Planning Commission Meeting Agenda
February 18, 2020
7:00 PM

Chairperson:	Todd Culver (2019)
Vice-Chairperson:	Roger Bristol (2019)
Commissioners:	David Smid, Rhonda Giles, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber and Youth Advisor Quinton Sheridan.
Meeting Location:	Harrisburg Municipal Center @ 354 Smith St.

PUBLIC NOTICES:

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
4. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
5. *The City of Harrisburg does not discriminate against individuals with disabilities, and is an equal opportunity provider.*
6. *For information regarding items of discussion on this agenda, please contact City Recorder/Assistant City Administrator Michele Eldridge, at 541-995-6655*

CALL TO ORDER AND ROLL CALL

CONCERNED CITIZEN(S) IN THE AUDIENCE. (Please limit presentation to two minutes per issue.)

NOMINATIONS FOR THE 2020 CHAIRPERSON AND VICE-CHAIRPERSON

1. The Planning Commission should appoint a Chairperson, and Vice-Chairperson to serve in the chairperson's absence. Nominations and vote for the Chairperson should be completed first, followed by the Vice-Chairperson nominations and vote.

APPROVAL OF MINUTES
Recommended Motion:

2. Motion to Approve the Minutes from November 19, 2019.

PUBLIC HEARINGS

3. LaSalle Crossing Apartment LLC Site Plan Review (LU 417)

4. Freeman Variance and Historic Alteration Permit Application (LU 411 & LU 416)

OTHERS

ADJOURN

Harrisburg Planning Commission Minutes

November 19, 2019

The Harrisburg Planning Commission meeting was held at the Harrisburg Municipal Center, located at 354 Smith St., at the hour of 7:01pm. Presiding was Vice-Chair Roger Bristol. Also present were Commissioners Kurt Kayner, Rhonda Giles, Jeremy Moritz, David Smid, Kent Wullenwaber, and Youth Advisor Quinton Sheridan. Absent was Chairperson Todd Culver. Staff present were Contract Planner Jordan Cogburn, and City Recorder/Assistant City Administrator Michele Eldridge.

Concerned Citizens in the Audience: Several citizens were in attendance, but all were present for the land use review on the agenda.

THE MATTER OF THE FRED PROPERTY LLC COMPREHENSIVE PLAN MAP AMENDMENT AND CONCURRENT REZONE APPLICATION (LU 413 & LU 414)

Vice-Chair Bristol read aloud the script as required by land use laws, along with the process for requesting a continuance, as well as that to request that the record stay open.

The Public Hearing was opened at 7:06pm

Vice-Chair Bristol asked if there were any conflicts of interest to declare, or any ex parte contact. There were none, and no rebuttals of such.

Applicants Presentation: Karl Mueller, of 846 A St., in Springfield, after noting that it was rather different to put his presentation before the staff report, commented that the application is consistent with the relative criteria. The purpose for the requested zone change is for Mr. Tim Walter to develop the property to be used for assisted living. There was a note in the staff report, that the staff wasn't able to confirm the true intention of the redesignation and rezone request because that type of use is conditionally allowed in the zone. However, he noted that there is more density allowed in the R-2 zone. He is here to answer questions about the development.

- Bristol asked him about his comment on why he was applying for the zone change, and that the reason for that path, was because of the density allowed in the R-2 zone?
- Mueller told him yes. He was looking for a higher density than what is allowed by a conditional use in the R-1 zone. That's why we applied for a zone change and comprehensive plan map amendment, because there are higher density values in the R-2 zone.
- Moritz asked him how many units they were planning?
- Mueller thought it was about 14 per acre.
- Moritz asked for confirmation of the property being two and a quarter acre?
- Mueller told him that was correct.
- Cogburn told him that there are constraints in the R-1 zone, where they would be constrained to a certain density.

Staff Report: Cogburn indicated that Mr. Mueller will have an opportunity to respond to his staff report. They have met the minimum criteria required for this request. That includes HMC 18.120 in relation to amendments to the Comprehensive Plan Map, as well as complying with the Comprehensive Plan, goals 1 through 19, and also complies with the Oregon Statewide planning goals. He didn't find any inconsistencies with code, or with the plan. His only real question was the intent of this development. There are multiple definitions for residential facilities, and the state regulates one kind of facility, while other facilities might have apartments. He thanked Mueller for letting us know the intent. It's difficult to maximize the use of a buildable lot, unless an applicant is allowed maximum density. He noted that this is not a spot zone, because the property is adjacent to the R-2 zone, even though it is currently R-1. As he noted in his staff report, the addition of this property to the R-2 zone will alleviate some of the deficit in that multi-family zones; however, it will also nullify any gains made in alleviating the R-1 deficit as the result of annexation and subsequent rezoning of the site. Staff recommends the approval of this request to the City Council.

- Bristol asked about the services to this location.
- Cogburn told him there were no problem with services to the site, and we are ok with traffic demand to that site as well.
- Moritz said that he knew we are talking about a zone change here, but oftentimes, when you look at a site plan, you get to look into the traffic numbers. Is that something we get to look at? Are they putting in a dead-end street, or a not-through street?
- Cogburn told him that at this meeting, we are only recommending that the property be allowed to apply a higher density value. They will still have to apply for a site plan review. We are not approving that at this time.
- Kayner said yeah, City Council has to do that. This is a recommendation.
- Cogburn said that was correct. There are two public hearings required for this type of request.
- Moritz said that they were used to seeing more information.
- Bristol added that he had wondered why we don't have a site plan to look at.
- Cogburn said that there isn't a site plan, because there has been no development proposed yet.
- Bristol added then that's where we would see what kinds of units are being proposed.

- Kayner said then we need to decide if we want to participate in this, and make a recommendation to the City Council.
- Cogburn told him that was correct. You would consider the types of uses allowed in the R-2 zone, determine if it's compatible, and look at the Comprehensive Plan.
- Kayner said that we would not be allowed to create an island with the zoning.
- Cogburn told him that was correct, and this is also relieving some of the R-2 deficit.
- Moritz noted then we don't have enough.
- Cogburn told him that was correct.
- Moritz said then the R-2 zone is designed for apartment living, or assisted living.
- Cogburn said that it's common to see more duplexes in a multi-family residential zone. You don't normally see a large lot like this.
- Moritz thought that they would need a larger building, for this type of use.
- Mueller said that they aren't planning a larger building. This will be a campus setting, with clusters of buildings, and on site, there are people who can help with laundry, or food. But this is not a nursing home, which would be a large structure with cell rooms. It's more spread out. That's one of the things he brought up in his report; that there would be clusters of structures.
- Cogburn asked him if that was going to be like a 55 and over mobile home park?
- Mueller told him sort of.

Vice-Chair Bristol asked for Public Testimony, and for Testimony in opposition to the request: There were none.

Vice-Chair Bristol then asked for Neutral Testimony: Nancy Nolan, who is a retired librarian from the local school district, lives directly south of this property, with one neighbor in-between. Right now, they (at the subject property) have a barn and cows; and that was pretty cool. They have lived there over 30 years. At one time, we actually had land, and when we developed it, they had to have a culvert put in. Her point is, is that when this goes in, she wants to be clear about drainage. She paid thousands of dollars for that culverting. She doesn't want their property to be affected by development. She then asked if there will be two story buildings in this development?

- Mueller told her that there is not a specific development plan at this time.
- Nolan asked if they would be putting a fence on this? She liked your idea, but they are just a little nervous about change.
- Bristol told her that when it comes back as a site plan, that will be when we talk about fences.
- Cogburn noted that to be clear, there is a second hearing on this request that is required, before it is approved. Only then will the site plan be allowed to be applied for.
- Smid asked if we would be discussing any parking, or anything like that?
- Cogburn told him we would consider that, when the applicant comes back with a site plan. He added that when it comes to storm water, the applicant will need to contain most of it onsite.

The Public Hearing ended at 7:25pm.

- Smid **motioned to approve the Fred Property LLC Comprehensive Plan Map Amendment and Concurrent Rezone Application (LU 413 & 414), Subject to Conditions of Approval Contained in the November 11, 2019 Staff Report. This motion is based on findings presented in the Staff Report to the Planning Commission on November 19, 2019, and Findings made by the Commission during Deliberations on the Request. He was seconded** by Kayner.
- Realizing that the motion didn't make a recommendation to the City Council, nor were there any conditions of approval, Smid then **motioned to recommend approval of the Fred Property, LLC Redesignation and Concurrent Rezone Request (LU 413-2019 and LU414-2019) to the City Council. This motion is based on findings contained in the November 11, 2019 Staff report, and on findings made during deliberations on the request**. Kayner also **seconded this motion. The Planning Commission then voted on the motion, which ultimately recommended to the City Council they approve the Fred Property, LLC Redesignation and Concurrent Rezone Request.**
- Smid then **motioned to withdraw his first motion; this was seconded** by Kayner, and the **Planning Commission voted unanimously to approve the withdrawal of the first motion. Because a vote had not been taken on the first motion, the motion to withdraw it superceded the original motion, leaving only the recommendation to the City Council that they approve the Redesignation and Concurrent Rezone Request for the Fred Property, LLC, resulting in a change from a R-1 Zoning Designation to the R-2 Zoning Designation as requested by the applicant.**
- **Vice-Chair Bristol** ***noted that as this recommendation is not the final decision, any participant not satisfied with this recommendation may submit additional testimony prior to, and during the City Council Public Hearing where a Final Decision may be made on this matter. Notice of the City Council public hearing will be sent to properties within 300-feet of the site, and those whom have submitted testimony on the matter a minimum of 20-days prior to the hearing.***

Others:

- Cogburn said at the last meeting, we approved a variance request for a panhandle lot. He had a discussion after the meeting and spoke with the interim city administrator about this issue. He spent some time researching this, and he believes that there is a crisis and additional interest in the lots, and we shouldn't have passed the variance, because there was well over the 150' maximum distance required for fire apparatus to reach the home, and a fire lane was not designated. That leaves the developer with two options, both of which are very expensive. They can either install sprinklers, or have the house burn down if there is a fire.
- Bristol stated then it was approved, but it didn't meet fire code.
- Cogburn said that was correct. The roadway width wasn't an issue, but with the distance involved, there should have been conditions requiring a fire lane, allowing no parking in it. The residents need to understand, that with the house being 300' back, there will be no parking allowed in the road, so that a fire truck can get in there. While a fire truck can move a car, nobody should have to deal with that.

- Bristol said that he would be happy to see a proposal.
- Cogburn said that he meets with John tomorrow. It should be addressed right away.

- Eldridge told the Planning Commission that the 2nd City Administrator Recruitment was still ongoing. The Personnel Committee is scheduled to meet tomorrow evening in order to review applications and determine how many qualified individuals they would like to interview. The City Council is scheduled for interviews on Dec 5th, 2019.

With no further business to discuss, the Planning Commission meeting adjourned at the hour of 7:39pm.

_____ _____

Chairperson City Recorder

City of Harrisburg
PLANNING COMMISSION

NOTICE OF DECISION

REQUEST: The applicant requests approval of a Comprehensive Plan Map Amendment and concurrent Rezone (LU #413 & 414) of a property located at 770 and 776 N. 7th Street from Low Density to Medium Density designation and R-1 Single Family Residential to R-2 Medium Density Residential zoning.

LOCATION: Tax Lot 200 of Linn County Assessor's Map 15S-04W-10CA

HEARING DATE: November 19, 2019

ZONING: R-1 (Low Density Residential)

APPLICANT/: OWNER: Fred Property & Equipment LLC
445 N. 7th St.
Harrisburg, OR 97446

APPEAL DEADLINE: N/A

DECISION: The Harrisburg Planning Commission conducted a public hearing on November 19, 2019, and voted to recommend approval of the requests to the City Council, subject to the attached conditions of approval. The Planning Commission adopted the findings contained in the November 12, 2019 Staff Report to the Planning Commission, and portions of the minutes from the meeting that demonstrate support for the Planning Commission's actions.

APPEALS: As this is a Planning Commission recommendation and not a Final Decision, appeals are not applicable. Any party not satisfied with this recommendation may submit additional testimony prior to, and during the City Council Public Hearing where a Final Decision may be made on this matter. Notice of the scheduled City Council Public Hearing will be sent to properties within 300-feet of the site, and those whom have presented testimony on the matter a minimum of 20-days prior to the hearing.

EFFECTIVE PERIOD: The Planning Commission shall, within 63 days of the first hearing, recommend to the City Council either approval, disapproval, or modification of the proposed amendment.

After receiving the recommendation of the Planning Commission, the City Council shall hold a public hearing on the proposed amendment in accordance with the notice provisions of HMC 18.125.140. The City Council shall render a final decision on the amendment request within 90 days of receipt of the Planning Commission recommendation.

_____

Planning Commission Chair Pro-Tem

Staff Report
Harrisburg Planning Commission
Harrisburg, Oregon

THE MATTER OF THE LASALLE CROSSING APARTMENT, LLC SITE PLAN REVIEW APPLICATION (LU 417-2020)

STAFF REPORT EXHIBITS:

Exhibit A: Application Materials dated 1-13-2020

Exhibit B: Public Notice

ACTION:

1. Motion to approve/modify/deny the Lasalle Crossing Apartments, LLC Site Plan Review Application (LU 417-2020), subject to the conditions of approval contained in the February 11, 2020 Staff Report. This motion is based on findings presented in the Staff Report to the Planning Commission on February 18, 2020, and findings made by the Commission during deliberations on the request.

APPLICANT: Jamie Paddock, Paddock Construction, PO Box 2447, Eugene, OR 97402

LOCATION: 700 LaSalle Street, Map 15-04-15BC, Lot 03300

HEARING DATE: February 18, 2020

ZONING: R-2, Medium Density Residential

OWNER: Allison Walker, 91331 Stallings Lane, Eugene, OR 97408

BACKGROUND

The applicant has submitted a Site Plan Review proposal to expand the Lasalle Crossing Apartment complex with four (4) new 5-plex structures, totaling 20 new residential units, on the subject property located at 700 LaSalle Street.

The site is located at the southeast corner of LaSalle Street and South 6th Street, is approximately 3.77 acres in size, and is currently developed with a large apartment complex with eight (8) structures totaling 36 units. A recent Property Line Adjustment approval resulted in the present configuration, adding additional development area of

approximately 74,730 square feet (1.7 acres). The applicant intends to develop the remainder of the subject property with multi-family dwelling facilities totaling 10,200 square feet, with pedestrian facilities, parking areas, and associated drive aisles in compliance with the Harrisburg Municipal Code (HMC).

The applicant requests Planning Commission approval of the proposed development through the Site Plan Review process.

INTRODUCTION

The following findings demonstrate that the submitted Site Plan Review application complies with all applicable approval criteria and related standards as set forth in the Harrisburg Municipal Code. The following evaluation includes findings of compliance with the applicable criteria, with informational items noted where appropriate. The approval criteria and related standards are listed below in bold, with findings addressing each.

CRITERIA AND FINDINGS OF FACT

18.95.060 Decision criteria for site plan review.
Site plan approval shall be completed prior to occupancy. The site plan shall be approved when all of the criteria listed in this section, or only those criteria relevant to an administrative review, have been met:

1. **Vehicular access to and from the site is adequate to serve the use and will not result in traffic-related problems on the street network in the immediate surrounding area.**

   Discussion: Access to the site includes two (2) westerly accesses from South 6th Street, and two northerly accesses from LaSalle Street. South 6th Street is classified as a Minor Arterial and LaSalle Street is classified as a Collector in the *Harrisburg Transportation System Plan, 1999.* Both facilities are full developed streets with curb, gutter and sidewalk along the frontages of the subject site. The addition of 20 new dwelling units will generate approximately 146 average daily trips (ADT), based on the *2017 ITE Manual, Volume 10*; far fewer than the 400 ADT required to trigger a traffic analysis under the standards at HMC 18.95.120(1).

   Finding: Based on the findings, vehicular access to and from the site is adequate to serve the use and will not result in traffic related problems on the street network in the immediate surrounding area.

2. **Off-street parking areas are suitable in terms of size and location to serve the proposed use.**

   Discussion: HMC 18.85.010(5)(e) requires a minimum of two (2) parking spaces per dwelling unit for Multifamily uses. The submitted Site Plan developed by John

Stafford, AIA does not clearly delineate the parking areas from pedestrian facilities and landscaping areas. The table shown on the submitted Sheet A1 shows a total of 24 parking spaces (12 covered, 12 uncovered) for Phase-I (ten units total: four 3bdrm units, and six 2bdrm units). However, the Site Plan on A1 includes both Phases I and II, which will require a total of 40 off-street parking spaces in total for the 20 new dwelling units. It appears that the submitted site plan will still meet the minimum requirements, with the total off-street parking stalls provided at approximately 42 spaces.

Alternatively, the submitted Utility Plan - Site Grading and Paving Plan shows a different parking configuration, with no pedestrian walk at the east end of the Phase-I parking area, turn radiuses not impacting parking areas at the western edges of each lot, and a total of 40 parking spaces in compliance with the minimum parking standards at HMC 18.85.

For the purpose of this review, the Utility Plan - Site Grading and Paving Plan, Sheet C2, will be used to consider off-street parking areas (**Condition 2**) and shall be used as a reference when developing the construction documents. The configuration of parking areas shown on Site Plan Sheet A1 of this submittal is not approved and shall not be used for construction purposes.

Finding: As stated, the off-street parking areas shown on the Utility Plan are suitable in terms of size and location to serve the proposed use and shall be used for determining compliance with this criterion. This standard has been adequately addressed.

3. **The size, design, and operating characteristics of the intended use are reasonably compatible with surrounding development.**

Discussion: As shown on the site plan, portions of the site are currently developed with a similar Multifamily use. The size, design, and characteristics of the proposed use are nearly identical to the existing use. Further, surrounding properties to the north, east, and south area are all zoned for Multifamily Residential use. Properties to the west are zoned for Commercial uses, which are compatible with higher density residential as services can be more readily available and reduce traffic related issues. Further, the size and location of the proposed structures are compliant with the setback, lot coverage, density, and other residential standards listed under HMC 18.20 Medium Density Residential Zone (R2).

Finding: The size, design, and operating characteristics of the intended use are compatible with the surrounding development. This standard has been met.

4. **The utilities and drainage facilities intended to serve the proposed use are adequate to accommodate the proposed use and are reasonably compatible with the surrounding area.**

Discussion: The Public Works Director has not indicated any issues related to adequate utilities located at the project site. However, the City's Engineer has stated that surface drainage issues are apparent at this location and that a Stormwater Drainage Plan providing sufficient evidence to support adequate drainage from the newly impervious areas will be required prior to building permit issuance. Therefore, the following condition is warranted:

Condition: The applicant shall submit a Stormwater Drainage Plan (**Condition 3**) providing sufficient evidence to support adequate drainage from the newly impervious areas, including structures and parking areas, prior to issuance of a building permit.

5. **The intended use shall be adequately screened or buffered from adjacent or nearby properties.**

   Discussion: A six-foot fence currently separates the interior boundaries of the site from the abutting residentially zoned parcels.

   Finding: As the findings state above, this criterion has been met.

6. **Plans are adequate to control sediment runoff from impacting surrounding properties and the City drainage system.**

   Discussion: The applicant has indicated that a silt fence has been installed to control sediment runoff. Mud control will be enforced on LaSalle Street throughout the project. A truck wash area will be established in the existing connecting driveway area. As such, the applicant shall be responsible for all on-site activities adhering to and complying with this standard throughout the development of the site.
   Finding: As the findings state, this criterion has been adequately addressed.

7. **Security measures are adequate to protect the general public from injury on the work site. [Ord. 882 § 5.530, 2010.]**

   Discussion: The existing six-foot perimeter fence will protect the general public from injury on the work site. In addition, there is an on-site manager 24/7. No access from the existing apartments will be allowed through the construction site.

   Finding: Applicant shall be required to take appropriate security measures to protect the general public from injury while installation work is in progress. As such, this criterion has been adequately addressed.

CONCLUSIONS

HMC 18.125.050 does apply a time limit on an approved land use application of a period of one year, unless substantial construction, or a use not involving construction has been initiated in a substantial manner. The applicant has proposed that the 2nd set of ten units will be built out over the next thirty-six months. HMC 18.125.050 does allow an applicant to request an additional period not to exceed one year, if they do so in writing. As such, the applicant will be allowed to

apply for a building permit for the 2nd phase of construction as long as application has been made prior to February 18, 2022. (**Condition 4**). In light of the fact that the city is planning on substantially altering it's zoning code, at this time, no extension of time will be granted beyond this date.

The applicant requests Site Plan Review approval of the 20-Unit Multifamily Residential apartment complex expansion request. As demonstrated by the above discussion, analysis, findings and proposed conditions of approval, the application complies with the applicable criteria from the Harrisburg Municipal Code.

PLANNING COMMISSION ACTION

The Planning Commission has three options with respect to the subject applications. They can:

1. Approve the request;
2. Approve the request with modifications/conditions; or
3. Deny the request based on the findings and deliberations.

PLANNERS RECOMMENDATION:

The Planner recommends that the Planning Commission approve the LaSalle Crossing Apartment, LLC Site Plan Review, subject to the Conditions of Approval.

RECOMMENDED CONDITIONS OF APPROVAL

1. Consistency with Plans - Development shall comply with the plans and narrative in the applicant's proposal identified as Exhibit A, except as modified by this approval or the conditions of approval below.

2. Off-Street Parking - The applicant is required to adhere to the site grading and paving plan, sheet C-2, as shown in the application materials.

3. Stormwater Drainage - Prior to the issuance[5] of a building permit - the applicant is required to submit a Stormwater Drainage Plan providing sufficient evidence to support adequate drainage from the newly impervious areas, including structures and parking areas.

4. Time Limit on Approved Land Use Application - Applicant must apply for a building permit for phase two of construction prior to February 18, 2022, or will be required to apply for a site plan review for phase two.

City of Harrisburg
120 Smith Street
Harrisburg, OR 97446
Phone (541) 995-6655
www.ci.harrisburg.or.us/planning

LAND USE APPLICATION

STAFF USE ONLY

File Number: LU 417-2020 Date Received: 01.13.20

Fee Amount: $950 - Paid 01.13.20

APPLICATION TYPE

- ☐ Annexation
- ☐ Comprehensive Plan Amendment
- ☐ Conditional Use Permit
- ☐ Historic Permit
  - ☐ Resource Alteration
  - ☐ Resource Demolition
  - ☐ Historic Review – District
- ☐ Legal Lot Determination
- ☐ Measure 37 Claim
- ☐ Property Line Adjustment
- ☐ Partition / Replat ☐ Minor ☐ Major
- ☑ Site Plan Review
- ☐ Site Plan Review - Parking Only
- ☐ Subdivision / Replat
- ☐ Vacation of Street, Alley or Easement
- ☐ Variance
- ☐ Zone Mape Change
- ☐ Zoning Ordinance Text Amendment

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL

Project Description

We are proposing four wood frame tw-story residential 5-plex units. Architecturally they will complement the existing Lasalle Crossing apartments. The total square footage for all four buildings is 20,000 sq ft.
We are planning to build the first ten units (2 buildings) as soon as we have approval and permits. The intent is to build out the remaining ten units sometime within the next thirty-six months.

Project Name

Phase 2- Lasalle Crossing

The City of Harrisburg
JAN 13 2020
RECEIVED

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name: James Paddock

Phone: 541-501-3824 Email: Jamie@Paddockconstruction.com

Mailing Address: PO Box 2447 Eugene OR 97402

Applicant's Signature: James Paddock Date: 1/3/20

Property Owner Name: LaSalle Crossing Apts LLC/Alison Walker

Phone: (541) 915-3505 Email: quinbyal@aol.com

Mailing Address: 91331 Stallings Ln. Eugene OR 97408

Owner's Signature: Allison Walker Date: 1-6-20

*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

PROPERTY DESCRIPTION
(general vicinity, side of street, distance to intersection, etc.)

Street Address: 700 Lasalle Street, Harrisburg OR 97446

General Location Description: See exhibit A
Tax lot 3300

Assessor's Map Number(s): Map # 15S04W15BC

Related Tax Lot(s): Tax Lot(s) # 03300

The Assessor's Map Number (Township, Section, and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at:
http://linn-web.co.linn.or.us/propertywebquerypublic/

Lot Area: 3.77 acres

LAND USE AND OVERLAY ZONES

Existing Zone(s) R2 Mult-Family Residential

Existing Comprehensive Plan Designation(s) _____

Please select any of the following zone overlays or natural areas that apply to the subject site:

- ☐ Historic Overlay
- ☐ Willamette River Greenway
- ☐ Wetlands
- ☐ Floodplain
- ☐ Riparian Corridors

*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays or natural areas, please contact the City Planner at (541) 995-6655.

CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- ☑ Narrative (See exhibit B)
- ☐ Assessor's Map with Applicable Tax Lots Highlighted
- ☑ Site Plan
- ☐ Survey / ALTA
- ☐ Aerial Photograph / Existing Land Use(s) Map
- ☐ Zoning Map (if applicable, show proposed changes)
- ☐ Comprehensive Plan Map (If applicable, show proposed changes)
- ☐ Subdivision or Partition Plat
- ☑ Architectural Elevations
- ☑ Architectural Floor Plans
- ☑ Utilities Plan
- ☑ Electronic Versions of Exhibits
- ☑ Geotechnical Report/Site Assessment
- ☑ Application Fee
- ☐ Other

*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE

1. Are there existing structures on the site? (●) Yes ( ) No If yes, please explain

   This parcel was combined with the existing Lasalle Crossing Apartments thorugh a lot line adjustment in 2017 (CF26298).

2. Indicate the uses proposed and describe the intended activities:

   Residential Apartments

3. How will open space, common areas and recreational facilities be maintaine?

   Open space and common areas are to be irrigated and maintained with grass or bark mulch.

4. Are there previous land use approvals on the development site? (●) Yes ( ) No
   If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

   The existing Lasalle Crossing Apartments are part of this development site. The prior approvals do not have any impact on our proposal.

AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

(●) I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

( ) I do not authorize City decision makers to enter onto the property(-ies) associated with this application.

Exhibit A

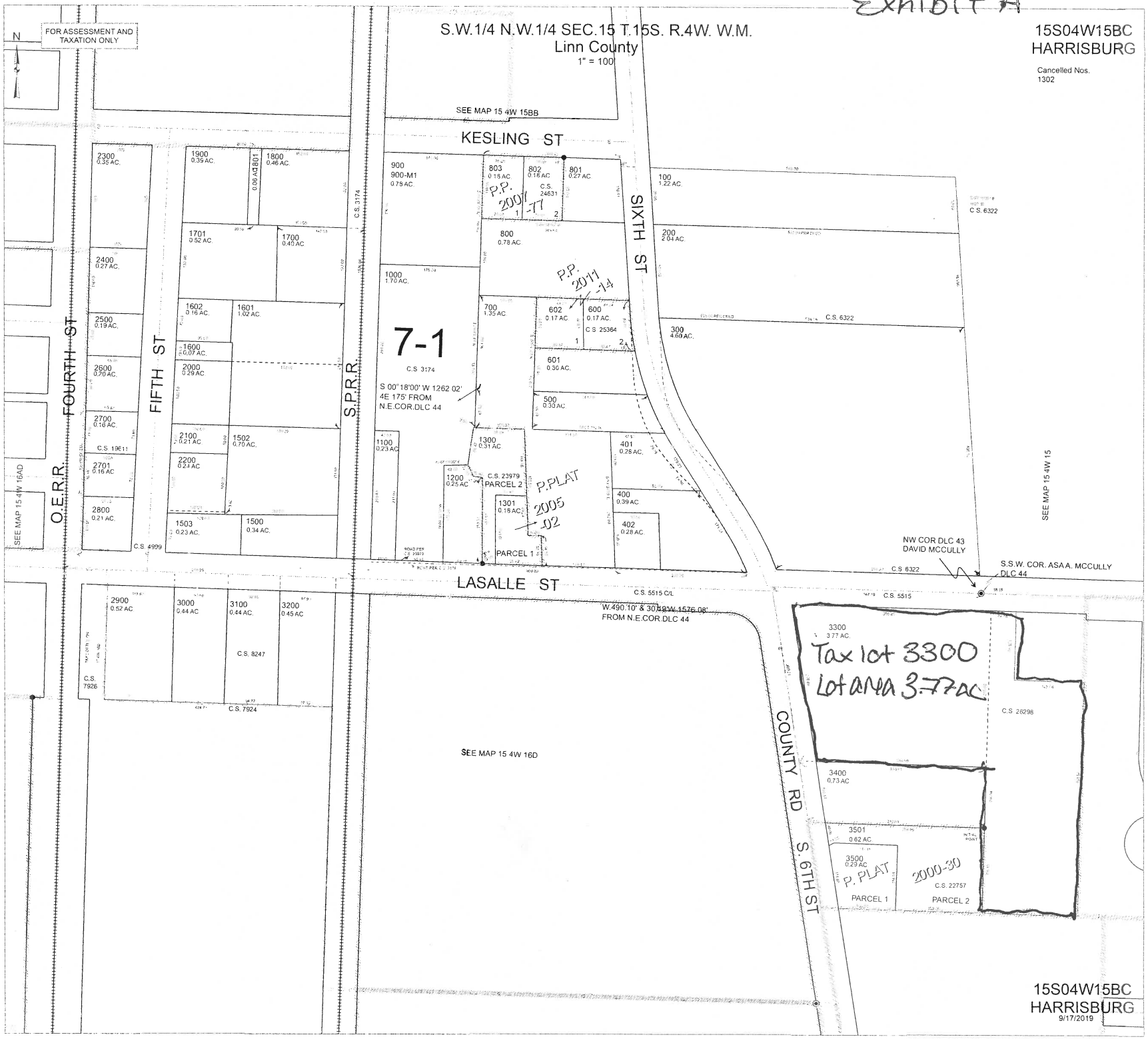

FOR ASSESSMENT AND TAXATION ONLY
S.W.1/4 N.W.1/4 SEC.15 T.15S. R.4W. W.M.
Linn County
1" = 100'
15S04W15BC
HARRISBURG
Cancelled Nos.
1302
SEE MAP 15 4W 15BB
KESLING ST
SIXTH ST
FOURTH ST
FIFTH ST
O.E.R.R.
S.P.R.R.
7-1
C.S. 3174
S 00°18'00" W 1262.02' FROM N.E.COR.DLC 44
LASALLE ST
C.S. 5515 C/L
W.490.10' & 30.18'W.1576.08' FROM N.E.COR.DLC 44
NW COR DLC 43 DAVID MCCULLY
S.S.W. COR. ASA A. MCCULLY DLC 44
C.S. 6322
C.S. 5515
SEE MAP 15 4W 15
SEE MAP 15 4W 16AD
SEE MAP 15 4W 16D
C.S. 4999
C.S. 19611
C.S. 23979 PARCEL 2
PARCEL 1
P.PLAT 2005-02
P.P. 2001-77
P.P. 2011-14
C.S. 24631
C.S. 25364
C.S. 8247
C.S. 7926
C.S. 7924
C.S. 26298
C.S. 22757
P.PLAT 2000-30
PARCEL 1
PARCEL 2
COUNTY RD
S.6TH ST
Tax lot 3300
Lot area 3.77ac
15S04W15BC
HARRISBURG
9/17/2019

Exhibit B

1. Vehicular access to and from the site is adequate to serve the use and will not result in traffic-related problems on the street network in the immediate surrounding area.
   There is currently ingress and egress from 6th street and Lasalle street to the existing apartments. Additionally, there will be a second ingress and egress from serving the entire complex from Lasalle street. All traffic can flow through the exisiting complex. This criteria is met.

2. Off-street parking areas are suitable in terms of size and location to serve the proposed use.
   There will be two spaces per apartment for the proposed expansion of the Lasalle crossing apartments. Additionally there is parking available along the new entry driveway coming off Lasalle. This criteria is met.

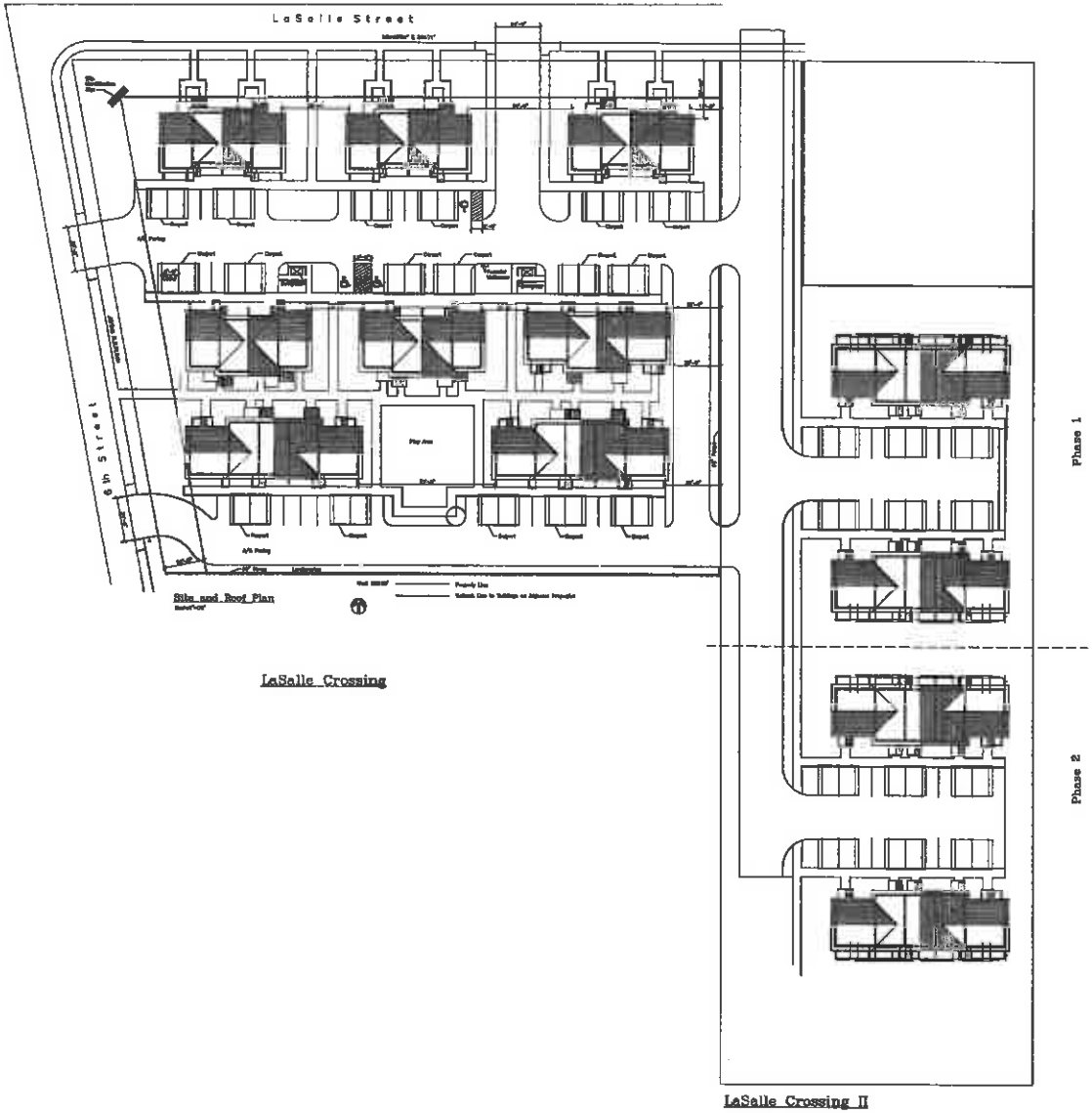
3. The size, design, and operating characteristics of the intended use are reasonably compatible with surrounding development.
   These new units will be a part of the existing Lasalle Crossing Apartments. There is a mobile home park across the street and surrounding areas are residential development. The project is compatible with surrounding development. This criteria is met.

4. The utilities and drainage facilities intended to serve the proposed use are adequate to accommodate the proposed use and are reasonably compatible with the surrounding area.
   The utilities and drainage facilities intended to serve the proposed use are adequate to accommodate the proposed expansion and are available for connection in Lasalle street. Public works has indicated the storm water drainage and sewer connection are available in Lasalle street. This criteria has been met.

5. The intended use shall be adequately screened or buffered from adjacent or nearby properties.
   There is currently a six-foot fence around the entire property. In addition, the central garbage collection area will be buffered. This criteria has been met.

6. Plans are adequate to control sediment runoff from impacting surrounding properties and the City drainage system.
   Silt fence has been installed to control sediment runoff. Mud control will be enforced on Lasalle street throughout the project. A truck washup area will be established in the existing connecting driveway area. This criteria has been met.

7. Security measures are adequate to protect the general public from injury on the work site.
   The existing six-foot perimeter fence will protect the general public from injury on the work site. In addition, there is an on-site manager 24/7. No access from the existing apartments will be allowed through the construction site. This criteria has been met.



DRAWINGS INDEX

Number	Description
A1	Site Plan
A2	Ground Floor Plan
A3	Second Floor Plan
A4	Crawlspace Floor Plans
A5	Foundation Plan
A6	Floor Framing Plans – Party Wall
A7	Roof Framing
A8	Elevations
A9	Car Port Plan

DATA

Phase 1 of the project consists of 2 buildings, each with 3 three bedroom luxury townhouses and 3 two bedroom town houses.

Three Bedroom Town Houses
Ground Floor 825 sq.ft.
Second Floor 825 sq. ft.
Total 1,650 sq.ft.

Two Bedroom Town Houses
Ground Floor 425 sq.ft.
Second Floor 432 sq. ft.
Total 832 q.ft.

Four Three Bedroom Town Houses 4,624 sq.ft.

Six Two Bedroom Flats 2,992 sq.ft.
Total 8,216 sq.ft.

Parking
Uncovered Spaces 12 Spaces
Covered Parking 12 Spaces
Total: 24 Spaces

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11 December 2019

LaSalle Crossing II - Phase 1
Multifamily Housing
6th and LaSalle Streets
Harrisburg, OR 97446

REGISTERED ARCHITECT
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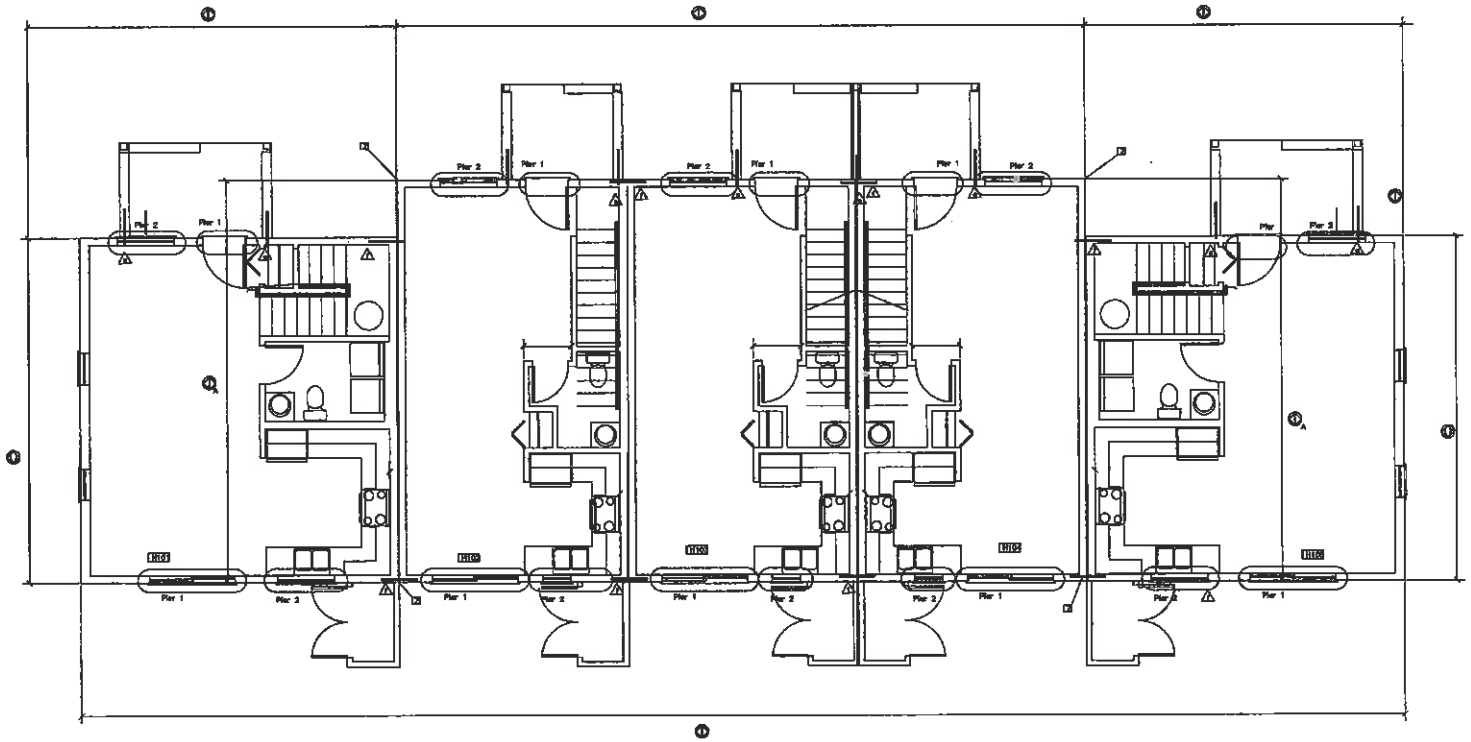
EUGENE, OREGON
STATE OF OREGON

A1



Ground Floor – 5Plex

Scale: 1/4" = 1'-0"

Beam/Header Notes

1. All Beams/Headers to be #2 or #3 with (3) Jk Stringer support U.N.O.
2. Labeled Beam/Headers considered worst case and shown in calc. pack.

Holdown Schedule

[E] 'Simpson' MP4 with SDS15S

Notes

1. See Lateral Nailing Schedule Attached.
2. See Calculations Pack for Pier Details.

Diaphragm/Drag/Collector Notes

- A35 Clips 72" O.C. Truss To Top Plate
- A35 Clips @ 72" O.C. Rim Board to Top Plate
- H35 Clips 48" O.C. Truss To Top Plate
- A35 Clips @ 24" O.C. Rim Board to Top Plate
- H2.5 Truss to Top Plate/Typ.
- LSTA30 Strap Top Plate to Top Plate between each Unit
- LSTA30 Strap Beam to Top Plate Typical
- (2) LSTA30 Strap Top Plate to Top Plate between each Unit.

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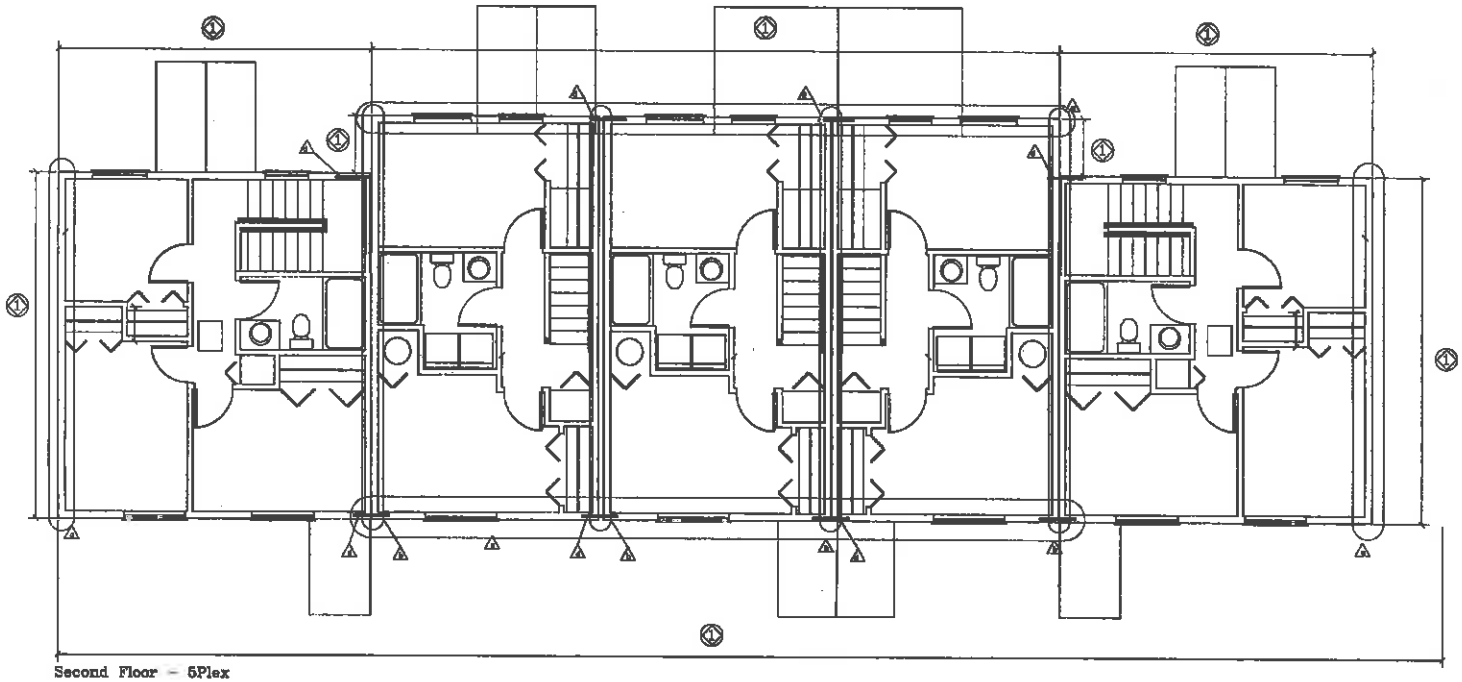
A2



Second Floor – 6Plex

Scale: 1/4" = 1'-0"

Diaphragm/Drag/Collector Notes

1. A35 Clips 72" O.C. Truss To Top Plate
2. A35 Clips @ 72" O.C. Rim Board to Top Plate
3. A35 Clips 48" O.C. Truss To Top Plate
4. A35 Clips @ 24" O.C. Rim Board to Top Plate
5. H2.5 Truss to Top PlateTyp.
6. LSTA30 Strap Top Plate to Top Plate between each Unit
7. LSTA30 Strap Beam to Top Plate Typical
8. (2) LSTA30 Strap Top Plate to Top Plate between each Unit.

Notes

1. See Lateral Shear Schedule Attached.
2. See Columbaboss Pack for Pier Details.

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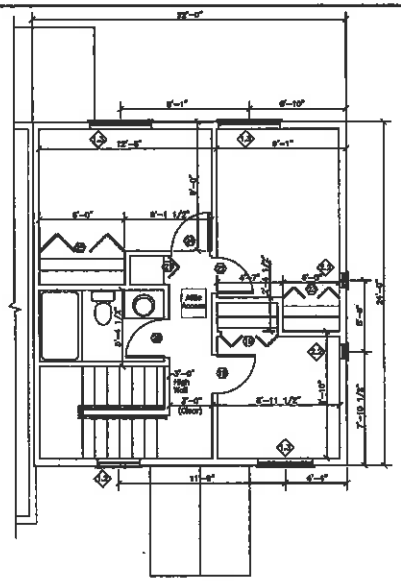
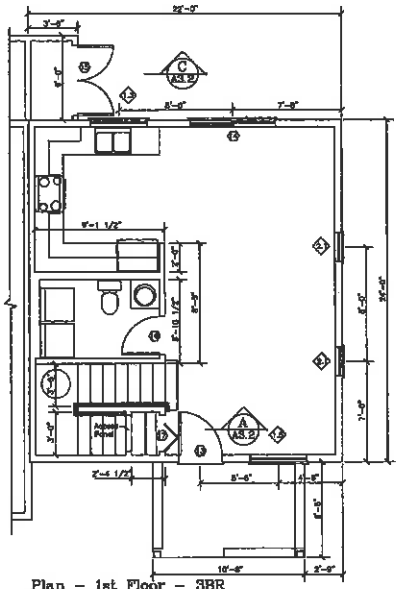
STATE OF OREGON

A3



Plan – 2nd Floor – 3BR



Plan – 1st Floor – 3BR

Door Schedule

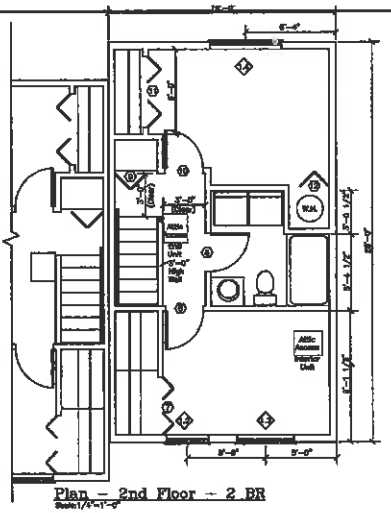
Door Mark	Opening Size		Type (Note 1)		Thickness	Construction (Note 2)	Glass (Note 3)	Hardware Group	Remarks
1	3'-0"	6'-8"	A	II	3/4"	SC	-		
2	3'-0"	6'-8"	B	II	1 3/4"	SC	-		
3	3'-0"	6'-8"	AA	II	3/4"	SC	-		
4	3'-0"	6'-8"	A	II	3/4"	SC	-		
5	3'-0"	6'-8"	C	I	1"	HC	-		Shield
6	3'-0"	6'-8"	A	II	3/4"	SC	-		
7	3'-0"	6'-8"	DD	I	1"	HC	-		Shield
8	3'-0"	6'-8"	A	II	3/4"	SC	-		
9	3'-0"	6'-8"	C	I	1"	HC	-		Shield
10	3'-0"	6'-8"	A	II	3/4"	SC	-		
11	3'-0"	6'-8"	DD	I	1"	HC	-		Shield
12	3'-0"	6'-8"	C	I	1"	HC	-		Shield
13	3'-0"	6'-8"	A	II	3/4"	SC	-		
14	3'-0"	6'-8"	B	II	3/4"	SC	-		
15	3'-0"	6'-8"	AA						
16	3'-0"	6'-8"	A	II	3/4"	SC	-		
17	3'-0"	6'-8"	C	I	1"	HC	-		Shield
18	3'-0"	6'-8"	A	II	3/4"	SC	-		
19	3'-0"	6'-8"	DD	I	1"	HC	-		
20	3'-0"	6'-8"	A	II	3/4"	SC	-		
21	3'-0"	6'-8"	C	I	1"	HC	-		Shield
22	3'-0"	6'-8"	A	II	3/4"	SC	-		
23	3'-0"	6'-8"	DD	I	1"	HC	-		
24	3'-0"	6'-8"	A	II	3/4"	SC	-		
25	3'-0"	6'-8"	DD	I	1"	HC	-		

Door Schedule Notes

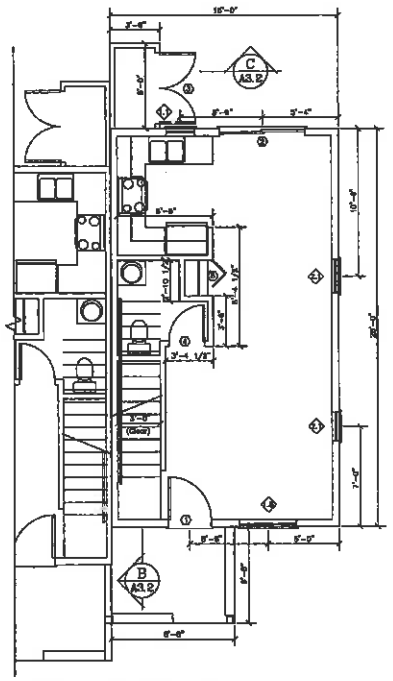
1. Door Types

2. Construction
   - HC – Hollow Core Wood
   - SC – Solid Core Wood
   - M – Metal
   - SWMS – Stile and Rail
   - GL – Glazing Glass

3. Glass
   - T – Tempered
   - L – Laminated
   - I – Insulated Safety



Plan – 2nd Floor – 2 BR



Plan – 1st Floor 2 BR

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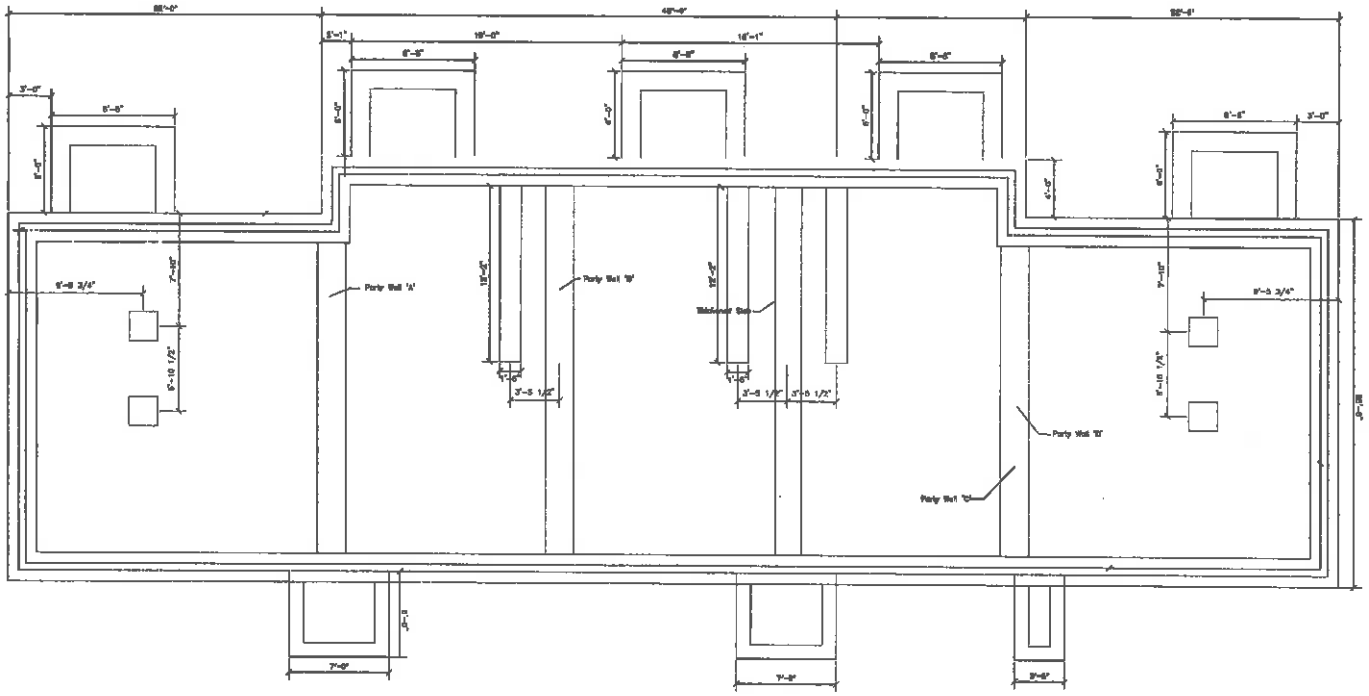
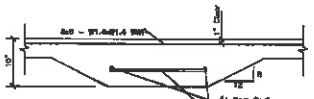
STATE OF OREGON

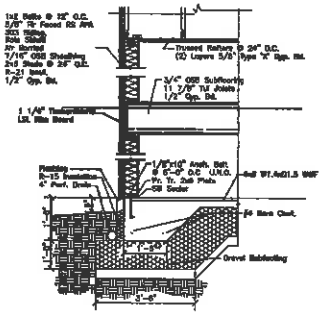
A4



Foundation Plan



Thickened Slab Detail



Exterior Wall Section

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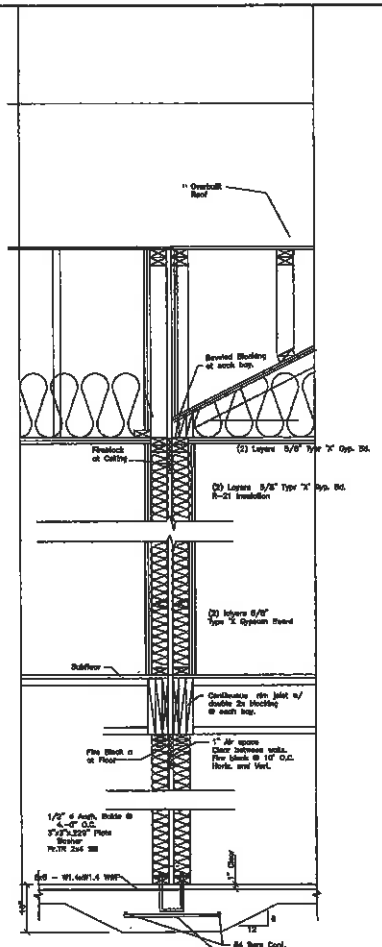
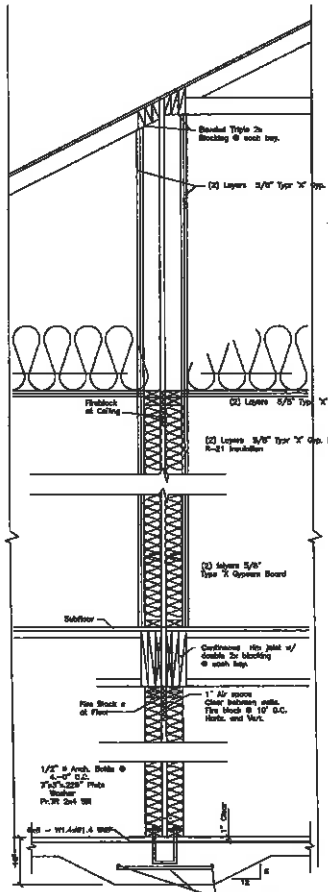
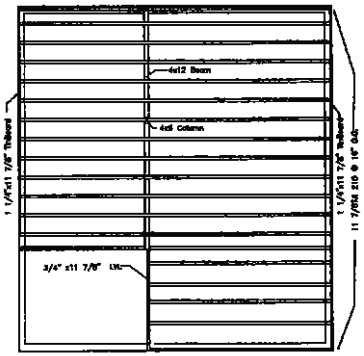


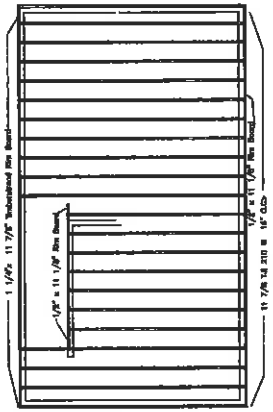
Party Wall 'A' Detail



Party Wall 'B' Detail



Floor Framing Plan – 3BR



Floor Framing – 2 BR

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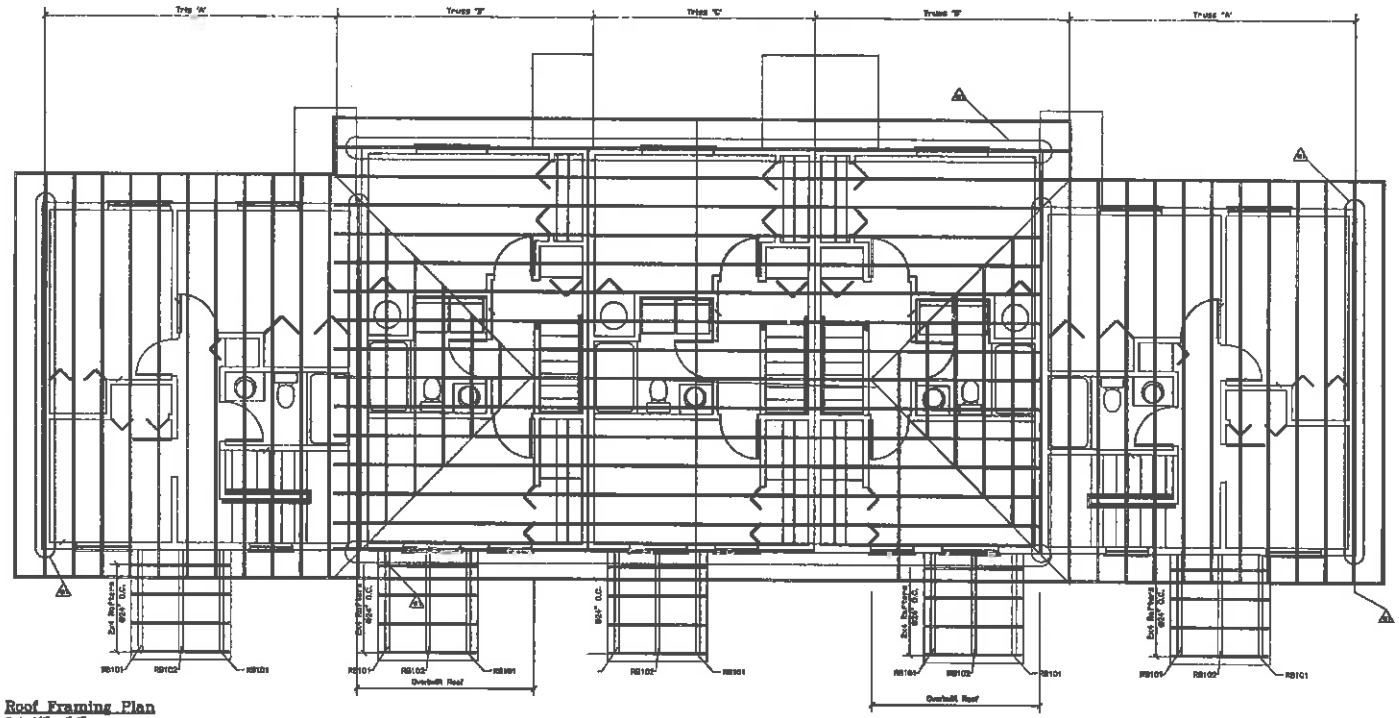
A6



Roof Framing Plan

Scale: 1/4" = 1'-0"

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28 August 2019

LaSalle Crossing I - Phase II
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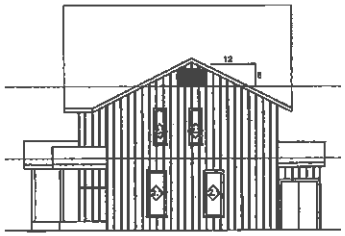
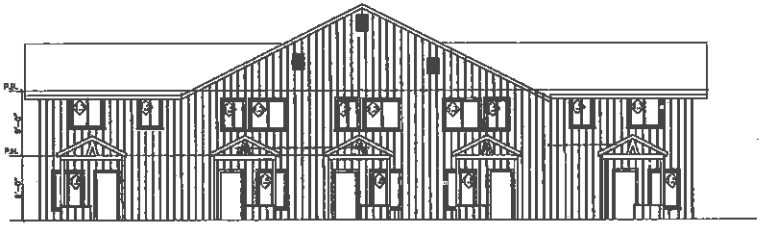
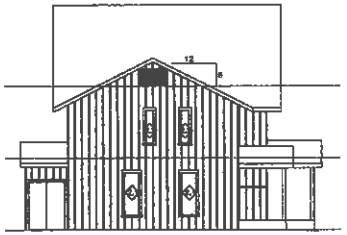
A7



End Elevation

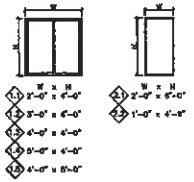


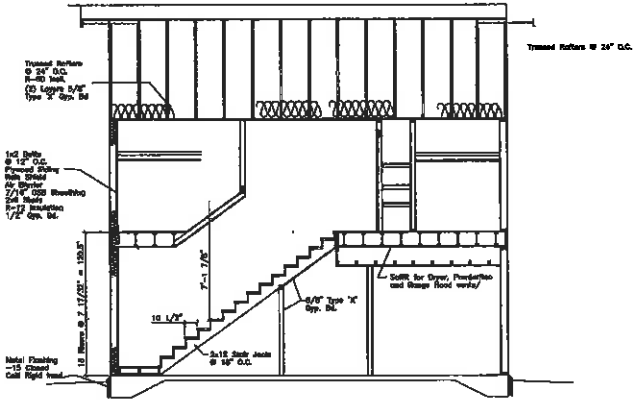
Front Elevation



Rear Elevation

Windiw Schedule





Section st Dtsir – 2BR

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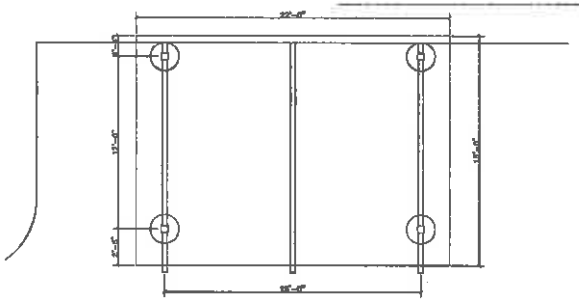
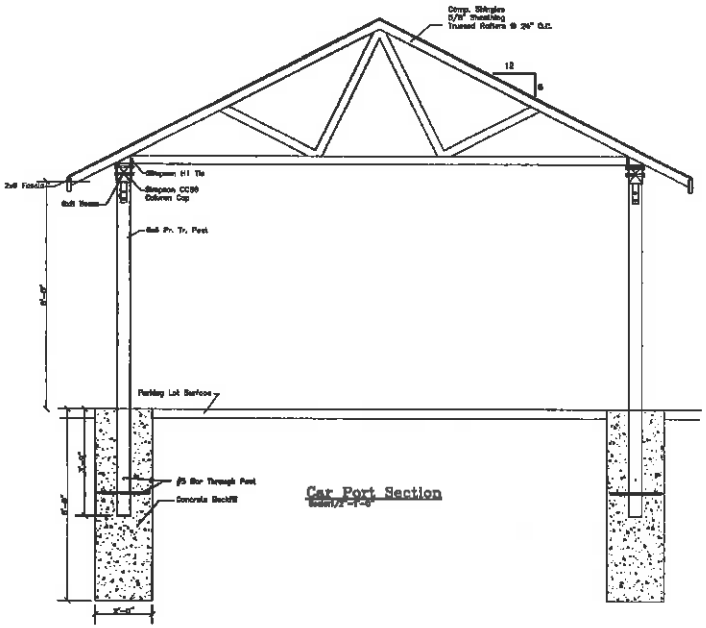
STATE OF OREGON

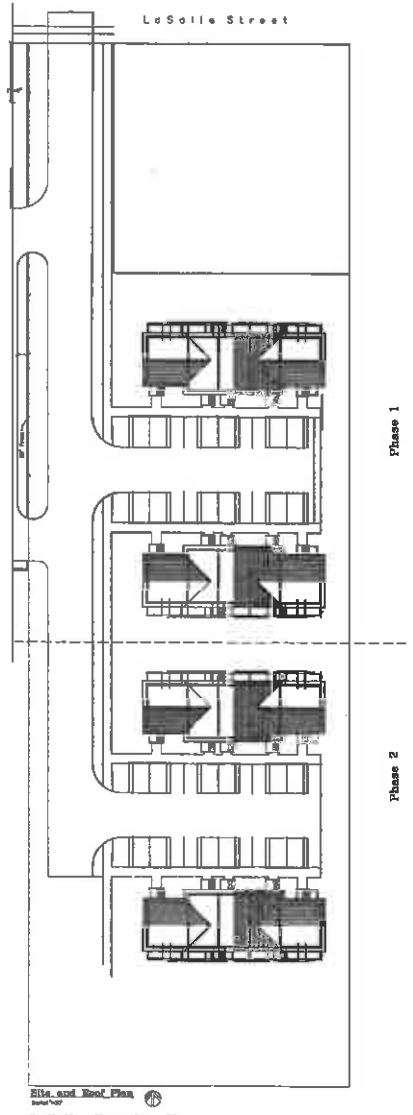
A8



Plan – Carport



Car Port Section



Site and Roof Plan

LaSalle Crossing II

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6th and LaSalle Streets
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REGISTERED ARCHITECT
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STATE OF OREGON

A9

LASALLE CROSSING II
PROPOSED MULTIFAMILY HOUSING
SITE IMPROVEMENT DRAWINGS
ASSESSOR'S TAX MAP 15S04W15BC, TAX LOT 03300
HARRISBURG, OREGON
SEPTEMBER 2019

OWNER:
PADDOCK MASONRY
PO BOX 2447
EUGENE, OREGON 97402

CIVIL ENGINEER:
CLINT BEECROFT, P.E.
EGR & ASSOCIATES, INC.
2535B PRAIRIE ROAD
EUGENE, OREGON 97402
(541) 688-8322

ARCHITECT:
JONATHAN STAFFORD, A.I.A.
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(541) 686-5516

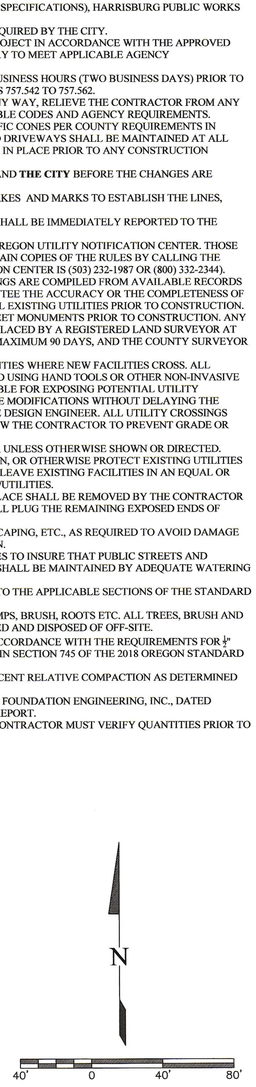
GEOTECHNICAL ENGINEER:
JAMES MAITLAND, P.E.
FOUNDATION ENGINEERING, INC.
820 NW CORNELL AVENUE
CORVALLIS, OREGON 97008
(541) 757-7645

GENERAL NOTES

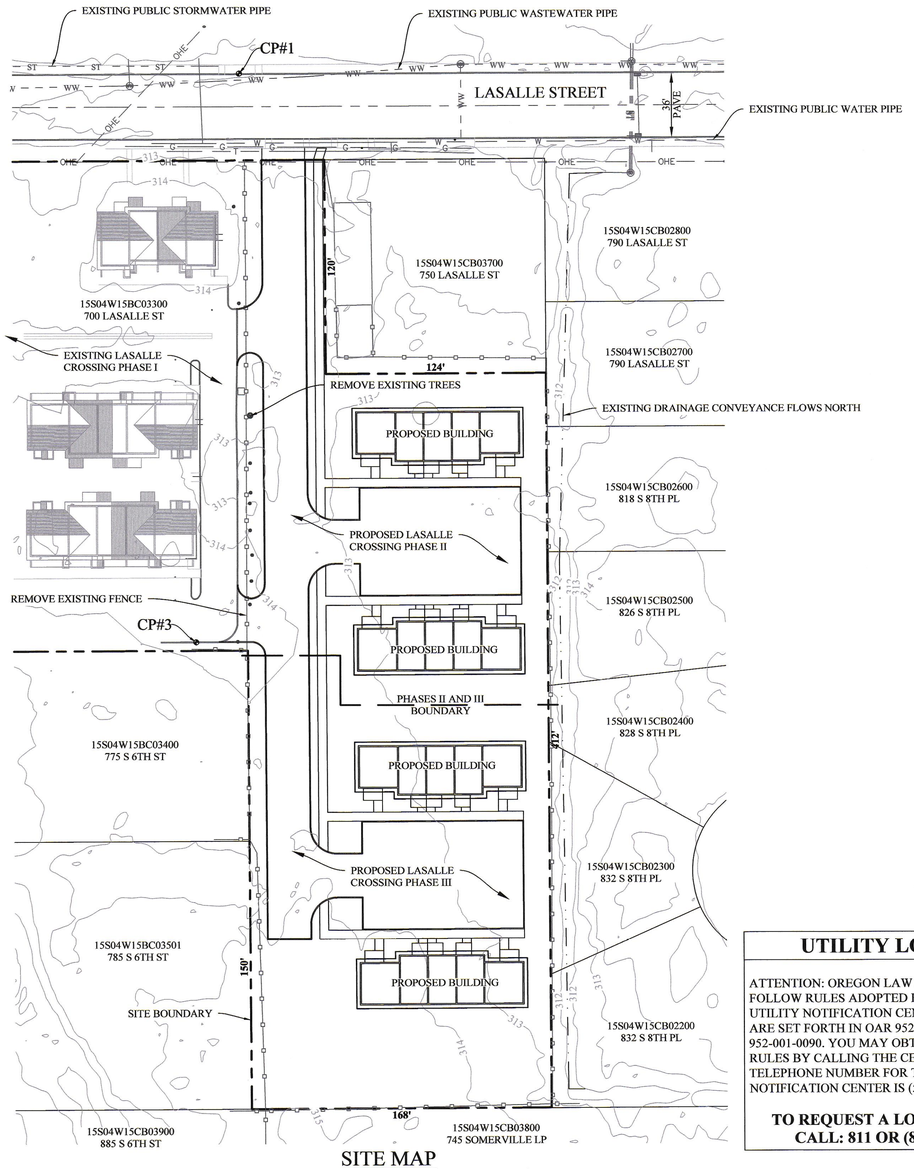
1. CONSTRUCTION OF ALL IMPROVEMENTS SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE 2018 "OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION," (HEREIN REFEREED TO AS THE STANDARD SPECIFICATIONS), HARRISBURG PUBLIC WORKS STANDARDS, AND THE UNIFORM PLUMBING CODE, LATEST EDITION.
2. CONTRACTOR SHALL OBTAIN AND CONFORM TO ALL CONSTRUCTION PERMITS REQUIRED BY THE CITY.
3. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
4. CONTRACTOR TO NOTIFY CITY AND ALL UTILITY COMPANIES A MINIMUM OF 48 BUSINESS HOURS (TWO BUSINESS DAYS) PRIOR TO START OF CONSTRUCTION, AND COMPLY WITH ALL OTHER REQUIREMENTS OF ORS 757.542 TO 757.562.
5. ANY INSPECTION BY THE ENGINEER, CITY, OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE APPLICABLE CODES AND AGENCY REQUIREMENTS.
6. CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER COUNTY REQUIREMENTS IN ACCORDANCE WITH THE MUTCD (INCLUDING OREGON AMENDMENTS). ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED BY THE CITY AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
7. REQUESTS FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE **ENGINEER** AND **THE CITY** BEFORE THE CHANGES ARE IMPLEMENTED.
8. CONTRACTOR IS RESPONSIBLE FOR LAY OUT AND PROVIDING CONSTRUCTION STAKES AND MARKS TO ESTABLISH THE LINES, GRADES AND SLOPES.
9. ANY INCONSISTENCIES, AMBIGUITIES, ERRORS OR OMISSIONS IN THE DRAWINGS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
10. ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987 OR (800) 332-2344).
11. THE LOCATION AND DESCRIPTION OF EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY SIZES AND LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
12. THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. THE MONUMENTS SHALL BE REPLACED WITHIN A MAXIMUM 90 DAYS, AND THE COUNTY SURVEYOR SHALL BE NOTIFIED IN WRITING AS REQUIRED BY ORS 209.150.
13. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. ALL UTILITY CROSSINGS MARKED OR SHOWN ON THE DRAWINGS SHALL BE POTHOLED USING HAND TOOLS OR OTHER NON-INVASIVE METHODS PRIOR TO EXCAVATING OR BORING. CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE MODIFICATION IS NECESSARY, CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER. ALL UTILITY CROSSINGS SHALL BE POTHOLED AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.
14. ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE COUNTY/UTILITIES.
15. UTILITIES, OR INTERFERING PORTIONS OF UTILITIES, THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES.
16. CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC., AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES TO INSURE THAT PUBLIC STREETS AND RIGHT-OF-WAYS ARE KEPT CLEAN OF MUD, DUST, OR DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR.
18. UNLESS OTHERWISE NOTED, ALL GRADING, ROCKING AND PAVING TO CONFORM TO THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS.
19. CLEAR AND GRUB WITHIN WORK LIMITS ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ROOTS ETC. ALL TREES, BRUSH AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING OR GRADING SHALL BE REMOVED AND DISPOSED OF OFF-SITE.
20. ASPHALT CONCRETE PAVEMENT SHALL BE FORMULATED FOR THIS PROJECT IN ACCORDANCE WITH THE REQUIREMENTS FOR ½" DENSE GRADED, LEVEL 2 HOT MIXED ASPHALT CONCRETE, AS FULLY DESCRIBED IN SECTION 745 OF THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
21. PLACE ASPHALT MIX IN MAXIMUM 3" LIFTS AND COMPACT TO A MINIMUM 91 PERCENT RELATIVE COMPACTION AS DETERMINED BY RICE DENSITY TEST AASHTO T 209 AS MODIFIED BY ODOT TM 306.
22. CONTRACTOR TO REVIEW GEOTECHNICAL INVESTIGATION REPORT PREPARED BY FOUNDATION ENGINEERING, INC., DATED SEPTEMBER 16, 2019, AND CONFORM TO ALL RECOMMENDATIONS LISTED IN THE REPORT.
23. QUANTITIES FOR MATERIALS SHOWN ON THESE DRAWINGS ARE APPROXIMATE. CONTRACTOR MUST VERIFY QUANTITIES PRIOR TO ORDERING MATERIALS.

NOTE:

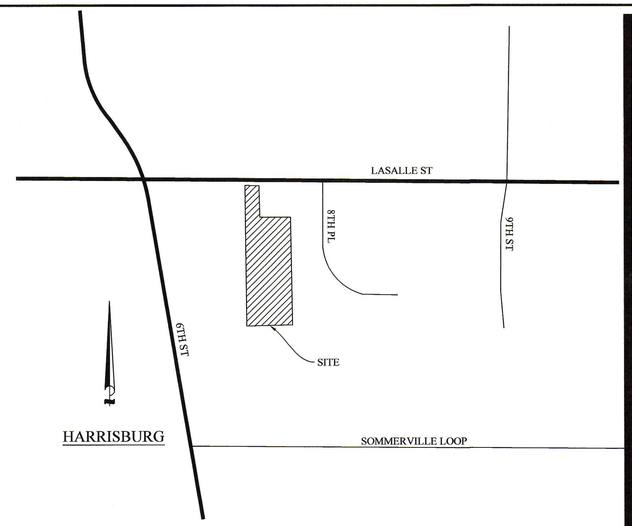
1. UTILITY LOCATIONS ARE FROM PAINT LOCATIONS ON THE GROUND PER OREGON UTILITY NOTIFICATION CENTER TICKET #19240578 AND OBSERVED ABOVE-GROUND FEATURES.
2. ELEVATIONS SHOWN ARE IN NAVD 1988.



COORDINATE GEOMETRY				
I.D.	DESCRIPTION	EASTING	NORTHING	ELEVATION
CP#1	SURVEY CONTROL POINT - MAG NAIL	164914.48	188841.79	311.95
CP#3	SURVEY CONTROL POINT - MAG NAIL	164889.52	188523.20	314.19



SITE MAP



VICINITY MAP
NTS

LEGEND:

- MANHOLE - WASTE WATER
- MANHOLE - STORM WATER
- CATCH BASIN
- WATER VALVE
- WATER METER
- ELECTRICAL VAULT
- FIRE HYDRANT
- UTILITY POLE
- SIGN - COMMERCIAL VEHICLE PARKING ONLY
- TREE
- WW — WASTE WATER LINE
- ST — STORM WATER LINE
- W — WATER LINE
- E — ELECTRICAL POWER LINE
- OHE — OVERHEAD ELECTRICAL POWER LINE
- G — NATURAL GAS LINE
- T — TELEPHONE/COMMUNICATIONS LINE
- OHT — OVERHEAD TELEPHONE/COMMUNICATIONS LINE
- FENCELINE - CYCLONE FENCING (TYP.)
- CONCRETE WALK

ABBREVIATIONS

BW	BACK WALK
EX./(E)	EXISTING
EP	EDGE PAVEMENT
FF	FINISH FLOOR
FL	FLOW LINE
FT	FOOT/FEET
GFL	GUTTER FLOW LINE
S	SLOPE
SD	STORM DRAIN
TAC	TOP ASPHALT CONCRETE
TFC	TOP FACE CURB
TOG	TOP OF GRADE
W	WATER
WW	WASTEWATER

UTILITY LOCATES

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0001 THROUGH 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

TO REQUEST A LOCATE PLEASE CALL: 811 OR (800) 332-2344

SHEET INDEX

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REGISTERED PROFESSIONAL ENGINEER — OREGON — 15376PE — MAY 30, 1981 — CLINTON L. BEECROFT
12-16-2019
RENEWS: 01/01/20

LASALLE CROSSING II
MULTIFAMILY HOUSING
COVER SHEET AND
SITE MAP
HARRISBURG, OREGON

No	Description of Revisions	Date	Name

Date	12-18-2019
Job Number	6959-19-0102
Design by	CLINT BEECROFT
Drawn by	CLINT BEECROFT
Checked by	

Sheet Number
C1

SELECTED GEOTECHNICAL RECOMMENDATIONS PER GEOTECHNCIAL INVESTIGATION REPORT BY FOUNDATION ENGINEERING, INC. (FEI)

GENERAL EARTHWORK AND MATERIALS SPECIFICATIONS

1. SELECT FILL SHOULD CONSIST OF ¾, 1, OR 1½-INCH MINUS, CLEAN, WELL-GRADED CRUSHED GRAVEL OR ROCK. PROVIDE FEI A SAMPLE OF THE INTENDED FILL OR A GRADATION CURVE FOR APPROVAL PRIOR TO DELIVERY TO THE SITE.
2. HIGH PLASTICITY SOIL GENERATED FROM ON-SITE EXCAVATIONS SHOULD NOT BE PLACED BENEATH NEW SLABS OR FOOTINGS AND SHOULD BE HAULED FROM CONSTRUCTION AREAS.
3. DRAIN ROCK SHOULD CONSIST OF 2-INCH MINUS, CLEAN (LESS THAN 2% PASSING THE #200 SIEVE), OPEN-GRADED CRUSHED GRAVEL OR ROCK. THE ACTUAL GRADATION AND MAXIMUM AGGREGATE SIZE WILL DEPEND ON AVAILABILITY BY LOCAL SUPPLIERS. PROVIDE FEI A SAMPLE OF THE INTENDED FILL AND GRADATION CURVE FOR APPROVAL PRIOR TO DELIVERY TO THE SITE.
4. FILTER FABRIC SHOULD CONSIST OF A NON-WOVEN GEOTEXTILE WITH A GRAB TENSILE STRENGTH GREATER THAN 200 LB., AN APPARENT OPENING SIZE (AOS) OF BETWEEN #70 AND 100 (US SIEVE), AND A PERMITTIVITY GREATER THAN 0.1 SEC^{-1}.
5. THE SEPARATION GEOTEXTILE SHOULD MEET THE MINIMUM REQUIREMENTS OF AN AASHTO M 288-06 GEOTEXTILE FOR SEPARATION AND HAVE MEAN AVERAGE ROLL VALUE (MARV) STRENGTH PROPERTIES MEETING THE REQUIREMENTS OF AN AASHTO M 288-06, CLASS 2, WOVEN GEOTEXTILE. PROVIDE FEI A SPECIFICATION SHEET ON THE SELECTED GEOTEXTILE FOR APPROVAL PRIOR TO DELIVERY TO THE SITE.
6. MOISTURE CONDITION AND COMPACT ALL IMPORTED GRANULAR FILL IN LOOSE LIFTS NOT EXCEEDING 12 INCHES. THINNER LIFTS MAY BE REQUIRED IF LIGHT OR HAND-OPERATED EQUIPMENT IS USED. COMPACT THE SUBGRADE (DURING DRY WEATHER ONLY) AND ALL FILL TO A MINIMUM OF 95% RELATIVE COMPACTION. THE MAXIMUM DRY DENSITY OF ASTM D 698 SHOULD BE USED AS THE STANDARD FOR ESTIMATING RELATIVE COMPACTION.
   FIELD DENSITY TESTS SHOULD BE RUN FREQUENTLY TO CONFIRM ADEQUATE COMPACTION. THE COMPLETED SUBGRADE AND BUILDING PAD SHOULD ALSO BE PROOF-ROLLED USING A LOADED 10-CY DUMP TRUCK OR OTHER APPROVED VEHICLE. ADEQUATE COMPACTION BASED ON PROOF-ROLLING SHOULD BE CONFIRMED BY AN FEI REPRESENTATIVE. AREAS OF PUMPING OR DEFLECTION OBSERVED BENEATH THE TRUCK WHEELS MAY BE REWORKED, OR OVER-EXCAVATED AND REPLACED WITH COMPACTED SELECT FILL AND PROOF-ROLLED AGAIN.
7. SHORING SHOULD BE PROVIDED IN TRENCHES ACCORDING TO OR-OSHA STANDARDS TO PROTECT WORKERS FROM SLOUGHING OR CAVING SOILS. AN OSHA TYPE A SOIL IS APPROPRIATE FOR THE VERY STIFF FINE-GRAINED SOILS (IF THEY REMAIN RELATIVELY DRY). THESE SOILS MAY DEGRADE TO A TYPE B OR C IN THE PRESENCE OF MOISTURE. SHORING AND WORKER SAFETY ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
8. INFORM CONTRACTORS THAT UTILITY CONSTRUCTION MAY REQUIRE DEWATERING FOR DEEP EXCAVATIONS COMPLETED DURING THE SUMMER, AND ALL EXCAVATION COMPLETED DURING WINTER.

SITE PREPARATION AND FOUNDATION CONSTRUCTION

WET WEATHER CONSTRUCTION IS NOT RECOMMENDED DUE TO THE RISK OF SOFTENING THE FOUNDATION SOILS. FEI RECOMMENDS THE SUBGRADE BENEATH FOUNDATION AREAS BE PREPARED DURING DRY WEATHER AS FOLLOWS:

9. STRIP THE GROUND TO A DEPTH OF ±4 INCHES OR AS REQUIRED TO REMOVE CONCENTRATED VEGETATION AND ROOTS. WHERE PRACTICAL, THE DEPTH OF THE SITE STRIPPING SHOULD BE KEPT TO A MINIMUM TO REDUCE THE VOLUME OF SPOILS. THEREFORE, THE STRIPPING DEPTH SHOULD BE CONFIRMED DURING CONSTRUCTION BY AN FEI REPRESENTATIVE. THE STRIPPINGS SHOULD BE STOCKPILED IN DESIGNATED AREAS ON THE SITE FOR REUSE IN LANDSCAPING AREAS OR HAULED FROM THE SITE.
10. RE-PROCESS THE SOIL WITHIN THE PREVIOUSLY-TILLED ZONE TO REDUCE VOIDS AND BLOCKY-STRUCTURED SOIL BENEATH ALL BUILDINGS AND PAVEMENTS. FOR PLANNING PURPOSES, ASSUME THE REPROCESSING WILL EXTEND TO A DEPTH OF ±12 INCHES (AFTER STRIPPING). SINCE THE TILLING DEPTH APPEARS TO VARY WITHIN THE SITE, IT SHOULD BE CONFIRMED DURING CONSTRUCTION. THE REPROCESSING SHOULD INCLUDE DISKING, MOISTURE CONDITIONING, AND COMPACTING THE SOIL AS SPECIFIED IN ITEM 6. IN AREAS OF DEEPER TILLING, THE RECOMPACTION MAY REQUIRE TWO LIFTS.
11. PROOF-ROLL THE COMPACTED SUBGRADE WITH AN APPROVED VEHICLE. OVEREXCAVATE ANY SOFT OR PUMPING AREAS AND REPLACE WITH COMPACTED SELECT FILL. THE NEED AND EXTENT OF ANY OVEREXCAVATION SHOULD BE ESTABLISHED BY AN FEI REPRESENTATIVE DURING CONSTRUCTION.
12. COVER THE PREPARED SUBGRADE BENEATH BUILDINGS WITH A SEPARATION GEOTEXTILE. THE SEPARATION GEOTEXTILE MAY BE ELIMINATED IF THE SUBGRADE IS COVERED WITH A SLAB PRIOR TO THE ONSET OF WET WEATHER.
13. PLACE AND COMPACT A MINIMUM OF 12 INCHES OF SELECT FILL TO CREATE BUILDING PADS. THE BUILDING PAD THICKNESS MAY NEED TO BE INCREASED TO 24 INCHES IN AREAS USED BY CONSTRUCTION TRAFFIC OR IF THE BUILDING PAD IS TO BE EXPOSED TO WET WEATHER CONDITIONS.
14. TRENCH AS REQUIRED FOR THE FOOTINGS. PROVIDE A MINIMUM OF 6 INCHES OF COMPACTED SELECT FILL BENEATH ALL FOOTINGS. SELECT FILL SHOULD EXTEND AT LEAST 6 INCHES BEYOND THE EDGE OF THE FOOTINGS. THE SELECT FILL SHOULD BE DENSITY-TESTED TO CONFIRM ADEQUATE COMPACTION PRIOR TO PLACING FORMS AND REBAR. ADDITIONAL OVEREXCAVATION AND SELECT FILL MAY BE REQUIRED FOR FOOTING EXCAVATIONS TERMINATING IN HIGH PLASTICITY SOIL TO REDUCE THE POTENTIAL OF HEAVE. THE NEED FOR OVER-EXCAVATION SHOULD BE CONFIRMED BY AN FEI REPRESENTATIVE AND DISCUSSED WITH THE OWNER DURING CONSTRUCTION. ALL OVEREXCAVATED MATERIAL SHOULD BE REPLACED WITH SELECT FILL.
15. BACKFILL AROUND THE COMPLETED FOUNDATIONS WITH COMPACTED SELECT FILL. THE SELECT FILL SHOULD BE DENSITY TESTED TO CONFIRM ADEQUATE COMPACTION.

SUBGRADE PREPARATION FOR PAVEMENTS

FEI RECOMMENDS THE SUBGRADE PREPARATION FOR PAVED AREAS BE DONE IN DRY WEATHER ONLY AS FOLLOWS:

16. STRIP THE SITE AS DESCRIBED ABOVE.
17. EXCAVATE TO THE REQUIRED SUBGRADE.
18. COMPACT THE SUBGRADE AS SPECIFIED IN ITEM 6 (ABOVE).
19. PLACE AND COMPACT THE REQUIRED BASE ROCK AND PAVE. FEI HAS ASSUMED THE PAVEMENT SECTION WILL MATCH THAT USED IN THE PREVIOUS PHASE.

STAGING AREAS AND CONSTRUCTION ACCESS ROADS

FEI RECOMMENDS STAGING AREAS, TEMPORARY HAUL/ACCESS ROADS, AND INGRESS/EGRESS LOCATIONS BE BUILT AS FOLLOWS:

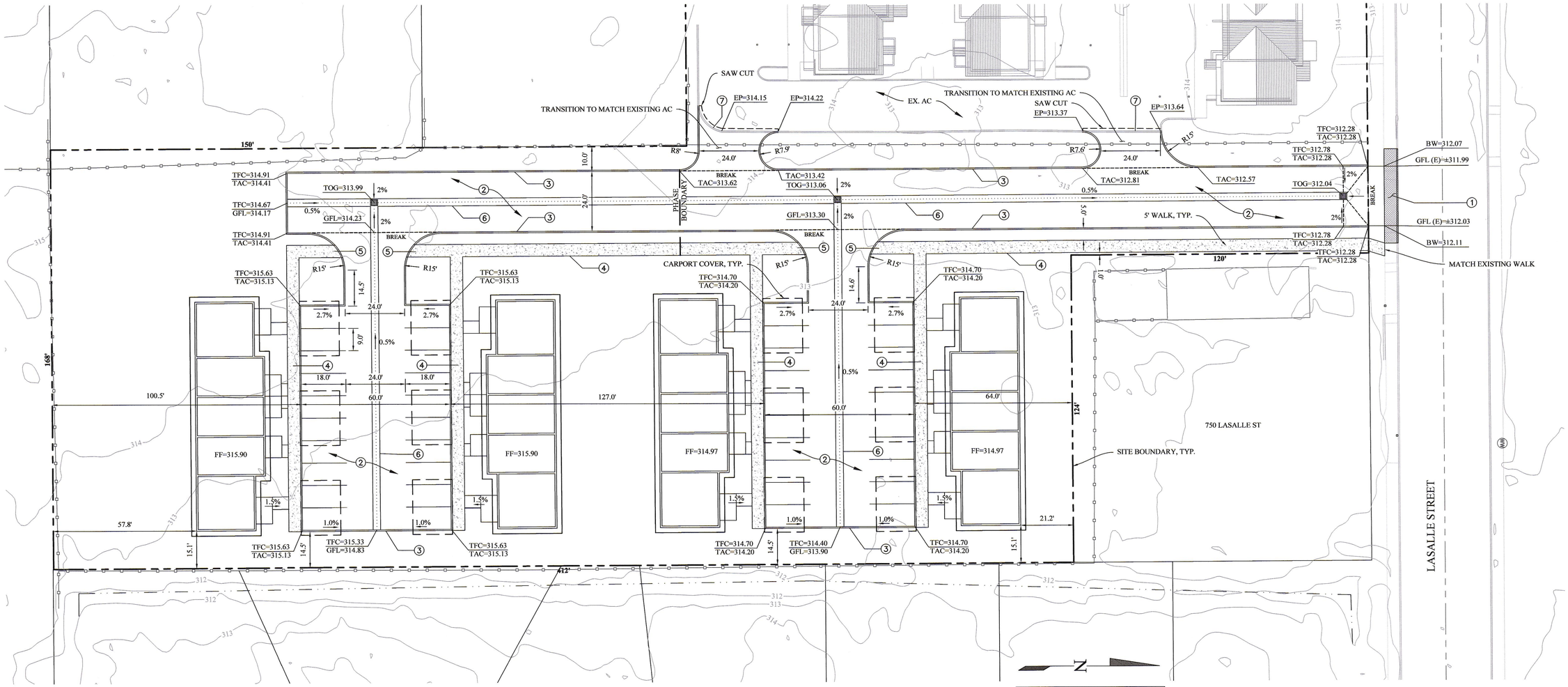
20. STRIP THE SUBGRADE AS SPECIFIED ABOVE.
21. MOISTURE-CONDITION, COMPACT, AND PROOF ROLL THE SUBGRADE AS SPECIFIED IN ITEM 6.
22. COVER THE SUBGRADE OF AREAS THAT MAY BE ACCESSED BY FUTURE TRUCK TRAFFIC DURING WET WEATHER PRIOR TO PAVING WITH A SEPARATION GEOTEXTILE AND A MINIMUM OF 24 INCHES OF SELECT FILL. FEI ALSO RECOMMENDS A SEPARATION GEOTEXTILE AND A MINIMUM BASE ROCK THICKNESS OF 24 INCHES IN ALL POINTS OF CONSTRUCTION TRUCK INGRESS/EGRESS TO THE SITE.
23. IF A COARSER QUARRY ROCK IS AVAILABLE, THE STAGING AREAS MAY CONSIST OF 12 TO 18 INCHES OF COARSER CRUSHED QUARRY ROCK (COMPACTED AS RECOMMENDED IN ITEM 6) CAPPED WITH SELECT FILL AS SPECIFIED ABOVE. THE SELECT FILL FROM STAGING AREAS MAY BE RE-USED AS BASE ROCK IN PAVEMENT AREAS OR FOR BUILDING PAD CONSTRUCTION IF IT CAN BE REMOVED AND KEPT SEGREGATED FROM THE UNDERLYING SOIL.
24. IF BUILDING PADS ARE TO BE USED AS STAGING AREAS, THE SUBGRADE SHOULD BE PREPARED AS RECOMMENDED IN THIS SUBSECTION.

NOTE:
THE ABOVE ARE SELECTED RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT. CONTRACTOR/BUILDER SHOULD REVIEW THE GEOTECHNICAL REPORT FOR ALL RECOMMENDATIONS.

CONSTRUCTION NOTES

1. CONSTRUCT FULLY LOWERED SIDEWALK AND DRIVEWAY APPROACH PER STD DWG RD750 OPTION N
2. CONSTRUCT GREATER OF EITHER 3" AC ON 10" THICK COMPACTED AGGREGATE OR MATCH EXISTING THICKNESS FROM PHASE 1, PREPARE SUBGRADE PER GEOTECHNICAL REPORT (NOTE WET WEATHER CONSTRUCTION MAY REQUIRE A WET WEATHER SECTION PER FEI)
3. CONSTRUCT STANDARD 16-INCH HIGH CONCRETE CURB PER STD DWG RD700, H=16" AND E=6" PER STD DWG RD700
4. CONSTRUCT CONCRETE WALK PER STD DWG RD720 OR RD721, AS APPLICABLE
5. CONSTRUCT CURB RAMP CROSSING PER STD DWG RD759
6. CONSTRUCT CONCRETE VALLEY GUTTER PER STD DWG RD700
7. SAW CUT AND REMOVE EXISTING AC PAVEMENT AND CONCRETE CURB AS NEEDED

NOTE:
SEE ARCHITECTURAL DRAWINGS FOR BUILDING AND CARPORT DIMENSIONS AND DETAILS AND WALKWAY CONNECTION POINTS



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REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 30, 1980
CLINTON L. BEECROFT
RENEWS: 01/01/20

LASALLE CROSSING II
MULTIFAMILY HOUSING
SITE GRADING AND PAVING PLAN
HARRISBURG, OREGON

No	Description of Revisions	Date	Name

Date	12-18-2019
Job Number	6959-19-0102
Design by	CLINT BEECROFT
Drawn by	CLINT BEECROFT
Checked by	

Sheet Number
C2

DRAINAGE PIPE DESIGN NOTES

1. STORM PIPES ARE DESIGNED FOR 10-YEAR RECURRENCE INTERVAL. A 5-MINUTE TIME OF CONCENTRATION IS USED. THE 10-YEAR 5-MINUTE RAINFALL INTENSITY IS 2.1 INCHES/HOUR PER ODOT ZONE 7 IDF CURVE (ODOT HYDRAULICS DESIGN MANUAL 2014).

2. RUNOFF PER ACRE IMPERVIOUS SURFACES IS (PER RATIONAL: Q=CIA) 0.90 X 2.1 IN/HR X 1 ACRE = 1.89 CFS PER ACRE OR 0.020 GPM PER SQUARE FOOT IMPERVIOUS AREA.

3. IMPERMEABLE SURFACE AREA TRIBUTARY TO MAIN STORM PIPE AT CB#1 (ROOF DRAINS AND PAVEMENT) IS APPROXIMATELY 11,994 S.F. YIELDING A PEAK FLOW OF 240 GPM. AN 8-INCH DIAMETER PLASTIC PIPE AT 0.5-PERCENT SLOPE WILL FLOW 4.1 INCHES IN DEPTH AT A VELOCITY OF 2.9 FT/S.

4. IMPERMEABLE SURFACE AREA TRIBUTARY TO MAIN STORM PIPE AT CB#2 (ROOF DRAINS AND PAVEMENT) IS APPROXIMATELY 31,659 S.F. YIELDING A PEAK FLOW OF 633 GPM. A 10-INCH DIAMETER PLASTIC PIPE AT 0.5-PERCENT SLOPE WILL FLOW 6.6 INCHES IN DEPTH AT A VELOCITY OF 3.7 FT/S.

5. IMPERMEABLE SURFACE AREA TRIBUTARY TO MAIN STORM PIPE AT CB#3 (ROOF DRAINS AND PAVEMENT) IS APPROXIMATELY 41,095 S.F. YIELDING A PEAK FLOW OF 822 GPM. A 10-INCH DIAMETER PLASTIC PIPE AT 0.5-PERCENT SLOPE WILL FLOW 8.3 INCHES IN DEPTH AT A VELOCITY OF 3.8 FT/S.

KEYED NOTES

[A] APPROXIMATE LOCATION OF END OF PIPE. POTHOLE TO VERIFY PIPE FLOW LINE ELEVATION, LOCATION AND SIZE PRIOR TO START OF WORK. REPORT DISCREPANCIES TO ENGINEER. REMOVE AND REPLACE CONCRETE WALK AND CURB AND GUTTER AS NEEDED. SAW CUT CURB AND GUTTER. REMOVE WALK AT NEAREST CONTRACTION JOINT. PIPE FLOW LINE ELEVATION SHOWN IS BASED ON AN ASSUMED PIPE SLOPE OF 0.30-PERCENT FROM THE DOWNSTREAM MANHOLE.

[B] WATER PIPE SIZE TO BE DETERMINED BY THE PLUMBING CONTRACTOR BASED ON FINAL FIXTURE UNIT NUMBERS AND LANDSCAPE WATER DEMAND.

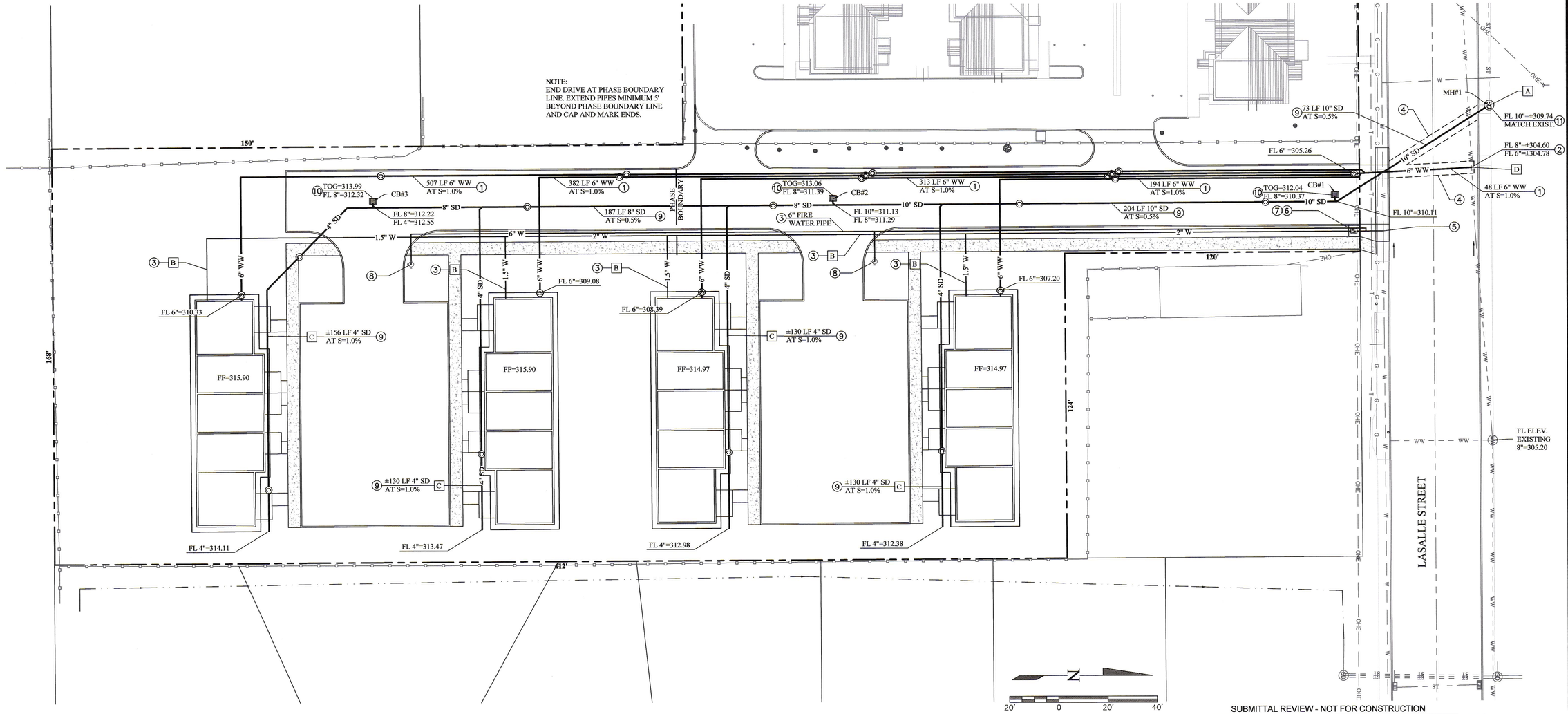
[C] INSTALL ROOF DRAIN PIPES PER PLUMBING CODE STANDARDS AS NEEDED BASED ON FINAL DOWN SPOUT LOCATIONS.

[D] POTHOLE TO VERIFY PIPE FLOW LINE ELEVATION AND LOCATION PRIOR TO START OF WORK. REPORT DISCREPANCIES TO ENGINEER.

PIPE TRENCH BACKFILL NOTE:
BACKFILL OVER ALL PIPE WITHIN PAVEMENT AND INSIDE STREET RIGHT-OF-WAY TO BE CLASS B.
CLASS B BACKFILL = ¾"-0 CRUSHED QUARRY ROCK
PIPE BEDDING AND PIPE ZONE MATERIAL TO BE ¾"-0 CRUSHED QUARRY ROCK

CONSTRUCTION NOTES

(1) CONSTRUCT WASTEWATER PIPE WITH TRENCH, BACKFILL, AND TONE WIRE PER STD DWG RD300, SIZE AND SLOPE AS SHOWN
(2) CONNECT TO EXISTING PIPE WITH INSERTA-TEE CONNECTION
(3) CONSTRUCT WATER PIPE WITH TRENCH, BACKFILL, AND TONE WIRE PER STD DWG RD300, SIZE AS SHOWN, WITH THRUST BLOCKING AS NEEDED PER STD DWG RD250.
(4) STREET CUT AND SURFACE RESTORATION PER STD DWG RD302
(5) CONNECT TO EXISTING WATER PIPE WITH 6" TEE AND 6" GATE VALVE IN VALVE BOX
(6) INSTALL 2" WATER METER IN METER BOX WITH BACK FLOW PREVENTION DEVICE
(7) INSTALL BACK FLOW PREVENTION DEVICE ON FIRE WATER LINE IN VAULT, SIZE AS NEEDED
(8) CONSTRUCT HYDRANT ASSEMBLY PER STD DWG RD254
(9) CONSTRUCT STORM DRAIN PIPE WITH TRENCH, BACKFILL, AND TONE WIRE PER STD DWG RD300, SIZE AND SLOPE AS SHOWN
(10) INSTALL 24-INCH SQUARE CATCH BASIN, GIBSON STEEL BASINS DWG NO. T2, OR CAST-IN-PLACE PER PLUMBING CODE STANDARDS
(11) CONSTRUCT SHALLOW CAST-IN-PLACE MANHOLE OVER END OF STORM PIPE PER STD DWG RD342
(C) CONSTRUCT CLEANOUT PER STD DWG RD362 AND PLUMBING CODE STANDARDS



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JULY 13, 2004
CLINTON L. BEECROFT
EXPIRES: 12-16-2019
RENEWS: 01/01/20

LASALLE CROSSING II
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FILE INFO
Plot Date: Dec 19, 2019 - 9:32am
Xreference: Site Plan 9-12-19 [Files From Others\Site Plan 9-12-19.dwg]
Main File: S:\Projects\6959 Paddock Masonry\19-0102 LaSalle Crossing Apartments\AutoCAD\Lasalle St - OCRS\EUG\88 Grading.dwg LAYOUT=Utilities

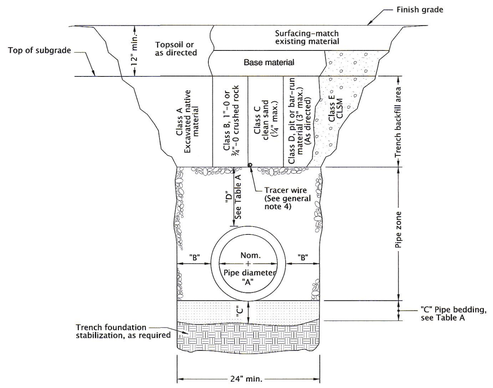
rd300.dgn 25-JUL-2017

RD300

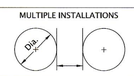
TABLE A

"A" (in)	"B" (in)	"C" (in)	"D" (in)
4	10	4	8
6	10	4	8
8	10	6	10
10	10	6	10
12	12	6	10
15	12	6	10
18	16	6	12
21	16	6	12
24	18	6	12
30	18	6	12
36	24	6	14
42	24	6	14
48	24	6	14
54	24	6	14
60	24	6	14
66	24	6	14
72	24	6	14

For pipes over 72" diameter, see general note 3.



MULTIPLE INSTALLATIONS



DIAMETER	MIN. SPACE BETWEEN PIPES
Up to 48"	24"
48" to 72"	One half (½) dia. of pipe

GENERAL NOTES FOR ALL DETAILS:

1. Surfacing of paved areas shall comply with street cut Std. Dwg. RD302.
2. For pipe installation in embankment areas where the trench method will not be used and the pipe is ≥ 36" diameter, increase dimension "B" to nominal pipe diameter.
3. Pipes over 72" diameter are structures, and are not applicable to this drawing.
4. See Std. Dwg. RD336 for tracer wire details (When required).

CALC. BOOK NO. N/A

BASELINE REPORT DATE 14-JUL-2014

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

TRENCH BACKFILL, BEDDING, PIPE ZONE AND MULTIPLE INSTALLATIONS

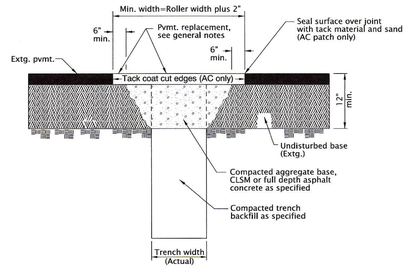
2018

DATE	REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD300

rd302.dgn 25-JUL-2017

RD302



GENERAL NOTES FOR ALL DETAILS:

1. All existing AC or PCC pavement shall be sawcut prior to repaving.
2. Concrete pavement shall be replaced with concrete to a minimum thickness of 6" or to the thickness of removed pavement, whichever is greater.
3. Place AC mix minimum thkn. of 4" or the thkn. of the removed pavement, whichever is greater. Compact as specified.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 12-JUN-2008

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

STREET CUT

2018

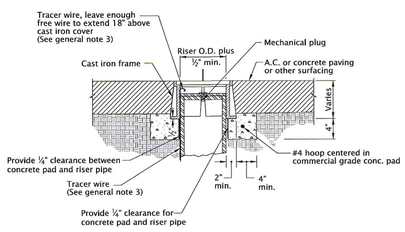
DATE	REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD302

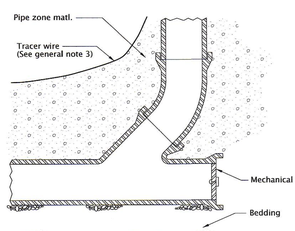
rd362.dgn 25-JUL-2017

RD362

CAST IRON COVER



CAST IRON FRAME



CLEANOUT

CALC. BOOK NO. N/A

BASELINE REPORT DATE 14-JUL-2014

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

SANITARY CLEANOUT

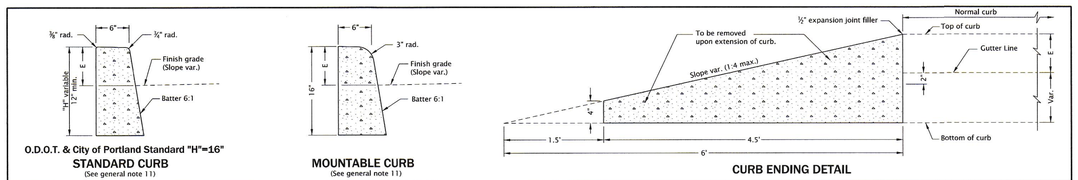
2018

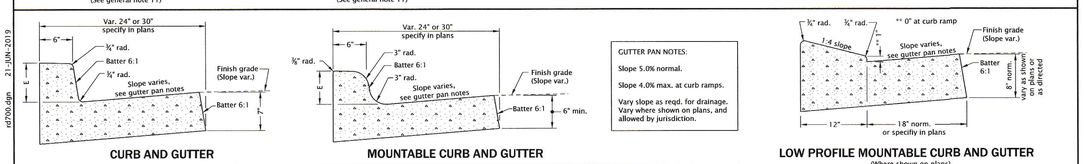
DATE	REVISION DESCRIPTION

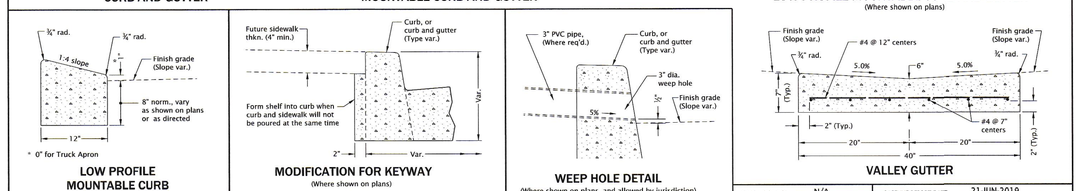
Effective Date: December 1, 2019 – May 31, 2020 RD362

rd700.dgn 21-JUN-2019

RD700







GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T standard "E"=7".
2. Const. curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.
3. Const. curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Transitions shall be used to connect curbs of different exposures "E". ("E" Is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
8. For sidewalk details, and monolithic curb & sidewalk, see Std. Dwgs. RD720 & RD721.
9. For drainage curbs, see Std. Dwg. RD701.
10. For curb ramp details, see Std. Dwg. RD755.
11. On or along state highways, curb and gutter is required at curb ramp.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

CURBS

2018

DATE	REVISION DESCRIPTION
07-2018	REVISED & ADDED NOTES
05-2018	REVISED NOTE
07-2018	ADDED DETAIL & REVISED NOTES
06-2019	REVISED NOTES

Effective Date: December 1, 2019 – May 31, 2020 RD700

EGR & Associates, Inc.
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Eugene, Oregon 97402
(541) 688-8322
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REGISTERED PROFESSIONAL ENGINEER — CLINTON L. BEECROFT — 81361PE — OREGON — 12-18-2019 — RENEWS: 01/01/20

LASALLE CROSSING II
MULTIFAMILY HOUSING
STANDARD DRAWINGS
AND DETAILS
HARRISBURG, OREGON

No	Description of Revisions	Date	Name

Date	12-18-2019
Job Number	6959-19-0102
Design by	CLINT BEECROFT
Drawn by	CLINT BEECROFT
Checked by	

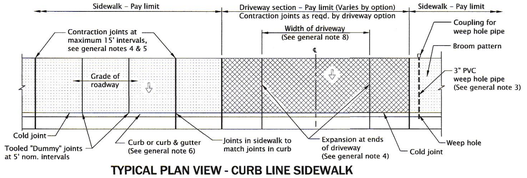
Sheet Number

C4

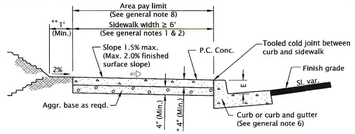
Plot Date: Dec 18, 2019 - 9:02am
FILE LOCATION: S:\Projects\6959 Paddock Masonry\19-0102 LaSalle Crossing Apartments\Auto\CAD\Lasalle St - OCRS\EUG\SS Grading.dwg LAYOUT=Details 1
Xreference: ~ Site Plan 9-12-19 [\Files From Others\Site Plan 9-12-19.dwg]
Main File

SUBMITTAL REVIEW - NOT FOR CONSTRUCTION

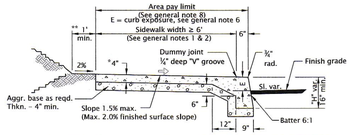
rd720.dgn 21-JUN-2019



TYPICAL PLAN VIEW - CURB LINE SIDEWALK



TYPICAL CURB SIDEWALK CROSS SECTION



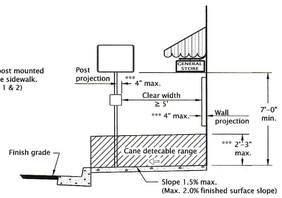
TYPICAL MONOLITHIC CURB & SIDEWALK CROSS SECTION

E = curb exposure, see general note 6

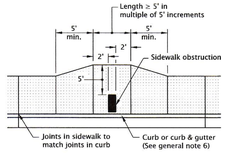
* Min. 4" or as specified in plans. A thickness ≥ 6" if sidewalk is intended as portion of a driveway or mountable curb is used.

** Provide compacted backfill adjacent to curb and sidewalk

*** Objects with base below 2'–3" may protrude any distance as long as the 5' circulation path is maintained. When an object with a base higher than 2'–3" protrudes further than 4" provide a detection below protrusion to delineate edge.



CLEAR CIRCULATION PATH



REQUIRED SIDEWALK WIDENING AROUND OBSTRUCTIONS

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joints details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joints details.
6. For curb details, see Std. Dwgs. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on ODOT applicable standards.
8. Fully lowered sidewalk shown; see project plans for the diveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

LEGEND

- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- Slope 1.5% max. (Max. 2.0% finished surface slope)

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

CURB LINE SIDEWALKS

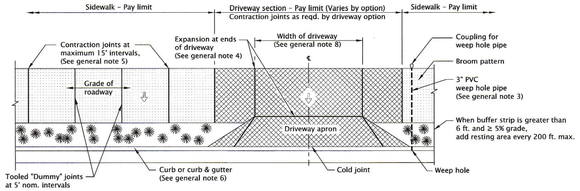
2018

DATE	REVISION DESCRIPTION
01-2018	REVISED NOTE
07-2018	REVISED DETAIL & NOTES
01-2019	REMOVED, REVISED DETAILS & NOTES
06-2019	ADDED & REVISED NOTES

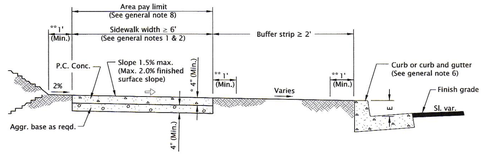
RD720

Effective Date: December 1, 2019 – May 31, 2020

rd721.dgn 21-JUN-2019



TYPICAL PLAN VIEW - SEPARATED SIDEWALK



TYPICAL SETBACK SIDEWALK CROSS SECTION

E = curb exposure, see general note 6

* Min. 4" or as specified in plans. A thickness 6" if sidewalk is intended as portion of a driveway or mountable curb is used.

** Provide compacted backfill adjacent to curb and sidewalk

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joint details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joint details.
6. Curb and gutter shown; see project plans for the curb design specified. For curb details, see Std. Dwgs. RD700 & RD70. ODOT standard E=7".
7. Sidewalk details are based on ODOT applicable standards.
8. Driveway encroaches into sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

LEGEND

- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- Slope 1.5% max. (Max. 2.0% finished surface slope)

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

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OREGON STANDARD DRAWINGS

SEPARATED SIDEWALKS

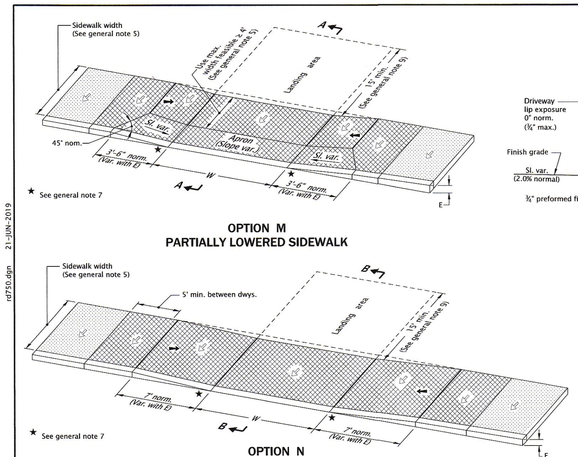
2018

DATE	REVISION DESCRIPTION
01-2019	DRAWING CREATED
06-2019	ADDED NOTES

RD721

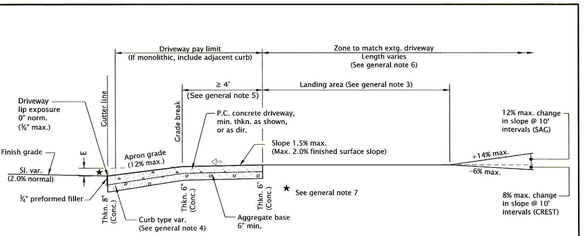
Effective Date: December 1, 2019 – May 31, 2020

rd750.dgn 21-JUN-2019

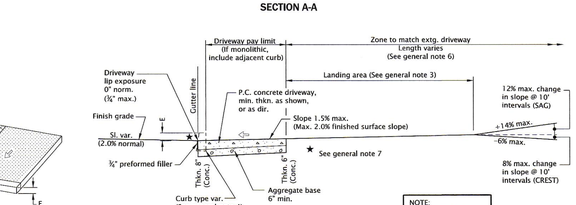


OPTION M
PARTIALLY LOWERED SIDEWALK

OPTION N
FULLY LOWERED SIDEWALK



SECTION A-A



SECTION B-B

NOTE:
This drawing is to be used by local agencies to assist them in the design of driveways on their facilities.

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Details are based on ODOT applicable standards.
2. Only use details allowed by jurisdiction.
3. The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
4. Curb, gutter, and sidewalk types varies, see plans. See Std. Dwgs. RD700 & RD701 for curb details. See Std. Dwg. RD720 for sidewalk details See Std. Dwg. RD722 for joint details.
5. A greater than or equal 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
6. Where existing driveway is in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
7. Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
8. Construct a full depth expansion joints with 1#2" (In) preformed joint filler at ends of each driveway. Tooled joints are required at all driveway slope break lines.
9. 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
10. Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.
11. Any dimensions except those of general note 5 may be amended by local agencies for their use.

LEGEND:

- Sidewalk
- Driveway pay limit (If monolithic, include adjacent curb) (See project plans for details not shown)
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)
- W — Width of driveway
- E — Curb exposure

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

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OREGON STANDARD DRAWINGS

CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS M & N) LOCAL JURISDICTIONS

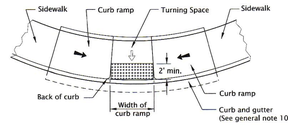
2018

DATE	REVISION DESCRIPTION
01-2018	REVISED & ADDED NOTES
07-2018	REVISED NOTE
01-2019	REVISED DETAILS & NOTES
06-2019	REVISED DETAILS & NOTES

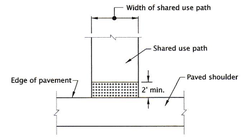
RD750

Effective Date: December 1, 2019 – May 31, 2020

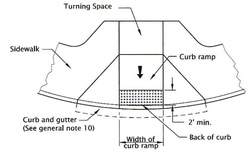
rd759.dgn 21-JUN-2019



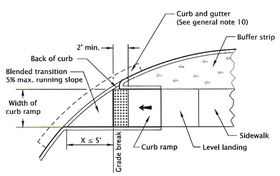
PARALLEL CURB RAMP



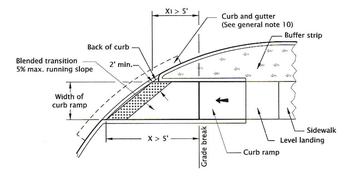
SHARED-USE PATH CONNECTION



PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB
(Detectable warning surface shall be placed in the lower 2' at the back of curb ramp that is adjacent to traffic)



CURB RAMP CROSSING
GRADE BREAK ≤ 5 FT. FROM BACK OF CURB
(Detectable warning surface shall be placed on the bottom of the curb ramp directly above the grade break)



CURB RAMP CROSSING
GRADE BREAK (X or X1) > 5 FT. FROM BACK OF CURB
(Detectable warning surface shall be placed in the lower 2' at the back of curb ramp that is adjacent to traffic)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on ODOT applicable Standards.
2. See project plans for details not shown. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc. See Std. Dwgs. RD705 & RD710 for islands.
3. The Detectable Warning Surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the Detectable warning surface is permitted (Measured at the leading corners of the detectable warning surface panel).
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.
5. Detectable warning surface shall be used in the following locations:
   a) Curb ramps (See Std. Dwgs. RD755, RD756, & RD757).
   b) Crossing islands (Accessible Route Islands), (See Std. Dwg. RD710).
   c) Rail crossings (See Std. Dwg. RD758).
6. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards (See Std. Dwg. RD758).
7. Detectable warning surface shall not be used on the following locations:
   a) End of sidewalk transitions that are not at a crosswalk, (See Std. Dwg. RD754).
   b) Driveways, unless constructed with curb return, (See Std. Dwgs. RD725, RD730, RD735, RD740, RD745, & RD750).
   c) Parking lots.
8. **Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.**
9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Detectable warning surface placement for perpendicular ramps vary as shown.

LEGEND

- Detectable warning surface
- Slope 1.5% max. (Max. 2.0% finished surface slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE DETAILS & PLACEMENT LOCATIONS

2018

DATE	REVISION DESCRIPTION
07-2018	REPLACED DRAWING TITLE, REVISED DETAILS & NOTES
09-2018	REVISED DETAIL & NOTES
01-2019	REVISED DETAIL & NOTES
06-2019	REVISED DETAIL & NOTES

RD759

Effective Date: December 1, 2019 – May 31, 2020

EGR & Associates, Inc.
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(541) 688-8322
Fax (541) 688-8087

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 30, 1980 — CLINTON L. BEECROFT — 16576 PE

12-18-2019
RENEWS: 01/01/20

No	Description of Revisions	Date	Name

LASALLE CROSSING II
MULTIFAMILY HOUSING
STANDARD DRAWINGS
AND DETAILS
HARRISBURG, OREGON

Date	12-18-2019
Job Number	6959-19-0102
Design by	CLINT BEECROFT
Drawn by	CLINT BEECROFT
Checked by	

Sheet Number
C5

SUBMITTAL REVIEW - NOT FOR CONSTRUCTION

THRUST BLOCKING

TABLE A

CONCRETE THRUST BLOCKING (HORIZONTAL)

PIPE DIA.	Table Pressure PSI	Thrust (T) at fittings in Pounds A: Tee & Dead Ends	B: 90 deg Bend	C: 45 deg Bend	D: 22.5 deg Bend	E: 11.25 deg Bend
4"	250	3035	4320	2315	1215	610
6"	250	6860	9735	5215	2720	1375
8"	250	12185	17310	9265	4835	2430
10"	250	19045	27045	14480	7560	3800
12"	250	27405	38940	20840	10880	5465
14"	250	37320	53010	28370	14815	7445
16"	250	48740	69245	37050	19360	9735

TABLE B

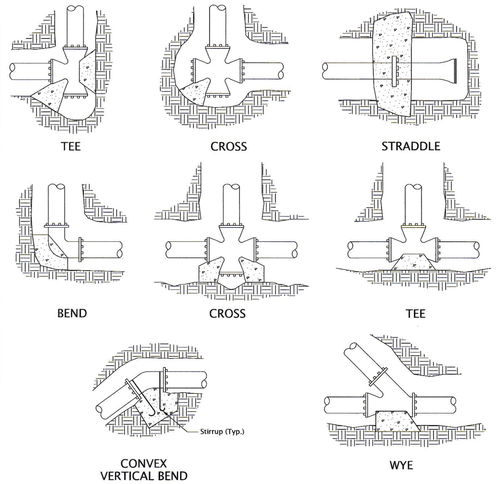
Soil Type	Soil Bearing Capacity (B) in PSF
Muck, peat, etc.	0
Soft Clay	1000
Sand	2000
Sand and gravel	3000
Sand and gravel cemented with clay	4000
Hard shale	10,000

TABLE C

CONCRETE BLOCKING FOR CONVEX VERTICAL BENDS

DIMENSION TABLE

PIPE DIA. in.	Table Pressure PSI	Bend Angle (deg)	Concrete Volume (cy)	Cube Size (ft)	Stirrup Dia. (in)	Stirrup Embmt. (in)	Stirrup Bar #
4"	250	11.25	0.21	1.8	⅜	17	5
		22.5	0.43	2.3			
		45	0.77	2.8			
6"	250	11.25	0.48	2.4	⅜	17	5
		22.5	0.95	3.0			
		45	1.79	3.6			
8"	250	11.25	0.86	2.9	⅜	17	5
		22.5	1.65	3.5			
		45	3.22	4.4			
10"	250	11.25	1.39	3.3	⅜	17	5
		22.5	2.62	4.1			
		45	4.97	4.1			
12"	250	11.25	1.94	3.7	⅜	17	5
		22.5	3.91	4.7			
		45	6.89	5.7	⅔	24	7
14"	250	11.25	2.62	4.1	⅜	17	5
		22.5	5.26	5.2	¾	20	6
		45	9.70	6.4	1	27	8
16"	250	11.25	3.44	4.5	⅜	17	5
		22.5	6.89	5.7	⅔	24	7
		45	12.63	7.0	1⅛	30	9



THRUST BLOCK BEARING AREA EQUATION

NOTE: WHEN THRUST BLOCK BEARING AREA IS NOT SPECIFIED ON THE PLANS OR DETERMINED BY THE ENGINEER, USE THE FOLLOWING PROCEDURE TO DETERMINE REQUIRED BEARING AREA.

1. Determine thrust (T) for type of fitting or joint and size of pipe from Table A.
2. Determine Design (Test) Pressure from Standard Specifications or Special Provisions.
3. Determine Table Pressure from Table A.
4. Determine Soil Bearing Capacity (B) of soil from Table B.
5. Determine required bearing area (A) in sq. ft. as follows:

$$\text{Thrust Block Bearing Area} = A = \left(\frac{T}{B}\right)\left(\frac{\text{Design (Test) Pressure}}{\text{Table Pressure}}\right)$$

Example: Design (Test) Pressure = 150 PSI
Pipe = 14"
Fitting = Tee
Soil = Sand

From Table A, T = 37320
From Table B, B = 2000

$$A = \left(\frac{37320}{2000}\right)\left(\frac{150}{250}\right) \cong 11.2 \text{ sq.ft.}$$

GENERAL NOTES FOR ALL DETAILS:

1. Contractor to provide blocking adequate to withstand full test pressure.
2. Pour concrete blocking against undisturbed earth.
3. All concrete shall be commercial grade concrete.
4. Wrap pipe and/or fittings with 2 layers of polyethylene film where in contact with concrete
5. Keep concrete clear of all joints and accessories.
6. Stirrups shall be deformed galvanized cold rolled steel AASHTO M31 (ASTM A615), Grade 60. Coat with coal tar epoxy after installation.
7. See project plans for details not shown.

CALC. BOOK NO. N/A

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

BASELINE REPORT DATE 25-JUL-2017

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

THRUST BLOCKING

2018

DATE	REVISION DESCRIPTION

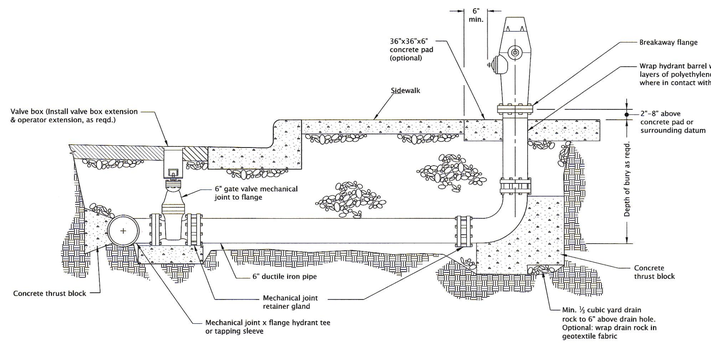
RD250

rd250.dgn 25-JUL-2017

Effective Date: December 1, 2019 - May 31, 2020

RD250

HYDRANT ASSEMBLY



GENERAL NOTES FOR ALL DETAILS:

1. When pipe is shorter than 18', no joints allowed. Use mechanical joint retainer glands. Two ¾" galvanized tie rods may be used in lieu of thrust blocks for installations less than 18' long. Coat tie rods with two coats of coal tar epoxy.
2. When pipe is longer that 18' retainer glands not required.
3. There shall be a minimum of 18" horizontal clearance around hydrant.
4. When placed adjacent to curb, hydrant port shall be 24" from face of curb.
5. Concrete thrust blocks shall be constructed as per thrust blocking Std. Dwg. RD250. Do not block drain holes.
6. Extensions required for hydrant systems shall be installed to the manufacturer's specifications.
7. Hydrants shall be placed to provide a minimum of 5' clearance from driveways, poles, and other obstructions.
8. Hydrant pumper port shall face direction of access.
9. Set hydrant plumb in all directions.
10. See project plans for details not shown.

CALC. BOOK NO. N/A

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

BASELINE REPORT DATE 25-JUL-2017

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

HYDRANT INSTALLATION

2018

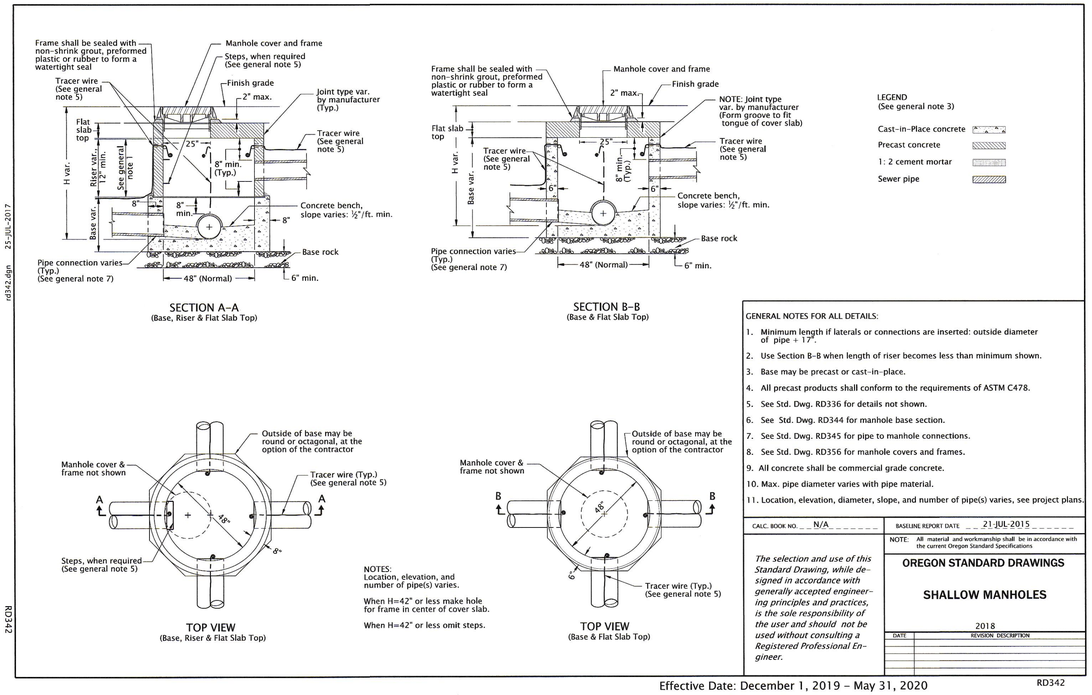
DATE	REVISION DESCRIPTION

RD254

rd254.dgn 25-JUL-2017

Effective Date: December 1, 2019 - May 31, 2020

RD254



NOTES:
Location, elevation, and number of pipe(s) varies.

When H=42" or less make hole for frame in center of cover slab.

When H=42" or less omit steps.

GENERAL NOTES FOR ALL DETAILS:

1. Minimum length if laterals or connections are inserted: outside diameter of pipe + 17".
2. Use Section B-B when length of riser becomes less than minimum shown.
3. Base may be precast or cast-in-place.
4. All precast products shall conform to the requirements of ASTM C478.
5. See Std. Dwg. RD336 for details not shown.
6. See Std. Dwg. RD344 for manhole base section.
7. See Std. Dwg. RD345 for pipe to manhole connections.
8. See Std. Dwg. RD356 for manhole covers and frames.
9. All concrete shall be commercial grade concrete.
10. Max. pipe diameter varies with pipe material.
11. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.

CALC. BOOK NO. N/A

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

BASELINE REPORT DATE 21-JUL-2015

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

SHALLOW MANHOLES

2018

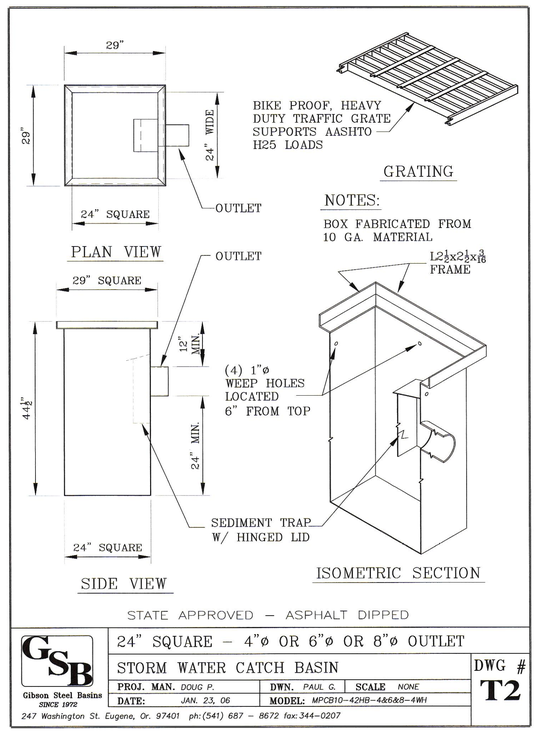
DATE	REVISION DESCRIPTION

RD342

rd342.dgn 25-JUL-2017

Effective Date: December 1, 2019 - May 31, 2020

RD342



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REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 30, 1981 — CLINTON L. BEECROFT

12-18-2019

RENEWS: 01/01/20

LASALLE CROSSING II
MULTIFAMILY HOUSING
STANDARD DRAWINGS
AND DETAILS
HARRISBURG, OREGON

No	Description of Revisions	Date	Name

Date	12-18-2019
Job Number	6959-19-0102
Design by	CLINT BEECROFT
Drawn by	CLINT BEECROFT
Checked by	

Sheet Number

C6

SUBMITTAL REVIEW - NOT FOR CONSTRUCTION

Date:	September 16, 2019
To:	Jamie Paddock Paddock Construction, LLC
From:	Jesus L. Magdaleno, Geotechnical Staff James K. Maitland, P.E., G.E.
Subject:	Geotechnical Investigation
Project:	LaSalle Crossing II Project No.:2191119

We have completed the requested foundation investigation for the above-referenced project. This report includes a description of our work, a discussion of site conditions, a summary of laboratory testing, and a discussion of engineering analyses. Recommendations for site preparation, foundation design and construction, and pavement subgrade preparation are also enclosed.

BACKGROUND

Paddock Construction, LLC (Paddock) is planning an expansion to the LaSalle Crossing multifamily residential housing development in Harrisburg, Oregon. The existing Phase I development is located on the southeast corner of the intersection of LaSalle Street and 6th Street. The Phase II expansion is located southeast of the Phase I development. The site location is shown in Figure 1A (Appendix A).

The Phase II development will include four new building units on a ±150x400-foot parcel. A preliminary site plan development by the project architect is shown overlain on a satellite image in Figure 2A (Appendix A). We understand the new units will be identical to the Phase I structures. Therefore, we assume the new buildings will be 2-story, wood-framed structures with slab-on-grade floors and shallow foundations.

Paddock is the property owner, EGR and Associates, Inc. (EGR) is the civil designer, and Jonathan Stafford (Stafford), A.I.A., is the architect. Paddock retained Foundation Engineering as the geotechnical consultant. Our scope of work was outlined in a proposal dated August 13, 2019, and authorized by a signed Technical/Professional Services Agreement dated August 19, 2019.

FIELD EXPLORATION

We excavated six exploratory test pits at the site on August 28, 2019, using a Hyundai 352-9 tracked excavator. The approximate locations of the test pits are shown on Figure 2A (Appendix A). The test pits extended to maximum depths ranging from ±8.5 to 10.5 feet. The soil profiles were logged, and soil samples were obtained for possible laboratory testing and observation in our office. Where practical, undrained shear strength measurements were attempted on the test pit

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sidewalls using a Field Vane. Following the completion of the explorations, the test pits were backfilled with the excavated materials and tamped in place in lifts.

The soil profiles and sampling depths are summarized in the test pit logs (Appendix B). The logs were prepared based on a review of the field logs, results of laboratory testing, and an examination of the soil samples in our office. The surface and subsurface conditions are discussed below.

DISCUSSION OF SITE CONDITIONS

Site Topography and Surface Conditions

The site is essentially flat. Most of the site is currently covered with cut grass. No other vegetation was present. Surface conditions at the time of our field exploration are shown in Photo 1 (Appendix A). A driveway extends along the northwest portion of the site. The driveway surface consists of predominantly gravel and crushed rock fill.

Subsurface Conditions

A general discussion of the soils encountered in the test pits is presented below. A more detailed description of the soil conditions encountered within each test pit are shown on the appended test pit logs (Appendix B).

Fill. Test pit TP-1, excavated through the driveway in the northwest portion of the site, encountered a surficial layer of dense to very dense gravel and crushed rock with trace to some silt and sand. This unit was encountered in only TP-1 and extends to a maximum depth of ±18 inches.

Topsoil. A topsoil layer was encountered in TP-2 through TP-6. The topsoil consists of low to medium plasticity silt and contains abundant fine roots. The ground surface was dry and hard at the time of our exploration. However, this soil will become soft when moistened.

The topsoil below ±4 inches typically contains only scattered fine roots. However, the soil is blocky-structured to a depth of ±12 to 18 inches, possibly due to previous farming activities. Therefore, mitigation of the blocky topsoil is recommended to reduce potential settlement.

Photo 2 shows the typical appearance of the topsoil and the underlying alluvium.

Fine-Grained Alluvium. All of the test pits encountered fine-grained alluvium below the topsoil, extending to the underlying gravel (described below) or to the bottom of the test pits. The alluvium typically consisted of low to medium plasticity silt and clay with varying amounts of fine sand. These soils were typically damp to moist and stiff to very stiff at the time of our field exploration.

A layer of very stiff, medium to high plasticity clay or silt was encountered in all of the test pits at depths ranging from 1.5 to 3 feet below the existing ground surface.

Coarse-Grained Alluvium. Coarse-grained alluvium was encountered below the fine-grained alluvium in four of the six test pits at depths ranging from 6 to 9 feet. The coarse-grained alluvium consisted of predominantly dense sandy gravel with cobbles up to ±7 inches in diameter and varying amounts of silt.

Ground Water

No seepage or ground water infiltration was encountered to the maximum depth of the test pits. However, wet conditions were noted in the deeper gravel in some test pits below ±8 feet. Based on the subsurface conditions, proximity of the site to the Willamette River, and a review of well logs available from the Oregon Water Resource Department (OWRD) website, we anticipate ground water at the site will fluctuate seasonally and will be significantly higher during the wet winter months. Iron-staining of the surficial soils suggests water may also perch on the low-permeability, high plasticity soils following periods of prolonged rainfall.

FIELD AND LABORATORY TESTING

Field Testing

Field vane shear strength tests were attempted on the fine-grained soil exposed in the test pit sidewalls. However, we were unable to penetrate the desiccated soil with the vanes, suggesting a very stiff to hard consistency.

Laboratory Testing

The laboratory testing included moisture content and Atterberg Limits tests to help classify the soils according to the Unified Soil Classification System (USCS) and estimate their engineering properties. Non-tested samples were visually classified in accordance with ASTM D2488-09a and ASTM D 2487-11. The laboratory test results are summarized in Table 1C (Appendix C).

The tests indicated moisture contents ranging from ±17 to 31 percent, suggesting the soils were typically damp to moist at the time of our field exploration. Atterberg limits tests completed on samples of fine-grained soil that appeared to have relatively high plasticity indicate Liquid Limits (LL) of 28 and 34 percent and Plasticity Indices (PI) of 26 and 27 percent. These limits correspond to Unified Soil Classification System (USCS) symbols of CH and MH, i.e., medium to high plasticity clay and silt.

DISCUSSION OF GEOTECHNICAL ISSUES

A general discussion of geotechnical issues is provided in this section. Specific construction recommendations for these items are provided in the recommendations section below.

Seasonal Issues

The foundation soils are primarily fine-grained. The foundation-level soil was typically very stiff at the time of our field investigation (late August). However, these soils are moisture-sensitive and will soften considerably when wet and disturbed by construction traffic. We anticipate the ground water level will rise or a perched condition may develop during the wet winter months, which may soften the soils or require dewatering of footing excavations. Compaction of the surface soils will only be practical during the dry summer months when aeration and moisture-conditioning will be possible. Therefore, we recommend completing the site grading and foundation construction during the dry summer months (typically mid-June through mid-October).

During wet weather, a minimum of ±18 to 24 inches of Select Fill and a Separation Geotextile (defined below) are typically required to protect fine-grained subgrade from construction traffic and reduce the risk of subgrade pumping or disturbance. The recommendations provided below assume dry weather construction conditions. Therefore, we should be contacted to provide additional recommendations if wet weather construction is anticipated.

Site Stripping

We anticipate a nominal stripping depth of ±4 to 6 inches will be required to remove the bulk of the organics. The required stripping depth may be deeper in some locations and will have to be confirmed during construction. Topsoil strippings may be used for landscaping but are not suitable for use under buildings or pavements.

Site grading will require stripping the organic-rich topsoil and hauling the material offsite or placing it in landscape areas outside the footprint of structures, pavements, or other settlement-sensitive facilities. A nominal stripping depth of ±4 inches will be required to remove the bulk of the organics. However, the actual stripping depth may be deeper in some locations and should be confirmed by a representative of Foundation Engineering during construction.

Tilled Zone

The upper ±12 to 18 inches of the soil profile has a slightly blocky structure and may be relatively low density due to previous tilling. This soil is expected to soften when wet. Therefore, the upper ±1.5 feet of the site will require mitigation to reduce the risk of softening due to saturation.

We anticipate the site stripping will remove the upper ±4 to 6 inches of the tilled soil. Following stripping, the remaining ±6 to 14 inches of soil should be disked, moisture-conditioned, and compacted (during dry weather only). If wet weather construction is planned, most or all of the remaining tilled soil will need to be removed and replaced with a geotextile and at least 24 inches of compacted Select Fill (see Recommendations section below).

Expansive Soils

Atterberg Limits tests indicate the near-surface soils include medium to high plasticity clay and silt (CH and MH). These soils are typically associated with a relatively high risk of swelling and shrinking due to seasonal changes in moisture content. Because the soils are currently relatively dry, we expect the greater risk is of swelling due to saturation. Subgrade movement can adversely impact foundations and floor slabs, leading to displacement and/or cracking.

Complete mitigation of expansive soils typically requires their removal and replacement. At this site, such mitigation would be cost-prohibitive due to the depth of the highly plastic soils. Currently, there is ±1.5 to 3 feet of cover of relatively low plasticity soil over the plastic clay. This soil cover will help partially mitigate the risk of expansion of the underlying soil by reducing seasonal changes in moisture content. At some locations, the base of new footings may extend to or near the surface of potentially expansive soil.

We anticipate expansive soils also underly the Phase I portion of the LaSalle Crossing development. We discussed the presence of these soils with Mr. Paddock. He indicated 12 inches of compacted granular fill was placed beneath foundation slabs during construction of the Phase I structures, and that no other mitigation measures were taken during construction. He also indicated no unusual cracking or distress has been noticed or reported at the Phase I structures. Based on our discussions, we anticipate no specific mitigation measures will be completed at the Phase II site. However, we have provided in the subsequent sections of this report some recommendations to help reduce the risk of damage due to soil movement.

The risk of damage to concrete slabs is greater because the slabs will be very lightly loaded. Raising the grade of the floors will help provide additional separation between the floor slab and the expansive soils. Therefore, a minimum of 12 inches of compacted granular fill should be placed beneath concrete slabs and all slabs should be reinforced to reduce the risk of cracking. However, it should be understood the risk of cracking will not be completely mitigated.

ENGINEERING ANALYSIS AND DESIGN

Proposed Foundations and Loads

Spread footings will support the new buildings. We assumed spread footing dimensions will range from ±2x2 feet to 4x4 feet and wall footing widths will range from ±1 to 3 feet wide. A footing embedment depth of at least 18 inches below the lowest adjacent grade is recommended.

Bearing Capacity

We calculated the bearing capacity of foundation soils under new footings assuming an undrained shear strength of 1,800 psf, a moist unit weight of 125 pcf, a nominal footing depth of 1.5 feet below finish grade, and a factor of safety of 3. Our calculations indicate an allowable bearing pressure of 3,000 psf is appropriate for design of column and continuous wall footings. This bearing pressure may be increased by one-third for transient (seismic and wind) loads.

Settlement

Formal settlement analysis was not completed due to the observed stiffness of the foundation soils and the anticipated modest loads. For design, we recommend assuming a maximum total settlement of ± ½ inch. Differential settlement between adjacent footings may be assumed to be approximately half of the total settlement.

Sliding Coefficient and Passive Resistance for Footings

A sliding coefficient of 0.5 is recommended to analyze the sliding resistance of new footings constructed on a minimum of 6 inches of compacted Select Fill (defined below).

The allowable passive resistance against the buried portion of the footings may be calculated using an equivalent fluid density of 145 lb/ft^3 (pcf). This passive resistance includes a factor of safety since it is unlikely the footings will move laterally enough to mobilize the full passive resistance. This value assumes all footings will be backfilled with compacted Select Fill extending at least 12 inches beyond the edge of all footings.

Drainage

The static ground water table is expected to be relatively shallow during the wet winter months and water may perch on the low-permeability soil during periods of prolonged rainfall. Therefore, we recommend elevating the building pads at least 12 inches above the finish grades and grading the ground surface around the buildings to promote runoff away from the foundations. We also recommend perimeter foundation drains around buildings.

RECOMMENDATIONS

Construction recommendations provided below assume the earthwork will occur during dry weather. We should be contacted if wet weather construction is anticipated so we can make appropriate modifications to our recommendations.

General Earthwork and Materials Specifications

1. Select Fill, as defined in this report, should consist of ¾, 1, or 1½-inch minus, clean, well-graded crushed gravel or rock. We should be provided a sample of the intended fill or a gradation curve for approval prior to delivery to the site.

2. High plasticity soil generated from on-site excavations should not be placed beneath new slabs or footings and should be hauled from construction areas.

3. Drain Rock should consist of 2-inch minus, clean (less than 2% passing the #200 sieve), open-graded crushed gravel or rock. The actual gradation and maximum aggregate size will depend on availability by local suppliers. We should be provided a sample of the intended fill and gradation curve for approval prior to delivery to the site.

4. Filter Fabric as defined in this report should consist of a non-woven geotextile with a grab tensile strength greater than 200 lb., an apparent opening size (AOS) of between #70 and 100 (US Sieve), and a permittivity greater than 0.1 sec^{-1}.

5. The Separation Geotextile should meet the minimum requirements of an AASHTO M 288-06 geotextile for separation and have Mean Average Roll Value (MARV) strength properties meeting the requirements of an AASHTO M 288-06, Class 2, woven geotextile. We should be provided a specification sheet on the selected geotextile for approval prior to delivery to the site.

6. Moisture condition and compact all imported granular fill in loose lifts not exceeding 12 inches. Thinner lifts may be required if light or hand-operated equipment is used. Compact the subgrade (during dry weather only) and all fill to a minimum of 95% relative compaction. The maximum dry density of ASTM D 698 should be used as the standard for estimating relative compaction.

   Field density tests should be run frequently to confirm adequate compaction. The completed subgrade and building pad should also be proof-rolled using a loaded 10-yd^3 dump truck or other approved vehicle. Adequate compaction based on proof-rolling should be confirmed by a Foundation Engineering representative. Areas of pumping or deflection observed beneath the truck wheels may be reworked, or over-excavated and replaced with compacted Select Fill and proof-rolled again.

7. Shoring should be provided in trenches according to OR-OSHA Standards to protect workers from sloughing or caving soils. An OSHA Type A soil is appropriate for the very stiff fine-grained soils (if they remain relatively dry). These soils may degrade to a Type B or C in the presence of moisture. Shoring and worker safety are the sole responsibility of the contractor.

8. Inform contractors that utility construction may require dewatering for deep excavations completed during the summer, and all excavation completed during winter.

Foundation Design

9. Design all new continuous wall footings and isolated column footings using an allowable bearing pressure of 3,000 psf.

10. Provide a minimum footing with of 12 inches for continuous footings and 18 inches for isolated column footings. Place the base of all footings at least 18 inches below the lowest adjacent grade.

11. Assume total settlement of ½ inch and a differential settlement of ¼ inch for column and wall footings designed and built as specified herein.

12. Use a coefficient of friction of 0.5 for new footings bearing on Select Fill for sliding analysis.

13. Use an allowable passive resistance of 145 pcf if the footings are backfilled with compacted Select Fill.

14. Use a modulus of subgrade reaction (K_s) of 250 pci for floor slab design. This value assumes the slabs will be underlain by at least 12 inches of compacted Select Fill placed over a compacted subgrade.

15. Provide a suitable vapor barrier under the slab that is compatible with the proposed floor covering and the method of concrete curing. The proposed vapor barrier and installation plan should be reviewed by the flooring manufacturer and architect.

Site Preparation and Foundation Construction

Wet weather construction is not recommended due to the risk of softening the foundation soils. We recommend the subgrade beneath foundation areas be prepared during dry weather as follows:

16. Strip the ground to a depth of ±4 inches or as required to remove concentrated vegetation and roots. Where practical, the depth of the site stripping should be kept to a minimum to reduce the volume of spoils. Therefore, the stripping depth should be confirmed during construction by a Foundation Engineering representative. The strippings should be stockpiled in designated areas on the site for reuse in landscaping areas or hauled from the site.

17. Re-process the soil within the previously-tilled zone to reduce voids and blocky-structured soil beneath all buildings and pavements. For planning purposes, assume the reprocessing will extend to a depth of ±12 inches (after stripping). Since the tilling depth appears to vary within the site, it should be confirmed during construction. The reprocessing should include disking, moisture-conditioning, and compacting the soil as specified in Item 6. In areas of deeper tilling, the recompaction may require two lifts.

18. Proof-roll the compacted subgrade with an approved vehicle. Overexcavate any soft or pumping areas and replace with compacted Select Fill. The need and extent of any overexcavation should be established by a Foundation Engineering representative during construction.

19. Cover the prepared subgrade beneath buildings with a Separation Geotextile. The Separation Geotextile may be eliminated if the subgrade is covered with a slab prior to the onset of wet weather.

20. Place and compact a minimum of 12 inches of Select Fill to create building pads. The building pad thickness may need to be increased to 24 inches in areas used by construction traffic or if the building pad is to be exposed to wet weather conditions.

21. Trench as required for the footings. Provide a minimum of 6 inches of compacted Select Fill beneath all footings. Select Fill should extend at least 6 inches beyond the edge of the footings. The Select Fill should be density-tested to confirm adequate compaction prior to placing forms and rebar. Additional overexcavation and Select Fill may be required for footing excavations terminating in high plasticity soil to reduce the potential of heave. The need for over-excavation should be confirmed by a Foundation Engineering representative and discussed with the owner during construction. All overexcavated material should be replaced with Select Fill.

22. Backfill around the completed foundations with compacted Select Fill. The Select Fill should be density tested to confirm adequate compaction.

Drainage for Buildings

23. Install foundation drains along the perimeter of the new building. The drains should consist of 3 or 4-inch diameter, perforated or slotted, PVC pipe wrapped in a Filter Fabric. The pipe should be bedded in at least 4 inches of Drain Rock and backfilled full depth with Drain Rock. The entire mass of Drain Rock should be wrapped in a similar Filter Fabric that laps at least 12 inches at the top (see Figure 3A).

24. Provide clean-outs at appropriate locations for future maintenance of the drainage system.

25. Discharge the water from the drain system into the nearest catch basin, manhole, or storm drain.

Subgrade Preparation for Pavements

We recommend the subgrade preparation or paved areas be done in dry weather only as follows:

26. Strip the site as described above.

27. Excavate to the required subgrade.

28. Compact the subgrade as specified in Item 6 (above).

29. Place and compact the required base rock and pave. We have assumed the pavement section will match that used in the previous phase.

Staging Areas and Construction Access Roads

We recommend staging areas, temporary haul/access roads, and ingress/egress locations be built as follows:

30. Strip the subgrade as specified above.

31. Moisture-condition, compact, and proof roll the subgrade as specified in Item 6.

32. Cover the subgrade of areas that may be accessed by future truck traffic during wet weather prior to paving with a Separation Geotextile and a minimum of 24 inches of Select Fill. We also recommend a Separation Geotextile and a minimum base rock thickness of 24 inches in all points of construction truck ingress/egress to the site.

33. If a coarser quarry rock is available, the staging areas may consist of 12 to 18 inches of coarser crushed quarry rock (compacted as recommended in Item 6) capped with Select Fill as specified above. The Select Fill from staging areas may be re-used as base rock in pavement areas or for building pad construction if it can be removed and kept segregated from the underlying soil.

34. If building pads are to be used as staging areas, the subgrade should be prepared as recommended in this subsection.

DESIGN REVIEW/CONSTRUCTION OBSERVATION/TESTING

Foundation Engineering should be provided the opportunity to review all drawings and specifications that pertain to site grading and foundation construction. Foundation preparation will require field confirmation of subgrade conditions in accordance with recommendations provided herein. A Foundation Engineering representative should confirm the soil conditions beneath all new foundations prior to backfilling. Mitigation of any unsuitable fill, high plasticity clay, soft soils, or persistent ground water infiltration will also require engineering review and judgment. That judgment should be provided by one of our representatives. Fill too variable for density testing should be proof-rolled as recommended above. We recommend that we be retained to provide the necessary construction observation.

VARIATION OF SUBSURFACE CONDITIONS, USE OF REPORT, AND WARRANTY

The analyses, conclusions, and recommendations contained herein assume the soil conditions encountered in the test pits are representative of the site conditions. The above recommendations assume we will have the opportunity to review final drawings, approve imported fill material, and be present during construction to confirm the assumed foundation conditions. We should be contacted to review our recommendations if anticipated foundation loads and dimensions differ significantly from the values assumed in this report. No changes in the enclosed recommendations should be made without our approval. We will assume no responsibility or liability for any engineering judgment, inspection, or testing performed by others.

This report was prepared for the exclusive use of Paddock Construction, LLC and their design consultants for the LaSalle Crossing II Project located in Harrisburg, Oregon. Information contained herein should not be used for other sites or for unanticipated construction without our written consent. This report is intended for planning and design purposes. Contractors using this information to estimate construction quantities or costs do so at their own risk. Our services do not include any survey or assessment of potential surface contamination or contamination of the soil or ground water by hazardous or toxic materials. We assume those services, if needed, have been completed by others.

Climate conditions in western Oregon typically consist of wet weather for almost half of the year (typically between mid-October and late May). It is assumed adequate drainage will be provided for all new construction. The recommendations for site preparation and foundation drainage are not intended to represent any warranty (expressed or implied) against the growth of mold, mildew, or other organisms that grow in a humid or moist environment.

Our services do not include any survey or assessment of potential surface contamination or contamination of the soil or ground water by hazardous or toxic materials. We assume that those services, if needed, have been completed by others. Our work was done in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made. Please do not hesitate to call with any questions.

REFERENCES

ASTM, 2009, *Standard Test Method for Description and Identification of Soils (Visual-Manual Procedure)*: American Society of Testing and Materials (ASTM) International, West Conshohocken, PA, ASTM Standard D2488, DOI: 10.1520/D2488-09A, 11 p., www.astm.org.

ASTM, 2011, *Standard Test Method for Classification of Soils for Engineering Purposes (Unified Soil Classification System, USCS)*: American Society of Testing and Materials (ASTM) International, West Conshohocken, PA, ASTM Standard D2487, DOI: 10.1520/D2487-11, 11 p., www.astm.org.

ASTM, 2012, *Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400ft-lbf/ft^3 (600kN-m/m^3))*: American Society of Testing and Materials (ASTM) International, West Conshohocken, PA, ASTM Standard D698, DOI: 10.1520/D0698, 13 p., www.astm.org.

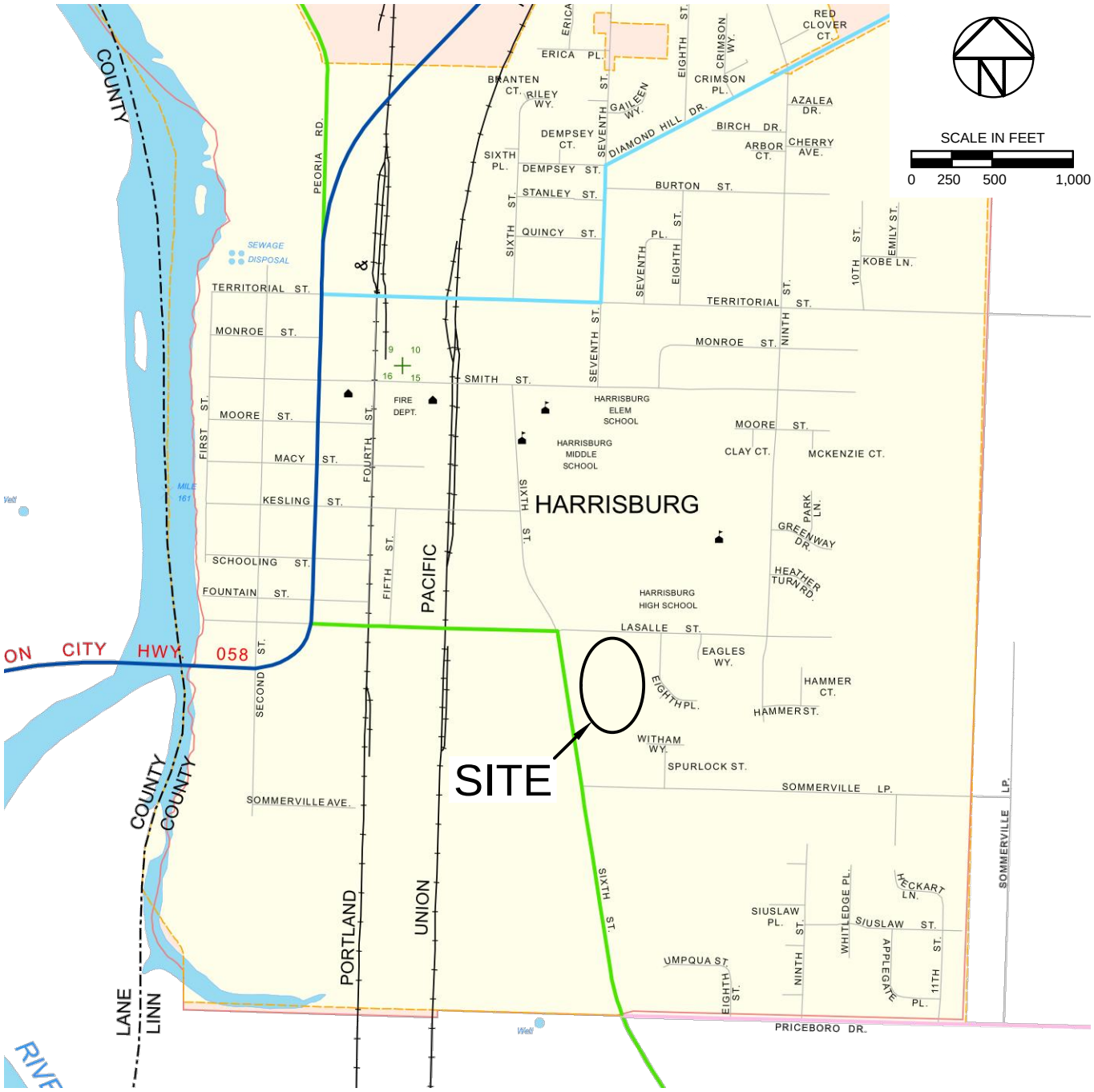
IBC, 2015, *International Building Code (IBC):* International Code Council, Inc., Sections 1613 and 1803.

ODOT, 2018, *Oregon Standard Specifications for Construction*: Oregon Department of Transportation (ODOT), Highway Division.

OSSC, 2014, *Oregon Structural Specialty Code (OSSC):* Based on the International Code Council, Inc., 2012 International Building Code (IBC), Section 1613 and 1803.3.

Appendix A

Figures and Photos



Note: Base map obtained from the Oregon Department of Transportion website.

DATE SEP 2019
DWN. EJG
APPR.
REVIS.
PROJECT NO.
2191119

FOUNDATION ENGINEERING INC.
PROFESSIONAL GEOTECHNICAL SERVICES
820 NW CORNELL AVENUE
CORVALLIS, OR 97330-4517
BUS. (541) 757-7645 FAX (541) 757-7650

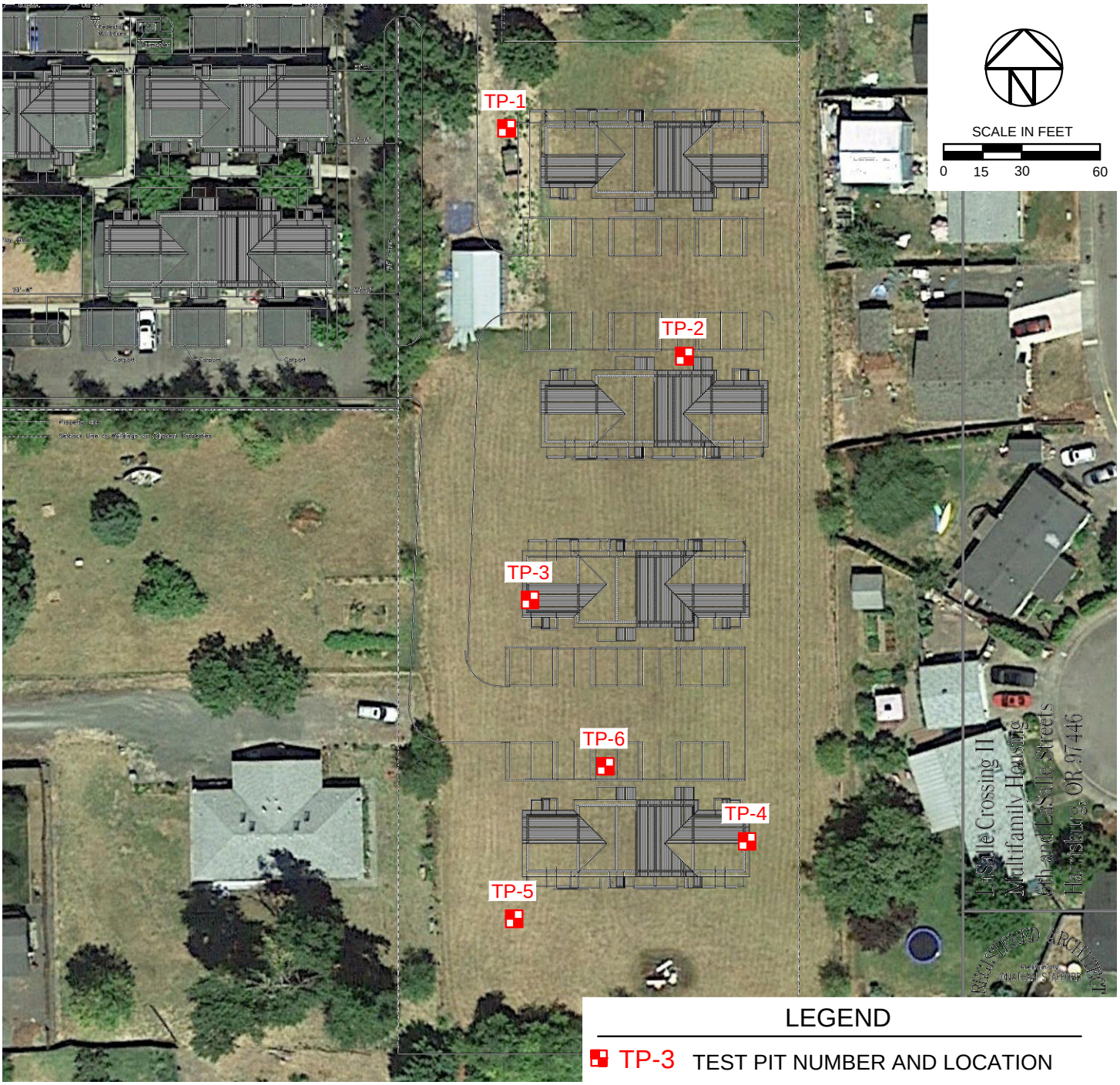
VICINITY MAP

LASALLE CROSSING II
HARRISBURG, OREGON

FIGURE NO.
1A

FILE NAME: FIG 1A

DRAFT



LEGEND

TP-3 TEST PIT NUMBER AND LOCATION

NOTES:
1. TEST PIT LOCATIONS WERE ESTABLISHED BY PACING AND VISUAL REFERENCE WITH EXISTING SURFACE FEATURES AND ARE APPROXIMATE.
2. BASE MAP PROVIDED BY PADDOCK CONSTRUCTION.
3. AERIAL IMAGE OBTAINED FROM GOOGLE EARTH.
4. SEE REPORT FOR A DISCUSSION OF SUBSURFACE CONDITIONS.

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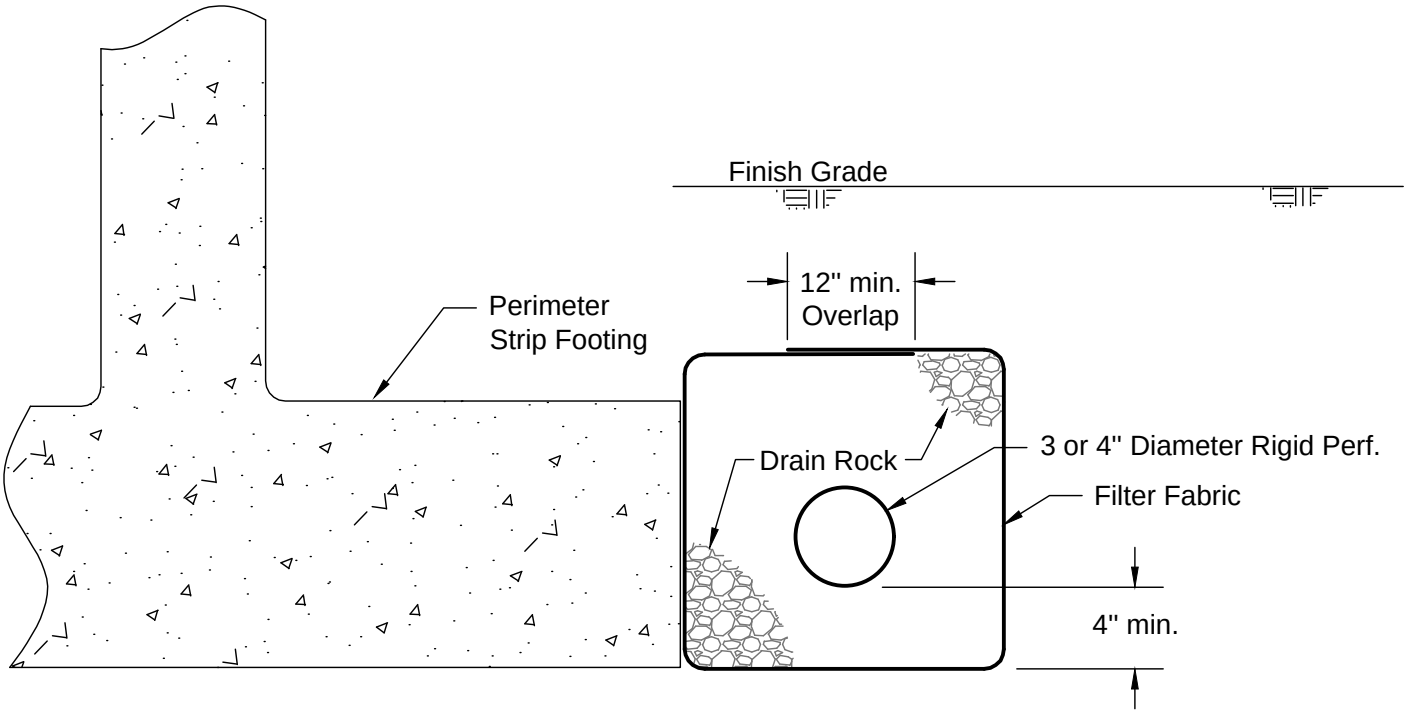
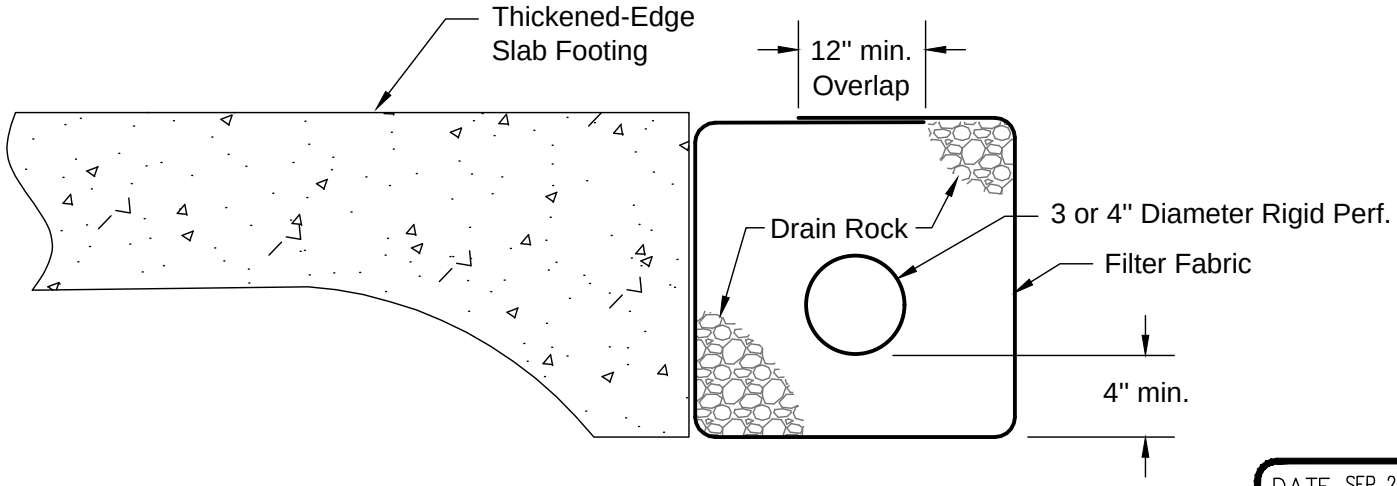
SITE LAYOUT AND TEST PIT LOCATIONS

LASALLE CROSSING II
HARRISBURG, OREGON

FIGURE NO.
2A

FILE NAME: FIG 2A





NOTES:
1. DRAWING NOT TO SCALE.
2. SEE REPORT FOR ADDITIONAL MATERIALS SPECIFICATIONS.

DATE SEP 2019
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FOUNDATION DRAIN DETAIL

LASALLE CROSSING II
HARRISBURG, OREGON

FIGURE NO.
3A

FILE NAME: FIG 3A

Photo 1. Site looking south.

Photo 2. Subsurface conditions in test pit (typ).

Appendix B

Test Pit Logs

Professional Geotechnical Services

Foundation Engineering, Inc.

DISTINCTION BETWEEN FIELD LOGS AND FINAL LOGS

A field log is prepared for each boring or test pit by our field representative. The log contains information concerning sampling depths and the presence of various materials such as gravel, cobbles, and fill, and observations of ground water. It also contains our interpretation of the soil conditions between samples. The final logs presented in this report represent our interpretation of the contents of the field logs and the results of the sample examinations and laboratory test results. Our recommendations are based on the contents of the final logs and the information contained therein and not on the field logs.

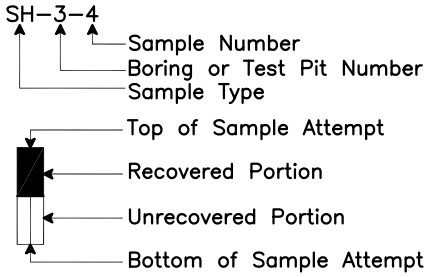
VARIATION IN SOILS BETWEEN TEST PITS AND BORINGS

The final log and related information depict subsurface conditions only at the specific location and on the date indicated. Those using the information contained herein should be aware that soil conditions at other locations or on other dates may differ. Actual foundation or subgrade conditions should be confirmed by us during construction.

TRANSITION BETWEEN SOIL OR ROCK TYPES

The lines designating the interface between soil, fill or rock on the final logs and on subsurface profiles presented in the report are determined by interpolation and are therefore approximate. The transition between the materials may be abrupt or gradual. Only at boring or test pit locations should profiles be considered as reasonably accurate and then only to the degree implied by the notes thereon.

SAMPLE OR TEST SYMBOLS



C – Pavement Core Sample
CS – Rock Core Sample
OS – Oversize Sample (3–inch split–spoon)
S – Grab Sample
SH – Thin–walled Shelby Tube Sample
SS – Standard Penetration Test Sample (split–spoon)

▲ Standard Penetration Test Resistance equals the number of blows a 140 lb. weight falling 30 in. is required to drive a standard split–spoon sampler 1 ft. Practical refusal is equal to 50 or more blows per 6 in. of sampler penetration.

● Water Content (%).

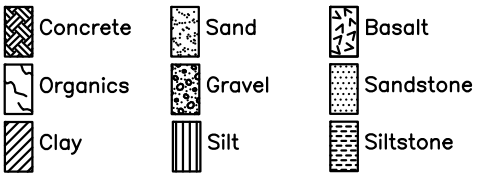
UNIFIED SOIL CLASSIFICATION SYMBOLS

G – Gravel	W – Well Graded
S – Sand	P – Poorly Graded
M – Silt	L – Low Plasticity
C – Clay	H – High Plasticity
Pt – Peat	O – Organic

FIELD SHEAR STRENGTH TEST

Shear strength measurements on test pit side walls, blocks of soil or Shelby tube samples are typically made with Torvane or Field Vane shear devices.

TYPICAL SOIL/ROCK SYMBOLS



WATER TABLE

Water Table Location

(1/31/16) Date of Measurement

FOUNDATION ENGINEERING INC.
PROFESSIONAL GEOTECHNICAL SERVICES

820 NW CORNELL AVENUE
CORVALLIS, OR 97330
BUS. (541) 757–7845

7857 SW CIRRUS DRIVE, BUILDING 24
BEAVERTON, OR 97008
BUS. (503) 641–1541

SYMBOL KEY

EXPLORATION LOGS

Explanation of Common Terms Used in Soil Descriptions

Field Identification	Cohesive Soils			Granular Soils	
	SPT*	S_u** (tsf)	Term	SPT*	Term
Easily penetrated several inches by fist.	0 – 2	< 0.125	Very Soft	0 – 4	Very Loose
Easily penetrated several inches by thumb.	2 – 4	0.125–0.25	Soft	4 – 10	Loose
Can be penetrated several inches by thumb with moderate effort.	4 – 8	0.25 – 0.50	Medium Stiff	10 – 30	Medium Dense
Readily indented by thumb but penetrated only with great effort.	8 – 15	0.50 – 1.0	Stiff	30 – 50	Dense
Readily indented by thumbnail.	15 – 30	1.0 – 2.0	Very Stiff	> 50	Very Dense
Indented with difficulty by thumbnail.	>30	> 2.0	Hard		

* SPT N–value in blows per foot (bpf)
** Undrained shear strength

Term	Soil Moisture Field Description
Dry	Absence of moisture. Dusty. Dry to the touch.
Damp	Soil has moisture. Cohesive soils are below plastic limit and usually moldable.
Moist	Grains appear darkened, but no visible water. Silt/clay will clump. Sand will bulk. Soils are often at or near plastic limit.
Wet	Visible water on larger grain surfaces. Sand and cohesionless silt exhibit dilatancy. Cohesive soil can be readily remolded. Soil leaves wetness on the hand when squeezed. Soil is wetter than the optimum moisture content and above the plastic limit.

Term	PI	Plasticity Field Test
Non–plastic	0 – 3	Cannot be rolled into a thread at any moisture.
Low Plasticity	3 – 15	Can be rolled into a thread with some difficulty.
Medium Plasticity	15 – 30	Easily rolled into thread.
High Plasticity	> 30	Easily rolled and re–rolled into thread.

Term	Soil Structure Criteria
Stratified	Alternating layers at least ¼ inch thick.
Laminated	Alternating layers less than ¼ inch thick.
Fissured	Contains shears and partings along planes of weakness.
Slickensided	Partings appear glossy or striated.
Blocky	Breaks into small lumps that resist further breakdown.
Lensed	Contains pockets of different soils.

Term	Soil Cementation Criteria
Weak	Breaks under light finger pressure.
Moderate	Breaks under hard finger pressure.
Strong	Will not break with finger pressure.

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BUS. (503) 641–1541

COMMON TERMS

SOIL DESCRIPTIONS

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-1-1					Dense to very dense GRAVEL and CRUSHED ROCK, trace to some silt and sand (GP); grey-brown, dry, fine to coarse sand, fine to coarse rounded to subrounded gravel, angular crushed rock up to ±3-inch diameter, (fill).
	2–	S-1-2			1.5		Very stiff SILT, scattered organics (ML); dark brown and iron-stained, damp, low plasticity, organics consist of fine roots, (alluvium).
	3–	S-1-3			2.5		Very stiff CLAY (CH); brown, damp to moist, medium to high plasticity, (alluvium).
	4–						
	5–	S-1-4			4.5		Stiff silty CLAY, some sand (CL); brown, damp to moist, low to medium plasticity, fine sand, (alluvium).
	6–						
	7–						
	8–	S-1-5			8.0		Very stiff sandy SILT (ML); brown to dark brown, moist, low plasticity, fine sand, (alluvium).
	9–	S-1-6			9.0		Dense silty sandy GRAVEL and COBBLES (GM); grey-brown, moist, low plasticity silt, fine sand, subrounded to subangular gravel and cobbles up to ±6-inch diameter, (alluvium).
No seepage or ground water encountered to the limit of exploration.	10–	S-1-7			10.5		BOTTOM OF EXPLORATION

Project No.: 2191119 **Test Pit Log: TP-1**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-2-1					Stiff SILT, scattered to some organics (ML); brown, dry, low to medium plasticity, organics consist of fine roots, blocky structure, (topsoil).
	2–	S-2-2			1.0		Very stiff silty CLAY, trace sand (CL); dark brown and iron-stained, medium plasticity, fine sand, (alluvium).
	3–	S-2-3			1.5		Very stiff CLAY (CH); dark brown and iron-stained, damp to moist, medium to high plasticity, (alluvium).
	4–						
	5–	S-2-4			4.5		Stiff silty CLAY, trace sand (CL); light brown, moist, medium plasticity, fine sand, (alluvium).
	6–						Low to medium plasticity and some fine sand below ±6 feet.
	7–	S-2-5					
	8–	S-2-6			7.5		Very stiff sandy SILT (SM); brown, moist, low plasticity, fine sand, (alluvium).
	9–				8.5		BOTTOM OF EXPLORATION
No seepage or ground water encountered to the limit of exploration.	10–						

Project No.: 2191119 **Test Pit Log: TP-2**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-3-1					Stiff SILT, scattered to some organics (ML); brown, dry, low to medium plasticity, organics consist of fine roots, blocky structure, (topsoil).
					1.0		Very stiff silty CLAY, trace sand (CL); dark brown, damp, low to medium plasticity, fine sand, (alluvium).
	2–	S-3-2					
	3–				2.5		Very stiff clayey SILT (MH); dark brown, moist, medium to high plasticity, (alluvium).
	4–	S-3-3					
	5–						
	6–				6.0		Dense silty sandy GRAVEL (GM); grey-brown, moist, low to medium plasticity silt, fine to coarse sand, fine to coarse, subrounded to rounded gravel, (alluvium).
	7–	S-3-4					
	8–				7.5		Dense sandy GRAVEL, some silt (GP); dark grey, wet, non-plastic silt, fine to coarse sand, subrounded to rounded gravel, (alluvium).
	9–	S-3-5					
	10–				9.5		BOTTOM OF EXPLORATION
No seepage or ground water encountered to the limit of exploration.							

Project No.: 2191119 **Test Pit Log: TP-3**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-4-1					Stiff SILT, scattered to some organics (ML); brown, dry, low to medium plasticity, organics consist of fine roots, blocky structure, (topsoil).
					1.0		Very stiff silty CLAY (CL); dark brown, damp to moist, low to medium plasticity, (alluvium).
	2–	S-4-2			2.0		Very stiff clayey SILT (MH); dark brown, moist, medium to high plasticity, (alluvium).
	3–						
	4–	S-4-3					
	5–				5.0		Stiff silty CLAY (CL); light brown, moist, medium plasticity, (alluvium).
	6–	S-4-4					
	7–						
	8–				8.0		Dense silty sandy GRAVEL and COBBLES (GM); grey-brown, wet, low to medium plasticity silt, fine to coarse sand, subrounded to rounded gravel and cobbles up to ±4-inch diameter, (alluvium).
	9–	S-4-5					
	10–				9.5		BOTTOM OF EXPLORATION
No seepage or ground water encountered to the limit of exploration.							

Project No.: 2191119 **Test Pit Log: TP-4**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-5-1					Stiff SILT, scattered to some organics (ML); brown, dry, low to medium plasticity, organics consist of fine roots, blocky structure, (topsoil).
	2–				1.5		Very stiff silty CLAY, trace sand (CL); dark brown and iron-stained, damp, low to medium plasticity, fine to medium sand, (alluvium).
	3–	S-5-2			3.0		Very stiff clayey SILT (MH); brown and iron-stained, moist, medium to high plasticity, (alluvium).
	4–						
	5–	S-5-3					
	6–						Stiff below ±6 feet.
	7–	S-5-4					
	8–						
	9–	S-5-5					
No seepage or ground water encountered to the limit of exploration.	10–				9.5		BOTTOM OF EXPLORATION

Project No.: 2191119 **Test Pit Log: TP-5**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Comments	Depth, Feet	Sample #	Location	C, TSF	Elev. Depth	Symbol	Soil and Rock Description
	1–	S-6-1					Stiff SILT, scattered to some organics (ML); brown, dry, low to medium plasticity, organics consist of fine roots, blocky structure, (topsoil).
	2–	S-6-2			1.0		Very stiff silty CLAY, trace sand (CL); dark brown, dry to damp, low to medium plasticity, blocky structure, (alluvium).
	3–				2.0		Very stiff CLAY (CH); brown to dark brown, damp to moist, medium to high plasticity, (alluvium).
	4–	S-6-3					
	5–						
	6–	S-6-4			5.5		Stiff silty CLAY (CL); brown to dark brown, moist, medium plasticity, (alluvium).
	7–						
	8–				7.5		Dense silty sandy GRAVEL and COBBLES (GM); grey-brown, moist to wet, low to medium plasticity silt, fine to coarse sand, subrounded to rounded gravel and cobbles up to ±7-inch diameter, (alluvium).
	9–	S-6-5					
No seepage or ground water encountered to the limit of exploration.	10–				9.5		BOTTOM OF EXPLORATION

Project No.: 2191119 **Test Pit Log: TP-6**

Surface Elevation: (Approx.) **LaSalle Crossing II**

Date of Test Pit: August 28, 2019 **Harrisburg, Oregon**

Appendix C

Laboratory Testing

Table 1C. Laboratory Test Results

Sample Number	Sample Depth (ft)	Moisture Content (percent)	LL	PL	PI	USCS Classification
S-1-3	3.0 – 3.5	20.6	55	28	27	CH
S-1-4	7.5 – 8.0	25.8				
S-2-3	3.0 – 3.5	20.5				
S-2-4	4.5 – 5.0	31.4				
S-3-2	2.0 – 2.5	17.3				
S-4-3	4.0 – 4.5	26.1	60	34	26	MH
S-5-2	2.5 – 3.0	23.3				
S-6-3	3.5 – 4.0	24.6				

NOTICE OF LAND USE PUBLIC HEARING

Tuesday, February 18, 2020, at 7:00 PM

City of Harrisburg Planning Commission
Harrisburg Municipal Center @ 354 Smith Street

CASE: Phase 2 – LaSalle Crossing Site Plan Review (LU 417-2020)

SITE LOCATION:
The subject site is located at 700 LaSalle St. and is considered Phase 2 of the existing LaSalle Crossing Apartments.

APPLICANT: James Paddock
PO Box 2447
Eugene, OR 97402

OWNER: LaSalle Crossing Apartments LLC
91331 Stallings Lane
Eugene, Oregon 97408

REQUEST:
The applicant requests Site Plan Review for four wood frame two-story residential 5-plex units. Design is similar to existing apartments. Total square footage for all buildings is 20,000 sq. ft. The buildings will be constructed in two phases, with 2 buildings (ten units) to be constructed this year. Remaining two buildings will be constructed in the next thirty-six months.

WHOM TO CONTACT FOR MORE INFORMATION:
Michele Eldridge, City Recorder, at (541) 995-6655, or meldridge@ci.harrisburg.or.us
Mailing Address: City of Harrisburg, PO Box 378, Harrisburg, OR 97446; Office Location: City Hall, 120 Smith Street

THE HEARING PROCESS / OPTIONS FOR PROVIDING COMMENT:

- At the hearing, the Planning Commission receives public testimony, deliberates, and typically makes its decision before adjourning the meeting.
- If you wish to testify on the proposal, you may provide written or oral testimony to the Planning Commission.
- The Chairperson will set a time limit of three minutes per person for oral testimony at the public hearing. Written testimony is encouraged. While written testimony will be accepted up to and including the night of the public hearing, written testimony submitted to the City by noon, eight days prior to the public hearing, will be included in the Planning Commission packets that are delivered prior to the hearing.
- Any person participating in the hearing is entitled to request that it be continued to a second hearing if new evidence or documents are submitted in favor of the application. The “continuance” hearing will be limited to the issues related to the new documents or evidence for which the continuance was requested.
- A person testifying may also request to have the record remain open for seven days to allow for the submittal of additional written testimony.
    - “Raise it or waive it”: Failure to raise an issue in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) based on that issue. This means that in order to appeal the City’s decision to LUBA based on a particular issue, you must raise that issue at the City’s public hearing. The failure of the applicant to raise constitutional or other issues relatin
proposed conditions of approval with sufficient specificity to allow the local government to respon
the issue precludes an action for damages in Circuit Court.

PLEASE TURN OVER FOR MORE INFORMATION

NOTICE OF LAND USE PUBLIC HEARING: PHASE 2 OF LASALLE CROSSING SITE PLAN REVIEW (LU 417)

DECISION:
The Planning Commission's decision will be final unless appealed to the City Council. Appeals to the City Council must be submitted to the City Recorder, consistent with the provisions in HMC 18.125.090.

DECISION-MAKING CRITIERA:
The Planning Commission will evaluate this request based on specific review criteria from the Harrisburg Municipal Code (HMC) and other applicable requirements. The staff-identified criteria for this land use decision are found in HMC 18.20, 18.95, and 18.125.

Citizens are encouraged to become familiar with the applications and applicable review criteria. A staff report discussing the request in relation to the criteria will be available 7 days before the hearing. All documents may be reviewed at City Hall without charge; copies will be provided upon request at a charge. The Harrisburg Municipal Code is available on the City's website (http://www.codepublishing.com/or/harrisburg/).

The City of Harrisburg does not discriminate against individuals with disabilities, and is an Equal Opportunity Provider. Persons with disabilities that wish accommodations, including assisted listening devices and sign language assistance are requested to contact City hall at 541-995-6655, at least 48 hours prior to a meeting date.

THE CITY OF HARRISBURG ENCOURAGES YOU TO NOTIFY YOUR NEIGHBORS AND OTHER PERSONS YOU BELIEVE WOULD BE AFFECTED BY THIS MATTER.

Mail: January 29, 2020

NOTICE OF PUBLIC HEARING

Harrisburg Planning Commission

Date/Time/Place:	Tuesday, February 18, 2020, 7 pm, 354 Smith Street
Applicant/Owner:	James Paddock/LaSalle Crossing Apartments LLC
Location:	700 LaSalle St.
Applicable Criteria:	HMC 18.20, 18.95, and 18.125
Request:	Site Plan Review
Staff Contact:	Michele Eldridge, City Recorder/Asst. City Administrator, Harrisburg City Hall, (541) 995-6655

Citizens may provide testimony either in person or in writing. Written comments may be submitted any time prior to the start of the meeting. If a citizen wishes to have their written comments included as part of the agenda, then the City Recorder must receive them by February 10, 2020. *(All digital and written comments are part of the public record.)*

Failure of an issue to be raised in a hearing, either in person or in writing, or failure to provide sufficient specificity to afford the decision-making body an opportunity to respond to the issue precludes an appeal to the State Land Use Board of Appeals (LUBA), based on these issues. The failure of an applicant to raise constitutional or other issues relating to the proposed conditions of approval with sufficient specificity to allow the decision maker to respond to the issue precludes an action for damages in circuit court.

All applications, documents, and evidence are available for viewing at City Hall at no cost. Copies of the material will be provided at a reasonable cost. A copy of the staff report will be available for inspection at no cost seven days prior to the hearing.

City Hall is handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices, sign language, or persons with special needs are requested to contact City Hall at (541) 995-6655, at least 48 hours prior to the meeting date. The City of Harrisburg does not discriminate against individuals with disabilities, and is an Equal Opportunity Provider.

END

Publish: On or before February 6, 2020

Staff Report
Harrisburg Planning Commission
Harrisburg, Oregon

THE MATTER OF THE FREEMAN VARIANCE AND HISTORIC ALTERATION PERMIT APPLICATIONS (LU 411-2019 & LU 416-2019)

STAFF REPORT EXHIBITS:

Exhibit A: Application Materials dated 7-15-2019, Revised Materials dated 10-22-2019, 11-2-2019, 12-11-2019, 12-21-2019, and 1-3-2020

Exhibit B: Public Notice

Exhibit C: Email and Information from the State Historic Preservation Office

ACTION:

1. Motion to approve/modify/continue/deny the Freeman Historic Alteration Permit Application (LU 411), subject to conditions of approval contained in the February 11, 2020 Staff Report. This motion is based on findings presented in the Staff Report to the Planning Commission, and findings made by the Commission during deliberations on the request at the February 18, 2020 Public Hearing.
2. Motion to approve/modify/continue/deny the Freeman Variance Application (LU 416). This motion is based on findings presented in the February 11, 2020 Staff Report. This motion is based on findings presented in the Staff Report to the Planning Commission, and findings made by the Commission during deliberations on the request at the February 18, 2020 Public Hearing.

APPLICANT: Patrick Freeman, 310 S Williams Street, Denver, CO 80209

LOCATION: 190 Smith Street, Map 15-04-15, Lot 13400

HEARING DATE: February 18, 2020

ZONING: C-1, Commercial

OWNER: Clyde the Glide, LLC, 310 S Williams Street, Denver, CO 80209

BACKGROUND

The subject site is located at 190 Smith Street, zoned Commercial C-1 and Harrisburg Historic District H-1. The structure is known as the IOOF Building (Odd Fellows Building), and is listed as Target Building 2B in the *Harrisburg Design and Action Plan, 1991,* serving as a benchmark to guide construction and repair for all Historic properties in Harrisburg in their respective target areas*.* As such, any alteration to the existing building requires compliance with the standards listed within HMC 18.35 – Harrisburg Historic District H-1, and 18.105 - Historic Resource Alteration and Demolition.

INTRODUCTION

The applicant has submitted a Historic Alteration Permit for alterations to the existing structure, including the expansion of an east facing doorway to facilitate interior off-street parking. Additionally, a Variance application has been submitted concurrent with the proposal for a 14-foot reduction in the access spacing standard in order to construct the necessary driveway approach to serve the proposed off-street parking. The current proposal shows an approximate 10-foot separation between the alley driveway and the proposed driveway curb cuts. The standard relative to commercial development is a minimum of 24-feet between driveways.

EVALUATION

The following findings demonstrate that the proposed development does not comply with all applicable approval criteria and related standards. The following evaluation includes findings of compliance with the applicable criteria and related standards as provided in the Harrisburg Municipal Code (HMC), with informational items noted where appropriate. The approval criteria and related standards are listed below in **bold**, with findings addressing each respectively.

HISTORIC ALTERATION CRITERIA AND FINDINGS

Chapter 18.35 - HARRISBURG HISTORIC DISTRICT H-1

18.35.070 Historic district area.
The historic downtown district is defined as the area between Monroe and Macy Streets, and between 1st Street and the Union Pacific Railroad tracks. The buildings in the local inventory of historic properties are listed as follows:

1. **I.O.O.F. Hall, 190 Smith Street;**

The subject site is located at 190 Smith Street.

18.35.140 Design standards for new construction.
In an H-1 zone, new commercial construction, facade renovation, or building rehabilitation shall reflect the City's historic, aesthetic, and cultural heritage. The scale and form, style, material and texture, color, and signage shall follow the design guidelines for the historic downtown

beginning on page 6-21 of the Harrisburg Design and Community Action Plan, dated June 27, 1991.

18.35.150 Design guidelines for commercial construction.
In an H-1 zone, new commercial construction and exterior remodeling shall follow the guidelines set forth in HMC 18.35.070 through 18.35.160 with the following exception:

The historic downtown commercial buildings shall be maintained and developed to represent a historic riverfront community of the late 1880s to early 1900s. The following buildings currently listed on the local inventory of historic properties best represent buildings from this era:

1. **IOOF Hall, 190 Smith Street;**
2. **Rampy Building, 195 Smith Street;**
3. **Hubbell Building, 286 Smith Street;**
4. **May and Senders Store (original three-bay arcaded facade), 125 Smith Street. [Ord. 882 § 3.288, 2010.]**

Discussion: The project site is located at 190 Smith Street, within the Harrisburg Historic District (H-1) zone, and is considered as a benchmark for historic representation in Harrisburg. As such, a widened garage opening facilitating the applicant's desired use of the site would not meet the scale representation requirements of a historic riverfront community of the late 1880s to early 1900s, nor the design guidelines for the historic downtown (*page 6-21 through 6-32, Harrisburg Design and Community Action Plan, 1991*), and would impact the local significance of the building. The applicant has indicated that the space was traditionally used as a carriage storage area and could accommodate the use at the time, therefore asserting that the alteration would continue the historic nature of the building by allowing modern vehicles. However, the applicant has not provided evidence to this claim, nor does the proposition carry any merit in regard to the above standards and their relation to the proposed alteration.

Finding: As submitted, the application to alter the existing doorway does not comply with these criteria. Staff recommends that an alternate design in compliance with the off-street parking criteria below should be submitted and considered prior to any approvals of the current request.

18.35.160 Building materials for commercial construction.
In an H-1 zone, the type of materials used should be selected from those materials exhibited on the buildings representing the targeted era listed in HMC 18.35.150. These include wood, brick, cast iron, and wrought iron. [Ord. 882 § 3.290, 2010.]

Finding: While the applicant's narrative states an intention to meet this requirement, no details of materials to be used have been shown on the submitted plans. Therefore, this criterion has not been adequately addressed.

18.35.190 Parking standards for historic district.
Parking standards generally applicable within the City of Harrisburg may not be appropriate for the historic district. The intent of the historic district is to have an appearance reminiscent of a time before there were automobiles and parking lots. Parking standards within the historic district shall therefore be as follows:

1. **Parking shall be accessed from a public alley unless the City Planner determines this cannot reasonably be accomplished.**

Discussion: The applicant is seeking to access automobile parking areas directly from 2nd Street through the current Historical Alteration Permit and Variance application submittal. However, Staff has not determined that alley access cannot be reasonably accomplished as the applicant has not submitted satisfactory evidence to support their proposed parking access location.

Finding: This criterion has not been adequately addressed. Staff recommends that an alternate design in compliance with the off-street parking criteria or evidence showing an inability to comply with the above standard should be submitted and considered prior to any approvals of the current request.

2. **Parking shall not front onto a public street other than an alley except for public parking lots or when it is determined to be necessary by the City Planner.**

Discussion: No public parking lots are proposed. The proposed parking area within the structure directly fronts onto a public street. The building abuts a public alley to the south and the applicant has not submitted sufficient documentation to show that access from the alley is not feasible.

Finding: This criterion has not been adequately addressed. Staff recommends that an alternate design in compliance with the off-street parking criteria or evidence showing an inability to comply with the above standard should be submitted and considered prior to any approvals of the current request.

3. **For residential uses, each dwelling unit shall have a parking space that is within 500 feet of the dwelling that is intended for use by that dwelling.**

Discussion: The subject site is dual zoned for Commercial Use, with Harrisburg Historic District H-1 Overlay restrictions. The applicant intends to utilize the 2nd floor of the structure for residential use and the 1st floor areas for commercial uses and residential parking (a Mixed Use Development). Mixed Use Developments are allowed outright in the C1 - Commercial Zone by HMC 18.30.010(29). The applicant has

proposed interior parking areas along the southern portions of the building to meet this standard.

Finding: The site currently does not contain off-street parking facilities. Nor does the site meet access requirements for the proposed interior parking area, as noted above. Consideration should be given to alternate parking areas, other than those being proposed. These alternates could include permit only on-street parking adjacent to the site, shared parking agreements with other properties, or other areas as determined by the Planning Commission.

4. 4. For commercial uses:

a. The required number of parking spaces shall be one-half (rounded up to the next whole number) the number of parking spaces that would be required by HMC 18.85.010.

b. The required parking spaces shall be within 1,000 feet of the commercial use; or

c. As an alternative to providing off-street parking, and with the approval of the City Planner, an amount established by City Council resolution can be paid to the City for a parking lot fund for the purpose of building and maintaining a public parking lot in or within 1,000 feet of the historic district. [Ord. 882 § 3.296, 2010.]

Discussion: No changes or expansions to the existing commercial areas are proposed with this application, only alterations to the exterior façades. No specific uses are known for the commercial areas at this time. Therefore, any preexisting nonconformance relative to the number of parking spaces provided will be allowed to continue pursuant to HMC 18.100.010 Continuation of Nonconforming Use or Structure.

18.105.070 Review criteria for an alteration application.
In reviewing an application to alter a historic building and to preserve the historical and architectural integrity of historical resources, and to provide for public safety, Planning Commission decisions shall be based on applicable State and local codes and ordinances related to building, fire and life safety, and the following criteria:

1. The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

Discussion: The applicant has stated an intent to preserve the dated iron detail at the north end of the building, as well as cleaning and maintaining the signage outlines along the brick wall. The submitted drawings show existing doorways sharing distinctive architectural lines with the transom windows above each opening. This feature continues throughout the design of the building. The proposed alteration of the existing doorway on Smith Street, with an expansion of approximately two (2) feet on each side (total of four (4) feet), would create a jog in the vertical architectural features not shared by any other portion of the building.

Finding: Staff recommends in several different findings that the proposed design does not match the historic appearance of the building, nor does the size of the enlarged opening match any other opening on the building. If the Planning Commission feels that the width of the opening should be allowed, then Staff recommends that the applicant return with a revised garage door design, including transom and trim as specified by SHPO.

2. **Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.**

Finding: As stated above and shown within the applicant's submittal, the proposed garage door design (size) does not keep with the historic appearance of the building. Staff recommends that the applicant return with revised garage door design, including transom and trim as specified by SHPO.

3. **Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.**

Finding: Staff was unable to locate permit data through the State Building Codes Division database for the subject site. The applicant has not provided additional historical evidence of past alterations, nor provided claims to preserve any such alterations. Therefore, this standard is not applicable to the present request.

4. **Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.**

Discussion: As stated under subsections 1 and 2 of this section, the proposed alteration of the existing doorway along Smith Street, with an expansion of approximately two (2) feet on each side (total of approximately four (4) feet), would create a jog in the stylistic features not shared by any other portion of the building. The applicant has not provided sufficient evidence to support the location for the current garage door design.

Finding: The proposed expansion of the existing doorway does not meet the above standard as it does not retain the distinctive stylistic features of the structure. Staff recommends that an alternate design in compliance with the stylistic features criteria above should be submitted and considered prior to any approvals of the current request.

5. **Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.**

Discussion: The applicant has indicated that they wish to maintain and repair all architectural features that can be salvaged to keep the historical character of the building in place. However, the proposed expansion and replacement of the existing wooden doorway runs contradictory to the applicant's narrative.

Finding: No evidence has been provided to show the need for the expansion, or the inability to repair the existing doorway. This standard has not been met. However, SHPO has submitted standards that would allow the alteration of the opening, if the applicant submits a carriage style door that meets the historic detail allowed by SHPO.

6. **If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.**

Discussion: The applicant has indicated a desire to replace deteriorated features with materials matching in terms of composition, design, color and texture. However, the proposed garage door does not meet this standard as it's composition and design do not match the existing façade openings of the structure. The proposed carriage doors shown in the submitted documents on November 3, 2019 show three options for compliance with the above standard.

Finding: The elevations shown in the submitted Sheet D4 do not reflect a specific design in compliance with this standard. In addition, the City has received an email and information from the State Historic Preservation Office (SHPO), in relation to what kind of door would be acceptable to them. Therefore, if the Planning Commission determines that a Historic Alteration Permit is warranted based on the findings presented, the following Condition of Approval (**Condition 1**) is recommended:

- The applicant shall submit construction drawings to the Planning Commission for review and approval detailing the garage door material, design, color, and texture including transom and trim in compliance with HMC 18.105.070(6), and to SHPO standards prior to issuance of a building permit.

7. **Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood. [Ord. 882 § 5.260, 2010.]**

Finding: No known architectural features are stated as missing. Therefore, this standard in not applicable.

VARIANCE CRITERIA AND FINDINGS

18.115.020 Criteria for granting a variance.
A variance may be granted only in the event that all of the following criteria exist:

1. **Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.**

Discussion: The applicant is seeking a variance to the minimum access spacing standards under HMC 18.95.100(5), which requires a minimum of 24 feet of separation

between driveways. The alley abutting the site is approximately ten (10) feet from the applicant's proposed driveway for the garage door under consideration. As such, the present use of the site does not include a garage, and therefore, does not contain unique or extraordinary circumstances that apply to other properties in the same zone or vicinity of which the applicant has no control. Further, the current standards of the Harrisburg Historic District H-1 Zone and Historic Alteration Permit criteria, most recently updated as part of Ord. 882 § 5.600, 2010, were in place prior to the applicant's February 2, 2018 purchase date shown on the Linn County Assessor's report.

Finding: The request for a variance to the minimum spacing standard is based on the applicant's desired use of the site through the Historic Alteration Permit process, not on circumstances beyond their control. This standard has not been met.

2. The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

Discussion: The applicant has provided evidence of a nearby existing commercial structure located at the western terminus of the alley and 1st Street, which is located in the Commercial Zone C-1, and the Harrisburg Historical District Zone H-1, north of Smith Street. Moreover, this structure is also on the Historic Resource List as the May and Senders Store, located as 125 Smith St. This property has a similar driveway spacing distance from the alley to the garage, of approximately 15 to 17 feet. However, it should be noted that in this case, the City allowed the addition of a structure that is industrial in nature, and which accommodated the type of manufacturing business located at that address. There are two garage doors, and two man doors located in this corner of the building. It appears that the construction of the industrial portion of the building was built in 1995, during a time when there was a recession. While this building does seem to establish a precedent, it is the only building that does so. It is also located next to a residence, while the Oddfellows building is located in an area with more traffic.

Finding: The applicant has provided only partial evidence to show how the proposal meets the above standard.

3. The variance is consistent with the goals and policies in the comprehensive plan.

Finding: The proposed variance for a 14-foot reduction in driveway spacing will not have an impact on Comprehensive Plan compliance.

4. The variance shall not confer a special privilege upon an applicant.

Finding: Approval of the requested driveway spacing variance will not confer a special privilege upon the applicant as the City does not have record of a similar application containing a denial. However, if the Planning Commission chooses to accept the applicant's self-inflicted hardship by way of a Historic Alteration Permit approval and subsequently allow the proposed Variance, this could be considered as confering a special privilege as the findings in this report, specifically at HMC 18.35.190(1) and (2), and the applicant's submitted materials do not fully substantiate or warrant an approval of either application.

5. **The variance shall not violate any provision of law. [Ord. 906 § 1, 2012; Ord. 882 § 8.020, 2010.]**

Finding: Approval of the requested driveway spacing Variance application will not violate any provision of law. Therefore, this criterion has been met.

CONCLUSIONS

The applicant requests approval of a Variance application and Historic Alteration Permit. As demonstrated by the above discussion, analysis and findings, these applications do not meet the minimum applicable criteria from the Harrisburg Municipal Code. Staff recommends that the Planning Commission request additional information to support the present application, or denial of the two applications based on the above findings.

PLANNING COMMISSION ACTION

The Planning Commission has three options with respect to the subject applications. They can:

1. Approve the request;
2. Approve the request with modifications/conditions;
3. Request additional information from Staff and/or the applicant; or
4. Deny the request.

PLANNERS RECOMMENDATION:

The Planner recommends that the Planning Commission motion to continue the public hearing to a date certain, or that they deny the Freeman Historical Alteration Permit Application, and Variance Application.

RECOMMENDED CONDITIONS OF APPROVAL

1. Architectural Details and Design: Applicant shall submit construction drawings to the Planning Commission for review and approval detailing the garage door materials, design, color and texture, including transom and trim in compliance with HMC 18.105.070(6), and to SHPO standards prior to the issuance of a building permit.

The City of Harrisburg
JUL 15 2019 (7/15)
RECEIVED

City of Harrisburg
120 Smith Street
Harrisburg, OR 97446
Phone (541) 995-6655
www.ci.harrisburg.or.us/planning

LAND USE APPLICATION

STAFF USE ONLY

File Number: 411-709 Date Received: 7/15/19

Fee Amount: $525 10-22-19 2.008738

APPLICATION TYPE

- [ ] Annexation
- [ ] Comprehensive Plan Amendment
- [ ] Conditional Use Permit
- [x] Historic Permit
  - [x] Resource Alteration LU416 REC 10-22-19
  - [ ] Resource Demolition
  - [ ] Historic Review – District
- [ ] Legal Lot Determination
- [ ] Measure 37 Claim
- [ ] Property Line Adjustment
- [ ] Partition / Replat [ ] Minor [ ] Major
- [ ] Site Plan Review
- [ ] Site Plan Review - Parking Only
- [ ] Subdivision / Replat
- [ ] Vacation of Street, Alley or Easement
- [x] Variance
- [ ] Zone Mape Change
- [ ] Zoning Ordinance Text Amendment

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL

Project Description

Proposal to add an exterior garage entrance on the East Side of the building at 190 Smith Street. Garage door replaces an existing exterior access door. The door will be instrumental in allowing access for construction equipment during the state and city approved redevelopment of the Subject building. This proposal also requests permission for a curb cut on 2nd street directly in front of the access point. Materials and colors of the proposed doorway will be reviewed by the city for aesthetic compliance.

Proposed door access is outlined in the attached architectural drawings.

Project Name

190 Smith Street

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name: Patrick Freeman

Phone: 415-377-5382 Email: freeman_patrick@hotmail.com

Mailing Address: 310 S. Williams Street, Denver, CO 80209

Applicant's Signature: Patrick Freeman Digitally signed by Patrick Freeman Date: 2019.06.20 14:03:49 -06'00' Date:

Property Owner Name: Clyde the Glide, LLC

Phone: 415-377-5382 Email: freeman_patrick@hotmail.com

Mailing Address: 310 S. Williams Street, Denver, CO 80209

Owner's Signature: Patrick Freeman Digitally signed by Patrick Freeman Date: 2019.06.20 14:03:39 -06'00' Date:

*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

PROPERTY DESCRIPTION
(general vicinity, side of street, distance to intersection, etc.)

Street Address: 190 Smith Street

General Location Description: SW corner of Smith and 2nd Street in Harrisburg, OR

Assessor's Map Number(s)

Map #: 15S04W16AA 05300

Related Tax Lot(s)

Tax Lot(s) #: 00708-327219

The Assessor's Map Number (Township, Section, and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at:
http://linn-web.co.linn.or.us/propertywebquerypublic/

Lot Area: 2529

LAND USE AND OVERLAY ZONES

Existing Zone(s) Commercial - Main Street Historical District

Existing Comprehensive Plan Designation(s)

Please select any of the following zone overlays or natural areas that apply to the subject site:

- ☐ Historic Overlay
- ☐ Willamette River Greenway
- ☐ Wetlands
- ☐ Floodplain
- ☐ Riparian Corridors

*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays or natural areas, please contact the City Planner at (541) 995-6655.

CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- ☐ Narrative
- ☐ Assessor's Map with Applicable Tax Lots Highlighted
- ☑ Site Plan
- ☐ Survey / ALTA
- ☐ Aerial Photograph / Existing Land Use(s) Map
- ☐ Zoning Map (if applicable, show proposed changes)
- ☐ Comprehensive Plan Map (If applicable, show proposed changes)
- ☐ Subdivision or Partition Plat
- ☑ Architectural Elevations
- ☑ Architectural Floor Plans
- ☐ Utilities Plan
- ☐ Electronic Versions of Exhibits
- ☐ Geotechnical Report/Site Assessment
- ☐ Application Fee
- ☐ Other

*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE

1. Are there existing structures on the site? ◉ Yes ○ No If yes, please explain

A two-story brick building built in 1882. Building has National Historical Building Designation

2. Indicate the uses proposed and describe the intended activities:

Retail/Office/Residential

3. How will open space, common areas and recreational facilities be maintaine?

Maintained by owners and tenant (as specified in lease)

4. Are there previous land use approvals on the development site? ○ Yes ◉ No
If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

◉ I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

○ I do not authorize City decision makers to enter onto the property(-ies) associated with this application.

Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution seems in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're making every effort to use historically relevant materials in order to maintain the historical appearance.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're making every effort to maintain all historical elements over this building, especially considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We're making all appropriate efforts to carefully demo and clean all exterior façade elements.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're making efforts to repair architectural features as much as possible

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

We're making all reasonable efforts to match the historical aesthetic as closely as possible

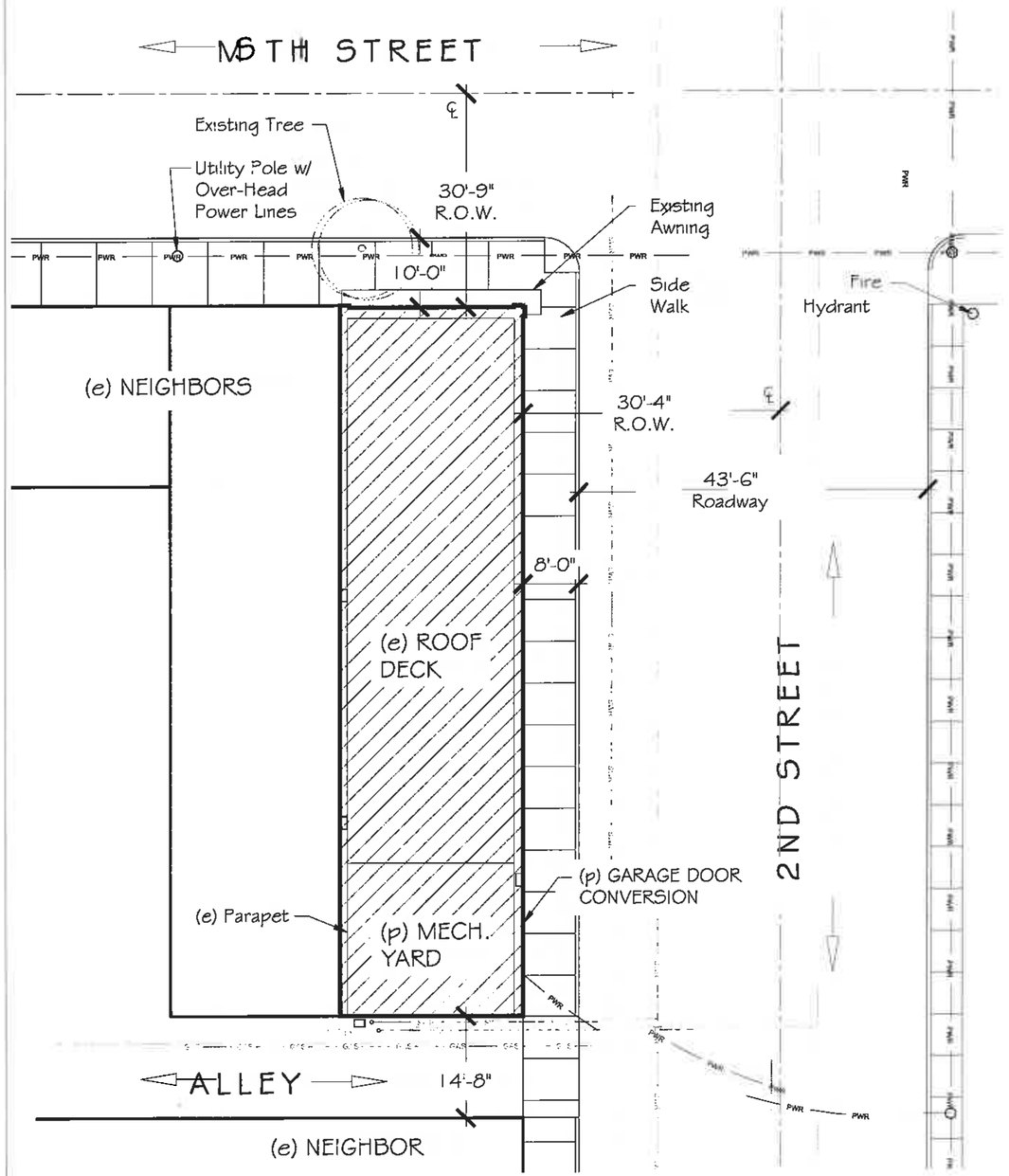
G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to make efforts to match the historical aesthetic as closely as possible

GARAGE DOOR CONVERSION

ENGINEERING REVIEW

OWNERS: Clyde the Glide, LLC PROJECT SITE 190 Smith Street, Harrisburg TAXMAP#15S 04W 16AA, Lot# 05300



c (p) SITE PLAN
scale: 1" = 20' - 0" *when printed on 11x17* 15S-04W-16AA #05300

NOTE
E = Existing
P = Proposed

PROJECT SCOPE

Conversion of an Existing Ground-Level Entrance at 2nd Street from a former Carriage Door to an Overhead Garage Door.

PROPERTY INFO

ZONING..... C-1 Commercial

Lot# 5300..... ±2,529 sf

Building Footprint..... ±2,529 sf

Existing building was apparently built to zero lot line siting standards to each property line.

GENERAL NOTES

General Contractor to Verify all Field Conditions, Utilities & Dimensions prior to providing Material & Equipment, and prior to Installation, Fabrication & all approved Construction. Comply with all applicable Local, State & Federal Laws, Regulations & Codes.

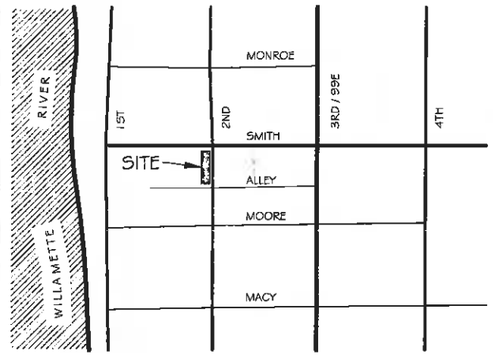
PROJECT TEAM

ARCHITECTURE
Willard C. Dixon Architect, LLC
Attn: Will Dixon, AIA
753 W. 5th Avenue
Eugene, OR 97402
PHONE: 541-689-3548
EMAIL: wcd@willardcdixon.com

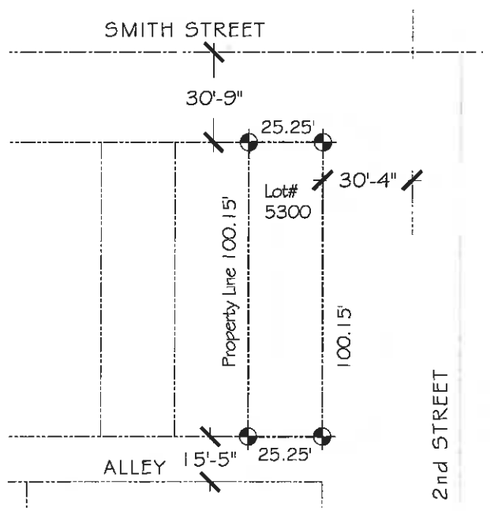
OWNER
Clyde the Glide, LLC
190 Smith Street
Harrisburg, OR 97446
PHONE: 415-268-7441

STRUCTURAL
Pioneer Engineering, LLC
Attn: Adam Clough, PE, SE
1717 Centennial Blvd., #9
Springfield, OR 97477
PHONE: 541-746-5841

GENERAL CONTRACTOR
Ives Construction, Inc.
CCB# 99712
Attn: Steve Ives
PO Box 2101
Eugene, OR 97402
PHONE: 541-520-5436



a VICINITY MAP
scale: *For Reference Only*



b LOT PLAN
scale: 1" = 50' - 0" *when printed on 11x17*

Garage Door Conversion
PRELIMINARY

REGISTERED ARCHITECT
WILLARD C. DIXON
EUGENE, OREGON
STATE OF OREGON

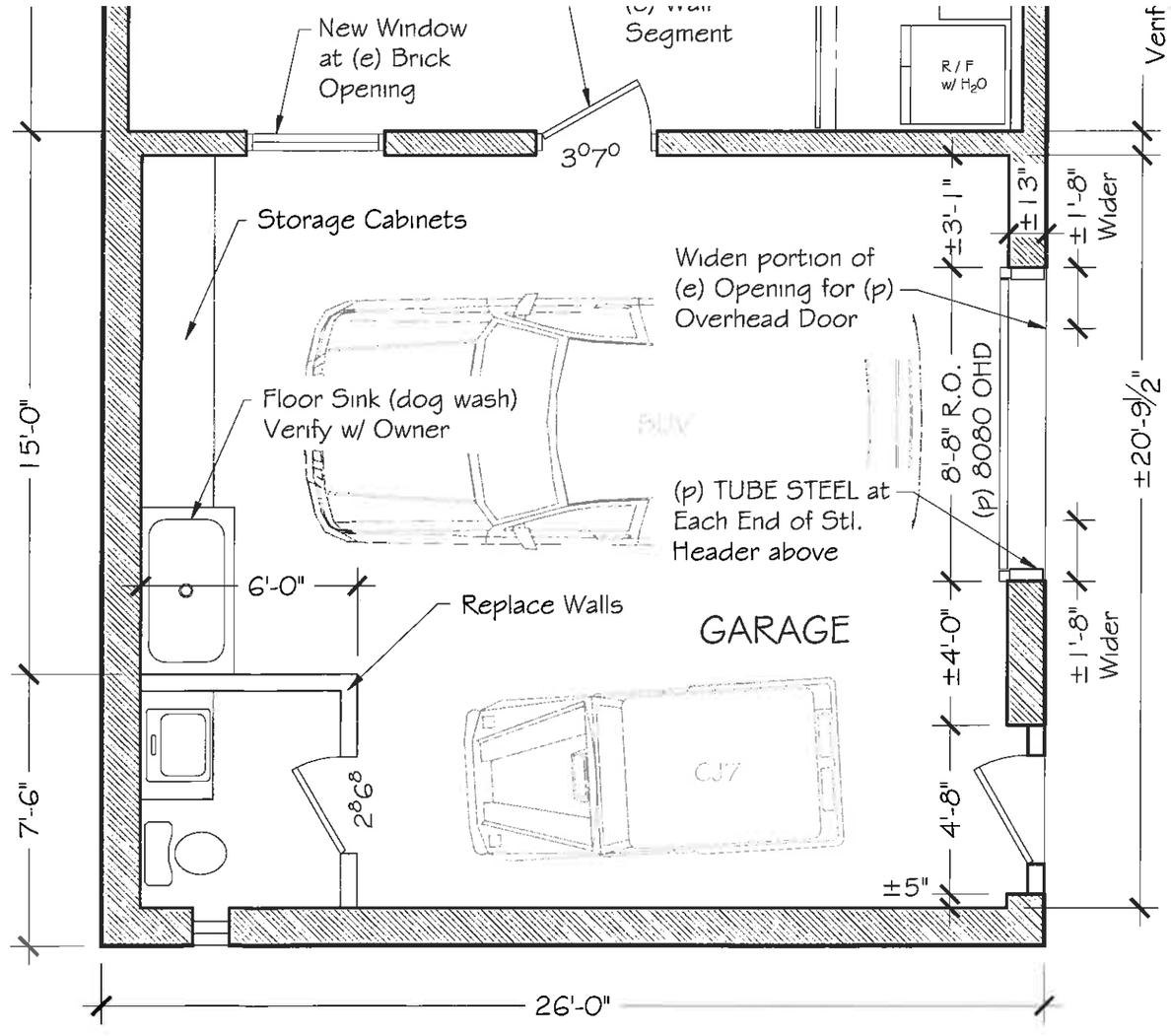
WILLARD C. DIXON Architect, AIA
OFFICE: 753 W. 5th Avenue Eugene, OR 97402-5103
PHONE: 541.689.3548
E-MAIL: wcd@willardcdixon.com
MOBILE: 541.868.5960

DES: WCD
DRF: TMS
DATE: 06/26/2019
REV:

Garage Door Conversion
190 Smith St. Harrisburg, OR 97446
(e) SITE PLAN / PROJECT INFO

PRELIMINARY

D1
1 of 4



(a) (p) GROUND FLOOR PLAN at GARAGE

scale: ¼" = 1' - 0" *when printed at*

Garage Door Conversion

PRELIMINARY

REGISTERED ARCHITECT
WILLARD C. DIXON
EUGENE, OREGON
STATE OF OREGON

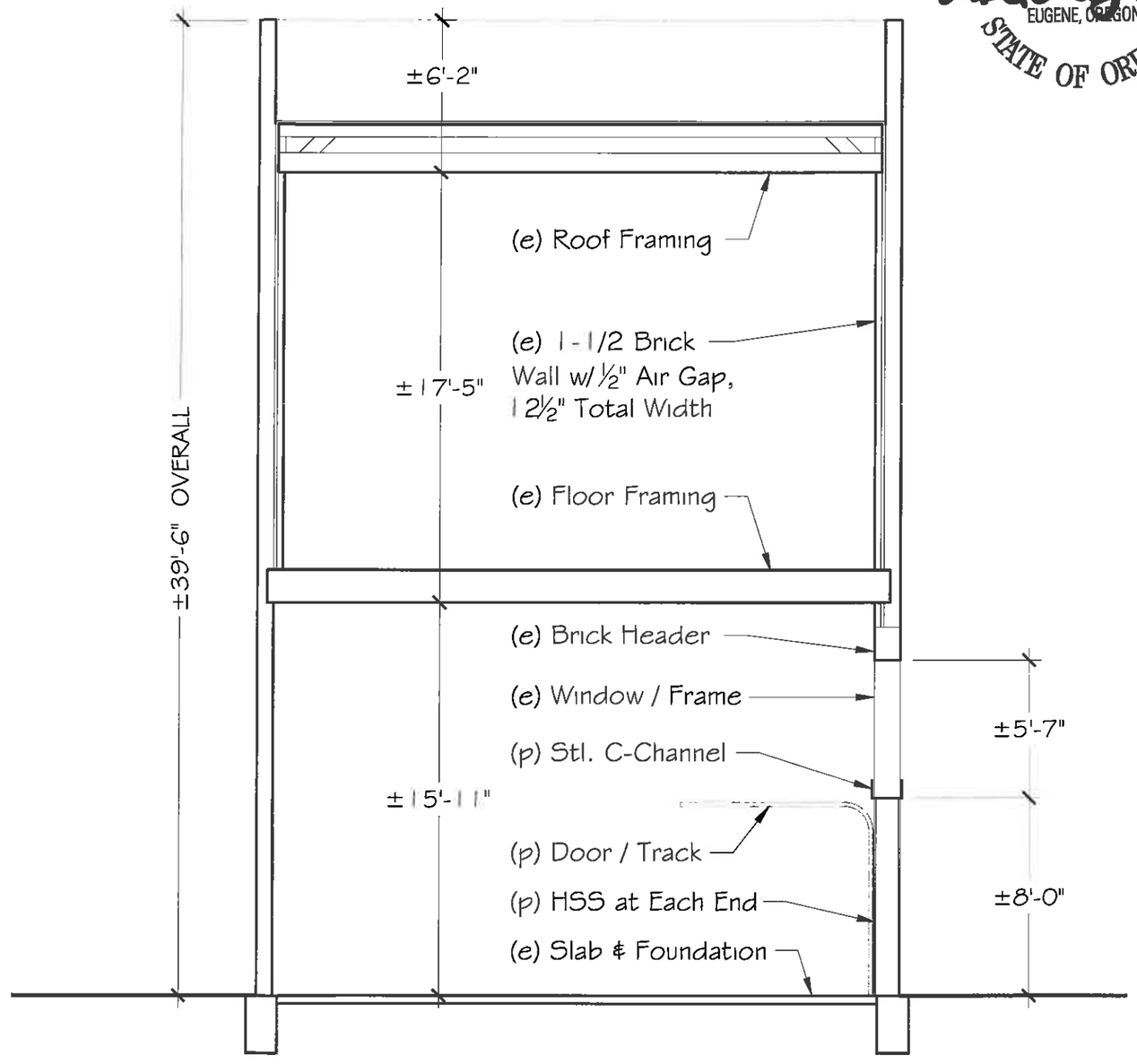
WILLARD C. DIXON Architect, AIA
OFFICE: 753 W. 5th Avenue Eugene, OR 97402-5103
PHONE: 541.689.3548
EMAIL: wcd@willardcdixon.com
MOBILE: 541.868.5960

DES: WCD
DRF: TMS
DATE: 06/ 26/ 2019
REV:

Garage Door Conversion
190 Smith St. Harrisburg, OR 97446
(p) GARAGE DOOR PLAN

PRELIMINARY

D2
2 of 4



ⓐ (p) SECTION at GARAGE DOOR
scale: 3/16" = 1'-0" when printed on 11x17

REGISTERED ARCHITECT
WILLARD C. DIXON
EUGENE, OREGON
STATE OF OREGON

Garage Door Conversion
PRELIMINARY

WILLARD C. DIXON Architect, AIA
OFFICE: 753 W. 5th Avenue Eugene, OR 97402-5103
PHONE: 541.689.3548 EMAIL: wcd@willardcdixon.com MOBILE: 541.868.5960

DES: WCD
DRF: TMS
DATE: 06/26/2019
REV:

Garage Door Conversion
190 Smith St. Harrisburg, OR 97446
(p) GARAGE DOOR SECTION

PRELIMINARY

D3
3 of 4

b EXISTING ELEVATION
scale: 3/16" = 1' - 0" *when printed on 11x17*

a (p) Partial EAST (2nd St) ELEVATION
scale: 3/16" = 1' - 0" *when printed on 11x17*

REGISTERED ARCHITECT
WILLARD C. DIXON
EUGENE OREGON
STATE OF OREGON

Garage Door Conversion
PRELIMINARY

WILLARD C. DIXON Architect, AIA
OFFICE: 753 W. 5TH Avenue Eugene, OR 97402-5103
PHONE: 541.689.3548 EMAIL: wcd@willardcdixon.com
MOBILE: 541.868.5960

DES: WCD
DRF: TMS
DATE: 06/ 26/ 2019
REV:

Garage Door Conversion
190 Smith St. Harrisburg, OR 97446
(p) GARAGE DOOR ELEVATION

PRELIMINARY

D4
4 of 4

The City of Harrisburg
JUL 15 2019 (7/15)
RECEIVED

City of Harrisburg
120 Smith Street
Harrisburg, OR 97446
Phone (541) 995-6655
www.ci.harrisburg.or.us/planning

LAND USE APPLICATION

STAFF USE ONLY

File Number: 411-2019 Date Received: 7/15/19

Fee Amount: $515 10-22-19 2.008738

APPLICATION TYPE

- [ ] Annexation
- [ ] Comprehensive Plan Amendment
- [ ] Conditional Use Permit
- [x] Historic Permit
  - [x] Resource Alteration REC 10-22-19
  - [ ] Resource Demolition
  - [ ] Historic Review – District
- [ ] Legal Lot Determination
- [ ] Measure 37 Claim
- [ ] Property Line Adjustment
- [ ] Partition / Replat [ ] Minor [ ] Major
- [ ] Site Plan Review
- [ ] Site Plan Review - Parking Only
- [ ] Subdivision / Replat
- [ ] Vacation of Street, Alley or Easement
- [x] Variance
- [ ] Zone Mape Change
- [ ] Zoning Ordinance Text Amendment

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL

Project Description

Proposal to add an exterior garage entrance on the East Side of the building at 190 Smith Street. Garage door replaces an existing exterior access door. The door will be instrumental in allowing access for construction equipment during the state and city approved redevelopment of the Subject building. This proposal also requests permission for a curb cut on 2nd street directly in front of the access point. Materials and colors of the proposed doorway will be reviewed by the city for aesthetic compliance.

Proposed door access is outlined in the attached architectural drawings.

Project Name

190 Smith Street

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name: Patrick Freeman

Phone: 415-377-5382 Email: freeman_patrick@hotmail.com

Mailing Address: 310 S. Williams Street, Denver, CO 80209

Applicant's Signature: Patrick Freeman Digitally signed by Patrick Freeman Date: 2019.06.20 14:03:49 -06'00' Date:

Property Owner Name: Clyde the Glide, LLC

Phone: 415-377-5382 Email: freeman_patrick@hotmail.com

Mailing Address: 310 S. Williams Street, Denver, CO 80209

Owner's Signature: Patrick Freeman Digitally signed by Patrick Freeman Date: 2019.06.20 14:03:39 -06'00' Date:

*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

PROPERTY DESCRIPTION
(general vicinity, side of street, distance to intersection, etc.)

Street Address: 190 Smith Street

General Location Description: SW corner of Smith and 2nd Street in Harrisburg, OR

Assessor's Map Number(s)

Map #: 15S04W16AA 05300

Related Tax Lot(s)

Tax Lot(s) #: 00708-327219

The Assessor's Map Number (Township, Section, and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at:
http://linn-web.co.linn.or.us/propertywebquerypublic/

Lot Area: 2529

LAND USE AND OVERLAY ZONES

Existing Zone(s) Commercial - Main Street Historical District

Existing Comprehensive Plan Designation(s)

Please select any of the following zone overlays or natural areas that apply to the subject site:

- ☐ Historic Overlay
- ☐ Willamette River Greenway
- ☐ Wetlands
- ☐ Floodplain
- ☐ Riparian Corridors

*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays or natural areas, please contact the City Planner at (541) 995-6655.

CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- ☐ Narrative
- ☐ Assessor's Map with Applicable Tax Lots Highlighted
- ☑ Site Plan
- ☐ Survey / ALTA
- ☐ Aerial Photograph / Existing Land Use(s) Map
- ☐ Zoning Map (if applicable, show proposed changes)
- ☐ Comprehensive Plan Map (If applicable, show proposed changes)
- ☐ Subdivision or Partition Plat
- ☑ Architectural Elevations
- ☑ Architectural Floor Plans
- ☐ Utilities Plan
- ☐ Electronic Versions of Exhibits
- ☐ Geotechnical Report/Site Assessment
- ☐ Application Fee
- ☐ Other

*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE

1. Are there existing structures on the site? ◉ Yes ○ No If yes, please explain

A two-story brick building built in 1882. Building has National Historical Building Designation

2. Indicate the uses proposed and describe the intended activities:

Retail/Office/Residential

3. How will open space, common areas and recreational facilities be maintaine?

Maintained by owners and tenant (as specified in lease)

4. Are there previous land use approvals on the development site? ○ Yes ◉ No
If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

◉ I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

○ I do not authorize City decision makers to enter onto the property(-ies) associated with this application.

Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution seems in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're making every effort to use historically relevant materials in order to maintain the historical appearance.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're making every effort to maintain all historical elements over this building, especially considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We're making all appropriate efforts to carefully demo and clean all exterior façade elements.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're making efforts to repair architectural features as much as possible

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

We're making all reasonable efforts to match the historical aesthetic as closely as possible

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to make efforts to match the historical aesthetic as closely as possible

Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution is in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege.

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.

Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.

Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time. The safety and traffic issues are further addressed below in item E.HMC

B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is aligned with the historical property use. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical façade

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution is in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance should not be considered a special privilege as it will return the building to its original use without impeding traffic or creating safety issues.

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building. The variance has been discussed with the neighboring businesses and no immediate issues were brought up.

Traffic studies (per City of Harrisburg) have not been completed by city, country or state for the Subject location on 2nd Street. The average daily traffic ('ADT') count on 2nd Street is negligible (based on nationwide traffic count surveys) and should be a limited factor in the decision of this variance request. The foot traffic on the sidewalk in front of the requested opening is also nominal. In order to comply and alleviate any concerns surrounding the variance request, we are

prepared to install a commercial audible opening device to alert any pedestrians walking in front of the opening. Similar systems are commonly installed in large metropolitan downtown parking garages. We've proactively discussed installation of a door with this feature with our preferred local door company (Overhead Door Co.).

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.

Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.

Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

The unique and extraordinary circumstances which apply to this building are the age and historical use of the space. This doorway has always been used as an access door to the back garage/shop space since the early 1900's. In 1905, when the back addition was constructed, this oversized access doorway was built, the dimensions of the doorway were made for vehicles/wagons/carts of the time. The size of the doorway demonstrates that the entry was not intended for pedestrian use.

B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is aligned with the historical property use. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical façade. The approval of the variance request will allow for improvements to the doorway in order to match the significant planned improvements to the rest of the building.

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The requested variance already has a precedent in the downtown area. The picture below in D. HMC 18.115.020 (4) demonstrates a current example of our requested variance. The picture shows a building on 1st Street between Smith and Monroe with a very similar alley/garage variance as requested.

The proposed solution is also in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

Approval of the variance ultimately helps to drive everyone's goal; to restore and improve this historical Harrisburg landmark.

Also, just a thought to improve traffic flow and continue to drive safety in a growing downtown district, the alley traffic could be redirected to a one-way direction. We'd be happy to help with cost of signage as needed.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance should not be considered a special privilege as it will return the building to its original use without impeding traffic or creating safety issues. Additionally, the garage shouldn't not confer a special privilege, as neighboring buildings in the immediate downtown area have been allowed to build and possess the same distance to an adjacent alley. Our variance request is consistent other downtown buildings in the immediate area and should not be considered a special privilege.

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building. The variance has been discussed with the neighboring businesses and no immediate issues were brought up.

Traffic studies (per City of Harrisburg) have not been completed by city, country or state for the Subject location on 2nd Street. The average daily traffic ('ADT') count on 2nd Street is negligible (based on nationwide traffic count surveys) and should be a limited factor in the decision of this variance request. The foot traffic on the sidewalk in front of the requested opening is also nominal. In order to comply and alleviate any concerns surrounding the variance request, we are prepared to install a commercial audible opening device to alert any pedestrians walking in front of the opening. Similar systems are commonly installed in large metropolitan downtown parking

garages. We've proactively discussed installation of a door with this feature with our preferred local door company (Overhead Door Co.).

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.

Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.

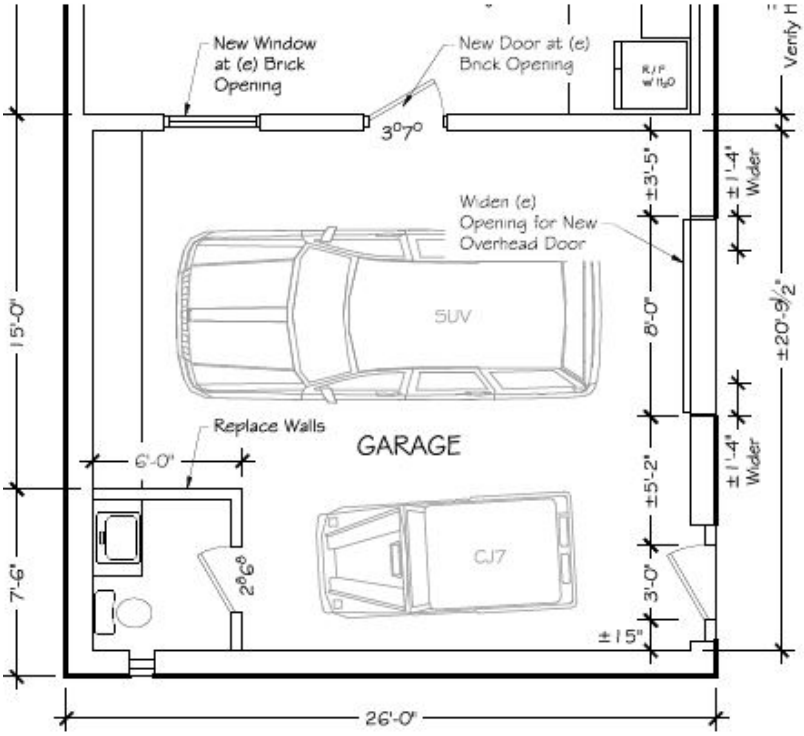
Variance Ordinance

A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

The requested variance is to allow for a slight modification to the width of the existing door opening on 2nd Street in Harrisburg, OR. The variance would allow for a 1'4" (16 inches.) expansion to the existing doorway opening on each side. The picture below provides additional detail.

Approval of this request would also allow for a variance to the current code(s) related to distance from a garage opening to an alley. The requested new distance from the opening to the alley would be 9' 5" (113 inches). We have presented ideas in section C. HMC 18.115.020(3) to further support the safety of pedestrians and other vehicles.

The fundamental unique and extraordinary circumstance driving this variance request is the building's age. The building was built prior to current code restrictions and should be considered as a unique circumstance given the age of the building and doorway opening.



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B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is necessary to preserve the back section comprised of 21 feet of the building's brick facade. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant (non-grant) investment to restore and maintain the buildings historical façade. The approval of the variance request will allow for improvements to the doorway in order to match the significant planned improvements to the rest of the building.

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The requested variance is consistent with the goals and policies in the comprehensive plan. An example of our requested variance already has a precedent in the downtown area as shown in the picture below in D. HMC 18.115.020 (4). The picture shows a building on 1st Street between Smith and Monroe with an existing garage opening closer in distance to the alley than we are requesting through this variance.

The proposed variance is also in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

Approval of the variance ultimately helps to drive everyone's goal; to restore and improve this historical Harrisburg landmark.

Also, just a thought to improve traffic flow and continue to drive safety in a growing downtown district, the alley traffic could be redirected to a one-way direction. We'd be happy to help with cost of signage as needed.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance should not be considered a special privilege as it will return the building to its original use without impeding traffic or creating safety issues. Additionally, the garage should not confer a special privilege, as neighboring buildings in the immediate downtown area have been allowed to build and possess the same distance to an adjacent alley. Our variance request is consistent other downtown buildings in the immediate area and should not be considered a special privilege.

E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building. The variance has been discussed with the neighboring businesses and no immediate issues were brought up.

Traffic studies (per City of Harrisburg) have not been completed by city, country or state for the Subject location on 2nd Street. The average daily traffic ('ADT') count on 2nd Street is negligible (based on nationwide traffic count surveys) and should be a limited factor in the decision of this variance request. The foot traffic on the sidewalk in front of the requested opening is also nominal. In order to comply and alleviate any concerns surrounding the variance request, we are prepared to install a commercial audible opening device to alert any pedestrians walking in front of the opening. Similar systems are commonly installed in large metropolitan downtown parking garages. We've proactively discussed installation of a door with this feature with our preferred local door company (Overhead Door Co.).

Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.

Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.

NOTICE OF LAND USE PUBLIC HEARING

Tuesday, February 18, 2020, at 7:00 PM
City of Harrisburg Planning Commission
Harrisburg Municipal Center @ 354 Smith Street

CASE: Clyde the Glide, LLC Variance Request (LU 411) and Historic Alteration Permit (LU 416)

SITE LOCATION:
The subject site is located at 190 Smith St. and is known as the I.O.O.F. (Oddfellows) Building, otherwise known as 15S04W16AA05300.

APPLICANT: Patrick & Donnell Freeman
310 S. Williams Street
Denver, CO 80209

OWNER: Clyde the Glide, LLC
PO Box 588
Harrisburg, OR 97446

REQUEST:
The applicant requests a proposed Historic Alteration Permit, and subsequent driveway access Variance for property located at 190 Smith St. The proposal will add an exterior garage entrance on the east side of the building, replacing an existing exterior access door. A curb cut in front of the garage entrance is proposed on S. 2nd St.

WHOM TO CONTACT FOR MORE INFORMATION:
Michele Eldridge, City Recorder, at (541) 995-6655, or meldridge@ci.harrisburg.or.us
Mailing Address: City of Harrisburg, PO Box 378, Harrisburg, OR 97446; Office Location: City Hall, 120 Smith Street

THE HEARING PROCESS / OPTIONS FOR PROVIDING COMMENT:

- At the hearing, the Planning Commission receives public testimony, deliberates, and typically makes its decision before adjourning the meeting.
- If you wish to testify on the proposal, you may provide written or oral testimony to the Planning Commission.
- The Chairperson will set a time limit of three minutes per person for oral testimony at the public hearing. Written testimony is encouraged. While written testimony will be accepted up to and including the night of the public hearing, written testimony submitted to the City Planner by noon, eight days prior to the public hearing, will be included in the Planning Commission packets that are delivered prior to the hearing.
- Any person participating in the hearing is entitled to request that it be continued to a second hearing if new evidence or documents are submitted in favor of the application. The “continuance” hearing will be limited to the issues related to the new documents or evidence for which the continuance was requested.
- A person testifying may also request to have the record remain open for seven days to allow for the submittal of additional written testimony.

- "Raise it or waive it": Failure to raise an issue in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) based on that issue. This means that in order to appeal the City's decision to LUBA based on a particular issue, you must raise that issue at the City's public hearing. **PLEASE TURN OVER FOR MORE INFORMATION!**

NOTICE OF LAND USE PUBLIC HEARING: VARIANCE (LU 411) & HISTORIC ALTERATION PERMIT (LU 416)

- The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

DECISION:
The Planning Commission's decision will be final unless appealed to the City Council. Appeals to the City Council must be submitted to the City Recorder, consistent with the provisions in HMC 18.125.090.

DECISION-MAKING CRITERIA:
The Planning Commission will evaluate this request based on specific review criteria from the Harrisburg Municipal Code (HMC) and other applicable requirements. The staff-identified criteria for this land use decision are found in HMC 18.30, 18.35, 18.105, 18.115 AND 18.125.

Citizens are encouraged to become familiar with the applications and applicable review criteria. A staff report discussing the request in relation to the criteria will be available 7 days before the hearing. All documents may be reviewed at City Hall without charge; copies will be provided upon request at a charge. The Harrisburg Municipal Code is available on the City's website (http://www.codepublishing.com/or/harrisburg/).

The City of Harrisburg does not discriminate against individuals with disabilities, and is an Equal Opportunity Provider. Persons with disabilities that wish accommodations, including assisted listening devices and sign language assistance are requested to contact City hall at 541-995-6655, at least 48 hours prior to a meeting date.

THE CITY OF HARRISBURG ENCOURAGES YOU TO NOTIFY YOUR NEIGHBORS AND OTHER PERSONS YOU BELIEVE WOULD BE AFFECTED BY THIS MATTER.

Mail: On or before February 6, 2020.

NOTICE OF PUBLIC HEARING

Harrisburg Planning Commission

Date/Time/Place:	Tuesday, February 18, 2020, 7 pm, 354 Smith Street
Applicant/Owner:	Patrick & Donnell Freeman dba Clyde the Glide, LLC LU 411 & LU 416
Location:	190 Smith St.
Applicable Criteria:	HMC 18.30, 18.35, 18.105, 18.115, and 18.125
Request:	Variance & Concurrent Historic Alteration Permit Application
Staff Contact:	Michele Eldridge, City Recorder/Asst. City Administrator, Harrisburg City Hall, (541) 995-6655

Citizens may provide testimony either in person or in writing. Written comments may be submitted any time prior to the start of the meeting. If a citizen wishes to have their written comments included as part of the agenda, then the City Recorder must receive them by February 10, 2020. *(All digital and written comments are part of the public record.)*

Failure of an issue to be raised in a hearing, either in person or in writing, or failure to provide sufficient specificity to afford the decision-making body an opportunity to respond to the issue precludes an appeal to the State Land Use Board of Appeals (LUBA), based on these issues. The failure of an applicant to raise constitutional or other issues relating to the proposed conditions of approval with sufficient specificity to allow the decision maker to respond to the issue precludes an action for damages in circuit court.

All applications, documents, and evidence are available for viewing at City Hall at no cost. Copies of the material will be provided at a reasonable cost. A copy of the staff report will be available for inspection at no cost seven days prior to the hearing.

City Hall is handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices, sign language, or persons with special needs are requested to contact City Hall at (541) 995-6655, at least 48 hours prior to the meeting date. The City of Harrisburg does not discriminate against individuals with disabilities, and is an Equal Opportunity Provider.

END

Publish: On or before February 6, 2020

Michele Eldridge

From: SEARS Joy * OPRD <Joy.Sears@oregon.gov>
Sent: Thursday, February 6, 2020 12:15 PM
To: Jordan Cogburn; Chuck Scholz; bgriff@harrisburgfire.org
Cc: John Hitt; Michele Eldridge
Subject: RE: LU 411 & 416 - Referral for Comment - Freeman Variance and Historic Alteration Permit
Attachments: ITS29-NewVehicularEntrances.pdf

To whom it may concern,

Thank you for the opportunity to provide courtesy comments on this proposed historic alteration to the National Register listed Harrisburg Odd Fellows Hall at 190 Smith Street. SHPO has reviewed the proposed alteration to this historic building and would recommend approval of enlarging an existing, historic opening as rendered. SHPO would not approve an overhead door as depicted but would approve a carriage style door in keeping with the historic character of the fraternal meeting hall. I already discussed this with the owners via email. If the existing, historic opening was enlarged and a carriage style door was installed then it would meet the Secretary of the Interior's Standards for Rehabilitation. I have attached a copy of a technical publication addressing this particular issue for your reference.

Please let me know if you have additional questions or concerns.
Sincerely,
Joy Sears
Restoration Specialist
OR SHPO

Joy Sears
Restoration Specialist

Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem OR 97301

From: Jordan Cogburn <jordanc@branchengineering.com>
Sent: Thursday, January 23, 2020 9:23 AM
To: cscholz@ci.harrisburg.or.us; bgriff@harrisburgfire.org; SEARS Joy * OPRD <Joy.Sears@oregon.gov>
Cc: John Hitt <jhitt@ci.harrisburg.or.us>; meldridge@ci.harrisburg.or.us
Subject: LU 411 & 416 - Referral for Comment - Freeman Variance and Historic Alteration Permit

Greetings,

Attached you find an application and supporting documentation for a proposed Historic Alteration Permit and subsequent driveway access Variance for a property at 190 Smith Street in Harrisburg, Oregon. Please return any comments on the proposal by February 6, 2020 in order to be included in the Staff Report. A Public Hearing has been

scheduled before the Planning Commission at the standing February 18, 2020 meeting. All comments received will be included in the record and addressed under the relevant criteria.

Please let me know if you have any questions on the issue.

Best regards,

Jordan Cogburn
Project Manager

BRANCH ENGINEERING, INC.
310 5th Street, Springfield, Oregon 97477
p: 541.746.0637
www.branchengineering.com

Eugene-Springfield OR | Corvallis-Albany OR

National Park Service
U.S. Department of the Interior

Technical Preservation Services
National Center for Cultural Resources

ITS NUMBER 29

Interpreting The Secretary of the Interior's Standards for Rehabilitation

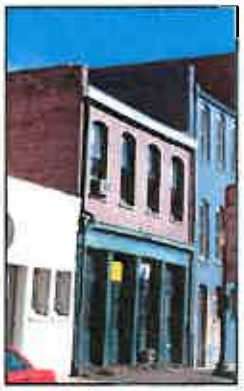
Subject: Adding Vehicular Entrances and Garage Doors to Historic Buildings

Applicable Standards:
2. Retention of Historic Character
9. Compatible New Additions/Alterations

Issue: Rehabilitating historic buildings sometimes requires using part of the interior for parking. Clearly, such an alteration can have a major impact on a building that was never intended for such use. It can also result in loss of historic fabric if it requires cutting an opening for a garage door. Thus, for most historic buildings, this is not a compatible rehabilitation treatment.

However, there are some historic buildings in which it may be possible to convert a portion of the interior for parking without negatively impacting their historic character. When considering modifying an interior space for parking that has not been used for parking previously it is necessary, first of all, to evaluate the character and condition of the interior space. Generally, only some industrial or commercial spaces or previously altered spaces which are basically devoid of character-defining features and finishes may be suitable to adapt for parking. If a historic building interior meets these criteria, the exterior must also be evaluated to determine if a garage door can be added without a significant loss of historic building material and without adversely impacting the character of the exterior. In most instances, a garage door may be added only on a secondary elevation. Selecting a traditional design for the garage door(s) in keeping with the historic period and architectural style of the building is also critical.

Application 1 *(Compatible location/Compatible treatment)*: This mid-19th century building was originally used as a warehouse on the first floor with the owner living above. The building is narrow and very deep, extending through the block from one street to another. The primary elevation with its cast-iron storefront faces a busy street while the rear faces a smaller street that is more like an alley in use and appearance. The shipping entrance at the rear was separated by decorative cast-iron piers into four bays of double doors.



Left: Before rehabilitation the ground floor of the rear elevation was divided into four equal-sized bays.

The rehabilitation project proposed to return the upper floors to residential use. The first floor, which had little historic features or finishes remaining, was to be converted into an office in the front and parking in the rear. The rear of the building is a secondary elevation and using this portion for parking was determined to be compatible. Since no garage opening existed, the rear entrance had to be modified for vehicular access while retaining its historic character. One cast-iron pier was moved over several feet to create an opening wide enough for a car. Wood garage doors replicating the existing pedestrian doors were installed. Although moving the pier resulted in a slight change to the formerly symmetrical entrance, it did not negatively impact its historic character. The project met the Standards.

Left and Upper Right: The left bay was enlarged to create a vehicular opening which is compatible with the building's historic character.

Application 2 *(Compatible location/Compatible treatment)*: This Tuscan Revival-style building was constructed in 1912 as regional headquarters for a national company. The property was to be rehabilitated for apartments. The first floor of the more utilitarian wing added later, which had been used for parking company vehicles, was proposed to be used as parking for the residents. Although one garage door already existed on the side of the addition, another, slightly wider opening was needed to allow incoming and outgoing cars to maneuver around cars parked inside.

Since the property is situated on a corner, this side of the building is clearly visible. But, it is a secondary elevation and of considerably less importance than the primary façade. In this case, the existence of a garage door on this elevation was a factor in determining that adding another garage door would not greatly change the character of the historic building. A simple opening was cut into this wall and traditional paneled wood garage doors were chosen to complement the early-twentieth century style of the building. The completed project met the Standards.

Below: A wing was added to the right side of the headquarters building several years after it was constructed in 1912. Because this wing had always been used for parking and had a garage door on the side elevation (right top), adding another garage door was determined to be a compatible treatment (right bottom).

Application 3 *(Compatible location/ Incompatible treatment)*: This 1880s retail building, situated on a downtown corner, had been altered numerous times since its construction. The storefront had been remodeled and a rear addition had been constructed. The first floor of the building was to be rehabilitated for continued commercial use and the second floor for apartments. The rehabilitation included a compatible storefront design, and a proposal to cut a vehicular opening in the side wall of the non-historic addition so that the interior could be used for parking. Although the rear addition faces a street, it is a secondary elevation, and it was determined that adding a garage door in this location would not negatively impact the character of the historic building.

Most treatments were completed as proposed. However, the new garage entrance differs from what had been proposed and approved. Two doors, varnished rather than painted as they would have been traditionally, are installed in a very large opening. A large pent-roof overhang which spans the entire length of the addition, extending from the garage to the back door, is also incompatible with the building's historic character. The garage entrance treatment did not meet the Standards and the project was denied certification.

Left and Center: The front and side elevations of this building are shown here before rehabilitation.
Right: The cumulative effect of the size, design and finish of the new garage door and the new pent roof overhang is a contemporary treatment that is incompatible with the historic character of the building.