycle parking shall be located on the same development site as the use or activity it serves.

Applicant's Findings: *The required bicycle parking spaces will be provided on the same development site as the use they are intended to serve, in compliance with SRC Chapter 806. This ensures convenient and direct access to bicycle parking for users of the site. Therefore, the standard is met.*

Section 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.

Applicant's Findings: *Pursuant to SRC 806.055(a) and Table 806-9, the minimum required number of bicycle parking spaces is the greater of four spaces or a calculation based on the total square footage of the proposed building area. The proposed building addition is 58,415 square feet. Based on the code requirements, bicycle parking must be provided at a rate of one space per 10,000 square feet for the first 50,000 square feet, and one space per 20,000 square feet for the remaining 8,415 square feet. This results in a total of five spaces for the first 50,000 square feet and one additional space for the remaining square footage, for a total of six required bicycle parking spaces. The applicant will provide at least six new bicycle parking spaces on the development site to serve the building addition, in full compliance with SRC 806.055(a).*

(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).*

Applicant's Findings: *Pursuant to SRC 806.055(b) and Table 806-8, up to 75 percent of the required bicycle parking spaces for this use may be provided as long-term bicycle parking. The applicant may utilize this allowance to meet a portion of the required six bicycle parking spaces through long-term facilities, which provide secure, covered accommodations for bicycles. The specific allocation between short-term and long-term bicycle parking will be confirmed at the time of building permit review to ensure compliance with applicable standards.*

Section 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking shall be 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.

Applicant's Findings: *The required short-term bicycle parking will be located outside the building within a convenient distance of, and clearly visible from, the primary building entrance, in compliance with SRC 806.060(a)(1). In no case will the short-term bicycle parking be located more than 50 feet from the primary entrance, as measured along a direct pedestrian access route. If the applicant elects to provide up to 75 percent of the required spaces as long-term bicycle parking located within the building, as permitted under SRC 806.055(b), the remaining short-term spaces will still meet the locational standards outlined in this section. Final placement of bicycle parking will be confirmed at the time of building permit review.*

(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.

(C) *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.

Applicant's Findings: *The proposed development will provide both short-term and long-term bicycle parking in compliance with the standards of SRC 806.060(a). Short-term bicycle parking will be located outside the building, within a convenient distance of and clearly visible from the primary building entrance. In all cases, the short-term bicycle parking spaces will be situated no more than 50 feet from the entrance, as measured along a direct pedestrian access route, consistent with SRC 806.060(a)(1).*

Long-term bicycle parking for this industrial non-residential use will be provided in accordance with SRC 806.060(a)(2)(C). Long-term spaces will be located either within a restricted access lockable room, a lockable bicycle enclosure, or individual bicycle lockers to ensure secure storage. If located outside, the spaces will be in a well-lit, secure area that is sheltered from precipitation and positioned within a convenient distance of the building entrance, as required under SRC 806.060(a)(2)(A). Final bicycle parking design and placement will be verified during building permit review to ensure full compliance with applicable standards.

(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.

Applicant's Findings: *The proposed bicycle parking areas will have direct and accessible access to both the public right-of-way and the primary building entrance, in compliance with SRC 806.060(b). The access routes will be free of obstructions or barriers, such as curbs or stairs, that would require users to lift their bicycles in order to reach the parking area. All bicycle parking will be designed to ensure smooth, ground-level access for ease of use and to support safe and convenient bicycle circulation throughout the site. Final compliance will be confirmed at the time of building permit review.*

(c) *Dimensions*. All bicycle parking areas shall meet the following dimension requirements:
  (1) *Bicycle parking spaces.* Bicycle parking spaces shall conform to the minimum dimensions set forth in Table 806-10.
  (2) *Access aisles.* Bicycle parking spaces shall be served by access aisles conforming to the minimum widths set forth in Table 806-10. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Applicant's Findings: *The proposed bicycle parking areas will comply with the dimensional standards established in SRC 806.060(c) and Table 806-10. Each bicycle parking space will be a minimum of 2 feet in width by 6 feet in length, as required. Additionally, all bicycle parking spaces will be served by an access aisle with a minimum width of 4 feet to allow for safe and efficient maneuvering of bicycles into and out of the spaces. These standards will be met whether the parking is provided as short-term or long-term facilities. The layout will ensure adequate spacing between bicycles and adjacent objects, with no encroachments into access aisles. Compliance with these dimensional requirements will be verified at the time of building permit review.*

(d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material.

Applicant's Findings: *The bicycle parking areas located outside the building will be surfaced with a hard surface material, in compliance with SRC 806.060(d). The surfacing will meet the applicable Public Works Design Standards, ensuring a durable, stable, and accessible surface suitable for bicycle parking use. Final surfacing details will be confirmed at the time of building permit review.*

(e) *Bicycle racks.* Where bicycle parking is provided in racks, the racks may be horizontal or vertical racks mounted to the ground, floor, or wall. Bicycle racks shall meet the following standards:
  (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.

Applicant's Findings: *All bicycle racks provided as part of this development will comply with the standards set forth in SRC 806.060(e). The racks may be either horizontal or vertical and will be mounted securely to the ground, floor, or wall. Racks will support the bicycle in a stable position in two or more places without causing damage to the wheels, frame, or components. Horizontal racks will provide support at a minimum of six inches horizontally apart, while vertical racks will support bicycles in an upright position without compromising stability.*

All racks will be designed to allow the bicycle frame and at least one wheel to be locked to the rack using a high-security U-shaped shackle lock. Materials used for the racks will be resistant to cutting, rusting, bending, or deformation, ensuring durability and security. Additionally, racks will be securely anchored to prevent displacement or theft. Final specifications for the racks will be reviewed at the time of building permit submittal to confirm compliance with all applicable standards, including those illustrated in Figure 806-11.

(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 806-10.

(2) Lockers shall be served by an access aisle conforming to the minimum width set forth in Table 806-10 in front of each locker opening.

(3) Lockers shall be securely anchored.

Applicant's Findings: *Lockers are not proposed to be utilized. These standards are not applicable.*

Section 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.

Applicant's Findings: *This proposal involves the expansion of an existing warehousing use, which triggers the applicability of SRC 806.065(a)(3). However, the existing development includes off-street loading facilities that are preexisting and have been functioning adequately to support the current warehousing operations. The proposed addition will not alter the nature of the use in a manner that requires additional loading capacity, nor does it eliminate or reduce the functionality of the existing loading areas. As such, no additional off-street loading spaces are proposed. The existing loading facilities will continue to meet the operational needs of the site, and the standard is satisfied.*

Chapter 807 – Landscaping and Screening

Section 807.001 – Purpose

The purpose of this chapter is to establish standards for required landscaping and screening under the UDC to improve the appearance and visual character of the community, promote compatibility between land uses, encourage the retention and utilization of existing vegetation, and preserve and enhance the livability of the City.

Section 807.010 – Applicability

The provisions of this chapter apply to all required landscaping and screening under the UDC.

Section 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.

Applicant's Findings: *The subject site is located within the IG (General Industrial) zone, where required setbacks must be landscaped in accordance with the Type A landscaping standard, as*

specified in Table 807-1 and SRC 807.015(a). Type A landscaping requires a minimum of one plant unit (PU) per 20 square feet of landscaped area. The applicant will comply with this standard by providing the required plant materials at the appropriate planting density within applicable setback areas. Landscaping will be designed and installed in accordance with all relevant provisions of SRC Chapter 807, and final compliance will be verified at the time of building permit review.

(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.

Applicant's Findings: *Landscaping within the required setback areas will comply with the standards set forth in SRC 807.015(b) and Table 807-2. The proposed design includes the use of green stormwater infrastructure (GSI) features within the setback, which will influence the type and placement of plant materials. Trees will be incorporated into the landscape design to the extent allowable under GSI design constraints and will be selected and located to ensure compatibility with stormwater functionality and infrastructure requirements.*

A minimum of 40 percent of the total required plant units will be provided through a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees, as required by code. In addition, plant materials will be arranged and spaced to achieve a minimum of 75 percent coverage of the required landscaped area within five years of planting. Final plant selection and placement will be reviewed at the time of building permit to ensure compliance with both SRC Chapter 807 and applicable Public Works GSI standards.

(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.

Applicant's Findings: *The site is currently developed with robust landscaping, including mature trees and vegetation. As part of the proposed building expansion, two significant trees will need to be removed to accommodate the new building footprint and associated site improvements. While the preservation of existing trees is encouraged under SRC 807.015(c), removal is necessary for the functional development of the site. The applicant will comply with all applicable replanting requirements in accordance with SRC Chapter 808 and ensure that replacement plantings meet the minimum plant unit values established in SRC Chapter 807. New*

landscaping will be designed to meet the required plant unit densities and coverage standards and will be integrated into the overall site design to maintain the visual and environmental quality of the site.

(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. The provisions of this subsection do not apply to lots used for single family uses, two family uses, three family uses, four family uses, or cottage clusters.

(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.

Applicant's Findings: *The applicant is proposing to remove three of the 39 existing trees on the consolidated property to accommodate the proposed building expansion. Two of the trees identified for removal are significant trees, and the third is a 14-inch dbh black locust. However, none of the trees proposed for removal are located within required setback areas. Therefore, the tree replanting requirements outlined in SRC 807.015(d)(1), which apply specifically to the removal of trees within required setbacks, are not applicable in this case.*

(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.

Applicant's Findings: *The consolidated development site contains a total of 39 existing trees, as defined under SRC Chapter 808. The applicant is proposing to remove three trees, which represent less than 8 percent of the total tree count on the site. As such, the proposed tree removal does not exceed the 75 percent threshold identified in SRC 807.015(d)(2), and no additional tree replanting is required under this provision. All other applicable tree preservation and removal standards under SRC Chapter 808 will be met.*

(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.

Applicant's Findings: *This standard is not applicable to the proposed development because no screening is required under the applicable provisions of the Unified Development Code for this use or site configuration. The site is located within the IG (General Industrial) zone and is surrounded by other industrial and commercial uses that do not trigger the need for screening between differing zoning districts or incompatible land uses. Additionally, no new outdoor storage, mechanical equipment, or refuse areas are proposed that would require screening under SRC Chapter 800.*

(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.

Applicant's Findings: *This standard is not applicable to the proposed development, as no berms are required or proposed as part of the site design. The use and zoning of the site, located within the IG (General Industrial) zone, and its surrounding context do not trigger screening requirements that would necessitate the use of a berm.*

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

Applicant's Findings: *The proposed development is adjacent to a public street and will comply with the street tree requirements set forth in SRC 807.015(g) and SRC Chapter 86. Street trees will be provided along the public frontage in accordance with the City of Salem's approved street tree list, spacing requirements, and planting specifications. Tree species will be selected to ensure compatibility with overhead utilities, visibility, and spacing standards, and will be planted within the right-of-way or designated planting strip as required. All street tree installation will occur under permit and in coordination with the Urban Forester, and*

maintenance of street trees will be consistent with the provisions of SRC Chapter 86. Compliance will be verified at the time of building permit and right-of-way review.

Section 5: Findings Applicable to Driveway Approach Permit

Chapter 804 – Driveway Approaches
Section 804.025 – Class 2 Driveway Approach Permit

(a) *Required*. A Class 2 driveway approach permit is required for:
  (1) A driveway approach onto a local, collector, minor arterial, major arterial, or parkway street providing access to a use other than single family, two family, three family, or four family;
  (2) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.

Applicant's Findings: *The applicant is proposing two new driveway approaches to serve the development. Therefore, a driveway approach permit is required, and the applicant is requesting this permit with the consolidated application request.*

(b) *Procedure type.* A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

Applicant's Findings: *The applicant understands a class 2 driveway approach permit is a type II procedure.*

(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.

Applicant's Findings: *The applicant has submitted the applicable required items above. This requirement is 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;

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

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

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

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

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

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

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

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

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

Applicant's Findings: *The proposed development includes two new driveway approaches—one to Oxford Street, a collector, and one to Lewis Street, a local street. The driveway to Oxford is intended to provide limited access to a service road for maintenance of the on-site green stormwater infrastructure (GSI) facility and may be gated to restrict general access. The primary operational driveway will be located on Lewis Street and will serve as a new roll-up door providing access to the expanded portion of the building.*

The proposed driveway approaches meet the applicable standards of SRC Chapter 804 and the Public Works Design Standards, with the exception of the vision clearance requirement at the Lewis Street approach. The building is set back only 5 feet from the property line, and due to this

limited setback, full compliance with the vision clearance triangle cannot be achieved. The applicant is seeking an adjustment to this standard. Despite this, Lewis Street terminates in a dead-end at the site and functions more like a private driveway than a through street. As such, the driveway approach on Lewis will not create a traffic hazard or impede safe turning movements and access. There is minimal traffic on this street, and sight distances are adequate for the low-speed, low-volume conditions present.

No conditions exist on the site that prevent placement of the driveway approaches in their intended locations, and the approaches are located on the lowest classification street abutting the property where feasible. The number of approaches onto Oxford (a collector) is minimized, and no significant adverse impacts to the surrounding area are anticipated. The proposed approaches do not result in any adverse impacts to the functionality of adjacent streets or intersections, and there are no residentially zoned properties directly affected by the location of the new driveways. Therefore, the criteria for approval of a class 2 driveway approach permit are met or will be met through the requested adjustment.

Section 804.030 – Access onto Local and Collector Streets

(a) *Number of driveway approaches*. Except as otherwise provided in this chapter, a lot or parcel is entitled to one driveway approach onto a local or collector street. Additional driveway approaches from a single family, two family, three family, or four family use onto a local or collector street may be allowed through Class 1 driveway permit approval.

Applicant's Findings: *The subject site is a large, multi-faceted industrial property with multiple functional areas and access needs. Pursuant to SRC 804.020(a), a lot or parcel is generally entitled to one driveway approach onto a local or collector street. However, due to the scale and operational characteristics of the site, more than one driveway is necessary to maintain safe and efficient internal circulation, emergency access, and maintenance access to site features such as the green stormwater infrastructure (GSI) facility.*

The applicant is proposing two new driveway approaches—one to Oxford Street (a collector) for limited-service access, and one to Lewis Street (a local street) to provide functional access to a new roll-up door on the expanded portion of the building. Given the operational needs and physical layout of the site, a single driveway approach would not adequately support the intended industrial use or meet service and maintenance requirements. Therefore, the applicant will seek an adjustment to this standard through the class 2 driveway permit process to allow more than one driveway approach. This adjustment is necessary to preserve site functionality and ensure safe and practical vehicle access throughout the property.

(b) *Permitted access.*

(1) Driveway approaches onto local and collector streets 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) No access shall be provided onto a local or collector street from a proposed new single family, two family, three family, or four family use on an existing lot abutting an alley.

Applicant's Findings: *The proposed driveway approaches will provide access to permitted vehicular use areas associated with an existing industrial use, consistent with SRC 804.035(b)(1). The driveway approach onto Lewis Street SE will serve as a new roll-up door for loading and unloading, while the driveway onto Oxford Street SE will provide limited access for maintenance of the green stormwater infrastructure (GSI) facility. Both approaches connect directly to functional areas within the development site and do not serve any residential use. The site is not subject to the restrictions outlined in SRC 804.035(b)(2), as it does not involve the creation of a new single-family, two-family, three-family, or four-family use on a lot abutting an alley. Therefore, the proposed driveway approaches comply with the permitted access provisions of this section.*

(c) *Spacing.* Driveway approaches providing direct access to a collector street shall be located no less than 200 feet from intersections with major arterials or minor arterials, measured from centerline to centerline.

Applicant's Findings: *The proposed driveway approach to Oxford Street SE, classified as a collector street in the Salem TSP, is more than 200 feet from intersections with major or minor arterial street classifications. The spacing requirement is met.*

(d) *Vision clearance.* Driveway approaches onto local and collector streets shall comply with the vision clearance requirements set forth in SRC chapter 805.

Applicant's Findings: *The proposed driveway approach onto Lewis Street SE serves an industrial use and, pursuant to SRC 805.010(b)(1)(B), is required to provide a vision clearance area with 10-foot legs along the driveway and 50-foot legs along the intersecting street. Due to the location of the proposed building addition—set back only 5 feet from the front property line—compliance with the vision clearance standard is not feasible.*

The applicant is seeking an adjustment to the vision clearance requirement in order to accommodate the driveway as proposed. Lewis Street SE terminates in a dead end at the subject site and functions more like a private driveway than an active public right-of-way. As such, the volume and speed of traffic are minimal, and the driveway does not create a traffic hazard or compromise safety for turning movements. The proposed access point maintains adequate visibility for vehicles exiting the site and will be designed to ensure safe and efficient operation.

The requested adjustment is necessary due to the physical constraints of the site and the operational needs of the building. With these considerations, the proposal continues to provide safe access while minimizing impacts to the surrounding transportation network. Compliance with all other applicable driveway standards will be maintained.

Chapter 805 – Vision Clearance

Section 805.001 – Purpose

The purpose of this chapter is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways.

Section 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.

(a) *Street intersections.* Vision clearance areas at street intersections shall comply with the following:
  (1) *Uncontrolled intersections.* At uncontrolled intersections, the vision clearance area shall have 30-foot legs along each street (see Figure 805-1).
  (2) *Controlled intersections*. At controlled intersections, the vision clearance area shall have a ten-foot leg along the controlled street and a 50-foot leg along the uncontrolled street (see Figure 805-2).
  (3) *One-way streets*. Notwithstanding subsections (a)(1) and (2) of this section, at an uncontrolled or controlled intersection of a one-way street, no vision clearance area is required on the corners of the intersection located downstream from the flow of traffic (see Figure 805-3).

Applicant's Findings: *The proposal does not include the construction of new street intersections. Therefore, this is not applicable.*

(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).

Applicant's Findings: *Pursuant to SRC 805.010(b)(1)(B), driveways serving uses other than single family and two family are required to provide a vision clearance area on each side of the driveway, with 10-foot legs along the driveway and 50-foot legs along the intersecting street or alley. The proposed driveway approach to Oxford Street SE complies with this standard, as it is designed and located in a manner that meets the required vision clearance dimensions and provides safe sight lines for entering and exiting vehicles.*

The proposed driveway approach to Lewis Street SE, however, does not meet the required vision clearance standard due to the building's proximity to the front property line. The structure is set back only 5 feet, which physically limits the ability to provide the full 50-foot vision clearance leg along the intersecting street. As such, the applicant is seeking an adjustment to the standard for the Lewis Street driveway. Lewis Street SE terminates in a dead-end at the subject property and functions more like a low-volume access drive than a through street. Given this context, the reduced vision clearance will not create traffic hazards or compromise safety. Adequate visibility will be maintained for vehicles entering and exiting the site, and the proposed driveway design ensures safe and efficient site access. The requested adjustment is necessary due to site constraints and will not result in adverse impacts to the surrounding transportation system.

(2) *Flag lot accessways.*

(A) Flag lot accessways serving single family and two family uses. Flag lot accessways serving single family and two family uses shall have a vision clearance area on each side of the flag lot accessway. The vision clearance area shall have ten-foot legs along each side of the flag lot accessway, and ten-foot legs along the intersecting street (see Figure 805-6).

(B) Flag lot accessways serving uses other than single family and two family. Flag lot accessways serving uses other than single family and two family shall have a vision clearance area on each side of the flag lot accessway. The vision clearance area shall have ten-foot legs along the flag lot accessway and 50-foot legs along the intersecting street (see Figure 805-7).

Applicant's Findings: *There are no flag lot accessways proposed with the development. Therefore, this is not applicable.*

(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).

Applicant's Findings: *There are no alleys abutting the development. Therefore, this is not applicable.*

(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.

Applicant's Findings: *The applicant and team understand how to measure vision clearance triangles established in this section.*

Section 6: Findings Applicable to Class 2 Adjustment

Chapter 250 – Adjustments

Section 250.001 – Purpose

The purpose of this chapter is to provide a process to allow deviations from the development standards of the UDC for developments that, while not meeting the standards of the UDC, will continue to meet the intended purpose of those standards. Adjustments provide for an alternative way to meet the purposes of the Code and provide for flexibility to allow reasonable development of property where special conditions or unusual circumstances exist.

Section 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.

Applicant's Findings: *The applicant understands the classes for adjustments.*

(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) The required landscaping in the Industrial Business Campus (IBC) Zone.

Applicant's Findings: *The adjustments being sought are not prohibited as outlined above.*

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

Applicant's Findings: *The applicant understands the process procedure outlined in SRC chapter 300 for adjustment applications.*

(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.

(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.

Applicant's Findings: *The applicant has submitted the applicable information necessary to review the proposal. This 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.

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

Applicant's Findings: *The applicant is applying for class 2 adjustments. Therefore, the approval criteria for class 1 adjustments are not applicable.*

(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.

Applicant's Findings: *The applicant is seeking four class 2 adjustments as follows:*

Adjustment 1: The applicant is seeking a class 2 Adjustment to the pedestrian connection requirement under SRC 800.065(a)(2), which generally requires a pedestrian connection between the primary building entrances of multiple buildings on the same development site. While the standard is applicable, the applicant asserts that the purpose of the standard is equally met by the existing site conditions and circulation design. The site currently functions safely and efficiently as an active industrial property, with regular movement of heavy vehicles, equipment, and freight. The layout supports operational needs and provides appropriate access to each building without introducing unnecessary pedestrian routes that could conflict with vehicle circulation and loading activities. Adding new pedestrian connections between buildings would disrupt these established patterns and potentially compromise safety without offering a meaningful benefit for the industrial users of the site. The proposed development maintains the existing functional relationships between buildings and continues to support safe access and circulation for employees and service personnel. Therefore, the underlying purpose of the standard, to ensure safe and convenient pedestrian connectivity, is equally met by the existing and proposed site configuration, and the requested adjustment satisfies SRC 250.005(d)(2)(A)(ii).

Adjustment 2: The applicant is requesting a Class 2 Adjustment to SRC 806.055(c), which requires that, when bicycle parking is added to a site with a nonconforming number of existing spaces, the total number of spaces required to remedy the deficiency must also be provided. While the proposed development will trigger new bicycle parking requirements due to the addition, the applicant is not proposing to retrofit the remainder of the site to fully meet current standards, as doing so would be disruptive to established site operations and circulation. The purpose of the standard is to ensure that adequate bicycle parking is provided to serve new development and encourage active transportation. That purpose is equally met in this case by providing new, code-compliant bicycle parking to serve the building addition while leaving the remainder of the existing site unchanged. The site currently functions effectively, and the existing uses have not demonstrated a lack of bicycle parking or the need for additional retrofits. Modifying the entire site to meet the current standard would not improve accessibility in a meaningful way and could negatively impact site functionality and safety, particularly within an active industrial setting. By meeting the code-required number of bicycle spaces for the new addition, the proposed development satisfies the intent of the standard while maintaining efficient site operations. Therefore, the purpose of the standard is equally met, and the adjustment meets the approval criterion under SRC 250.005(d)(2)(A)(ii).

Adjustment 3: The applicant is requesting a Class 2 Adjustment to the vision clearance standard under SRC 805.010(b)(1)(B) for the proposed driveway onto Lewis Street SE. This standard requires a vision clearance area with 10-foot legs along the driveway and 50-foot legs along the intersecting street. Due to the configuration of the proposed development, the full 50-foot vision clearance leg along Lewis Street cannot be provided. The purpose of the vision clearance

standard is to ensure that driveways are designed to allow safe and efficient vehicle movements with adequate visibility of oncoming traffic and pedestrians. In this case, that purpose is equally met. Lewis Street SE terminates at the subject property and functions as a low-volume, dead-end street with minimal traffic and no through circulation. The driveway serves only site operations and does not connect to a broader network that would generate significant turning movements or cross traffic. The design provides adequate visibility for the conditions present, and there are no anticipated safety or operational concerns. Although the dimensional requirements of the standard are not met in full, the intent, to provide safe vehicle access and prevent conflicts, is achieved given the context of the street and the low-speed, low-volume environment. Therefore, the standard is equally met by the proposed development, satisfying the approval criterion under SRC 250.005(d)(2)(A)(ii).

Adjustment 4: The applicant is requesting a Class 2 Adjustment to SRC 804.020(a), which limits lots or parcels to one driveway approach onto a local or collector street. The subject property is a large, developed industrial site that currently includes multiple existing driveway approaches serving different operational areas. As part of the proposed development, the applicant is seeking approval for two additional driveway approaches: one to Oxford Street SE, a collector, to provide limited service access to a green stormwater infrastructure (GSI) facility, and one to Lewis Street SE, a local street, to serve a new roll-up door on the building addition. The intent of the standard is to limit the number of driveway approaches in order to promote safety, maintain adequate spacing between driveways, and preserve the capacity and function of the adjacent street network. That purpose is equally met by the proposed development. The site is large and multi-functional, and the proposed driveway approaches are appropriately spaced and designed to support the internal circulation needs of an active industrial operation. The additional approaches will not create conflict points or degrade the function of Oxford or Lewis Street. Furthermore, the Oxford driveway is intended only for limited-service access and may be gated to further limit its use. The proposed driveways maintain compliance with applicable spacing and design standards under the Public Works Design Standards, and the cumulative effect of the additional approaches will not compromise the safety or performance of the adjacent streets. As such, the purpose of SRC 804.020(a) is equally met, and the request satisfies the criteria for a Class 2 Adjustment under SRC 250.005(d)(2)(A)(ii).

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

Applicant's Findings: *The proposal is not located within a residential zone. Therefore, this criterion is not applicable.*

(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.

Applicant's Findings: *The applicant is requesting four adjustments as part of this proposal: (1) an adjustment to the pedestrian connection standard between buildings on the same development site; (2) an adjustment to the bicycle parking requirement related to existing nonconforming conditions; (3) an adjustment to the vision clearance standard for the driveway onto Lewis Street SE; and (4) an adjustment to the maximum number of driveway approaches allowed on a single lot. Each of these adjustments has been demonstrated to equally meet the intent and purpose of the applicable standards. Taken together, the adjustments do not alter the industrial character or functionality of the site and do not result in adverse impacts to public safety, access, or circulation. The overall site design continues to support the operational needs of the property within the IG (General Industrial) zone and remains consistent with the zone's purpose which is accommodating manufacturing, distribution, warehousing, and related industrial uses.*

Therefore, the cumulative effect of the requested adjustments results in a development that remains fully consistent with the overall purpose and intent of the IG zone and applicable development standards.

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

Applicant's Findings: *The applicant understands that adjustments run with the land unless otherwise stated within the decision granting the adjustment request.*

Section 7: Findings Applicable to Tree Variance

Chapter 808 – Preservation of Trees and Vegetation

Section 808.001 – Purpose

The purpose of this chapter is to provide for the protection of heritage trees, significant trees, and trees and native vegetation in riparian corridors, as natural resources for the City, and to increase tree canopy over time by requiring tree preservation and planting of trees in all areas of the City.

Section 808.015 – Significant Trees

No person shall remove a significant tree, 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.

Applicant's Findings: *There are two significant trees, a 36-inch dbh maple and a 37-inch maple, proposed for removal for the project. The applicant has included the required application and findings addressing these proposed removals.*

Section 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.

Applicant's Findings: *The applicant has submitted a replat application to consolidate the lots. After consolidation, the property will be greater than 20,000 square feet.*

Section 808.045 – Tree Variances

(a) *Applicability.* Tree variances may be granted to allow deviation from the requirements of this chapter where the deviation is reasonably necessary to permit the otherwise lawful development of a property.

Applicant's Findings: *The removal of two significant trees on the subject property triggers the requirement for a tree variance under SRC Chapter 808. Pursuant to SRC 808.045(a), a tree variance may be granted when the deviation is reasonably necessary to permit the otherwise lawful development of the property. In this case, the significant trees are located within the footprint of the proposed building expansion and cannot be preserved without substantially limiting the functionality and feasibility of the project.*

The proposed development is a lawful industrial expansion that is consistent with the IG (General Industrial) zoning designation. Retaining the two significant trees would unreasonably constrain the site layout and prevent the applicant from utilizing the property as intended. As such, the requested variance is reasonably necessary to allow the otherwise permissible development to move forward. The applicant will comply with all applicable replanting requirements under SRC Chapter 808 to mitigate the removal of the significant trees, and all other existing trees on-site will be preserved to the extent practicable. Therefore, the criteria for granting a tree variance are met.

(b) *Procedure type.* A tree variance is processed as a Type II procedure under SRC chapter 300.

Applicant's Findings: *Pursuant to SRC 808.045(b), a tree variance is processed as a Type II procedure under SRC Chapter 300. The applicant is submitting the tree variance request as part of a consolidated land use application that includes other Type II procedures. In accordance with the consolidated application provisions of SRC Chapter 300, the entire application will be processed using the highest applicable procedure type, which in this case is Type II. Therefore, the tree variance will be reviewed and processed concurrently with the other Type II applications, consistent with the procedural requirements of the Salem Revised Code.*

(c) *Submittal requirements.* In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a tree variance 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 the following information:

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

(B) The location of any existing structures on the site;

(C) Identification of the type, size, and location of all existing trees on the property;

(D) Identification of those trees proposed for preservation and those designated for removal; and

(E) The location of roads, bridges, utilities, and other improvements;

Applicant's Findings: *In accordance with SRC 808.045(c)(1), the applicant has submitted a site plan that includes all required information to support the tree variance request. The site plan identifies the total site area, property dimensions, and orientation relative to north, the location of all existing structures on the property, the type, size, and location of all existing trees, the identification of trees proposed for preservation and removal, and the location of existing and proposed roads, utilities, and other improvements. This information is provided to demonstrate the necessity of the requested tree variance and to ensure compliance with the applicable submittal requirements under SRC Chapter 808 and SRC Chapter 300.*

(2) In addition to the information required by subsection (c)(1) of this section, when a riparian corridor is located on the property, an application for a tree variance shall include:

(A) A delineation of the boundaries of the riparian corridor on the site plan;

(B) Identification of the type and location of any native vegetation within the riparian corridor proposed for removal.

Applicant's Findings: *This standard is not applicable. There is no mapped riparian corridor located on the subject property and the proposed development does not impact any riparian resources. Therefore, the provisions related to tree preservation within riparian corridors do not apply to this application.*

(d) *Approval criteria.* A tree variance shall be granted if either of the following criteria is met:

(1) *Hardship.*

(A) There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance; and

(B) The proposed variance is the minimum necessary to allow the otherwise lawful proposed development or activity; or

Applicant's Findings: *The applicant is not requesting the tree variance under the hardship provisions outlined in SRC 808.045(d)(1). The removal of the two significant trees is not being justified on the basis of special conditions that create unreasonable hardship or practical difficulty. Therefore, the hardship criterion is not applicable to this request. Instead, the applicant is seeking approval of the tree variance based on the alternative criteria provided under SRC 808.045(d)(2), as addressed in the following findings.*

(2) *Economical use.*

(A) Without the variance, the applicant would suffer a reduction in the fair market value of the applicant's property, or otherwise suffer an unconstitutional taking of the applicant's property;

(B) The proposed variance is the minimum necessary to prevent a reduction in the fair market value of the applicant's property or otherwise avoid a taking of property; and

(C) The proposed variance is consistent with all other applicable local, state, and federal laws.

Applicant's Findings: *The applicant is seeking a tree variance under the "economical use" criteria set forth in SRC 808.045(d)(2). Two significant trees are proposed for removal to accommodate a lawful industrial building expansion consistent with the site's IG (General Industrial) zoning designation. Without approval of the tree variance, the applicant would be unable to utilize a substantial portion of the property needed for the building addition, which would result in a reduction in the fair market value of the property and interfere with its highest and best use. Denial of the variance would effectively limit the applicant's ability to reasonably develop the site as permitted under the Salem Revised Code, potentially amounting to an unconstitutional taking of property.*

The proposed variance is the minimum necessary to avoid this loss in value, as it only applies to the specific trees that are directly located within the building footprint and would otherwise prevent development. All other significant trees and vegetation on the site will be preserved to the extent feasible. The variance request does not conflict with any other applicable local, state, or federal laws, and the applicant will comply with all mitigation and replanting requirements under SRC Chapter 808. Therefore, the criteria for approval of the tree variance under the economical use standard are met.

(e) *Conditions of approval.*

(1) Conditions may be imposed on the approval of a tree variance to ensure compliance with the approval criteria and to limit any adverse impacts that may result from granting the tree variance.

Applicant's Findings: *The applicant acknowledges that conditions of approval may be imposed in accordance with SRC 808.045(e)(1) to ensure compliance with the applicable approval criteria and to mitigate any potential adverse impacts resulting from the removal of the two significant trees. The applicant is prepared to accept reasonable conditions that support consistency with the intent of the tree preservation standards, including replanting requirements and any additional measures deemed necessary by the city. The applicant will comply with all applicable provisions of SRC Chapter 808 and will work with city staff during the review process to ensure that any conditions imposed are met.*

(2) In addition to any condition imposed under subsection (e)(1) of this section, where a variance is proposed to the requirements for the preservation of trees and native vegetation in riparian corridors, the approval shall include the following conditions:

(A) Altered riparian corridor areas that can be reasonably restored, shall be restored; and

(B) In no case shall alterations to the riparian corridor:

(i) Occupy more than 50 percent of the width of the riparian corridor measured from the upland edge of the corridor; or

(ii) Result in less than 15 feet of vegetated corridor on each side of the waterway.

Applicant's Findings: *This standard is not applicable to the proposed tree variance. The subject property does not contain a mapped riparian corridor, and no trees or vegetation proposed for removal are located within or adjacent to a riparian area. Therefore, the additional conditions outlined in SRC 808.045(e)(2) relating to restoration and dimensional limitations within riparian corridors do not apply to this application.*

Section 808.046 – Protection Measures During Construction

Except where specific protection requirements are established elsewhere under the UDC, any trees or native vegetation required to be preserved or protected under the UDC shall be protected during construction as follows:

(a) *Trees.* All trees shall be protected during construction with the installation of an above ground silt fence, or its equivalent.
  (1) The above ground silt fence shall encompass 100 percent of the critical root zone of the tree.
  (2) Within the area protected by the above ground silt fence, 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.
  (3) Notwithstanding SRC 808.046(a)(2):
    (A) Up to a maximum of 30 percent of the critical root zone of a tree may be disturbed in order to accommodate development of the property when a report from an arborist is submitted 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.
    (B) Fences, patios, landscaping and irrigation, and accessory and similar structures that do not require a building permit, may be placed or constructed within the critical root zone of a tree.

Applicant's Findings: *The applicant will comply with the tree protection standards set forth in SRC 808.046 for any trees that are required to be preserved on the site. All such trees will be protected during construction through the installation of an above-ground silt fence or equivalent barrier, which will encompass 100 percent of the critical root zone of each preserved tree, as required by SRC 808.046(a)(1).*

Within the protected area, no grading, placement of fill, storage of materials, or vehicle parking will occur to ensure the long-term health and stability of the trees, as required under SRC 808.046(a)(2). If any disturbance within the critical root zone is necessary to accommodate development, it will not exceed 30 percent of the critical root zone and will be accompanied by a certified arborist's report demonstrating that such disturbance will not compromise the tree's health. Any recommendations made by the arborist will be fully implemented. In accordance with SRC 808.046(a)(3)(B), minor improvements that do not require a building permit may be placed within the critical root zone, provided they are designed to avoid adverse impacts to the

tree. All tree protection measures will be in place prior to the commencement of construction and maintained throughout the construction period to ensure compliance.

(b) *Native vegetation.* All native vegetation shall be protected during construction with the installation of an above ground silt fence, or its equivalent.
   (1) The above ground silt fence shall be located around the perimeter of the native vegetation.
   (2) Within the area protected by the above ground silt fence, native vegetation shall not be removed and there shall be no grading, placement of fill, storage of building materials, or parking of vehicles.

Applicant's Findings: *The applicant will comply with the protection standards for native vegetation as set forth in SRC 808.046(b). Any native vegetation required to be preserved on the site will be protected during construction through the installation of an above-ground silt fence, or an equivalent barrier, placed around the perimeter of the native vegetation area in accordance with SRC 808.046(b)(1). Within the protected area, no grading, removal of vegetation, placement of fill, storage of building materials, or parking of vehicles will occur, as required by SRC 808.046(b)(2). These measures will ensure the preservation of native vegetation throughout the duration of construction activities. All protective fencing will be installed prior to the start of construction and will be maintained in good condition until construction activities are complete.*

(c) *Duration.* Protection measures required under this section shall remain in place until issuance of notice of final completion for the dwelling unit(s) on the lot, or issuance of certificate of occupancy in all other cases.

Applicant's Findings: *In accordance with SRC 808.046(c), all required tree and native vegetation protection measures will remain in place for the duration of construction activities. Specifically, the above-ground silt fencing or equivalent protective measures will be installed prior to site disturbance and will be maintained until the issuance of the certificate of occupancy for the proposed industrial building addition. This will ensure that all preserved trees and native vegetation are adequately protected throughout the construction process and that compliance with SRC Chapter 808 is maintained.*

Section 8: Conclusion

Based on the facts and findings presented by the applicant within this detailed written narrative, the applicant believes they have satisfied the burden of proof required by the Unified Development Code and demonstrated how the proposed tentative replat plan satisfies all applicable criteria to ensure that the future building addition does not cross property lines. The tentative replat to consolidate these lots, all zoned IG (General Industrial), creates for a more cohesive industrial area.

Section 9: Exhibits

Exhibit A – Marion County Tax Map

07 3W 35BD
SEE MAP 073W35BB
SEE MAP 073W35BA
SEE MAP 073W35AB
1/16 COR
NOTE: THIS 8.13 ACRES ASSESSED WITH TAXLOT 2800 ON MAP 07 3W 35BA
LEWIS ST SE
LAFKY'S ADD. 3
20TH ST
24 01 0
OXFORD STREET
OXFORD ST SE
OXFORD STREET SE
OXFORD VILLAGE MHP
16TH ST SE
2200 0.95 AC
2100 1.36 AC
2000 0.91 AC
1900 1.12 AC
1800 4.39 AC
1700 1.64 AC
2300 0.46 AC
2400 5.93 AC
2500 2.00 AC
2600
2700 0.36 AC
2900 2.72 AC
24 99 0
SEE MAP 073W35BC
SEE MAP 073W35AC
SEE MAP 073W35CB
SEE MAP 073W35CA
SEE MAP 073W35DB
THIS AREA ASSESSED WITH TAX LOT 01800 ON MAP 07 3W 35AC
NOTE: REMAINDER OF THIS PARCEL ON MAP 07 3W 35BD
CTR SEC
07 3W 35BD

07 3W 35BD
SALEM

MARION COUNTY, OREGON
SE1/4 NW1/4 SEC35 T7S R3W W.M.
SCALE 1" = 100'

LEGEND

LINE TYPES
- Taxlot Boundary
- Historical Boundary
- Road Right-of-Way
- Easement
- Railroad Right-of-Way
- Railroad Centerline
- Private Road ROW
- Taxcode Line
- Subdivision/Plat Bndry
- Map Boundary
- Waterline - Taxlot Bndry
- Waterline - Non Bndry

CORNER TYPES
- 1/16TH Section Cor.
- 1/4 Section Cor.
- DLC Corner
- Section Corner

NUMBERS
Tax Code Number
00 00 0

Acreage
0.25 AC

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW

200.00
175.00

CANCELLED NUMBERS
400
1600S1
1701
1801
2400A1
2800
2901

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

Assessors Office
Cartography Dept

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.marion.or.us

PLOT DATE: 10/16/2020

SALEM
07 3W 35BD

Exhibit B – Deeds

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580316**
Tax Lot:	**073W35BD00100**
Site Address:	1525 20th St SE
	Salem OR 97302 - 1253
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.13 Acres (5,500 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	1
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$394.75
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 1 ACRES 0.13

Assessment Information

Market Value Land:	$20,630.00
Market Value Impr:	$0.00
Market Value Total:	$20,630.00
Assessed Value:	$20,630.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indsm Industrial Small < 2.0 Acres
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580317**
Tax Lot:	**073W35BD00200**
Site Address:	1980 Lewis St SE
	Salem OR 97302 - 1240
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.11 Acres (5,000 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	2
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$480.06
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 2 ACRES 0.11

Assessment Information

Market Value Land:	$40,000.00
Market Value Impr:	$0.00
Market Value Total:	$40,000.00
Assessed Value:	$24,450.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indms Industrial Minimum Site
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580318**
Tax Lot:	**073W35BD00300**
Site Address:	1930 Lewis St SE
	Salem OR 97302 - 1240
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,509 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	3
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Assessment Information

Market Value Land:	$28,160.00
Market Value Impr:	$121,030.00
Market Value Total:	$149,190.00
Assessed Value:	$133,760.00

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$2,626.27
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 3 ACRES 0.17

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	561 - Market Indsm Industrial Small < 2.0 Acres - Storage Warehouse
Cnty Land Use:	201 - Commercial Improved	**Neighborhood:**	
Std Land Use:	3000 - Commercial Office (General)	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1980	**Stories:**		**Finished Area:**	1,800
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580319**
Tax Lot:	**073W35BD00500**
Site Address:	1930 Lewis St SE
	Salem OR 97302 - 1240
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,529 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	4
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Assessment Information

Market Value Land:	$28,230.00
Market Value Impr:	$91,310.00
Market Value Total:	$119,540.00
Assessed Value:	$74,440.00

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$1,461.57
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 4 ACRES 0.17

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	561 - Market Indsm Industrial Small < 2.0 Acres - Storage Warehouse
Cnty Land Use:	201 - Commercial Improved	**Neighborhood:**	
Std Land Use:	3000 - Commercial Office (General)	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	10
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580320**
Tax Lot:	**073W35BD00600**
Site Address:	1930 Lewis St SE
	Salem OR 97302 - 1240
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,502 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	5
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Assessment Information

Market Value Land:	$28,130.00
Market Value Impr:	$114,130.00
Market Value Total:	$142,260.00
Assessed Value:	$105,180.00

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$2,065.13
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 5 ACRES 0.17

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	561 - Market Indsm Industrial Small < 2.0 Acres - Storage Warehouse
Cnty Land Use:	201 - Commercial Improved	**Neighborhood:**	
Std Land Use:	3000 - Commercial Office (General)	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1990	**Stories:**	1	**Finished Area:**	3,200
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580321**
Tax Lot:	**073W35BD00700**
Site Address:	1930 Lewis St SE
	Salem OR 97302 - 1240
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,527 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	6
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Assessment Information

Market Value Land:	$28,230.00
Market Value Impr:	$178,040.00
Market Value Total:	$206,270.00
Assessed Value:	$189,480.00

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$3,720.29
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 6 ACRES 0.17

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	561 - Market Indsm Industrial Small < 2.0 Acres - Storage Warehouse
Cnty Land Use:	201 - Commercial Improved	**Neighborhood:**	
Std Land Use:	3000 - Commercial Office (General)	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1970	**Stories:**		**Finished Area:**	2,209
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580322**
Tax Lot:	**073W35BD00900**
Site Address:	1935 Oxford St SE
	Salem OR 97302 - 1248
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,534 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	7
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$540.58
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 7 ACRES 0.17

Assessment Information

Market Value Land:	$28,250.00
Market Value Impr:	$0.00
Market Value Total:	$28,250.00
Assessed Value:	$28,250.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indsm Industrial Small < 2.0 Acres
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580323**
Tax Lot:	**073W35BD01000**
Site Address:	1945 Oxford St SE
	Salem OR 97302 - 1248
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,474 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	8
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$536.36
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 8 ACRES 0.17

Assessment Information

Market Value Land:	$28,030.00
Market Value Impr:	$0.00
Market Value Total:	$28,030.00
Assessed Value:	$28,030.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indsm Industrial Small < 2.0 Acres
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580324**
Tax Lot:	**073W35BD01100**
Site Address:	1965 Oxford St SE
	Salem OR 97302 - 1248
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,527 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	9
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$540.18
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 9 ACRES 0.17

Assessment Information

Market Value Land:	$28,230.00
Market Value Impr:	$0.00
Market Value Total:	$28,230.00
Assessed Value:	$28,230.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indsm Industrial Small < 2.0 Acres
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580325**
Tax Lot:	**073W35BD01200**
Site Address:	1975 Oxford St SE
	Salem OR 97302 - 1248
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.17 Acres (7,460 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	10
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$535.40
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 10 ACRES 0.17

Assessment Information

Market Value Land:	$27,980.00
Market Value Impr:	$0.00
Market Value Total:	$27,980.00
Assessed Value:	$27,980.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indsm Industrial Small < 2.0 Acres
Cnty Land Use:	200 - Commercial Land Only	**Neighborhood:**	
Std Land Use:	8002 - Commercial-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580326**
Tax Lot:	**073W35BD01300**
Site Address:	1545 20th St SE
	Salem OR 97302 - 1253
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.12 Acres (5,150 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	11
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$2,050.21
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 11 ACRES .12

Assessment Information

Market Value Land:	$90,000.00
Market Value Impr:	$150,800.00
Market Value Total:	$240,800.00
Assessed Value:	$104,420.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	One Story Only
Cnty Land Use:	121 - Residential Improved, Commercial Zoning	**Neighborhood:**	
Std Land Use:	1001 - Single Family Residential	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1953	**Stories:**	1	**Finished Area:**	768
Bedrooms:	2	**Bathrooms:**	1	**Garage:**	288 Detached Garage
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	2024-36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**580327**
Tax Lot:	**073W35BD01400**
Site Address:	1555 20th St SE
	Salem OR 97302 - 1253
Owner:	Salem Watumull LLC
Owner2:	
Owner Address:	307 Lewers St #6
	Honolulu HI 96815 - 2364
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	0.12 Acres (5,250 SqFt)
Plat/Subdivision:	Lafkys Add
Lot:	12
Block:	3
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$1,903.56
Exempt Desc:	N/A

Legal

LAFKYS ADDITION TO SALEM BLOCK 3 LOT 12 ACRES 0.12

Assessment Information

Market Value Land:	$90,000.00
Market Value Impr:	$139,260.00
Market Value Total:	$229,260.00
Assessed Value:	$96,950.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	131 - Residential - One Story Only
Cnty Land Use:	121 - Residential Improved, Commercial Zoning	**Neighborhood:**	
Std Land Use:	1001 - Single Family Residential	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1954	**Stories:**	1	**Finished Area:**	999
Bedrooms:	2	**Bathrooms:**	1	**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	11/22/2024	**Sale Price:**	$2,200,000.00	**Doc Num:**	36410	**Doc Type:**	Warranty Deed
Owner:	Salem Watumull LLC			**Grantor:**	CARPENTER COMMERCIAL PROPERTIES LLC		
Orig. Loan Amt:				**Title Co:**	FIDELITY NATIONAL TITLE		
Finance Type:		**Loan Type:**		**Lender:**			

Fidelity National Title # 60222404072

MARION COUNTY RECORDS **2024-36410**
D-DEED 11/22/2024 01:39 PM
$20.00 $11.00 $10.00 $60.00 $101.00

I, Bill Burgess, County Clerk for Marion County, Oregon, certify that the instrument identified herein was recorded in the Official Records.

Pgs=4 MD1

RECORDING REQUESTED BY:
Fidelity National Title Company of Oregon

GRANTOR'S NAME:
Carpenter Commercial Properties LLC

GRANTEE'S NAME:
Salem Watumull, LLC

AFTER RECORDING RETURN TO:
Order No.: 60222404072-TD
Salem Watumull, LLC
307 Lewers Street, 6th Floor
Honolulu, HI 96815

SEND TAX STATEMENTS TO:
Salem Watumull, LLC
307 Lewers Street, 6th Floor
Honolulu, HI 96815

CONSIDERATION: $2,200,000.00

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Carpenter Commercial Properties LLC, an Oregon limited liability company, which acquired title to portions as Carpenter Commercial Properties, LLC, an Oregon limited liability company, Grantor, conveys and warrants to **Salem Watumull, LLC, an Oregon limited liability company**, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Marion, State of Oregon:

PARCEL 1:

Beginning at a point on the North line of Lot 3, Block 3, LAFKY'S ADDITION to Salem, Oregon, said point being 2.31 feet East of the Northwest corner of said lot; thence East, along the North line of said lot, 47.69 feet to the Northeast corner of said lot; thence South, along the East line of said lot, 150 feet to the Southeast corner of said lot; thence West, along the South line of said lot, 48.47 feet; thence Northerly, 150 feet to the point of beginning, situate in Marion county, State of Oregon.

PARCEL 2:

The Westerly 2.31 feet of Lot 3, Block 3, LAFKY'S ADDITION to Salem, Marion County,

EXHIBIT "A"
Legal Description

Oregon.

PARCEL 3:

Lots 1, 2, 4, 5, 6, 7, 8, 9, 10 and 12, Block 3, LAFKY'S ADDITION to Salem, Marion County, Oregon.

PARCEL 4:

Lot 11, Block 3, LAFKY'S ADDITION to Salem, Marion County, Oregon.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS TWO MILLION TWO HUNDRED THOUSAND AND NO/100 DOLLARS **($2,200,000.00)**. (See ORS 93.030).

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.

EXHIBIT "A"
Legal Description

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated: November 21st, 2024

Carpenter Commercial Properties LLC, an Oregon limited liability company

BY: Carpenter Management Services, Inc., a Nevada corporation
Manager

BY: Virginia L. Carpenter
Virginia L. Carpenter, President

State of California

County of Riverside

This instrument was acknowledged before me on November 21st, 2024 by Virginia L. Carpenter, as President of Carpenter Management Services, Inc., Manager for Carpenter Commercial Properties LLC.

Notary Public - State of California

My Commission Expires: Sept 13, 2028

CARMAN GRACE-MILLS
Notary Public - California
Riverside County
Commission # 2498009
My Comm. Expires Sep 13, 2028

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On November21, 2024 before me, Carman Grace-Mills, Notary Public
(insert name and title of the officer)

personally appeared Virginia L. Carpenter,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

CARMAN GRACE-MILLS
Notary Public - California
Riverside County
Commission # 2498009
My Comm. Expires Sep 13, 2028

Signature _____ **(Seal)**

Marion County
Document Separator Page

Instrument # 2024-36410

November 22, 2024 01:39 PM

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: $101.00

Bill Burgess
Marion County Clerk

This is not an invoice.

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**527906**
Tax Lot:	**073W35BA02800**
Site Address:	1610 14th St SE
	Salem OR 97302 - 1452
Owner:	Salem Watumull LLC
Owner2:	C/O Watumull Properties Corp
Owner Address:	307 Lewer St # 600
	Honolulu HI 96815
Twn/Range/Section:	07S / 03W / 35 / NW
Parcel Size:	28.02 Acres (1,220,500 SqFt)
Plat/Subdivision:	
Lot:	
Block:	
Census Tract/Block:	001000 / 1020
Waterfront:	

Tax Information

Levy Code Area:	24990
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$306,790.47
Exempt Desc:	N/A

Legal

ACRES 28.02

Assessment Information

Market Value Land:	$2,868,180.00
Market Value Impr:	$29,364,800.00
Market Value Total:	$32,232,980.00
Assessed Value:	$15,625,230.00

Land

Zoning:	Salem-IG - General Industrial	**Cnty Bldg Use:**	Market Indlg Industrial Large > 5 Acres
Cnty Land Use:	201 - Commercial Improved	**Neighborhood:**	
Std Land Use:	3000 - Commercial Office (General)	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Bush Elementary School
Middle School:	Leslie Middle School	**High School:**	South Salem High School

Improvement

Year Built:	1965	**Stories:**	1	**Finished Area:**	214,875
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Rec. Date:	06/29/1999	**Sale Price:**	$7,600,000.00	**Doc Num:**	1999-7324 (16130067)
Doc Type:	Deed				
Owner:	Salem Watumull LLC			**Grantor:**	WILSHIRE REAL ESTATE PARTNERSHIP LP
Orig. Loan Amt:				**Title Co:**	
Finance Type:		**Loan Type:**		**Lender:**	

REEL 1613 PAGE 67

After Recording Mail To:

Salem Watumull, LLC
c/o Watumull Properties Corp.
307 Lewer Street, Suite 600
Honolulu, HI 96815

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JUL 01 1999

AmeriTitle 675398

STATUTORY WARRANTY DEED

Wilshire Real Estate Partnership L.P., a Delaware limited partnership, Grantor, conveys and warrants to **Salem Watumull, LLC,** an Oregon limited liability company, Grantee, the real property situated in the County of Marion, State of Oregon, described on the attached Exhibit A hereto, free of all liens and encumbrances except as described on the attached Exhibit A.

The true consideration for this conveyance is **Seven Million Six Hundred Thousand and no/100ths dollars ($7,600,000).**

THIS INSTRUMENT WILL 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 APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

DATED this 29 day of June, 1999.

GRANTOR: WILSHIRE REAL ESTATE PARTNERSHIP L.P.,
a Delaware limited partnership
By: Wilshire Real Estate Investment Trust, Inc.,
a Maryland corporation, sole general partner
By: Wilshire Realty Services,
a Delaware corporation, its agent

By: _____
Its: SVP

Until a change is requested, all tax statements shall be sent to:
Salem Watumull, LLC,,c/o Watumull Properties Corp.,
307 Lewer Street, Suite 600, Honolulu, HI 96815

Portlnd1-2002578.1 0030817-00020

STATE OF OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me on this 29 day of June, 1999, by Peter O'Hare, the Senior Vice President of Wilshire Realty Services, a Delaware corporation, as agent for Wilshire Real Estate Investment Trust, Inc., a Maryland corporation, the general partner of Wilshire Real Estate Partnership, L.P., a Delaware limited partnership.

Wendy ann Gallamore
Notary Public for Oregon

OFFICIAL SEAL
WENDY ANN GALLAMORE
NOTARY PUBLIC-OREGON
COMMISSION NO. 049299
MY COMMISSION EXPIRES NOVEMBER 28, 1999

JUL 01 1999

EXHIBIT A
TO
STATUTORY WARRANTY DEED

Legal Description of Property

The real property described herein is situated in the County of Marion, State of Oregon, and is more particularly described as follows:

Beginning at a point on the East side of South 14th Street, in Salem, Marion County, Oregon, formerly a County Road, which point is 260 feet East and 30 feet North of the Southwest corner of the lands formerly owned by Chas. Craft, by virtue of a decree of partition, made and executed in the Circuit Court of the State of Oregon, for the County of Marion, in a suit wherein said Chas. Craft was plaintiff and the widow and heirs of Joseph Watt, deceased, were defendants, which said decree is recorded in Journal 4 of said Court at page 193 thereof; thence North 2°43'15" West 886.79 feet following the East line of South 14th Street to a point marked with a 2" iron pipe; thence North 89°59'45" East 1393.09 feet to a point marked with a 1-1/2" iron pipe; thence South 1°51' East 875.93 feet to a point marked with a 2" iron pipe; thence South 89°34' West 1379.33 feet to the place of beginning.

SUBJECT TO:

1. An easement created by instrument, including the terms and provisions thereof,
   Dated : March 12, 1963
   Recorded : March 13, 1963 Volume: 569 Page: 724
   In Favor Of : Adjoining property owners
   For : Spur track

   Along with rights of adjoining property owners and the railroad company in and to that certain spur track located on the subject property, as disclosed by said instrument.

2. An easement created by instrument, including the terms and provisions thereof,
   Dated : March 13, 1967
   Recorded: : March 22, 1967 Volume: 629 Page 37
   In Favor Of : City of Salem, Oregon
   For : Water pipeline

JUL 01 1999

3. An easement created by instrument, including the terms and provisions thereof,
   Dated : May 22, 1974
   Recorded : July 11, 1974 Volume: 782 Page: 607
   In Favor Of : Portland General Electric Company, an Oregon corporation
   For : Anchor

4. An easement created by instrument, including the terms and provisions thereof,
   Dated : June 3, 1982
   Recorded : June 29, 1982 Reel: 284 Page: 1271
   In Favor Of : Portland General Electric Company, an Oregon corporation
   For : Electric power line

5. Agreement for: Building over pipeline, including the terms and provisions thereof,
   Dated : May 4, 1983
   Executed by : The City of Salem
   and Between : Agripac Incorporated
   Recorded : May 25, 1983 Reel: 311 Page: 972

6. Easements for utilities, including but not limited to, water, electricity, telephone, and railroad spurs, no notice of which is recorded, as disclosed by Warranty Deed recorded March 1, 1985 in Reel 378, Page 137.

7. Building Encroachment Easement, including the terms and provisions thereof,
   Dated : February 17, 1998
   Executed by : Agripac, Inc., an Oregon cooperative corporation
   and Between : Jeffrey L. Austin
   Recorded : February 17, 1998 Reel: 1462 Page: 797

8. Building Encroachment Easement, including the terms and provisions thereof,
   Dated : February 17, 1998
   Executed by : Agripac, Inc., an Oregon cooperative corporation
   and Between : Lee J. Forcier, also known as Leland J. Forcier, and Donald D. Forcier
   Recorded : February 17, 1998 Reel: 1462 Page: 798

9. Gravel driveway and chain link fence encroachments, as disclosed by Warranty Deed,
   Recorded : February 18, 1998 Reel: 1463 Page: 337

JUL 01 1999

10. Unrecorded easement, including the terms and provisions thereof, as disclosed by Warranty Deed,
Recorded : February 18, 1998 Reel: 1463 Page: 337
To : City of Salem
For : Existing sewer main

11. Unrecorded easement, including the terms and provisions thereof, as disclosed by Warranty Deed,
Recorded : February 18, 1998 Reel: 1463 Page: 337
To : Portland General Electric Company
For : Power lines and anchors

12. Unrecorded lease, including the terms and provisions thereof,
Dated : February 18, 1998
Lessor : Agripac, Inc., an Oregon cooperative corporation
Lessee : Wilshire Real Estate Investment corporation, a Delaware corporation

as disclosed by instrument,
Recorded : June 29, 1998 Reel: 1500 Page: 594

The lessor's interest in the above lease was assigned by instrument,
Recorded : June 29, 1998 Reel: 1500 Page: 594
To : Wilshire Real Estate Partnership L.P., a Delaware limited partnership

The lessor's interest in the above lease was further assigned by instrument,
Recorded : September 15, 1998 Reel: 1523 Page: 787
To : WMFC 1997-1 Inc., a Delaware corporation

The lessee's interest in the above lease was assigned by instrument,
Recorded : April 29, 1999 Reel: 1593 Page: 160
To : Chiquita Processed Foods, L.L.C., a Delaware limited liability company

JUL 01 1999

REEL:1613 **PAGE: 67**

July 01, 1999 , 03:14P

CONTROL #: 1613067

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: $55.00

ALAN H DAVIDSON
COUNTY CLERK

JUL 01 1999

Exhibit C – Articles of Organization

AMENDED ANNUAL REPORT

Corporation Division
sos.oregon.gov/business

E-FILED
Apr 26, 2024
OREGON SECRETARY OF STATE

REGISTRY NUMBER

69565381

REGISTRATION DATE

06/14/1999

BUSINESS NAME

SALEM WATUMULL, LLC

BUSINESS ACTIVITY

REAL ESTATE INVESTMENT

MAILING ADDRESS

307 LEWERS ST 6TH FL
HONOLULU HI 96815 USA

TYPE

DOMESTIC LIMITED LIABILITY COMPANY

PRIMARY PLACE OF BUSINESS

307 LEWERS ST 6TH FL
HONOLULU HI 96815 USA

JURISDICTION

OREGON

REGISTERED AGENT

STEVEN KLEIN

C/O KIDDER MATHEWS
101 SW MAIN ST STE 1200
PORTLAND OR 97204 USA

If the Registered Agent has changed, the new agent has consented to the appointment.

MANAGER

24982589 - WATUMULL PROPERTIES CORP.

307 LEWERS ST 6TH FL
HONOLULU HI 96815 USA

I declare, under penalty of perjury, that this document does not fraudulently conceal, fraudulently obscure, fraudulently alter or otherwise misrepresent the identity of the person or any officers, managers, members or agents of the limited liability company on behalf of which the person signs. This filing has been examined by me and is, to the best of my knowledge and belief, true, correct, and complete. Making false statements in this document is against the law and may be penalized by fines, imprisonment, or both.

By typing my name in the electronic signature field, I am agreeing to conduct business electronically with the State of Oregon. I understand that transactions and/or signatures in records may not be denied legal effect solely because they are conducted, executed, or prepared in electronic form and that if a law requires a record or signature to be in writing, an electronic record or signature satisfies that requirement.

ELECTRONIC SIGNATURE

NAME

JAIDEV WATUMULL

TITLE

MANAGER

DATE

04-26-2024

AMENDED ANNUAL REPORT

Corporation Division
sos.oregon.gov/business

E-FILED
Apr 11, 2024
OREGON SECRETARY OF STATE

REGISTRY NUMBER

24982589

REGISTRATION DATE

05/30/1991

BUSINESS NAME

WATUMULL PROPERTIES CORP.

BUSINESS ACTIVITY

REAL ESTATE INVESTMENT

MAILING ADDRESS

307 LEWERS STREET #600
HONOLULU HI 96815 USA

TYPE

FOREIGN BUSINESS CORPORATION

PRIMARY PLACE OF BUSINESS

307 LEWERS STREET #600
HONOLULU HI 96815 USA

JURISDICTION

HAWAII

REGISTERED AGENT

STEVEN KLEIN

101 SW MAIN ST STE 1200
C/O KIDDER MATHEWS
PORTLAND OR 97204 USA

If the Registered Agent has changed, the new agent has consented to the appointment.

PRESIDENT

JAIDEV WATUMULL

307 LEWERS STREET #600
HONOLULU HI 96815 USA

SECRETARY

JAIDEV WATUMULL

307 LEWERS STREET #600
HONOLULU HI 96815 USA

I declare, under penalty of perjury, that this document does not fraudulently conceal, fraudulently obscure, fraudulently alter or otherwise misrepresent the identity of the person or any officers, directors, employees or agents of the corporation on behalf of which the person signs. This filing has been examined by me and is, to the best of my knowledge and belief, true, correct, and complete. Making false statements in this document is against the law and may be penalized by fines, imprisonment, or both.

By typing my name in the electronic signature field, I am agreeing to conduct business electronically with the State of Oregon. I understand that transactions and/or signatures in records may not be denied legal effect solely because they are conducted, executed, or prepared in electronic form and that if a law requires a record or signature to be in writing, an electronic record or signature satisfies that requirement.

ELECTRONIC SIGNATURE

NAME

JAIDEV WATUMULL

TITLE

MANAGER

DATE

04-11-2024

Exhibit D – HCRPZ Acknowledgement

BRAND

Historic and Cultural Resources Protection Zone Acknowledgement

The applicant is aware the subject site is identified on the City of Salem's Historic and Cultural Resources Protection Zone map. The applicant's consultant has discussed properties within these areas with the city's Historic Preservation Officer, Kimberli Fitzgerald. No public funding will be utilized to develop the subject site. At the time the site is developed, the applicant's contractors will have an inadvertent discovery plan on file with the city.

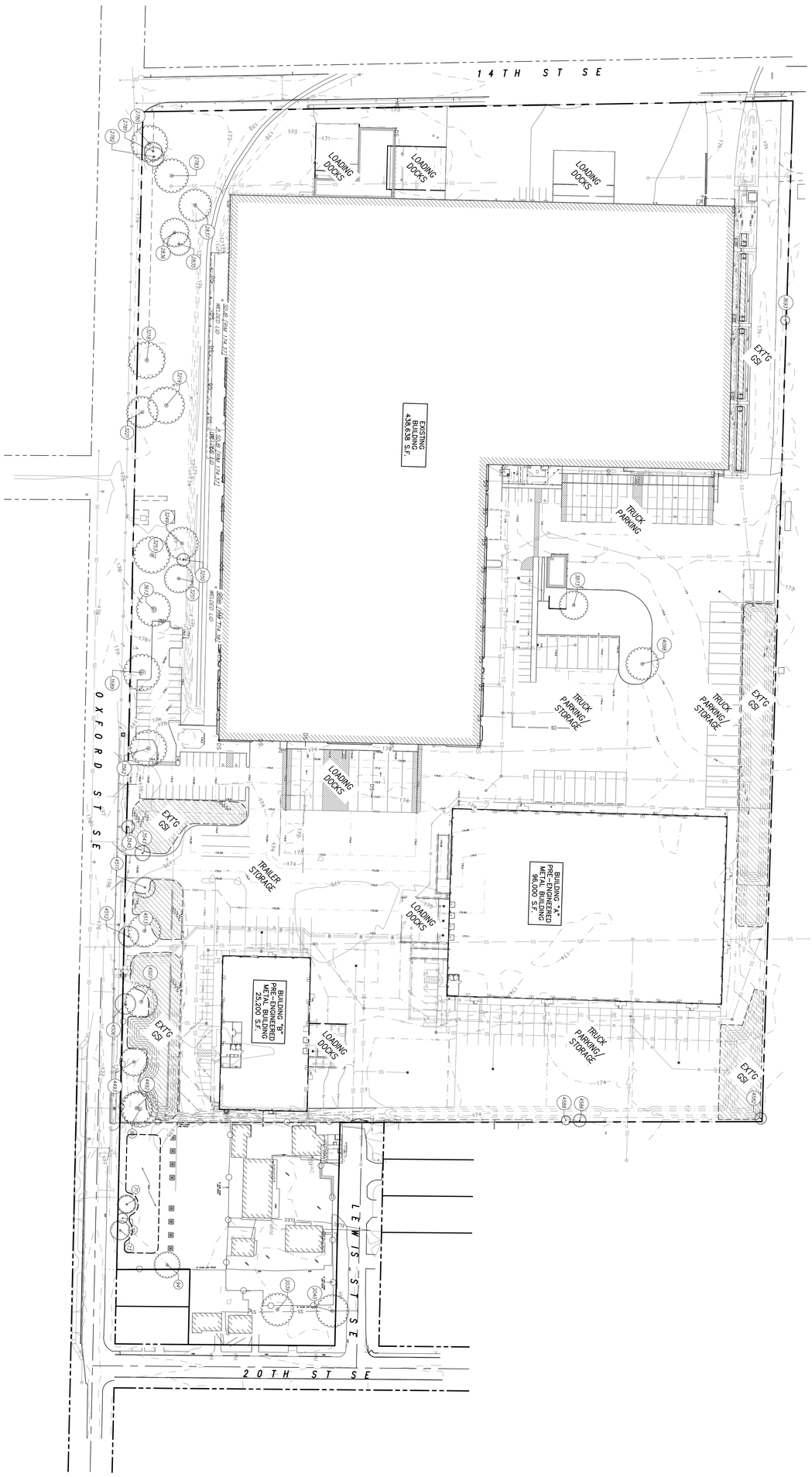
Exhibit E – HOA Statement

BRAND

Homeowners Association Information

The applicant is submitting this statement to confirm there is no homeowners association (HOA) which is active or registered with the Oregon Secretary of State which impacts the subject property.

Exhibit F – Civil Plans



SALEM WATUMULL, LLC

OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

OVERALL CAMPUS EXISTING CONDITIONS PLAN

DRAWING C1.0

JOB NUMBER 2774.5000.0

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

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 12, 2005
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

VERIFY SCALE
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DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

NO.	DATE	DESCRIPTION	BY
1			

REVISIONS

REMOVE FENCE THROUGH NEW ROAD AND INSTALL GATE

NEW BOLLARD

15'

REMOVE EXISTING CONCRETE RAMP, INSTALL 15' DOCK EXTENSION

50'

NEW 8"-WIDE CONCRETE DOCK WALL

39.83'

20'

15'

NEW DRIVEWAY & LOADING RAMP

9.5'

5'

NEW CURB

NEW SIDEWALK

R.O.W.

15'

9'

5'

1'

303'

5' MIN.

L E W I S S T S E

NEW ADA RAMPS

15.03'

R20'

POWER LINE SETBACK

1'

5'

15' NOMINAL

9' NOMINAL

184'

217'

NEW SIDEWALK

R.O.W.

EXISTING CURB

2 0 T H S T S E

EXISTING BUILDING

FF=177.00

120'

FF=177.00

FF=177.0

NEW BUILDING ADDITION 62,649 SQ. FT.

0 10 20 40 (feet)

HC HC

EXISTING PARKING

57.17'

REMOVE (1) PARKING STALL; INSTALL NEW CURB (MATCH EXISTING ELEVATIONS)

33'

4.37'

COOLING SYSTEM (TYP.)

209'

GRAVEL MAINTENANCE ROAD

94'

303'

NEW G.S.I.

R.O.W.

1'

5'

7'

17'

7.5'

NEW SIDEWALK

5.5'

NEW CURB

17'

NEW DRIVEWAY

O X F O R D S T S E

(C O L L E C T O R)

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DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
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SALEM WATUMULL, LLC

OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

SITE & DIMENSIONING PLAN

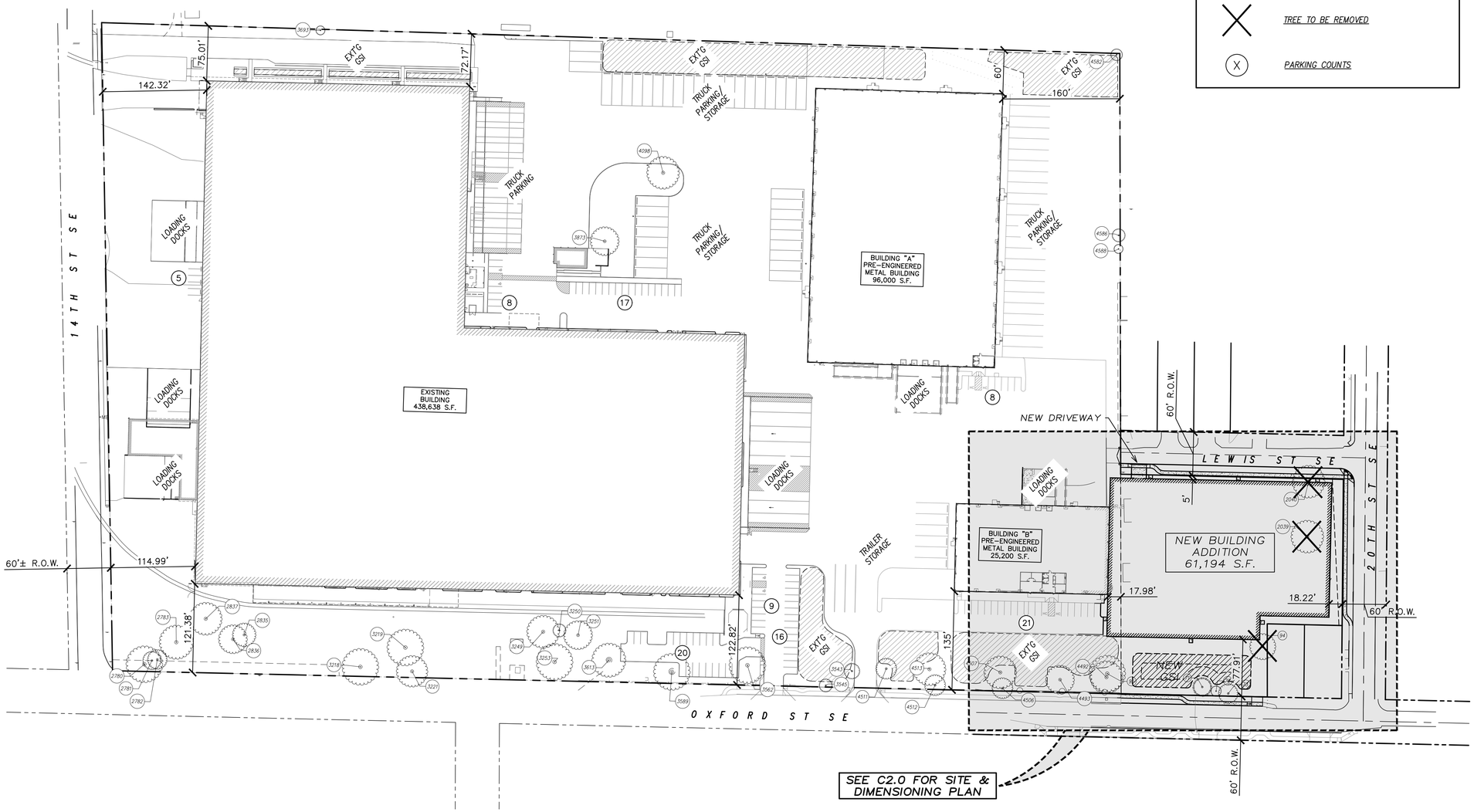
DRAWING
C2.0

JOB NUMBER
2774.5000.0

EXISTING SITE TREES	
PT. NO.	TYPE AND SIZE
4588	DECD 10"
4582	DECD 10"
4586	DECD 17"
3545	MAPLE 12"
3693	OAK 10"
3543	OAK 17"
4512	OAK 18"
4511	OAK 18"
3250	OAK 18"
2782	OAK 20"
2835	OAK 23"
2836	OAK 24"
2781	OAK 24"
4513	OAK 25"
2837	OAK 26"
4493	OAK 27"
3249	OAK 27"
4506	OAK 28"
4492	OAK 28"
3221	OAK 28"

EXISTING SITE TREES	
PT. NO.	TYPE AND SIZE
3613	OAK 29"
3251	OAK 29"
4507	OAK 30"
3873	OAK 30"
2783	OAK 30"
3589	OAK 31"
3219	OAK 31"
2780	OAK 34"
4098	OAK 36"
3218	OAK 39"
3253	OAK 42"
3562	OAK 43"

EXISTING SITE TREES	
PT. NO.	TYPE AND SIZE
~~94~~	~~BLACK LOCUST 14"~~ (TO BE REMOVED)
72	CHERRY 10"
73	CHERRY 12"
71	FIR 25"
~~2039~~	~~MAPLE 36"~~ (TO BE REMOVED)
~~2040~~	~~MAPLE 37"~~ (TO BE REMOVED)
95	OAK 33"



LEGEND

- NEW GSI
- EXISTING GSI
- TREE TO BE REMOVED
- (X) PARKING COUNTS

0 40 80 160
(feet)

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1			

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CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
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SALEM WATUMULL, LLC
OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

OVERALL CAMPUS SITE PLAN

DRAWING
C2.1

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EXISTING BUILDING

FF=177.0

L E W I S S T S E

2 0 T H S T S E

O X F O R D S T S E

8" D.I. SD
L=3'
S=0.5% MIN.

SDCB
RIM=172.9
8" IE=171.25

SD DS IE=174.10

FG=175.11

FG=174.98

FG=175.22

FG=175.35

SDMH [RIM 174.62]
10" PVC IE(S)=170.47
10" PVC IE(W)=170.51

10" SD
L=308'
S=0.3% MIN.

SDCO

SDCO IE=173.20

CB [RIM 174.85]
6" RCP IE(S)=173.80

CB [RIM 175.71]
4" HOLE IE(S)=173.76

CB [RIM 175.48]
8" PVC IE(N)=173.44
10" DIP IE(E)=173.19

REMOVE & REPLACE
EXISTING 18" STORM DRAIN LINE
WITH DUCTILE IRON PIPE

FF=177.00

TC=176.80
FG=176.30
(MATCH EXT'G)

FG=176.80
(MATCH EXT'G)

FG=176.50

10" SD
L=33'
S=0.3% MIN.

10" SD
L=93'
S=0.3% MIN.

SDCO IE=172.60

10" SD
L=193'
S=0.3% MIN.

FG=176.50

FG=176.60

10" SD
L=43'
S=0.5% MIN.

FG=176.80

FG=178.00

FG=177.90

PVC 18" IC 170.29

10" SD
L=60'
S=0.3% MIN.

SDMH [RIM 173.88]
18" PVC IE(N)=170.00
18" PVC IE(W)=169.93

10" SD
L=56'
S=0.3% MIN.

FG=176.20

FG=176.00

FG=175.80

10" IE=172.00

TYPE III SDCB

POND BTM
EL=172.0

FG=176.00

FG=175.80

10" IE=172.00

SDMH [RIM 177.43]
10" RCP IE(N)=172.19
(S) UNKNOWN

SDMH [RIM 178.28]
10" RCP IE(E)=169.83
10" RCP IE(W)=169.78

CB [RIM 177.59]
10" RCP IE(N)=172.84
10" RCP IE(S)=172.69

SDMH [RIM 177.14]
10" RCP IE(E)=168.76
10" RCP IE(W)=168.84

CB [RIM 176.59]

CB-SHOTROCK [RIM 175.96]
10" PVC IE(S)=173.21

SDMH [RIM 176.98]
4" PVC IE=174.38

SDJB [RIM 176.46]
10" RCP IE(N)=173.12
10" RCP IE(S)=173.12

0 10 20 40
(feet)

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DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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E-mail: westech@westech-eng.com

SALEM WATUMULL, LLC

OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

GRADING & DRAINAGE PLAN

DRAWING
C3.0

JOB NUMBER
2774.5000.0

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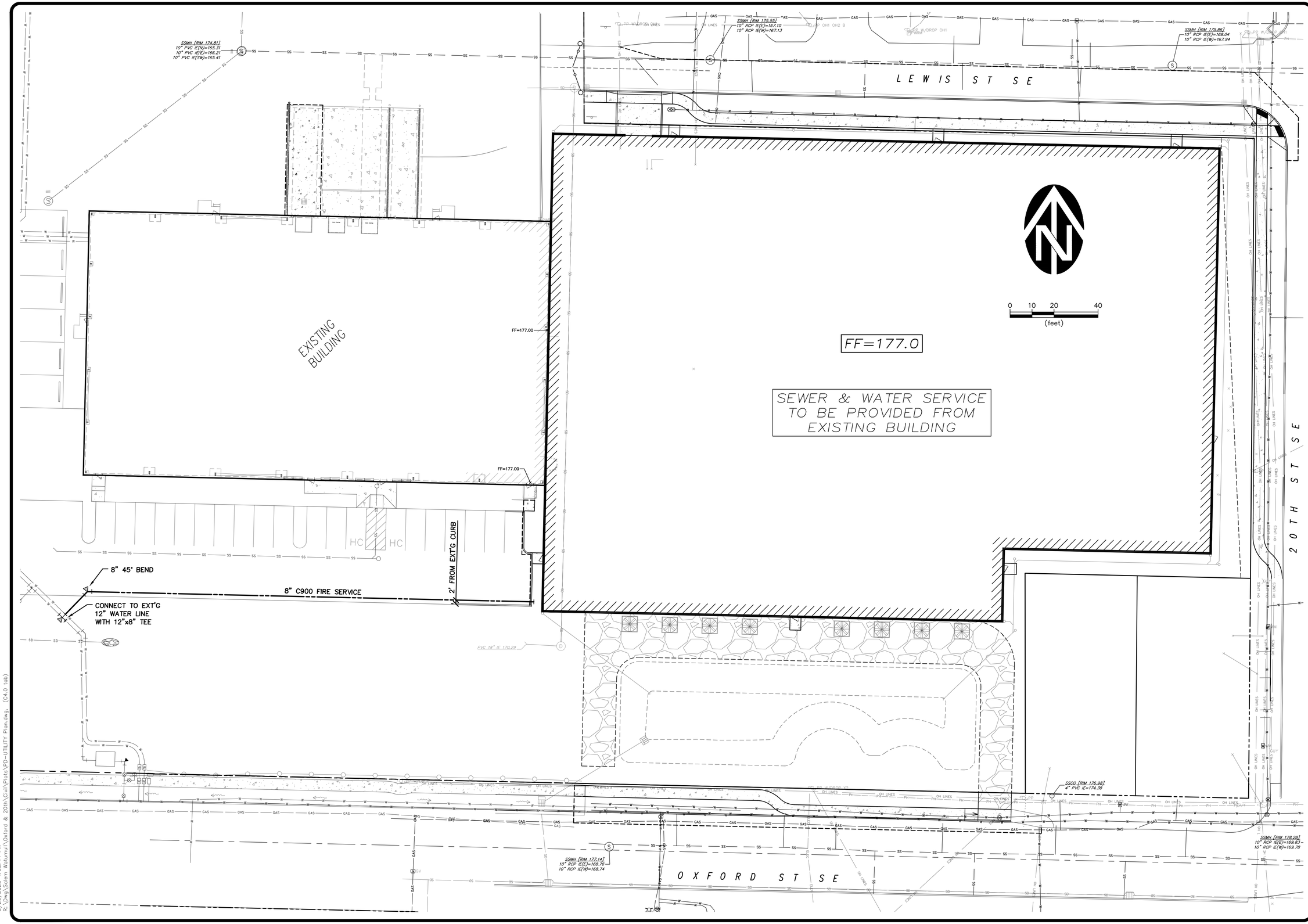

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CKD. JW
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REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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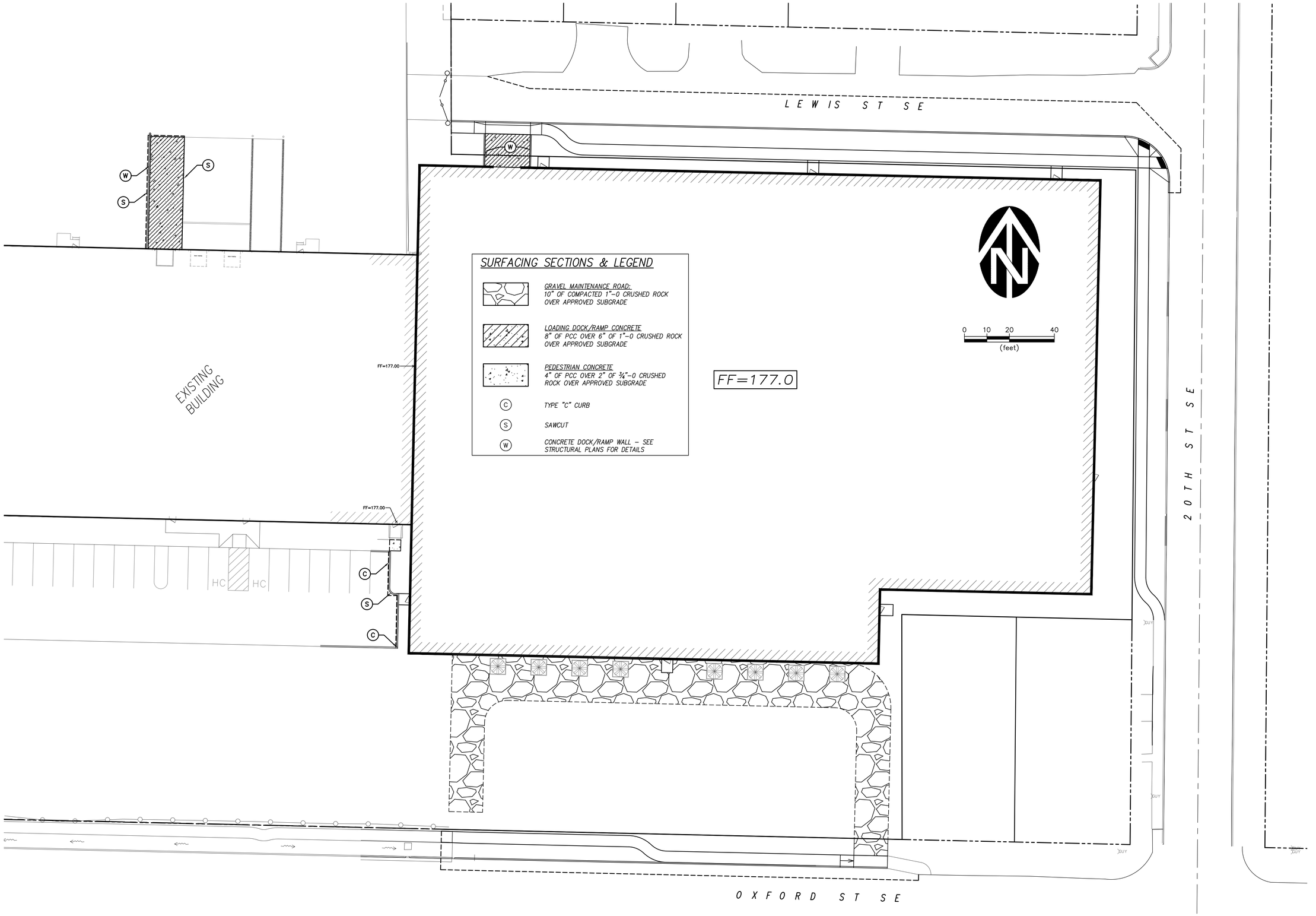
SALEM WATUMULL, LLC
OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

UTILITY PLAN

DRAWING
C4.0

JOB NUMBER
2774.5000.0



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DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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

SALEM WATUMULL, LLC
OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

SITE SURFACING PLAN

DRAWING
C5.0

JOB NUMBER
2774.5000.0

Exhibit G – Stormwater Report

DESIGN EXCEPTION REQUESTS

Oxford St. and 20th St. Site Improvements

J.O. 2774.5000.0

DIVISION	SECTION	EXCEPTION	REASON	CITY ENGINEER APPROVAL	
				INITIALS	DATE
DRAFTING & DRAWING STANDARDS					
SANITARY SEWER COLLECTION SYSTEM					
STORMWATER SYSTEM					
	4.3(a)(4)B	The minimum seperation between the bottom of the GSI and groundwater is 3 ft. We are requesting to reduce this to approximately 1.5ft.	We propose to construct a new GSI to accommodate site improvements. The proposed infiltration raingarden will infiltrate up to and including the 100-year 24-hour storm event. Previously, the site to located to the west of the proposed improvements was approved for the same design exception, which utilized the same stormwater design that is proposed.		
WATER DISTRIBUTION SYSTEM					
STREET DESIGN STANDARDS					
EPSC PLAN					

REGISTERED PROFESSIONAL ENGINEER
76415PE
FOR REVIEW
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6-30-2026

ENGINEER'S STAMP

STORMWATER CALCULATIONS

Prepared For:

Salem Watumull LLC

9450 SW Gemini Drive #31339

Beaverton, OR 97008

Site Address:

Oxford St. and 20th St. Site Improvements

NW Intersection of Oxford St. SE and 20th St. SE

Salem, OR 97302

Permit Number: CO -

Prepared By:

Westech Engineering, Inc.
3841 Fairview Industrial Drive SE, Suite 100
Salem, OR 97302
(503) 585-2474 FAX: (503) 585-3986

J.O. 2774.5000.0 March 2025

TABLE OF CONTENTS

LIST OF TABLES

Table **Page**

APPENDICES

PROJECT OVERVIEW & DESCRIPTION

1.1 SIZE & LOCATION OF PROJECT

The proposed project is located at the NW corner of the intersection of Oxford and 20th Street SE. The site area is approximately 2.23 acres. Refer to the Civil Drawing for a site map of the project area.

1.2 BRIEF DESCRIPTION OF PROJECT SCOPE AND PROPOSED IMPROVEMENTS

The project scope is to expand the existing facility with a 63,170 square foot building, and landscaping. The project includes site preparation and construction of the facilities and associated improvements.

Public improvements along Oxford Street, Lewis Street, and 20th Street are proposed which include sidewalk, and landscaping. New and replaced impervious area within the Oxford Street, Lewis Street, and 20th Street right-of-way are less than 10,000 square feet.

1.3 DESCRIPTION OF SIZE OF WATERSHED DRAINING TO THE SITE

No additional drainage area drains to the project site.

1.4 DESCRIPTION OF THE EXISTING SITE CONDITIONS, CONSTRAINTS, SENSITIVE AREAS & WATERWAYS

The existing site is predominately covered in grasses, shrubs, several trees, and existing buildings that are proposed to be removed. The project site does not contain any existing sensitive areas, waterways, etc.

1.5 SUMMARY OF EXISTING TREES & NATIVE VEGETATION

The existing site as previously mentioned contains grasses, shrubs, and several trees within the site to be removed

1.6 SUMMARY OF GREEN STORMWATER INFRASTRUCTURE

Per Appendix 4E of the City of Salem Design Standards, a large project will be considered to have met the maximum extent feasible (MEF) requirement when the stormwater runoff from the total amount of new plus replaced impervious surfaces flows into an area set aside for GSI that is at least 10% of the total area of the new plus replaced impervious surfaces or up to 80% of all impervious area must be treated. The design implements GSI for the entire disturbed area and therefore meets MEF for GSI.

1.7 REGULATORY PERMITS REQUIRED

A 1200-C permit from DEQ will be obtained for the project. Additional City of Salem permits are also required. No other permits are required for this project.

1.8 100 YEAR STORM ESCAPE ROUTES

Please refer to the Basin Map for 100 year storm overflow routes. It also should be noted that the entire site minus the buildings is located within the 100 year floodplain. During a 100 year storm event much of the site will likely be underwater. However, if not flooded, floodwater will overflow per the routes notes on the Basin map in Appendix C. See the Civil Drawings and Basin Map for floodway boundaries.

METHODOLOGY

SECTION 2

2.1 DEPTH TO GROUNDWATER

Per the attached Geotechnical Report groundwater was encountered at 5 to 9.5 ft bgs (see Appendix A). Due to the shallow groundwater levels found at the site, the design engineer proposes to use an infiltration rain garden without drain rock. However, the bottom of the media will be within the 3 feet seasonal high groundwater separation. A design exception was previously approved with prior development projects on the subject property and is assumed to apply to the proposed project.

2.2 MAXIMUM INFILTRATION AND VEGETATIVE TREATMENT

GeoEngineers performed two infiltration tests on the site. Per the attached Geotechnical Report the measured infiltration rates were 4.5 and 3.0 in/hr. This results in the media being the limiting factor for controlling infiltration, therefore the design engineer used an infiltration rate of 2 in/hr to size the infiltration rain garden.

The proposed stormwater design will treat and detain the entire site utilizing infiltration rain gardens sized to infiltrate half the 2-year, 24-hour storm event, the water quality storm event, the 10-year, 24-hour storm event, the 25-year, 24-hour storm event and the 100-year, 24-hour storm event.

Since the stormwater for the entire site will be treated and detained via GSI facilities, the GSI has been implemented to the maximum extent feasible.

2.3 SOIL INFORMATION

The pre-developed site contains primarily soil group C/D soils and some D soils in the northeast corner of the project. Conservatively, C/D soils are assumed for pre-developed conditions and D soils are assumed for developed conditions. The pre-developed site was primarily grass covered with various clusters of trees and shrubs which correspond to a City of Salem pre-developed curve number of 72/79 for soil group C and group D per Appendix D of the City of Salem Design Standards. The average of these curve numbers was used to model the pre-developed conditions with C/D soils (i.e., 76).

2.4 HAZARDOUS MATERIAL

The owner is not aware of any hazardous material contamination onsite.

ANALYSIS

SECTION 3

3.1 METHODS & SOFTWARE USED

HydroCAD modeling software was used to size the stormwater facilities. The Santa Barbara Unit Hydrograph Type 1A storm was used to model the required design storms. Per the City of Salem Design Standards the design storms used were the 1.38 inch, 24 hour (water quality storm), half the 2 year, 24 hour and the 10 year, 24 hour storm events.

The site area is zoned IG (General Industrial), therefore a curve number corresponding to industrial use per Salem Design Standards Division 004 Appendix D was used to calculate the developed runoff flows. For soil group D this corresponds to a curve number of 93.

3.2 CONVEYANCE CAPACITY CALCULATIONS

Since we propose to infiltrate up to the 100-year, 24-hour storm event downstream conveyance calculations have not been completed.

3.3 TREATMENT & FLOW CONTROL SIZING CALCULATIONS

The site was analyzed as one basin for the stormwater analysis. General basin characteristics of both pre-developed and developed conditions are listed in Table 1 below. For more detail refer to the Basin Map in Appendix C.

Table 1 | General Basin Characteristics - Onsite

Basin ID	Source (Roof/Road/Other)	Industrial Area (AC)	Pervious Area (AC)	Runoff Rates				Weighted CN
				½ 2 Year (cfs)	10 Year (cfs)	25 Year (cfs)	100 Year (cfs)	
PD[1]	Native	-	1.72	0.04	0.21	0.27	0.42	76
Developed	Industrial	1.72	-	0.21	1.10	1.28	1.63	93

[1] PD = pre-developed site conditions (i.e., pre-developed release rates)

The allowable onsite release rates based on pre-developed conditions for the design storms are listed below in Table 2.

Table 2 | Allowable Release Rates

Site Condition	Design Storm (cfs)			
	½ 2 Year	10 Year	25 Year	100 Year
Pre-Developed	0.04	0.21	0.27	0.42

An infiltration rain garden is proposed to fully infiltrate/detain the required storm events for onsite runoff. The proposed facility has been sized to infiltrate half the 2-year, 24-hour storm event, the water quality storm event, the 10-year, 24-hour storm event, the 25-year, 24-hour storm event, and the 100-year, 24-hour storm event with no release to the public storm drain up to the 100-year event. See Table 3 below for a summary of stormwater infiltration and release rates.

Table 3 | Summary of GSI Release Rates

Facility ID	Infiltration Rate (in/hr)	½ 2 Year (cfs)	Water Quality (cfs)	10 Year (cfs)	25 Year (cfs)	100 Year (cfs)
RG	2.0	0	0	0	0	0

A summary of the stormwater infiltration rain garden geometry is provided in Table 4 below.

Table 4 | Facility Sizing Summary

Facility ID[1]	Facility Elevations[2] (SF)		Facility Surface Area (SF)	
	Top	Bottom	Top	Bottom[2]
GSI-1	176	172	6,280	1,930

[1] All facilities are privately owned and maintained Stormwater Planters.
[2] Bottom corresponds to the top of the media.

In conclusion, the onsite stormwater system has been designed to fully infiltrate half the 2-year, 24-hour storm event, the water quality storm event, the 10-year, 24-hour storm event, the 25-year, 24-hour storm event, and the 100-year, 24-hour storm event. Therefore, the project is in conformance with the flow control and treatment requirements as set forth in Administrative Rule 109 Division 004 - Stormwater System.

APPENDIX A

GEOTECHNICAL MEMORANDUM

Geotechnical Engineering Report

Carpenter Commercial Properties—Commercial Building Project
Salem, Oregon

For

AC + Co Architecture | Community

August 6, 2019

GeoEngineers
Earth Science + Technology

Geotechnical Engineering Report

Carpenter Commercial Properties—Commercial Building Project
Salem, Oregon

for
AC + Co Architecture | Community

August 6, 2019

GeoEngineers

333 High Street NE, Suite 102
Salem, Oregon 97301
971.304.3078

Geotechnical Engineering Report

Carpenter Commercial Properties – Commercial Building Project
Salem, Oregon

File No. 23997-001-00

August 6, 2019

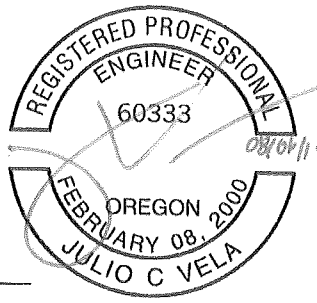
Prepared for:

AC + Co Architecture | Community
363 State Street
Salem, Oregon 97301

Attention: Blake Bural, AIA, LEED AP

Prepared by:

GeoEngineers, Inc.
333 High Street NE, Suite 102
Salem, Oregon 97301
971.304.3078



06/06/19

Julio C. Vela, PhD, PE, GE
Principal

EXPIRES: 06/30/20

TAP:JCV:cje

Table of Contents

LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

GeoEngineers, Inc. (GeoEngineers) is pleased to submit this geotechnical engineering report for the proposed Carpenter Commercial Properties—Commercial Building Project in Salem, Oregon. The site is primarily located on the undeveloped field on the north side of Oxford Street SE approximately 100 feet west of 20th Street SE. The remainder of the site is located south of two existing commercial buildings and the undeveloped area north of the residence at 1545 SE 20th Street. The location and approximate extent of the project site is shown in the Vicinity Map, Figure 1.

We understand the project will consist of a one-story commercial building with associated parking and drive areas, and a new garage building on the north side of the site, west of the existing commercial buildings. At the time this report was prepared building loads had not been developed, but based on similar structures in the area we assume column loads will be less than 90 kips per column with linear wall loads on the order of 2 to 3 kips per lineal foot (klf), and floor loads less than 100 pounds per square foot (psf).

2.0 SCOPE OF SERVICES

The purpose of our services was to evaluate soil and groundwater conditions for use in design and construction of the proposed project. Our proposed scope of services included the following:

1. Reviewed information regarding subsurface soil and groundwater at the site, including reports in our files, selected geologic maps, and other geotechnical engineering related information.
2. Coordinated and managed the field investigation, including public utility notification, and scheduling of subcontractors and GeoEngineers' field staff.
3. Explored subsurface soil and groundwater conditions at the site by excavating seven test pit explorations to depths between 3½ and 10 feet below ground surface (bgs) at the approximate locations shown in the Site Plan, Figure 2.
4. Obtained samples at representative intervals from the explorations, observed groundwater conditions and maintained detailed logs in general accordance with ASTM International (ASTM) Standard Practices Test Method D 2488. Qualified staff from our office observed and documented field activities.
5. Performed laboratory tests on selected soil samples obtained from the explorations to evaluate pertinent engineering characteristics. Laboratory test results are included in Appendix A.
6. Performed two infiltration tests at depths between 2½ and 3½ feet bgs, using the open pit infiltration test method described in the City of Salem specifications.
7. Provided this geotechnical report that addresses the following geotechnical components:
    a. A general description of site topography, geology and subsurface conditions.
    b. An opinion as to the adequacy of site soil conditions for the proposed site development from a geotechnical engineering standpoint.
    c. Recommendations for site preparation measures, including disposing of undocumented fill and unsuitable native soils, and constraints for wet weather construction.
    d. Recommendations for earthwork construction, including use of on-site and imported structural fill, and fill placement and compaction requirements.

e. Recommendations for foundations to support the proposed structure, including minimum width and embedment, design soil bearing pressures, settlement estimates (total and differential) and coefficient of friction and passive earth pressures for sliding resistance.

f. Recommendations for supporting on-grade slabs, including base rock, capillary break and modulus of subgrade reaction, as appropriate.

g. Recommendations for below grade retaining walls, including static and seismic active earth pressures and drainage and backfill recommendations.

h. Recommendations for management of identified groundwater conditions that may affect the performance of structures or pavement.

i. Seismic design parameters in accordance with the current version of the International Building Code (IBC), and the Oregon Structural Specialty Code (OSSC), including our evaluation of the liquefaction and lateral spreading potential of the on-site soils.

Our geotechnical work has been directly supervised by a professional engineer licensed in the state of Oregon.

3.0 SITE CONDITIONS

3.1. Surface Conditions

The site is approximately 2 acres and is generally level with existing residential buildings, commercial buildings and associated paved and hardscaped areas. The undeveloped portions of the site are surfaced with field grasses and weeds with some fencing.

3.2. Site Geology

Published geologic maps of the area (Tolan and Beeson 2000) indicate that fills and disturbed soils at the site surface are underlain by fine-grained alluvial silt and Linn Gravel. The gravel unit is described as coarse fluvial gravels deposited as an alluvial fan. Our review of the site geology, together with on-site observations, suggests that the underlying site geology generally conforms to the Linn Gravel mapped in the area.

3.3. Subsurface Conditions

We completed field explorations for this study at the site on July 11, 2019. Our explorations included seven test pit excavations (TP-1 through TP-7), three dynamic cone penetration (DCP) tests and two infiltration tests. A summary of our exploration methods, the test pit logs, DCP test results and infiltration test results can be found in Appendix A. Laboratory test results are also provided in the exploration logs and described in Appendix A. The approximate locations of the explorations are shown in Figure 2.

The undeveloped portion of the site is generally surfaced with field grass with an approximate 3- to 4-inch-thick root zone. The surficial material west of the existing commercial buildings consists of angular gravel. Beneath the surficial materials, medium stiff to stiff brown silt with trace amounts of sand was encountered to depths between 1½ to 6 feet bgs, with exception of TP-7. Beneath the silt in explorations TP-1 through TP-6, and beneath the surficial materials in TP-7, dense gravel with various amounts of silt and occasional cobbles was encountered to the maximum depths explored.

3.4. Groundwater

Groundwater seepage was observed in our test pits TP-5 and TP-6 at depths between 5 and 9½ feet bgs. Based on nearby explorations, nearby well logs and our experience in the area, groundwater will likely be encountered at depths between 6 and 10 feet bgs depending on the time of measuring and site elevation relative to areal water levels. Shallow groundwater expected at the site is consistent with nearby ponds and standing water in excavations in former gravel mining sites. Dewatering of trenches may be required when perched or high groundwater is encountered. Groundwater conditions at the site are expected to vary seasonally due to rainfall events and other factors not observed in our explorations.

4.0 CONCLUSIONS

4.1. General

Based on our explorations, testing and analyses, it is our opinion that the site is suitable for the proposed project from a geotechnical standpoint, provided the recommendations in this report are included in design and construction. We offer the following conclusions regarding geotechnical design at the site.

- Structures can be satisfactorily supported on continuous and isolated shallow foundations supported on the firm near-surface silts or dense to very dense native silty gravels, or on structural fill that extends to the suitable native soils. If foundations are supported on the silt, a bearing capacity of 2,500 psf can be used to proportion foundations sizes. If supported directly on the dense native silty gravels, a bearing capacity of 4,000 psf can be used to proportion foundation sizes.
- Because of the silt content in the upper on-site soils, when soils at the site are exposed during excavation or grading, they will be easily disturbed by construction traffic or activities 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 when exposed soils are subject to construction traffic, except during the dry summer months.
- Based on proposed development, we estimate maximum anticipated loads of 90 kips or less for columns, 2 to 3 klf or less for walls, and slab on grade floor loads of 100 psf or less. Based on these assumed design loads, we estimate total settlement to be less than 1 inch. If larger structural loads are anticipated, we should review and reassess the estimated settlement.
- While groundwater was encountered in our explorations at depths between 5 and 9½ feet bgs, based on nearby water well logs, groundwater is likely between 6 and 10 feet bgs, and perched water may be encountered at higher elevations.
- Slabs-on-grade will be satisfactorily supported on firm native soils or structural fill overlying firm soils with a minimum 6-inch layer of compacted crushed rock base overlying approved subgrade or on structural fill over firm native soils.
- Existing utilities, if present across the site, that will be below proposed structural areas, including proposed buildings, should be relocated, abandoned or grouted full if left in place. Based on the location of the site and the previous use, unknown buried features such as tanks could be encountered.

4.2. Infiltration Testing

We conducted on-site infiltration testing to assist in evaluating the site for stormwater infiltration design. We conducted tests south of the proposed new building location as requested.

Testing was conducted using the open pit test procedure consistent with the method outlined in "Division 004" of the City of Salem Department of Public Works *Administrative Rules Design Standards* (COSDS). A 2- to 3-inch layer of clean, washed pea gravel was placed in the base of the test pit prior to adding water to diminish disturbance from flowing water. The test area was pre-soaked over a 4-hour period by repeated addition of water into the pit when necessary.

After the saturation period, the test pits were filled with clean water to at least 1 foot above the bottom of the pit. We observed the drop-in water level for three, 60-minute testing periods. Infiltration rates are based on the final testing period. Field test results are summarized in Table 1. The data and incremental infiltration rate over time are included in the infiltration test data summary in Appendix A, Figures A-12 and A-13.

TABLE 1. INFILTRATION RESULTS

Infiltration Test No.	Depth (feet)	USCS Material Type	Field Measured Infiltration Rate[1] (inches/hour)
IT-1	2½	ML	4.5
IT-2	3½	GP-GW	3.0

Notes:

[1] Field-measured infiltration rates should only be used in design if considerations noted in the section below, including the discussion of variability of fill and concern for limited infiltration as a result of high-water levels and very silty native soils are accounted for in facility design. In addition, 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

Although the infiltration rates south of the proposed building are relatively consistent in the two tests, groundwater was observed across the site at approximate depths of 5 to 9½ feet bgs. Based on the test results, the shallow groundwater, and considering the need to apply factors of safety to the field-measured tests as described below, we do not recommend on-site infiltration as the only means of stormwater disposal unless additional testing is performed and yields higher and more consistent infiltration rates in other areas of the site, or at different elevations.

The infiltration rates shown in Table 1 are field-measured infiltration rates. These represent a relatively short-term measured rate taken after the required saturation period, and factors of safety have not been applied for the type of infiltration system being considered, or for variability that may be present 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 variability in the fill materials that the test were conducted in.

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 infiltration values derived from field observations to account for potential soil variability with depth and location within the area tested. This will result in a recommended infiltration value of 1.5 to 2.2 inches per hour.

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. Siltation of the upper facility medium is a common problem in new facilities where fine-grained soils are present in uphill sites and can wash into the new facility limiting (at times to zero) the infiltration capacity of designed facilities.

The 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.

Infiltration flow rate of a focused stormwater system 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. 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 include an overflow that is connected to a suitable discharge point. 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.

4.2.1. Suitability of Infiltration System

Successful design and implementation of stormwater infiltration systems and whether a system is suitable for a development depend 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 inches per hour. Sites with silty or clayey soil such as encountered at this site, 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.

Based on the fine-grained soil conditions and shallow groundwater observed, we recommend infiltration of stormwater not be used as the sole method of stormwater management at this site unless those design factors can be otherwise accounted for.

5.0 STRUCTURAL DESIGN RECOMMENDATIONS

5.1. Shallow Foundation Support Recommendations

Proposed structures can be satisfactorily founded on continuous wall or isolated column footings supported on firm silts or dense native gravels, or on structural fill placed over the firm native soils. We have carefully evaluated foundation support and subgrade preparation to provide adequate performance for the building,

while still considering the project schedule, soil conditions and cost of earthwork. We have assumed that building loads will not exceed design load values provided to us as presented above.

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 (maximum of 12 inches based on local mapping). 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.

5.1.1. Foundation Bearing Surface Preparation

Material beneath proposed structural elements should be prepared as described below and in Section 6.1. 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 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 6.6.6.

We recommend GeoEngineers observe all foundation excavations before placing concrete forms and reinforcing steel in order to determine that bearing surfaces have been adequately prepared and the soil conditions are consistent with those observed during our explorations.

5.1.2. Bearing Capacity – Spread Footings

We recommend conventional footings bearing on the stiff silt, or on compacted crushed rock backfill overlying the stiff silts be proportioned using a maximum allowable bearing pressure of 2,500 psf. If supported directly on the dense to very dense gravels, or on compacted crushed rock backfill overlying the dense to very dense gravels, the footings can be proportioned using a maximum allowable bearing pressure of 4,000 psf. These bearing pressures apply 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.

5.1.3. Foundation Settlement

Foundations designed and constructed as recommended are expected to experience settlements of less than 1 inch. Differential settlements of up to one-half of the total settlement magnitude can be expected between adjacent footings supporting comparable loads.

5.1.4. Lateral Resistance

The ability of the soil to resist lateral loads is a function of frictional resistance, which can develop on the base of footings and slabs and the passive resistance, which can develop on the face of below-grade elements of the structure as these elements tend to move into the soil. For footings and floor slabs founded in accordance with the recommendations presented above, the allowable frictional resistance may be computed using a coefficient of friction of 0.30 applied to vertical dead-load forces. Our analysis indicates that the available passive earth pressure for footings confined by on-site soil and structural fill is 200 pounds per cubic foot (pcf), modeled as an equivalent fluid pressure. Typically, the movement required to develop the available passive resistance may be relatively large; therefore, we recommend using a reduced passive pressure of 170 pcf equivalent fluid pressure. Adjacent floor slabs, pavements, or the

upper 12-inch depth of adjacent unpaved areas should not be considered when calculating passive resistance. In addition, in order to rely on passive resistance, a minimum of 10 feet of horizontal clearance must exist between the face of the footings and any adjacent downslopes.

The passive earth pressure and friction components may be combined provided that the passive component does not exceed two-thirds of the total. The passive earth pressure value is based on the assumptions that the adjacent grade is level and that groundwater remains below the base of the footing throughout the year. The top foot of soil should be neglected when calculating passive lateral earth pressures unless the foundation area is covered with pavement or slab-on-grade. The lateral resistance values include a safety factor of approximately 1.5.

5.2. Floor Slabs

Satisfactory subgrade support for slab on grade floor slabs supporting up to 100 psf floor loads can be obtained provided the floor slab subgrade is prepared as recommended in Section 6.1 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 125 pounds per cubic inch (pci).

We recommend that on-grade slabs be underlain by a minimum 6-inch-thick compacted crushed rock base to act as a capillary break and to provide adequate subgrade support for slab design. The capillary break material should consist of Aggregate Base material as described in Section 6.6 of this report. The material should be placed as recommended in Section 6.6.6. If dry slabs are required (e.g., where adhesives are used to anchor carpet or tile to the slab), 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 0.5 inch.

5.3. Drainage Considerations

We recommend the ground surface be sloped away from the buildings at least 2 percent. All downspouts should be tightlined away from the building foundation areas and should be discharged into a stormwater 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 to mitigate perched water that may flow on to the site from other sources, or behind walls, they should be installed at the base of the exterior footings. 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 granular drainage material. Aggregate Base can be used for the granular pipe bedding and drainage materials provided the material has less than 3 percent passing the U.S. No. 200 sieve. The drainage material should be enclosed in a non-woven geotextile such as Mirafi 140N (or approved alternate) 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, 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.

5.4. Retaining Wall Recommendations

5.4.1. General

The following general recommendations can be implemented for wall design where new walls for site access are required or evaluation of existing walls or shoring walls that are not internally braced. Our retaining wall design recommendations are based on the following assumptions: (1) the walls consist of conventional, cantilevered retaining walls; (2) walls are less than 8 feet in height; (3) the backfill is drained; and (4) the backfill has a slope flatter than 2H:1V (horizontal to vertical). Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project varies from these assumptions.

5.4.2. 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 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.

5.4.3. Design Parameters

The lateral pressures presented in this section for retaining walls assume that backfill placed within 2 feet of the wall is compacted by hand-operated equipment to a density of 90 percent of the maximum dry density (MDD) and that wall drainage measures are included as previously recommended. For walls constructed as described above, as with a maximum height of 8 feet, we recommend using an active lateral earth pressure corresponding to an equivalent fluid density of 35 pcf for the level backfill condition. For walls with backfill sloping upward behind the wall at 2H:1V, an equivalent fluid density of 60 pcf should be used. If the slope is shallower than 2H:1V, the active lateral earth pressures can be linearly interpolated between the two values above. This assumes that the tops of the walls are not structurally restrained and are free to rotate.

For the at-rest condition (walls restrained from movement at the top) an equivalent fluid density of 55 pcf for level conditions and 85 pcf for a 2H:1V slope behind the wall, should be used for design.

For seismic conditions, we recommend a uniform lateral pressure of 4H (where H is the height of the wall) psf be added to these lateral pressures. If the retaining system is designed as a braced system but is expected to yield a small amount during a seismic event, an active earth pressure condition may be assumed and combined with the uniform seismic surcharge pressure.

The recommended pressures do not include the effects of surcharges from surface loads. If vehicles will be operated within one-half the height of the wall, a traffic surcharge should be added to the wall pressure.

The traffic surcharge can be approximated by the equivalent weight of an additional 2 feet of backfill behind the wall. Additional surcharge loading conditions should also be considered on a case-by-case basis.

If shallow foundations are located behind the retaining wall within a 1H:1V projection from the base of the wall, foundation loads will impart additional pressures on the retaining wall. If the design of the building requires foundations within the 1H:1V projection, the loads imparted on the wall should be included in the design on the wall. Foundation induced lateral loads imparted on the retaining wall will depend on the size of the load and the distance setback from the back of the wall.

Retaining walls founded on native soil or structural fill extending to these materials may be designed using the allowable soil bearing values and lateral resistance values presented above in Section 5.1 of this report. We estimate settlement of retaining structures will be similar to the values previously presented for building foundations.

5.5. Pavement Recommendations

5.5.1. Dynamic Cone Penetrometer (DCP) Field Testing and Resilient Modulus (M_R)

We conducted DCP tests in general accordance with ASTM D 6951 to estimate M_R at each test location. We recorded penetration depths of the cone versus hammer blow counts and terminated testing at depths between 2 and 3½ feet bgs. We conducted DCP tests beneath the surficial material in explorations TP-2, TP-6 and TP-7. We estimate the resilient modulus of the subgrade materials in general accordance with the Oregon Department of Transportation (ODOT) Pavement Design Guide using a conversion coefficient, C_f, of 0.35. Table 2 lists the estimated subgrade resilient modulus at each test location. Field DCP data are summarized in Figures A-9 through A-11.

TABLE 2. ESTIMATED SUBGRADE RESILIENT MODULI BASED ON DCP TESTING

Boring Number	Estimated Resilient Modulus (psi)
DCP-1	4,800
DCP-2	5,200
DCP-3	4,000

Note:
psi = pounds per square inch

5.5.2. General

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.

Pavement subgrades should be prepared in accordance with Section 6.0 of this report. Our pavement design assumes 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 consisting of five heavy trucks per day 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.

Our pavement recommendations are based on the following assumptions and design parameters included in the Asphalt Pavement Association of Oregon (APAO) Design Manual (Hicks, et al. 2003):

- The pavement subgrades, fill subgrades and site earthwork used to establish pavement 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 Subbase and Aggregate Base materials.
- A resilient modulus of 4,600 psi was estimated for firm native silts based of DCP results.
- Initial and terminal serviceability indices of 4.2 and 2.0, respectively.
- Reliability and standard deviations of 90 percent and 0.49, respectively.
- Structural coefficients of 0.42 and 0.10 for the asphalt and base rock, respectively.
- A 20-year design life without any growth.
- Light-duty areas are for paved areas that only passenger car traffic will load, and heavy-duty areas are for paved areas that will carry passenger traffic and truck traffic.
- Truck traffic consists of five trucks per day with an even distribution of two-axle service trucks/vans and large, four-axle trucks.

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 3.

The alternate pavement section using Aggregate Subbase material is provided 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 3 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 proper materials prior to constructing roadways over those areas.

TABLE 3. MINIMUM PAVEMENT SECTIONS FOR ON-SITE ROADWAYS AND PARKING AREAS

Location	Minimum Asphalt Thickness (inches)	Minimum Aggregate Base Thickness (inches)	Minimum Aggregate Subbase Thickness (inches)
Light Duty	2½	6.0	NA
Light Duty	2½	3.0	6.0
Heavy Duty	3½	8.0	NA
Heavy Duty	3½	4.0	6.0

The aggregate base course should conform to Section 6.6.3 of this report and be compacted to at least 95 percent of the MDD determined in accordance with American Association of State Highway and Transportation Officials (AASHTO) T-180/ASTM Test Method D 1557.

The asphalt concrete (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.

6.0 EARTHWORK RECOMMENDATIONS

6.1. Site Preparation

In general, site preparation will include removing or relocating existing site utilities if present, demolishing hardscaped areas, stripping and site grading. It is possible that site excavations and grading will encounter buried features from previous site uses not observed in our explorations. Site preparation will also include grading the site and excavating for utilities and foundations.

6.1.1. Demolition

All structures and hardscaped areas to be demolished should be completely removed from proposed structural areas. Proposed structural areas are areas where new structures will be built, including building pads and parking areas. Existing utilities that will be abandoned on site should be identified prior to construction. Abandoned utility lines should be completely removed or filled with grout if abandoned and left in-place to reduce potential settlement or caving in the future. Materials generated during demolition should be transported off site and properly disposed.

6.1.2. Stripping

Based on our observations at the site, we estimate that the depth of stripping will generally be on the order of about 4 inches. 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.

6.2. Subgrade Preparation and Evaluation

Upon completion of site preparation activities, exposed subgrades for at-grade construction should be proof-rolled with a fully loaded dump truck or similar heavy rubber-tired construction equipment 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 6.6 of this report, the native soils can be sensitive to small changes in moisture content and will be difficult 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.

6.2.1. Subgrade Protection and Wet Weather Considerations

Portions of the near-surface soils at the site are highly 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 removed material into trucks supported on gravel haul roads, use gravel working pads and employ other methods to reduce ground disturbance. The contractor should be responsible to protect the subgrade during construction.

Earthwork planning should include considerations for minimizing subgrade disturbance. We provide the following recommendations 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 areas.
- 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 in a disturbed or uncompacted state and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation may 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 not susceptible to wet weather disturbance such as haul roads and areas that are adequately surfaced with working pad materials.
- When on-site soils are wet of optimum, they are easily disturbed and will not provide adequate support for construction traffic for the proposed development. The use of granular haul roads and staging areas will be necessary to support heavy construction traffic. Generally, a 12- to 16-inch-thick mat of Imported Select Structural Fill should be 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 thickness of the Imported Select Structural Fill 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 determined at the time of construction and based on the contractor's approach to site development and the amount and type of construction traffic.

- The base rock (Aggregate Base and Aggregate Subbase) thicknesses described in Section 5.5 of this report is intended to support post-construction design traffic loads. The design base rock thicknesses will likely not support repeated heavy construction traffic during site construction, or during pavement construction. A thicker base rock section, as described above for haul roads, will likely be required to support construction traffic.
- During periods of wet weather, concrete should be placed as soon as practical after preparing foundation excavations. Foundation bearing surfaces should not be exposed to standing water. Should water infiltrate and pool in the excavation, the water should be removed, and the foundation subgrade should be re-evaluated before placing reinforcing steel or concrete. Foundation subgrade protection, such as a 3- to 4-inch thickness of Aggregate Base/Aggregate Subbase or lean concrete, 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 and probing 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 Imported Select Structural Fill.

6.3. Excavation

Based on the materials encountered in our subsurface exploration, it is our opinion that conventional earthmoving equipment in proper working condition should be capable of making necessary general excavations.

The earthwork contractor should be responsible for reviewing this report, including the boring logs, providing their own assessments, and providing equipment and methods needed to excavate the site soils while protecting subgrades.

6.4. Dewatering

As discussed in Section 3.4 of this report, groundwater was encountered in our explorations at depths between 5 and 9½ feet bgs. If excavations extend below these depths, groundwater may be a factor and may require dewatering. Excavations that extend into saturated/wet soils, or excavations that extend into perched groundwater, may require significant effort to dewater. Sump pumps are expected to adequately address perched water encountered in shallow excavations and a more intensive use of sumps will likely suffice in deeper explorations. In addition to groundwater seepage, 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.

6.5. Shoring

All trench excavations should be made in accordance with applicable Occupational Safety and Health Administration (OSHA) and state regulations. In our opinion, native soils are generally OSHA Type C. Excavations deeper than 4 feet should be shored or laid back at an inclination of 1.5H:1V or flatter 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.

Shoring for trenches less than 6 feet deep that are above the effects of groundwater should be possible with a conventional box system. Moderate sloughing should be expected outside the box. Shoring deeper than 6 feet or below the groundwater table should be designed by a registered engineer before installation. Further, the shoring design engineer should be provided with a copy of this report.

The site earthwork contractor should expect that unsupported cut slopes will likely experience some sloughing and raveling if exposed to water. Plastic sheeting, placed over the exposed slope and directing water away from the slope, will reduce the potential for sloughing and erosion of cut slopes during wet weather.

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. Structural Fill and Backfill

Structural areas include areas beneath foundations, floor slabs and any other areas intended to support structures or within the influence zone of structures.

All structural fill soils should be free of debris, clay balls, roots, organic matter, frozen soil, man-made contaminants, particles with greatest dimension exceeding 6 inches (3-inch-maximum particle size in building footprints) 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.

6.6.1. On-Site Soils

The on-site silt with trace sand and gravels with silt is generally suitable for use as structural fill, provided it meets the requirements set forth in OSSC 00330.12 (Borrow Material). When the on-site material is used as structural fill, it should be placed in lifts with a maximum uncompacted thickness of 12 inches and should be compacted to not less than 95 percent of the MDD, as determined by ASTM D 1557. The near surface site soil contains a moderate amount of fine-grained material and is sensitive to changes in moisture content and is susceptible to disturbance when wet. Use of the on-site material as structural fill may not be possible during wet weather (see Section 6.2.1 of this report) or when the moisture content of the soils is more than three points above optimum. When wet of optimum, on-site soils will need to be dried back in order to achieve adequate compaction.

6.6.2. Imported Select Structural Fill

Imported Select Structural Fill may be used as structural fill and 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 and have a minimum of 75 percent fractured particles according to AASHTO TP-61.

6.6.3. Aggregate Base

Aggregate base material located under floor slabs and pavements, crushed rock used in footing over excavations and used as wall backfill should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a maximum particle size of 1 inch, have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls) and meet the gradation requirements in Table 4. In addition, Aggregate Base shall have a minimum of 75 percent fractured particles according to AASHTO TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

TABLE 4. RECOMMENDED GRADATION FOR AGGREGATE BASE

Sieve Size	Percent Passing (by weight)
1 inch	100
¾ inch	80 to 95
½ inch	50 to 80
No. 4	40 to 60
No. 40	5 to 15
No. 200	0 to 5

6.6.4. Trench Backfill

Trench backfill for pipe bedding and in the pipe zone should consist of well-graded granular material with a maximum particle size of ¾ 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 backfill, Imported Select Structural Fill may be used as described above.

6.6.5. Aggregate Subbase

Aggregate Subbase material should consist of imported, clean, durable, crushed angular rock. Such rock should be well-graded, have a maximum particle size of 1½ inches, have less than 5 percent passing the U.S. No. 200 sieve and meet the gradation requirements in the ODOT Standard Section 00331. In addition, aggregate base shall have a minimum of 75 percent fractured particles according to AASHTO TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

6.6.6. 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 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 5, 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 5. COMPACTION CRITERIA

Fill Type	Compaction Requirements		
	Percent Maximum Dry Density Determined by ASTM Test Method D 1557 at ± 3% of Optimum Moisture		
	0 to 2 Feet Below Subgrade	> 2 Feet Below Subgrade	0 to 2 Feet Below Subgrade
Fine-grained soils (non-expansive)	92	Fine-grained soils (non-expansive)	92
Imported Granular, maximum particle size < 1¼ inch	95	Imported Granular, maximum particle size < 1¼ inch	95
Imported Granular, maximum particle size 1¼ inch to 6 inches (3-inch maximum under building footprints)	n/a (proof-roll)	Imported Granular, maximum particle size 1¼ inch to 6 inches (3-inch maximum under building footprints)	n/a (proof-roll)
Retaining Wall Backfill*	92	Retaining Wall Backfill*	92
Nonstructural Zones	90	Nonstructural Zones	90

Note:

*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.

6.7. Seismic Design

We recommend seismic design be performed using the procedure outlined in the 2015 IBC and the 2014 OSSC. The parameters provided in Table 6 are based on the conditions encountered during our subsurface exploration program, during previous exploration programs, and the mapped local geology, and should be used in preparation of response spectra for the proposed structures.

TABLE 6. SEISMIC DESIGN PARAMETERS

Parameter	Value
Site Class	C
Site Modified Peak Ground Acceleration, PGA_M	0.43 g
Spectral Response Acceleration, S_s	0.98 g
Spectral Response Acceleration, S_1	0.42 g
Site Coefficient, F_a	1.01
Site Coefficient, F_v	1.38
Spectral Response Acceleration (Short Period), S_{DS}	0.66 g
Spectral Response Acceleration (1-Second Period) S_{D1}	0.39 g

6.7.1. 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.

Based on our analysis, the site soils are not prone to liquefaction during the design level earthquake. Accordingly, lateral spreading or liquefaction induced deformations are not expected.

7.0 DESIGN REVIEW AND CONSTRUCTION SERVICES

Recommendations provided in this report are based on the assumptions and 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 depend 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 GeoEngineers 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.

8.0 LIMITATIONS

We have prepared this report for the exclusive use of AC + Co Architecture | Community, the owner and their authorized agents and/or regulatory agencies for the proposed Carpenter Commercial Properties – Commercial Building Project 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.

9.0 REFERENCES

City of Salem. 2014. City of Salem Department of Public Works Administrative Rules Design Standards. Salem, Oregon.

Hicks, R.G., P. Curren and J.R. Lundy. 2003. Asphalt Pavement Association of Oregon (APAO). 2003. Asphalt Paving Design Guide. Salem, Oregon. December 30, 1998, revised October 2003.

International Code Council. 2012. 2012 International Building Code.

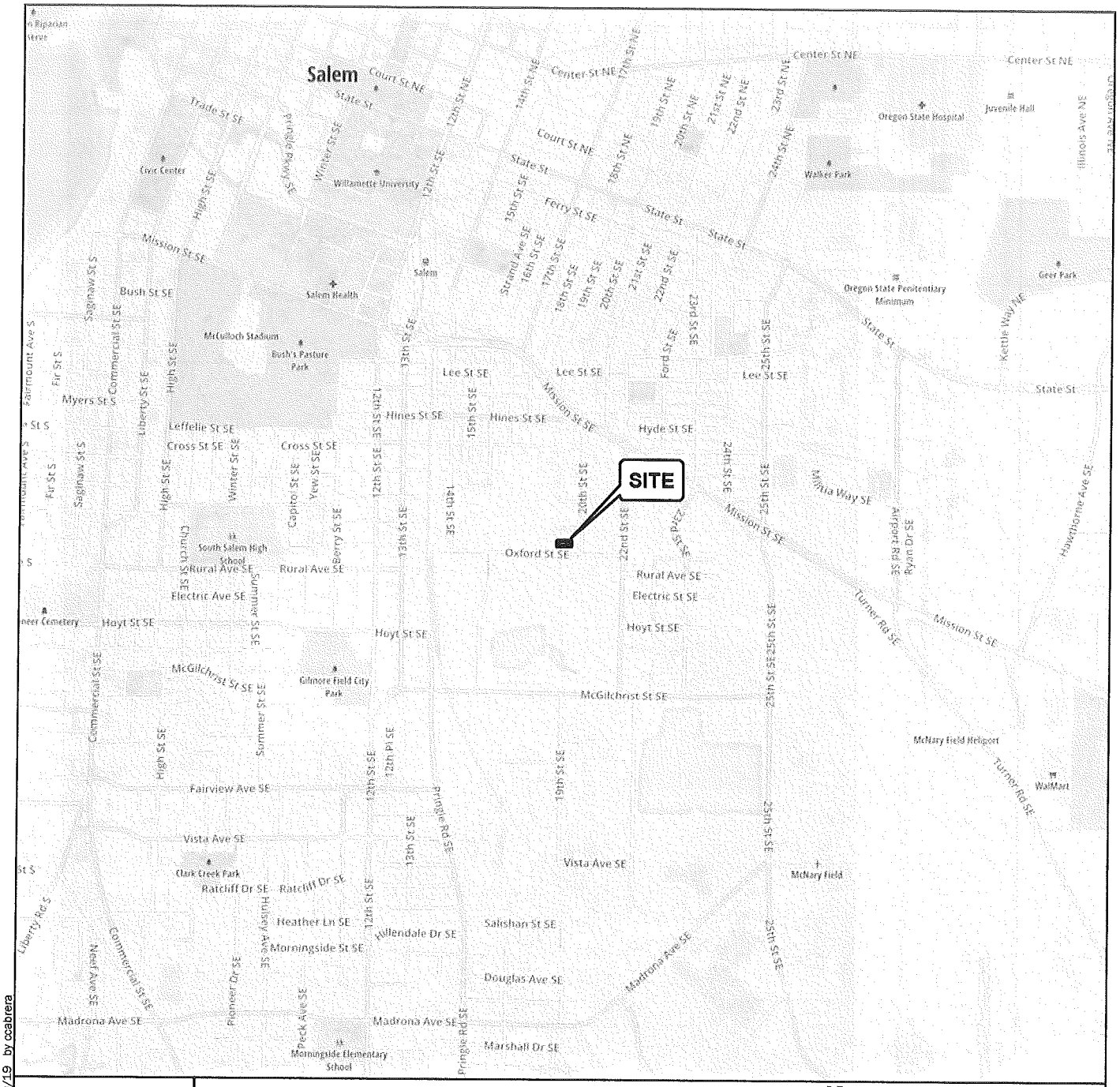
International Code Council. 2014. 2014 Oregon Structural Specialty Code.

Occupational Safety and Health Administration (OSHA) Technical Manual Section V: Chapter 2, Excavations: Hazard Recognition in Trenching and Shoring. Available at: https://www.osha.gov/dts/osta/otm/otm_v/otm_v_2.html.

Tolan, T. L. and M. H. Beeson. 2000. Geologic Map of the Salem East 7.5 Minute Quadrangle, Marion County, Oregon: U.S. Geological Survey, Open-File Report 00-351, scale 1:24,000.

FIGURES

GeoEngineers



Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Mapbox Open Street Map, 2016

Projection: NAD 1983 UTM Zone 10N

Vicinity Map

Carpenter Commercial Properties – Commercial Building
Salem, Oregon

GeoEngineers

Figure 1

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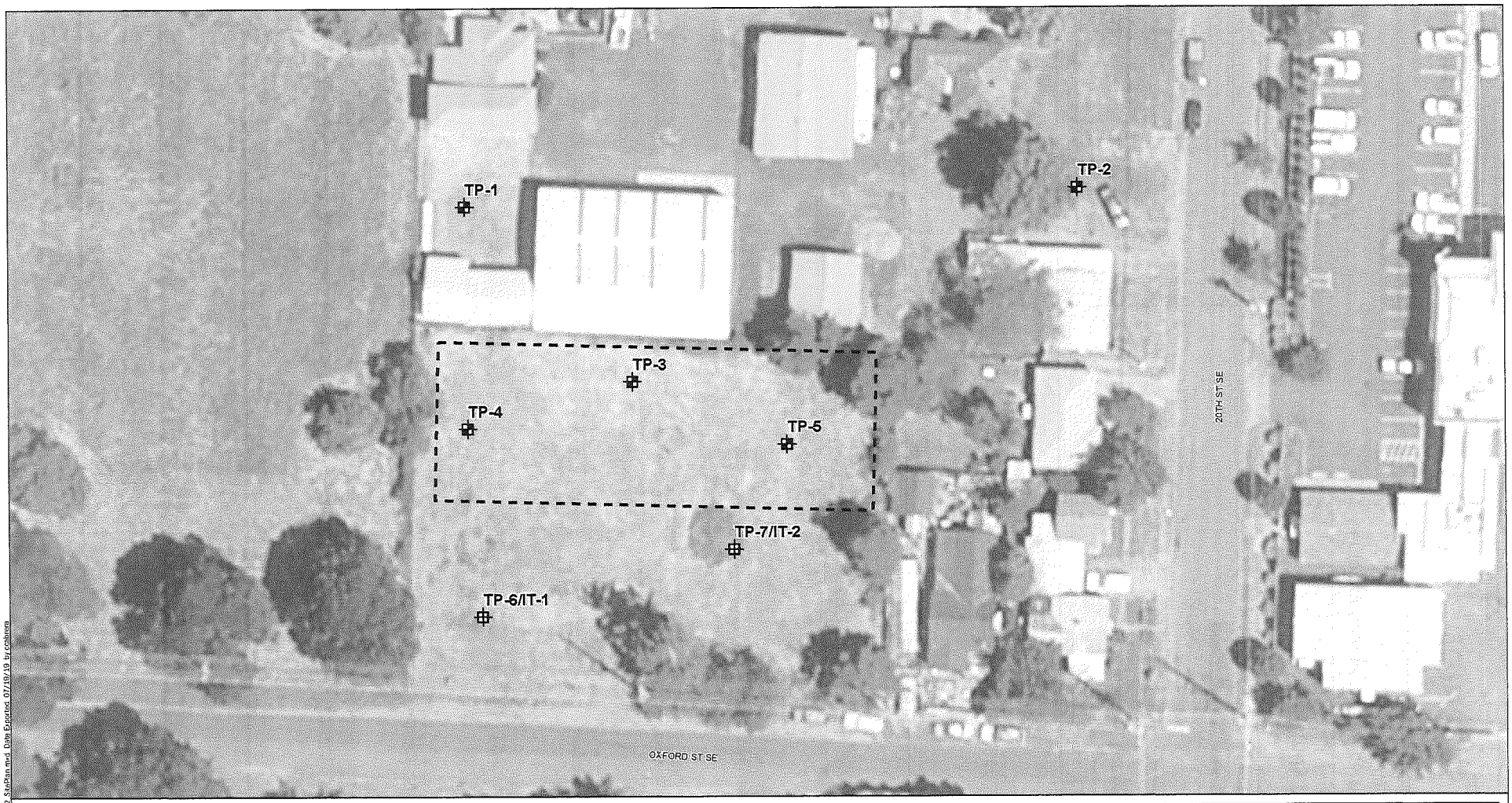

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Clarity ESRI.

Projection: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl

Legend
- Test Pit Number and Approximate Location
- Test Pit & Infiltration Test Number and Approximate Location
- Proposed Building Location

N W E S

40 0 40
Feet

Site Plan

Carpenter Commercial Properties - Commercial Building
Salem, Oregon

GeoEngineers

Figure 2

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APPENDIX B
NRCS SOIL REPORT

Map Scale: 1:834 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 10 20 40 60

Feet: 0 40 80 160 240

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 22, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 17, 2023—Jun 3, 2023

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
Ck	Clackamas gravelly loam	2.4	100.0%
Totals for Area of Interest		**2.4**	**100.0%**

Map Scale: 1:834 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 10 20 40 60

Feet: 0 40 80 160 240

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

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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 22, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 17, 2023—Jun 3, 2023

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.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ck	Clackamas gravelly loam	C/D	2.4	100.0%
Totals for Area of Interest			**2.4**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

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.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

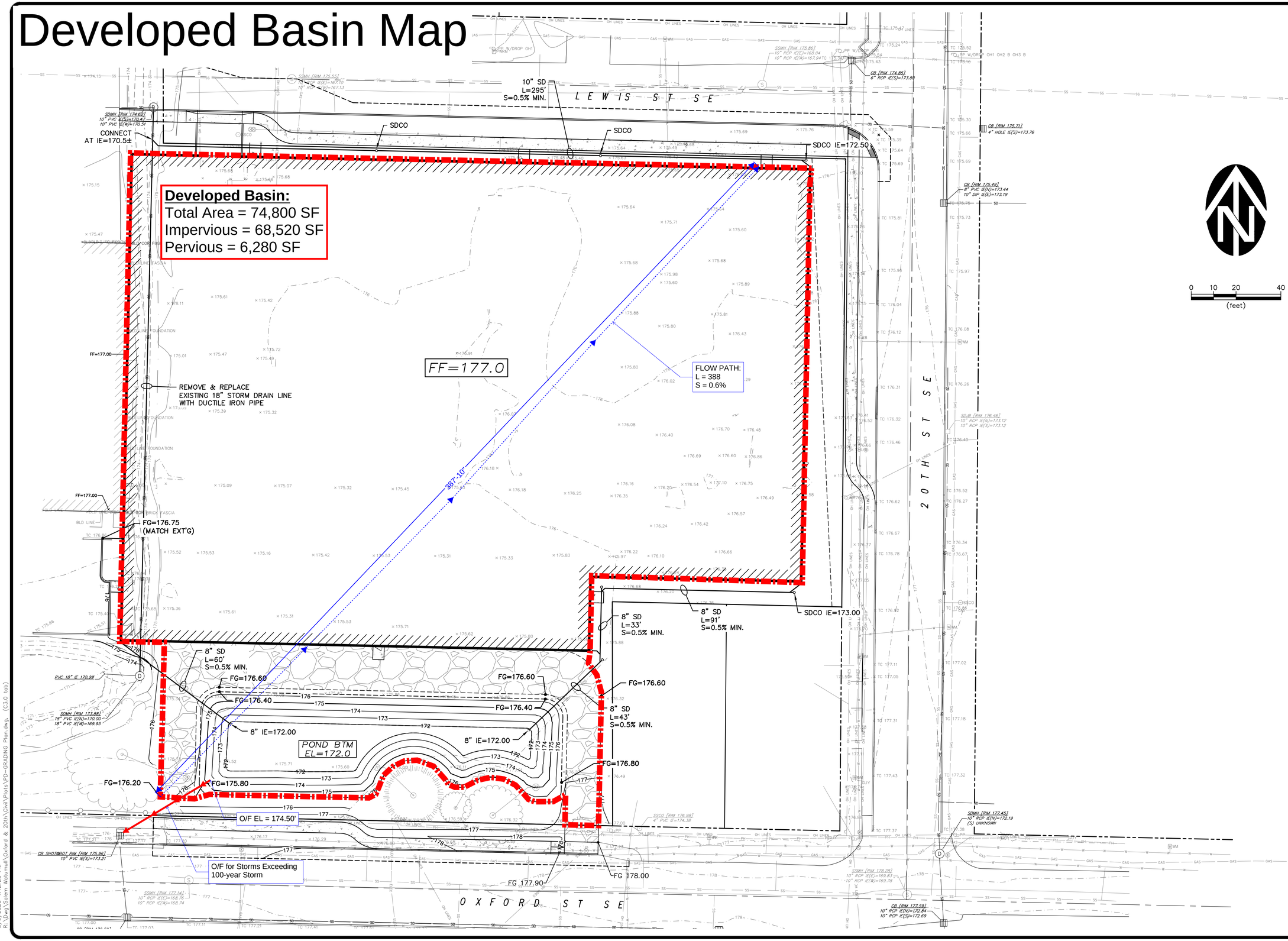
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX C

BASIN MAP

Developed Basin Map



NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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

SALEM WATAMULL, LLC
OXFORD ST. & 20TH ST. SITE IMPROVEMENTS

GRADING & DRAINAGE PLAN

DRAWING
C3.0

JOB NUMBER
2774.5000.0

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APPENDIX D

HYDROCAD SUMMARIES

Summary for Subcatchment 6S: Pre-Dev Site

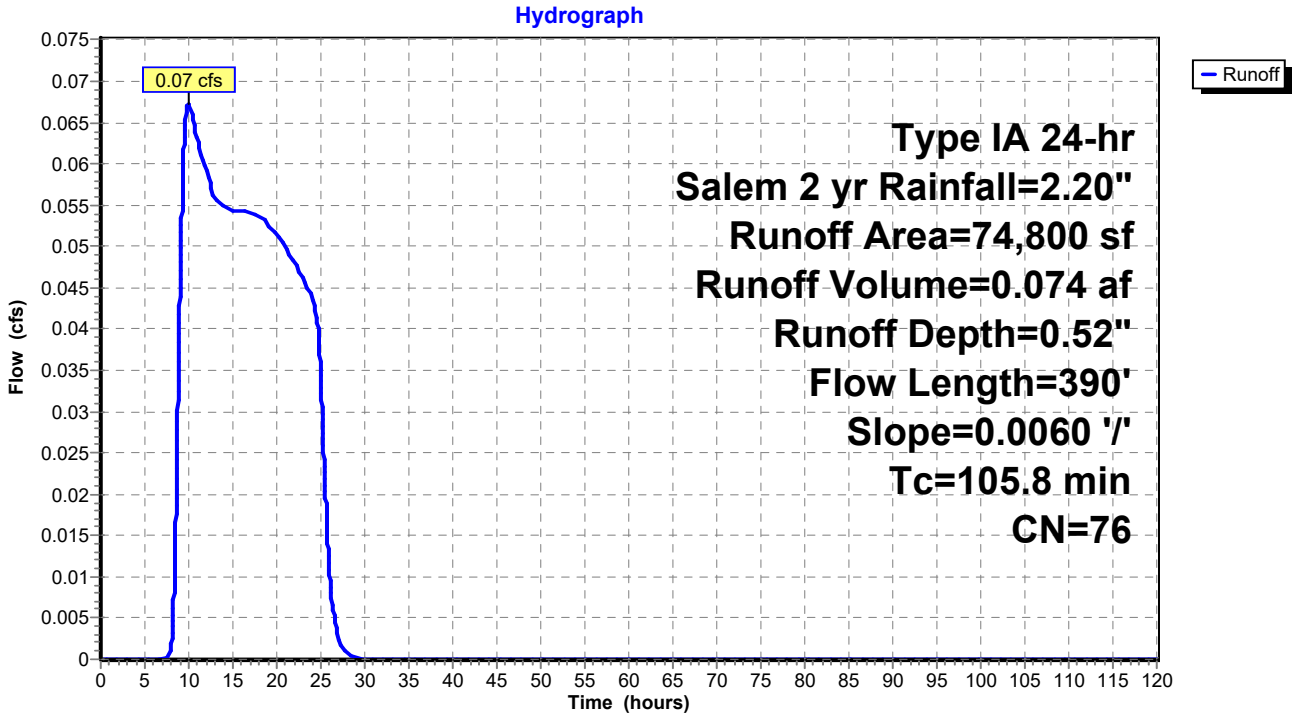
Runoff = 0.07 cfs @ 9.99 hrs, Volume= 0.074 af, Depth= 0.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 2 yr Rainfall=2.20"

	Area (sf)	CN	Description
*	74,800	76	Predeveloped Soil C/D
	74,800		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
103.0	300	0.0060	0.05		**Sheet Flow, Sheet Flow** Grass: Bermuda n= 0.410 P2= 2.20"
2.8	90	0.0060	0.54		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
105.8	390	Total			

Subcatchment 6S: Pre-Dev Site



Summary for Subcatchment 6S: Pre-Dev Site

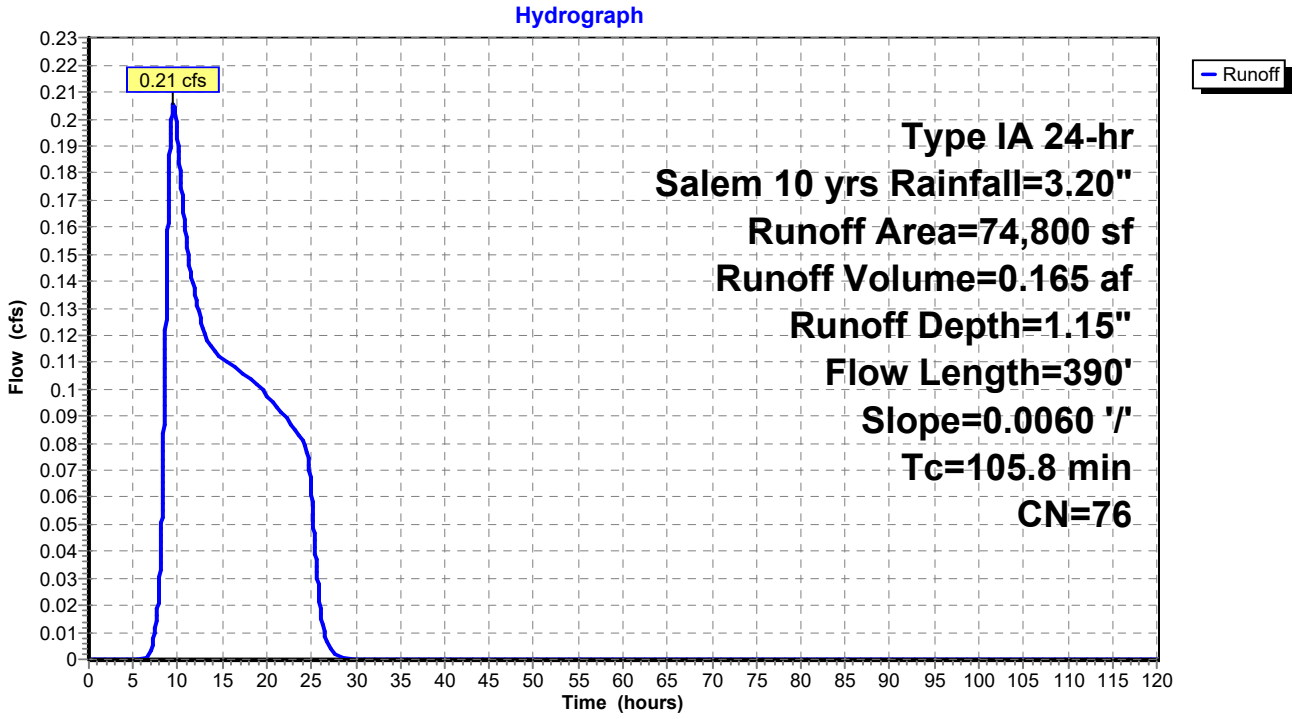
Runoff = 0.21 cfs @ 9.52 hrs, Volume= 0.165 af, Depth= 1.15"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 10 yrs Rainfall=3.20"

	Area (sf)	CN	Description
*	74,800	76	Predeveloped Soil C/D
	74,800		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
103.0	300	0.0060	0.05		**Sheet Flow, Sheet Flow** Grass: Bermuda n= 0.410 P2= 2.20"
2.8	90	0.0060	0.54		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
105.8	390	Total			

Subcatchment 6S: Pre-Dev Site



Summary for Subcatchment 6S: Pre-Dev Site

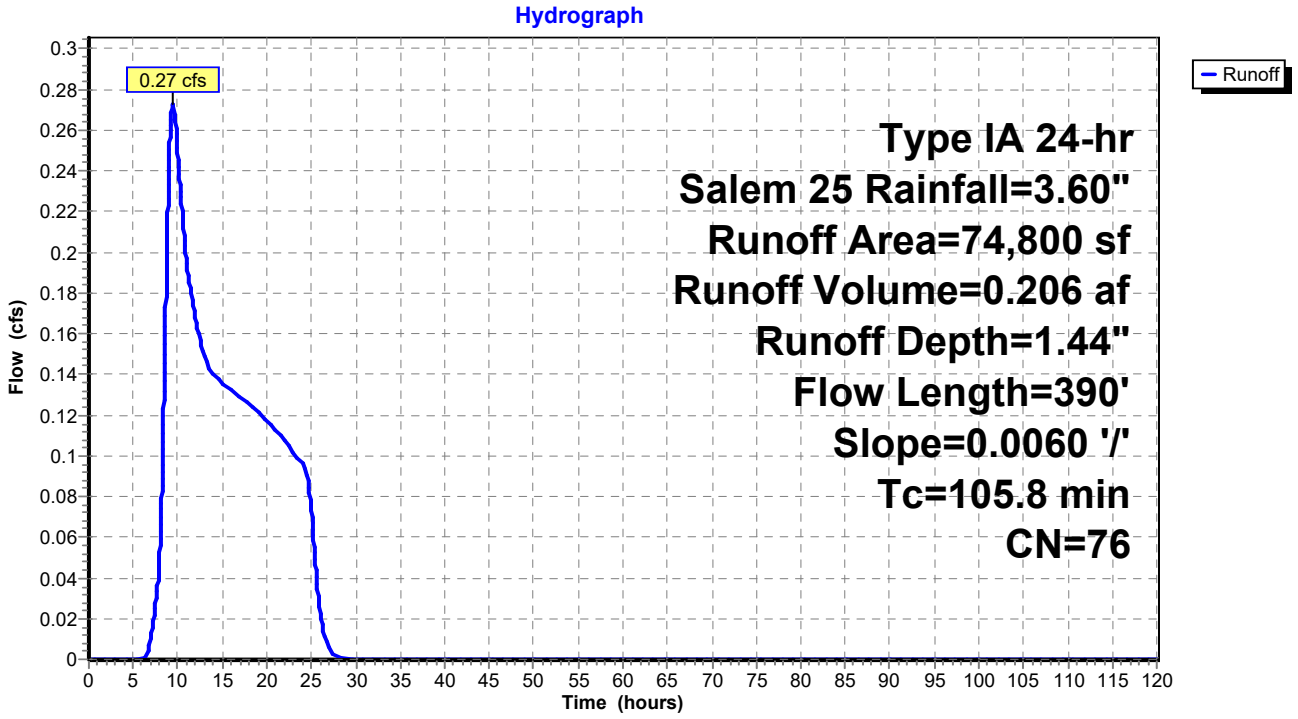
Runoff = 0.27 cfs @ 9.52 hrs, Volume= 0.206 af, Depth= 1.44"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 25 Rainfall=3.60"

	Area (sf)	CN	Description
*	74,800	76	Predeveloped Soil C/D
	74,800		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
103.0	300	0.0060	0.05		**Sheet Flow, Sheet Flow** Grass: Bermuda n= 0.410 P2= 2.20"
2.8	90	0.0060	0.54		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
105.8	390	Total			

Subcatchment 6S: Pre-Dev Site



Summary for Subcatchment 6S: Pre-Dev Site

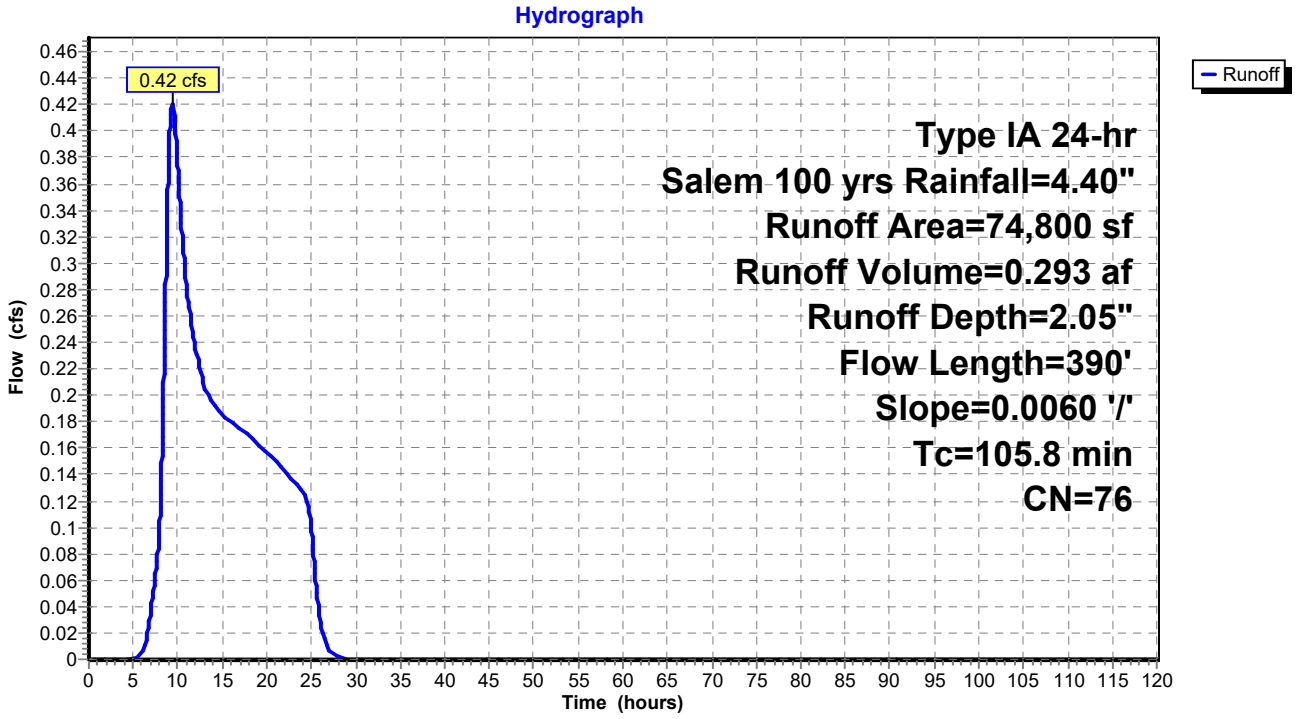
Runoff = 0.42 cfs @ 9.40 hrs, Volume= 0.293 af, Depth= 2.05"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 100 yrs Rainfall=4.40"

	Area (sf)	CN	Description
*	74,800	76	Predeveloped Soil C/D
	74,800		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
103.0	300	0.0060	0.05		**Sheet Flow, Sheet Flow** Grass: Bermuda n= 0.410 P2= 2.20"
2.8	90	0.0060	0.54		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
105.8	390	Total			

Subcatchment 6S: Pre-Dev Site



Summary for Subcatchment 28S: Developed Basin

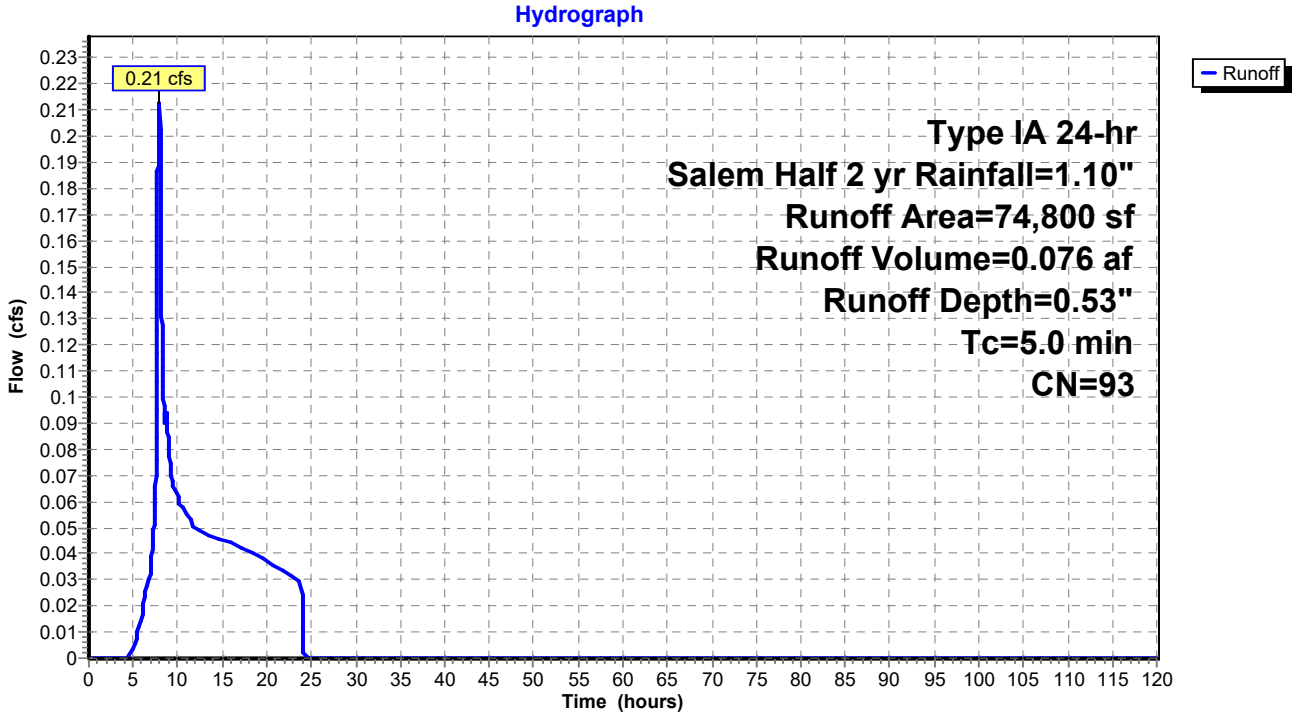
Runoff = 0.21 cfs @ 7.97 hrs, Volume= 0.076 af, Depth= 0.53"
Routed to Pond 29P : RG1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem Half 2 yr Rainfall=1.10"

Area (sf)	CN	Description
74,800	93	Urban industrial, 72% imp, HSG D
20,944		28.00% Pervious Area
53,856		72.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 28S: Developed Basin



Summary for Subcatchment 28S: Developed Basin

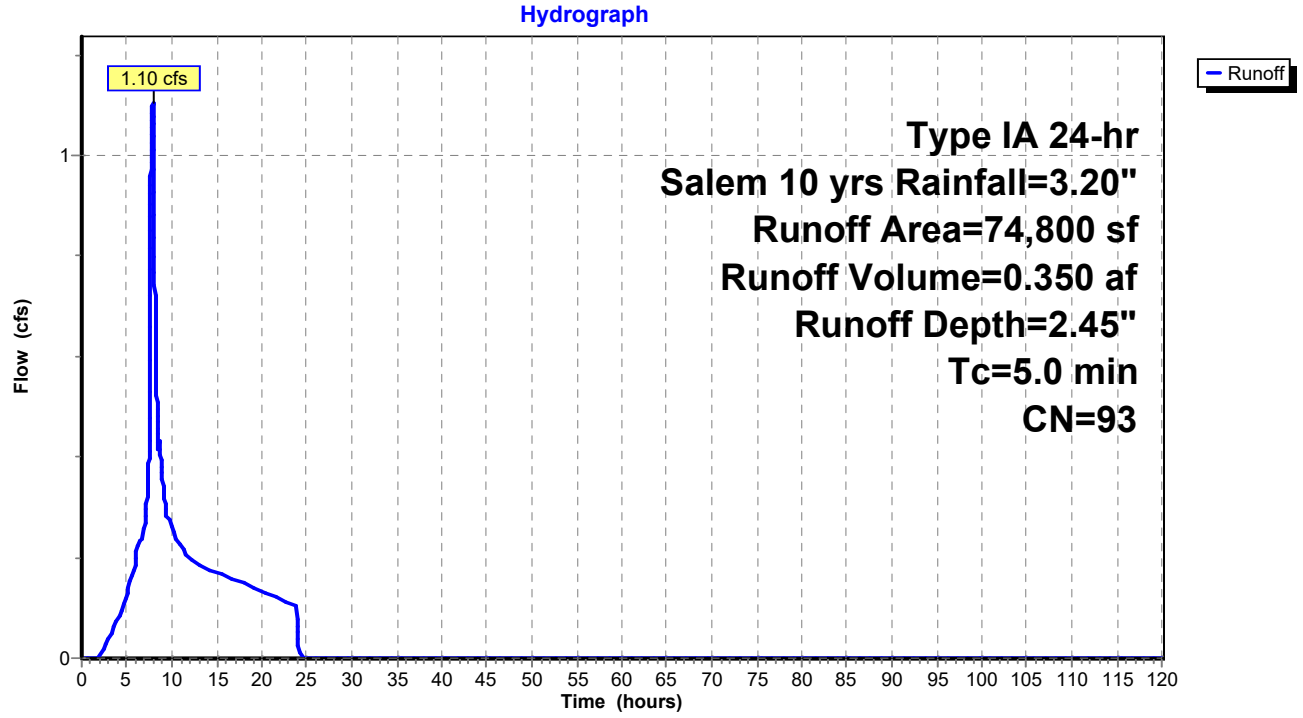
Runoff = 1.10 cfs @ 7.89 hrs, Volume= 0.350 af, Depth= 2.45"
Routed to Pond 29P : RG1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 10 yrs Rainfall=3.20"

Area (sf)	CN	Description
74,800	93	Urban industrial, 72% imp, HSG D
20,944		28.00% Pervious Area
53,856		72.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 28S: Developed Basin



Summary for Subcatchment 28S: Developed Basin

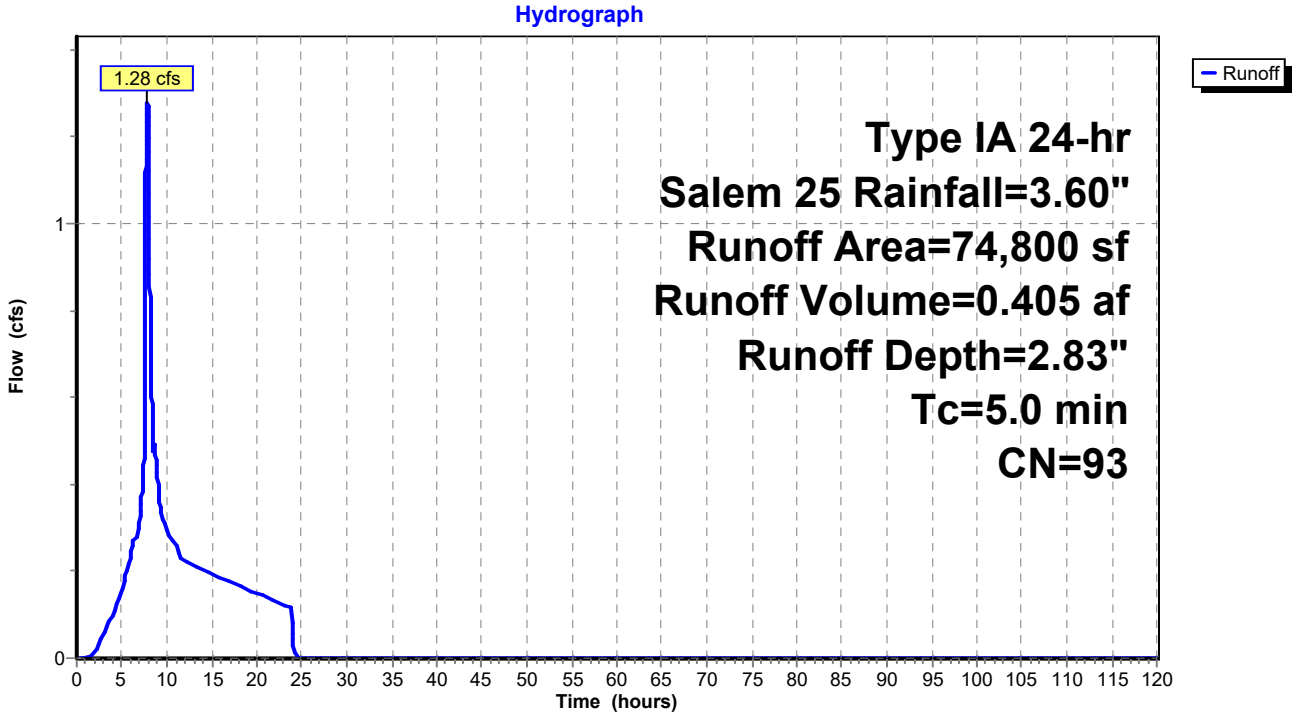
Runoff = 1.28 cfs @ 7.88 hrs, Volume= 0.405 af, Depth= 2.83"
Routed to Pond 29P : RG1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 25 Rainfall=3.60"

Area (sf)	CN	Description
74,800	93	Urban industrial, 72% imp, HSG D
20,944		28.00% Pervious Area
53,856		72.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 28S: Developed Basin



Summary for Subcatchment 28S: Developed Basin

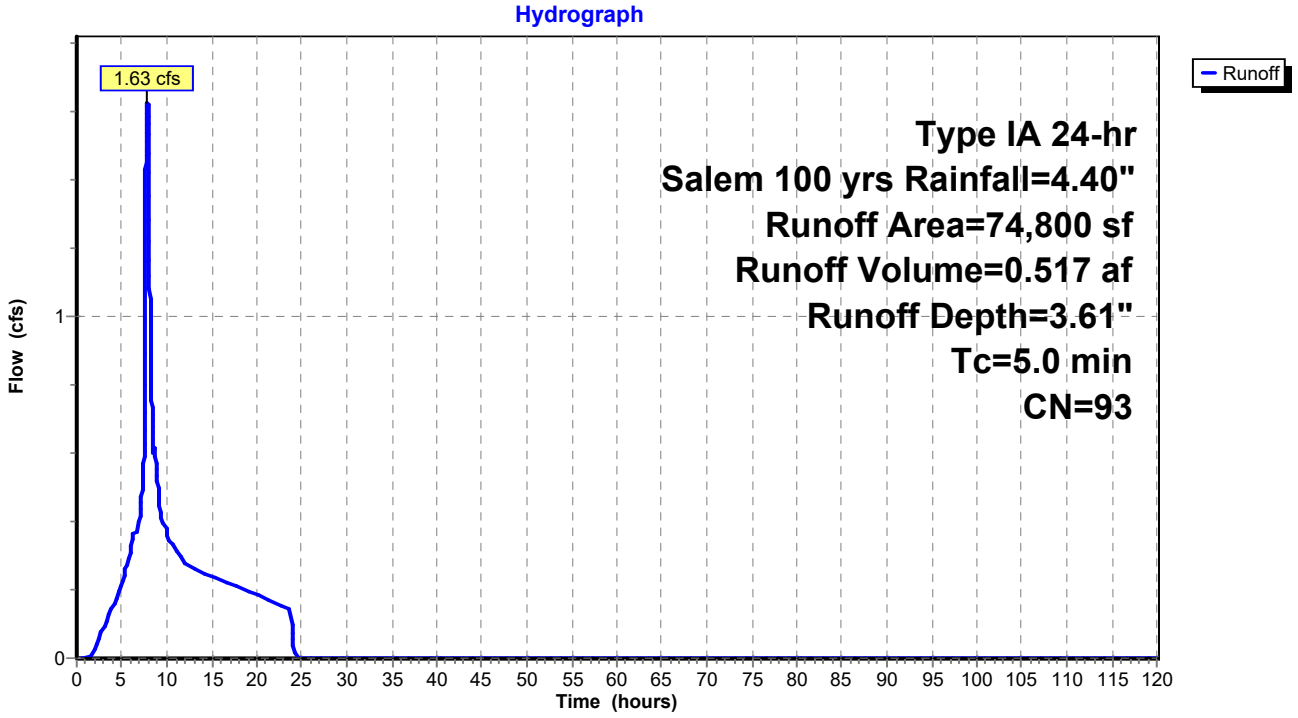
Runoff = 1.63 cfs @ 7.88 hrs, Volume= 0.517 af, Depth= 3.61"
Routed to Pond 29P : RG1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Type IA 24-hr Salem 100 yrs Rainfall=4.40"

Area (sf)	CN	Description
74,800	93	Urban industrial, 72% imp, HSG D
20,944		28.00% Pervious Area
53,856		72.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 28S: Developed Basin



Summary for Pond 29P: RG1

Inflow Area = 1.717 ac, 72.00% Impervious, Inflow Depth = 0.53" for Salem Half 2 yr event
Inflow = 0.21 cfs @ 7.97 hrs, Volume= 0.076 af
Outflow = 0.12 cfs @ 8.28 hrs, Volume= 0.076 af, Atten= 46%, Lag= 18.5 min
Discarded = 0.12 cfs @ 8.28 hrs, Volume= 0.076 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 172.06' @ 8.28 hrs Surf.Area= 1,988 sf Storage= 149 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 3.2 min (809.1 - 805.9)

Volume	Invert	Avail.Storage	Storage Description
#1	170.49'	16,105 cf	**Custom Stage Data (Conic)** Listed below (Recalc)

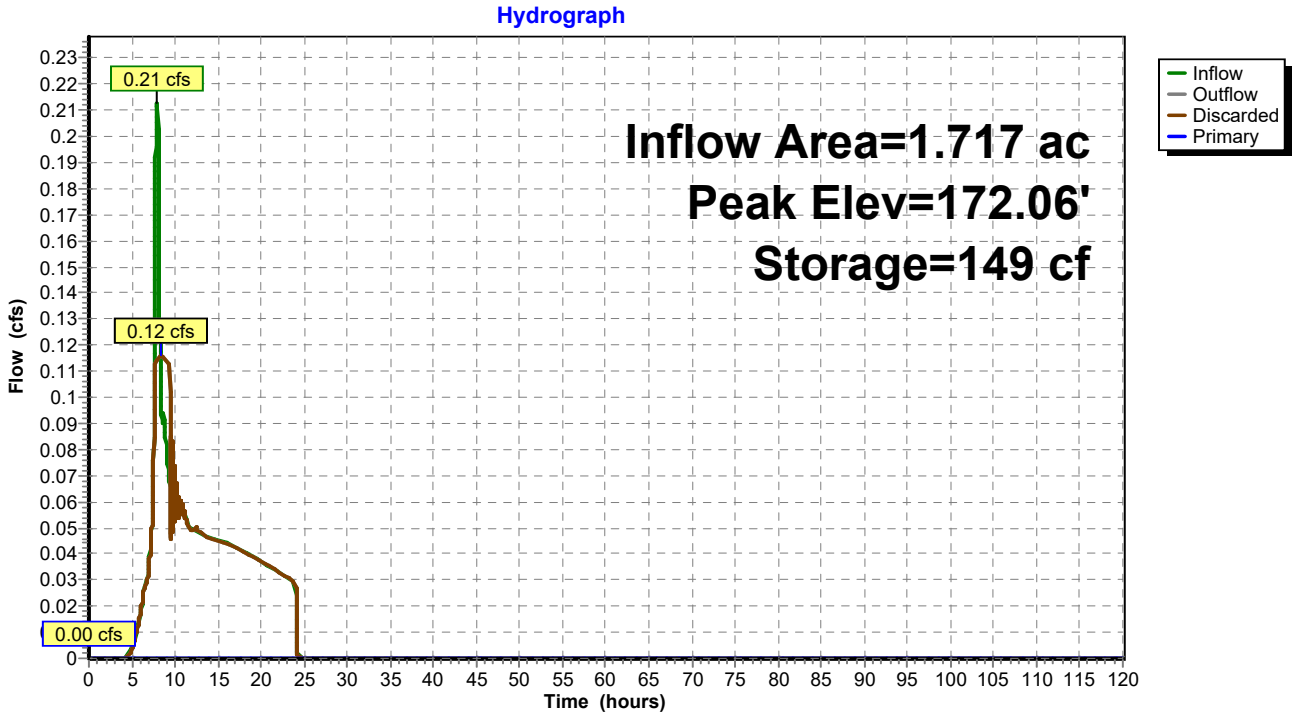
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
170.49	1,930	0.0	0	0	1,930
170.50	1,930	0.1	0	0	1,932
171.99	1,930	0.1	3	3	2,164
172.00	1,930	100.0	19	22	2,165
173.00	2,920	100.0	2,408	2,430	3,170
174.00	3,980	100.0	3,436	5,867	4,250
175.00	5,130	100.0	4,543	10,409	5,425
176.00	6,280	100.0	5,695	16,105	6,606

Device	Routing	Invert	Outlet Devices
#1	Discarded	170.49'	**2.250 in/hr Exfiltration over Wetted area**
#2	Primary	174.50'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.12 cfs @ 8.28 hrs HW=172.06' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.12 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=170.49' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond 29P: RG1


Hydrograph
Inflow Area=1.717 ac
Peak Elev=172.06'
Storage=149 cf
0.21 cfs
0.12 cfs
0.00 cfs
Inflow
Outflow
Discarded
Primary
Flow (cfs)
Time (hours)

Summary for Pond 29P: RG1

Inflow Area = 1.717 ac, 72.00% Impervious, Inflow Depth = 2.45" for Salem 10 yrs event
Inflow = 1.10 cfs @ 7.89 hrs, Volume= 0.350 af
Outflow = 0.19 cfs @ 11.77 hrs, Volume= 0.350 af, Atten= 82%, Lag= 232.9 min
Discarded = 0.19 cfs @ 11.77 hrs, Volume= 0.350 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 173.54' @ 11.77 hrs Surf.Area= 3,474 sf Storage= 4,161 cf

Plug-Flow detention time= 258.9 min calculated for 0.350 af (100% of inflow)
Center-of-Mass det. time= 259.0 min (979.2 - 720.3)

Volume	Invert	Avail.Storage	Storage Description
#1	170.49'	16,105 cf	**Custom Stage Data (Conic)** Listed below (Recalc)

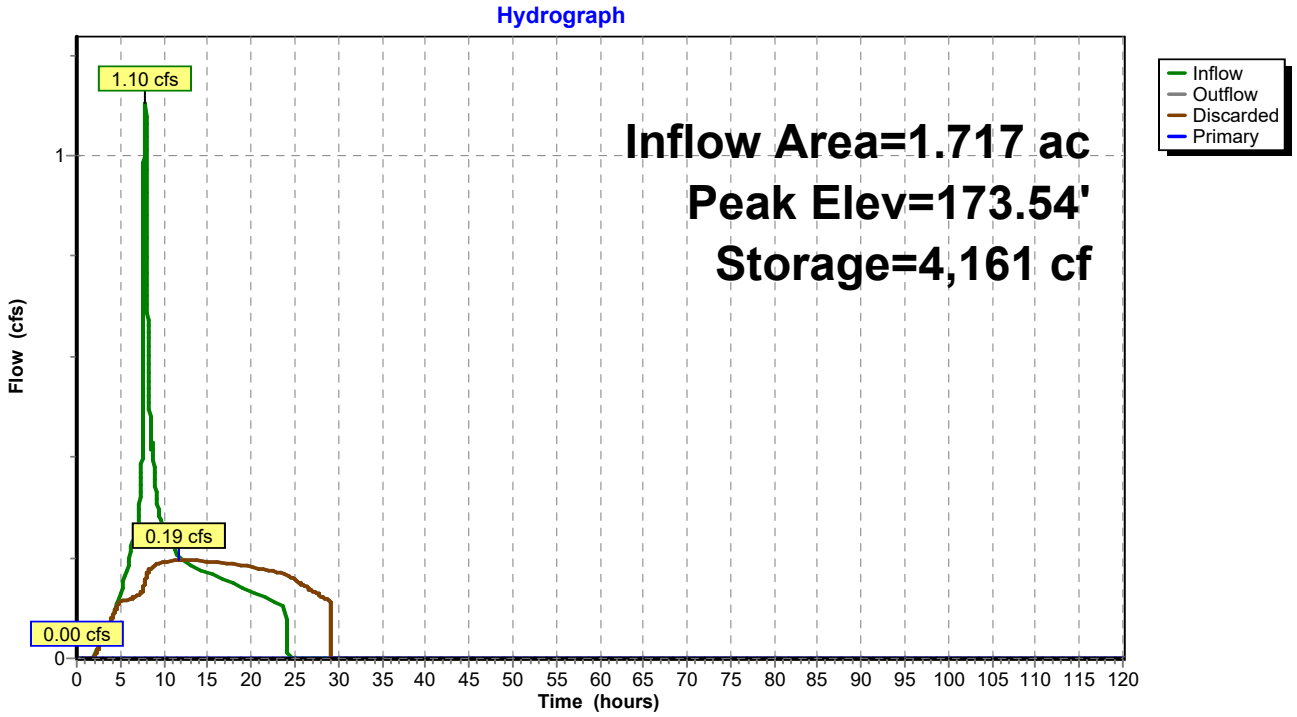
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
170.49	1,930	0.0	0	0	1,930
170.50	1,930	0.1	0	0	1,932
171.99	1,930	0.1	3	3	2,164
172.00	1,930	100.0	19	22	2,165
173.00	2,920	100.0	2,408	2,430	3,170
174.00	3,980	100.0	3,436	5,867	4,250
175.00	5,130	100.0	4,543	10,409	5,425
176.00	6,280	100.0	5,695	16,105	6,606

Device	Routing	Invert	Outlet Devices
#1	Discarded	170.49'	**2.250 in/hr Exfiltration over Wetted area**
#2	Primary	174.50'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.19 cfs @ 11.77 hrs HW=173.54' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.19 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=170.49' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond 29P: RG1


Hydrograph
Inflow Area=1.717 ac
Peak Elev=173.54'
Storage=4,161 cf
1.10 cfs
0.19 cfs
0.00 cfs
Inflow
Outflow
Discarded
Primary
Flow (cfs)
Time (hours)
0
1
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

Summary for Pond 29P: RG1

Inflow Area = 1.717 ac, 72.00% Impervious, Inflow Depth = 2.83" for Salem 25 event
Inflow = 1.28 cfs @ 7.88 hrs, Volume= 0.405 af
Outflow = 0.21 cfs @ 13.30 hrs, Volume= 0.405 af, Atten= 83%, Lag= 324.8 min
Discarded = 0.21 cfs @ 13.30 hrs, Volume= 0.405 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 173.85' @ 13.30 hrs Surf.Area= 3,807 sf Storage= 5,271 cf

Plug-Flow detention time= 305.7 min calculated for 0.405 af (100% of inflow)
Center-of-Mass det. time= 305.8 min (1,019.1 - 713.4)

Volume	Invert	Avail.Storage	Storage Description
#1	170.49'	16,105 cf	**Custom Stage Data (Conic)** Listed below (Recalc)

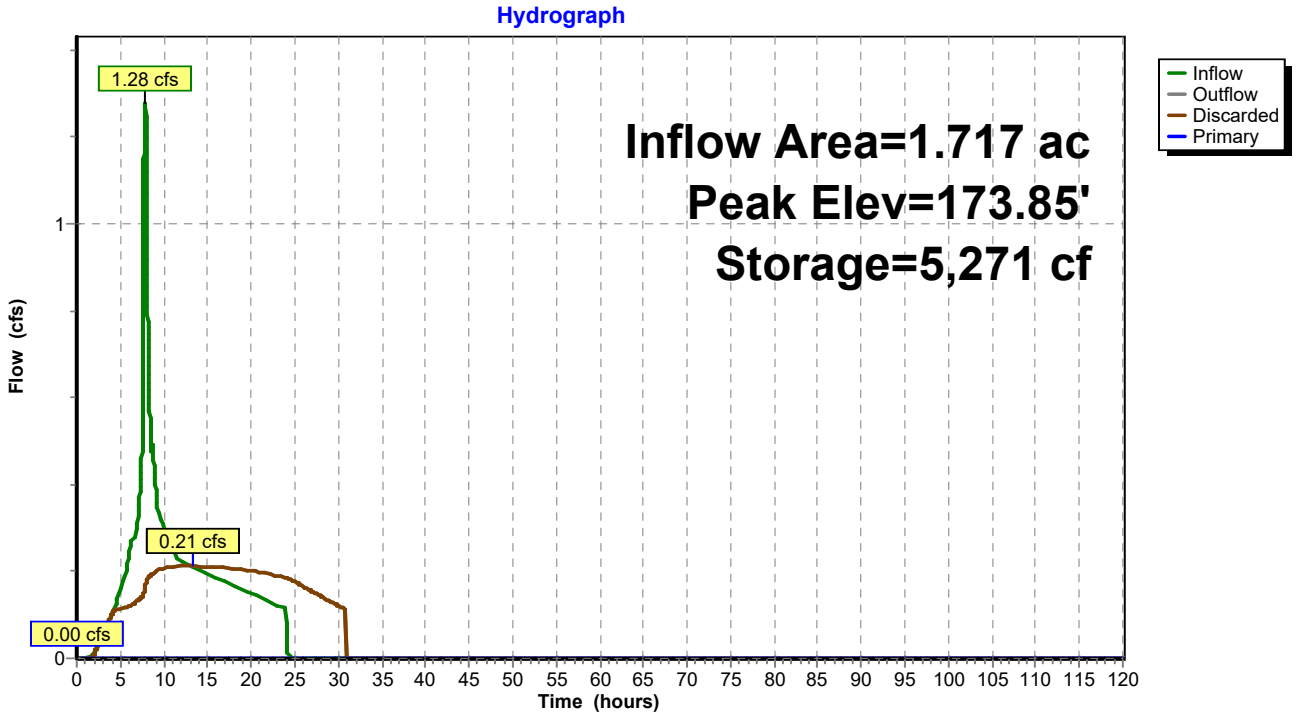
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
170.49	1,930	0.0	0	0	1,930
170.50	1,930	0.1	0	0	1,932
171.99	1,930	0.1	3	3	2,164
172.00	1,930	100.0	19	22	2,165
173.00	2,920	100.0	2,408	2,430	3,170
174.00	3,980	100.0	3,436	5,867	4,250
175.00	5,130	100.0	4,543	10,409	5,425
176.00	6,280	100.0	5,695	16,105	6,606

Device	Routing	Invert	Outlet Devices
#1	Discarded	170.49'	**2.250 in/hr Exfiltration over Wetted area**
#2	Primary	174.50'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.21 cfs @ 13.30 hrs HW=173.85' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.21 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=170.49' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond 29P: RG1


Hydrograph
Inflow Area=1.717 ac
Peak Elev=173.85'
Storage=5,271 cf
1.28 cfs
0.21 cfs
0.00 cfs
Inflow
Outflow
Discarded
Primary
Flow (cfs)
Time (hours)
0
1
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

Summary for Pond 29P: RG1

Inflow Area = 1.717 ac, 72.00% Impervious, Inflow Depth = 3.61" for Salem 100 yrs event
Inflow = 1.63 cfs @ 7.88 hrs, Volume= 0.517 af
Outflow = 0.25 cfs @ 14.31 hrs, Volume= 0.517 af, Atten= 85%, Lag= 386.3 min
Discarded = 0.25 cfs @ 14.31 hrs, Volume= 0.517 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 174.43' @ 14.31 hrs Surf.Area= 4,454 sf Storage= 7,670 cf

Plug-Flow detention time= 388.9 min calculated for 0.517 af (100% of inflow)
Center-of-Mass det. time= 388.9 min (1,091.5 - 702.5)

Volume	Invert	Avail.Storage	Storage Description
#1	170.49'	16,105 cf	**Custom Stage Data (Conic)** Listed below (Recalc)

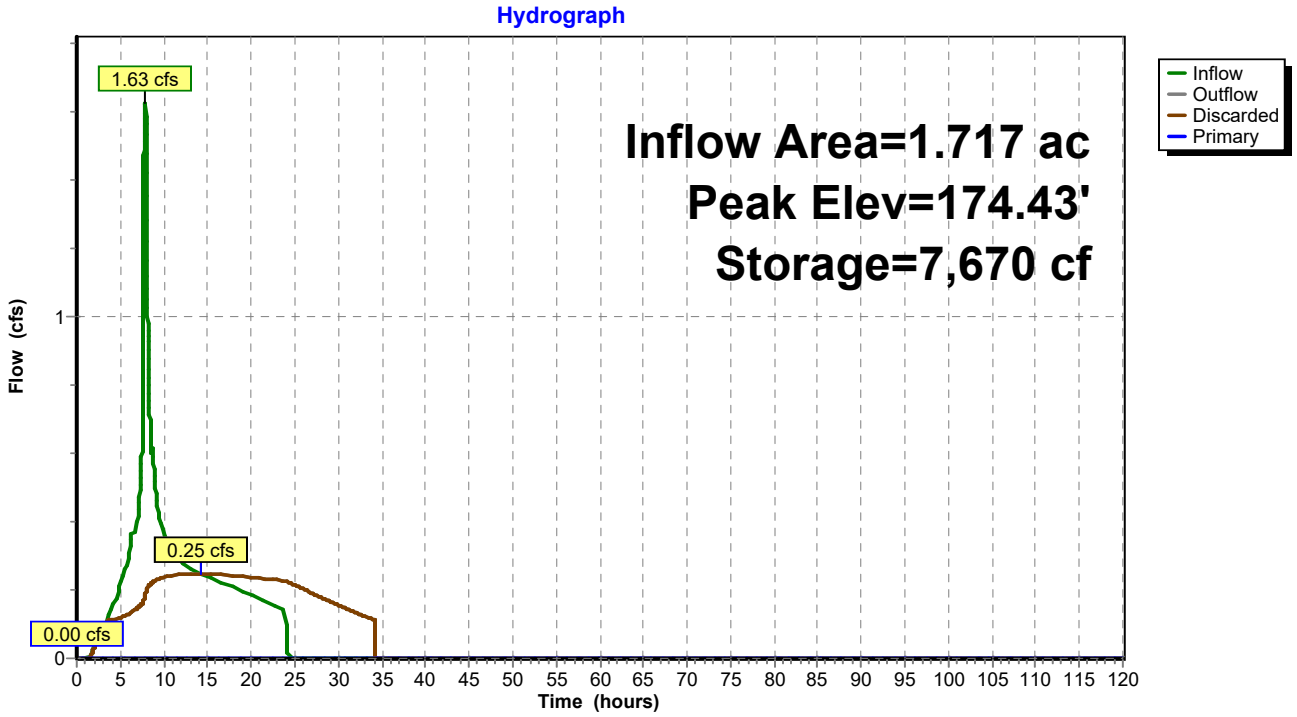
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
170.49	1,930	0.0	0	0	1,930
170.50	1,930	0.1	0	0	1,932
171.99	1,930	0.1	3	3	2,164
172.00	1,930	100.0	19	22	2,165
173.00	2,920	100.0	2,408	2,430	3,170
174.00	3,980	100.0	3,436	5,867	4,250
175.00	5,130	100.0	4,543	10,409	5,425
176.00	6,280	100.0	5,695	16,105	6,606

Device	Routing	Invert	Outlet Devices
#1	Discarded	170.49'	**2.250 in/hr Exfiltration over Wetted area**
#2	Primary	174.50'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.25 cfs @ 14.31 hrs HW=174.43' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.25 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=170.49' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond 29P: RG1


Hydrograph
Inflow Area=1.717 ac
Peak Elev=174.43'
Storage=7,670 cf
1.63 cfs
0.25 cfs
0.00 cfs
Inflow
Outflow
Discarded
Primary
Flow (cfs)
Time (hours)
0
1
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

Summary for Pond 29P: RG1

Inflow Area = 1.717 ac, 72.00% Impervious, Inflow Depth = 0.76" for Salem Water Quality event
Inflow = 0.32 cfs @ 7.95 hrs, Volume= 0.109 af
Outflow = 0.12 cfs @ 8.88 hrs, Volume= 0.109 af, Atten= 62%, Lag= 56.3 min
Discarded = 0.12 cfs @ 8.88 hrs, Volume= 0.109 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-120.00 hrs, dt= 0.01 hrs
Peak Elev= 172.19' @ 8.88 hrs Surf.Area= 2,105 sf Storage= 412 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 14.9 min (798.7 - 783.7)

Volume	Invert	Avail.Storage	Storage Description
#1	170.49'	16,105 cf	**Custom Stage Data (Conic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
170.49	1,930	0.0	0	0	1,930
170.50	1,930	0.1	0	0	1,932
171.99	1,930	0.1	3	3	2,164
172.00	1,930	100.0	19	22	2,165
173.00	2,920	100.0	2,408	2,430	3,170
174.00	3,980	100.0	3,436	5,867	4,250
175.00	5,130	100.0	4,543	10,409	5,425
176.00	6,280	100.0	5,695	16,105	6,606

Device	Routing	Invert	Outlet Devices
#1	Discarded	170.49'	**2.250 in/hr Exfiltration over Wetted area**
#2	Primary	174.50'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.12 cfs @ 8.88 hrs HW=172.19' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.12 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=170.49' (Free Discharge)
↑—**2=Orifice/Grate** (Controls 0.00 cfs)

Pond 29P: RG1

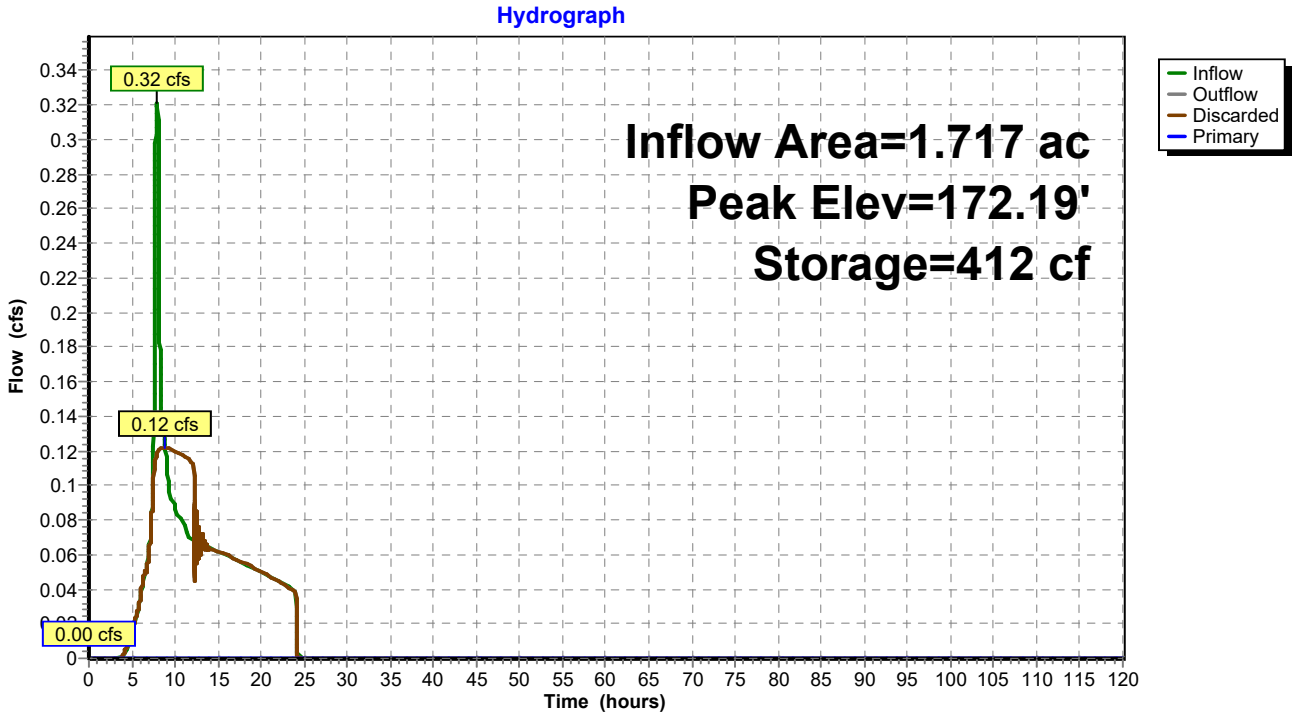

Hydrograph
Inflow Area=1.717 ac
Peak Elev=172.19'
Storage=412 cf
0.32 cfs
0.12 cfs
0.00 cfs
Inflow
Outflow
Discarded
Primary
Flow (cfs)
Time (hours)

Exhibit H – TGE Form

CITY OF Salem AT YOUR SERVICE

Traffic Engineering Section
Public Works Department
555 Liberty Street SE, Room 325 Telephone: 503-588-6211
Salem, Oregon 97301-3513 TTY: 503-588-6292

Trip Generation Estimate

Street _____

Bin # _____ TGE # _____

Date Received _____

Section 1 (To be completed by applicant.)

Applicant Name: BRAND Land Use Telephone: 503-370-8704

Applicant Mailing Address: 1720 Liberty St SE

Location of New Development: Marion Co Tax lot 073W35BA02800
(Please provide street address. If unknown, provide approximate address and geographical description/nearest cross streets.)

Description and Size of New Development: 62,649 square foot addition to existing warehouse
(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): _____

Planning Action Involved, if any: _____
(e.g., zone change, subdivision, partition, conditional use, PUD, mobile home park, etc.)

Building Permit Involved:
Yes ☐ No ☐

Section 2 (To be completed by City staff.)

Proposed Use	**Existing Use**
Development Quantity: _____	Development Quantity: _____
ITE Land Use Code: _____	ITE Land Use Code: _____
Trip Generation Rate/Equation: _____	Trip Generation Rate or Equation: _____
Average Daily Trips: _____	Average Daily Trips: _____
ELNDT Adjustment Factors	**ELNDT Adjustment Factors**
Trip Length: _____ Linked Trip: _____	Trip Length: _____ Linked Trip: _____
TSDC Trips: _____	TSDC Trips: _____

Section 3 (To be completed by City staff.)

Transportation Impact Analysis (TIA)

Net Increase in Average Daily Trips: _____
(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: _____
(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
☐ _____ 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.

Exhibit I – Neighborhood Association / Transit / PGE Contact

Shelby Guizar

From: Shelby Guizar
Sent: Friday, March 14, 2025 10:41 AM
To: spriem@hotmail.com; landuse@sesna.community; info@sesna.community
Cc: Britany Randall; planning@cherriots.org; Ken Spencer
Subject: Notice of Land Use Application
Attachments: Oxford Addition Neighborhood Contact Letter.pdf; Oxford Site Plans.pdf

Dear Neighborhood Chairs and Co-Chairs,

Please find notice of a site plan review, adjustments, driveway approach permit and either a tree removal permit or tree variance for a proposed addition to the existing development located at 1805 Oxford Street SE. The proposal includes sidewalk extensions and improvements along Oxford Street SE, 20th Street SE and Lewis Street SE. A detailed site plan has been included in the attached letter. If you have questions, please feel free to contact us.

Thank you,

Shelby Guizar

BRAND Land Use

Project Manager
Office: (503) 370-8704
Cell: (503) 509-0545
Place: 1720 Liberty Street SE
Salem, OR 97302
www.brandlanduse.com

OUT OF OFFICE NOTICE:
March 27th – April 4th
April 16th – April 25th
May 12th – May 16th
I will be unreachable during these times.

BRAND

Notice of Land Use Application Submittal

March 14, 2025

Southeast Salem Neighborhood Association

Shannon Priem
spriem@hotmail.com
landuse@sesna.community
info@sesna.community

RE: Site Plan Review, Adjustments, Driveway Approach Permit, and Tree Removal Permit or Tree Variance for properties identified as Marion County Map and Tax lot Numbers 073W35BD00700, 073W35BD00600, 073W35BD00500, 073W35BD00300, 073W35BD00200, 073W35BD00100, 073W35BD01300, 073W35BD00900, 073W35BD01000, 073W35BD01100, 073W35BD01200, 073W35BD01400 and 073W35BA02800.

Dear Southeast Salem Neighborhood Association Chair and Land Use Chair,

We are reaching out to you regarding a project within the boundaries of your Neighborhood Association.

The applicant/property owners are seeking approval of site plan review, adjustments, driveway approach permit and either a tree removal permit or tree variance for a proposed addition to the existing development located at 1805 Oxford Street SE. The proposal includes sidewalk extensions and improvements along Oxford Street SE, 20th Street SE and Lewis Street SE. The property owners have already submitted to the City of Salem to consolidate all of the tax lots to create a cohesive development site.

This application will be processed using Type II procedures. The neighborhood association, property owners, and tenants within 250-feet of all portions of the property will receive notice of the application and have an opportunity to provide comments.

We hope that you find this letter and attached conceptual plan informative. If you have any questions regarding this notice, please contact the applicant's land use representative.

Thank you.

Applicant Information
Westech Engineering

Applicant Representative Information
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