AGENDA

PLANNING COMMISSION

91136 N Willamette St, Coburg, OR

541-682-7852 | coburgoregon.org

Wednesday, February 15, 2023 at 6:00 PM

CALL MEETING TO ORDER

ROLL CALL

AGENDA REVIEW

PUBLIC COMMENT
(Five minute limit unless extended time approved prior to meeting. Comments on Public Hearing items are done during the Hearing)

APPROVAL OF MINUTES

1. January 18, 2023 Planning Commission Minutes

COMMISSION BUSINESS

2. **PUBLIC HEARING**
SR 01-22 Site Review & **CUP 01-22** Conditional Use Permit
"Willamette Forks" Restaurant & Brewery at 91032 S Willamette St.

UPDATES & FUTURE AGENDA ITEMS

3. City Administration Update

ADJOURNMENT

The City of Coburg will make reasonable accommodations for people with disabilities. Please notify City Recorder 72 hours in advance at 541-682-7852 or sammy.egbert@ci.coburg.or.us

All Council meetings are recorded and retained as required by ORS 166-200-0235.

Coburg Planning Commission
January 18, 2023 at 6:00 p.m.
Coburg City Hall
91136 N. Willamette St.
Hybrid Meeting

DRAFT

COMMISSIONERS PRESENT: Chair Jim Bell, John Marshall, Marissa Doyle and Jonathan Derby.
Absent: Vice Chair William Wood and Seth Clark.

STAFF PRESENT: Anne Heath and Megan Winner

GUEST PRESENT: Don Johnson.
Virtually Present: Alan Wells.

1. Call Meeting to Order
Chair Bell opened the Planning Commission Work Session at 6:03 p.m.

2. Roll Call
Chair Bell called roll. A quorum was present.

3. Agenda Review
Ms. Winner had two additions to the Agenda:

- Review and discuss the goals and priorities of the Planning Commission for 2023.
- Recruitment for a Planning Commission vacancy.

Ms. Winner stated that Alan Wells had resigned fromthe Planning Commission because he was elected to City Council. The discussion and review of priorities and goals would be addressed after
Agenda (8.) Discussion Items.

4. **Approval of Minutes - December 21, 2022**

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to approve the December 21, 2022 Planning Commission Meeting minutes as presented.***

The motion passed. Vote, 4:0.

5. Public Testimony
There were no public speakers.

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6. Commission Business
A Public Hearing on land use application SUB 01-22; submitted by Bruce Wiechert Custom Homes for the Coburg Creek Subdivision First Addition.
Chair Bell re-opened the Public Hearing from the December 21, 2023 meeting.

Staff Presentation:
The Commission proceeded to testimony.

Ms. Winner read aloud four written pieces of testimony that were emailed to the Commission.
Coburg residents, Sandra and James Marr opposed Land Use Proposal SUB 01-22.
Coburg residents, Edward and Susan Wojakowski opposed Land Use Proposal SUB 01-22.
Peter Chapin supported Land Use Proposal SUB 01–22.
Stanley Shattuck submitted an addendum to the testimony that he provided on the December 21, 2022 meeting.

Chair Bell asked the Commission if anyone wished to disclose any ex parte contact since the first hearing of December. There were no comments.

Mr. Marshall commented that the connection of Macy Street to the subdivision seemed to be a concern in the written testimonies. He said it was not listed as a condition, but was within the development plat and proposal. He asked if that was sufficient to satisfy the concern of the people or should the Commission add a condition that the subdivision be connected to Macy Street?

Ms. Winner commented that it was her understanding that the Council acceptance of the dedication of the portion of Macy Street previously, as well as the subdivision application showing a connection of Macy St., was approval of that access being connected westward.

Commissioner Marshall asked if all the streets, access points to the subdivisoin needed to be approved prior to any building permits issued?
Ms. Winner answered that it was correct, the utilities, infrastructure, and streets would all go through a public improvement review process.

Ms. Doyle asked if Macy Street was included in that?
Ms. Winner replied that Macy Street would go through its own design approval process. Beginning February 1, 2023, there would be two designs, prepared by the city engineers and available for the public to weigh in on.

Ms. Heath clarified that the developer was asked to make changes to Macy Street up to Harrison Street. It was important to the Council that they heard from the community on not just Macy Street, but North Willamette Street design, as well as the Harrison Street design. Those street projects were expected to take place next summer.

MOTION: ***Commissioner Doyle moved, seconded by Commissioner Derby to close the public hearing on the Bruce Wiechert Custom Homes Inc. at 6:23p.m.***

The motion passed. Vote, 4:0.

Ms. Doyle asked if there was enough room for a delivery-like truck to turn around at the intersection of Van Duyn Street and Skinner Street.
Ms. Heath answered that it was not a concern related to the traffic pattern of the subdivision, however it could be brought up to the City as a concern by a citizen.
Mr. Marshall understood the tie from Skinner Street to the subdivision was primarily for pedestrians and bicycles and the bollards were to keep vehicles from going through. The bollards could be moved for emergency vehicles, while the dead end Van Duyn Street was not applicable to the subdivision and the City would most likely post a sign stating that it was not a turn around.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to recommend approval of the proposed Coburg Creek Subdivision First Addition SUB-01-22, with the conditions of***
approval items 1 - 9, as listed in the Staff Report.

The motion passed. Vote, 4:0.

Commissioner Marshall stated, in conjunction with the recommendation for approval of the Coburg Creek Subdivision First Addition, he would like to recommend to City Council to direct staff to assure that the planned improvements to Macy Street, North Willamette, and Harrison Street were complete on or before the developer completes the connection of the subdivision to Macy St.prior to subdivision completion.

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Seconded by Commissioner Derby. The motion passed. Vote 4-0.

7. **Commission Business**

Public Hearing on SR 04-22 Food Truck Plaza The Barnyard Site Review
Chair Bell opened the Public Hearing at 6:36p.m..

Staff Report:
Ms. Winner presented an overview of the proposal. The proposal is for a site design review for a food plaza called The Barnyard, located on Willamette Street near the intersection of Pearl Street. The proposed project would be constructed in two phases. Phase-1 would include a concrete pad for up to five trucks, a small stage and approximately a 1000 square foot building that would include restrooms. Phase-2 would include a small entertainment stage and the small building called The Barn. Currently, the subject property is a vacant field south of The Coburg Inn, mixed-use development and is the anticipated location for Phase-2 of the Coburg mixed-use development. According to the applicant and property owner, this was not planned as a final use for the property, but rather a limited duration development until Phase-2 of The Coburg Inn was more economically feasible. The proposal meets the building standards. The Central Business District is exempt from the minimum parking requirements for vehicles. Employee parking would be accommodated in the existing Coburg Inn parking lot. The proposed project would share parking and access with The Coburg Inn.
The three recommended conditions of approval are:

- All food trucks must obtain a Type-1 approval for mobile vending prior to operation.
- Prior to commencement of construction activities, the applicant shall submit for and obtain the required building permits.
- Bicycle parking facilities to accommodate a minimum of nine bicycles must be provided on-site, as part of the first proposed phase of the food truck plaza.

Ms. Winner read aloud a written testimony received by the Commission from Stephen Sheehan, opposing Land Use Proposal SR 04-22.

The applicant, a Coburg resident and local business owner, Mr. Alan Wells stated that he had spoken with the area business owners and every one of them were in support of the project.

Mr. Derby asked if the Phase-2, add-on to The Barn was going to be adjacent to The Coburg Inn, blocking the view of the food trucks?
Mr. Wells answered that it was not the intention to block the view of the trucks. They would be seen from the intersection. When Phase-2 is built the food trucks would be removed.

Mr. Marshall asked if the food trucks would be stored there.
Mr. Wells answered that they prefer the trucks would be open from 11 a.m.-8 p.m., seven days a week. When not in use they would be securely locked, with additional security cameras in use.

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Chair Bell stated that since staff had put it in the report as temporary, then the Commission must make the record clear and place a condition of a time limit on it.

Albany resident and architect for the proposed project, Don Johnson, explained in greater detail, the building design to the Commission.

Hearing closed at 6:50p.m.

MOTION: ***Commissioner Derby moved, seconded by Commissioner Doyle to approve the application with the three conditions found by staff, including a fourth condition of clarification on a time horizon, specifically to be revisited in five years.***

The motion passed. Vote, 4:0.

Ms. Winner asked for clarification of the fourth condition of approval.
Mr. Derby stated the fourth condition of approval would be that we revisit the temporary status of the food truck plaza in five years in consultation with the applicants.

8. **Discussion Items**

- Intersection of Willamette St. & Van Duyn St.

Mr. Marshall pointed out that the intersection had been addressed previously. The City's Transportation Plan (TSP) stated that it needed modifications. Mr. Marshall proposed that the Planning Commission pass a motion asking the City Council to address the intersection formally with the County and have the Council Direct Staff work with the County to create some modifications to make it safer.

Ms. Heath clarified that the engineers were currently designing Van Duyn Street to North Willamette Street with the thought that it was a safe route to school from the neighborhoods, with possible sidewalks connecting to the existing sidewalks.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to request the Mayor and City Council to formally address the issue of the intersection of North Willamette Street and Van Duyn Street, to direct staff to research possible modifications to this intersection, as being a safe route to the school.***

The motion passed. Vote, 4:0.

Ms. Heath offered to add it to the Work Plan presented to the Council on their February 4, 2023 retreat, as a request from the Planning Commission and informed the Commission that any one of them could go and represent the decision as a whole, to the next Council meeting.

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9. Planning Commission Goals for 2022-2023
Ms. Winner announced that it was time for the Planning Commission to set the goals and priorities for 2023. She instructed the Planning Commission to look at the 2022 list and choose to keep those as they were or make additions or removals**.**

The Board asked for more training on master planned developments, specifically their purpose and use; types of land use applications the expirations of land use approvals and Planning Commission responsibilities.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Doyle to approve the list as amended, with specific topics.***

The motion passed. 4:0.

DRAFT

10. Adjournment
Chair Bell adjourned the meeting at 7:45 p.m.

(Minutes recorded by Trenay Ryan, LCOG)

APPROVED by The Planning Commission of the City of Coburg on this

_____
Jim Bell, Commission Chair

ATTEST:

_____
Sammy L. Egbert, City Recorder

CITY OF COBURG PLANNING
PO BOX 8316 Coburg, OR 97408

STAFF REPORT
Restaurant & Brewery "Willamette Forks" Site Design Review & Conditional Use Permit
SR 01-22 & CUP 01-22

Report Date: February 8, 2023

I. BASIC DATA

Applicant/Property Owners: Joseph Moore, GMA Architects/
Stephen & Colleen Sheehan
3913 Aerial Way
Eugene, OR 97402

Assessor's Map and Tax Lots #: Assessor's Map 16-03-33-23 Tax Lot 04200

Situs Address: 91032 S Willamette Street, Coburg, OR 97408

Comprehensive Plan Designation: Traditional Residential (TR)

Current Zoning: Central Business District (C-1) (Architecturally Controlled Area & Historic District)

II. REQUEST

The proposal is for a site design review and conditional use permit for a restaurant and brewery called "Willamette Forks" on S Willamette Street near the intersection with Pearl Street. The property has two existing structures: the Zacariah Pollard House and an accessory structure and is listed as a historic site in the Oregon historic site database (Attachment B). The proposed use in the existing Pollard House includes restaurant and bar amenities. The proposed use in the existing accessory structure includes a storage room and flexible serving station. The applicant proposes to retain and repurpose the existing buildings proposed with no increase in building height, and minimal increase in building footprint. The applicant proposes a new accessory structure to include manufacturing space for a brewery. Proposed alterations include site work to reconfigure parking and landscape areas, accessibility upgrades for vehicle and pedestrian access, upgrades to the building exterior for access and safety, and interior remodel. Design for proposed uses prioritizes maintaining the historic character of the existing buildings and surrounding neighborhood, as shown on the plans in the applicant's materials (Attachment A).

III. BACKGROUND

The subject property is zoned Central Business District within the Architecturally Controlled Area and Historic District overlay and contains a Comprehensive Plan Map designation of Traditional Residential. The subject property contains existing access and frontage on S. Willamette St. The subject property abuts tax lots 16-03-33-23-04000, 16-03-33-23-03800, 16-

03-33-23-09100 which are zoned Central Business District and 16-03-33-23-09100, 16-03-33-23-09200 and 16-03-33-23-04100, which are zoned Traditional Residential. The existing structures are currently vacant and were most recently used for retail.

IV. APPROVAL CRITERIA AND ANALYSIS FOR SITE DESIGN REVIEW & CONDITIONAL USE PERMIT

Article VII – District Regulations. Central Business District (C-1)

2. Uses and Structures.

a. Permitted Principal Uses and Structures (subject to Site Design Review provisions in ARTICLE XI)

(1) Business and Professional Offices

(2) Civic uses and facilities such as government offices and facilities, libraries, community centers and fire stations

(3) Clubs, Lodges, Fraternities and similar uses

(4) Mixed-use development (a residential use with another permitted use), subject to standards in Article VIII.M

(5) Personal services(e.g., childcare, catering/food services, restaurants, dry cleaners, barbershops and salons, and similar uses) up to a 10,000 square foot footprint.

(6) Public parking lots and structures

(7) Public parks, playgrounds and recreational facilities

(8) Retail and Wholesale Stores and Shops, provided that:

(i) Yard setbacks and other open areas shall not be used for the storage of business inventory, merchandise, equipment, or building materials, or for any scrap or salvage operation, storage or sale.

(ii) The footprint of the building is no larger than 10,000 square feet.

(iii) For wholesale uses: The ground floor facing the principal commercial street shall be used only for commercial sales or business or professional offices.

(9) Banks, lending and financial institutions, without drive-up facilities

(10) Existing agricultural, horticultural, and livestock uses(no new uses). Agricultural, horticultural, and livestock uses in operation on the effective date of this Code shall be deemed nonconforming uses and shall continue to operate subject to the provisions of ARTICLE VI of this Code.

(11) Single-family Dwellings on individual lots with frontage on a local or collector street, or on individual lots with frontage on an arterial street where the single-family dwelling existed before January 1, 2018.

(12) Except as prohibited under subsection c. below, multi-family dwellings subject to the design standards of ARTICLE VIII.L.4

(13) Mobile food carts, subject to obtaining a business license and certain standards in ARTICLE VIII.N

FINDING: The proposed use for a restaurant and brewery is a permitted principal use (5). The proposed footprint of all structures combined is equal to approximately 3,400 square feet, less than the 10,00 square foot requirement. Criterion met.

b. Permitted Accessory Uses and Structures

(1) All accessory uses normal and incidental to the uses permitted in this district.

FINDING: The Pollard House (approximately 2,286 sq. ft.) will primarily be used as a restaurant with outdoor seating located at the patio areas. The existing structure to the west of the site (approximately 200 sq. ft.) is proposed to be used as a storage space and is accessory to the restaurant use. In addition, a new 980 sq. ft. building will provide two additional restrooms to serve the restaurant and approximately 721 sq. ft. of brewery space. The brewery will produce beer and spirits intended to be served at the restaurant, therefore is a normal and incidental use to the restaurant and an allowed use. Criterion met.

c. Conditional Uses. The following uses require a conditional use permit under the procedure, criteria, and standards of ARTICLE X.III

(7) Alteration or demolition of identified historical resource as listed in the Coburg Comprehensive Plan and/ or in Article IX

FINDING: While the proposed use is permitted per ArticleVII.C.2.a.(5), the applicant proposes selective alterations and additions to the Pollard House. The Pollard House is identified as a historical resource due to being registered in the National Historic District, an Oregon Historic Site, as well as listed on the Coburg reconnaissance level survey (RLS) of historic resources. The proposal therefore requires a Conditional Use Permit to be applied for concurrently with Site Design Review due to the historic component of the structure. Criterion met.

d. Prohibited Uses

(6) Any permitted or conditional use that creates odor, dust, smoke, noise, or vibration that is perceptible beyond the property boundaries.

FINDING: The existing Pollard house will be used as a restaurant. As stated in the applicant's narrative (Attachment A), similar uses exist in the neighborhood and the restaurant will produce a similar amount of noise and odor as established restaurants in the area. The site is designed such that outdoor dining occurs between the Pollard House and the accessory brewery structure. As such the restaurant and is not expected to create any perceptible odor, dust, smoke, noise, or vibration beyond the property boundaries.

Brewing operations in the new accessory building will be by in large contained within the building and is a small operation consisting of three fermenters. Beer will be stored in kegs and fermentation vessels. Proofed down spirits will be stored in barrels or a stainless steel fermenters which will be contained within the Brewery building. Brewing and activities related to brewing that happen on site are not expected to create perceptible odor, dust, smoke, noise or vibration beyond the property boundaries.

A nominal amount of milling will occur outside of the brewery building in the interior courtyard. Milling will occur during regular business hours between 9:00am and 5:00pm. Milling will produce a minimal amount of dust. The site is designed such that milling will occur between the Pollard House and the new accessory building preventing odor, dust, smoke, noise, or vibration

from being perceptible beyond the property line. Criteria met.

3. Building or Structural Height Standards

a. All buildings in the C-1 district are permitted to be up to 35 feet in height.

FINDING: No change to the existing building heights are proposed. The existing Pollard House is approximately 27 feet tall. The proposed height of the new accessory building is approximately 22 feet. Criterion met.

4. Lot Dimensions

a. The minimum lot frontage shall be 25 feet.

FINDING: No proposed change to existing lot boundaries. The existing lot frontage is approximately 131 feet. Criterion met.

b. The minimum lot size shall be 1,500 sq. feet.

FINDING: No proposed change to existing lot size. Existing lot is approximately 19, 600 square feet. Criterion met.

5. Maximum Lot Coverage

a. One hundred percent coverage is allowable when minimum loading space, landscaping, setbacks and parking are provided.

FINDING: The proposed development occurs on existing lot and meets required and allowable lot areas, coverage, and dimensions. Criterion met.

6. Minimum Yard Requirements. All setbacks shall comply with applicable standards of the Uniform Building Code and Uniform Fire Code.

a. Front Yards

(1) Front yards shall not be required except where specified setbacks are established for road widening purposes.
(2) The maximum setback for a building façade shall be 15 feet. For non-residential uses on Willamette Street, this standard is met when at least 80 percent of the building frontage is placed within the maximum setback. For commercial uses along other streets, the minimum building frontage that shall be placed within the maximum setback shall be at least 50 percent of the lot frontage.

FINDING: There is no change to the location of existing historic Pollard House proposed. The building sits approximately 85 feet away from the property line. This condition is allowed to be maintained per Article VI.D. Non-Conforming Structures. A parking area is existing between the Pollard House and the street. To maintain the Pollard House and existing site features the new brewery structure is located in line with the Pollard House and maintains the existing setback on site. Criterion met.

b. Side Yards - Side yards shall not be required except:

(1) Where specified setbacks are established for road widening purposes.

FINDING*:* No road widening setbacks are established on the subject property, therefore the no side yard is required on the subject property. Criterion not applicable.

c. Rear Yards

(1) Rear yards shall not be required, except that where a non-residential use abuts the Residential District, a 10-foot rear yard shall be required.

(2) No structural improvements, except road surfacing, shall be allowed within 10 feet of the centerline of an alley.

FINDING: A 10-foot rear yard setback is required and provided due to Tax Lot 4100, which abuts the western edge of the subject property and is zoned Traditional Residential. The existing Pollard House is approximately 10'-9" from the rear property line. The proposed Brewery is 52'-2" from the rear property line. The existing accessory structure is approximately 3'-0" from the rear property line. The applicant proposes the existing accessory structure to be left in place as an existing nonconforming structure. Criteria met.

9. Pedestrian Amenities.
All new development shall be required to provide a minimum of two of the following pedestrian amenities:

a. Outdoor seating options, e.g., benches, or tables with chairs

FINDING: The proposed site alterations includes a raised patio with tables and chairs as part of the restaurant.

b. Extra wide sidewalks or courtyards that can be used as small plazas. These may be combined with water features and/ or benches to create attractive public spaces

FINDING: No proposed change to existing sidewalk width or alterations to existing sidewalk. Proposed alterations to include a courtyard with a patio and garden. New landscaping provided at public sidewalk.

c. Planters, garden areas, and pocket parks that include: (1) sitting space

FINDING : Proposed alterations to include a courtyard with a patio and garden. New landscaping
provided at public sidewalk.

d. Weather protection, e.g., pedestrian-scaled awnings or canopies

FINDING: Existing Pollard House includes a large, covered patio. No alterations proposed to existing covered areas.

e. Other opportunities or open spaces, e.g., in rooftop courtyards, entranceways

FINDING: Proposed alterations include a courtyard between the Pollard House and the proposed
accessory Brewery structure. Courtyard to include pedestrian pathways, landscaping, and water feature. Criterion met.

10. Building Orientation
All buildings shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:

a. Compliance with the setback standards in Section 6.

FINDING: The existing historic Pollard House is setback approximately 85' from the property line facing Willamette St. Due to the historic nature of the building and site no proposed change to existing parking, other than refurbishment, and building setbacks proposed. In order to create safe site circulation and conform to existing conditions on site new proposed accessory structure is set back in line with the existing Pollard House. Criterion met.

b. All buildings shall have their primary entrance(s) oriented to the street. "Oriented to the street" means that the building entrance faces the street, or is connected to the street by a direct and convenient pathway not exceeding 60-feet in length. Streets used to comply with this standard are public streets or private streets that contain sidewalks and street trees.

FINDING: The primary entrance to the restaurant is proposed to be oriented towards Willamette Street. The primary entrance for the new accessory brewery will also be oriented to Willamette Street. Criteria met.

c. Off-street parking, drives or other vehicle areas shall not be placed between buildings and streets where building placement complies with this standard.

FINDING The parking area is existing between the Pollard House and Willamette Street. No proposed change to location of existing parking areas. Criteria not applicable.

d. On corner lots, buildings and entrances shall be oriented to the street with the higher functional classification; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners.

FINDING: The subject property is not located on a corner lot. Criteria not applicable.

11. Historic Building Design
The following historic building exterior design elements are required for all new construction and major renovations in order to maintain and improve the historic storefront character of the downtown. Historic Structures are also subject to the conditional use criteria in Article XIV.

FINDING: The proposed development includes minimal alterations to the existing historic façade of the Pollard House. The following design elements are proposed for the accessory brewery structure.

a. Decorative doors, transom and clerestory windows.

FINDING: The proposed Brewery building includes clerestory windows and two decorative sliding doors as well as transom windows and glazed entry doors. Criteria met.

b. Windows with trim comparable in style to that commonly used on other historic buildings in the C-1 district.

FINDING The proposed Brewery building includes windows with painted trim of a similar width and detail to those commonly used on other historic buildings in the C-1 district. This trim is included at siding transitions, openings, and corners. Criterion met.

c. 40-80 percent of ground floor façade facing the street, measured horizontally, shall have windows. The lower edge of these windows shall be no more than 30 inches above the sidewalk.

FINDING The proposed Brewery building includes a glazed entry door and large decorative sliding door of the ground floor façade facing. As stated in the applicant's narrative, due to the length of this façade, it would be burdensome structurally to include additional windows on the ground floor. The majority of the facades facing the street consists of the Historic Pollard House. Criterion met.

d. The pitch and style of rooflines shall be comparable to existing historic rooflines, such as a 4 in 12 pitch.

FINDING: The proposed roof pitch at the Brewery building 9:12 and is constant with the historic Pollard House on site. Criterion met.

e. Surface detailing is required for blank walls (permitted on non-street facing facades only) and shall include offsets, windows, siding, murals, or other similar features.

FINDING: The proposed blank wall is on the north property line. Due to proximity to the property line, offsets, siding etc. are not feasible or allowed. Criterion not applicable.

f. Weather protection for pedestrians (awnings or canopies). Lighted or bubble awnings are not allowed.

FINDING: A large, covered patio is provided at the Pollard House. The proposed brewery acts as an accessory structure and is not used by the public. Criteria met.

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS

ARTICLE VIII.B.2 OFF-STREET PARKING REQUIREMENTS

B. Parking Regulation

2. Off-Street Parking Requirements.

a. Parking Area Design.

(1) All public or private parking spaces, except those required in conjunction with a single-family or two-family dwelling on a single lot, shall be designed and

laid out to conform with the requirements of this Code and the Planning Commission.

(2) Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an alley, shall be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians, bicycles, and vehicular traffic on the site.

FINDING: Proposed rehabilitation of the parking area retains the two existing driveway access locations such that no backward movement is required within a street. One access will serve as an exit only and one as an entrance only, in compliance with Lane County Transportation requirements. The revised site plan for this development shows an 'entry only' at the north access point to Willamette Street and an 'exit only' at the south access driveway. Lane County Transportation Planning supports these changes and recommends that the City include this as a condition of approval, particularly since the TIA still includes references and analysis which reflects two full access driveways. Therefore, staff recommend a condition of approval to be clear that the proposed plan is for the restricted accesses and circulation plan shown on the latest site plan.

Existing trees, new landscaping, and historic foundation stones provide a buffer between existing pedestrian sidewalk and parking drives to provide maximum safety in access and for pedestrian, bicycle, and vehicular traffic on site. A dedicated service drive for trash/ loading access is located to the south of the property.

Condition of Approval #1: Driveway access will include an 'entry only' (ingress) at the north access point to Willamette Street and an 'exit only' (egress) at the south access driveway.

d. Exceptions and Reductions to Off-Street Parking Requirements

(1) The Central Business District (C1) is exempt from the minimum parking requirements of Section 2(b), except that off-street parking shall be provided for employees and work vehicles that are stored on site, as follows:

(i) All new commercial development, including change of use, in the C-1 district that requires one or more employees shall provide a number of on-site parking spaces equal to the greatest number of employees that will be on site at any particular time. The Planning Official shall determine the number of required offstreet parking spaces for a proposed use, or expansion of a use, based on information submitted by the applicant.

(ii) One off-street parking space shall be provided for each work vehicle. "Work vehicles" are those vehicles associated with the business that are stored on-site or that are parked on-site for any period of time during regular work hours.

(iii) The determination by the Planning Official of the number of spaces required under subsection (i) and (ii) shall be provided in writing, based on written evidence submitted by the applicant.

(iv) The Planning Official may waive or reduce off-street parking

requirements in accordance with Section 2(d)(3)

FINDING: The Central Business District (C-1) is exempt from the minimum parking requirements of Section 2(b), except that off-street parking shall be provided for employees and work vehicles. The applicant claims Exception 2(d)(1) with the understanding that the number of employees on site at any time will be less than eight. Thirteen parking spaces are proposed, including one van accessible handicap parking space as seen on the revised proposed site plan dated December 2022 (Attachment A). There are no anticipated work vehicles associated with this use. Criteria met.

5. Bicycle Parking

a. Bicycle parking requirements shall apply to all developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels that require a building permit, as follows:

(2) Non-Residential Parking. There shall be a minimum of one bicycle space for every seven motor vehicle spaces. At least half of all bicycle parking spaces shall be sheltered. Bicycle parking provided in outdoor areas shall be located near the building entrance, similar to vehicle parking spaces, unless existing development on site precludes that option. Fractions shall be rounded to the nearest whole number.

b. Bicycle Parking Facilities Design Standards

(1) Bicycle parking facilities shall either be stationary racks which accommodate bicyclist's locks securing the frame and both wheels, or lockable rooms or enclosures in which the bicycle is stored.

(2) Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and seven feet high. Upright bicycle storage structures are exempted from the parking space length standard.

(3) A 5-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

(4) Bicycle racks or lockers shall be anchored to the surface or to a structure.

(5) Covered bicycle parking facilities may be located within a building or structure, under a building eave, stairway, entrance, or similar area, or under a special structure to cover the parking. The cover shall leave a minimum 7- foot overhead clearance and shall extend over the entire parking space. If a bicycle storage area is provided within a building, a sign shall be placed at the area indicated that it is for bicycle parking only.

(6) Bicycle parking shall not interfere with pedestrian circulation.

FINDING: Two bicycle parking spaces required. Proposed design includes four bicycle parking spaces to the south of the existing covered porch on the front of the building. Criteria met.

6. Vehicular Parking Area Improvements

All public or private parking areas, which contain four or more parking spaces, and outdoor vehicles sales areas, shall be improved according to the following:

a. All vehicular parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement concrete, or other approved materials as specified by the Planning Official.

(1) Vehicular parking areas as a part of a proposed development shall incorporate driveway designs and methods that reduce storm water run-off. Design methods include, but are not limited to: porous concrete, turf pavers, plastic grid systems, or ribbon driveways.

FINDING: Proposed parking improvements include new asphaltic concrete surface. Criteria met.

b. All vehicular parking areas, except those in conjunction with a single-family or duplex dwelling, shall be graded so as not to drain storm water over the public sidewalk or onto any abutting public or private property.

FINDING: Proposed design grades vehicular parking areas to drain to catch basins for stormwater filtration. Proposed design does not drain stormwater over the public sidewalks or onto any abutting public or private property. Criterion met.

c. All vehicular parking areas, except those required in conjunction with a single family or two family dwelling, shall provide a substantial bumper or curb stop which will prevent cars from encroachment on abutting private or public property.

FINDING: Proposed parking spaces include one parking bumper to prevent cars from encroaching on pedestrian paths and structures. Existing curbs or planters prevent vehicular traffic from encroachment on abutting properties. Criterion met.

d. All vehicular parking areas and service drives shall be enclosed along any interior property which abuts any residential district, with a 70 percent opaque, site- obscuring fence, wall or hedge not less than three (3) feet nor more than six (6) feet in height, but adhering to the visual clearance and front and interior yard requirements established for the district in which it is located. If the fence, wall or hedge is not located on the property line, said area between the fence, wall or hedge and the property line shall be landscaped with lawn or low-growing evergreen ground cover. All plant vegetation in this area shall be adequately maintained by a permanent irrigation system, and said fence, wall or hedge shall be maintained in good condition. Screening or plantings shall be of such size as to provide the required degree of screening within 24 hours after installation. Adequate provisions shall be maintained to protect wall, fences, or plant materials from being damaged by vehicles using said parking areas. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or

adjacent residential district or use.

FINDING: As stated in the applicant's narrative, the interior property line on the south side of the property is obscured by an existing fence and landscaping greater than 3'-0" tall. Interior property line on the north side proposed to be obscured by plantings approximately 5'-0" tall and are maintained by a permanent irrigation system. Screening will be provided by plantings within 24hrs of installation and shall be at least 70% opaque. Criteria met.

e. Any lights provided to illuminate any public or private parking area or vehicular sales area shall be shielded and so arranged as to reflect the light away from any abutting or adjacent property or public right of way.

FINDING: No change to existing illumination is proposed. Criterion not applicable.

f. All vehicular parking spaces shall be appropriately and substantially marked.

FINDING: Vehicular parking spaces shall be marked with 4" wide white striping on contrasting black asphalt. Criterion met.

C. Pedestrian and Bicycle Access and Circulation.

2. Pedestrian access to transit facilities shall be provided from new commercial, employment, and multi-family residential development while existing developments shall provide safe and accessible pedestrian access to transit facilities when a site changes uses or is retrofitted.

3. Internal pedestrian and bicycle systems shall connect with external existing and planned systems, including local and regional travel routes and activity centers such as schools, commercial areas, parks and employment centers.

FINDING: The proposed project includes pedestrian access to transit facilities (bus stops) on Willamette St. The subject property is located in the heart of the downtown commercial area. The applicant is proposing to enhance the pedestrian crosswalk located at the south corner of the subject property with striping and signage per Lane County Transportation Planning feedback. Staff recommends the applicant work with Lane County Transportation Planning on the crosswalk enhancements as a condition of approval. Criterion conditionally met.

Condition of Approval #2: Signage and striping details for the pedestrian crosswalk shall be worked out during the final design and facility permit application process with Lane County.

D. Sign Regulations See Coburg Sign Ordinance A-155 (reprinted 01/30/01)

FINDING*:* The applicant is not proposing any signs at this time. The applicant may submit for a sign permit sometime in the future, at which time any proposed signs will be reviewed for compliance with Ordinance A-155 when a sign/building permit application is submitted.

E. Streets, Alleys and Other Public Way Standards

1. Improvements to City Streets shall conform to the standards as set forth in this section.

FINDING: The applicant is not proposing any improvements to City streets nor are improvements to City streets required as part of the proposal. Criterion not applicable.

F. Other Public Improvements

5. Sewage. All buildings within the city limits must connect to the city sewer system.

FINDING: The proposed development will connect to city sewer. Criterion met.

6. Water Supply. All lots and parcels in any land division shall be served by the Coburg Water system.

FINDING: The subject property is served by the Coburg water system and has sufficient water pressure for the proposed project. Criterion met.

I. Screening Standards for Multi-Family, Commercial and Industrial Development

1. Unless otherwise specified in this code, screening shall be required:

a. When commercial or industrial districts abut residential districts

FINDING: As stated in the applicant's narrative, the interior property line on the south side of the property is obscured by an existing fence and landscaping greater than 3'-0" tall. Interior property line on the north side proposed to be obscured by plantings approximately 5'-0" tall and are maintained by a permanent irrigation system. Screening will be provided by plantings within 24hrs of installation and shall be at least 70% opaque. Criteria met.
This criterion does not apply.

b. For outdoor mechanical devices

FINDING: There are no ground level outdoor mechanical devices subject to screening requirements. This criterion does not apply.

c. For outdoor storage yards and areas

FINDING: The proposed development does not include any outdoor storage yards or areas. Criterion not applicable.

d. For trash receptacles

FINDING: A six-foot-tall wooden fence screen is proposed for the trash receptacle at the rear of the property, as shown on the site plan (Attachment A). Criteria met.

e. For multi-family developments

FINDING: The proposal does not include multi-family developments. This criterion is not applicable.

f. Parking areas with more than two off-street spaces

FINDING: Existing parking area does not require additional screening. This criterion is not applicable.

2. Screening shall be a non-see through or sight-obscuring fence, evergreen hedge, or decorative wall (i.e., masonry or similar quality material) shall be erected along and immediately adjacent to the abutting property line.

FINDING: As stated in the applicant's narrative, the interior property line on the south side of the property is obscured by an existing fence and landscaping greater than 3'-0" tall. Interior property line on the north side proposed to be obscured by plantings approximately 5'-0" tall and are maintained by a permanent irrigation system. Screening will be provided by plantings within 24hrs of installation and shall be at least 70% opaque.

3. Trash receptacles. Trash receptacles shall be oriented away from adjacent buildings and shall be completely screened with an evergreen hedge or solid fence or wall of not less than feet in height.

FINDING: A six-foot-tall wooden fence screen is proposed for the trash receptacle at the rear of the property, as shown on the site plan (Attachment A). Criteria met.

ARTICLE XI. LAND USE REVIEW AND SITE DESIGN REVIEW

E. Site Design Review - Application Submission Requirements

2. Site Design Review Information. In addition to the general submission requirements for a Type III review ARTICLE X.D an applicant for Site Design Review shall provide the following additional information, as deemed applicable by the City Planning Official. The Planning Official may deem applicable any information that he or she needs to review the request and prepare a complete staff report and recommendation to the approval body:

c. Architectural drawings. Architectural drawings showing one or all of the following shall be required for new buildings and major remodels:

(1) Building elevations (as determined by the City Planning Official) with building height and width dimensions;

(2) Building materials, colors and type;

(3) The name of the architect or designer.

FINDING: See Attachment A for the building plans and architectural drawings submitted as part of the concurrent site design review and conditional use permit application process.

e. Landscape plan. A landscape plan may be required and at the direction of the City Planning Official shall show the following:

(1) The location and height of existing and proposed fences, buffering or screening materials;

(2) The location of existing and proposed terraces, retaining walls, decks, patios, shelters, and play areas;

(3) The location, size, and species of the existing and proposed plant materials (at time of planting);

(4) Existing and proposed building and pavement outlines;

(5) Specifications for soil at time of planting, irrigation if plantings are not drought-tolerant (may be automatic or other approved method of irrigation) and anticipated planting schedule;

(6) Other information as deemed appropriate by the City Planning Official. An arborist's report may be required for sites with mature trees that are protected under The City's tree Ordinance.

FINDING: Conceptual landscaping showing proposed and existing landscaping elements can be seen on the proposed landscaping plan included in the applicant's materials (Attachment A). Criterion met.

i. Traffic Impact Study, when required, shall be prepared in accordance with the road authority's requirements. See ARTICLE X., Section I, for relevant standards.

FINDING: The City did require a traffic impact study be completed by the applicant as part of the proposal. The applicant has hired Sandow Engineering, a registered traffic engineer, to complete that assessment. In the applicant's traffic study, it is found that all studied intersections operate within the mobility standards with and without the development traffic and the addition of development traffic does not substantially increase queuing conditions.

The applicant's TIA scope was reviewed and agreed upon by Lane County and the City of Coburg. The analysis concluded that all intersections within the study area will continue to operate within the City's mobility standards and will not require further mitigation. Please see the attached TIA (Attachment C) for analysis and conclusions. The TIA was prepared in accordance with the road authority's requirements, and therefore meets these criteria.

The applicant's TIA was reviewed by Lane County Transportation Planning (LCTP) and the City Engineer. Both concurred with the analysis. Engineering found some inconsistencies in the TIA that are not expected to significantly change the outcome of the report, however should be included into a final record TIA. Staff recommend the applicant incorporate the following into the TIA:

- Introduction, section 1.2 refers to retention of each access as unrestricted, while the site plan and trip distribution shows one-way drives, with the north DWY as an ingress and the south as an egress. Making this adjustment may help deal with the county's concerns regarding the proposed retention of both driveways.
- Trip Generation included in Table 3 does not match the numbers provided on Figure 5 (Trip Distribution)
- Table 3: 27 entering/20 exiting
- Figure 5 (and others with total traffic at the driveways): 42 in/33 out
- The text at the end of section 4.3 describes Figs 6 – 2022, Fig 7- 2023, and Fig 8 – 2028, yet the figures display 2021 (Fig 6), 2022 (Fig 7) and 2027 (Fig 8). The included

SYNCHRO output files are consistent with the figures included (2021, 2022, and 2027). There may be additional references to the incorrect future year included in the report, and I noticed that the Queuing Table and the right-turn lane sections also referred to 2028.

- Figures 7 and 8 show an additional entering trip at the north driveway from the south via left-turn and an extra egress trip turning right at the south driveway. These are in addition to what is displayed on Figure 5.
- Figure 7 is missing the site generated traffic contribution at the southbound through approach at Willamette/Pearl.

Condition of Approval #3: Applicant will incorporate City Engineer comments into the final record TIA.

F. Site Design Review Approval Criteria. The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:

1. The application is complete, as determined in accordance with ARTICLE X Types of Applications and ARTICLE XI.E, above.

FINDING: The application for site design review and a conditional use permit submitted by GMA Architects on behalf of Stephen and Colleen Sheehan has been found to be complete for processing. Criterion met.

2. The application complies with all of the applicable provisions of the underlying Land Use District and Supplementary District Regulations (ARTICLE VII & VIII), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;

FINDING: As found and discussed in this staff report, the application complies with all of the applicable provisions of the underlying Land Use District (Central Business District, Architecturally Controlled Area, and Historic District Overlay) and the Supplementary District Regulations. Criterion met.

3. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with ARTICLE VI, Non-Conforming Uses;

FINDING: The application complies with all of the applicable provisions of the underlying Land Use District (Central Business District, Architecturally Controlled Area, and Historic District Overlay) and the Supplementary District Regulations.

4. The application complies with all of ARTICLE VII District Regulations and ARTICLE VIII Supplementary District Regulations and other standards as applicable;

FINDING: As discussed and found in this staff report, the proposal complies with the District Regulations of ARTICLE VII District Regulations and VIII Supplementary District Regulations and other standards as applicable.

5. Existing conditions of approval required as part of a prior Land Division (ARTICLE XII), Conditional Use Permit (ARTICLE XIII), Master Planned Development (ARTICLE XIV) or other approval shall be met.

FINDING: There are no existing conditions of approval required to be met. Criterion not applicable.

ARTICLE XIII CONDITIONAL USE PERMITS

D. Conditional Use Permits - Criteria, Standards and Conditions of Approval
The City shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the standards and criteria in 1-3.

1. Use Criteria.

a. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;
b. The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other Code standards, or other reasonable conditions of approval;
c. All required public facilities have adequate capacity to serve the proposal; and
d. Formula-Based Businesses less than 10,000 sq ft may be allowed if it does not adversely impact the character of downtown based on consideration of the following criteria:
1. The availability of other similar uses within the district and within the vicinity of the proposed project;
2. The formula-based establishment will contribute to the small business and entrepreneurial environment;
3. The proposed use, together with its design and improvement, is consistent with the unique historic character of Coburg, and would preserve the distinctive visual appearance and shopping experience of Coburg for its residents and visitors;
4. The formula-based establishment will serve an appropriate balance, and be mutually beneficial to surrounding businesses by contributing to the economic health of the whole district;
5. The existing commercial vacancy rates within the district and within the vicinity of the proposed project.

FINDING: As discussed throughout this report, staff find the proposed use, site conditions, and public facilities are acceptable. Criteria met.

2. Site Design Standards. The Site Design Review approval criteria (ARTICLE XI.F) shall be met.

FINDING: See previous section on Article XI

3. Conditions of Approval. The City may impose conditions that are found

necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:

a. Limiting the hours, days, place and/or manner of operation;
b. Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;
c. Requiring larger setback areas, lot area, and/or lot depth or width;
d. Limiting the building or structure height, size or lot coverage, and/or location on the site;
e. Designating the size, number, location and/or design of vehicle access points or parking areas;
f. Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;
g. Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of parking and loading areas;
h. Limiting the number, size, location, height and/or lighting of signs;
i. Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;
j. Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;
k. Requiring and designating the size, height, location and/or materials for fences;
l. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;
m. Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans, or requiring the recording of a local improvement district non-remonstrance agreement for the same.

FINDING*:* Staff recommend five conditions of approval that are listed in the subsequent section. Planning Commission may impose additional conditions.

V. CONDITIONS OF APPROVAL

Condition of Approval #1: Driveway access will include an ‘entry only’ (ingress) at the north access point to Willamette Street and an ‘exit only’ (egress) at the south access driveway.

Condition of Approval #2: Signage and striping details for the pedestrian crosswalk shall be worked out during the final design and facility permit application process with Lane County.

Condition of Approval #3: Applicant will incorporate City Engineer comments into the final record TIA.

Condition of Approval #4: The outdoor patio not connect to the historic fabric of the Pollard House per Heritage Committee

Condition of Approval #5: Prior to the commencement of construction activities, the applicant shall submit for and obtain the required building permits.

VI. INFORMATIONAL ITEMS
Any signs will require a sign permit and must adhere to Ordinance A-155.\

Site Design Review approvals shall be effective for a period of one year from the date of approval. The approval shall lapse if:

a. A public improvement plan or building permit application for the project has not been submitted within one year of approval; or
b. Construction on the site is in violation of the approved plan.

The Planning Commission shall, upon written request by the applicant, grant a written extension of the approval period not to exceed six months; provided that:

a. No changes are made on the original approved site design review plan;
b. The applicant can show intent of initiating construction on the site within the six month extension period;
c. There have been no changes to the applicable Code provisions on which the approval was based. If there have been changes to the applicable Code provisions and the expired plan does not comply with those changes, then the extension shall not be granted; in this case, a new site design review shall be required; and
d. The applicant demonstrates that failure to obtain building permits and substantially begin construction within one year of site design approval was beyond the applicant's control.

VII. Findings of Fact to be Signed by Chair
The findings of fact in support of approval, with all conditions of approval are attached to this staff report, should Planning Commission approve the proposal. Any changes to the findings at the hearing or a denial decision will have to be reflected in the findings of fact to be signed by the Planning Commission Chair.

VIII. ATTACHMENTS

Attachment A – Applicant's materials
Attachment B – Oregon Historic Site Database form
Attachment C – Traffic Impact Analysis
Attachment D -- Notice materials
Attachment E -- Final Order to be signed by Chair, if approved.

COBURG PLANNING

MAY 09 2022

☐APPROVED ☑RECEIVED
☐PAID ☐ISSUED

Planning Department
TYPE III
Land Use – Quasi-Judicial

Date Received _____

(For official use only)
Application Number _____ Date Paid & Receipt # _____

Application Type *(CHECK ALL THAT APPLY)*

- ☐ Appeal to City Council
- ☐ Appeal to Planning Commission
- ☒ Conditional Use Permit
- ☐ Final Subdivision 1-5 lots
- ☐ Final Subdivision 6+ lots
- ☐ Home Occupation
- ☐ Master Planning – Major Modification
- ☐ Partition
- ☐ Replat
- ☐ Tentative Subdivision (all)
- ☐ Variance
- ☐ Zone Change
- ☐ Zone Map Change

IMPORTANT: Any application determined to need Planning Commission, must be submitted 45 days prior to the next Planning Commission meeting to meet notice requirements.

PRINT CLEARLY AND COMPLETE ALL SPACES

Applicant Information

Name Joseph E. Moore, AIA Daytime Phone mobile: 541.520.4164
Mailing Address 860 W Park St, Eugene, OR, 97401, #300 Email jmoore@gma-arch.com
Contact Person Leah M Pettus-Czar, AIA Contact Daytime Phone mobile: 408.799.0575

Site Information

Street Address 91032 S Willamette St COBURG, OR 97408
Map & Tax Lot # 16033323 4200 Total Area **(sq. ft./ acres)** 0.62 acres
If more than one lot:
Map and Tax Lot # _____ Total Area _____
Present Use(s) of Property Business- Retail
Proposed Use(s) of Property Assembly- Restaurant

Property Owner Information

Name Stephen and Colleen Sheehan Daytime Phone 541.912.3846
Mailing Address 3913 Aerial Way, Eugene, OR 97402 Email colleen@elkhornbrewery.com
Contact Person Stephen Contact Daytime Phone (541) 543-0393

CITY OF COBURG | P.O. BOX 8316 | 91136 NORTH WILLAMETTE STREET | COBURG, OREGON 97408
541-682-7850| coburgoregon.org

Is there more than one applicant or site associated with this application? If so, check here. ❑ *ATTACH A SEPARAT SHEET WITH ADDITIONAL APPLICANT AND SITE INFORMATION)*

ATTACH THE FOLLOWING DOCUMENTAION WITH YOUR APPLICATION:	*OFFICIAL COMPLETENESS CHECK*
Written legal description of the property(ies)	❑ _____
Copy of Assessor's Map, highlight property(ies) *(8.5" x11" or 11" x 17" SIZE)*	❑ _____
Written statement addressing **all** applicable Code Criteria*	❑ _____
Site Plan and/or Engineered Drawings (see sign site plan checklist)	❑ _____
Preliminary Title Report and supporting documentation	❑ _____
15 copies of application materials	❑ _____
Copy of Coburg Business License	❑ _____
Is the property in the flood plain?	**YES** ❑ **NO** ☒

** Written Statements must be in the form of factual statements or findings of fact and supported by evidence. List the findings criteria in the Coburg Zoning Code (Ord. A-200-H) and develop evidence that supports it.*

I hereby certify that the statements and information contained in this application, including the attached drawings and the required findings of fact, are in all respects true and correct. I understand that all property pins must be shown on the drawings and visible upon site inspection. In the event that the pins are not shown or their location found to be incorrect, the owner assumes full responsibility.

I further understand that if this request is subsequently contested, the burden will be on me to establish: that I produced sufficient factual evidence at the hearing to support this request; that the evidence adequately justifies the granting of the request; that the findings of fact furnished by me are adequate, and further that all structures or improvements are properly located on the ground. Failure in this regard will result most likely in not only the request being set aside, but also possibly in any structures being built in reliance thereon being required to be removed at my expense. If I have any doubts, I am advised to seek competent professional advice and assistance.

_____ Date: 5/6/22

Applicant Signature

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

_____ Date: 5/6/22

Property Owner Signature #1

_____

Print Name

_____ Date: 5/6/22

Property Owner Signature #2 (if applicable)

Colleen Sheehan

Print Name

PAGE 2 of 2

COBURG PLANNING

MAY 09 2022

☐APPROVED ☒RECEIVED
☐PAID ☐ISSUED

Planning Department
TYPE II
Land Use Application – Limited Land Use

Date Received _____

(For official use only)
Application Number _____ Date Paid & Receipt # _____

Application Type *(CHECK ONE)*

- ❑ Appeal to Planning Commission
- ❑ Change in Use
- ❑ Code Interpretation/Determination
- ❑ Master Planning – Minor Modification
- ❑ Property Line Consolidation
- ❑ Site Review – commercial/industrial
- ☒ Site Review – historic structure
- ❑ Site Review – manufactured home park
- ❑ Site Review – Minor
- ❑ Temporary Use Permit
- ❑ Variance – Building Permit Residential Design Standard
- ❑ Other Limited Land Use:

IMPORTANT: Any application determined to need Planning Commission, i.e. becomes Type III, must be submitted 45 days prior to the next Planning Commission meeting to meet notice requirements.

PRINT CLEARLY AND COMPLETE ALL SPACES

Applicant Information

Name Joseph E. Moore, AIA Daytime Phone mobile: 541.520.4164
Mailing Address 860 W Park St, Eugene, OR, 97401, #300 Email jmoore@gma-arch.com
Contact Person Leah M Pettus-Czar, AIA Contact Daytime Phone mobile: 408.799.0575

Site Information

Street Address 91032 S Willamette St COBURG, OR 97408
Map & Tax Lot # 16033323 4200 Total Area **(sq. ft./acres)** 0.62 acres
If more than one lot:
Map and Tax Lot # _____ Total Area _____
Map and Tax Lot # _____ Total Area _____
Map and Tax Lot # _____ Total Area _____

If applicable:
Present Use(s) of Property Business- Retail
Proposed Use(s) of Property Assembly- Restaurant
For appeal, associated land use application number **(e.g. SR-04-18)** _____

CITY OF COBURG | P.O. BOX 8316 | 91136 NORTH WILLAMETTE STREET | COBURG, OREGON 97408
541-682-7858| coburgoregon.org

Property Owner Information

Name Stephen and Colleen Sheehan Daytime Phone 541.912.3846

Mailing Address 3913 Aerial Way, Eugene, OR 97402 Email _____

Contact Person _____ Contact Daytime Phone _____

Is there more than one applicant or site associated with this application? If so, check here. ❑ *ATACH A SEPARATE SHEET WITH ADDITIONAL APPLICANT AND SITE INFORMATION)*

ATTACH THE FOLLOWING DOCUMENTAION WITH YOUR APPLICATION:	*OFFICIAL COMPLETENESS CHECK*
Written legal description of the property(ies)	❑ _____
Copy of Assessor's Map, highlight property(ies) *(8.5" x11" or 11" x 17" SIZE)*	❑ _____
* Written statement addressing **all** applicable Zoning District Criteria	❑ _____
Site Plan and/or Engineered Drawings (see site plan checklist)	❑ _____
Preliminary Title Report and supporting documentation	❑ _____
Septic Approval from Lane County Sanitarian	❑ _____
Is the property in the flood plain?	**YES** ❑ **NO**☒

** Written Statements must be in the form of factual statements or findings of fact and supported by evidence. List the findings criteria in the Coburg Zoning Code (Ord. A-200-H) and develop evidence that supports it.*

I hereby certify that the statements and information contained in this application, including the attached drawings and the required findings of fact, are in all respects true and correct. I understand that all property pins must be shown on the drawings and visible upon site inspection. In the event that the pins are not shown or their location found to be incorrect, the owner assumes full responsibility.

I further understand that if this request is subsequently contested, the burden will be on me to establish: that I produced sufficient factual evidence at the hearing to support this request; that the evidence adequately justifies the granting of the request; that the findings of fact furnished by me are adequate, and further that all structures or improvements are properly located on the ground. Failure in this regard will result most likely in not only the request being set aside, but also possibly in any structures being built in reliance thereon being required to be removed at my expense. If I have any doubts, I am advised to seek competent professional advice and assistance.

_____ Date: 5/6/22

Applicant Signature

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

_____ Date: 5/6/22

Property Owner Signature #1

_____

Print Name

_____ Date: 5/6/22

Property Owner Signature #2

Colleen Sheehan

Print Name

GMA ARCHITECTS

3 May 2022

City of Coburg
Planning Department
91136 N Willamette Street, PO Box 8316
Coburg, Oregon 97408

Land Use Application: Type III

Project Address: 91032 S Willamette St, Coburg, Oregon 97408

Tax Map: 16033323

Lot: 4200

Comprehensive Plan Designation: Traditional Residential

Zoning District: Central Business, C-1

Overlay Zone: Historic District

Historic Designation: Pollard House, Oregon Historic Site

Project team:

Applicant: Stephan and Colleen Sheehan
3913 Aerial Way, Eugene, Oregon 97402
POC:

Architect: GMA Architects
860 W Park St, Suite 300, Eugene, OR 97401
POC: Joseph E. Moore, AIA, (541) 344-9157

LAND USE REQUEST:

The Applicant requests Site Design Review and a Conditional Use Permit. Applicant submits herewith the materials required for a Type III application procedure for consolidated review under Coburg Development Code (CDC) ARTICLE X.D.

Legal Description

The subject property area equals 0.62 acres, or 27,007 SF. The existing historic Pollard House equals approximately 2,838 SF floor area (2,230 SF first floor and 608 SF second floor) and is currently used for retail business. The existing accessory structure to the west equals approximately 205 SF floor area and is currently accessory storage use. The subject property lies within the Central Business District and Historic District Overlay Zone, along the recreational core of Coburg Rd/ S Willamette St.

Applicant's proposed use includes Restaurant Assembly as well as Accessory Manufacturing uses. The proposed use in the existing Pollard House includes restaurant and bar amenities. The proposed use in the existing accessory structure includes functions as storage room and flexible serving station. The Applicant proposes to retain and repurpose the existing buildings proposed with no increase in building height, and minimal increase in building footprint. The Applicant proposes a new accessory structure to include manufacturing space for a brewery. Proposed alterations include site work to reconfigure parking and landscape areas, accessibility upgrades for vehicle and pedestrian access, upgrades to the building exterior for access and safety, and interior remodel. Design for proposed uses prioritizes maintaining the historic character of the existing buildings and surrounding neighborhood.

WRITTEN STATEMENT:

Criteria applying to this matter for the application includes:

Part I: Coburg Development Code: ARTICLE VII District Regulations

- ARTICLE VII. C. Central Business District (C-1)

Part II: Coburg Development Code: ARTICLE VIII Supplementary District Regulations

- ARTICLE VIII.B. Parking Regulations
- ARTICLE VIII.M. Mixed Use

Part III: Coburg Comprehensive Plan: Historic

- Historic Areas. Policy 12

PART I | Coburg Development Code

CDC ARTICLE VII.C. DISTRICT REGULATIONS, CENTRAL BUSINESS DISTRICT (C-1)

2. Uses and Structures

a. Permitted Principal Uses and Structures (subject to Site Design Review provisions in ARTICLE XI)

(5) Personal services (e.g., childcare, catering/ food services, restaurants, dry cleaners, barbershops and salons, and similar uses) up to 10,000 SF footprint.

Findings: The Applicant proposes a Restaurant use of subject property and the proposed footprint of all structures combined equal to +/- 3,395, less than 10,000 SF. The proposed development is therefore allowed and subject to Site Design Review provisions.

b. Permitted Accessory Uses and Structures

(1) All accessory uses normal and incidental to the uses permitted in this district.

Findings: The Pollard House (approximately 2,286sf) will primarily be used as a restaurant with outdoor seating located at the patio areas. The existing structure to the west of the site (approximately 200sf) is proposed to be used as a storage space and is accessory to the restaurant use. In addition, a new 980sf building will provide 2 additional restrooms to serve the restaurant and approximately 721sf of brewery space. The brewery will produce beer and spirits intended to be served at the restaurant, therefore is a normal and incidental use to the restaurant and allow by this code.

c. Conditional Uses. The following uses require a conditional use permit under the procedure, criteria, and standards of ARTICLE X.III

(7) Alteration or demolition of identified historical resource as listed in the Coburg Comprehensive Plan and/ or in Article IX

Findings: While the proposed use is permitted per ArticleVII.C.2.a.(5), the Applicant proposes selective alterations and additions to the Pollard House. The Pollard House is identified as a historical resource due to being registered in the National Register of Historic Places as an Oregon Historic Site, as well as listed on the Coburg Walking Tour Map of historic buildings. The project therefore requires a Conditional Use Permit to be applied for concurrently with Site

Design Review due to the historic component of the structure. See Part III for compliance with Coburg Comprehensive Plan Historic development standards.

d. Prohibited Uses

(6) Any permitted or conditional use that creates odor, dust, smoke, noise, or vibration that is perceptible beyond the property boundaries.

Findings: The existing Pollard house will be used as a restaurant. Similar uses exist int the neighborhood and the restaurant will produce a similar amount of noise and odor as established restaurants in the area. The site is designed such that outdoor dining occurs between the Pollard House and the accessory brewery structure. As such the restaurant and is not expected to create any perceptible odor, dust, smoke, noise, or vibration beyond the property boundaries.

Brewing operations in the new accessory building will be by in large contained within the building and is a small operation consisting of three fermenters. Beer will be stored in kegs and fermentation vessels. Proofed down spirits will be stored in barrels or a stainless steel fermenters which will be contained within the Brewery building. Brewing and activities related to brewing that happen on site are not expected to create perceptible odor, dust, smoke, noise or vibration beyond the property boundaries.

A nominal amount of milling will occur outside of the brewery building in the interior courtyard. Milling will occur during regular business hours between 9:00am and 5:00pm. Milling will produce a minimal amount of dust. The site is designed such that milling will occur between the Pollard House and the new accessory building preventing odor, dust, smoke, noise, or vibration from being perceptible beyond the property line. Thus, these criteria are met.

3. Building or Structural Height Standards

a. All buildings in the C-1 district are permitted to be up to 35 feet in height

Findings: Existing buildings are less than 35 feet and no change to existing building height proposed. The proposed height of the new accessory building is approximately 21’-7”, thus this criterion is met.

4. Lot Dimensions

a. The minimum lot frontage shall be 25 feet

Findings: No proposed change to existing lot boundaries. Existing lot fronting is approximately 131', therefor this criterion is met.

b. The minimum lot size shall be 1,500 sq. feet.

Findings: No proposed change to existing lot size. Existing lot size is approximately 19,600sf, therefor this criterion is met.

5. Maximum Lot Coverage

a. One hundred percent coverage is allowable when minimum loading space, landscaping, setbacks, and parking are provided.

Findings: The proposed development occurs on existing lot and meets required and allowable lot areas, coverage, and dimensions. See Part II for loading space, landscaping, and parking conformance. See Minimum Yard Requirements for setback conformance. Therefore, these criteria are met.

6. Minimum Yard Requirements

a. Front Yards

(2) The maximum setback for a building façade shall be 15 feet. For non-residential uses on Willamette St, this standard is met when as least 80 percent of the building frontage is placed within the maximum setback…

Findings: No change to location of existing historic Pollard House. The building sits approximately 85 feet away from the property line. This condition is allowed to be maintained per Article VI.D. Non-Conforming Structures. A parking area is existing between the Pollard House and the street. To maintain the Pollard House and existing site features the new brewery structure is located in line with the Pollard House and maintains the existing setback on site. Therefore, this criterion is met.

b. Side Yards – Side yards shall not be required except:

(1) Where specified setbacks are established for road widening purposes.

Findings: No road widening setbacks are established on the subject property, therefore the no side yard is required on the subject property.

c. Rear Yards

(1) Rear yards shall not be required, except that where a non-residential use abuts the Residential District, a 10-foot rear yard shall be required.

Findings: A 10-foot rear yard setback is required and provided due to Lot 4100, adjacent to the western edge of the subject property, zoned Residential District. The existing Pollard House is approximately 10'-9" from the rear property line. The proposed Brewery is 52'-2" from the rear property line. The existing accessory structure is approximately 3'-0" from the rear property line. The Applicant proposes the existing accessory structure to be left in place as an existing nonconforming structure. Therefore, this criterion is met.

7. Parking and Access Requirements

See ARTICLE VIII.A through C for other parking and access requirements.

Findings: See Part II for parking and access compliance.

8. Street Standards

See ARTICLE VIII.E for Street Standards.

Findings: See Part II for street standards compliance. No proposed change to existing street standards.

9. Pedestrian Amenities

All new development shall be required to provide a minimum of two of the following pedestrian amenities:

a. Outdoor seating options, e.g., benches, or tables with chairs

Findings: The proposed site alterations includes a raised patio with tables and chairs as part of the restaurant. Therefore, this criterion is met.

b. Extra wide sidewalks or courtyards that can be used as small plazas. These may be combined with water features and/ or benches to create attractive public spaces

Findings: No proposed change to existing sidewalk width or alterations to existing sidewalk. Proposed alterations to include a courtyard with a patio and garden. New landscaping provided at public sidewalk. Therefore, these criteria are met.

c. Planters, garden areas, and pocket parks that include: (1) sitting space

Findings: Proposed alterations to include a courtyard with a patio and garden. New landscaping provided at public sidewalk. Therefore, these criteria are met.

d. Weather protection, e.g., pedestrian-scaled awnings or canopies

Findings: Existing Pollard House includes a large, covered patio. No alterations proposed to existing covered areas. Therefore, this criterion is met.

e. Other opportunities or open spaces, e.g., in rooftop courtyards, entranceways

Findings: Proposed alterations include a courtyard between the Pollard House and the proposed accessory Brewery structure. Courtyard to include pedestrian pathways, landscaping, and water feature. Therefore, this criterion is met.

10. Building Orientation

All buildings shall be oriented to a street. The orientation standard to met when all of the following criteria are met:

a. Compliance with setback standards in Section 6.

Findings: The existing historic Pollard House is setback approximately 85' from the property line facing Willamette. Due to the historic nature of the building and site no proposed change to existing parking, other than refurbishment, and building setbacks proposed. In order to create safe site circulation and conform to existing conditions on site new proposed accessory structure is set back in line with the existing Pollard House. Therefore, this criterion is not applicable.

b. All buildings shall have their primary entrance(s) oriented to the street…

Findings: The Primary Entrance to the restaurant is proposed to be oriented towards Willamette Street. The primary entrance for the new accessory Brewery will also be oriented to Willamette Street. Therefore, this criterion is met.

c. Off-street parking, drives, or other vehicle areas shall not be placed between buildings and street where building placement complies with this standard.

Findings: The parking area is existing between the Pollard House and Willamette Street. No proposed change to location of existing parking areas. Therefore, this criterion is not applicable.

d. On corner lots, buildings and entrances shall be oriented to the street with higher functional classification…

Findings: The subject property is not a corner lot. Therefore, this criterion is not applicable.

11. Historic Building Design

The following historic building exterior design elements are required for all new construction and major renovations in order to maintain and improve the historic character of the downtown.

Findings: The proposed development includes minimal alterations to the existing historic façade. See below for design elements proposed for the accessory Brewery structure.

a. Decorative doors, transom, and clerestory windows

Findings: The proposed Brewery building includes clerestory windows and two decorative sliding doors as well as transom windows and glazed entry doors. Therefore, these criteria are met.

b. Windows with trim comparable in style to that commonly used on other historic buildings in the C-1 district

Findings: The proposed Brewery building includes windows with painted trim of a similar width and detail to those commonly used on other historic buildings in the C-1 district. This trim is included at siding transitions, openings, and corners. Therefore, these criteria are met.

c. 40-80 percent of ground floor façade facing the street, measured horizontally, shall have windows. The lower edge of these windows shall be no more than 30 inches above the sidewalk.

Findings: The proposed Brewery building includes a glazed entry door and large decorative sliding door of the ground floor façade facing. Due to the length of this façade, it would be burdensome structurally to include additional windows on the ground floor. The majority of the facades facing the street consists of the Historic Pollard House. Therefore, this criterion is met.

d. The pitch and style of rooflines shall be comparable to existing historic rooflines, such as a 4 in 12 pitch.

Findings: The proposed roof pitch at the Brewery building 9:12 and is constant with the historic Pollard House on site. Therefore, this criterion is met.

e. Surface detailing is required for blank walls (permitted on non-street facing facades only) and shall include offsets, windows, siding, murals, or other similar features.

Findings: The proposed blank CMU wall is on the north property line. Due to proximity to the property line openings, siding, and offsets are not allowed. Therefore, this criterion is not applicable.

f. Weather protection for pedestrians (awnings or canopies). Lighted or bubble awnings are not allowed.

Findings: A large, covered patio is provided at the Pollard House. The Brewery acts as an accessory structure and is not used by the public. Therefore, this criterion is not applicable.

PART II | Coburg Development Code

CDC ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS

B. PARKING REGULATION

2. Off-Street Parking Requirements

a. Parking Area Design

(1) All public or private parking spaces… shall be designed and laid out to conform with the requirements of this Code and the Planning Commission.

Findings: Proposed rehabilitation of the parking area conforms with the requirements of this code. See following sections for more detailed information.

(2) Groups of three or more parking spaces… shall be served by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an ally, shall be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians, bicycles, and vehicular traffic on site.

Findings: Proposed rehabilitation of the parking area retains the two existing driveway access locations such that no backward movement is required within a street. Existing trees, new landscaping, and historic foundation stones provide a buffer between existing pedestrian sidewalk and parking drives to provide maximum safety in access and for pedestrian, bicycle, and vehicular traffic on site. A dedicated service drive for trash/ loading access is located to the south of the property. Therefore, these criteria are met.

b. Parking Space Required

The number of off-street parking spaces required shall be no fewer than as set forth below

Table VIII(B)(2)(b): Parking Space Required

Recreational or entertainment establishments: Establishments for the sale and consumption on the premise of food and beverage = one for each 200 sf of floor area

d. Exceptions and Reductions to Off-Street Parking Requirements

(1) The Central Business District (C-1) is exempt from the minimum parking requirements of Section 2(b), except that off-street parking shall be provided for employees and work vehicles that are stored on site, as follows:

(i) All new commercial development, including change of use, in the C-1 district that requires one or more employees shall provide a number of on-site parking spaces equal to the greatest number of employees that will be on site ay any particular time. The Planning Official shall determine the number of required off-street parking spaces for a proposed use, or expansion of a use, based on information submitted by the applicant.

(ii) One off-street parking space shall be provided for each work vehicle…

(iii) The determination by the Planning Official of the number of spaces required under subsection (i) and (ii) shall be provided in writing, based on written evidence submitted by applicant.

(iv) The Planning Official may waive or reduce off-street parking requirements in accordance with Section 2(d)(3).

Findings: The Applicant claims Exception 2(d)(1) with the understanding that the number of employees on site at any time will be less than eight. Eight parking spaces are proposed, including one van accessible handicap parking space. There are no anticipated work vehicles associated with this use. Therefore, these criteria are met.

5. Bicycle Parking

a. Bicycle parking requirements shall apply to all developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels that require a building permit, as follows:

(2) Non-residential parking. There shall be a minimum of one bicycle space for every seven motor vehicle spaces. At least half of all spaces shall be sheltered. Bicycle parking provided in outdoor areas shall be located near the building entrance, similar to vehicle parking space, unless existing development on site precludes that option.

Findings: Two bicycle parking spaces required. Proposed design includes four vehicular bicycle parking spaces the south to the of the existing covered porch on the front of the building. Therefore, this criterion is met.

6. Vehicular Parking Area Improvements

a. All vehicular parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement concrete, or other approved materials as specified by the Planning Official.

Findings: Proposed parking are improvements include new asphaltic concrete surface. Therefore, this criterion is met.

b. All vehicular parking areas… shall be graded so as not to drain storm water over the public sidewalk or onto any abutting public or private property.

Findings: Proposed design grades vehicular parking areas to drain to catch basins for stormwater filtration. Proposed design does not drain stormwater over the public sidewalks or onto any abutting public or private property. Therefore, this criterion is met.

c. All vehicular parking areas… shall provide a substantial bumper or curb stop which will prevent cars from encroachment on abutting private or public property.

Findings: Proposed parking spaces include one parking bumper to prevent cars from encroaching on pedestrian paths and structures. Existing curbs or planters prevent vehicular traffic from encroachment on abutting properties. Therefore, this criterion is met.

d. All vehicular parking areas and service drives shall be enclosed along any interior property which abuts any residential district, with a 70 percent opaque, site obscuring fence, wall, or hedge not less than three feet nor more than six feet in height, but adhering to the visual clearance and front and interior yard requirements established for the district in which it is located. If the fence, wall, or hedge is not located on the property line, said area between the fence, wall, or hedge and the property line shall be landscaped with lawn or low growing evergreen ground cover. All plant vegetation in this area shall be adequately maintained by a permanent irrigation system, and said fence, wall or hedge shall be maintained in good condition. Screening or plantings shall be of such size as to provide the required degree of screening within 24 hours after installation. Adequate provisions shall be maintained to protect wall, fence, or plant

materials from being damaged by vehicles using said parking areas. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect light away from any abutting or adjacent residential district or use.

Findings: Proposed parking meets requirements of this section. The interior property line on the south side of the property is obscured by an existing fence and landscaping greater than 3'-0" tall. Interior property line on the north side proposed to be obscured by plantings approximately 5'-0" tall and are maintained by a permanent irrigation system. Screening will be provided by plantings within 24hrs of installation and shall be at least 70% opaque. Therefore, these criteria are met.

e. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect light away from any abutting or adjacent property or public right of way.

Findings: No change to existing provided illumination. Therefore, this criterion is not applicable.

f. All vehicular parking spaces shall be appropriately and substantially marked.

Findings: Vehicular parking spaces shall be marked with 4" wide white striping on contrasting black asphalt. Therefore, this criterion is met.

M. MIXED USE

1. The following standards apply to mixed use and non-residential development in C-1, TR and TMR zones.

a. Screening / buffering.

(1) Mechanical equipment, refuse collection and recycling areas for businesses shall be enclosed with a fence, wall, or structure high enough to screen all collection bins.

Findings: Proposed development includes an eight-foot-high wood fence enclosure with full height gates at trash receptacle. Mechanical equipment will be located in the attic of the Pollard House. A chiller is proposed to be located on the southwest corner of the site. Existing and proposed property fencing provides screening for the chiller. Therefore, this criterion is met.

b. Parking.

(2) Off-street parking shall be located to the side or rear of the building(s).

Findings: No change of location proposed for existing non-conforming historic Pollard House. Existing off-street parking at front of establishment to be improved but not relocated. Therefore, this criterion is not applicable.

c. Pedestrian amenities. Pedestrian sidewalks or walkways must be provided to connect the building entrance to the public right of way.

Findings: Proposed development maintains historic connection to the sidewalk. Walkways are provided across the improved parking area to front porch of Pollard House. Therefore, this criterion is met.

d. Building Orientation.

(1) All buildings shall have their primary entrance oriented to the street…

e. Windows. Transparent ground floor windows must be installed for at least 50 percent of length of the street wall and have an area equal to 60 percent of ground floor wall area of the street wall…

f. Façades

(1) Façades of buildings or structures facing a public right of way must include horizontal articulation at least every 75 feet…

(2) No wall may extend horizontally for a distance greater than three times its average height without a change in elevation

Findings: Proposed development will not affect the existing building façade. New buildings on the site will be accessory use and will complement the existing building. The proposed Brewery building includes a glazed entry door and large decorative sliding door of the ground floor façade facing. Due to the length of this façade, it would be burdensome structurally to include additional windows on the ground floor. The majority of the length of facade facing the street consists of the Historic Pollard House which complies with this section. Therefore, this criterion is met.

PART III | COBURG COMPREHENSIVE PLAN

GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

HISTORIC AREAS

POLICY 12: Permit requests for the alteration or demolition of historically significant sites or structures shall be evaluated by the Planning Commission and granted only in cases which are in accordance with the six standards and criteria listed below, and any additional terms or conditions required pursuant to the authority of the Coburg Zoning Ordinance.

(1) Every responsible effort shall be made to provide a compatible use for a property that requires minimal alteration of the building structure, or site and its environment, or to use a property for its originally intended purpose.

Findings: Proposed alterations to the exterior of the building include replacing two windows with doors and two doors with windows of similar style and size to the existing windows and doors on the front façade. Other improvements include adding a ramp to the north side of the building making the ground floor accessible and provide outdoor seating for the restaurant. The proposed development creates minimal impact to the building and exterior of the building. The appearance of the building will be largely the same. Therefore, this criterion is met.

(2) Distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

Findings: The proposed development does not impact the original quality or character of the building. No proposed demolition or alteration of historic or distinctive materials and features. Alteration to the original building proposed improve the structure, lifespan, and original features, and provide an accessible route to the ground floor; and will not impact the character of the building. Therefore, this criterion is met.

(3) All buildings, structures, and site shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.

Findings: The proposed development does not seek to create alterations with no historic basis, or earlier appearance. The addition of the ramp and patio is designed to be harmonious with the character of the historic building but not to create an earlier appearance. Therefore, this criterion is met.

(4) Changes which may have taken place in the course of time are evidence of the history and development of a building, structure or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

Findings: The proposed development recognizes and respects historical development of the building. No proposed changes or alterations existing features that have acquired significance in their own right. Therefore, this criterion is met.

(5) distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure or site shall be treated with sensitivity.

Findings: The proposed development does not impact existing examples of skilled craftsman ship which characterize the building. Further, construction shall be carried out in such a way that protects distinctive stylistic features and skilled craftsmanship. Therefore, this criterion is met.

(6) Deteriorated architectural features shall be repaired rather than replaced whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

Findings: Generally, the Pollard House is in good condition. Proposed exterior improvements included minor maintenance items to increase the lifespan of the structure such as replacing the existing roofing. No deteriorating architectural features are known to the applicant at this time. Therefore, this criterion is met.

VICINITY MAP

NTS

NORTH

SITE ADDRESS
91032 S WILLAMETTE ST
COBURG, OREGON 97408

MAP + TAXLOT
MAP: 16033323 LOT: 4200
ACREAGE: 0.62

HISTORIC DESIGNATION
POLLARD HOUSE
OREGON HISTORIC SITE

PLAN DESIGNATION
TRADITIONAL RESIDENTIAL

ZONING DISTRICT
CENTRAL BUSINESS C-1

OVERLAY ZONE
HISTORIC DISTRICT

FLOOD HAZARD
X, AREA OF MINIMAL FLOOD HAZARD

OWNER
STEPHAN & COLLEEN SHEEHAN
3913 AERIAL WAY, EUGENE, OREGON 97402

ARCHITECT
GMA ARCHITECTS
860 W PARK ST #300, EUGENE, OR 97401
(541) 344-9157
POC: JOSEPH E. MOORE, AIA
jmoore@gma-arch.com

ENGINEER

SHEET LIST

G000	SITE ANALYSIS- EXISTING CONDITIONS
C1.0	GRADING, DRAINAGE, AND PAVING PLAN
C2.0	UTILITY PLAN
C3.0	CIVIL DETAILS
C4.0	CIVIL DETAILS
LA	LANDSCAPE PLAN
A110	PROPOSED SITE PLAN
A200	DEMOLITION PLANS
A210	PROPOSED PHASE 01 PLAN
A220	PROPOSED PHASE 02 PLAN
A310	PRELIMINARY PROPOSED GRADING PLAN
A510	EXISTING BUILDING ELEVATIONS
A520	PROPOSED BUILDING ELEVATIONS
A530	PHASE 02 BUILDING ELEVATIONS

POLLARD HOUSE OCCUPANCY
ASSEMBLY
946 SF/15 = 64 OCCUPANTS

KITCHENS
520 SF/ 200 = 3 OCCUPANTS

STORAGE
110 SF/ 300 = 1 OCCUPANT

BUSINESS AREA
44 SF/ 150 = 1 OCCUPANT

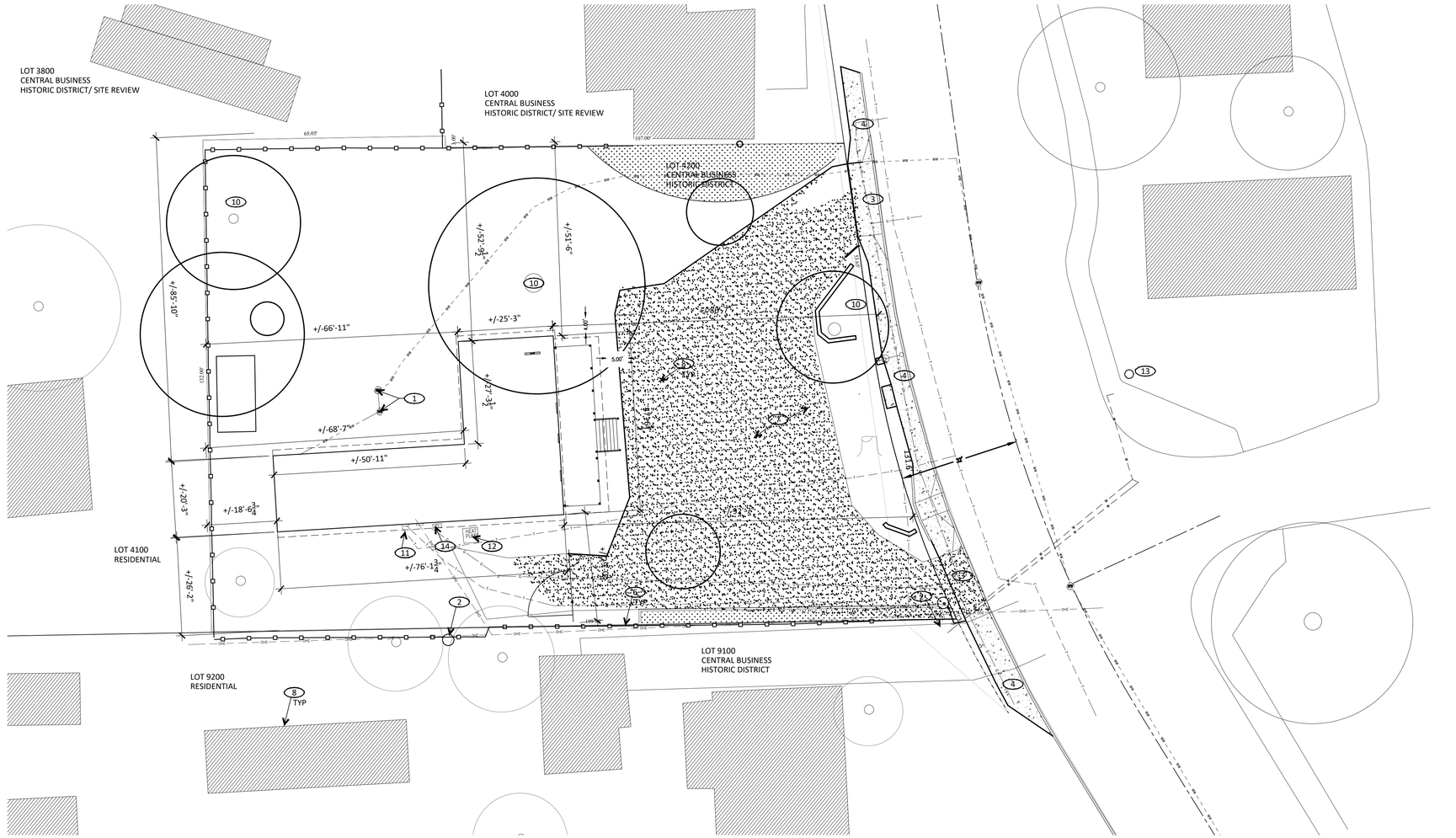
MANUFACTURING
149 SF/ 200 = 1 OCCUPANT

TOTAL OCCUPANTS: 70 CCUPANTS

BREWERY OCCUPANCY
MANUFACTURING AREA
382 SF/200 = 3 OCCUPANTS

STORAGE
16 SF/ 300 = 1 OCCUPANT

TOTAL OCCUPANTS: 4 OCCUPANTS



1 EXISTING CONDITIONS PLAN

1/16" = 1'-0"

KEYNOTES

1. (E) SEPTIC ACCESS
2. (E) POWER POLE
3. (E) ACCESS DRIVE
4. (E) PUBLIC SIDEWALK
5. (E) STREET LIGHT
6. (E) FENCE
7. (E) GRAVEL PARKING LOT
8. (E) PARKING BUMPER
9. (E) STRUCTURE AT ADJACENT PROPERTY
10. (E) TREE, CALIPER >6", TO REMAIN
11. (E) ELECTRICAL METER
12. (E) HVAC UNIT ON CONC PAD
13. (E) FIRE HYDRANT
14. (E) GAS METER

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REGISTERED ARCHITECT
JOSEPH E. MOORE
EUGENE, OREGON
6033
STATE OF OREGON

NOT FOR CONSTRUCTION

REVISIONS

WILLAMETTE FORKS

91032 S WILLAMETTE ST, COBURG
SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: APRIL 2022

COVER

G000

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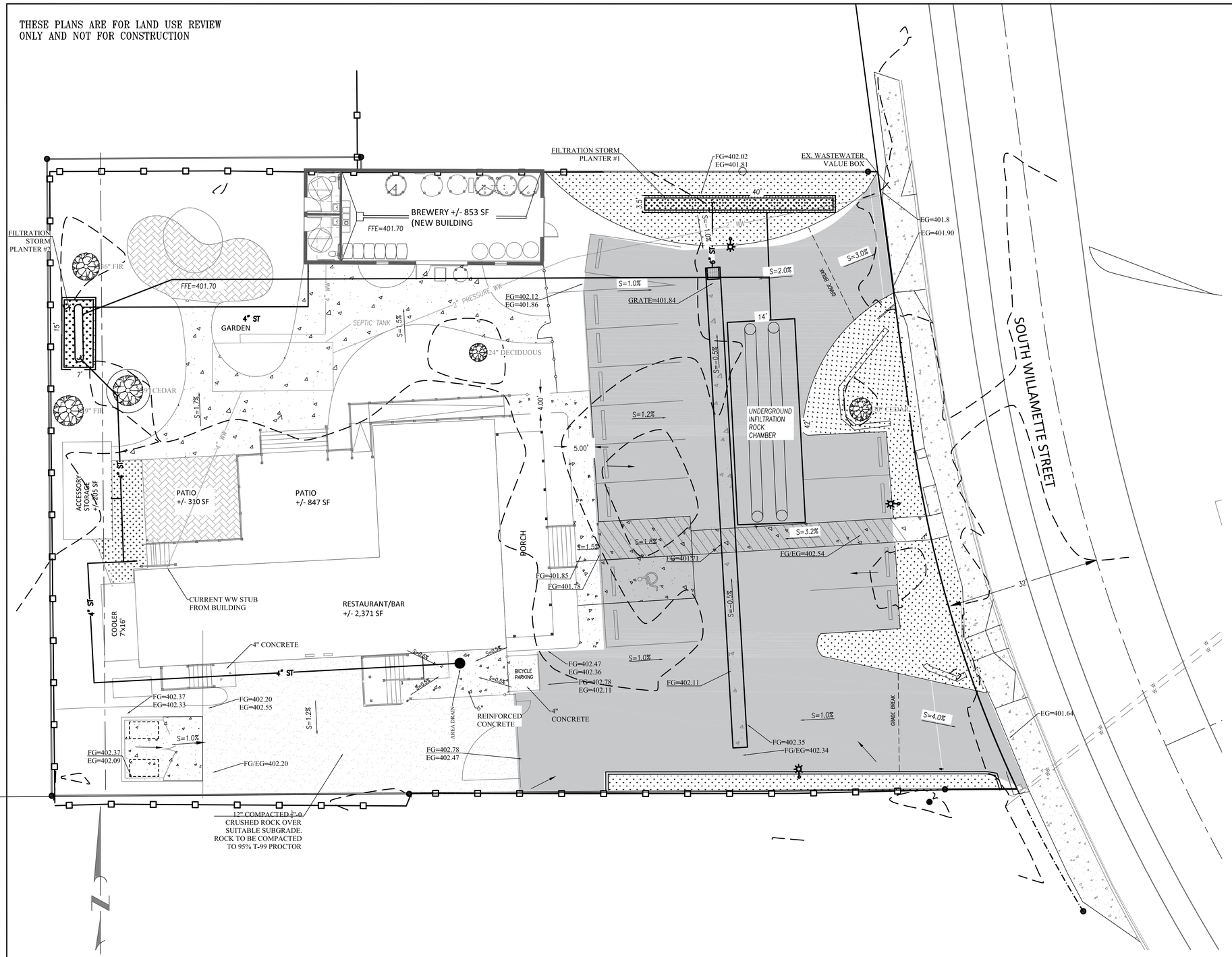
THESE PLANS ARE FOR LAND USE REVIEW
ONLY AND NOT FOR CONSTRUCTION



LEGEND

- BOUNDARY LINE
- ADJACENT LOT LINE
- 6"ST — ST — PROPOSED STORMLINE
- PROPOSED CONCRETE
- PROPOSED GRAVEL
- PROPOSED PLANTERS
- PROPOSED ASPHALT
- CONCRETE VALLEY GUTTER

STORM NOTES:

1. ALL STORM PIPING SHALL MEET REQUIREMENTS OUTLINED IN OREGON PLUMBING SPECIALTY CODE, CURRENT EDITION.
2. ALL STORM PIPING PROPOSED TO BE ABS, SOLVENT WELD.
3. FILTRATION PLANTERS DO PROVIDE POLLUTION CONTROL PRIOR TO ROUTING RUNOFF TO INFILTRATION ROCK CHAMBER UNDER PARKING LOT.
4. PLANTINGS IN FILTRATION STORM PLANTERS TO BE PER LANDSCAPE ARCHITECT PLAN.
5. ROCK CHAMBER TO BE CONSTRUCTED PER DETAIL ON SHEET C-4.0
6. FILTRATION STORM PLANTERS TO BE CONSTRUCTED PER DETAILS ON SHEET C-4.0.
7. PLANTING SCHEME FOR RAIN GARDENS SHOWN ON SHEET C-4.0 DESIGN TO BE FINALIZED DURING BUILDING PERMIT PROCESS.
8. 24" SQUARE CATCH BASIN TO BE GIBSON STEEL PER DETAIL ON SHEET C-4.0.
9. CONNECT ROOF DRAIN DOWNSPOUTS TO 4" STORM PIPE AND ROUTE TO FILTRATION STORM PLANTER #1.

PAVING/STRIPING NOTES:

1. ASPHALT TO BE CLASS 2 HMAC, 3" THICK OVER 12" CRUSHED ROCK. ASPHALT TO BE COMPACTED TO 92% RICE VALUE. CRUSHED ROCK TO BE COMPACTED TO 95% T-99 PROCTOR.
2. STRIPING TO BE 4" WIDE, WHITE PAINT
3. ADA STRIPING TO MEET ADA REQUIREMENTS
4. WHEEL STOPS TO BE PER DETAIL ON SHEET C-3.0
5. BICYCLE PARKING RACK TO BE PER DETAIL ON SHEET C-3.0
6. VALLEY GUTTER TO BE CONSTRUCTED PER DETAIL ON SHEET C-4.0
7. CONCRETE WALKS TO BE 4" CONCRETE OVER 2" COMPACTED CRUSHED ROCK
8. SEE ARCHITECTURAL PLAN PER RAMP DETAIL

TRASH ENCLOSURE NOTES:

1. TRASH ENCLOSURE PROPOSAL TO BE UNCOVERED.
2. SEE ARCHITECTURAL PLANS PER TRASH ENCLOSURE SCREENING AND DETAIL.
3. CONCRETE SLAB TO BE 6" REINFORCED CONCRETE OVER 4" COMPACTED CRUSHED ROCK (3"-0). REINFORCEMENT TO BE #4 BARS PLACED 12" ON CENTER IN BOTH DIRECTIONS.
4. CONCRETE SLAB TO BE SLOPED TO THE EAST. RUN-OFF DIRECTED TO GRAVEL PERVIOUS AREA.

GENERAL NOTES:

1. THESE PLANS ARE FOR LAND USE REVIEW ONLY. NOT FOR CONSTRUCTION.
2. THIS MAP IS NOT A BOUNDARY SURVEY.
3. SEE LANDSCAPE PLAN FOR DETAIL WITHIN PLANTER AREAS SHOWN.

GRADING NOTES:

1. ALL ADA WALKWAYS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 5.00%.
2. ALL ADA RAMPS SHALL HAVE CROSS SLOPES LESS THAN 2.00% AND RUNNING SLOPES LESS THAN 8.33%.
3. ADA PARKING SPACES SHALL BE GRADED LESS THAN 2.00% IN ALL DIRECTIONS.
4. CONTOURS SHOWN ON THIS SHEET ARE EXISTING ELEVATIONS. PROPOSED GRADES ARE SHOWN AS SPOT GRADES.
5. CONTRACTOR SHALL ENSURE THAT ALL CURRENT ADA REQUIREMENTS ARE MET.

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REGISTERED PROFESSIONAL ENGINEER — OREGON — 16,663 — SCOTT M. JORDAN
EXPIRES 12/14

Grading, Drainage and Paving Plan for Willamette Forks

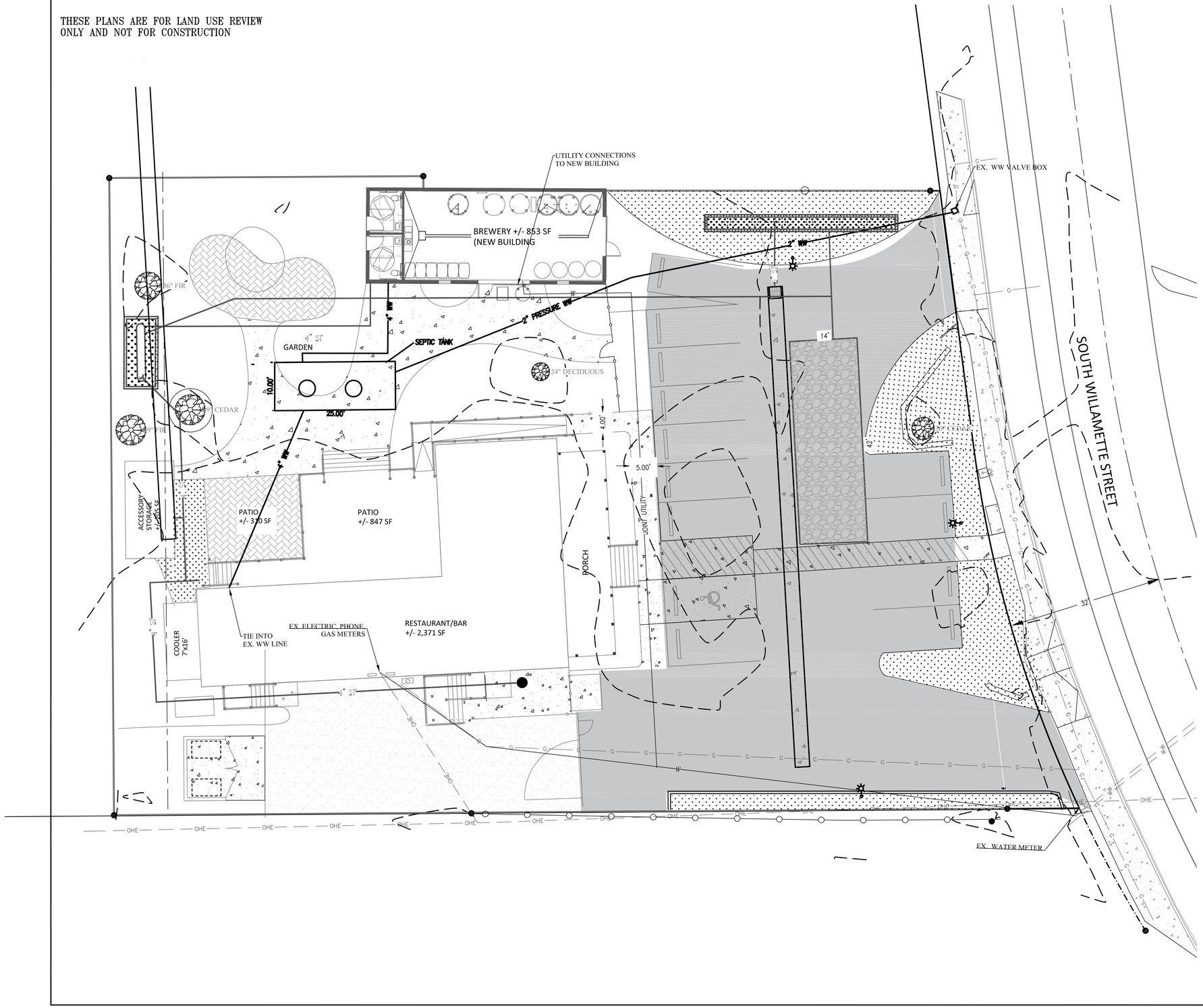
Coburg Lane County Oregon

PROJECT No. 5329
DRAWN BY: KRC
REVIEWED BY: SDM, KDM
PROJECT DATES:

SHEET
C1.0

ASSESSOR'S MAP NO. 16-03-33-23 TAX LOT 4200

THESE PLANS ARE FOR LAND USE REVIEW
ONLY AND NOT FOR CONSTRUCTION



GENERAL NOTES:

1. THESE PLANS ARE FOR LAND USE REVIEW ONLY. NOT FOR CONSTRUCTION.

WASTEWATER NOTES:

1. CONNECT THE EXISTING BUILDING WASTEWATER SERVICE TO THE NEW SEPTIC SYSTEM WHICH WILL BE SIZED TO ACCOMMODATE BOTH BUILDINGS. TANK SIZING TO BE FINALIZED DURING BUILDING PERMIT PROCESS.

2. ALL WASTEWATER PIPING SHALL MEET REQUIREMENTS OUTLINED IN THE OREGON PLUMBING SPECIALTY CODE, CURRENT EDITION.

3. EXISTING WASTEWATER PUMP AND CONTROL SYSTEM TO BE MOVED TO NEW SEPTIC TANK AND BE RE-USED. CONTROLLER TO REMAIN ON EXISTING BUILDING AND WIRING EXTENDED TO NEW TANK LOCATION.

4. EXISTING PRESSURE LINE CONNECTION (VALVE BOX) TO PUBLIC SYSTEM TO BE UTILIZED.

5. EXISTING SEPTIC TANK TO BE REMOVED.

6. 12,000 GAL XERXES FIBERGLASS SEPTIC TANK TO MEET DEQ REQUIREMENTS. FINAL SIZING TO BE COMPLETED DURING BUILDING PERMIT PROCESS.

FRANCHISE UTILITY NOTES:

1. FRANCHISE UTILITIES WILL BE DESIGNED BY FRANCHISE UTILITY PROVIDERS DURING BUILDING PERMIT PROCESS.

2. CONTRACTOR SHALL COORDINATE WITH FRANCHISE UTILITY PROVIDERS.

3. OVERHEAD ELECTRIC LINE SERVING EXISTING BUILDING TO REMAIN.

4. OVERHEAD COMMUNICATION LINES TO REMAIN.

5. NEW UTILITY LINES TO NORTH BUILDING TO BE UNDERGROUND PREFERRED ROUTING IS SHOWN. SEE TRENCH DETAIL C-4.0.

WATER NOTES:

1. FIRE SPRINKLER SYSTEM NOT PROPOSED FOR THIS PROJECT.

2. WATER LINE AND METER SIZING TO BE COMPLETED DURING BUILDING PERMIT PROCESS.

3. ALL WATER PIPING TO MEET REQUIREMENTS OF OREGON PLUMBING SPECIALTY CODE, CURRENT EDITION.

4. IRRIGATION WILL REQUIRE A SEPARATE REVERSE PRESSURE BACKFLOW DEVICE AT CONNECTION POINT. SEE LANDSCAPE PLAN FOR LOCATION.

LIGHTING NOTES:

1. WALL PACK LIGHTING ON EAST BUILDING FACADE PROPOSED. FIXTURES TO BE LED AND SPECIFIED DURING BUILDING PERMIT PROCESS.

2. POLE LIGHTS SHOWN ARE PROPOSED TO BE CSX-1 LED LUMINAIRS MOUNTED AT 20' ABOVE PAVED SURFACE. SHIELDS WILL BE PLACED AS NECESSARY TO ELIMINATE LIGHT TRESPASS ONTO NEIGHBOR PROPERTIES.

3. LIGHT LOCATIONS TO BE FINALIZED DURING BUILDING PERMIT PROCESS.

PROPOSED POLE LIGHT LOCATIONS

SCALE: 1"=10'

10' 0 10' 20'

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INFO@AO-ENGR.COM

REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON SCOTT M. DEAR EXPIRES 12/14

Utility Plan for Willamette Forks

Coburg Lane County Oregon

PROJECT No. 5329
DRAWN BY: SLM
REVIEWED BY: SDM, KDM
PROJECT DATES:

SHEET
C2.0

ASSESSOR'S MAP NO. 16-03-33-23 TAX LOT 4200

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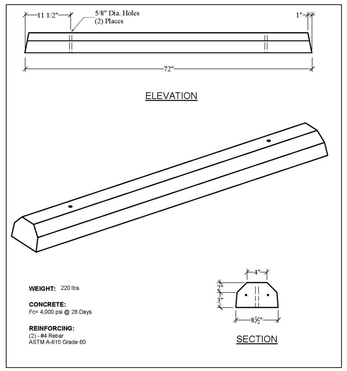
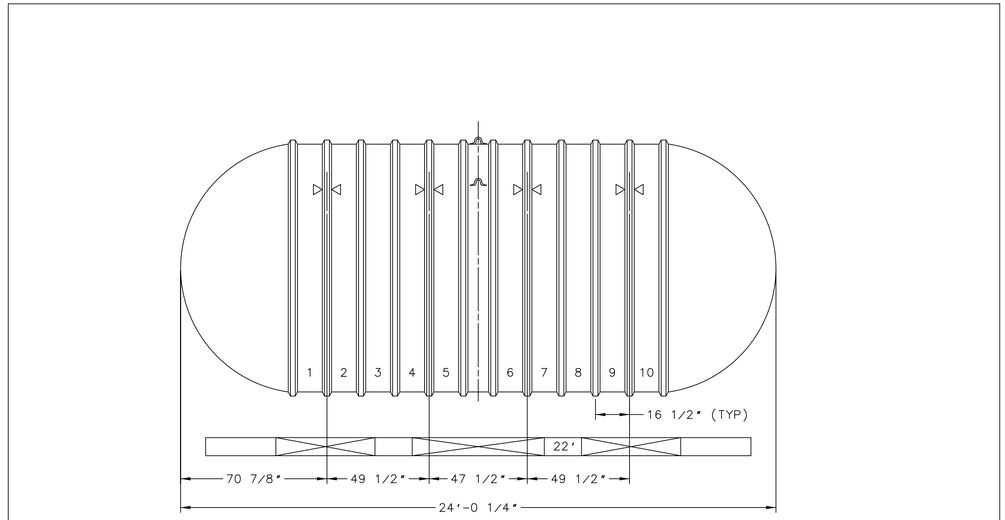
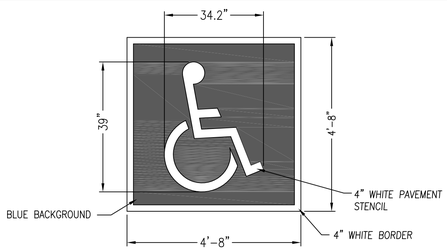


WHEEL STOP DETAIL
NTS

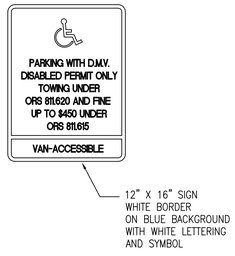


Optional prefabricated engineered concrete deadmen shown

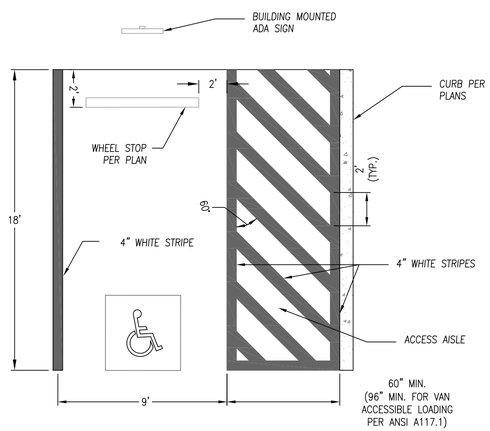
XERXES® a zcl company	
TITLE 10' DIA. SINGLE-WALL CAP. 12,000 GALLONS	
DATE 1-12	DR. NO. S10-885.05



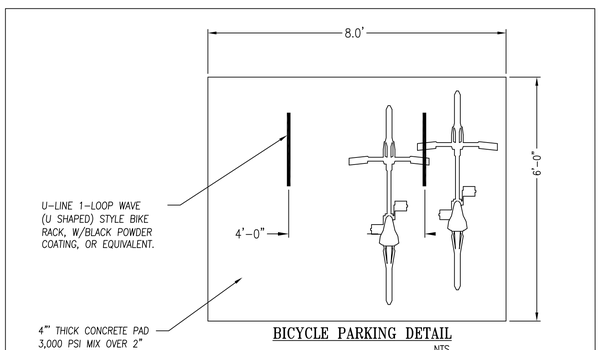
DISABLED PERSON PAVEMENT MARKING
NTS



WALL MOUNTED ADA W/VAN ACCESSIBLE SIGN DETAIL
N.T.S.



DISABLED PARKING DETAIL
NTS

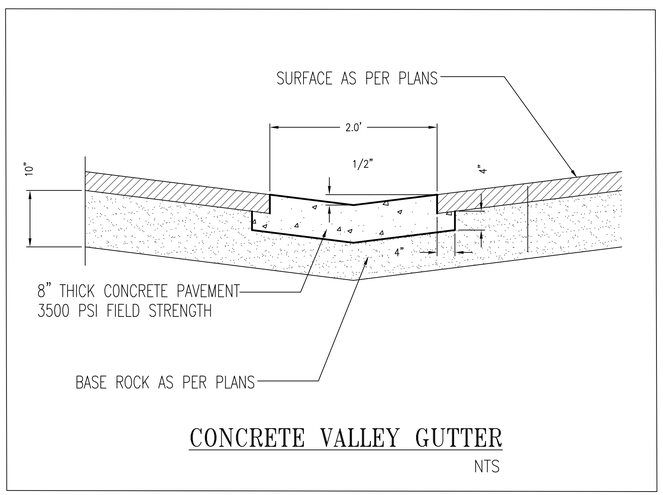


BICYCLE PARKING DETAIL
NTS

1-Loop Wave Style Bike Rack - 3 Bike Capacity, Black

Upscale stylish look for downtown shopping and business districts.

- 10-gauge steel with attractive powder coating.
- 2 3/8" diameter bar.
- Concrete mounting hardware sold separately.



CONCRETE VALLEY GUTTER
NTS

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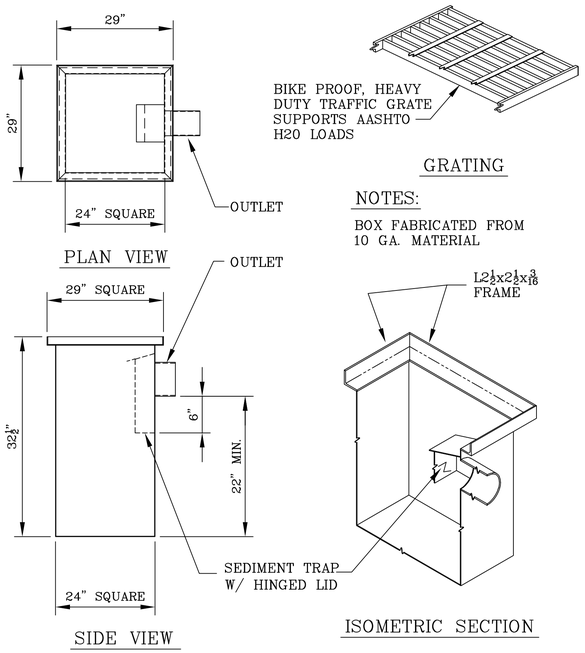
REGISTERED PROFESSIONAL ENGINEER 16663 OREGON JULY 28, 2006 JASON L. DEAN EXPIRES 12/14

Civil Details for Willamette Forks
Coburg Lane County Oregon

PROJECT No. 5329
DRAWN BY: KRC
REVIEWED BY: SDM, KDM
PROJECT DATES:

SHEET
C3.0



STATE APPROVED – ASPHALT DIPPED

24" SQUARE – 4"ø OR 6"ø OUTLET	DWG #
STORM WATER CATCH BASIN	S1
MODEL: GCB10–30HB–4&6	
DATE: 11/19/2020 SCALE: NONE	

Gibson Steel Basins, Inc.
1040 Arrowsmith St. Eugene Or. 97402
(541) 484–7200 or (800) 574–8096
Visit us at: www.gibsonsteelbasins.com
Email us at: sales@gibsonsteelbasins.com
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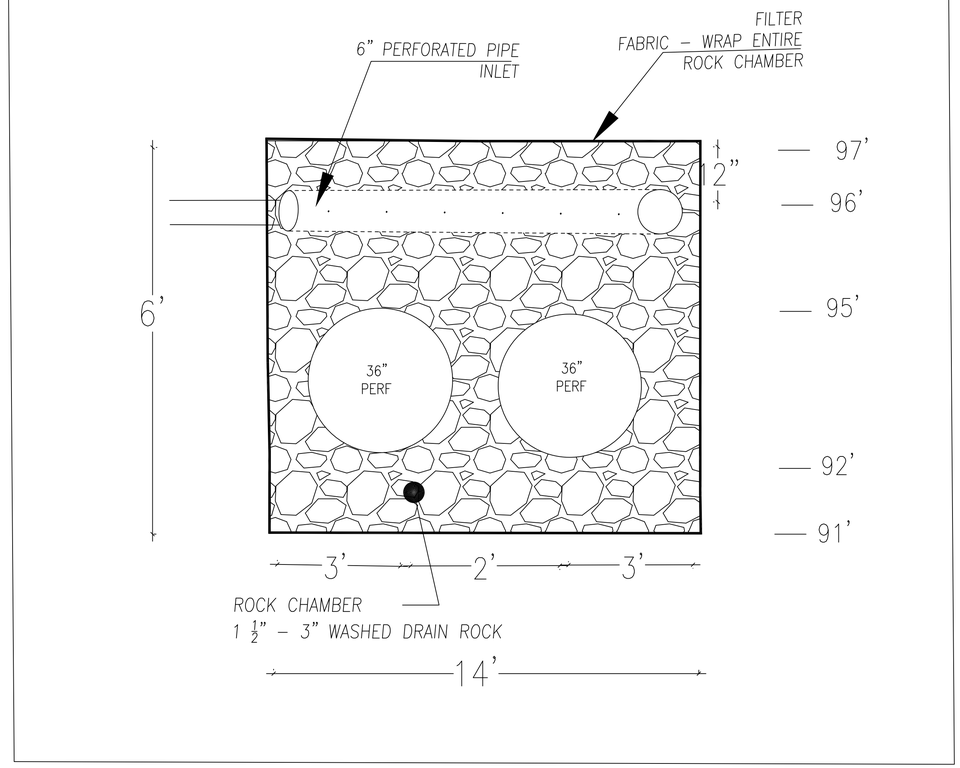

ROCK CHAMBER NOTES:

1. FIELD INFILTRATION TEST REQUIRED DURING BUILDING PERMIT PROCESS. TEST PIT SHALL ALSO DETERMINE BAR RUN LAYER AND GROUNDWATER ELEVATION.
2. PERFORATED PIPES SHALL BE SOCK WRAPPED.
3. ENTIRE ROCK TRENCH TO BE ENCASED WITH FILTER FABRIC.
4. PLAN VIEW DIMENSIONS OF CHAMBER ARE 14' W X 42' L
5. 36" PERFORATED PIPES TOTAL LENGTH = 80 FEET

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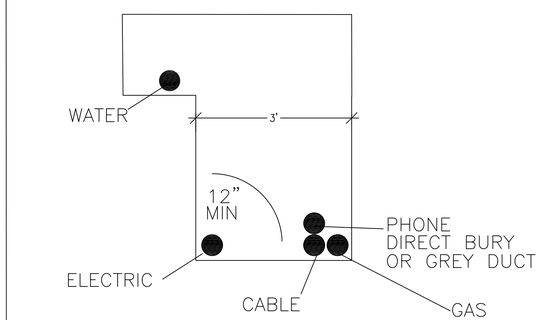
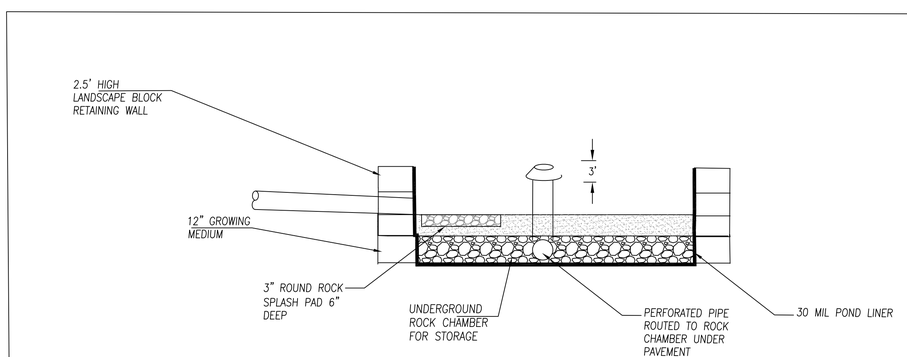


JOINT UTILITY TRENCH DETAIL

NTS



FILTRATION STORM PLANTER

DETAIL A–A NTS

FILTRATION PLANTER SIZING		
#1	DIMENSIONS	136 S.F.
#2	DIMENSIONS	106 S.F.

PLANT LIST (FOR FILTRATION PLANTER #1)

SYMBOL	QTY.	BOTANICAL NAME	SIZE	SPACING
GROUNDCOVER		COMMON NAME		
SS	68	Carex obnupta Slough sedge	1 Gal	1'
GR	68	Juncus patens Grooved Rush	1 Gal	1'

PLANT LIST (FOR FILTRATION PLANTER #2)

SYMBOL	QTY.	BOTANICAL NAME	SIZE	SPACING
GROUNDCOVER		COMMON NAME		
SS	53	Carex obnupta Slough sedge	1 Gal	1'
GR	53	Juncus patens Grooved Rush	1 Gal	1'

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REGISTERED PROFESSIONAL ENGINEER 16,663 OREGON SCOTT M. DEAN EXPIRES 12/14

Grading and Paving Plan
for
Willamette Forks
Coburg Lane County Oregon

PROJECT No. 5329
DRAWN BY: KRC
REVIEWED BY: SDM, KDM
PROJECT DATES:

SHEET
C4.0

PLANT KEY

- Acer x Fremanii -Autumn Blaze 2in cal
- Owner Provided Tree
- Alpine Hemlock 4-5 ft
- Japanese Maple 'blood good' 6-7 ft
- Emerald Green Arborvitae 6 ft
- Nandina 'gulf stream' #5 gallon
- Mexican Orange 'sundance' #5 gallon
- Karl Foerster grass #1 gallon
- Euonymus Alta Compacta #5 gallon
- Spirea 'goldmound' #3 or #5 gallon
- Acoris 'ogon' #1 gallon
- Salvia 'may night' #1 gallon
- Huchera (variety) #1 gallon

N
W E
S

LANDSCAPE NOTES

1. Irrigation system to be installed design-build. Likely will be drip irrigation.
2. Soil to be ammended for plantings as needed.
3. Existing trees to remain.
4. 1.5-2 in depth of color rich dark brown mulch in all beds.
5. Plant substitutions possible with approal to insure adequate sizing.

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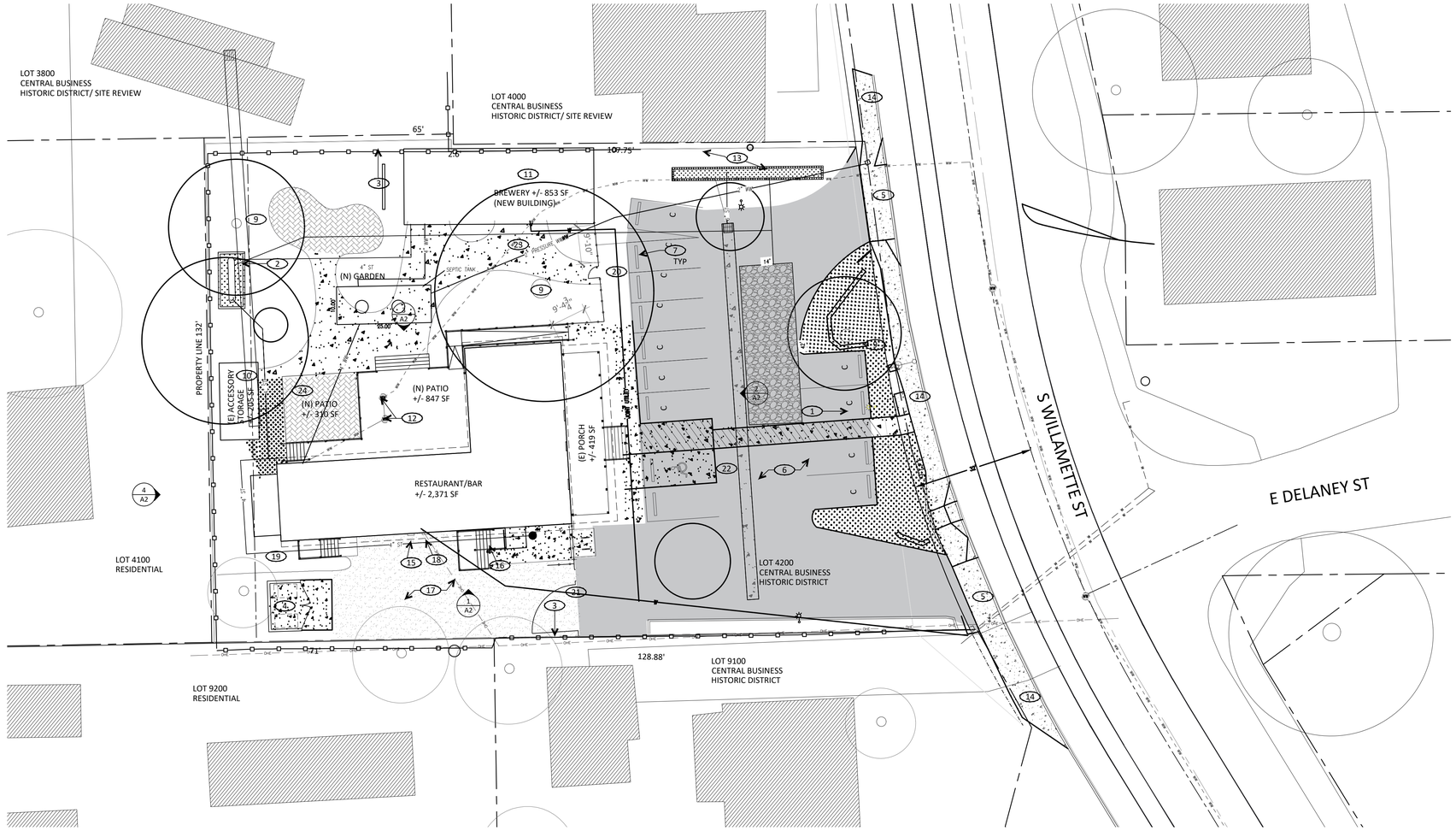

1 PROPOSED SITE PLAN
1/16" = 1'-0"

NORTH
0 2 4 8 16 32

KEYNOTES

1. 15'-0" MAX BUILDING FACADE SETBACK
2. 10'-0" REAR YARD REQUIREMENT
3. NO SIDE YARD REQUIREMENT
4. 6' HIGH WD FENCE SCREEN AT (N) TRASH RECEPTACLE
5. (E) STREET ACCESS TO REMAIN
6. INDICATES EXTENT/AC PAVING
7. PARKING BUMPER
8. FEATURES PROPOSED TO BE REMOVED OR MODIFIED
9. (E) TREE, >6 CALIPER, TO REMAIN
10. EXISTING ACCESSORY SHED
11. PROPOSED PHASE 02 ACCESSORY STRUCTURE TO INTEGRATE WITH HISTORIC CHARACTER
12. DEMOLISH SEPTIC TANK
13. LANDSCAPE SCREENING THIS AREA
14. (E) PUBLIC SIDEWALK TO REMAIN
15. (E) ELECTRICAL METER TO REMAIN
16. (E) HVAC @ CONC PAD TO REMAIN
17. COMPACT CRUSHED GRAVEL DELIVERY ACCESS AND SERVICE DRIVE
18. (E) GAS METER TO REMAIN
19. CHILLER
20. APPROX. LOCATION/SEPTIC TANK W/ TRAFFIC RATED LID
21. 6' HIGH WOOD FENCE W/ VEHICLE AND PEDESTRIAN ACCESS GATES
22. INDICATES EXTENT/(N) CONCRETE
23. INDICATES EXTENT/GRAVEL PATH
24. INDICATES EXTENT CONCRETE PAVERS

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REVISIONS

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SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: APRIL 2022

PROPOSED SITE PLAN

A110

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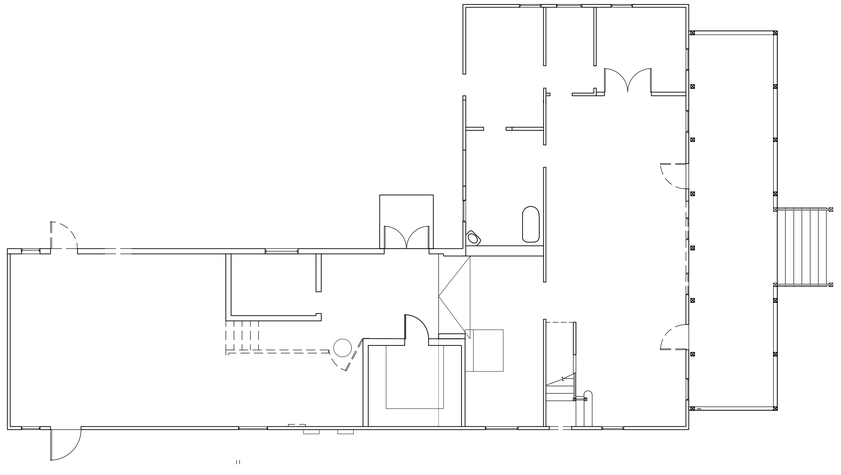
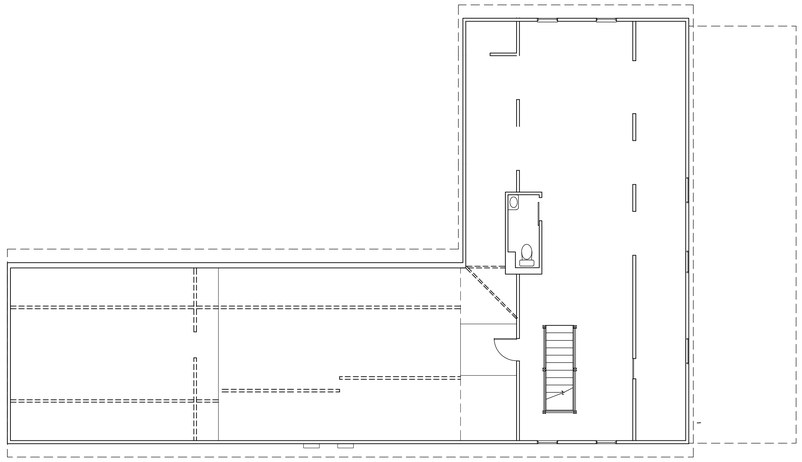


1 DEMOLITION PLAN - GROUND FLOOR
1/8" = 1'-0"

NORTH



2 DEMOLITION PLAN - SECOND FLOOR
1/8" = 1'-0"

NORTH

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DEMOLITION PLAN - MAIN BUILDING

A200

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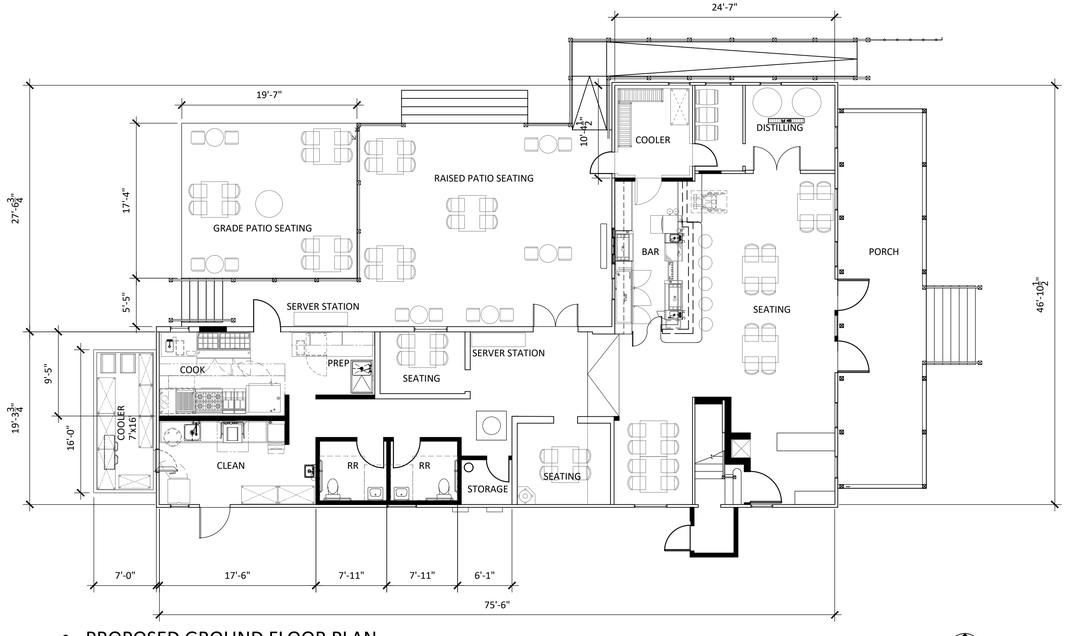
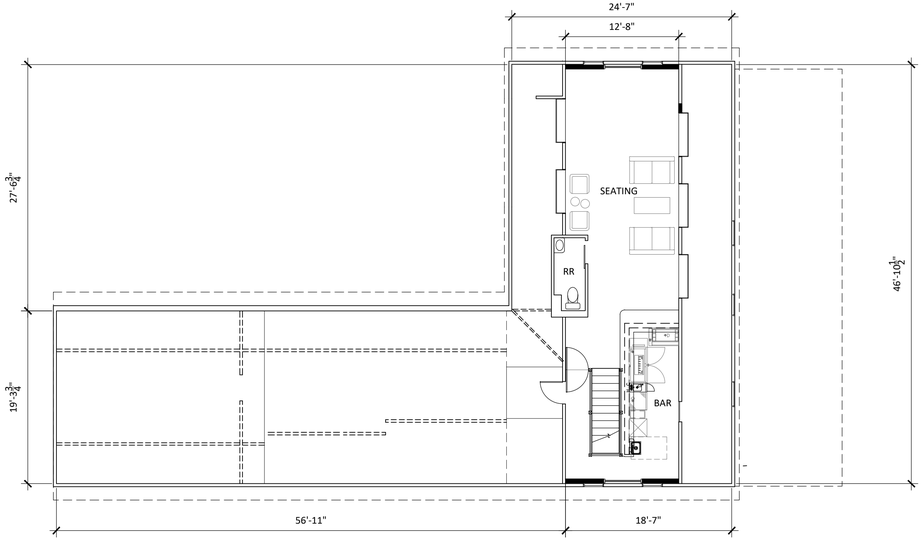


1 PROPOSED GROUND FLOOR PLAN

1/8" = 1'-0"

NORTH



2 PROPOSED SECOND FLOOR PLAN

1/8" = 1'-0"

NORTH

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PROPOSED PHASE 01 PLAN

A210

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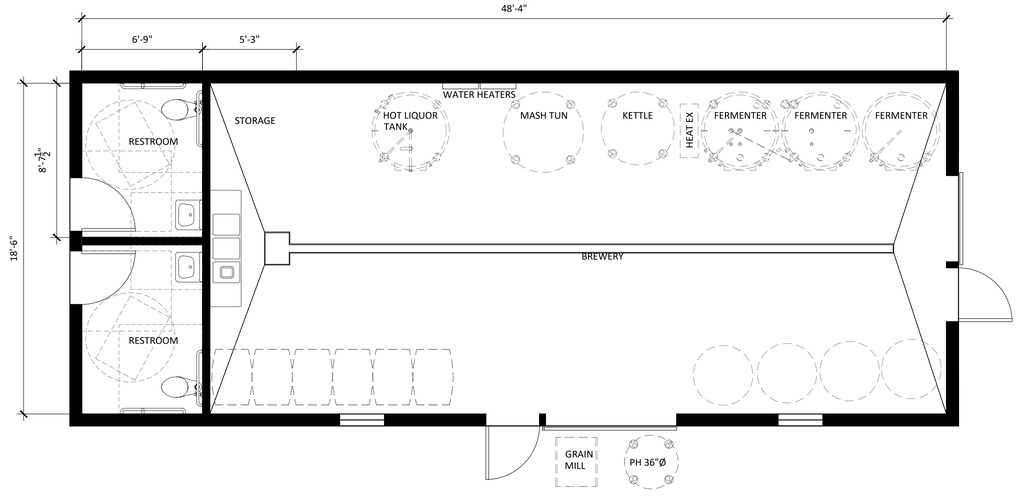

1 PROPOSED BREWERY FLOOR PLAN
1/8" = 1'-0"

NORTH

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PROPOSED PHASE 02 PLAN

A220

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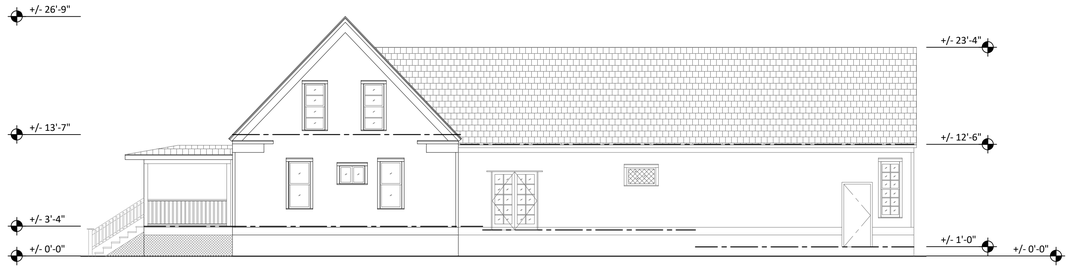
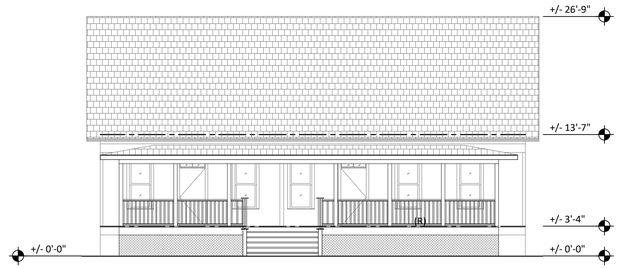
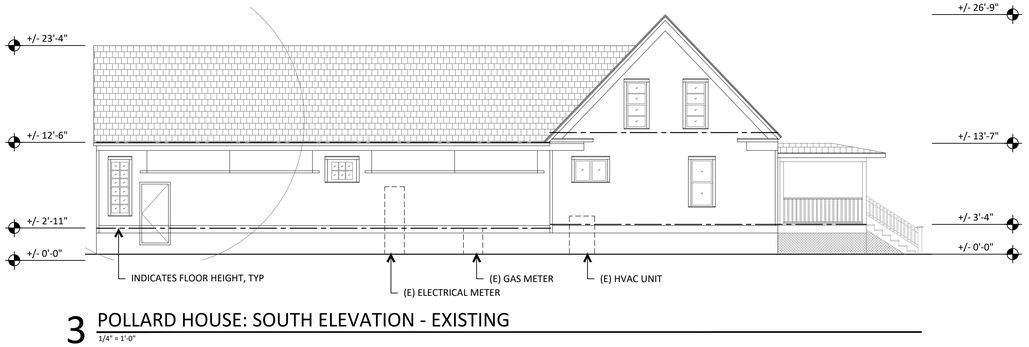


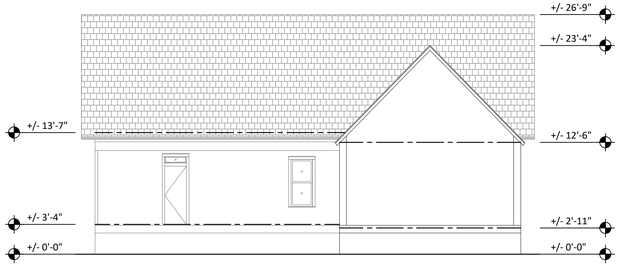
1 POLLARD HOUSE: NORTH ELEVATION - EXISTING
1/4" = 1'-0"



2 POLLARD HOUSE: EAST ELEVATION - EXISTING
1/4" = 1'-0"



3 POLLARD HOUSE: SOUTH ELEVATION - EXISTING
1/4" = 1'-0"



4 POLLARD HOUSE: WEST ELEVATION - EXISTING
1/4" = 1'-0"

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EXISTING BUILDING ELEVATIONS

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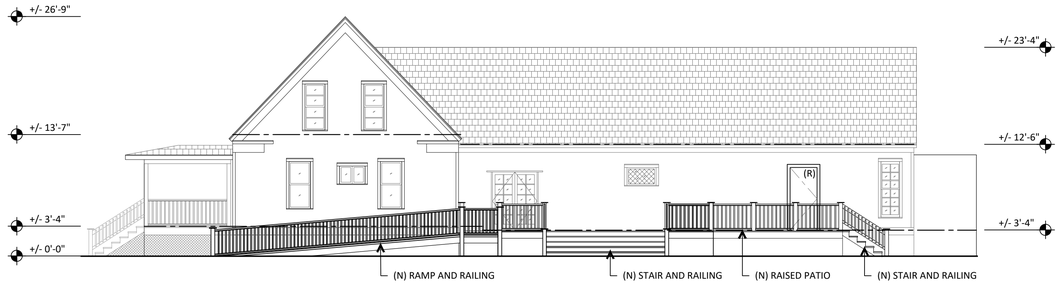
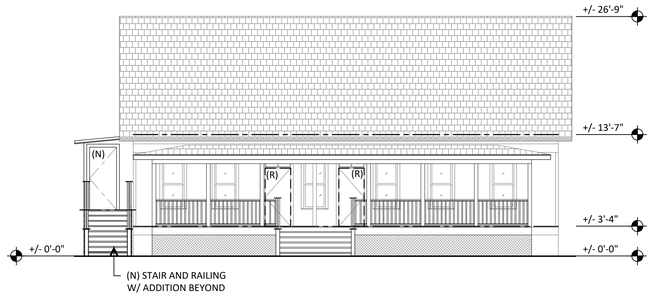
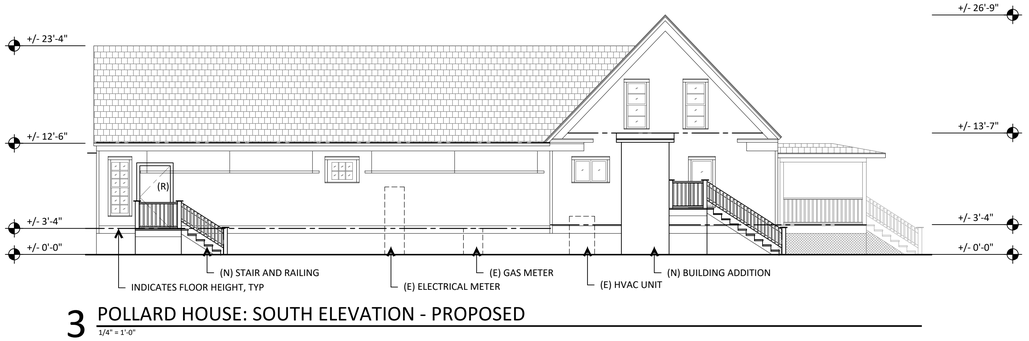


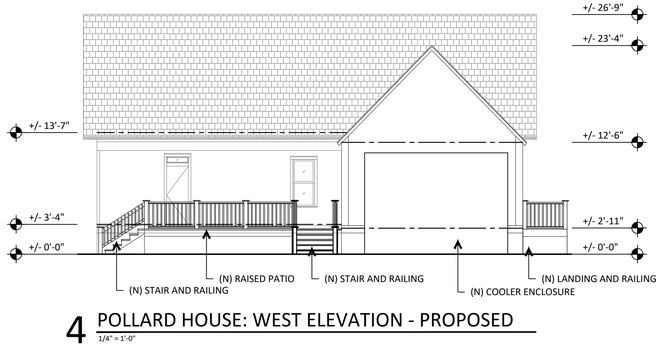
1 POLLARD HOUSE: NORTH ELEVATION - PROPOSED
1/4" = 1'-0"



2 POLLARD HOUSE: EAST ELEVATION - PROPOSED
1/4" = 1'-0"



3 POLLARD HOUSE: SOUTH ELEVATION - PROPOSED
1/4" = 1'-0"



4 POLLARD HOUSE: WEST ELEVATION - PROPOSED
1/4" = 1'-0"

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PROPOSED BUILDING ELEVATIONS

A520

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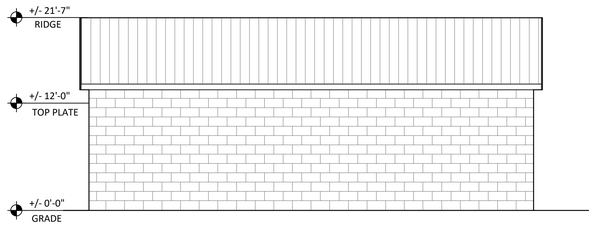
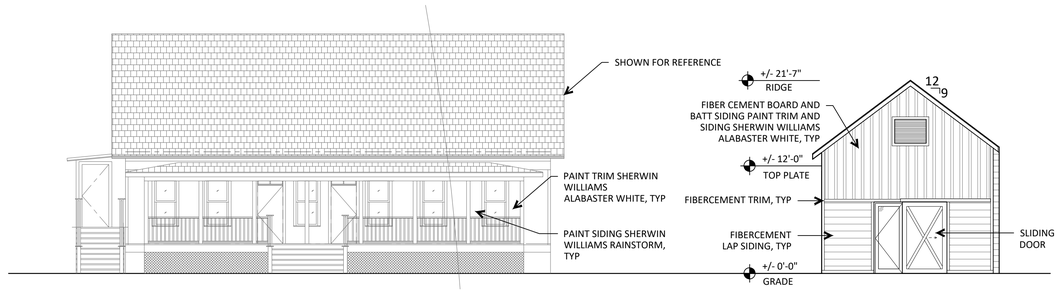
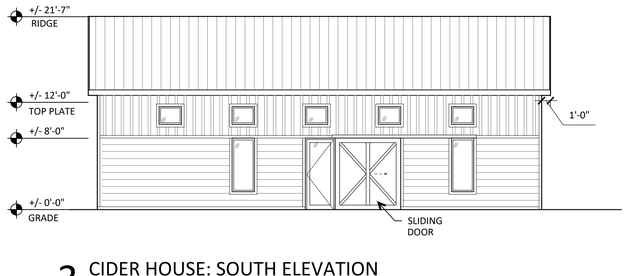


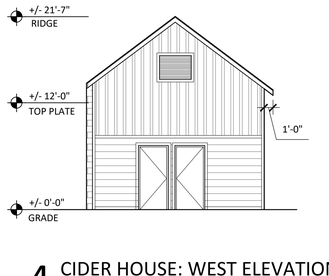
1 CIDER HOUSE: NORTH ELEVATION
1/4" = 1'-0"



2 CIDER HOUSE: EAST ELEVATION
1/4" = 1'-0"



3 CIDER HOUSE: SOUTH ELEVATION
1/4" = 1'-0"



4 CIDER HOUSE: WEST ELEVATION
1/4" = 1'-0"

GMA ARCHITECTS
860 West Park Street / Ste 300
Eugene / Oregon / 97401
p 541.344.9157
gma-arch.com

REGISTERED ARCHITECT
JOSEPH E. MOORE
EUGENE, OREGON
6033
STATE OF OREGON

NOT FOR CONSTRUCTION

REVISIONS

WILLAMETTE FORKS

91032 S WILLAMETTE ST, COBURG
SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: APRIL 2022

PHASE 02
BUILDING
ELEVATIONS

A530

COPYRIGHT GMA ARCHITECTS

SANDOWENGINEERING
160 MADISON STREET, SUITE A • EUGENE, OREGON 97402 • 541.513.3376

TECH MEMO

DATE: January 26, 2023

TO: Mark Devoney
Lane County Public Works

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Willamette Forks TIA- Response to Lane County Comments

The following provides a response to comments received from Mark Devoney at Lane County Public Works via an email dated January 23, 2023.

Comment #1: "The TIA still includes references and analysis which reflects two full access driveways."

Response:

The analysis was updated to reflect the north access as enter only and the south access as an exit only. (See Figures 5, 7, and 8 and analysis outputs in Appendix E). However, the executive summary text was inadvertently not updated to reflect this change in evaluation. Any revisions to the TIA will have the text updated.

Comment 2: Lane County requested additional information regarding the pedestrian crossing at Willamette Street

Response:

PEDESTRIAN CROSSING LEVELS:

Section 7.0 in the December 27, 2023 TIA provides the existing pedestrian and bicycle trips counted on a typical August day and an estimation of pedestrian trips to/from the restaurant. The TIA's estimation of pedestrian trips to/from the restaurant was based on trips from the adjacent neighborhoods (within walking distance), where the trips were entirely by walking or biking, and the trips did not use a vehicle.

The existing pedestrian trip levels during the PM peak hour were:

- 1 pedestrian crossing across Willamette Street

- 1 pedestrian crossing across Delaney Street
- 1 SB Bike on Willamette Street
- 1 NB Bike on Willamette Street

The PM peak hour pedestrian trips (not using a vehicle as part of the trip) are:

- 1 pedestrian north on the west side of Willamette Street (not crossing Willamette)
- 1 pedestrian south on the west side of Willamette Street (not crossing Willamette)
- 2 pedestrians from the east side of Willamette Street (crossing Willamette)

Additionally, Lane County has asked for an estimation of the number of patrons to the site that will be using on-street parking and walking between the on-street parking and the site. The following provides the estimation of patrons that will likely use the on-street parking.

1) The site has approximately 100 seats within the indoor and outdoor seating areas. The PM peak hour trip generation estimation is 47 vehicles, with 27 in and 20 out. The average vehicle occupancy is 2 people per vehicle. Therefore, the 47 vehicles equate to a total of 94 patrons, the additional 4 patrons walking results in 98 patrons, which is just at the max patrons of 100 seats. The following estimates assume the full capacity of the indoor and outdoor seating.
2) There are 13 parking spaces on site. There will be some turnover in parking spaces within that hour. Therefore, not all 47 vehicles need to park at the same time. However, in the event that all 47 vehicles are parking at the same time, 34 vehicles will need to use the on-street parking.
3) There is on-street parking available on both the east and west sides of Willamette Street and on Delaney Street. The on-street parking is anticipated to be utilized based on the direction of travel and filling up the closest spaces first. (i.e. a northbound vehicle to the site will likely use the closest parking stall on the east side of Willamette). Given the proximity and availability of on-street spaces, it is estimated that up to 20 vehicles will park on-street on the east side of Willamette St. The remainder will park on the west side of Willamette Street and walk
4) Based on the average occupancy of 2 people per vehicle, the number of people crossing Willamette Street will be approximately 40 people when the restaurant is at full capacity.

The total hourly pedestrian crossing when the restaurant is a full capacity (including outdoor seating) is anticipated to be up to 43 pedestrians.

PEDESTRIAN CROSSING LOCATION:

The intersection of Willamette Street at Delaney Street has curb ramps on all approaches. The applicant will be providing an ADA walkway from the building connecting to the sidewalk approximately 25 feet north of the ADA crossing on the NW corner of the intersection.

It is recommended that the existing crosswalk be maintained at its existing location. A new crosswalk or the relocation of the crosswalk to align with the location of the internal pathway to the sidewalk is not recommended. A new crosswalk (second crosswalk) is not recommended; having 2 crosswalks within 25 feet of each other is not safe as it's not standard, will be confusing to pedestrians and motorists, and will create conflicts with vehicles turning right from Delaney Street to observe a pedestrian in a ramp north of the existing curb ramp. It is not recommended to move the crosswalk to the north to align with the ADA pathway, as the crosswalk at the existing location is more beneficial to all system users (pedestrians crossing Willamette St not associated with the restaurant).

PEDESTRIAN CROSSING TREATMENT:

Given the location of the pedestrian crossing's proximity to the restaurant and the use of the on-street parking, the crosswalk should be striped with high visibility crosswalk bars and signage for the crossing location similar to the crosswalk treatments located at Willamette Street and McKenzie Street and Willamette Street at Locust Street.

STATUS OF RECORD TITLE REPORT

THE ELK HORN BREWERY
ATTN: COLLEEN SHEEHAN
91032 SOUTH WILLAMETTE STREET
COBURG, OR 97408

Date: JUNE 29, 2021
Our No: CT-0328565
Charge: $300.00

As requested, Cascade Title Co. has searched our tract indices as to the following described real property:

(A T T A C H E D)

and as of: JUNE 16, 2021 at 8:00 A.M., we find the following:

Vestee:

STEPHEN SHEEHAN AND COLLEEN SHEEHAN
as tenants by the entirety

Said property is subject to the following on record matters:

1. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2021-2022.

2. Rights of the public in streets, roads and highways.

3. Easement, including the terms and provisions thereof, granted City of Coburg, a political subdivision of the State of Oregon, by instrument recorded October 8, 2012, Reception No. 2012-051606, Lane County Deeds and Records.

4. Deed of Trust, including the terms and provisions thereof, executed by Stephen Sheehan and Colleen Sheehan, as tenants by the entirety, Grantor, to Cascade Title Company, Trustee, for the benefit of Robert N. Johnston and Janice M. Johnston, Beneficiary, dated July 20, 2020, recorded July 24, 2020, Reception No. 2020-039957, Lane County Deeds and Records, to secure payment of a note for $374,000.00.

NOTE: The property address as shown on the Assessor's Roll is:

91032 South Willamette Street
Coburg, OR 97408

NOTE: Taxes, Account No. 0044477, Assessor's Map No. 16 03 33 2 3, #4200, Code 4-59, 2020-2021, in the amount of $4,064.41, PAID IN FULL.

NOTE: As of the date hereof, there are no matters against STEPHEN SHEEHAN AND COLLEEN SHEEHAN, which would appear as exceptions in the policy to issue, except as shown herein.

This report is to be utilized for information only. This report is not to be used as a basis for transferring, encumbering or foreclosing the real property described.

The liability of Cascade Title Co. is limited to the addressee and shall not exceed the premium paid hereunder.

CASCADE TITLE CO., by:

aa/sa: Title Officer: DOUG PIERCE

PROPERTY DESCRIPTION

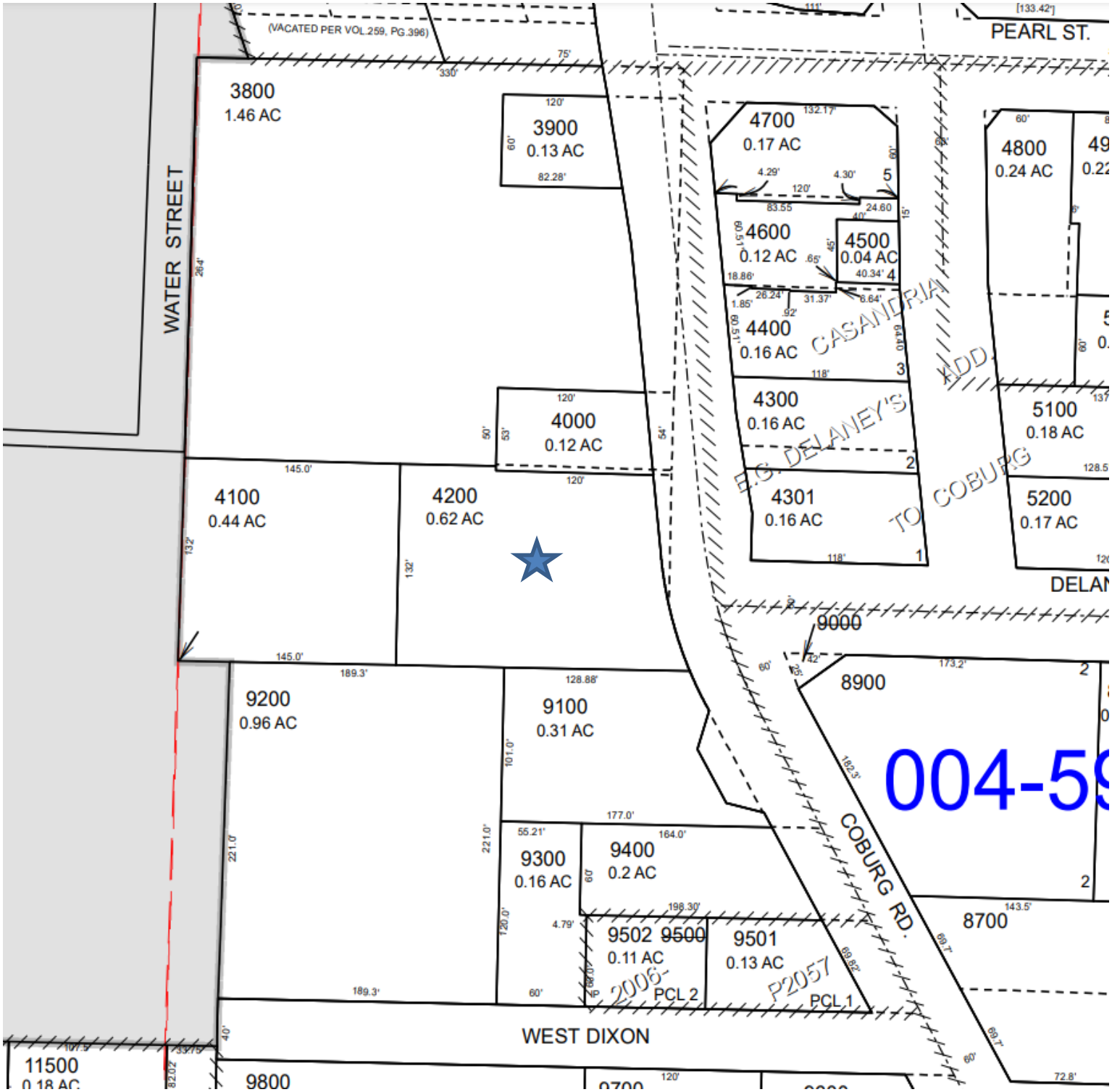
Beginning at the Southwest corner of County Survey No. 168 in the John Diamond Donation Land Claim No. 44, Township 16 South, Range 3 West of the Willamette Meridian; running thence North 2.0 chains; thence East 5.0 chains; thence South 2.0 chains; and thence West 5.0 chains to the place of beginning in Lane County, Oregon.

EXCEPTING THEREFROM the following: Beginning at a point 2 chains North from the Southeast corner of County Survey No. 168 in the John Diamond Donation Land Claim No. 44, in Section 33, Township 16 South, Range 3 West of the Willamette Meridian; running thence South 4.0 feet; thence North 89° 31' West 120.00 feet; thence North 3 feet; and thence East 120.0 feet to the place of beginning, Lane County, Oregon.

ALSO EXCEPTING THEREFROM the following: Beginning at the Southwest corner of County Survey No. 168 in the John Diamond Donation Land Claim No. 44, Township 16 South, Range 3 West of the Willamette Meridian; running thence North 132.00 feet; thence East 145.00 feet; thence South 132.00 feet; thence West 145.00 feet to the place of beginning, in Lane County, Oregon.

CASCADE TITLE CO.

MAP NO.
16-03-33-23



THIS MAP/PLAT IS BEING FURNISHED AS AN AID IN LOCATING THE HEREIN DESCRIBED LAND IN RELATION TO ADJOINING STREETS, NATURAL BOUNDARIES AND OTHER LAND, AND IS NOT A SURVEY OF THE LAND DEPICTED. EXCEPT TO THE EXTENT A POLICY OF TITLE INSURANCE IS EXPRESSLY MODIFIED BY ENDORSEMENT, IF ANY, THE COMPANY DOES NOT INSURE DIMENSIONS, DISTANC LOCATION OF EASEMENTS, ACREAGE OR OTHER MATTERS SHOWN THEREON.

Lane County Clerk
Lane County Deeds & Records
2020-039957
07/24/2020 11:14:00 AM
RPR-DTR Cnt=1 Stn=8 CASHIER 04 3pages
$15.00 $11.00 $10.00 $61.00
$97.00

TAX ACCT. NO. 0044477
MAP/TAX LOT NO. 16-03-33-23-04200
VP20-1258/0321058 AJB

TRUST DEED

THIS TRUST DEED, made on day 20 of July, 2020, between **STEPHEN SHEEHAN and COLLEEN SHEEHAN, as tenants by the entirety, as Grantor, CASCADE TITLE COMPANY, as Trustee, and ROBERT N. JOHNSTON AND JANICE M. JOHNSTON as Beneficiary,**

WITNESSETH:

Grantor irrevocably grants, bargains, sells and conveys to trustee in trust, with power of sale, the property in Lane County, Oregon, described as:

Beginning at the Southwest corner of County Survey No. 168 in the John Diamond Donation Land Claim No. 44, Township 16 South, Range 3 West of the Willamette Meridian; running thence North 2.0 chains; thence East 5.0 chains; thence South 2.0 chains; and thence West 5.0 chains to the place of beginning in Lane County, Oregon.

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together with all and singular the tenements, hereditaments and appurtenances and all other rights thereunto belonging or in anywise now or hereafter appurtaining, and the rents, issues and profits thereof and all fixtures now or hereafter attached to or used in connection with the property.

FOR THE PURPOSE OF SECURING PERFORMANCE of each agreement of grantor herein contained and payment of the sum of ****THREE HUNDRED SEVENTY-FOUR THOUSAND AND NO/100ths** ($374,000.00) Dollars, with interest thereon** according to the terms of a promissory note of even date herewith, payable to beneficiary or order and made payable by grantor, the final payment of principal and interest hereof, if not sooner paid, to be due and payable **July 24, 2025.**

The date of maturity of the debt secured by this instrument is the date, stated above, on which the final installment of said note becomes due and payable. In the event the within described property, or any part thereof, or any interest therein is sold, agreed to be sold, conveyed, assigned, or alienated by the grantor without first having obtained the written consent or approval of the beneficiary, then, at the beneficiary's option, all obligations secured by this instrument, irrespective of the maturity dates expressed therein or herein, shall become immediately due and payable.

To protect the security of this trust deed, grantor agrees:

1. To protect, preserve and maintain said property in good condition and repair; not to remove or demolish any building or improvement thereon; not to commit or permit any waste of said property.
2. To complete or restore promptly and in good workmanlike manner any building or improvement which may be constructed, damaged or destroyed thereon, and pay when due all costs incurred therefor.
3. To comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the property; if the beneficiary so requests, to join in executing such financing statements pursuant to the Uniform Commercial Code as the beneficiary may require and to pay for filing same in the proper public office or offices, as well as the cost of all lien searches made by filing officers or searching agencies as may be deemed desirable by the beneficiary.
4. To provide and continuously maintain insurance on the buildings now or hereafter erected on said premises against loss or damage by fire and such other hazards as the beneficiary may from time to time require, in an amount not less than the full insurable value, written in companies acceptable to the beneficiary, with loss payable to the latter; all policies of insurance shall be delivered to the beneficiary as soon as insured; if grantor shall fail for any reason to

---

NOTE: The Trust Deed Act provides that the Trustee hereunder must be either an attorney, who is an active member of the Oregon State Bar, a bank, trust company, or savings and loan association authorized to do business under the laws of Oregon or the United States, a title insurance company authorized to insure title to real property of this state, its subsidiaries, affiliates, agents or branches, the United States or any agency thereof, or an escrow agent licensed under ORS 696.505 to 696.585.

TRUST DEED

STEPHEN SHEEHAN and
COLLEEN SHEEHAN
3913 Aerial Way
Eugene, OR 97402
Grantor

ROBERT N. JOHNSTON and
JANICE M. JOHNSTON
33676 Mckenzie View
Eugene, OR 97402
Beneficiary

After recording return to
CASCADE TITLE COMPANY
811 WILLAMETTE STREET
EUGENE, OR 97401

TDDUES (AJB)

procure any such insurance and to deliver said policies to the beneficiary at least fifteen days prior to the expiration of any policy of insurance now or hereafter placed on said buildings, the beneficiary may procure same at grantor's expense. The amount collected under any fire or other insurance policy may be applied by beneficiary upon any indebtedness secured hereby and in such order as beneficiary may determine, or at option of beneficiary the entire amount so collected, or any part thereof, may be released to grantor. Such application or release shall not cure or waive any default or notice of default hereunder or invalidate any act done pursuant to such notice.

5. To keep said premises free from construction liens and to pay all taxes, assessments and other charges that may be levied or assessed upon or against said property before any part of such taxes, assessments and other charges become past due or delinquent and promptly deliver receipts therefor to beneficiary; should the grantor fail to make payment of any taxes, assessments, insurance premiums, liens or other charges payable by grantor, either by direct payment or by providing beneficiary with funds with which to make such payment, beneficiary may, at its option, make payment thereof, and the amount so paid, with interest at the rate set forth in the note secured hereby, together with obligations described in paragraphs 6 and 7 of this trust deed, shall be added to and become a part of the debt secured by this trust deed, without waiver of any rights arising from breach of any of the covenants hereof and for such payments, with interest as aforesaid, the property hereinbefore described, as well as the grantor, shall be bound to the same extent that they are bound for the payment of the obligation herein described, and all such payments shall be immediately due and payable without notice, and the nonpayment thereof shall, at the option of the beneficiary, render all sums secured by this trust deed immediately due and payable and constitute a breach of this trust deed.

6. To pay all costs, fees and expenses of this trust deed including the cost of title search as well as the other costs and expenses of the trustee incurred in connection with or in enforcing this obligation and trustee's and attorney's fees actually incurred.

7. To appear in and defend any action or proceeding purporting to affect the security rights or powers of beneficiary or trustee; and in any suit, action or proceeding in which the beneficiary or trustee may appear, including any suit for the foreclosure of this deed, to pay all costs and expenses, including evidence of title and the beneficiary's or trustee's attorney's fees; the amount of attorney's fees mentioned in this paragraph 7 in all cases shall be fixed by the trial court and in the event of an appeal from any judgment or decrees of the trial court, grantor further agrees to pay such sum as the appellate court shall adjudge reasonable as the beneficiary's or trustee's attorney's fees on such appeal.

It is mutually agreed that:

8. In the event that any portion or all of said property shall be taken under the right of eminent domain or condemnation, beneficiary shall have the right, if it so elects, to require that all or any portion of the monies payable as compensation for such taking, which are in excess of the amount required to pay all reasonable costs, expenses and attorney's fees necessarily paid or incurred by grantor in such proceedings, shall be paid to beneficiary and applied by it first upon any such reasonable costs and expenses and attorney's fees, both in the trial and appellate courts, necessarily paid or incurred by beneficiary in such proceedings, and the balance applied upon the indebtedness secured hereby; and grantor agrees, at its own expense, to take such actions and execute such instruments as shall be necessary in obtaining such compensation, promptly upon beneficiary's request.

9. At any time and from time to time upon written request of beneficiary, payment of its fees and presentation of this deed and the note for endorsement (in case of full reconveyances, for cancellation), without affecting the liability of any person for the payment of the indebtedness, trustee may (a) consent to the making of any map or plat of said property; (b) join in granting any easement or creating any restriction thereon; (c) join in any subordination or other agreement affecting this deed or the lien or charge thereof; (d) reconvey, without warranty, all or any part of the property. The grantee in any reconveyance may be described as the "person or persons legally entitled thereto," and the recitals therein of any matters or facts shall be conclusive proof of the truthfulness thereof. Trustee's fees for any of the services mentioned in this paragraph shall be not less than $5.

10. Upon any default by grantor hereunder, beneficiary may at any time without notice, either in person, by agent or by a receiver to be appointed by a court, and without regard to the adequacy of any security for the indebtedness hereby secured, enter upon and take possession of said property or any part thereof, in its own name sue or otherwise collect the rents, issues and profits, including those past due and unpaid, and apply the same, less costs and expenses of operation and collection, including reasonable attorney's fees upon any indebtedness secured hereby, and in such order as beneficiary may determine.

11. The entering upon and taking possession of said property, the collection of such rents, issues and profits, or the proceeds of fire and other insurance policies or compensation or awards for any taking or damage of the property, and the application or release thereof as aforesaid, shall not cure or waive any default or notice of default hereunder or invalidate any act done pursuant to such notice.

12. Upon default by grantor in payment of any indebtedness secured hereby or in his performance of any agreement hereunder, time being of the essence with respect to such payment and/or performance, the beneficiary may declare all sums secured hereby immediately due and payable. In such an event the beneficiary at his election may proceed to foreclose this trust deed in equity as a mortgage or direct the trustee to foreclose this trust deed by advertisement and sale, or may direct the trustee to pursue any other right or remedy, either at law or in equity, which the beneficiary may have. In the event the beneficiary elects to foreclose by advertisement and sale, the beneficiary or the trustee shall execute and cause to be recorded his written notice of default and his election to sell the said described real property to satisfy the obligation secured hereby whereupon the trustee shall fix the time and place of sale, give notice thereof as then required by law and proceed to foreclose this trust deed in the manner provided in ORS 86.735 to 86.795.

13. After the trustee has commenced foreclosure by advertisement and sale, and at any time prior to 5 days before the date the trustee conducts the sale, the grantor or any other person so privileged by ORS 86.753, may cure the default or defaults. If the default consists of a failure to pay, when due, sums secured by the trust deed, the default may be cured by paying the entire amount due at the time of the cure other than such portion as would not then be due had no default occurred. Any other default that is capable of being cured may be cured by tendering the performance required under the obligation or trust deed. In any case, in addition to curing the default or defaults, the person effecting the cure shall pay to the beneficiary all costs and expenses actually incurred in enforcing the obligation of the trust deed together with trustee's and attorney's fees not exceeding the amounts provided by law.

14. Otherwise, the sale shall be held on the date and at the time and place designated in the notice of sale or the time to which said sale may be postponed as provided by law. The trustee may sell said property either in one parcel or in separate parcels and shall sell the parcel or parcels at auction to the highest bidder for cash, payable at the time of sale. Trustee shall deliver to the purchaser its deed in form as required by law conveying the property so sold, but without any covenant or warranty, express or implied. The recitals in the deed of any matters of fact shall be conclusive proof of the truthfulness thereof. Any person, excluding the trustee, but including the grantor and beneficiary, may purchase at the sale.

15. When trustee sells pursuant to the powers provided herein, trustee shall apply the proceeds of sale to payment of (1) the expenses of sale, including the compensation of the trustee and a reasonable charge by trustee's attorney, (2) to the obligation secured by the trust deed, (3) to all persons having recorded liens subsequent to the interest of the trustee

in the trust deed as their interests may appear in the order of their priority and (4) the surplus, if any, to the grantor or to his successor in interest entitled to such surplus.

16. Beneficiary may from time to time appoint a successor or successors to any trustee named herein or to any successor trustee appointed hereunder. Upon such appointment, and without conveyance to the successor trustee, the latter shall be vested with all title, powers and duties conferred upon any trustee herein named or appointed hereunder. Each such appointment and substitution shall be made by written instrument executed by beneficiary, which, when recorded in the mortgage records of the county or counties in which the property is situated, shall be conclusive proof of proper appointment of the successor trustee.

17. Trustee accepts this trust when this deed, duly executed and acknowledged is made a public record as provided by law. Trustee is not obligated to notify any party hereto of pending sale under any other deed of trust or of any action or proceeding in which grantor, beneficiary or trustee shall be a party unless such action or proceeding is brought by trustee. The grantor covenants and agrees to and with the beneficiary and the beneficiary's successor in interest that the grantor is lawfully seized in fee simple of the real property and has a valid, unencumbered title thereto and that the grantor will warrant and forever defend the same against all persons whomsoever.

WARNING: Unless grantor provides beneficiary with evidence of insurance coverage as required by the contract or loan agreement between them, beneficiary may purchase insurance at grantor's expense to protect beneficiary's interest. This insurance may, but need not, also protect grantor's interest. If the collateral becomes damaged, the coverage purchased by beneficiary may not pay any claim made by or against grantor. Grantor may later cancel the coverage by providing evidence that grantor has obtained property coverage elsewhere. Grantor is responsible for the cost of any insurance coverage purchased by beneficiary, which cost may be added to grantor's contract or loan balance. If it is so added, the interest rate on the underlying contract or loan will apply to it. The effective date of coverage may be the date grantor's prior coverage lapsed or the date grantor failed to provide proof of coverage. The coverage beneficiary purchases may be considerably more expensive than insurance grantor might otherwise obtain alone and may not satisfy any need for property damage coverage or any mandatory liability insurance requirements imposed by applicable law.

The grantor warrants that the proceeds of the loan represented by the above described note and this trust deed are: for an organization, or (even if grantor is a natural person) are for business or commercial purposes.

This trust deed applies to, inures to the benefit of and binds all parties hereto, their heirs, legatees, devisees, administrators, executors, personal representatives, successors, and assigns. The term beneficiary shall mean the holder and owner, including pledgee, of the contract secured hereby, whether or not named as a beneficiary herein.

In construing this trust deed, it is understood that the Grantor or Beneficiary may be more than one person; that if the context so requires, the singular shall be taken to mean and include the plural and that generally all grammatical changes shall be made, assumed and implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, said grantor has hereunto set his hand the day and year first above written.

STEPHEN SHEEHAN

COLLEEN SHEEHAN

State of Oregon
County of Lane

This instrument was acknowledged before me on July 21, 2020 by STEPHEN SHEEHAN and COLLEEN SHEEHAN.

(Notary Public for Oregon)
My commission expires 7.17.2023

OFFICIAL STAMP
AMANDA JO BOMARK
NOTARY PUBLIC-OREGON
COMMISSION NO. 989787
MY COMMISSION EXPIRES JULY 17, 2023

Utility Narrative Memorandum
Willamette Forks
Wastewater, Storm Drainage, and Water Service
April 12, 2022

Wastewater Service

The existing commercial size septic tank is to be abandoned. A new septic tank sized to serve the existing building and the proposed new brewery building, will be placed under the proposed plaza area just North of the existing building.

The septic tank was designed using DEQ OAR 340-071-0220 Table 2 for quantities of sewage flows. The plan is to use the existing sanitary valve and controller that meet City of Coburg Specifications.

Existing building

The existing building is being converted into a restaurant with lounge facility with 100 seat capacity.

Existing Building

Use	Unit	#	(GPD)	Calculated Flow (GPD)
Restaurant w/ lounge	Seats	100	50 (Per seat)	5,000
Total Flow =				5,000

Table 2 from OAR 340-071-0220 is attached to this memorandum for reference. Piping from the existing building will be re-routed to the new tank.

Proposed Building

The proposed building is a brewery operation to support the restaurant on the property. Given this use, the expected waste flow should be consistent with attached table. The flow is calculated to be:

New Building

Use	Unit	Range	(GPD)	Calculated Flow (GPD)
Brewing (Waste Out)	Gal.	1	600	600
Distilling (Waste Out)	Gal.	1	95	95
Total Flow =				695*

*The flow for brewing and distilling processes was provided by the restaurant owners.

Given the above calculation, the total flow to the new tank would be approximately 5,695 gallons per day. DEQ requires a factor of safety of 2 for tanks, therefore the septic tank needs to be a minimum of 11,390 gallons to provide adequate additional storage capacity. Therefore, the septic tank is designed to be 12,000 gallon capacity.

The new tank outlet will be routed to the existing sewer valve which is already tied into the public system lateral as shown on the LUR plans. The control system within the existing tank is proposed to be re-used and moved to the new tank.

Storm Drainage

The proposed storm management system consists of multiple facilities onsite to provide pollution control and then infiltration. Since this is a commercial facility, the stormwater must be treated prior to infiltration to meet DEQ requirements. To accomplish this, all run-off from roof and pavement areas will be routed to two filtration planters as shown on the drainage plan.

The Santa Barbara Unit Hydrograph method was used to design the system, utilizing HydroCAD software. Below are the key variables used in the analysis:

CN = 98 for roofs and impervious areas

Infiltration: There has been no field testing completed at this point. A rate of 3.0 in/hr was used in the modeling. Field testing for infiltration rate and groundwater elevation shall be completed during the building permit process.

Design Storms

Water Quality = 1.75" in 24 hours - Half the NOAA atlas 2 event – DEQ storm

Flood Control = 5.18" in 24 hours - 25 year event

Water Quality Analysis

There are two filtration planters as shown on the drainage plan that all impervious run-off is routed through. The water will drain into a vegetated open storage area and then filter through 12 inches of soil media. The treated water is then collected into a perforated pipe located in a hydraulically isolated rock chamber and routed to the infiltration rock chamber. This treatment process is accepted by DEQ as adequate prior to infiltration.

Both filtration planters will be lined with 30 mil. pond liner due to proximity to adjacent property lines.

Flood Control

The proposal is to install an underground rock chamber under the paved parking area that has 36 inch diameter perforated storage pipes embedded. This will provide enough storage for the 25 year storm event to allow treated stormwater to infiltrate into the soil.

This analysis assumes an infiltration rate of 3 inches/hr. As discussed above, a field infiltration test will need to be performed during the building permit process and the storage size amended as necessary. There is adequate room for a larger storage area should the infiltration rate be slower than assumed.

The HGL in the chamber during the 25 year storm event is modeled to be 0.42 feet below the top of rock, thus is completely contained within the facility.

HydroCAD analysis reports for the stormwater management facilities are attached to this memorandum for reference.

<u>Water System</u>

There is an existing water meter located in the right of way at the SouthEast corner of the property. The Owner intends to use this existing meter location to provide domestic water service to both buildings.

The proposal is to install a larger meter in the same location with an approved commercial backflow device within 10 feet. The line will then be upsized and routed to both the existing building and new building as shown on the utility plan.

Meter and line sizing will be completed during the building permit process when the project plumbing contractor supplies the water demand calculations for both buildings.

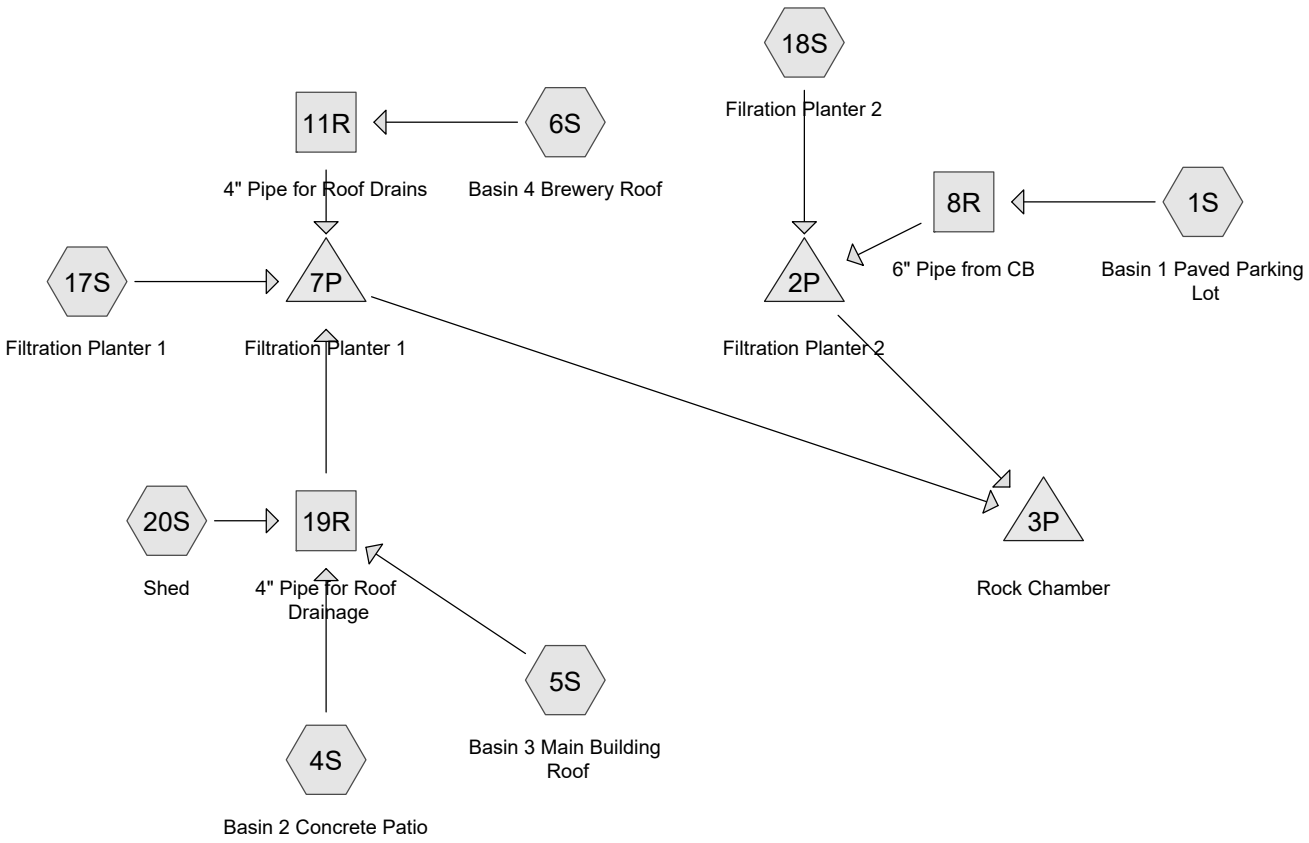
Fire sprinklers are not proposed for this development.

Irrigation will be provided to landscape areas. The landscape service will tie into the private water line (behind the meter) and will have a separate reverse pressure backflow device.

TABLE 2
OAR 340-071-0220
QUANTITIES OF SEWAGE FLOWS

Type of Establishment		Column 1 Gallons Per Day	Column 2 Minimum Gallons Per Establishment Per Day
Airports		5 (per passenger)	150
Bathhouses and swimming pools		10 (per person)	300
Camps: (4 Persons per Campsite, where Applicable)	Campground with central comfort stations	35 (per person)	700
	With flush toilets, no showers	25 (per person)	500
	Construction camps — semi-permanent	50 (per person)	1000
	Day camps — no meals served	15 (per person)	300
	Resort camps (night and day) with limited plumbing	50 (per person)	1000
	Luxury camps	100 (per person)	2000
Churches		5 (per seat)	150
Country clubs		100 (per resident member)	2000
Country clubs		25 (per non-resident member present)	—
Dwellings:	Boarding houses	150 (per bedroom)	600
	Boarding houses – additional for non-residential boarders	10 (per person)	—
	Rooming houses	80 (per person)	500
	Condominiums, Multiple family dwellings — including apartments	300 (per unit)	900
	Single family dwellings	300 (not exceeding 2 bedrooms)	450*
	Single family dwellings — with more than 2 bedrooms	75 (for third & each succeeding bedroom)	450
Factories (exclusive of industrial wastes — with shower facilities)		35 (per person per shift)	300
Factories (exclusive of industrial wastes — without shower facilities)		15 (per person per shift)	150
Hospitals		250 (per bed space)	2500
Hotels with private baths		120 (per room)	600
Hotels without private baths		100 (per room)	500
Institutions other than hospitals		125 (per bed space)	1250
Laundries — self-service		500 (per machine)	2500
Mobile home parks		250 (per space)	750
Motels — with bath, toilet, and kitchen wastes		100 (per bedroom)	500
Motels — without kitchens		80 (per bedroom)	400
Picnic Parks — toilet wastes only		5 (per picnicker)	150
Picnic Parks — with bathhouses, showers, and flush toilets		10 (per picnicker)	300
Restaurants		40 (per seat)	800
Restaurants — single-service		2 (per customer)	300
Restaurants — with bars and/or lounges		50 (per seat)	1000
Schools:	Boarding	100 (per person)	3000
	Day — without gyms, cafeterias, or showers	15 (per person)	450
	Day — with gyms, cafeterias and showers	25 (per person)	750
	Day — with cafeteria, but without gyms or showers	20 (per person)	600
Service Stations		10 (per vehicle served)	500
Swimming pools and bathhouses		10 (per person)	300
Theaters:	Movie	5 (per seat)	300
	Drive-In	20 (per car space)	1000
Travel trailer parks — without individual water and sewer hookups		50 (per space)	300
Travel trailer parks — with individual water and sewer hookups		100 (per space)	500
Workers:	Construction — as semi-permanent camps	50 (per person)	1000
	Day — at schools and offices	15 (per shift)	150

* Except as otherwise provided in these rules.



Subcat Reach Pond Link

Routing Diagram for Willamette Forks - 3-17-2022 - SDM
Prepared by A & O Engineering LLC, Printed 4/12/2022
HydroCAD® 10.10-7a s/n 04993 © 2021 HydroCAD Software Solutions LLC

Summary for Subcatchment 1S: Basin 1 Paved Parking Lot

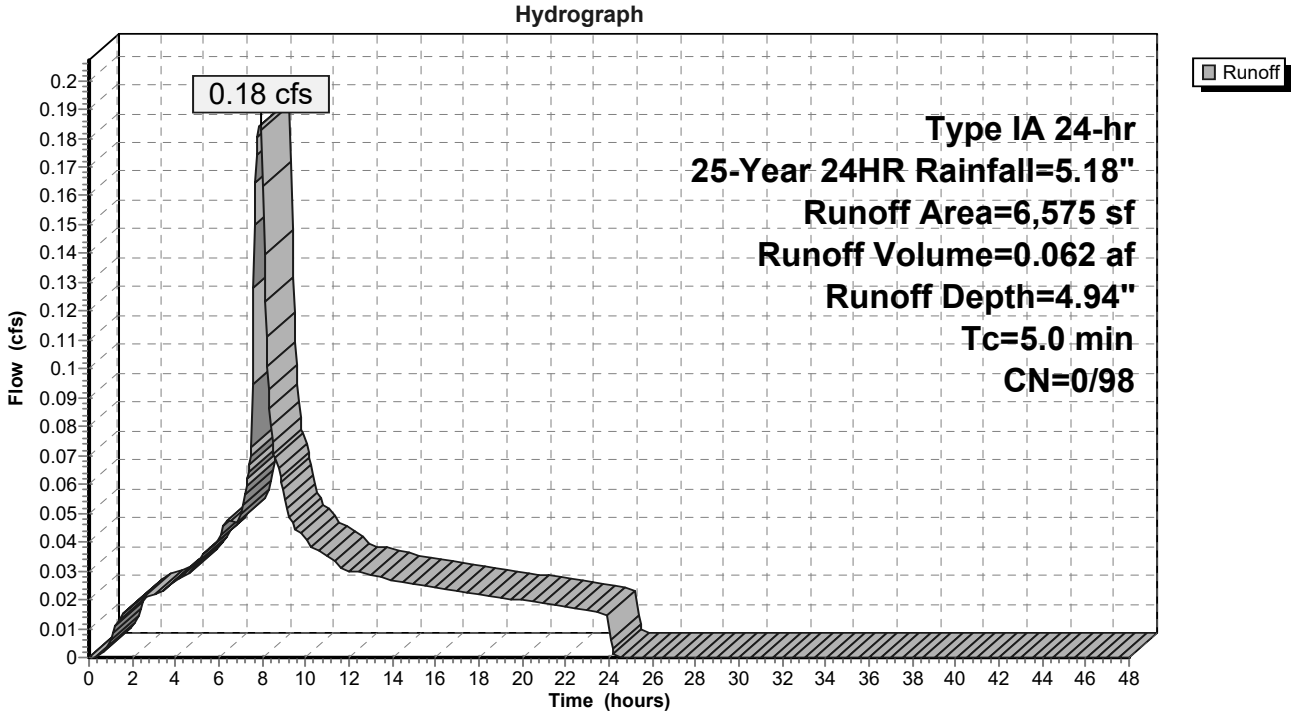
Runoff = 0.18 cfs @ 7.89 hrs, Volume= 0.062 af, Depth= 4.94"
Routed to Reach 8R : 6" Pipe from CB

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
6,575	98	Paved parking, HSG C
6,575	98	100.00% Impervious Area

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

Subcatchment 1S: Basin 1 Paved Parking Lot



Summary for Subcatchment 4S: Basin 2 Concrete Patio

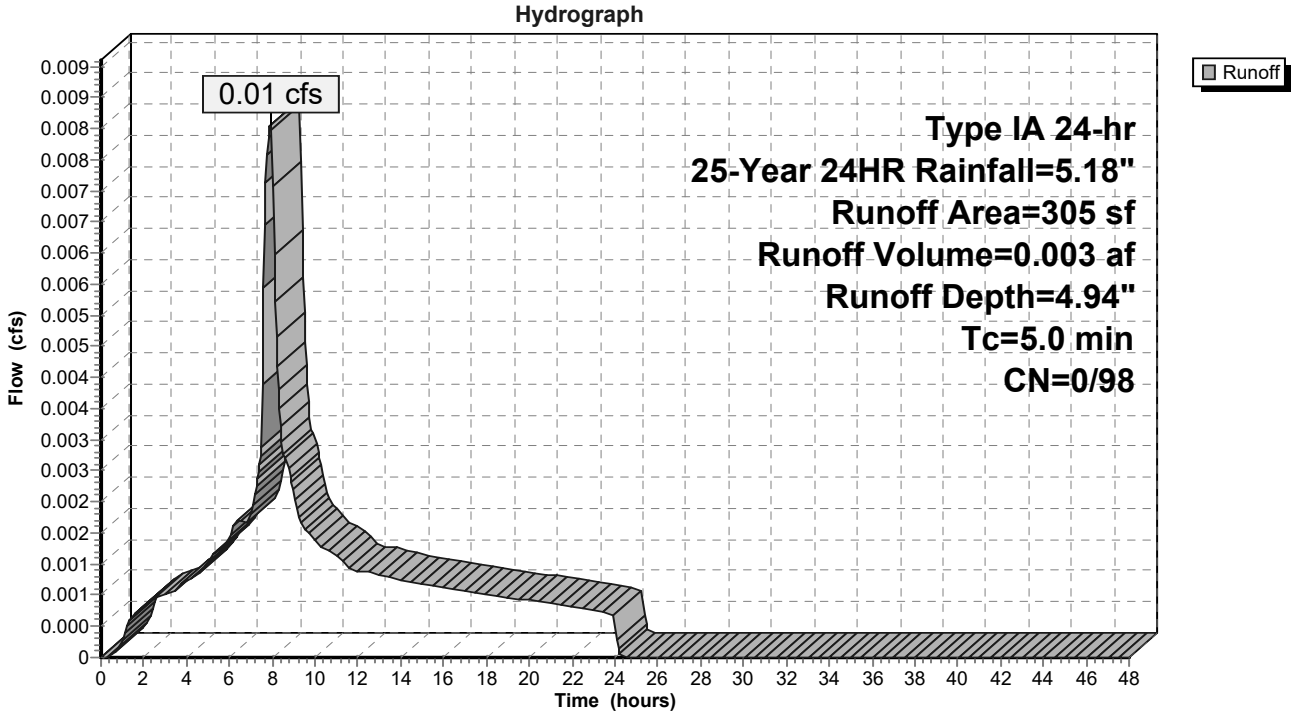
Runoff = 0.01 cfs @ 7.89 hrs, Volume= 0.003 af, Depth= 4.94"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
305	98	Unconnected pavement, HSG C
305	98	100.00% Impervious Area

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

Subcatchment 4S: Basin 2 Concrete Patio



Summary for Subcatchment 5S: Basin 3 Main Building Roof

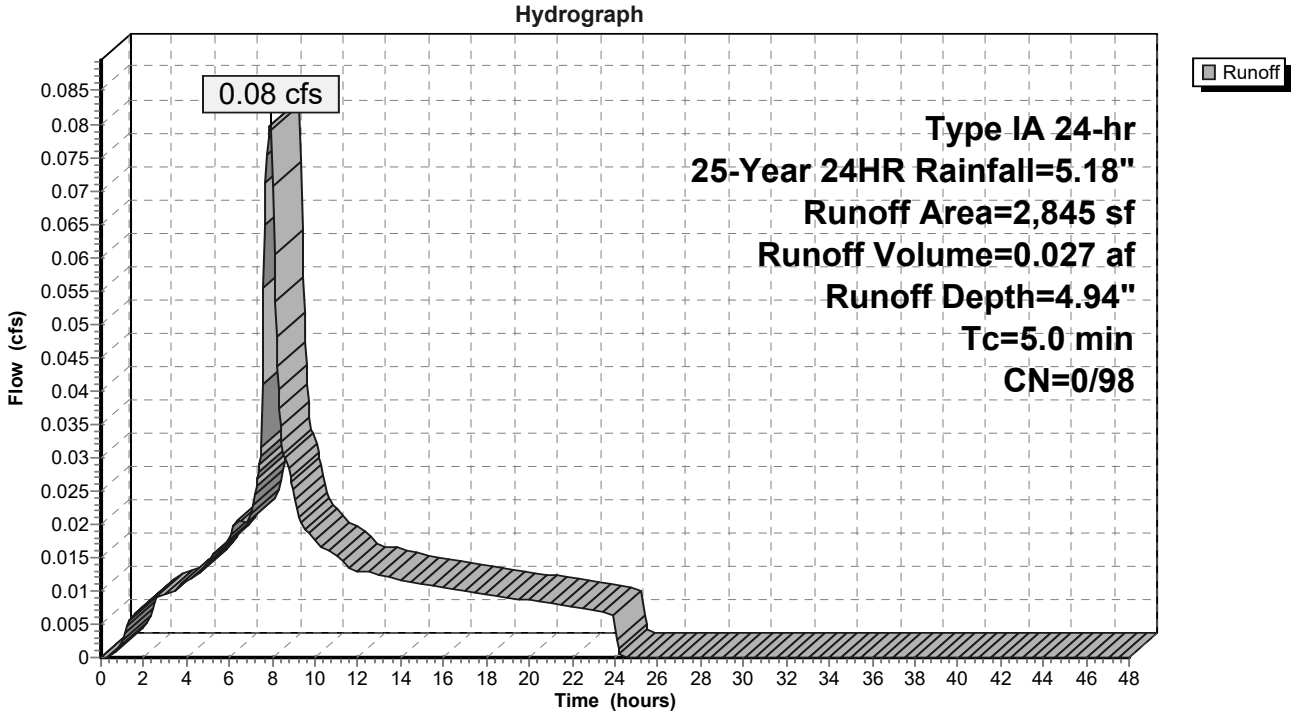
Runoff = 0.08 cfs @ 7.89 hrs, Volume= 0.027 af, Depth= 4.94"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
2,845	98	Unconnected roofs, HSG B
2,845	98	100.00% Impervious Area

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

Subcatchment 5S: Basin 3 Main Building Roof



Summary for Subcatchment 6S: Basin 4 Brewery Roof

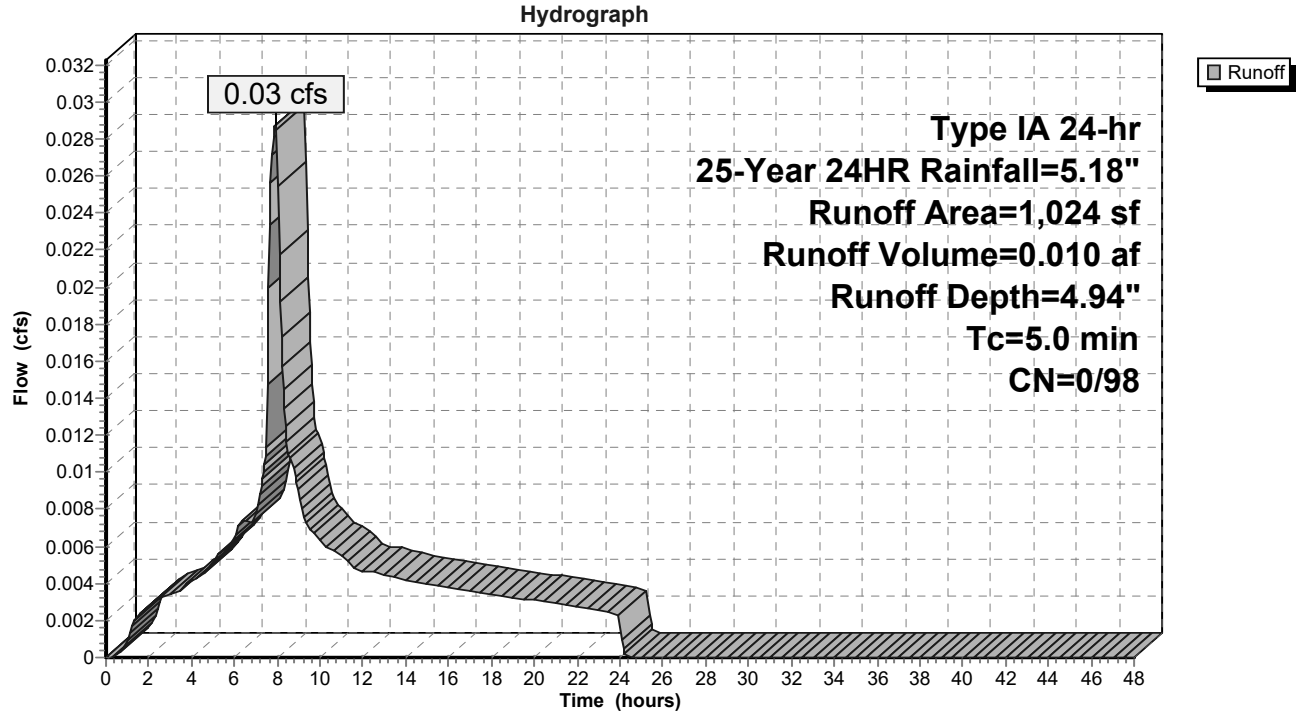
Runoff = 0.03 cfs @ 7.89 hrs, Volume= 0.010 af, Depth= 4.94"
Routed to Reach 11R : 4" Pipe for Roof Drains

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
1,024	98	Unconnected roofs, HSG B
1,024	98	100.00% Impervious Area

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

Subcatchment 6S: Basin 4 Brewery Roof



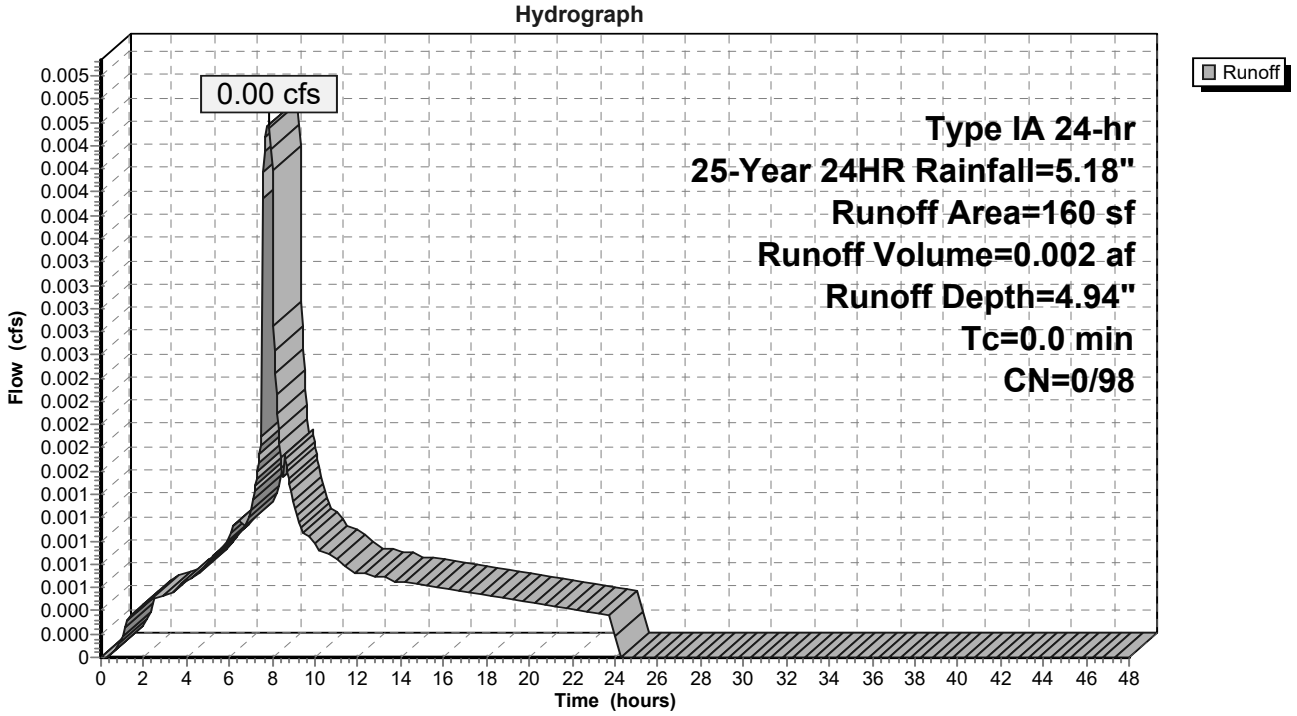
Summary for Subcatchment 17S: Filtration Planter 1

Runoff = 0.00 cfs @ 7.80 hrs, Volume= 0.002 af, Depth= 4.94"
Routed to Pond 7P : Filtration Planter 1

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
160	98	Water Surface, HSG C
160	98	100.00% Impervious Area

Subcatchment 17S: Filtration Planter 1



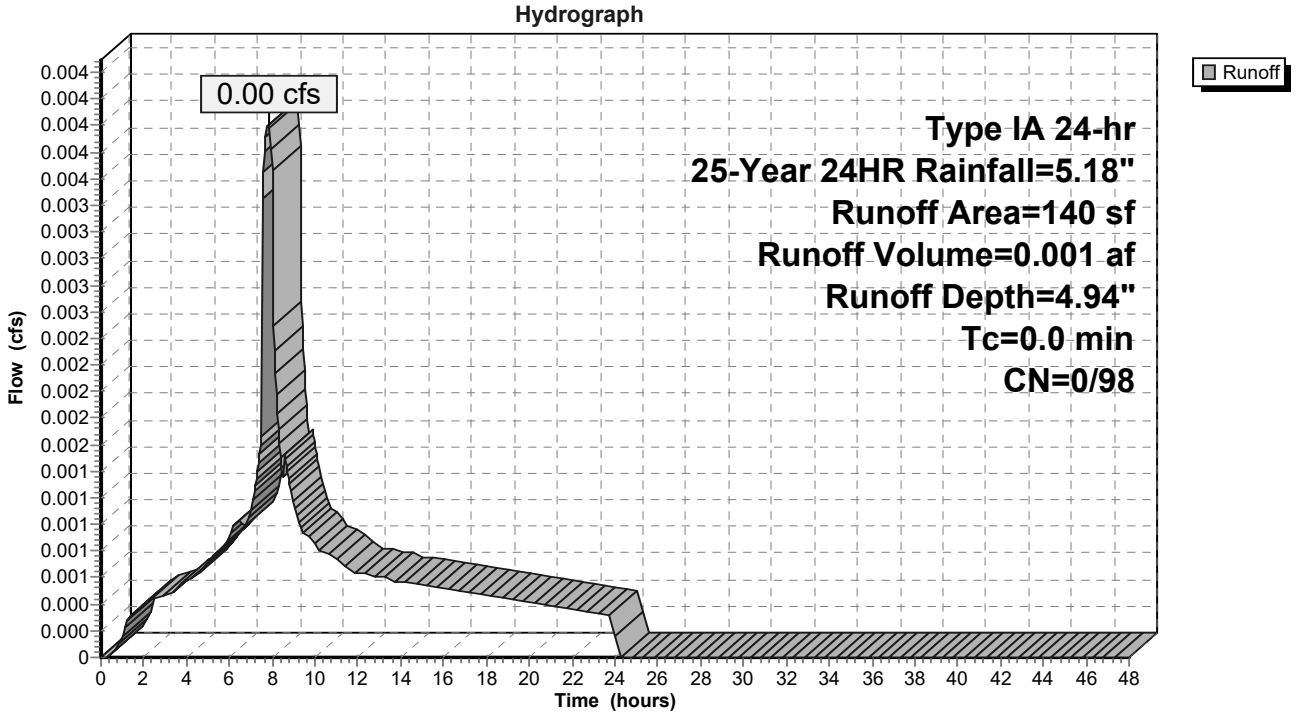
Summary for Subcatchment 18S: Filration Planter 2

Runoff = 0.00 cfs @ 7.80 hrs, Volume= 0.001 af, Depth= 4.94"
Routed to Pond 2P : Filtration Planter 2

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
140	98	Water Surface, HSG C
140	98	100.00% Impervious Area

Subcatchment 18S: Filration Planter 2



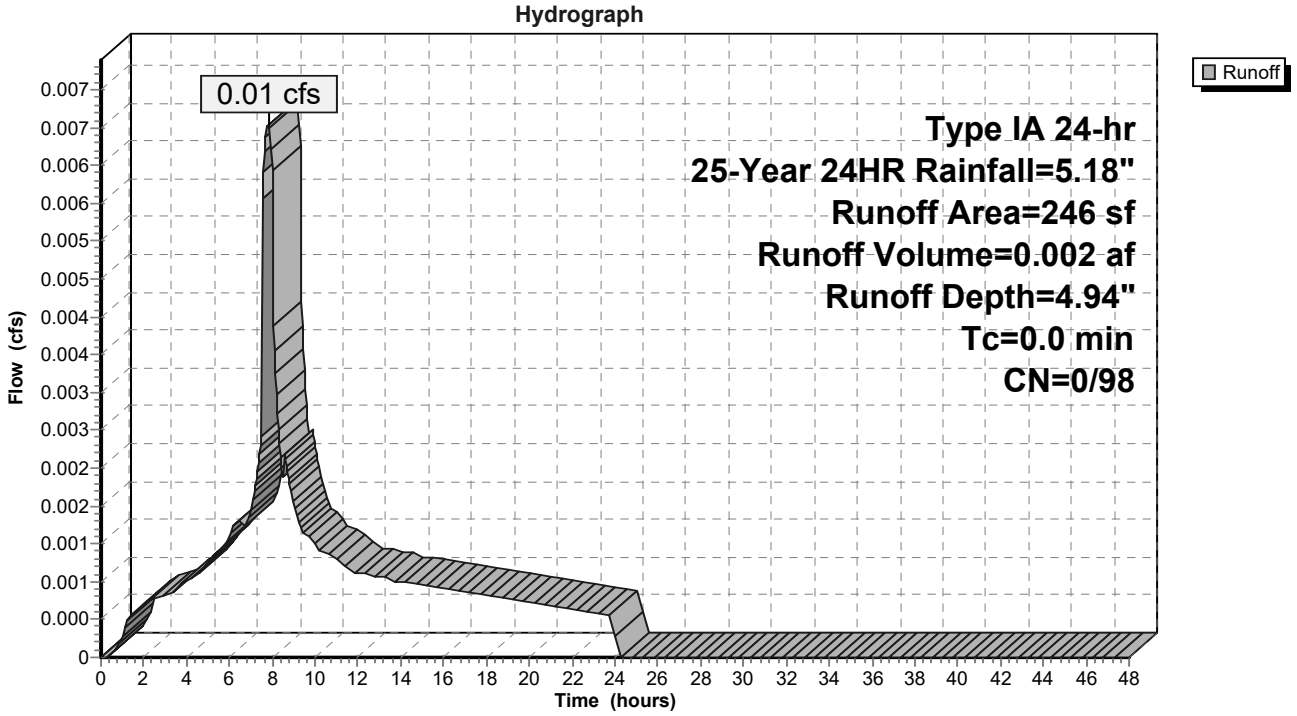
Summary for Subcatchment 20S: Shed

Runoff = 0.01 cfs @ 7.80 hrs, Volume= 0.002 af, Depth= 4.94"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr 25-Year 24HR Rainfall=5.18"

Area (sf)	CN	Description
246	98	Unconnected roofs, HSG C
246	98	100.00% Impervious Area

Subcatchment 20S: Shed



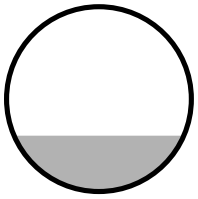
Summary for Reach 8R: 6" Pipe from CB

Inflow Area = 0.151 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.18 cfs @ 7.89 hrs, Volume= 0.062 af
Outflow = 0.18 cfs @ 7.90 hrs, Volume= 0.062 af, Atten= 0%, Lag= 0.0 min
Routed to Pond 2P : Filtration Planter 2

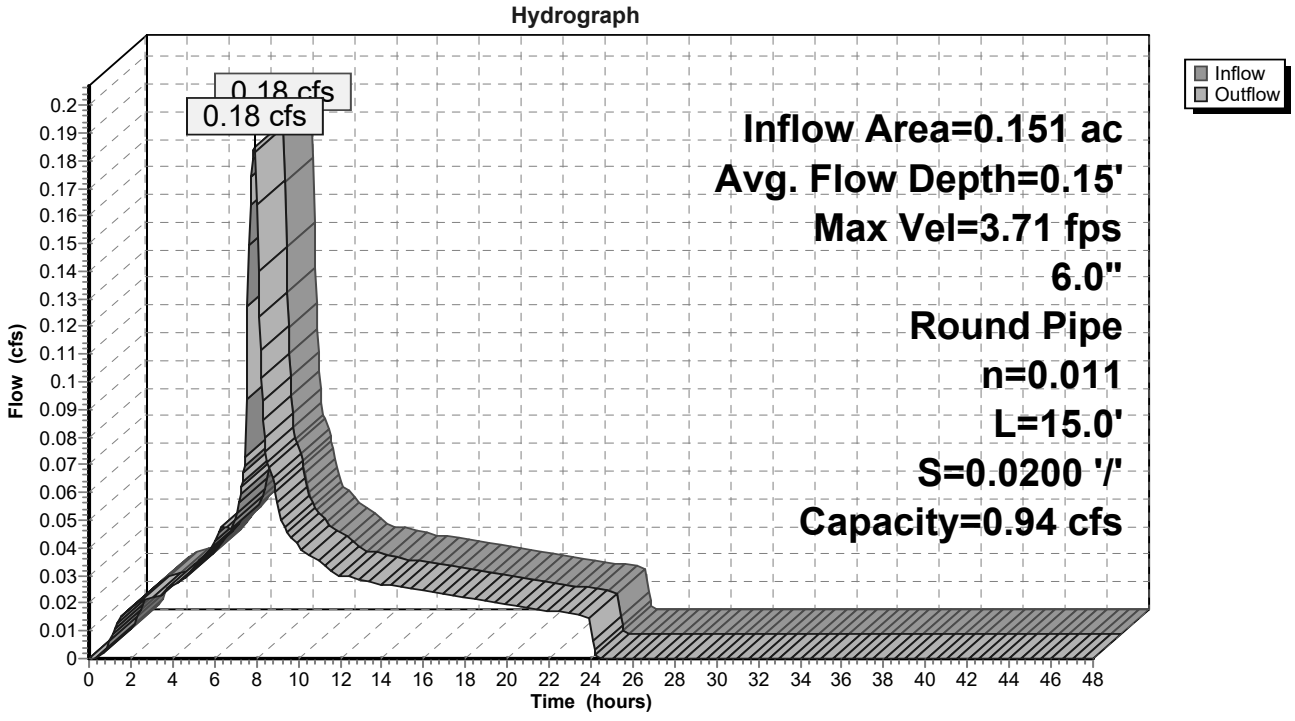
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.71 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 2.10 fps, Avg. Travel Time= 0.1 min

Peak Storage= 1 cf @ 7.90 hrs
Average Depth at Peak Storage= 0.15' , Surface Width= 0.46'
Defined Flood Depth= 100.00' Flow Area= 6.8 sf, Capacity= -782.16 cfs
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.94 cfs

6.0" Round Pipe
n= 0.011
Length= 15.0' Slope= 0.0200 '/'
Inlet Invert= 98.30', Outlet Invert= 98.00'



Reach 8R: 6" Pipe from CB



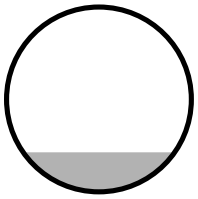
Summary for Reach 11R: 4" Pipe for Roof Drains

Inflow Area = 0.024 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.03 cfs @ 7.89 hrs, Volume= 0.010 af
Outflow = 0.03 cfs @ 7.90 hrs, Volume= 0.010 af, Atten= 0%, Lag= 0.1 min
Routed to Pond 7P : Filtration Planter 1

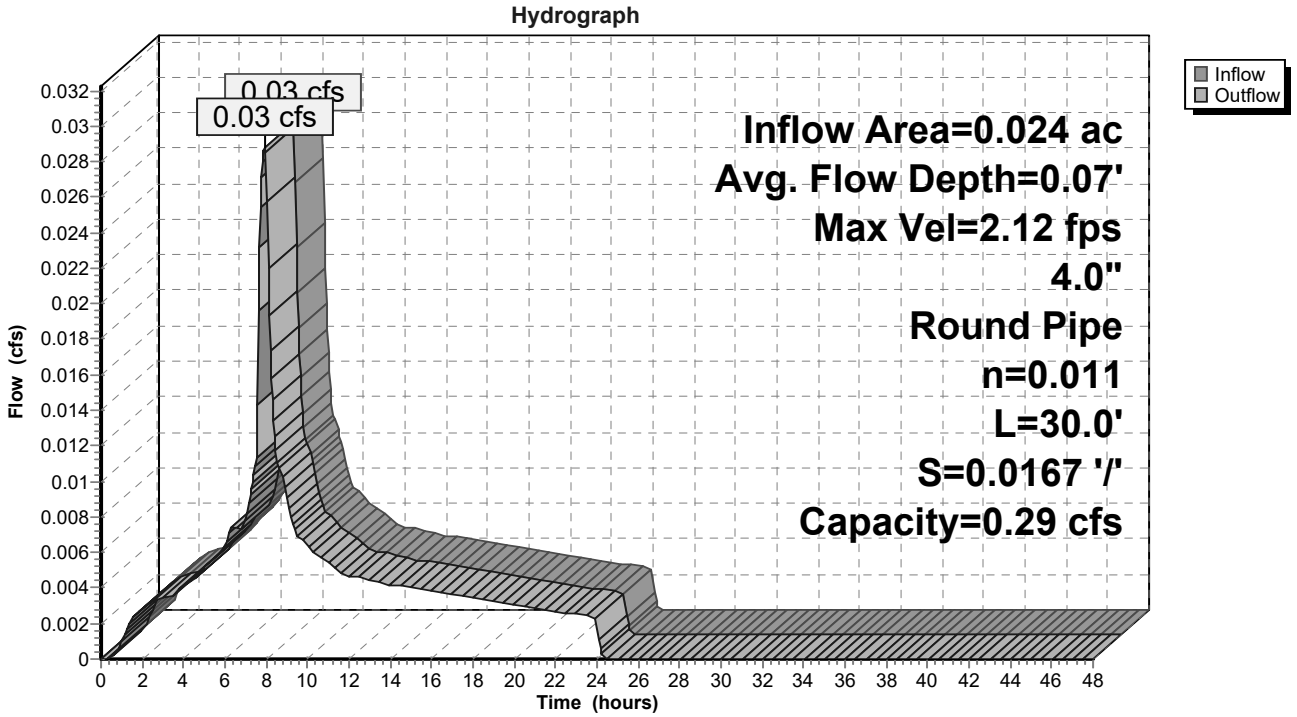
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.12 fps, Min. Travel Time= 0.2 min
Avg. Velocity = 1.20 fps, Avg. Travel Time= 0.4 min

Peak Storage= 0 cf @ 7.90 hrs
Average Depth at Peak Storage= 0.07' , Surface Width= 0.27'
Bank-Full Depth= 0.33' Flow Area= 0.1 sf, Capacity= 0.29 cfs

4.0" Round Pipe
n= 0.011
Length= 30.0' Slope= 0.0167 '/'
Inlet Invert= 98.50', Outlet Invert= 98.00'



Reach 11R: 4" Pipe for Roof Drains



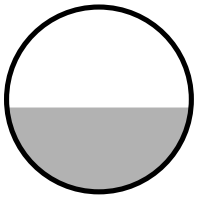
Summary for Reach 19R: 4" Pipe for Roof Drainage

Inflow Area = 0.078 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.10 cfs @ 7.89 hrs, Volume= 0.032 af
Outflow = 0.10 cfs @ 7.89 hrs, Volume= 0.032 af, Atten= 0%, Lag= 0.3 min
Routed to Pond 7P : Filtration Planter 1

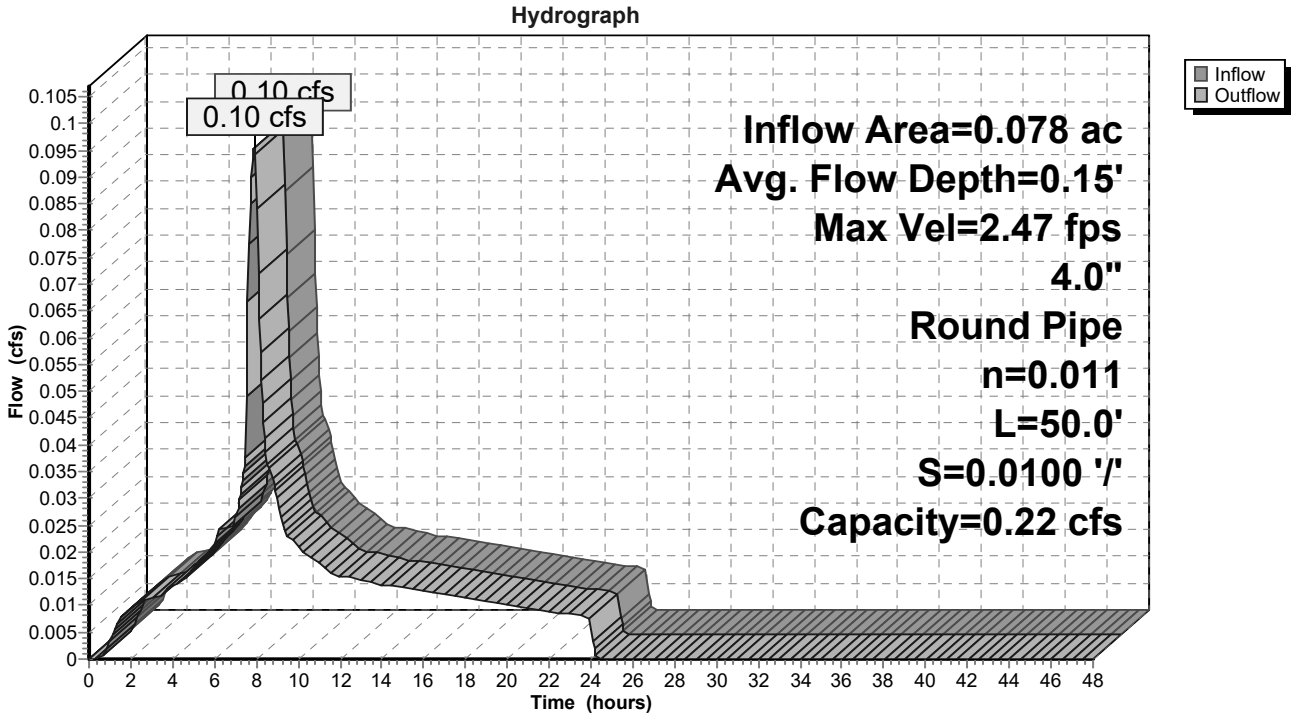
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.47 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 1.42 fps, Avg. Travel Time= 0.6 min

Peak Storage= 2 cf @ 7.89 hrs
Average Depth at Peak Storage= 0.15' , Surface Width= 0.33'
Bank-Full Depth= 0.33' Flow Area= 0.1 sf, Capacity= 0.22 cfs

4.0" Round Pipe
n= 0.011
Length= 50.0' Slope= 0.0100 '/'
Inlet Invert= 98.50', Outlet Invert= 98.00'



Reach 19R: 4" Pipe for Roof Drainage



Summary for Pond 2P: Filtration Planter 2

Inflow Area = 0.154 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.19 cfs @ 7.89 hrs, Volume= 0.063 af
Outflow = 0.19 cfs @ 7.93 hrs, Volume= 0.063 af, Atten= 0%, Lag= 2.1 min
Primary = 0.19 cfs @ 7.93 hrs, Volume= 0.063 af
Routed to Pond 3P : Rock Chamber

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 96.59' @ 16.72 hrs Surf.Area= 105 sf Storage= 22 cf
Flood Elev= 100.00' Surf.Area= 315 sf Storage= 257 cf

Plug-Flow detention time= 5.5 min calculated for 0.063 af (100% of inflow)
Center-of-Mass det. time= 5.5 min (660.8 - 655.2)

Volume	Invert	Avail.Storage	Storage Description
#1	98.00'	210 cf	**Open Storage (Irregular)** Listed below (Recalc)
#2	97.00'	11 cf	**Imported Soil (Irregular)** Listed below (Recalc) 105 cf Overall x 10.0% Voids
#3	96.00'	37 cf	**Rock Chamber (Irregular)** Listed below (Recalc) 105 cf Overall x 35.0% Voids
		257 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
98.00	105	83.0	0	0	105
99.00	105	83.0	105	105	188
100.00	105	83.0	105	210	271

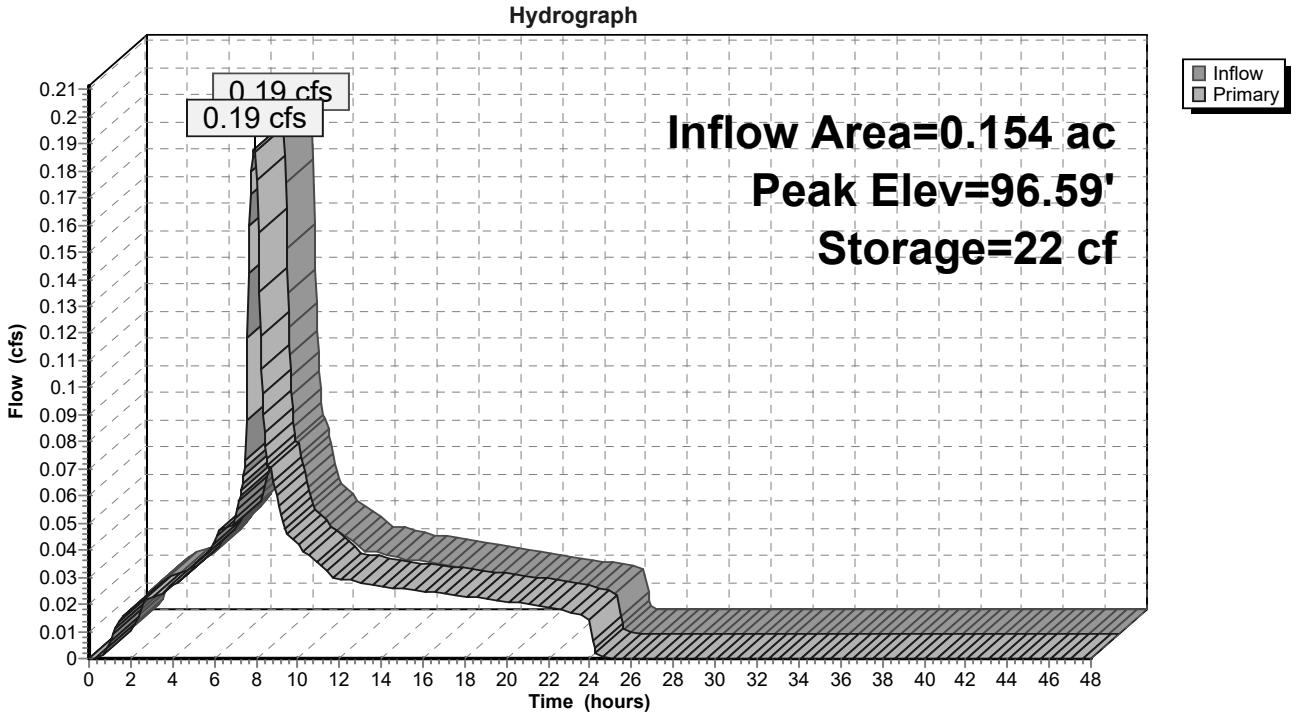
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
97.00	105	83.0	0	0	105
98.00	105	83.0	105	105	188

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
96.00	105	83.0	0	0	105
97.00	105	83.0	105	105	188

Device	Routing	Invert	Outlet Devices
#1	Primary	99.50'	**4.0" Horiz. 4" Overflow Pipe** C= 0.600 Limited to weir flow at low heads
#2	Primary	96.00'	**4.0" Round 4" Pipe to Rock Chamber** L= 15.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 96.00' / 95.25' S= 0.0500 '/' Cc= 0.900 n= 0.011, Flow Area= 0.09 sf

Primary OutFlow Max=0.19 cfs @ 7.93 hrs HW=96.49' TW=93.53' (Dynamic Tailwater)
1=4" Overflow Pipe (Controls 0.00 cfs)
2=4" Pipe to Rock Chamber (Inlet Controls 0.19 cfs @ 2.15 fps)

Pond 2P: Filtration Planter 2



Summary for Pond 3P: Rock Chamber

Inflow Area = 0.259 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.32 cfs @ 7.92 hrs, Volume= 0.107 af
Outflow = 0.04 cfs @ 4.35 hrs, Volume= 0.107 af, Atten= 87%, Lag= 0.0 min
Primary = 0.04 cfs @ 4.35 hrs, Volume= 0.107 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 96.58' @ 16.69 hrs Surf.Area= 585 sf Storage= 1,511 cf
Flood Elev= 97.00' Surf.Area= 585 sf Storage= 1,596 cf

Plug-Flow detention time= 385.9 min calculated for 0.107 af (100% of inflow)
Center-of-Mass det. time= 386.3 min (1,048.7 - 662.4)

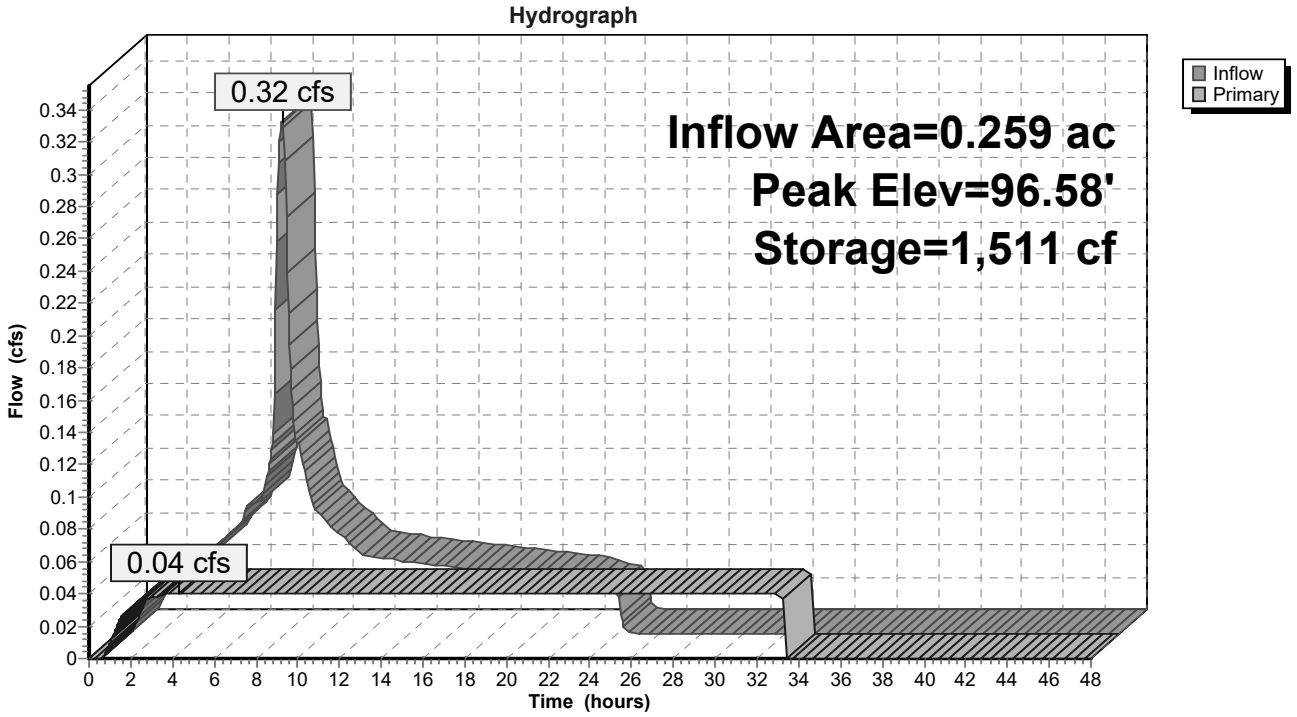
Volume	Invert	Avail.Storage	Storage Description
#1	91.00'	1,031 cf	**Rock Chamber (Prismatic)** Listed below (Recalc) 3,510 cf Overall - 565 cf Embedded = 2,945 cf x 35.0% Voids
#2	92.00'	565 cf	**36.0" Round Pipe Storage - Embedded** Inside #1 L= 80.0' S= 0.0010 '/'
		1,596 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
91.00	585	0	0
97.00	585	3,510	3,510

Device	Routing	Invert	Outlet Devices
#1	Primary	91.00'	**3.000 in/hr Exfiltration over Horizontal area**

Primary OutFlow Max=0.04 cfs @ 4.35 hrs HW=91.06' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.04 cfs)

Pond 3P: Rock Chamber



Summary for Pond 7P: Filtration Planter 1

Inflow Area = 0.105 ac,100.00% Impervious, Inflow Depth = 4.94" for 25-Year 24HR event
Inflow = 0.13 cfs @ 7.89 hrs, Volume= 0.043 af
Outflow = 0.13 cfs @ 7.91 hrs, Volume= 0.043 af, Atten= 0%, Lag= 0.8 min
Primary = 0.13 cfs @ 7.91 hrs, Volume= 0.043 af
Routed to Pond 3P : Rock Chamber

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 96.58' @ 16.74 hrs Surf.Area= 133 sf Storage= 27 cf
Flood Elev= 100.00' Surf.Area= 399 sf Storage= 326 cf

Plug-Flow detention time= 9.6 min calculated for 0.043 af (100% of inflow)
Center-of-Mass det. time= 9.6 min (664.9 - 655.3)

Volume	Invert	Avail.Storage	Storage Description
#1	98.00'	266 cf	**Open Storage (Irregular)** Listed below (Recalc)
#2	97.00'	13 cf	**Imported Soil (Irregular)** Listed below (Recalc) 133 cf Overall x 10.0% Voids
#3	96.00'	47 cf	**Rock Chamber (Irregular)** Listed below (Recalc) 133 cf Overall x 35.0% Voids
		326 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
98.00	133	52.0	0	0	133
99.00	133	52.0	133	133	185
100.00	133	52.0	133	266	237

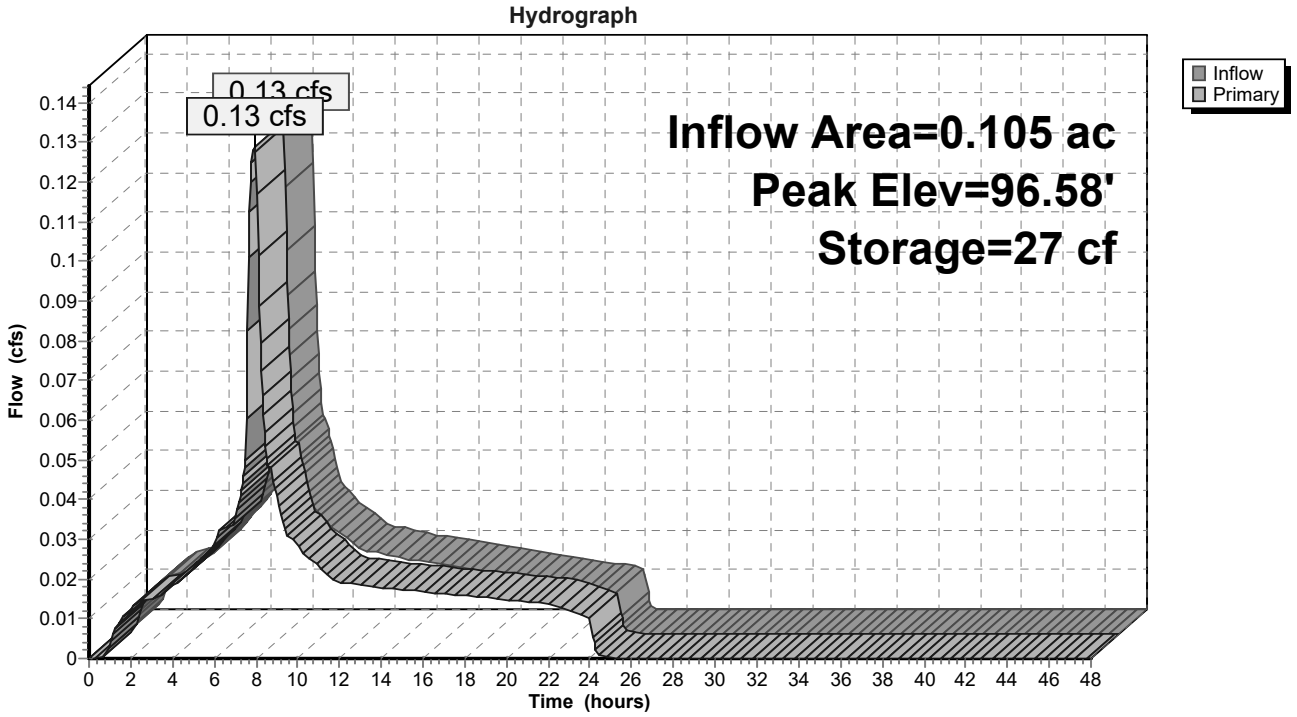
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
97.00	133	52.0	0	0	133
98.00	133	52.0	133	133	185

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
96.00	133	52.0	0	0	133
97.00	133	52.0	133	133	185

Device	Routing	Invert	Outlet Devices
#1	Primary	99.50'	**6.0" Horiz. 6" Overflow Pipe** C= 0.600 Limited to weir flow at low heads
#2	Primary	96.00'	**6.0" Round 6" Pipe to Rock Chamber** L= 150.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 96.00' / 95.25' S= 0.0050 '/' Cc= 0.900 n= 0.011, Flow Area= 0.20 sf

Primary OutFlow Max=0.13 cfs @ 7.91 hrs HW=96.25' TW=93.47' (Dynamic Tailwater)
1=6" Overflow Pipe (Controls 0.00 cfs)
2=6" Pipe to Rock Chamber (Inlet Controls 0.13 cfs @ 1.33 fps)

Pond 7P: Filtration Planter 1



Summary for Subcatchment 1S: Basin 1 Paved Parking Lot

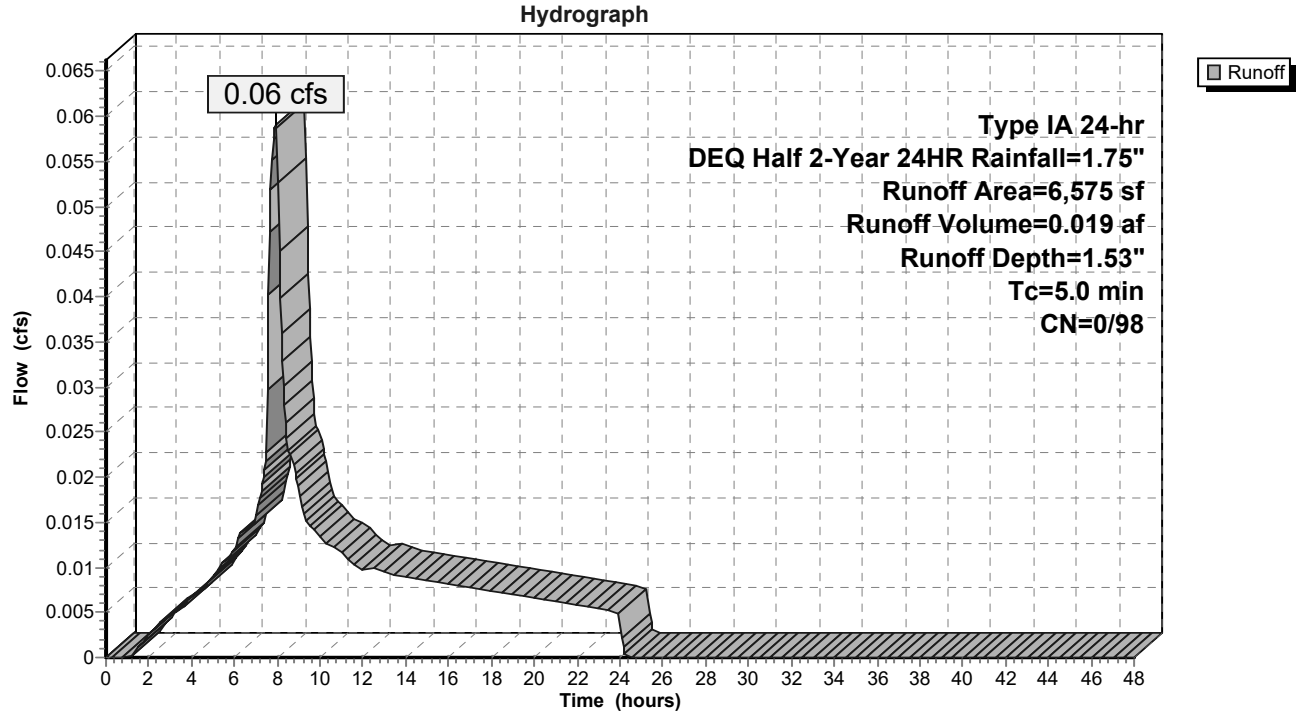
Runoff = 0.06 cfs @ 7.91 hrs, Volume= 0.019 af, Depth= 1.53"
Routed to Reach 8R : 6" Pipe from CB

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
6,575	98	Paved parking, HSG C
6,575	98	100.00% Impervious Area

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

Subcatchment 1S: Basin 1 Paved Parking Lot



Summary for Subcatchment 4S: Basin 2 Concrete Patio

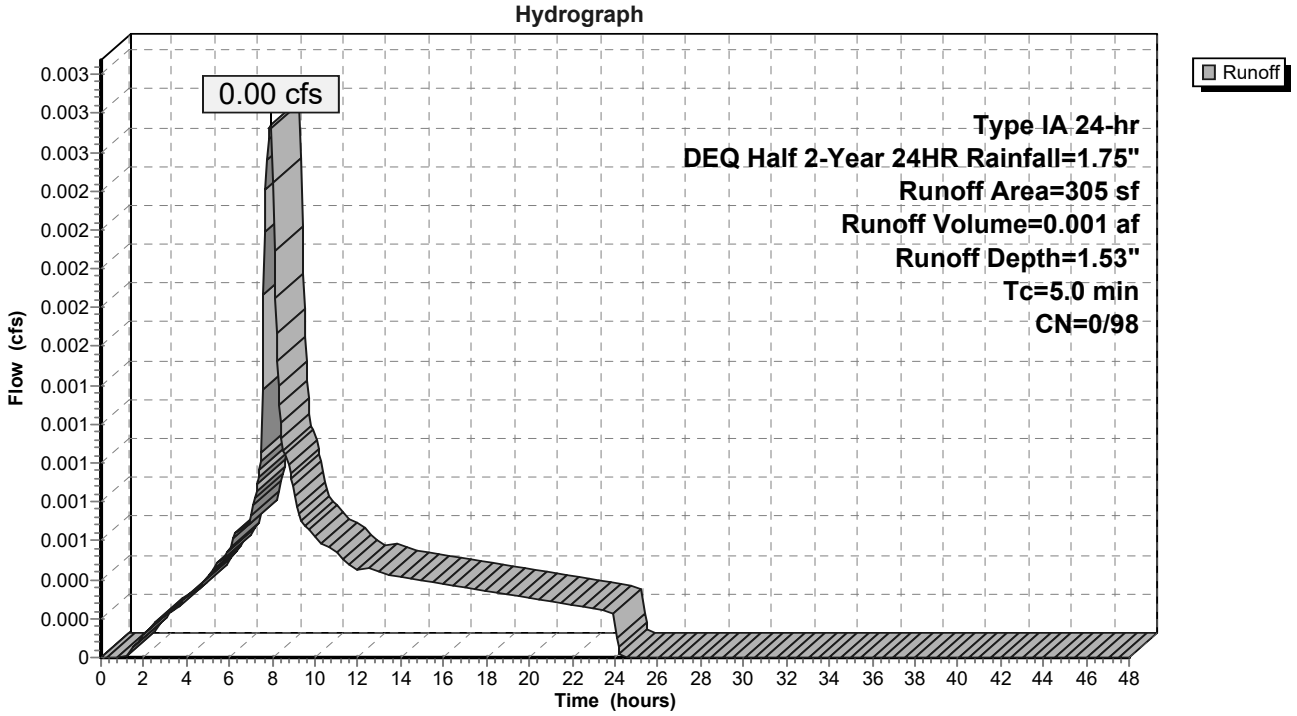
Runoff = 0.00 cfs @ 7.91 hrs, Volume= 0.001 af, Depth= 1.53"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
305	98	Unconnected pavement, HSG C
305	98	100.00% Impervious Area

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

Subcatchment 4S: Basin 2 Concrete Patio



Summary for Subcatchment 5S: Basin 3 Main Building Roof

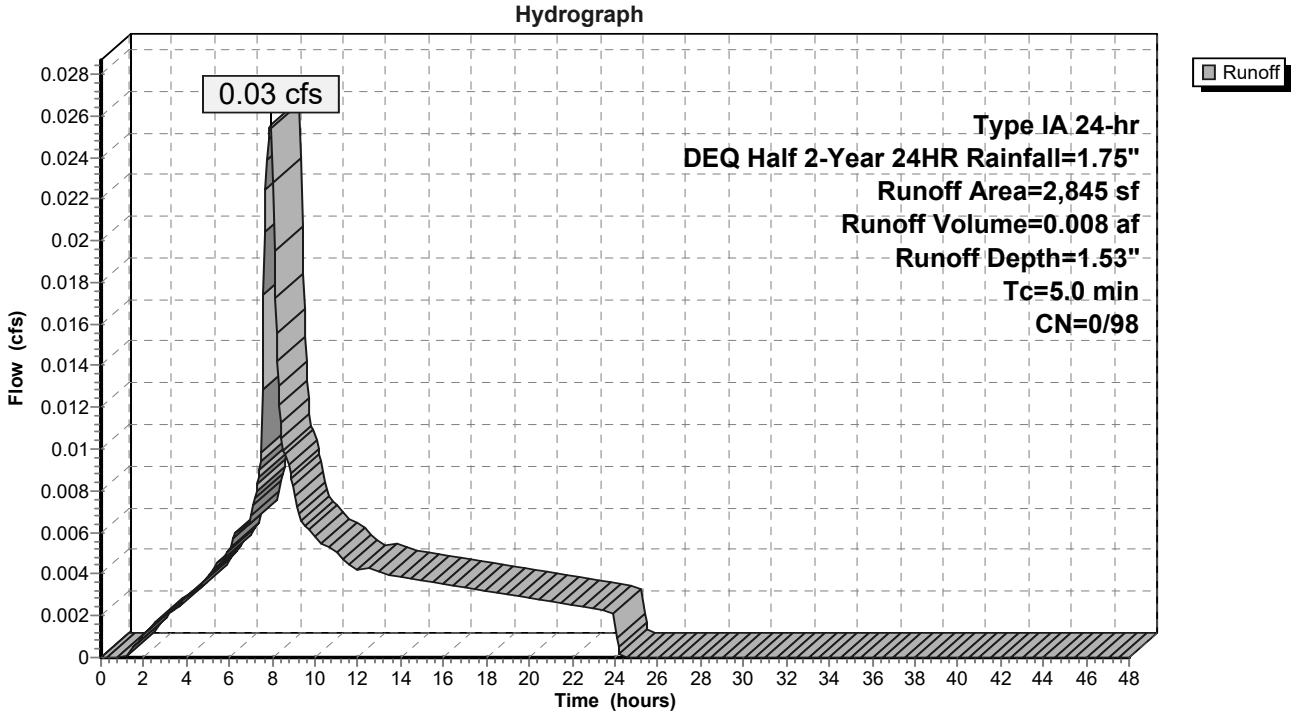
Runoff = 0.03 cfs @ 7.91 hrs, Volume= 0.008 af, Depth= 1.53"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
2,845	98	Unconnected roofs, HSG B
2,845	98	100.00% Impervious Area

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

Subcatchment 5S: Basin 3 Main Building Roof



Summary for Subcatchment 6S: Basin 4 Brewery Roof

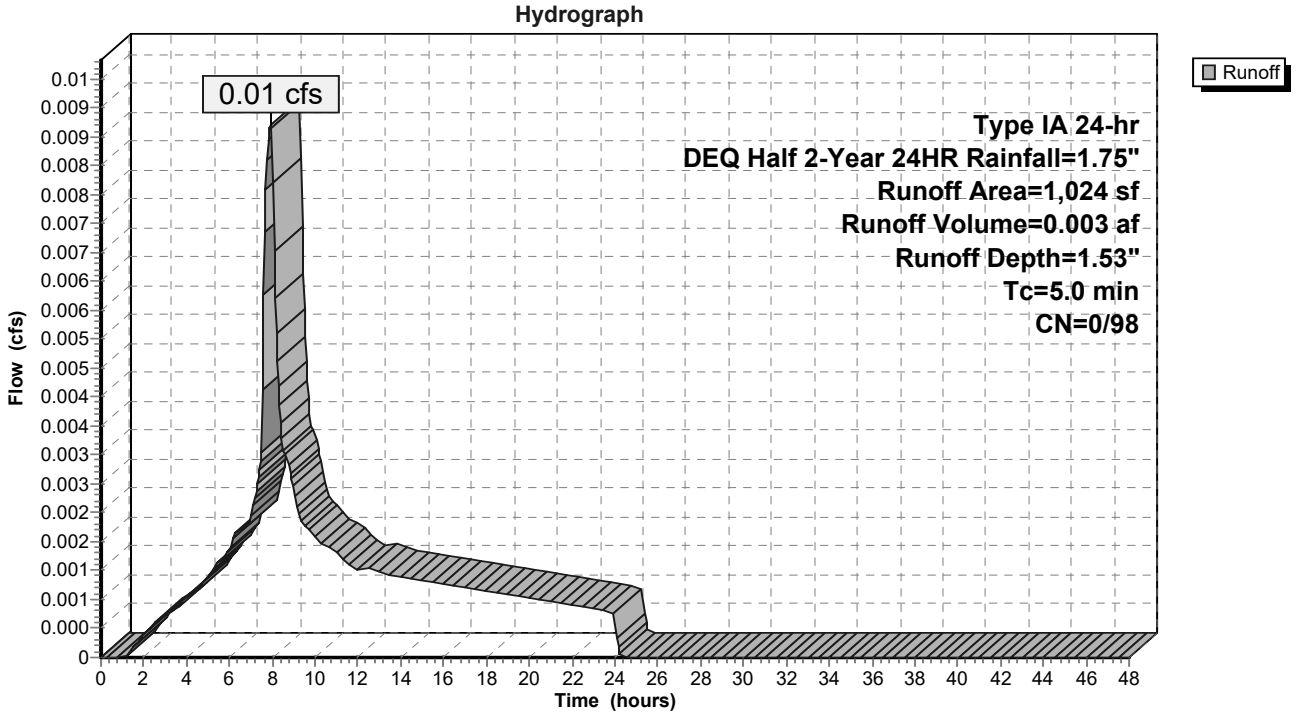
Runoff = 0.01 cfs @ 7.91 hrs, Volume= 0.003 af, Depth= 1.53"
Routed to Reach 11R : 4" Pipe for Roof Drains

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
1,024	98	Unconnected roofs, HSG B
1,024	98	100.00% Impervious Area

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

Subcatchment 6S: Basin 4 Brewery Roof



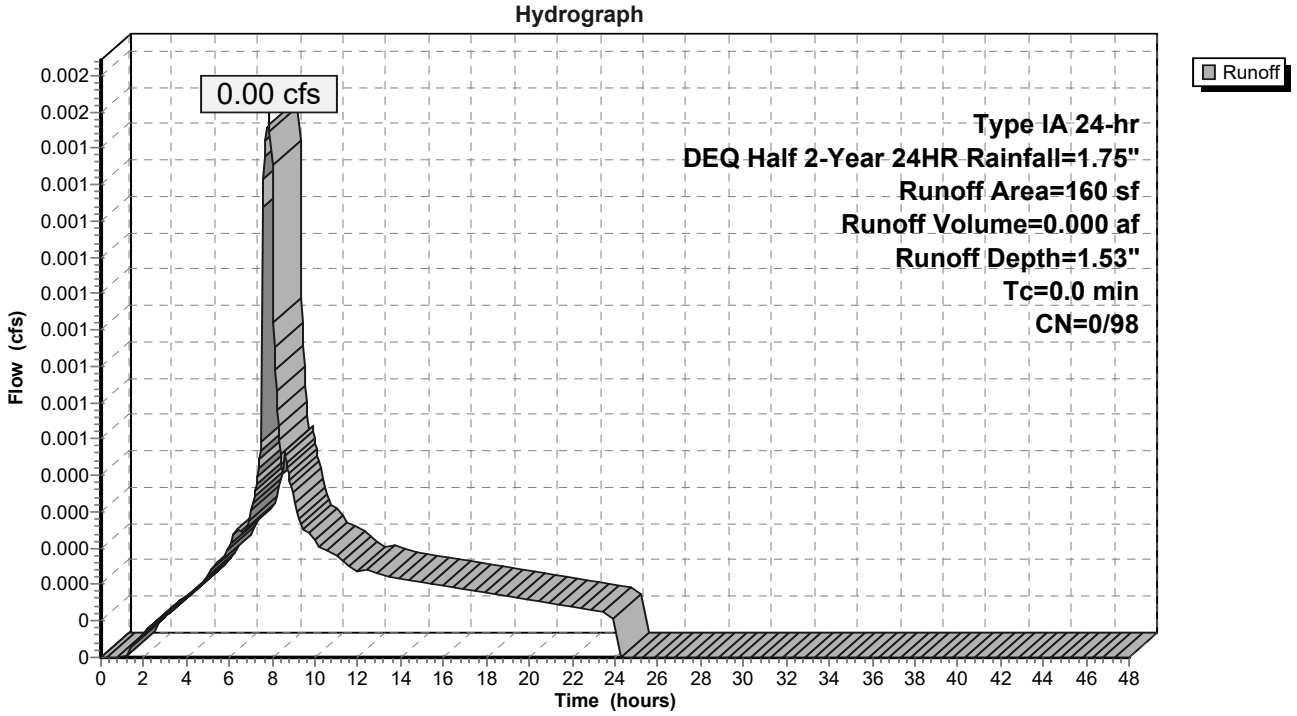
Summary for Subcatchment 17S: Filtration Planter 1

Runoff = 0.00 cfs @ 7.81 hrs, Volume= 0.000 af, Depth= 1.53"
Routed to Pond 7P : Filtration Planter 1

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
160	98	Water Surface, HSG C
160	98	100.00% Impervious Area

Subcatchment 17S: Filtration Planter 1



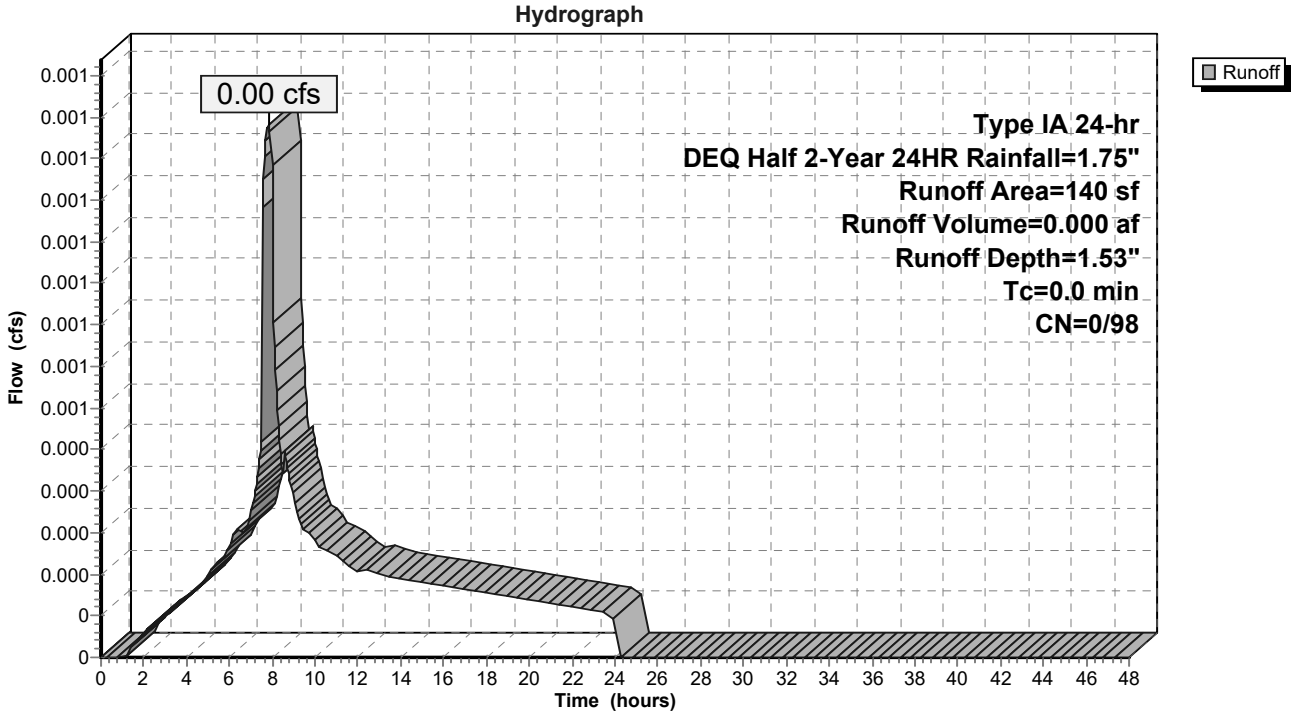
Summary for Subcatchment 18S: Filration Planter 2

Runoff = 0.00 cfs @ 7.81 hrs, Volume= 0.000 af, Depth= 1.53"
Routed to Pond 2P : Filtration Planter 2

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
140	98	Water Surface, HSG C
140	98	100.00% Impervious Area

Subcatchment 18S: Filration Planter 2



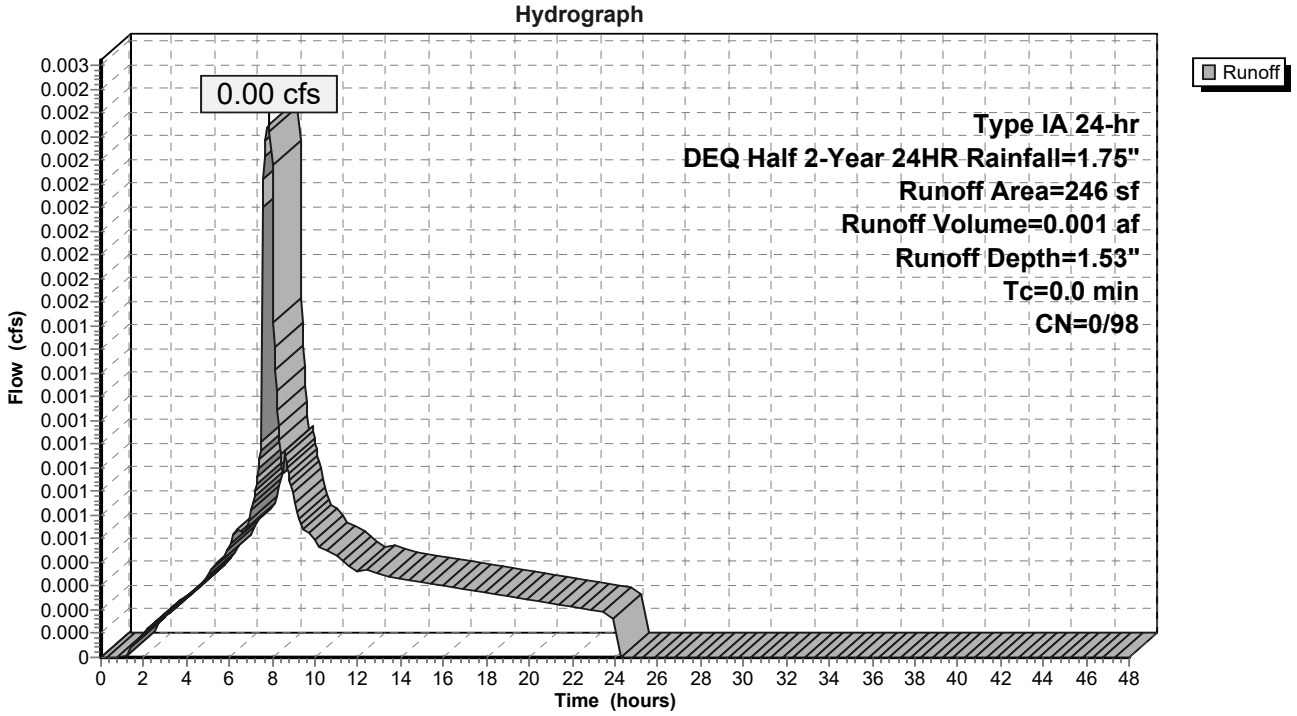
Summary for Subcatchment 20S: Shed

Runoff = 0.00 cfs @ 7.81 hrs, Volume= 0.001 af, Depth= 1.53"
Routed to Reach 19R : 4" Pipe for Roof Drainage

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type IA 24-hr DEQ Half 2-Year 24HR Rainfall=1.75"

Area (sf)	CN	Description
246	98	Unconnected roofs, HSG C
246	98	100.00% Impervious Area

Subcatchment 20S: Shed



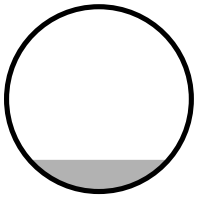
Summary for Reach 8R: 6" Pipe from CB

Inflow Area = 0.151 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.06 cfs @ 7.91 hrs, Volume= 0.019 af
Outflow = 0.06 cfs @ 7.91 hrs, Volume= 0.019 af, Atten= 0%, Lag= 0.1 min
Routed to Pond 2P : Filtration Planter 2

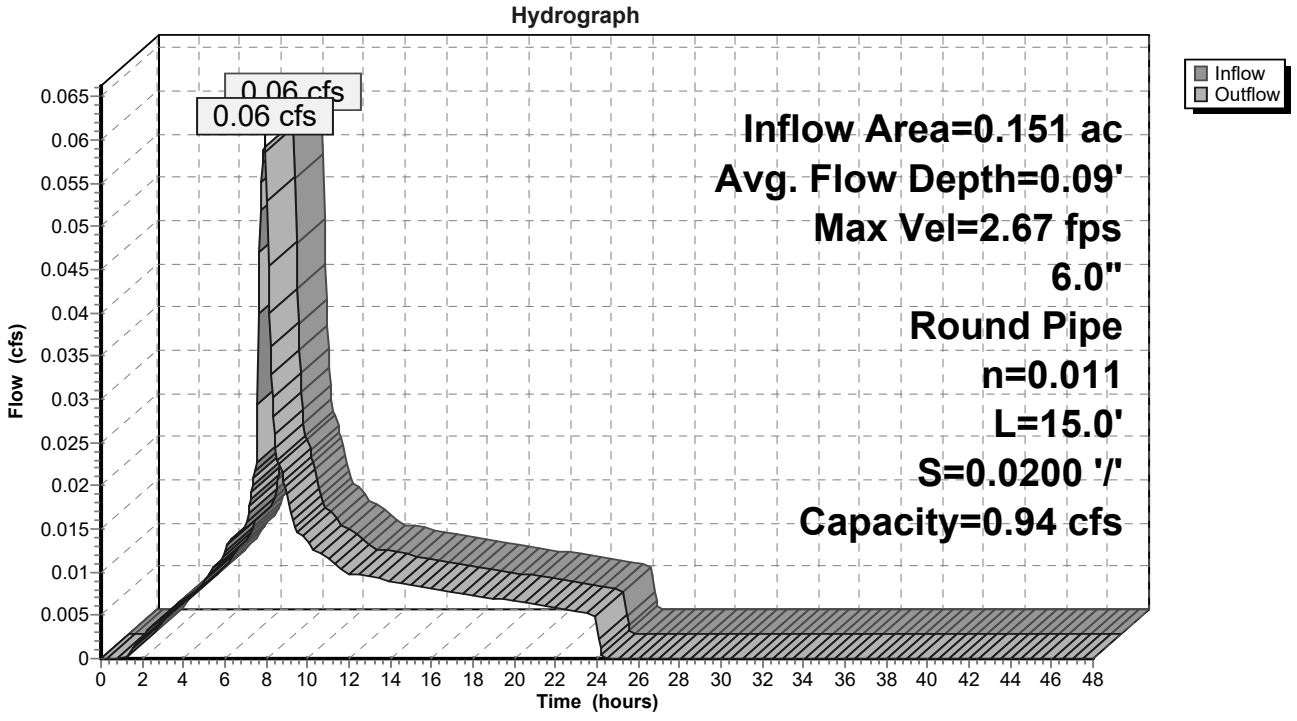
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.67 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 1.49 fps, Avg. Travel Time= 0.2 min

Peak Storage= 0 cf @ 7.91 hrs
Average Depth at Peak Storage= 0.09' , Surface Width= 0.38'
Defined Flood Depth= 100.00' Flow Area= 6.8 sf, Capacity= -782.16 cfs
Bank-Full Depth= 0.50' Flow Area= 0.2 sf, Capacity= 0.94 cfs

6.0" Round Pipe
n= 0.011
Length= 15.0' Slope= 0.0200 '/'
Inlet Invert= 98.30', Outlet Invert= 98.00'



Reach 8R: 6" Pipe from CB



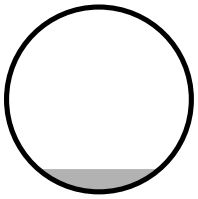
Summary for Reach 11R: 4" Pipe for Roof Drains

Inflow Area = 0.024 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.01 cfs @ 7.91 hrs, Volume= 0.003 af
Outflow = 0.01 cfs @ 7.91 hrs, Volume= 0.003 af, Atten= 0%, Lag= 0.3 min
Routed to Pond 7P : Filtration Planter 1

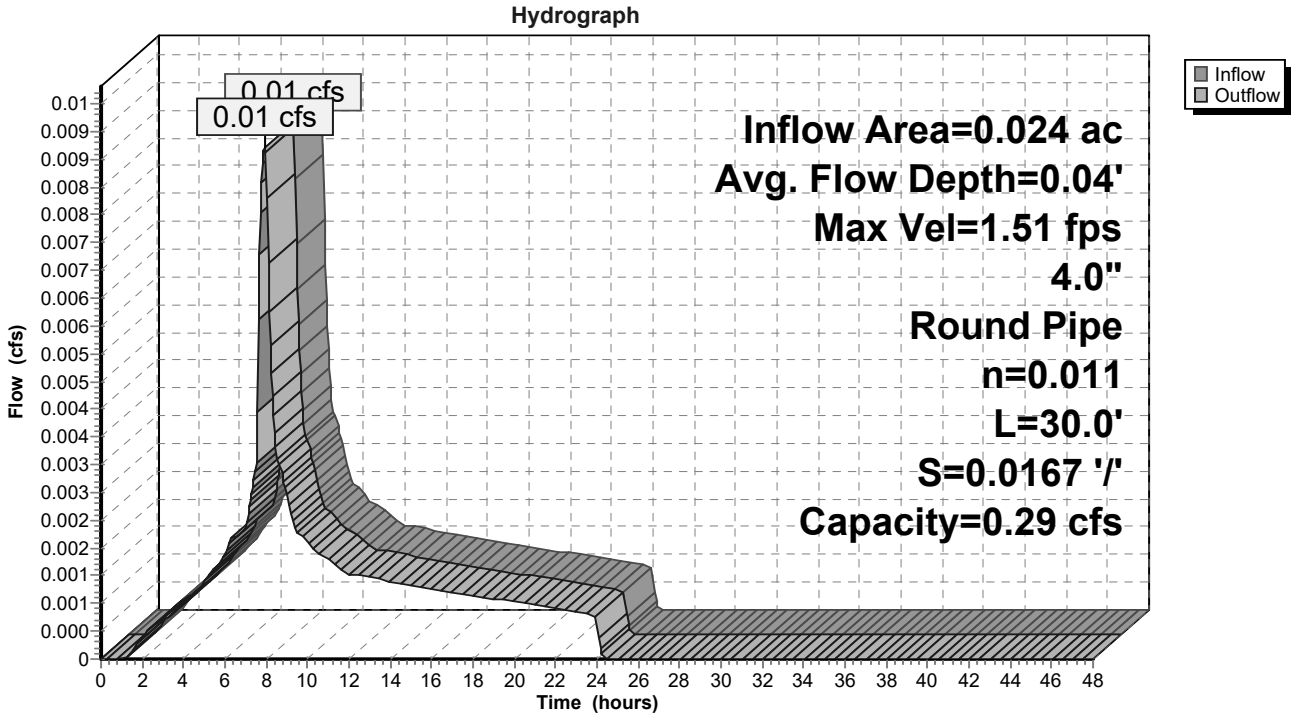
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 1.51 fps, Min. Travel Time= 0.3 min
Avg. Velocity = 0.85 fps, Avg. Travel Time= 0.6 min

Peak Storage= 0 cf @ 7.91 hrs
Average Depth at Peak Storage= 0.04' , Surface Width= 0.22'
Bank-Full Depth= 0.33' Flow Area= 0.1 sf, Capacity= 0.29 cfs

4.0" Round Pipe
n= 0.011
Length= 30.0' Slope= 0.0167 '/'
Inlet Invert= 98.50', Outlet Invert= 98.00'



Reach 11R: 4" Pipe for Roof Drains



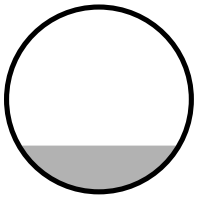
Summary for Reach 19R: 4" Pipe for Roof Drainage

Inflow Area = 0.078 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.03 cfs @ 7.90 hrs, Volume= 0.010 af
Outflow = 0.03 cfs @ 7.90 hrs, Volume= 0.010 af, Atten= 0%, Lag= 0.3 min
Routed to Pond 7P : Filtration Planter 1

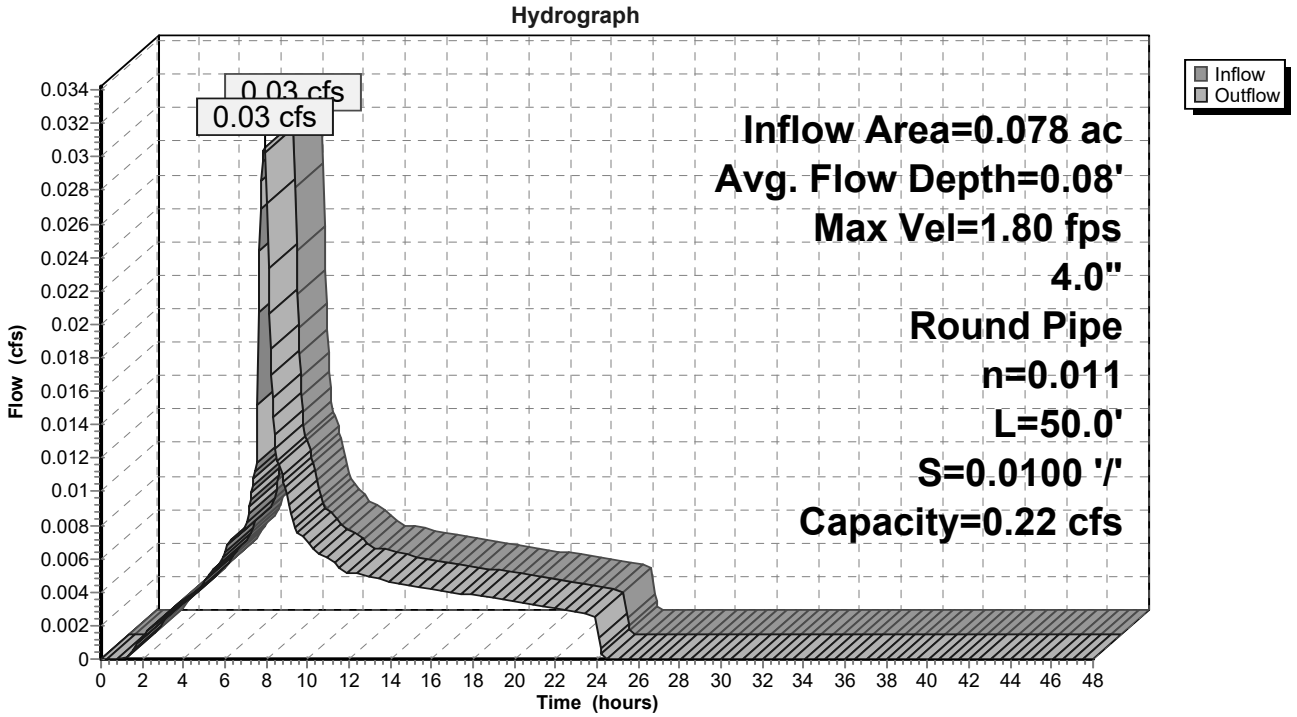
Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 1.80 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.01 fps, Avg. Travel Time= 0.8 min

Peak Storage= 1 cf @ 7.90 hrs
Average Depth at Peak Storage= 0.08' , Surface Width= 0.29'
Bank-Full Depth= 0.33' Flow Area= 0.1 sf, Capacity= 0.22 cfs

4.0" Round Pipe
n= 0.011
Length= 50.0' Slope= 0.0100 '/'
Inlet Invert= 98.50', Outlet Invert= 98.00'



Reach 19R: 4" Pipe for Roof Drainage



Summary for Pond 2P: Filtration Planter 2

Inflow Area = 0.154 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.06 cfs @ 7.90 hrs, Volume= 0.020 af
Outflow = 0.06 cfs @ 7.92 hrs, Volume= 0.020 af, Atten= 0%, Lag= 1.1 min
Primary = 0.06 cfs @ 7.92 hrs, Volume= 0.020 af
Routed to Pond 3P : Rock Chamber

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 96.19' @ 7.92 hrs Surf.Area= 105 sf Storage= 7 cf
Flood Elev= 100.00' Surf.Area= 315 sf Storage= 257 cf

Plug-Flow detention time= 4.1 min calculated for 0.020 af (100% of inflow)
Center-of-Mass det. time= 4.2 min (691.0 - 686.9)

Volume	Invert	Avail.Storage	Storage Description
#1	98.00'	210 cf	**Open Storage (Irregular)** Listed below (Recalc)
#2	97.00'	11 cf	**Imported Soil (Irregular)** Listed below (Recalc) 105 cf Overall x 10.0% Voids
#3	96.00'	37 cf	**Rock Chamber (Irregular)** Listed below (Recalc) 105 cf Overall x 35.0% Voids
		257 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
98.00	105	83.0	0	0	105
99.00	105	83.0	105	105	188
100.00	105	83.0	105	210	271

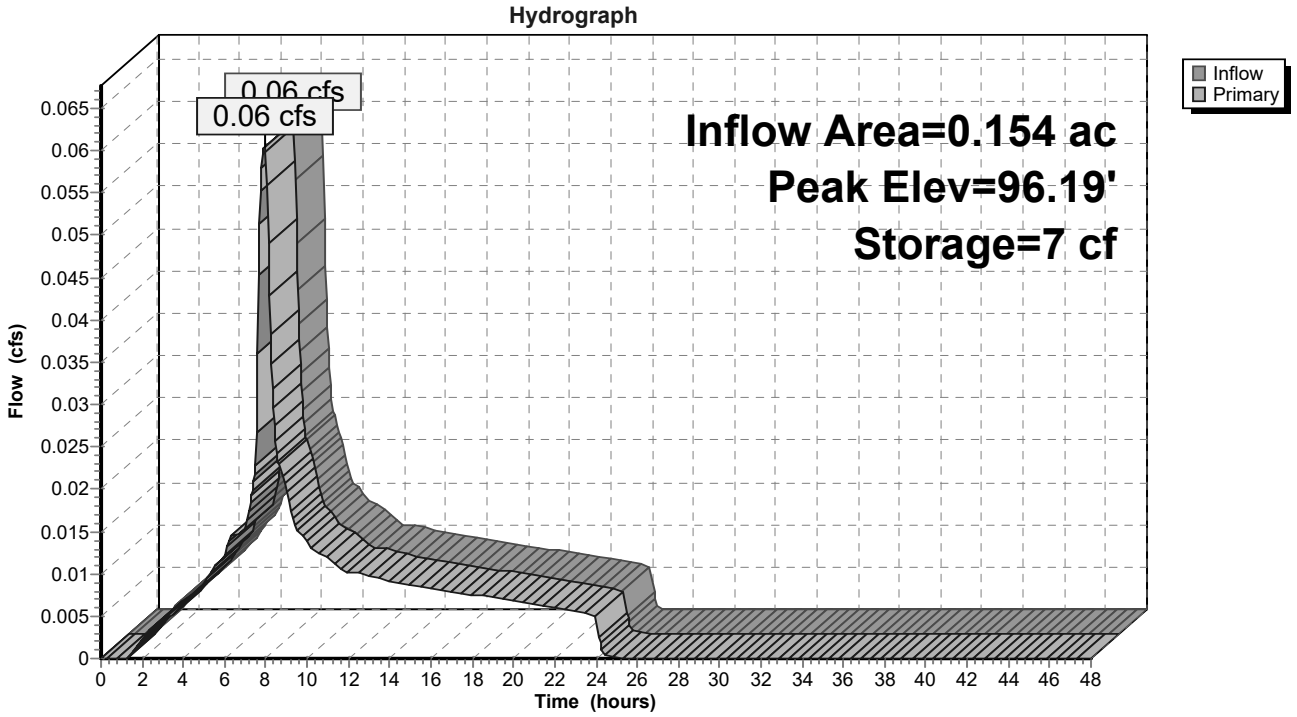
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
97.00	105	83.0	0	0	105
98.00	105	83.0	105	105	188

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
96.00	105	83.0	0	0	105
97.00	105	83.0	105	105	188

Device	Routing	Invert	Outlet Devices
#1	Primary	99.50'	**4.0" Horiz. 4" Overflow Pipe** C= 0.600 Limited to weir flow at low heads
#2	Primary	96.00'	**4.0" Round 4" Pipe to Rock Chamber** L= 15.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 96.00' / 95.25' S= 0.0500 '/' Cc= 0.900 n= 0.011, Flow Area= 0.09 sf

Primary OutFlow Max=0.06 cfs @ 7.92 hrs HW=96.19' TW=91.29' (Dynamic Tailwater)
1=4" Overflow Pipe (Controls 0.00 cfs)
2=4" Pipe to Rock Chamber (Inlet Controls 0.06 cfs @ 1.17 fps)

Pond 2P: Filtration Planter 2



Summary for Pond 3P: Rock Chamber

Inflow Area = 0.259 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.10 cfs @ 7.92 hrs, Volume= 0.033 af
Outflow = 0.04 cfs @ 7.70 hrs, Volume= 0.033 af, Atten= 60%, Lag= 0.0 min
Primary = 0.04 cfs @ 7.70 hrs, Volume= 0.033 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 91.58' @ 8.51 hrs Surf.Area= 585 sf Storage= 118 cf
Flood Elev= 97.00' Surf.Area= 585 sf Storage= 1,596 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 10.3 min (702.1 - 691.9)

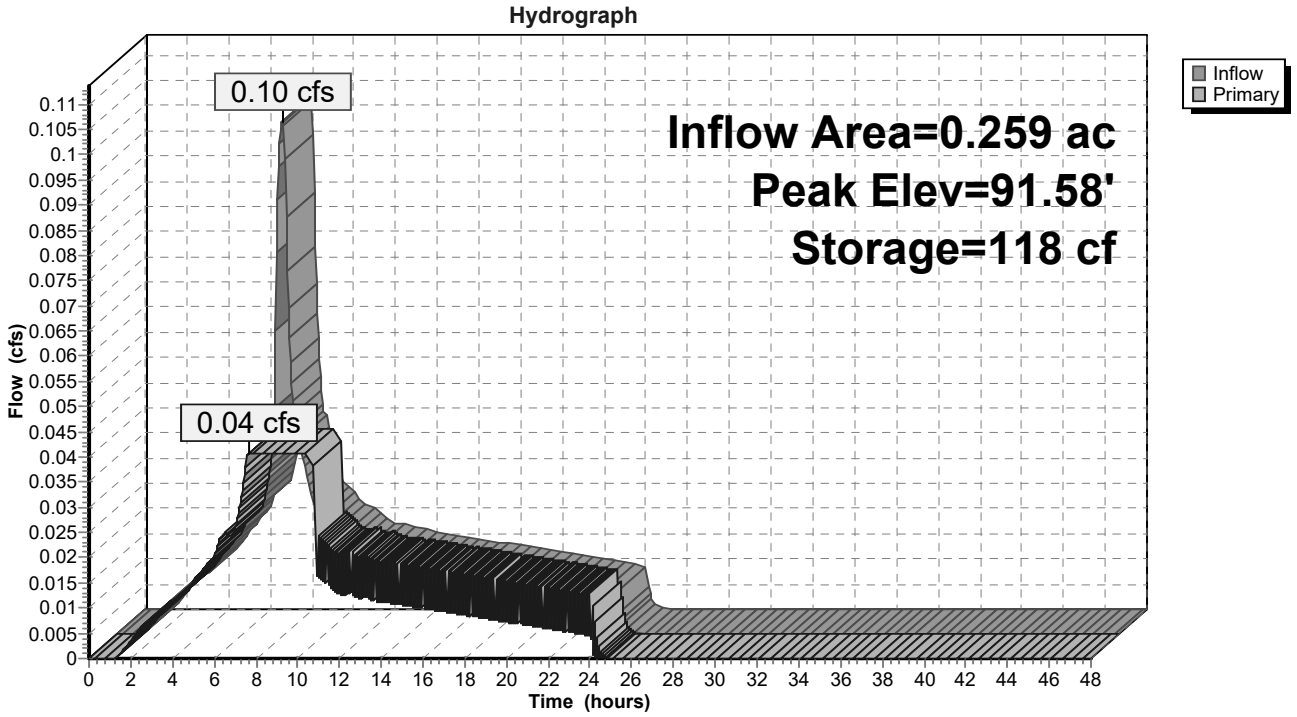
Volume	Invert	Avail.Storage	Storage Description
#1	91.00'	1,031 cf	**Rock Chamber (Prismatic)** Listed below (Recalc) 3,510 cf Overall - 565 cf Embedded = 2,945 cf x 35.0% Voids
#2	92.00'	565 cf	**36.0" Round Pipe Storage - Embedded** Inside #1 L= 80.0' S= 0.0010 '/'
		1,596 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
91.00	585	0	0
97.00	585	3,510	3,510

Device	Routing	Invert	Outlet Devices
#1	Primary	91.00'	**3.000 in/hr Exfiltration over Horizontal area**

Primary OutFlow Max=0.04 cfs @ 7.70 hrs HW=91.07' (Free Discharge)
1=Exfiltration (Exfiltration Controls 0.04 cfs)

Pond 3P: Rock Chamber



Summary for Pond 7P: Filtration Planter 1

Inflow Area = 0.105 ac,100.00% Impervious, Inflow Depth = 1.53" for DEQ Half 2-Year 24HR event
Inflow = 0.04 cfs @ 7.90 hrs, Volume= 0.013 af
Outflow = 0.04 cfs @ 7.92 hrs, Volume= 0.013 af, Atten= 0%, Lag= 1.3 min
Primary = 0.04 cfs @ 7.92 hrs, Volume= 0.013 af
Routed to Pond 3P : Rock Chamber

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 96.13' @ 7.92 hrs Surf.Area= 133 sf Storage= 6 cf
Flood Elev= 100.00' Surf.Area= 399 sf Storage= 326 cf

Plug-Flow detention time= 6.7 min calculated for 0.013 af (100% of inflow)
Center-of-Mass det. time= 6.1 min (693.1 - 687.1)

Volume	Invert	Avail.Storage	Storage Description
#1	98.00'	266 cf	**Open Storage (Irregular)** Listed below (Recalc)
#2	97.00'	13 cf	**Imported Soil (Irregular)** Listed below (Recalc) 133 cf Overall x 10.0% Voids
#3	96.00'	47 cf	**Rock Chamber (Irregular)** Listed below (Recalc) 133 cf Overall x 35.0% Voids
		326 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
98.00	133	52.0	0	0	133
99.00	133	52.0	133	133	185
100.00	133	52.0	133	266	237

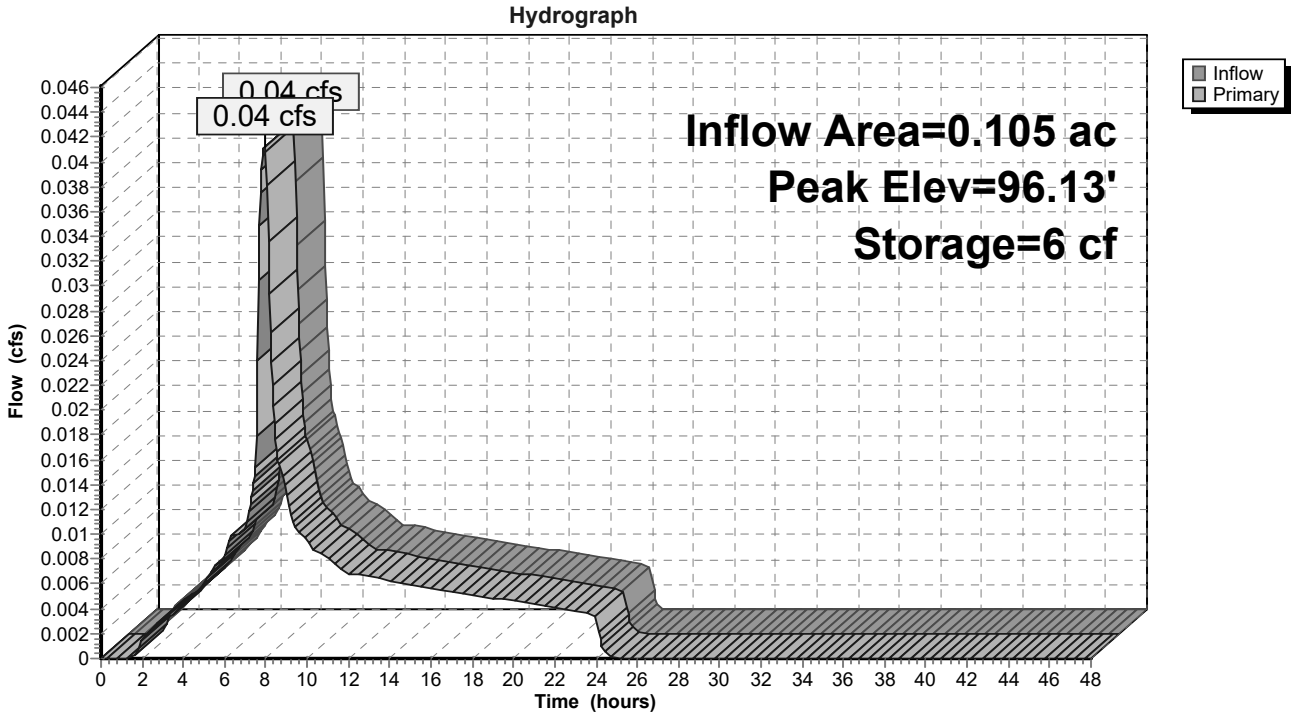
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
97.00	133	52.0	0	0	133
98.00	133	52.0	133	133	185

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
96.00	133	52.0	0	0	133
97.00	133	52.0	133	133	185

Device	Routing	Invert	Outlet Devices
#1	Primary	99.50'	**6.0" Horiz. 6" Overflow Pipe** C= 0.600 Limited to weir flow at low heads
#2	Primary	96.00'	**6.0" Round 6" Pipe to Rock Chamber** L= 150.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 96.00' / 95.25' S= 0.0050 '/' Cc= 0.900 n= 0.011, Flow Area= 0.20 sf

Primary OutFlow Max=0.04 cfs @ 7.92 hrs HW=96.13' TW=91.29' (Dynamic Tailwater)
1=6" Overflow Pipe (Controls 0.00 cfs)
2=6" Pipe to Rock Chamber (Barrel Controls 0.04 cfs @ 1.45 fps)

Pond 7P: Filtration Planter 1



Oregon Historic Site Record

LOCATION AND PROPERTY NAME

address:	91032 S Willamette St (approx) Coburg, Lane County	**historic name:**	Pollard, Zacariah, House
		current/other names:	Primrose Lane Antiques
assoc addresses:	162 S Willamette St	**block/lot/tax lot:**	
location descr:		**twnshp/rng/sect/qtr sect:**	16S 3W 33

PROPERTY CHARACTERISTICS

resource type:	Building	**height (stories):**	1.5	**total elig resources:**	1	**total inelig resources:**	0
elig evaluation:	eligible/contributing			**NR Status:**	Listed in Historic District		
prim constr date:	1854	**second date:**		**date indiv listed:**			

primary orig use:	Single Dwelling	**orig use comments:**	
second orig use:	COMMERCIAL: General		
primary style:	Classical Revival: other	**prim style comments:**	
secondary style:		**sec style comments:**	
primary siding:	Horizontal Board	**siding comments:**	weatherboard siding
secondary siding:	Wood:Other/Undefined		
plan type:	Double House/Duplex	**architect:**	
		builder:	Locke, Bernard?

comments/notes:

Originally a double house, now with altered floor plan. Fenestration pattern essentially intact, but original sash changed to four-over-four and one-over-one. New oversized front porch.

GROUPINGS / ASSOCIATIONS

Survey/Grouping Included In:	Type of Grouping	Date Listed	Date Compiled
Coburg Historic District	Listed Historic District	01/07/1986	
Coburg Historic District RLS Resurvey 2008	Survey & Inventory Project		2008
Settlement-era Dwellings, Barns & Farm Groups the the Willamette Valley, Oregon	Survey & Inventory Project		2013

SHPO INFORMATION FOR THIS PROPERTY

NR date listed:	N/A	Special Assessment			**106 Project(s):**	None	
ILS survey date:		**Status**	**Term**	**End Yr**	**Federal Tax Project(s):**	None	
RLS survey date:	01/17/2013	Closed	1st	2008			

ARCHITECTURAL / PROPERTY DESCRIPTION

(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)

Refer to scanned documents links.

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)

Refer to scanned documents links.

RESEARCH INFORMATION

Title Records	Census Records	Property Tax Records	Local Histories
Sanborn Maps	Biographical Sources	SHPO Files	Interviews
Obituaries	Newspapers	State Archives	Historic Photographs
City Directories	Building Permits	State Library	

Local Library:		**University Library:**	
Historical Society:		**Other Respository:**	

Bibliography:

TRAFFIC IMPACT ANALYS

WILLAMETTE FORKS
Traffic Impact Analysis

COBURG, OREGON

November 17, 2021

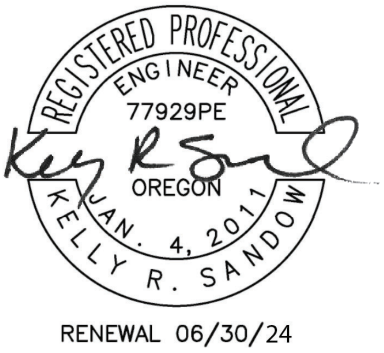
Revised December 27, 2022

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW
ENGINEERING

Traffic Impact Analysis

Willamette Forks



Coburg, Oregon
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project # 5905

EXECUTIVE SUMMARY

This report provides the Traffic Impact Analysis and findings prepared for the proposed Willamette Forks Restaurant in Coburg, Oregon. The subject site is located at 91032 South Willamette St across from E Delaney St, more specifically, Assessor's Map 33-16S-3W-4200. The site is currently occupied with a building previously used for commercial purposes. The proposal is to remodel the existing building for use as a restaurant and to add an 853-sf brewing facility on site.

The applicant is proposing:

1. 2,371 sf restaurant with 100 seats
2. 853 sf brewing facility

The site currently has two access connections to Willamette St. The proposal is to keep the existing accesses as two full-movement accesses.

The analysis evaluates the transportation impacts per the City of Coburg and Lane County criteria, evaluating adjacent roadway and intersection operations with the addition of development traffic for the year of completion and a 5-year future analysis.

FINDINGS

The following report recommendations are based on the information and analysis documented in this report.

- The study area intersections will meet the mobility standards with the development in place.
- The addition of development trips does not increase queuing conditions and study area intersections.
- The site accesses will operate safely and efficiently for all modes of travel.
- The site will have safe and adequate access for pedestrians and bicycles to and within the site.

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1.0 BACKGROUND

1.1 SITE INFORMATION

This report provides the analysis and findings prepared for the proposed Willamette Forks Restaurant in Coburg, Oregon. The application is for the 0.62-acre site located at 91032 S Willamette Street at Tax Lot 4200 of Assessor's Map 33-13-16S-3W. Figure 1 contains the site location and vicinity map.

The site currently contains a building previously used for commercial businesses. The site has two access connections to Willamette St. The northern access is located approximately 100 feet north of Delaney St. The southern access is aligned with Delaney Street.

1.2 DEVELOPMENT PROPOSAL

The applicant is proposing to remodel the existing building on site to a 2,371-sf restaurant with 100 seats (indoor and outdoor seating). Additionally, the applicant will be constructing an 853-sf ancillary building that will serve as a brewing facility.

The applicant is proposing to maintain the existing access connections as two full-movement accesses.

Appendix A contains the site plan.

1.3 ANALYSIS SCOPE

As per City of Coburg Development Code X-I(1)(C), a TIA is required for this project as the site will generate more than 200 ADT. Table 3 provides the trip generation estimate. The city of Coburg and Lane County have roadways within the study area. Sandow Engineering coordinated Scopes of Work with the City of Coburg and Lane County, provided in Appendix B.

The analysis includes:

- Site access points
- Intersection evaluation
- Circulation and safety evaluation for the accesses
- Safety and circulation for pedestrians, bicyclists, and transit at the project entrance

The evaluation is prepared for the PM Peak Period (4:00-6:00 PM) for the following locations:

- Willamette St at Delaney St
- Willamette St at Pearl St

The analysis is performed for:

- Existing conditions, year 2022
- Estimated year of completion, year 2023, with and without the proposed development
- Five-year planning horizon year, year 2028, with and without the proposed development

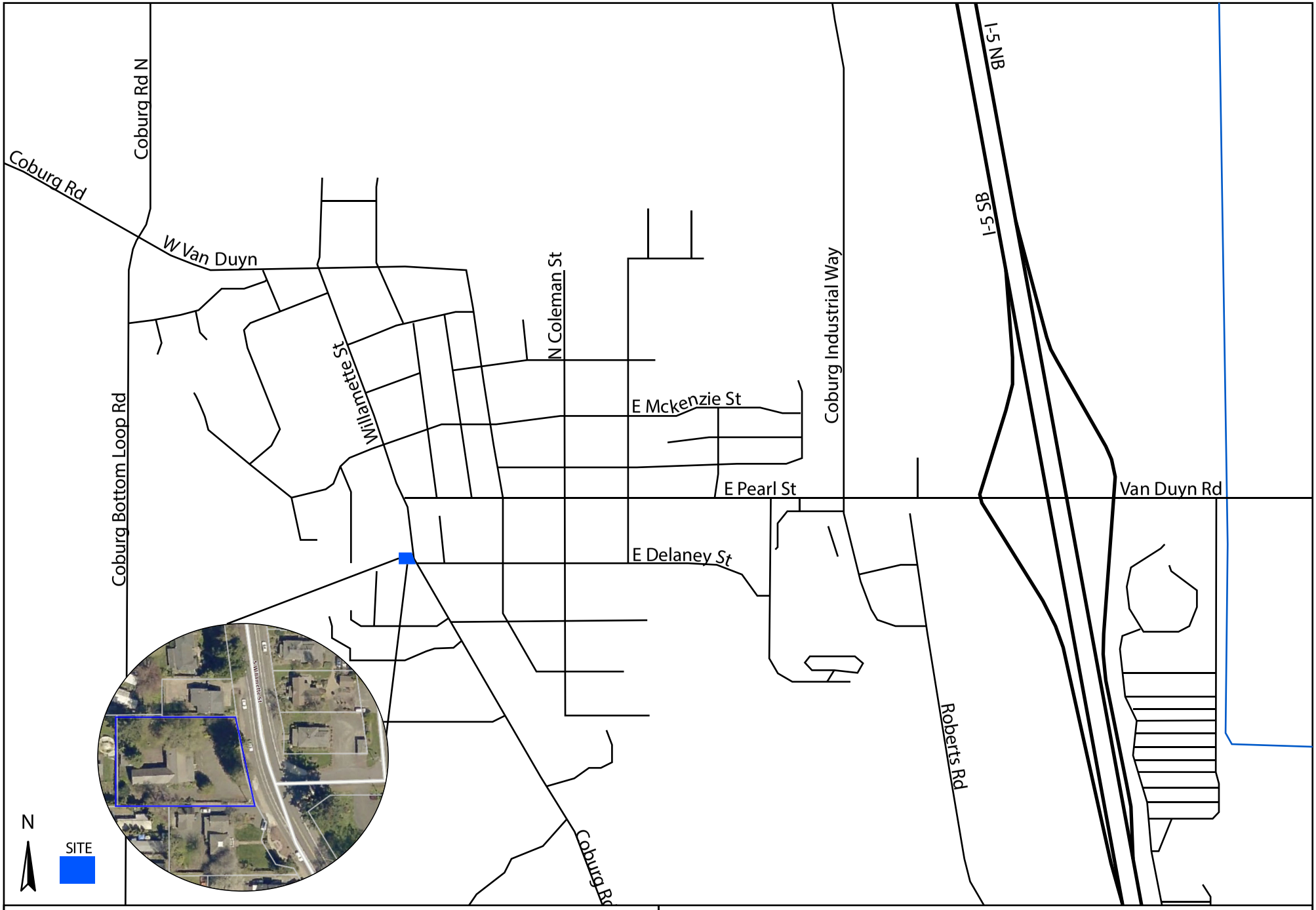

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Figure 1: Site Location and Vicinity Map

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2.0 EXISTING ROADWAY CONDITIONS

2.1 STREET NETWORK

The streets included within the study area are Willamette St, Delaney St, and Pearl St. The roadway characteristics within the study area are included in Table 1.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Willamette Street	Delaney Street	Pearl Street
Jurisdiction	Lane County	City of Coburg	Lane County
Classification	Minor Arterial	Local	Minor Arterial
Lanes per Direction	1	1	1
Center Left-Turn Lane	No	No	Yes
Restrictions in the Median	None	None	None
Bikes Lanes Present	Yes	No	Yes
Sidewalks Present	Yes	No	Yes
Transit Route	Yes	No	Yes
On-Street Parking	Yes	Yes	No

2.2 STUDY INTERSECTIONS

Intersections included in this study are Willamette St at Delaney St and Willamette St at Pearl St.

Willamette St at Delaney St

This intersection is a T-intersection where the stop control is on Delaney St. The intersection is one lane in each direction with bike lanes on Willamette St. There are no striped crosswalks. However, there are updated ADA ramps for all crossings.

Willamette St at Pearl St

This is a 4-way signalized intersection. There are bike lanes on Willamette St and Pearl St and marked crosswalks at all four approaches.

Figure 2 illustrates the study area intersection geometry and control.

2.3 TRANSIT

Lane Transit District

Lane Transit District provides transit operations to and within the City of Coburg. Route 96 serves the city via Willamette St, Pearl Street, and Coburg Industrial Way. Buses serve the city once in the AM and once in the PM, Monday through Saturday. The nearest transit stop is located 160 feet to the south (east side of Coburg Road). Figure 3 illustrates the transit route

and stop locations. There are sidewalks, bike lanes, and ADA crossings between the site and the transit stop. The existing sidewalks, pedestrian crossings, and bike lanes provide safe access between the site and the transit stop.

2.4 PEDESTRIAN AND BICYCLE ACCESS

Sidewalks and bike lanes are provided along Willamette Street and Pearl Street for the entire length within the City limits. There are ADA ramps located at the adjacent intersections of Willamette St at Delaney St, Willamette St at Pearl St, and Willamette St at Dixon St. The traffic signal at Willamette St and Pearl St has marked crosswalks with ped signals at all crossings. Figure 4 illustrates the pedestrian and bicycle infrastructure. There is safe and efficient pedestrian and bicycle access to/from the site.

2.5 CRASH ANALYSIS

A crash estimation was performed for the study area intersections. The analysis investigates crash data available for the most recent 5 years, 1/1/2016-12/31/2020, to determine the crash rate in crashes per million entering vehicles and the type of crashes that occurred. The crash analysis follows the HCM Critical Crash Rate methodology. The calculated intersection crash rates are compared to the critical crash rate. If the calculated crash rate exceeds the critical crash rate, the location is considered for further mitigation measures. Crash data was provided by ODOT for the study area and is included in Appendix C. The results of the crash analysis are provided in Table 2.

TABLE 2: INTERSECTION CRASH RATES

Location	Intersection Type	Number of Crashes	ADT	MEV	Crash Rate	Critical Crash Rate	
Willamette at Delaney	Stop	0	6,930	0	0.00	0.00	Under
Willamette at Pearl	Signal	3	10,100	18.43	0.16	0.34	Under

***(crashes/million entering vehicles)**

As illustrated within Table 2, the intersection crash rate does not exceed the critical crash rate. Therefore, mitigation is not triggered.

There were 3 reported crashes at the Willamette St at Pearl St intersection. One crash involved a pedestrian. This crash was a southbound left-turn vehicle colliding with a pedestrian in the crosswalk. The error was assigned to the driver of the vehicle. One of the crashes was a single vehicle traveling westbound through the intersection and colliding with a fixed object. The crash occurred at 2 PM. Therefore, intersection lighting was not a factor. The third crash was a rear end collision involving southbound vehicles. There are no geometric or design issues to be modified at this intersection.

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Figure 2: Lane Geometry and Traffic Control

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Figure 3: Bus Stops and Routes.

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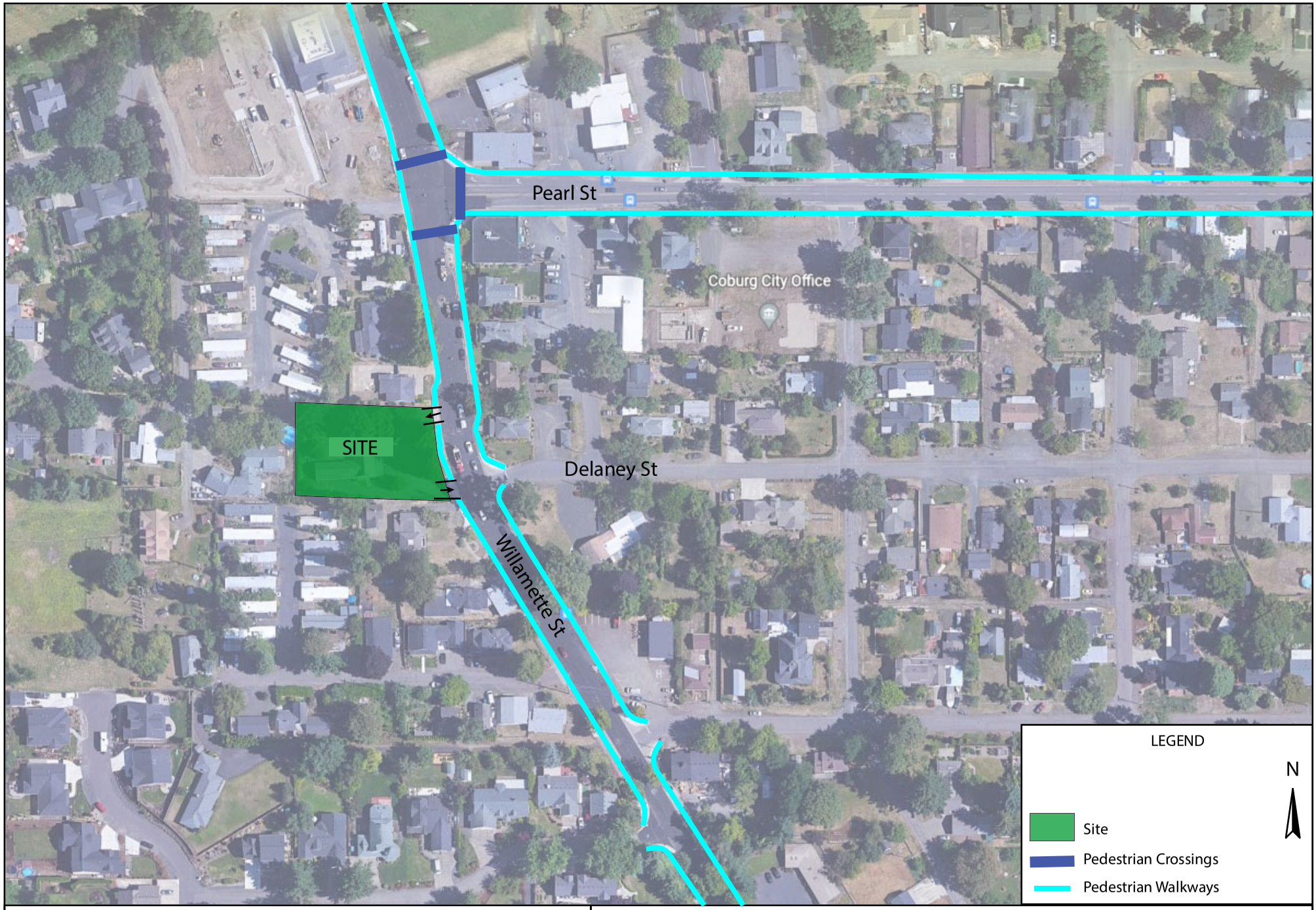

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Figure 4: Pedestrian Crossings and Walkways

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3.0 DEVELOPMENT TRIP GENERATION AND DISTRIBUTION

3.1 DEVELOPMENT TRIP GENERATION

The PM peak hour trips generated by the site are estimated using the ITE Trip Generation Manual 11th Edition. The land uses that most closely match the proposed use are:

- **932- High Turnover Sit-Down Restaurant:** This land use most closely matches the proposed restaurant use. Trip rates are provided using both the building square footage and the number of seats as the independent variable. The proposal includes a substantial amount of outdoor seating. Therefore, the trip rate for the number of seats (indoor and outdoor) was used.

- **971- Brewery Tap Room:** The proposal includes an 853-sf ancillary building to be used as a brewery tap room. This use is described as a tasting and sales area for beer produced on-site. This land use was determined to be the most appropriate for this use on site.

Table 3 provides the trip generation estimate for the PM Peak Hour, and Table 4 for the daily trips.

TABLE 3: PEAK HOUR TRIP GENERATION

Land Use Code	Size	Rate	Trips	IN	Out
932- High Turnover Restaurant	100 seats	0.39	39	(61%) 22	(39%) 17
970- Brewery Tap Room	0.853 Ksf	9.83	8	(59%) 5	(41%) 3
		TOTAL	**47**	**27**	**20**

TABLE 4: DAILY TIP GENERATION

Land Use Code	Size	Rate	Trips
932- High Turnover Restaurant	100 seats	4.37	437
970- Brewery Tap Room	0.853 Ksf	61.69	53
		TOTAL	**490**

3.2 DEVELOPMENT TRIP DISTRIBUTION

The existing travel patterns from the traffic counts are used to estimate how the development trips will use the surrounding transportation system to access the site with modifications for reasonable origins and destinations. The trip origins/destinations are assumed at 60% to/from the City of Coburg and 40% to/from Eugene.

- 40% to/from the south on Willamette St/Coburg Rd
- 20 % to/from Pearl St
- 40% to/from the north on Willamette St

Figure 5 illustrates the development trip distribution.

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Figure 5: Development Trip Distribution

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4.0 BACKGROUND TRAFFIC VOLUMES

4.1 INTERSECTION COUNTS

Turning movement counts were collected at the intersection of Willamette Street at Pearl Street on Tuesday, April 13, 2021, and at Willamette Street at Delaney Street on Tuesday, August 17, 2021.

Covid Adjustment

Counts taken after April 2020 are potentially affected by the Covid-19 shutdowns. Therefore, counts after this time need to be monitored to determine if adjustments are needed to reflect conditions consistent with pre-COVID-19 traffic volumes. ODOT has been monitoring the traffic volume fluctuations on state highways and comparing the current volumes to pre Covid-19 volumes (2019). ODOT data illustrates that the April 13, 2021, count is approximately 3% lower than the 2019 volumes. Therefore, a 1.03 factor is applied to this intersection. The traffic volumes in August were at normal levels. Therefore, no factor was applied to the August count.

Seasonal Adjustment Factor

Traffic volumes are also adjusted to reflect peak season conditions. The City of Coburg experiences a seasonal fluctuation associated with commuter trends. This is reasonable as most residents work outside of Coburg, and there are no significant recreational destinations that influence typical travel patterns. In general, counts taken during typical business days (outside of Holidays) will reflect the commuter trend. To be conservative, the evaluation has been prepared using ODOT seasonal adjustment trend tables data for commuter trends. Using ODOT seasonal trend tables, the SAF for City intersections are:

- April= 1.04
- August= 1.01

Figure 6 illustrates the 2022 adjusted traffic volumes. The traffic volumes are included in Appendix D.

4.2 FUTURE YEAR BACKGROUND VOLUMES

The proposed site development is projected to be completed by the year 2023. Consistent with the traffic impact analysis criteria, the intersections were evaluated for the year of completion and 5-year planning horizon, year 2028. To account for naturally occurring traffic increases between the count year and the future analysis year, an annual growth rate was applied. The growth rate was estimated using the City of Coburg TAZ Map data. It was determined that an average growth rate of 2.5 % per year is anticipated for this area.

4.3 FINAL TRAFFIC VOLUMES

The existing traffic volumes were adjusted according to the methodology described above. Appendix D provides the traffic volume calculations. The development trips are added to the background traffic to volume to represent the build conditions. The traffic volumes are illustrated in the following figures:

- Figure 6- Year 2022 volumes
- Figure 7- Year 2023 volumes
- Figure 8- Year 2028 volumes

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Figure 6: Year 2021 Background Peak Hour Traffic Volum

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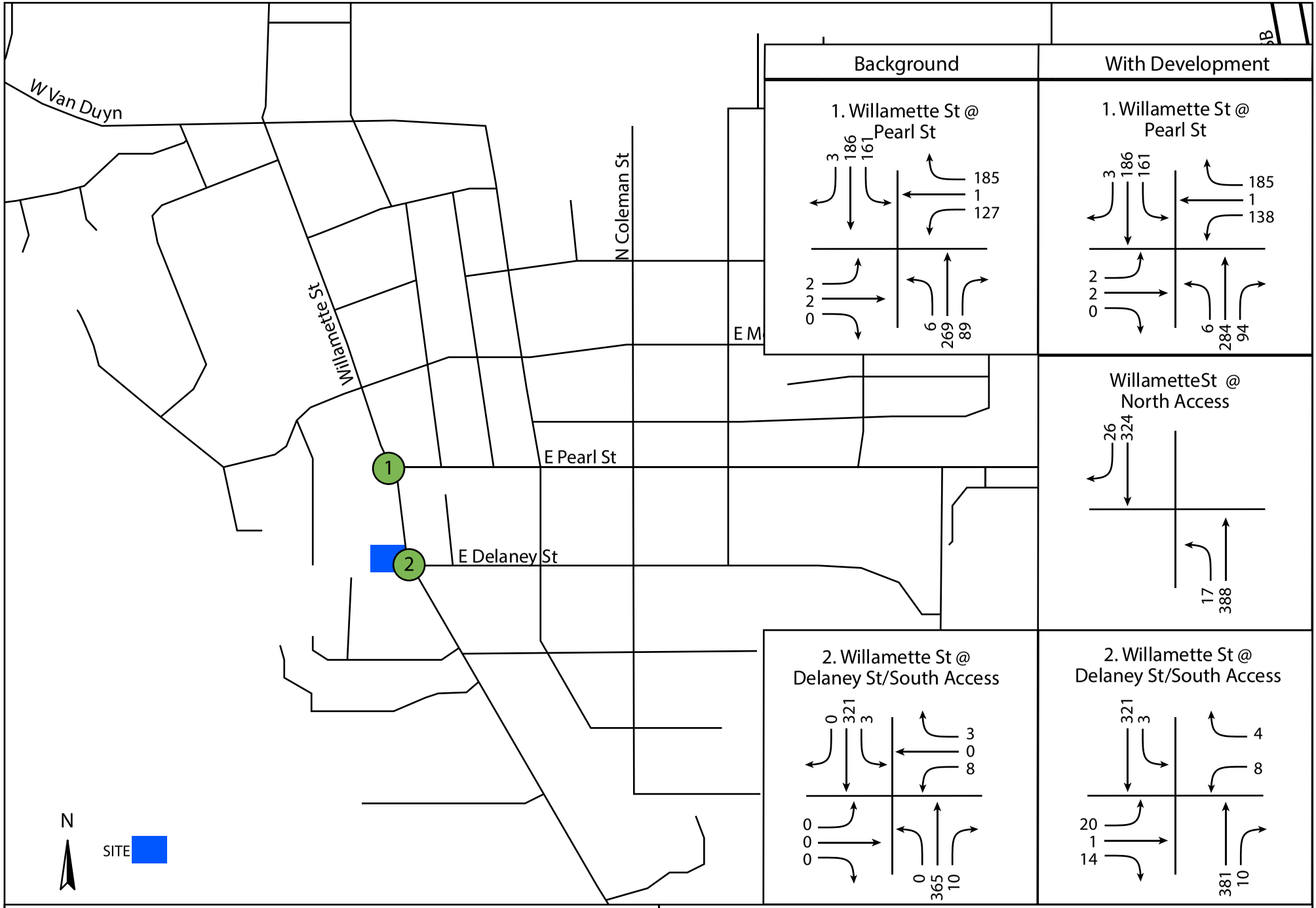

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Figure 7: Year 2022 Peak Hour Traffic Volumes

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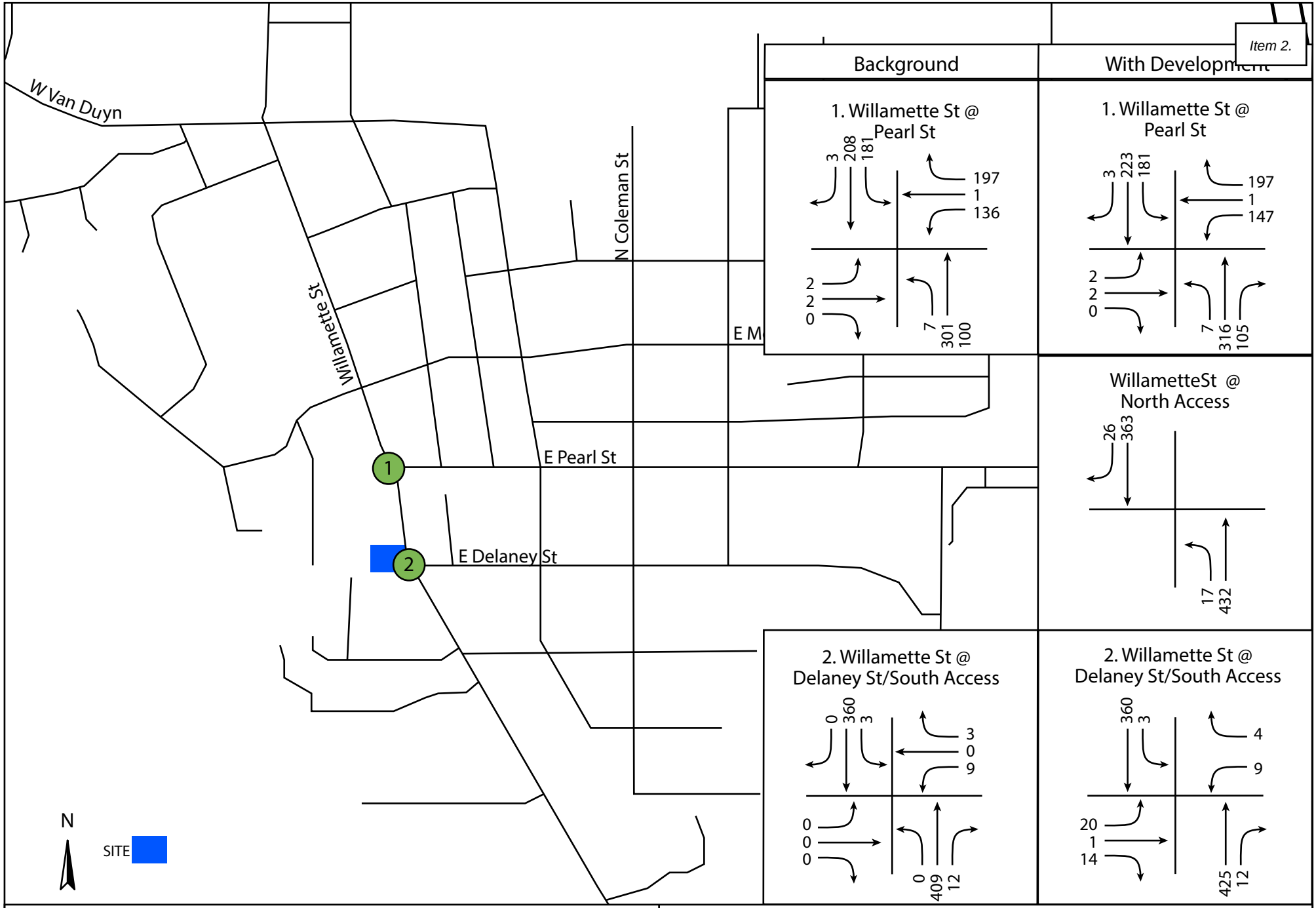

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Figure 8: Year 2027 Peak Hour Traffic Volumes

5.0 INTERSECTION ANALYSIS

5.1 PERFORMANCE MEASURES

The measure of performance for the site access and intersections is the volume-to-capacity ratio (v/c) and Level of Service (LOS).

The volume-to-capacity ratio (v/c) describes the capability of an intersection to meet volume demand based on the maximum number of vehicles that could be served in an hour.

LOS is a measure of performance for intersections in this analysis. LOS is based on the Highway Capacity Manual (HCM). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or along a roadway segment. It was developed to quantify the quality of service of transportation facilities.

LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. The average delay is measured in seconds per vehicle per hour and then translated into a grade or "level of service" for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition.

The LOS criteria, as defined by the Highway Capacity Manual for signalized intersections, are provided in Table 5.

TABLE 5: HCM LEVEL OF SERVICE FOR INTERSECTIONS

	Stopped Delay Per Vehicle (Seconds per Vehicle)	
	Unsignalized Intersections	**Signalized Intersections**
A	≤ 10.0	≤ 10
B	> 10.0 and ≤ 15.0	> 10 and ≤ 20
C	> 15.0 and ≤ 25.0	> 20 and ≤ 35
D	> 25.0 and ≤ 35.0	> 35 and ≤ 55
E	> 35.0 and ≤ 50.0	> 55 and ≤ 80
F	> 50.0	> 80

The City of Coburg has a mobility standard of LOS D for intersections within their jurisdiction.

Lane County uses a LOS and v/c standard. The standard for signalized intersections is LOS E and v/c 0.85. Two-way stop-controlled intersections have a standard of LOS E and v/c 0.95. Additionally, as per LC 15.696(b), approaches serving less than 20 vehicles during the peak hour do not have a LOS or v/c standard applied.

5.2 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the years 2022, 2023, and 2028 conditions during the PM peak hour. The intersection evaluation was performed using Synchro 10 following HCM 6 critical movement methodology outlined in ODOT's analysis Procedures Manual. The results are shown in Table 6. The SYNCHRO outputs are provided in Appendix E.

TABLE 6: INTERSECTION PERFORMANCE: WEEKDAY AM AND PM PEAK HOUR

Time Period		Mobility Standard	Willamette at Delaney*	Willamette at Pearl	Willamette at Access
2022		**E, 0.95/0.85**	C, 0.04	B, 0.56	N/A
2023	**Background**	**E, 0.95/0.85**	C, 0.04	B, 0.61	N/A
	Build		C, 0.04	B, 0.62	B, 0.03
2028	**Background**	**E, 0.95/0.85**	C, 0.05	B, 0.68	N/A
	Build		C, 0.05	B, 0.69	C, 0.04

*Results reported for highest movement

As illustrated in Table 6, all of the study area intersections meet the applicable mobility standards.

5.3 QUEUE ANALYSIS

A queuing analysis was conducted for the studied intersections. The analysis was performed using SimTraffic, a microsimulation software tool that uses the HCM-defined criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 7. All results are rounded to 25 feet to represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F.

TABLE 7: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2022 Background (Feet)		2023 Background (Feet)		2023 Build (Feet)		2028 Background (Feet)		2028 Build (Feet)	
				Average	95th Percentile	Average	95th Percentile	Average	95th Percentile	Average	95th Percentile	Average	95th Percentile
Willamette @ Delaney	EB	LTR	50	25	25	25	25	25	25	25	25	25	25
	WB	LTR	100	25	25	25	25	25	25	25	25	25	25
	NB	LTR	250	25	25	0	25	25	25	0	25	25	50
	SB	LTR	300	0	0	25	25	25	25	25	25	25	25
Willamette @ Pearl	EB	LTR	50	25	25	25	25	25	25	25	25	25	25
	WB	LT	125	50	100	50	100	50	100	75	100	50	100
		R	125	50	100	50	100	50	75	50	100	50	100
	NB	LTR	300	100	200	100	200	125	200	125	225	150	150
	SB	L	125	50	100	50	100	50	100	75	100	75	125
		TR	275	50	100	50	100	50	125	50	125	75	125
Willamette St @ North Side Access	EB	LR	50	0	0	0	0	25	50	0	0	25	50
	NB	LT	100	0	0	0	0	0	25	0	0	25	50

As demonstrated in Table 7, the addition of development traffic does not substantially increase the queuing conditions at the studied intersections.

6.0 SITE ACCESS SAFETY ANALYSIS

The proposal is to maintain the existing access connections to Willamette Street. The following provides an analysis of the access connections.

6.1 TURN CONFLICTS

The north access point is offset approximately 100 feet north of Delaney St. The south access point aligns with Delaney St. Turning movements between the access connections, and Delaney St were evaluated for safety.

North Site Access

This access is proposed as full movement. The right turns into the site have no conflicts with any turns from Delaney St. Left turns into the site are offset from the left turns into Delaney St by approximately 100 feet. The left turns do not share a lane (no center left turn lane), and the queue length from each movement will not interfere with the safe turn movements. There is no turn conflict for these left turns.

South Site Access

This access will align with and serve as full movement. There are no turn conflicts between the site access and Delaney St that will cause any safety issues.

Figure 9 provides an illustration of the turn conflicts.

6.2 LEVEL OF SERVICE AND DELAY

As demonstrated in Table 6, the study area intersections meet the City LOS and v/c standards. Therefore, the delay for movements through the intersection is not substantial enough to cause significant safety concerns.

6.3 QUEUING

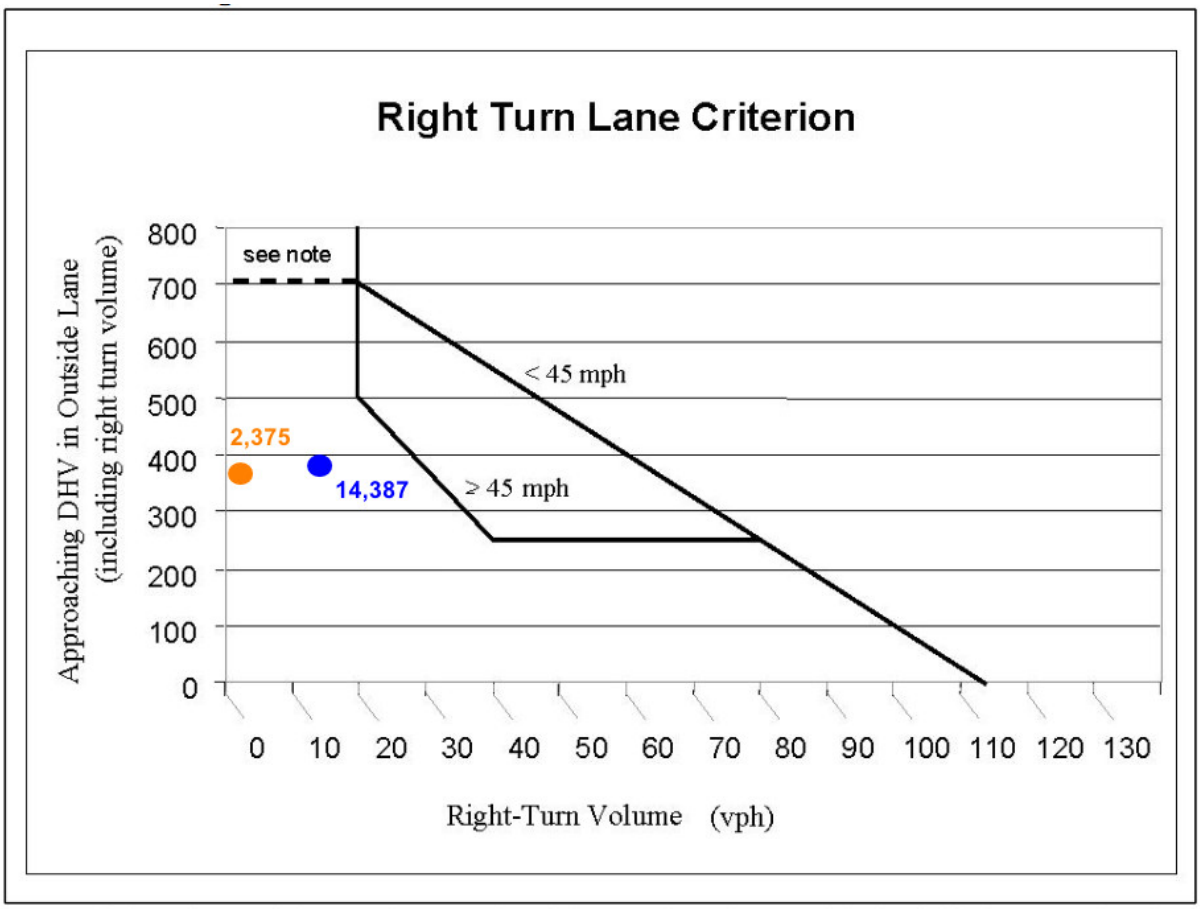
As shown in Table 7, the queuing at the site access will not cause any safety or operational concerns.

6.4 TURN LANE WARRANTS

Turn lane warrants were performed for the access connections. The turn lane evaluation follows the warrants provided in the ODOT Analysis Procedures Manual.

RIGHT TURN LANE

The Analysis Procedures Manual has three criteria for determining when a separate right-turn pocket should be installed. Criterion 1 is the comparison of right-turn traffic volumes to approaching traffic volumes. As illustrated in Figure 8, during the year 2028 PM peak hour, there are 14 right turns, 387 approaching volumes at the north access, and the speed of Willamette Street is 25 mph. There are 2 right turns and 375 approaching volumes at the south access. The illustration below shows the right turn lane criterion.



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

As shown in the illustration, a right turn lane is not warranted for the southbound right-turn movement at the site access.

The other two criteria are “crash history” and “special cases.” The site access does not fall within the criteria for either case.

Left Turn Lane

The site access connections were evaluated for the need for a left turn lane on Willamette Street at the driveways. The left turn evaluation follows the Analysis Procedures Manual (APM). As illustrated in Figure 8, during the year 2028 PM Peak Hour there are 2 left turns, and the opposing plus advancing volumes are 811 for the north access. There are 8 left turns, and the opposing advancing volumes are 812 for the south access. The speed is 25 mph. As per the APM, the left-turn warrants are not met for left-turn volumes lower than 10. Therefore, left turn pockets are not warranted for the site access.

6.5 SIGHT DISTANCE

Sight distances are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the site accesses. The SSD is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to an object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. The (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic to allow a driver to safely turn into the roadway. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

The standards for evaluating SSD and ISD follow the methodology in the AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011). As per the AASHTO methodology, intersections and driveways should, at a minimum, meet the SSD requirements. However, it is desirable to achieve the ISD whenever possible.

NORTH ACCESS

Stopping Sight Distance

Stopping sight distance is based on the speed of the major roadway. Willamette Street has a posted speed of 25 mph within 500 feet of the access. As per AASHTO, the SSD is 155 feet. The available stopping sight distance exceeds this distance. See Figure 9 for an illustration of the stopping sight distance.

Intersection Sight Distance

The recommended intersection sight distance is calculated for a vehicle turning from the access onto Willamette Street for both left and right turn maneuvers. Therefore, the intersection site distance calculations are based on Case B1 of the AASHTO manual. Again, the speed used was 25 mph, resulting in an ISD of 280 feet for this approach. The available ISD exceeds this distance. See Figure 9 for an illustration of the stopping sight distance.

SOUTH ACCESS

Stopping Sight Distance

Stopping sight distance is based on the speed of the major roadway. Willamette Street has a posted speed of 25 mph. As per AASHTO, the SSD is 155 feet. The available stopping sight distance exceeds this distance. See Figure 9 for an illustration of the stopping sight distance.

Intersection Sight Distance

The recommended intersection sight distance is calculated for a vehicle turning from the access onto Willamette Street for both left and right turn maneuvers. Therefore, the intersection site distance calculations are based on Case B1 of the AASHTO manual. Again, the speed used was 25

mph, resulting in an ISD of 280 feet for this approach. The available ISD exceeds this distance. See Figure 9 for an illustration of the stopping sight distance.

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Figure 9: Turn Conflicts, Intersection and Stopping Sight Distance

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7.0 BICYCLE AND PEDESTRIAN DEMAND

As requested by Lane County, a bicycle and pedestrian crossing evaluation is performed for the intersection of Willamette Street at Delaney Street. PM peak hour traffic counts illustrated that during the 4-6 PM peak hours, there are very few bicycles and pedestrians that currently utilize this intersection. The pedestrian and bicycle volumes at his location are provided in Table 8 below.

TABLE 8: PEDESTRIAN AND BICYCLE VOLUMES

Time Period	Pedestrian Volume	Bicycle Volume
4:00-5:00 PM	0	1-SB Through
5:00-6:00 PM	1-Crossing Coburg on North leg 1-Crossing Delaney on East leg	1-NB Through

Currently, there was only 1 pedestrian crossing Coburg Road during the PM peak hour. The level of pedestrian volumes between the proposed development and the adjacent residential neighborhood is estimated using the ITE Trip Generation Handbook 3rd edition methodology for estimating person trips and trips between the restaurant and residential land uses. The estimated PM peak hour pedestrian trips are estimated at 7% or 4 total trips. The pedestrian trips are estimated on the system as follows:

- 1 to/from the north on the west side of Coburg Road
- 1 to/from the south on the west side of Coburg Road
- 2 to/from the east crossing Willamette St at Delaney Street

The total number of pedestrians crossing during the PM peak hour is 3 (1 existing and 2 new). The level of trips is below the typical threshold of 20 crossings for warranting a marked crosswalk.

Recently, the ramps at the intersection have been updated to meet ADA standards. No additional pedestrian improvements are recommended.

8.0 CONCLUSION

The report provides a Traffic Impact Analysis and findings prepared for the proposed Willamette Forks restaurant located at 91032 South Willamette St in Coburg, Oregon.

FINDINGS

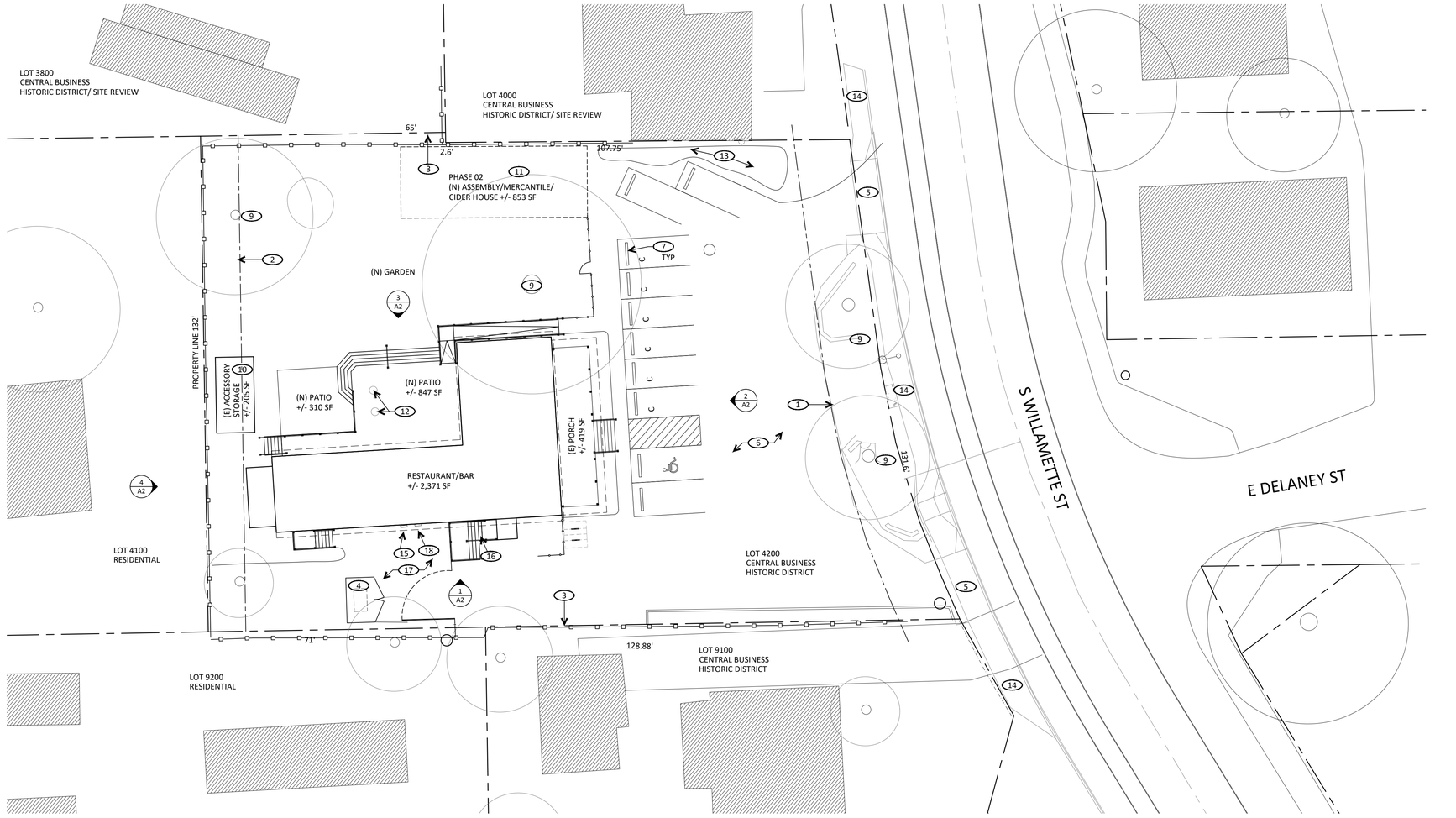
- The study area intersections will meet the mobility standards with the development in place.
- The addition of development trips does not increase queuing conditions and study area intersections.
- The site accesses will operate safely and efficiently for all modes of travel.

- The site will have safe and adequate access for pedestrians and bicycles to and within the site.

WILLAMETTE FORKS

APPENDIX A: SITE PLAN

GMA ARCHITECTS
860 West Park Street / Ste 300
Eugene / Oregon / 97401
p 541.344.9157
gma-arch.com



1 PROPOSED OVERALL SITE PLAN

1/16" = 1'-0"

NORTH

0 2 4 8 16 32

KEYNOTES

1. 15'-0" MAX BUILDING FACADE SETBACK
2. 10'-0" REAR YARD REQUIREMENT
3. NO SIDE YARD REQUIREMENT
4. (N) 8'-0" HIGH WD FENCE SCREEN AT (N) TRASH RECEPTACLE
5. (E) STREET ACCESS TO REMAIN
6. (N) COMPACT CRUSHED GRAVEL PARKING LOT
7. (N) PARKING BUMPER
8. FEATURES PROPOSED TO BE REMOVED OR MODIFIED
9. (E) TREE, >6 CALIPER, TO REMAIN
10. EXISTING ACCESSORY SHED
11. PROPOSED PHASE 02 ACCESSORY STRUCTURE TO INTEGRATE WITH HISTORIC CHARACTER
12. (E) SEPTIC ACCESS TO REMAIN BELOW RAISED PATIO
13. LANDSCAPE SCREENING THIS AREA
14. (E) PUBLIC SIDEWALK TO REMAIN
15. (E) ELECTRICAL METER TO REMAIN
16. (E) HVAC @ CONC PAD TO REMAIN
17. (N) COMPACT CRUSHED GRAVEL DELIVERY ACCESS AND SERVICE DRIVE
18. (E) GAS METER TO REMAIN

REVISIONS

WILLAMETTE FORKS

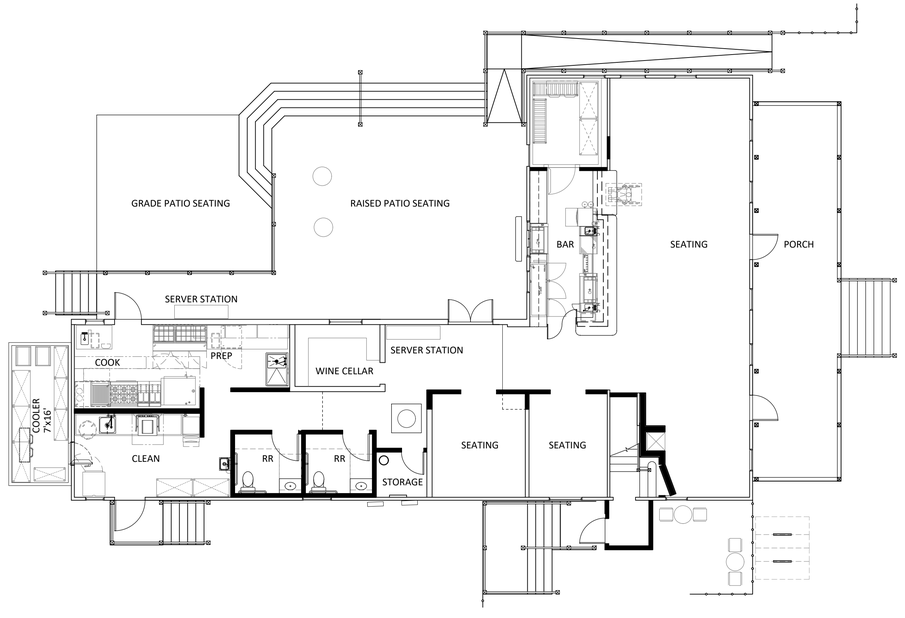
91032 S WILLAMETTE ST, COBURG
SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: AUG 2020

PROPOSED SITE PLAN

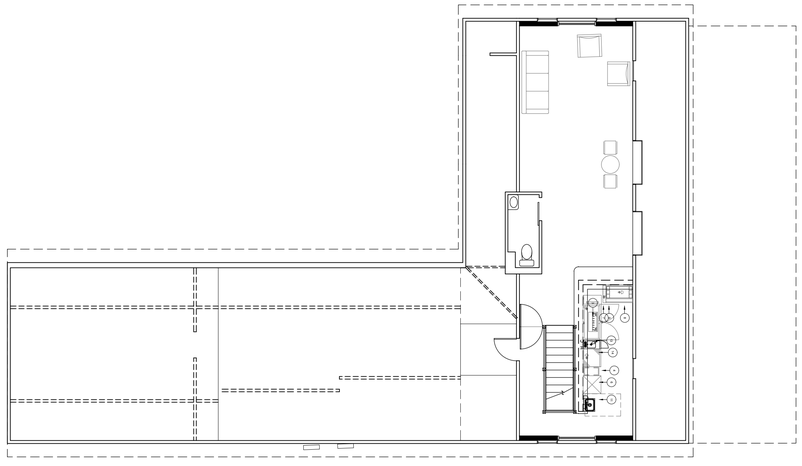
A1.1

COPYRIGHT GMA ARCHITECTS



1 PHASE ONE PLAN - GROUND FLOOR
1/8" = 1'-0"

NORTH



2 PHASE ONE PLAN - SECOND FLOOR
1/8" = 1'-0"

NORTH

GMA ARCHITECTS
860 West Park Street / Ste 300
Eugene / Oregon / 97401
p 541.344.9157
gma-arch.com

REVISIONS

WILLAMETTE FORKS

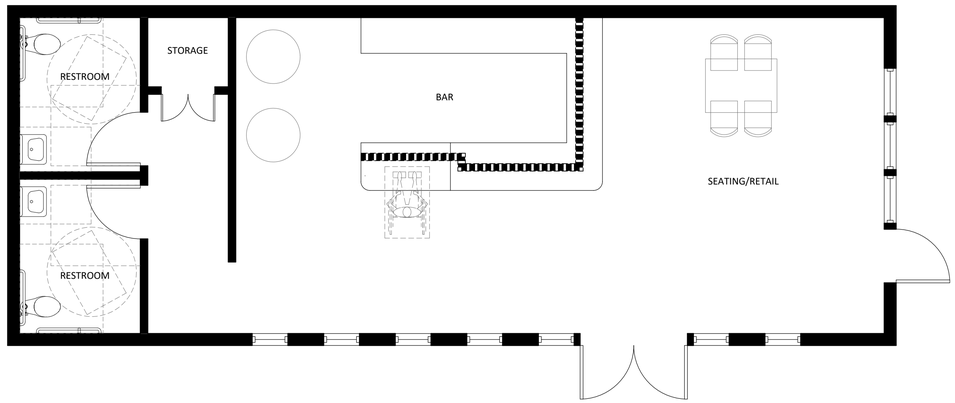
91032 S WILLAMETTE ST, COBURG
SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: AUG 2021

PHASE 1 PLAN

A1.11

COPYRIGHT GMA ARCHITECTS



1 PHASE TWO - CIDERHOUSE PLAN
1/8" = 1'-0"

NORTH

GMA ARCHITECTS
860 West Park Street / Ste 300
Eugene / Oregon / 97401
p 541.344.9157
gma-arch.com

REVISIONS

WILLAMETTE FORKS

91032 S WILLAMETTE ST, COBURG
SITE DESIGN REVIEW

JOB NO: 20243
ISSUE DATE: AUG 2021

PHASE 2 PLAN

A1.12

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APPENDIX B: SCOPE OF WORK

WILLAMETTE FORKS

Lane County Public Works Department

Engineering & Construction Services Division

June 9, 2021

TO: Kelly Sandow, Sandow Engineering

FROM: Shashi Bajracharya, Lane County, Traffic Operations
Danielle Stanka, Lane County, Transportation Planning

RE: Scope for Willamette Forks Restaurant

Thank you for the email correspondence requesting a scope of work for a traffic impact analysis (TIA) for the proposed Willamette Forks Restaurant. Lane County Transportation Planning (TP) has reviewed the submitted materials and the following are comments on the proposed scope.

The subject property is identified on the tax map as 16-03-33-23-04200 that is within the city limits of the City of Coburg. The property is served by County Road S. Willamette St, which is functionally classified as an Urban Minor Arterial Road in the County's Transportation System Plan. Although the segment of the roadway is inside the city limits, access decisions on County Roads are governed by Lane Code Chapter 15.

A TIA is required based on the estimated trip generation information provided to us via the email correspondence. For the level of traffic generated, TP is recommending the applicant to provide a comprehensive traffic safety review of the proposed access points, internal circulations needs of the subject project and pedestrian and bike crossings safety at the following locations:

Traffic Analysis Requirements

Considering the subject property location, TP requires the following intersections for the study.

(a) Proposed driveways at S. Willamette St
(c) S. Willamette St/Pearl St

The study will analyze the performance of left and right turning inbound and outbound movements resulting from the proposed access points. The analysis shall analyze the adequacy of existing roadway standards relative to projected traffic on S Willamette St.

We approve the use of ITE Trip Generation Manual 10th Edition ITE 932 and ITE 970 codes for estimating peak-hour trip generation for the proposed land use. The proposed land use in downtown Coburg City is expected to attract a significant pedestrian and bike traffic volume. Please provide existing and future bike and pedestrian attractions by the facility and discuss any potential conflicts with automobile traffic.

Additional analysis requirements are given in LC 15.696 (3), (4), (5) and (6).

Access Management

Demonstrate that proposed access on S. Willamette St complies with Lane Code 15.135-139 provisions. Discuss the adequacy of site circulation for delivery vehicles and validate by modelling or other method that the proposed land use will not impact traffic operations on S Willamette St during the peak periods.

Safety Analysis

The County is interested in reviewing safety impact of the proposed access on the county road, preferably with a crash prediction analysis based on the Highway Safety Manual. Please discuss the following elements in detail.

a. Sight distance evaluation at the driveways
b. Bike traffic safety
c. Pedestrian crossing safety
d. Traffic signal timing review for the Pearl St intersection

Improvement and Dedication Recommendations

Discuss improvements required for the safe operation of the subject property and S Willamette St. Please address site circulation and parking conflicts/concerns.

kellysandow@sandowengineering.com

From: WINNER Megan <Megan.Winner@ci.coburg.or.us>
Sent: Thursday, August 12, 2021 2:00 PM
To: kellysandow@sandowengineering.com; 'Damien Gilbert'; 'HEARLEY Henry O'
Cc: HEATH Anne
Subject: Re: Willamette Forks Restaurant in Coburg Oregon

Hi Kelly,

Henry is out on military duty for a few weeks. In his email below from June 16 he states, " I'm fine with the scope as proposed and discussed".
I'm the Assistant Planner in Coburg and I do not think the City has any further requirements/requests of the TIA. Please let me know if I can be of further assistance.

Best,

Megan

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, June 16, 2021 1:21 PM
To: Damien Gilbert <damieng@branchengineering.com>; HEATH ANNE (LCOG List) <anne.heath@ci.coburg.or.us>; HARMON Brian <brian.harmon@ci.coburg.or.us>
Cc: Dan Haga <danh@branchengineering.com>; WINNER Megan <Megan.Winner@ci.coburg.or.us>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Hi Damien,

Thanks for weighing in. I'm fine with the scope as proposed and discussed. Will you be commenting on Kelly's findings in the TIA, if necessary?

Henry

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Wednesday, August 11, 2021 11:14 AM
To: 'Damien Gilbert' <damieng@branchengineering.com>; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; BAJRACHARYA Shashi <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Cc: WINNER Megan <Megan.Winner@ci.coburg.or.us>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Thank you Damien!

Kelly

KELLY SANDOW PE

SANDOWENGINEERING
Cell: 541.513.3376
Email: kellysandow@sandowengineering.com
Office: 160 Madison St. Suite A Eugene, Oregon 97402
Web: sandowengineering.com
Oregon DBE/WBE/ESB Certified: #8760

From: Damien Gilbert <damieng@branchengineering.com>
Sent: Wednesday, August 11, 2021 10:48 AM
To: kellysandow@sandowengineering.com; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Cc: WINNER Megan <Megan.Winner@ci.coburg.or.us>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Kelly,

I had replied back to the city that I didn't see a need for any scope beyond what the county required. I am not sure if planning would require anything else. Henry or Megan would be your bet contacts. thanks

---

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Tuesday, August 10, 2021 7:58 AM
To: Damien Gilbert <damieng@branchengineering.com>; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Damien, I have not heard back on the scooping for this project, and the client is ready to proceed with the study. Can you send me a scoping letter for this project please?

Kelly

KELLY SANDOW PE
SANDOWENGINEERING
Cell: 541.513.3376
Email: kellysandow@sandowengineering.com
Office: 160 Madison St. Suite A Eugene, Oregon 97402
Web: sandowengineering.com
Oregon DBE/WBE/ESB Certified: #8760

From: Damien Gilbert <damieng@branchengineering.com>
Sent: Friday, June 4, 2021 10:13 AM
To: kellysandow@sandowengineering.com; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L'

<Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Thank you Kelly! I'll get back to you in a couple of days regarding what, if anything, is needed for the city's process. Have a nice weekend!

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Friday, June 04, 2021 10:10 AM
To: Damien Gilbert <damieng@branchengineering.com>; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Damien,

The architect is still refining some of the details for the building so the exact seating is not known, but they think it will be 50-100 seats for both the indoor and outdoor seating areas combined. I have attached the draft site plan.

The trip generation estimate is shown below using the sf and 100 seats. The site will have an out building for tasting room and sales of cider. The closest land-use I could find to a tasting room is 970-Winery. The trips from this lane use seem reasonable for this site.

KSF

PM	ITE	Size	Rate	trips
	932- high turn over rest	2.371	9.77	23
	970- Winery	0.892	7.31	7
			Total	30

ADT	ITE	Size	Rate	trips
	932- high turn over rest	2.371	112.18	266
	970- Winery	0.892	45.96	41
			Total	307

Seats

PM	ITE	Size	Rate	trips
	932- high turn over rest	100	0.42	42
	970- Winery	0.892	7.31	7
			Total	49

PM	ITE	Size	Rate	trips

932- high turn over rest	100	4.37	437
970- Winery	0.892	45.96	41
		Total	478

Let me know if you need anything else

Kelly

KELLY SANDOW PE
SANDOWENGINEERING
Cell: 541.513.3376
Email: kellysandow@sandowengineering.com
Office: 160 Madison St. Suite A Eugene, Oregon 97402
Web: sandowengineering.com
Oregon DBE/WBE/ESB Certified: #8760

From: Damien Gilbert <damieng@branchengineering.com>
Sent: Wednesday, June 2, 2021 9:10 AM
To: kellysandow@sandowengineering.com; 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Hi Kelly,

Looks like an exciting project for Coburg!

Can you provide a trip generation summary that includes the independent variable as both GKSF, and number of tables? If there are floor plans and a site plan, that would be helpful too. Coburg's triggers include PM and ADT, so if you could show both also, that would be helpful.

Thanks,

Damien

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Wednesday, June 02, 2021 8:37 AM
To: 'HEARLEY Henry O' <HHEARLEY@Lcog.org>; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>; Damien Gilbert <damieng@branchengineering.com>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Thank you I was just in the middle of sending him a similar email. But hopefully, this will suffice instead.

Thank you Damien!

-Kelly

KELLY SANDOW PE
SANDOWENGINEERING
Cell: 541.513.3376
Email: kellysandow@sandowengineering.com
Office: 160 Madison St. Suite A Eugene, Oregon 97402
Web: sandowengineering.com
Oregon DBE/WBE/ESB Certified: #8760

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, June 2, 2021 8:34 AM
To: kellysandow@sandowengineering.com; 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>; Damien Gilbert <damieng@branchengineering.com>
Subject: RE: Willamette Forks Restaurant in Coburg Oregon

Thanks, Kelly.

Damien, would you also like to weigh in on the City's behalf?

Henry

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: June 2, 2021 8:31 AM
To: 'VARTANIAN Sasha L' <Sasha.VARTANIAN@co.lane.or.us>; 'BAJRACHARYA Shashi' <Shashi.BAJRACHARYA@co.lane.or.us>; 'STANKA Danielle E' <danielle.stanka@lanecountyor.gov>
Cc: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Willamette Forks Restaurant in Coburg Oregon

CAUTION: This email originated from outside the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Morning, I have been asked to help with the traffic evaluation for the proposed Willamette Forks Restaurant in Coburg, Oregon. I was forwarded previous correspondence for this project regarding traffic (attached). I wanted to check in and make sure that we are all on the same page for what is required. If you can provide me with a "scope of work," that will be appreciated.

Project Details:
Located at 91032 S Willamette Street
2,371 sf restaurant with outdoor seating
892 sf ciderhouse/store
Acces via Willamette street

Let me know if you need additional information

Kelly

KELLY SANDOW PE
SANDOWENGINEERING
Cell: 541.513.3376
Email: kellysandow@sandowengineering.com
Office: 160 Madison St. Suite A Eugene, Oregon 97402
Web: sandowengineering.com
Oregon DBE/WBE/ESB Certified: #8760

*******WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution********

APPENDIX C: CRASH DATA

WILLAMETTE FORKS

			# Crashes	ADT	MEV	Crash Rate	Critical Crash Rate	
1	Willamette @ Pearl	signal	3	10100	18.43	0.16	0.34	under
2	Willamette 2 Delaney	Stop	1	6930	12.65	0.08	0.25	under
3								

Weighted Average

Signal	3	18	0.162756002
Stop	1	12.65	0.079068572

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PEARL ST at WILLAMETTE ST, City of Coburg, Lane County, 01/01/2015 to 12/31/2019

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2018														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2018 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2016														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	0	1	1	0	1	0	1
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2016 TOTAL	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**1**
FINAL TOTAL	**0**	**2**	**1**	**3**	**0**	**2**	**0**	**1**	**2**	**3**	**0**	**3**	**0**	**1**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SER# / INVEST / RD DPT / UNLOC?	SPEC EVNT	ALC	DRG	JCT	SCH BUS	WORK ZONE	DAY / TIME / LAT	CLASS / DIST / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03406	N	N	N		N	N	10/22/2018	16	PEARL ST	INTER	3-LEG	N	N	CLR	PED	01	NONE 0	TURN-L											02
CITY							MO	0	WILLAMETTE ST	E		TRF SIGNAL	N	DRY	PED		PRVTE	N -E									000		00
N							8A			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		029	000		02
N							44 8 13.55	-123 3 58.52																	OR<25					
																		- STRGHT	01	PED	INJB	18	F		I XWLK	000	035		00
																		UN UN											
03316	N	N	N		N	N	09/06/2016	16	PEARL ST	INTER	3-LEG	N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT										040,062	17
CITY							TU	0	WILLAMETTE ST	S		TRF SIGNAL	N	WET	FIX		PRVTE	E -W									000	040,062	00
N							2P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	32	M	OR-Y		080,081	028		17
N							44 8 13.55	-123 3 58.52																	OR<25					
04358	N	N	N				11/14/2016	16	PEARL ST	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT											29
NONE							MO	0	WILLAMETTE ST	NW		TRF SIGNAL	N	WET	REAR		N/A	NW-SE									000		00
N							8A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							44 8 13.55	-123 3 58.52																	UNK					
																02	NONE 9	STOP											
																	N/A	NW-SE									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK				

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report[illegible] is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report[illegible] the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer prope[illegible] damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R J U G S	M I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
03118	N	N	N		N	N	09/13/2015	16	DELANEY ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NO RPT							SU	0	WILLAMETTE ST	SE		NONE	N	DRY	REAR		PRVTE	SE-NW									000	00
N							1P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		026	000	29
N							44 8 9.85	-123 3 57.68																OR<25				
																02	NONE 0	STOP										
																	PRVTE	SE-E									013	00
																	PSNGR CAR		01	DRVR	NONE	69	F	OR-Y		000	000	00
																								OR<25				

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

APPENDIX D: TRAFFIC VOLUMES

WILLAMETTE FORKS

1

Intersection: 1: N Willamette St @ E Pearl St **City:** Coburg, OR

Counter: Sandow Engineering **Date:** Tuesday, April 13, 2021

Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	0	43	33	76	60	0	34	94	22	41	0	63	1	0	0	1	234		0	0	0	0
16:15	16:30	0	40	28	68	52	0	26	78	16	64	0	80	0	0	0	0	226		0	0	0	0
16:30	16:45	1	52	38	91	33	1	37	71	19	59	1	79	0	1	1	2	243		1	0	0	0
16:45	17:00	2	42	32	76	43	0	24	67	27	53	1	81	0	0	1	1	225	928	0	0	1	0
17:00	17:15	0	36	42	78	39	0	36	75	17	55	1	73	0	0	0	0	226	920	0	0	0	0
17:15	17:30	0	38	34	72	54	0	19	73	18	77	3	98	0	1	0	1	244	938	0	0	0	0
17:30	17:45	0	37	21	58	33	0	21	54	14	64	0	78	0	0	1	1	191	886	0	0	0	0
17:45	18:00	1	37	32	70	43	0	11	54	20	51	1	72	1	0	0	1	197	858	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Period Total		**4**	**325**	**260**		**357**	**1**	**208**		**153**	**464**	**7**		**2**	**2**	**3**		**1786**		**1**	**0**	**1**	**0**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB
Peak Volumes	**3**	**168**	**146**	**317**	**169**	**1**	**116**	**286**	**81**	**244**	**6**	**331**	**0**	**2**	**2**	**4**	**938**		**0**	**0**	**0**	**0**
PHF	0.38	0.81	0.87	0.87	0.78	0.25	0.78	0.95	0.75	0.79	0.50	0.84	0.00	0.50	0.50	0.50	0.96					
Trucks	0	3	12		8	0	2		4	9	0		0	0	0							
% Trucks	0%	2%	8%		5%	0%	2%		5%	4%	0%		0%	0%	0%							

1: N Willamette St @ E Pearl St

Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left		Peds	Right	Thru	Left		Peds	Right	Thru	Left		Peds	Right	Thru	Left			
4:00 PM			42	30			58		33			21	40				1				225	
4:15 PM			40	27			49		25			15	61								217	
4:30 PM		1	51	35			28	1	37			17	57	1				1	1		230	
4:45 PM		2	41	31			42		22			27	53	1					1		220	892
5:00 PM			35	37			38		36			16	53	1							216	883
5:15 PM			38	31			53		19			17	72	3				1			234	900
5:30 PM			37	19			33		21			14	61						1		186	856
5:45 PM		1	36	32			41		11			20	49	1			1				192	828
6:00 PM																					0	612
6:15 PM																					0	378
6:30 PM																					0	192
6:45 PM																					0	0
Total	0	4	320	242		0	342	1	204		0	147	446	7		0	2	2	3			
Peak Hour	**0**	**3**	**165**	**134**	**0**	**0**	**161**	**1**	**114**	**0**	**0**	**77**	**235**	**6**	**0**	**0**	**0**	**2**	**2**	**0**	**900**	**2675**

Trucks

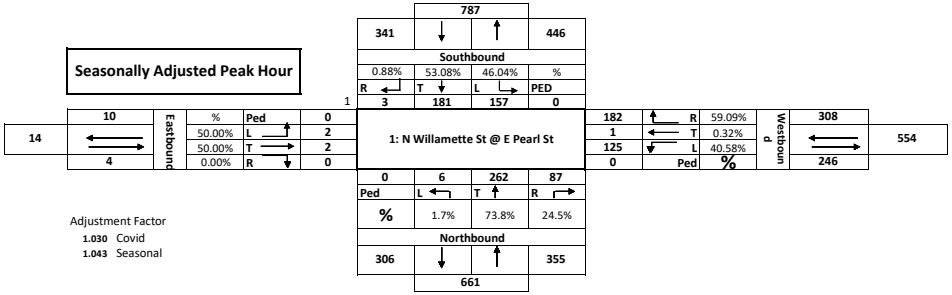
Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left			
4:00 PM		1	3		2		1		1	1							9	
4:15 PM		0	1		3		1		1	3							9	
4:30 PM		1	3		5		0		2	2							13	
4:45 PM		1	1		1		2		0	0							5	36
5:00 PM		1	5		1				1	2							10	37
5:15 PM		0	3		1				1	5							10	38
5:30 PM		0	2		0					3							5	30
5:45 PM		1	0		2					2							5	30
6:00 PM																	0	20
6:15 PM																	0	10
6:30 PM																	0	5
6:45 PM																	0	0
Total	0	5	18		15	0	4		6	18	0		0	0	0			
Peak Hour	**0**	**3**	**12**	**0**	**8**	**0**	**2**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**111**

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left				
4:00 PM																0	0	0	0
4:15 PM																0	0	0	0
4:30 PM		1														1	0	0	0
4:45 PM										1						0	0	1	0
5:00 PM																0	0	0	0
5:15 PM																0	0	0	0
5:30 PM																0	0	0	0
5:45 PM																0	0	0	0
6:00 PM																0	0	0	0
6:15 PM																0	0	0	0
6:30 PM																0	0	0	0
6:45 PM																0	0	0	0
Total	0	1	0		0	0	0		0	1	0		0	0	0				
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Pedestrians

Time Period	NE				NW				SW				SE			SB	WB	NB	EB
	Left	Right	Total		Left	Right	Total		Left	Right	Total		Left	Right	Total				
4:00 PM			0				0				0				0	0	0	0	0
4:15 PM			0				0				0				0	0	0	0	0
4:30 PM			0				0				0				0	0	0	0	0
4:45 PM			0		1	1	2		1		1				0	2	1	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM		2	2			1	1				0			1	1	1	2	1	0
5:30 PM			0				0				0				0	0	0	0	0
5:45 PM			0				0				0				0	0	0	0	0
6:00 PM			0				0				0				0	0	0	0	0
6:15 PM			0				0				0				0	0	0	0	0
6:30 PM			0				0				0				0	0	0	0	0
6:45 PM			0				0				0				0	0	0	0	0
Total	0	2	2		1	2	3		1	0	1		0	1	1	3	3	1	0
Peak Hour	**0**	**2**	**2**	**0**	**1**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**3**	**3**	**1**	**0**


Seasonally Adjusted Peak Hour
787
341
446
Southbound
0.88%
53.08%
46.04%
%
R
T
L
PED
1
3
181
157
0
10
14
4
Eastbound
%
Ped
0
50.00%
L
2
50.00%
T
2
0.00%
R
0
1: N Willamette St @ E Pearl St
182
R
59.09%
1
T
0.32%
125
L
40.58%
0
Ped
%
Westboun d
308
554
246
0
6
262
87
Ped
L
T
R
%
1.7%
73.8%
24.5%
Northbound
306
355
661
Adjustment Factor
1.030 Covid
1.043 Seasonal

Intersection: 2: N Willamette St @ E Delaney St **City:** Coburg, OR

Counter: Sandow Engineering **Date:** Friday, August 20, 2021

Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	0	67	0	67	1	0	1	2	1	58	0	59	0	0	0	0	128		0	0	0	0
16:15	16:30	0	72	1	73	1	0	1	2	1	78	0	79	0	0	0	0	154		0	0	0	0
16:30	16:45	0	89	0	89	0	0	1	1	1	79	0	80	0	0	0	0	170		0	0	0	0
16:45	17:00	0	78	1	79	0	0	6	6	4	99	0	103	0	0	0	0	188	640	1	0	0	0
17:00	17:15	0	73	1	74	2	0	0	2	1	90	0	91	0	0	0	0	167	679	0	0	1	0
17:15	17:30	0	70	1	71	1	0	1	2	4	85	0	89	0	0	0	0	162	687	0	0	0	0
17:30	17:45	0	52	0	52	2	0	1	3	1	84	0	85	0	0	0	0	140	657	0	0	0	0
17:45	18:00	0	58	0	58	1	0	1	2	0	75	0	75	0	0	0	0	135	604	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Period Total		**0**	**559**	**4**		**8**	**0**	**12**		**13**	**648**	**0**		**0**	**0**	**0**		**1244**		**1**	**0**	**1**	**0**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB
Peak Volumes	**0**	**310**	**3**	**313**	**3**	**0**	**8**	**11**	**10**	**353**	**0**	**363**	**0**	**0**	**0**	**0**	**687**		**0**	**0**	**0**	**0**
PHF	0.00	0.87	0.75	0.88	0.38	0.00	0.33	0.46	0.63	0.89	0.00	0.88	0.00	0.00	0.00	0.00	0.91					
Trucks	0	11	0		0	0	0		0	12	0		0	0	0							
% Trucks	0%	4%	0%		0%	0%	0%		0%	3%	0%		0%	0%	0%							

2: N Willamette St @ E Delaney St

Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left		Peds	Right	Thru	Left		Peds	Right	Thru	Left		Peds	Right	Thru	Left			
4:00 PM			64				1		1			1	57								124	
4:15 PM			68	1			1		1			1	75								147	
4:30 PM			86						1			1	76								164	
4:45 PM			72	1					6			4	94								177	612
5:00 PM			71	1			2					1	86								161	649
5:15 PM			69	1			1		1			4	84								160	662
5:30 PM			51				2		1			1	78								133	631
5:45 PM			57				1		1			0	75								134	588
6:00 PM																					0	427
6:15 PM																					0	267
6:30 PM																					0	134
6:45 PM																					0	0
Total	0	0	538	4		0	8	0	12		0	13	625	0		0	0	0	0			
Peak Hour	**0**	**0**	**298**	**3**	**0**	**0**	**3**	**0**	**8**	**0**	**0**	**10**	**340**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**662**	**1923**

Trucks

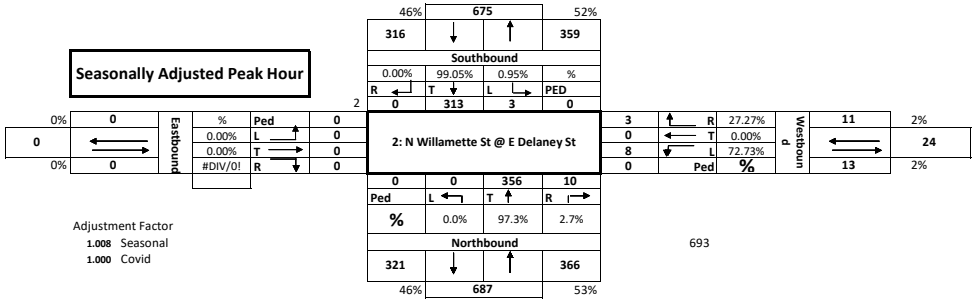
Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left			
4:00 PM		3								1							4	
4:15 PM		4								3							7	
4:30 PM		3								3							6	
4:45 PM		5								5							10	27
5:00 PM		2								3							5	28
5:15 PM		1								1							2	23
5:30 PM		1								6							7	24
5:45 PM		1								0							1	15
6:00 PM																	0	10
6:15 PM																	0	8
6:30 PM																	0	1
6:45 PM																	0	0
Total	0	20	0		0	0	0		0	22	0		0	0	0			
Peak Hour	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**78**

Bikes

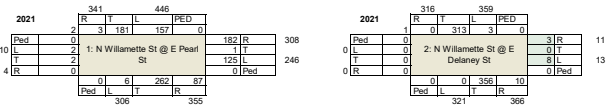
Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left				
4:00 PM																0	0	0	0
4:15 PM																0	0	0	0
4:30 PM																0	0	0	0
4:45 PM		1														1	0	0	0
5:00 PM										1						0	0	1	0
5:15 PM																0	0	0	0
5:30 PM																0	0	0	0
5:45 PM																0	0	0	0
6:00 PM																0	0	0	0
6:15 PM																0	0	0	0
6:30 PM																0	0	0	0
6:45 PM																0	0	0	0
Total	0	1	0		0	0	0		0	1	0		0	0	0				
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Pedestrians

Time Period	NE				NW				SW				SE			SB	WB	NB	EB
	Left	Right	Total		Left	Right	Total		Left	Right	Total		Left	Right	Total				
4:00 PM																0	0	0	0
4:15 PM																0	0	0	0
4:30 PM																0	0	0	0
4:45 PM																0	0	0	0
5:00 PM		1														0	1	0	0
5:15 PM																0	0	0	0
5:30 PM																0	0	0	0
5:45 PM														1		0	0	1	0
6:00 PM																0	0	0	0
6:15 PM																0	0	0	0
6:30 PM																0	0	0	0
6:45 PM																0	0	0	0
Total	0	1	0		0	0	0		0	0	0		0	1	0	0	1	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

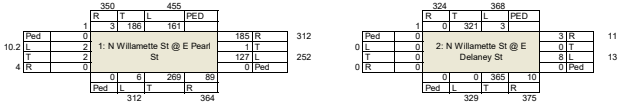

Seasonally Adjusted Peak Hour
Adjustment Factor
1.008 Seasonal
1.000 Covid
2: N Willamette St @ E Delaney St
Southbound
Northbound
Eastbound
Westbound
675
687
693

2021 PM Volumes Background



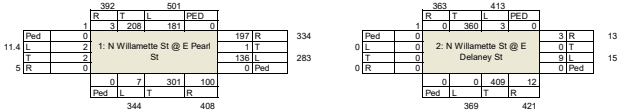
2022 PM Volumes Background

EDIT Highlighted		
Base Year	2021	
Target Year	2022	
Years of Growth	1	
Growth Rate Per Year	0.025	0.014
Growth Factor	1.03	1.014



2027 PM Volumes Background

EDIT Highlighted		
Base Year	2021	
Target Year	2027	
Years of Growth	6	
Growth Rate Per Year	0.025	0.014
Growth Factor	1.15	1.084



			2011 Estimates by Direction	2035 Estimates by Direction	Anuual Growth	Difference	Existing 2021 Volumes	1: Future Growth Method	2: Future Difference Method	3: Percent Differenc e Method	Selected Method	
Willamette @ Delaney			**Trips**	**Trips**	**%**	**Trips**	**Trips**	**Trips**	**Trips**	**%**	**Method #**	
	North	In	323	454	0.016899	131	116	145.404	197.875	0.360863	145.404	0.025707
		Out	223	415	0.035874	192	107	164.5785	227	37.92812	227	
	South	In	238	430	0.033613	192	15	22.56303	135	498.324	135	
		Out	332	463	0.016441	131	33	41.13818	114.875	179.2418	114.875	
	East	In	1	1	0	0	394	394	394	0	394	
		Out	1	1	0	0	275	275	275	0	275	
	West	In	0	0	#DIV/0!	0	270	#DIV/0!	270	#DIV/0!	#DIV/0!	
		Out	0	0	#DIV/0!	0	160	#DIV/0!	160	#DIV/0!	#DIV/0!	
N Willamette St @ E Pearl St			**Trips**	**Trips**	**%**	**Trips**	**Trips**	**Trips**	**Trips**	**%**	**Method #**	
	North	In	332	463	0.016441	131	338	421.3547	419.875	-0.35117	421.3547	
		Out	238	430	0.033613	192	289	434.7143	409	-5.91522	434.7143	
	South	In	283	393	0.016196	110	323	401.4673	391.75	-2.42045	401.4673	0.021099
		Out	411	590	0.018147	179	423	538.1414	534.875	-0.60698	538.1414	
	East	In	0	0	#DIV/0!	0	4	#DIV/0!	4	#DIV/0!	#DIV/0!	
		Out	0	0	#DIV/0!	0	10	#DIV/0!	10	#DIV/0!	#DIV/0!	0.023403
	West	In	262	354	0.014631	92	291	354.8645	348.5	-1.7935	354.8645	
		Out	229	191	-0.00691	-38	234	209.7314	210.25	0.247249	209.7314	

SEASONAL TREND TABLE (Updated: 7/20/2021)[1]																								Seasonal Trend Peak Period Factor
TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	
INTERSTATE URBANIZED	1.0672	1.0684	1.0922	1.1160	1.0605	1.0050	0.9923	0.9796	0.9781	0.9767	0.9615	0.9463	0.9517	0.9571	0.9551	0.9531	0.9674	0.9816	0.9850	0.9884	1.0045	1.0206	1.0322	1.0438	0.9463
INTERSTATE NONURBANIZED	1.2426	1.2883	1.3750	1.4616	1.2645	1.0673	1.0382	1.0092	0.9798	0.9504	0.9005	0.8506	0.8322	0.8139	0.8221	0.8302	0.8719	0.9135	0.9441	0.9747	1.0178	1.0608	1.1123	1.1638	0.8139
COMMUTER	1.0850	1.0875	1.1183	1.1492	1.0880	1.0268	1.0014	0.9759	0.9705	0.9650	0.9503	0.9355	0.9470	0.9585	0.9509	0.9433	0.9528	0.9623	0.9614	0.9604	0.9938	1.0272	1.0474	1.0676	0.9355
COASTAL DESTINATION	1.1885	1.1712	1.2001	1.2289	1.1242	1.0194	1.0316	1.0437	1.0080	0.9723	0.9347	0.8972	0.8612	0.8252	0.8205	0.8159	0.8686	0.9214	0.9689	1.0164	1.0660	1.1156	1.1580	1.2005	0.8159
COASTAL DESTINATION ROUTE	1.3445	1.3248	1.4108	1.4968	1.2858	1.0747	1.0911	1.1076	1.0274	0.9473	0.8941	0.8409	0.7820	0.7231	0.7218	0.7205	0.8016	0.8827	0.9669	1.0511	1.1133	1.1754	1.2480	1.3206	0.7205
AGRICULTURE	1.4583	1.4827	1.5763	1.6700	1.4596	1.2492	1.1487	1.0482	0.9747	0.9011	0.8579	0.8146	0.8058	0.7970	0.7922	0.7873	0.7772	0.7670	0.8288	0.8905	0.9947	1.0989	1.2462	1.3934	0.7670
RECREATIONAL SUMMER	1.5848	1.6474	1.7861	1.9247	1.6595	1.3942	1.2973	1.2004	1.0517	0.9029	0.8256	0.7484	0.7018	0.6552	0.6708	0.6864	0.7393	0.7922	0.8898	0.9874	1.1242	1.2610	1.3965	1.5320	0.6552
RECREATIONAL SUMMER WINTER	0.8736	0.8525	0.9330	1.0135	1.0146	1.0158	1.1492	1.2825	1.1763	1.0700	0.9760	0.8821	0.8005	0.7190	0.7305	0.7420	0.8897	1.0374	1.2010	1.3645	1.5212	1.6778	1.3812	1.0847	0.7190
RECREATIONAL WINTER	0.6997	0.6389	0.6561	0.6733	0.7219	0.7704	1.0580	1.3455	1.3746	1.4038	1.2832	1.1625	0.9985	0.8344	0.8600	0.8857	1.0560	1.2262	1.4100	1.5937	1.8758	2.1580	1.5328	0.9076	0.6389
SUMMER	1.2151	1.2357	1.3129	1.3901	1.2520	1.1139	1.0620	1.0100	0.9718	0.9336	0.8976	0.8615	0.8457	0.8299	0.8354	0.8410	0.8743	0.9077	0.9357	0.9638	1.0273	1.0908	1.1322	1.1737	0.8299
SUMMER < 2500	1.3035	1.3186	1.3817	1.4448	1.2869	1.1289	1.0598	0.9906	0.9480	0.9053	0.8720	0.8387	0.8237	0.8086	0.8229	0.8373	0.8616	0.8859	0.9233	0.9607	1.0428	1.1249	1.2016	1.2783	0.8086

* Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.
* Grey shading indicates months were seasonal factor is greater than or less than 30%
* February 2019 snow event causing lower seasonal factors

[1]Seasonal Trend Table: The 2020 table is based on 2019 values due to the irregularity caused by the Covid epidemic shutdown during the 2020 count year.

	Count	Peak	SAF
13-Apr	0.9759	0.9355	1.04
20-Aug	0.9433	0.9355	1.01

April	1.03
August	1.00

Table 2

Comparison of 2021 Volumes to 2020 and 2019: Average Weekday Traffic Volumes by Region: Week 18, April 26-May 2, 2021				
I-5				
	Portland	**Willamette Valley**	**South Segment**	**Corridor**
2021 Volumes Percent Difference from 2020	41%	40%	42%	41%
2021 Volumes Percent Difference from 2019	-6%	-3%	3%	-4%
I-84				
	Portland	**Outside of Portland**		**Corridor**
2021 Volumes Percent Difference from 2020	37%	39%		37%
2021 Volumes Percent Difference from 2019	-4%	7%		-2%
US-97				
	Bend	**Outside of Bend**		**Corridor**
2021 Volumes Percent Difference from 2020	23%	41%		26%
2021 Volumes Percent Difference from 2019	-8%	7%		-5%

- US-101 weekday volumes ranged from 97% - 107% above last year, while weekend volumes were 155% - 200% higher than 2020; compared to 2019, weekday volumes were 5% - 7% higher and weekend volumes were 0% - 17% higher;

There are regional patterns to note when comparing current travel relative to pre-pandemic volumes for this reporting period. For the last week of reporting data for March 29 – April 4, 2021:

- Portland Metro area state highway volumes are approaching pre-pandemic levels. Overall, volumes range between 2% - 12% below pre-pandemic levels for weekday traffic and 2% - 13% below weekend traffic;
- I-5 south of Portland Metro within the Willamette Valley has volumes essentially at 2019 levels, weekday volumes are 2% below 2019 levels and weekend volumes are 4% above 2019 levels;
- Southern Oregon along the I-5 Corridor is seeing weekday volumes 14% below 2019 levels and weekend volumes 11% below 2019 levels;
- The Oregon Coast highway and the roadways connecting the Willamette Valley to the coast currently have volumes equal to or exceeding pre-pandemic levels for both weekdays and weekends.
- Central and Eastern Oregon volumes are equal to or exceed pre-pandemic levels for both weekdays and weekends;

APPENDIX E: SYNCHRO OUTPUTS

WILLAMETTE FORKS

Pearl at Willamette

2021 Existing Conditions											B
Phase											
1	SBL	100	1641	0.061	Prot	1 prot, 2	0.286				
		61	640	0.095	Perm	1 perm, 2	0.320				
2	NBLTR	370	1646	0.225		6	0.112	0.286		Cycle Length	50
3						4	0.003			Lost Time/phase	4
4	EBLTR	4	1356	0.003		8	0.130	0.130		# phases	3
5										Total Lost Time	12
6	SBT	192	1718	0.112							
7						Critical Pairs	0.416		Critical	v/c	0.55
8	WBLT	131	1485	0.088							
	WBR	190	1460	0.130							

2022 Background											B
Phase											
1	SBL	102	1641	0.062	Prot	1 prot, 2	0.292				
		66	640	0.103	Perm	1 perm, 2	0.333				
2	NBLTR	379	1647	0.230		6	0.115	0.292		Cycle Length	51
						4	0.003			Lost Time/phase	4
4	EBLTR	4	1345	0.003		8	0.132	0.132		# phases	3
5										Total Lost Time	12
6	SBT	197	1718	0.115							
7						Critical Pairs	0.424		Critical	v/c	0.56
8	WBLT	133	1485	0.090							
	WBR	193	1460	0.132							

2022 Build											B
Phase											
1	SBL	109	1694	0.064	Prot	1 prot, 2	0.307				
		59	575	0.103	Perm	1 perm, 2	0.345				
2	NBLTR	400	1647	0.243		6	0.123	0.307		Cycle Length	54
						4	0.003			Lost Time/phase	4
4	EBLTR	4	1300	0.003		8	0.132	0.132		# phases	3
5										Total Lost Time	12
6	SBT	212	1718	0.123							
7						Critical Pairs	0.439		Critical	v/c	0.56
8	WBLT	145	1490	0.097							
	WBR	193	1460	0.132							

2027 Background											B
Phase											
1	SBL	123	1641	0.075	Prot	1 prot, 2	0.333				
		66	574	0.115	Perm	1 perm, 2	0.373				
2	NBLTR	425	1646	0.258		6	0.128	0.333		Cycle Length	55
						4	0.003			Lost Time/phase	4
4	EBLTR	4	1281	0.003		8	0.140	0.140		# phases	3
5										Total Lost Time	12
6	SBT	220	1718	0.128							
7						Critical Pairs	0.474		Critical	v/c	0.61
8	WBLT	143	1490	0.096							
	WBR	205	1460	0.140							

2027 Build											B
Phase											
1	SBL	125	1641	0.076	Prot	1 prot, 2	0.347				
		64	558	0.115	Perm	1 perm, 2	0.385				
2	NBLTR	445	1646	0.270		6	0.137	0.347		Cycle Length	57
						4	0.003			Lost Time/phase	4
4	EBLTR	4	1233	0.003		8	0.140	0.140		# phases	3
5										Total Lost Time	12
6	SBT	235	1719	0.137							
7						Critical Pairs	0.487		Critical	v/c	0.62
8	WBLT	154	1496	0.103							
	WBR	205	1460	0.140							

HCM Signalized Intersection Capacity Analysis
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	125	1	182	6	262	87	157	181	3
Future Volume (vph)	2	2	0	125	1	182	6	262	87	157	181	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		1.00			1.00	0.85		0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1674			1635	1458		1657		1630	1712	
Flt Permitted		0.90			0.73	1.00		1.00		0.39	1.00	
Satd. Flow (perm)		1544			1245	1458		1651		663	1712	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	130	1	190	6	273	91	164	189	3
RTOR Reduction (vph)	0	0	0	0	0	143	0	14	0	0	1	0
Lane Group Flow (vph)	0	4	0	0	131	47	0	356	0	164	191	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		11.9			11.9	11.9		18.5		29.2	29.2	
Effective Green, g (s)		12.4			12.4	12.4		19.0		29.7	29.7	
Actuated g/C Ratio		0.25			0.25	0.25		0.38		0.59	0.59	
Clearance Time (s)		4.5			4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		382			308	360		626		522	1014	
v/s Ratio Prot										c0.04	0.11	
v/s Ratio Perm		0.00			c0.11	0.03		c0.22		0.14		
v/c Ratio		0.01			0.43	0.13		0.57		0.31	0.19	
Uniform Delay, d1		14.2			15.9	14.7		12.3		5.9	4.7	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			0.9	0.2		1.2		0.3	0.1	
Delay (s)		14.2			16.8	14.8		13.5		6.2	4.8	
Level of Service		B			B	B		B		A	A	
Approach Delay (s)		14.2			15.6			13.5			5.4	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	0	125	1	182	6	262	87	157	181	3
Future Volume (veh/h)	2	2	0	125	1	182	6	262	87	157	181	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	2	2	0	130	1	190	6	273	91	164	189	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	203	0	528	3	343	95	422	139	688	950	15
Arrive On Green	0.22	0.24	0.00	0.22	0.24	0.24	0.33	0.34	0.33	0.12	0.56	0.55
Sat Flow, veh/h	491	865	0	1471	14	1460	8	1233	405	1641	1691	27
Grp Volume(v), veh/h	4	0	0	131	0	190	370	0	0	164	0	192
Grp Sat Flow(s),veh/h/ln	1356	0	0	1485	0	1460	1646	0	0	1641	0	1718
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	2.1	0.0	2.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.7	0.0	4.5	7.6	0.0	0.0	2.1	0.0	2.2
Prop In Lane	0.50		0.00	0.99		1.00	0.02		0.25	1.00		0.02
Lane Grp Cap(c), veh/h	439	0	0	512	0	343	635	0	0	688	0	965
V/C Ratio(X)	0.01	0.00	0.00	0.26	0.00	0.55	0.58	0.00	0.00	0.24	0.00	0.20
Avail Cap(c_a), veh/h	1107	0	0	1185	0	1036	1694	0	0	951	0	2351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	12.8	0.0	13.3	11.1	0.0	0.0	5.2	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.4	0.9	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.9	0.0	1.4	2.4	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	0.0	13.0	0.0	14.7	11.9	0.0	0.0	5.4	0.0	4.4
LnGrp LOS	B	A	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		4			321			370			356	
Approach Delay, s/veh		11.7			14.0			11.9			4.8	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.7	17.5		13.3		26.2		13.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	38.5		27.5		53.5		27.5				
Max Q Clear Time (g_c+I1), s	4.1	9.6		4.7		4.2		6.5				
Green Ext Time (p_c), s	0.6	3.3		0.0		1.9		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	8	0	3	0	356	10	3	313	0
Future Vol, veh/h	0	0	0	8	0	3	0	356	10	3	313	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	0	3	0	391	11	3	344	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	748	752	344	747	747	397	344	0	0	402	0	0
Stage 1	350	350	-	397	397	-	-	-	-	-	-	-
Stage 2	398	402	-	350	350	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	329	339	699	329	341	652	1215	-	-	1157	-	-
Stage 1	666	633	-	629	603	-	-	-	-	-	-	-
Stage 2	628	600	-	666	633	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	338	699	328	340	652	1215	-	-	1157	-	-
Mov Cap-2 Maneuver	327	338	-	328	340	-	-	-	-	-	-	-
Stage 1	666	631	-	629	603	-	-	-	-	-	-	-
Stage 2	625	600	-	664	631	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.8	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	-	379	1157	-	-
HCM Lane V/C Ratio	-	-	-	-	0.032	0.003	-	-
HCM Control Delay (s)	0	-	-	0	14.8	8.1	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

HCM Signalized Intersection Capacity Analysis
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	127	1	185	6	269	89	161	186	3
Future Volume (vph)	2	2	0	127	1	185	6	269	89	161	186	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		1.00			1.00	0.85		0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1674			1635	1458		1658		1630	1712	
Flt Permitted		0.90			0.73	1.00		1.00		0.38	1.00	
Satd. Flow (perm)		1545			1245	1458		1652		653	1712	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	132	1	193	6	280	93	168	194	3
RTOR Reduction (vph)	0	0	0	0	0	145	0	14	0	0	1	0
Lane Group Flow (vph)	0	4	0	0	133	48	0	365	0	168	196	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		12.1			12.1	12.1		18.8		29.5	29.5	
Effective Green, g (s)		12.6			12.6	12.6		19.3		30.0	30.0	
Actuated g/C Ratio		0.25			0.25	0.25		0.38		0.59	0.59	
Clearance Time (s)		4.5			4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		384			310	363		630		516	1015	
v/s Ratio Prot										c0.04	0.11	
v/s Ratio Perm		0.00			c0.11	0.03		c0.22		0.15		
v/c Ratio		0.01			0.43	0.13		0.58		0.33	0.19	
Uniform Delay, d1		14.3			16.0	14.8		12.4		6.0	4.7	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.2		1.3		0.4	0.1	
Delay (s)		14.3			16.9	14.9		13.7		6.3	4.8	
Level of Service		B			B	B		B		A	A	
Approach Delay (s)		14.3			15.7			13.7			5.5	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	50.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	0	127	1	185	6	269	89	161	186	3
Future Volume (veh/h)	2	2	0	127	1	185	6	269	89	161	186	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	2	2	0	132	1	193	6	280	93	168	194	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	203	0	528	3	346	94	426	139	679	953	15
Arrive On Green	0.22	0.24	0.00	0.22	0.24	0.24	0.33	0.35	0.33	0.12	0.56	0.55
Sat Flow, veh/h	489	856	0	1471	14	1460	8	1235	404	1641	1692	26
Grp Volume(v), veh/h	4	0	0	133	0	193	379	0	0	168	0	197
Grp Sat Flow(s),veh/h/ln	1345	0	0	1485	0	1460	1647	0	0	1641	0	1718
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	2.2	0.0	2.3
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.7	0.0	4.7	7.9	0.0	0.0	2.2	0.0	2.3
Prop In Lane	0.50		0.00	0.99		1.00	0.02		0.25	1.00		0.02
Lane Grp Cap(c), veh/h	437	0	0	513	0	346	639	0	0	679	0	968
V/C Ratio(X)	0.01	0.00	0.00	0.26	0.00	0.56	0.59	0.00	0.00	0.25	0.00	0.20
Avail Cap(c_a), veh/h	1088	0	0	1168	0	1022	1670	0	0	937	0	2318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	0.0	12.9	0.0	13.4	11.2	0.0	0.0	5.3	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.4	0.9	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.9	0.0	1.4	2.5	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.0	0.0	13.2	0.0	14.8	12.1	0.0	0.0	5.5	0.0	4.4
LnGrp LOS	B	A	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		4			326			379			365	
Approach Delay, s/veh		11.8			14.2			12.1			4.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.7	17.8		13.5		26.5		13.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	38.5		27.5		53.5		27.5				
Max Q Clear Time (g_c+I1), s	4.2	9.9		4.7		4.3		6.7				
Green Ext Time (p_c), s	0.6	3.4		0.0		2.0		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	8	0	3	0	365	10	3	321	0
Future Vol, veh/h	0	0	0	8	0	3	0	365	10	3	321	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	0	3	0	401	11	3	353	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	771	353	766	766	407	353	0	0	412	0	0
Stage 1	359	359	-	407	407	-	-	-	-	-	-	-
Stage 2	408	412	-	359	359	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	331	691	320	333	644	1206	-	-	1147	-	-
Stage 1	659	627	-	621	597	-	-	-	-	-	-	-
Stage 2	620	594	-	659	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	317	330	691	319	332	644	1206	-	-	1147	-	-
Mov Cap-2 Maneuver	317	330	-	319	332	-	-	-	-	-	-	-
Stage 1	659	625	-	621	597	-	-	-	-	-	-	-
Stage 2	617	594	-	657	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	15.1	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1206	-	-	-	370	1147	-	-
HCM Lane V/C Ratio	-	-	-	-	0.033	0.003	-	-
HCM Control Delay (s)	0	-	-	0	15.1	8.1	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

HCM Signalized Intersection Capacity Analysis
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	138	1	185	6	284	94	161	201	3
Future Volume (vph)	2	2	0	138	1	185	6	284	94	161	201	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		1.00			1.00	0.85		0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1674			1635	1458		1658		1630	1712	
Flt Permitted		0.90			0.73	1.00		1.00		0.35	1.00	
Satd. Flow (perm)		1549			1245	1458		1652		601	1712	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	144	1	193	6	296	98	168	209	3
RTOR Reduction (vph)	0	0	0	0	0	145	0	13	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	145	48	0	387	0	168	212	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		13.1			13.1	13.1		19.5		32.3	32.3	
Effective Green, g (s)		13.6			13.6	13.6		20.0		32.8	32.8	
Actuated g/C Ratio		0.25			0.25	0.25		0.37		0.60	0.60	
Clearance Time (s)		4.5			4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		387			311	364		607		528	1032	
v/s Ratio Prot										c0.05	0.12	
v/s Ratio Perm		0.00			c0.12	0.03		c0.23		0.14		
v/c Ratio		0.01			0.47	0.13		0.64		0.32	0.21	
Uniform Delay, d1		15.3			17.3	15.8		14.2		6.3	4.9	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.1	0.2		2.2		0.3	0.1	
Delay (s)		15.4			18.4	16.0		16.4		6.7	5.0	
Level of Service		B			B	B		B		A	A	
Approach Delay (s)		15.4			17.0			16.4			5.7	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	0	138	1	185	6	284	94	161	201	3
Future Volume (veh/h)	2	2	0	138	1	185	6	284	94	161	201	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	2	2	0	144	1	193	6	296	98	168	209	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	199	0	530	3	351	92	432	141	659	956	14
Arrive On Green	0.23	0.24	0.00	0.23	0.24	0.24	0.34	0.35	0.34	0.12	0.56	0.55
Sat Flow, veh/h	473	826	0	1478	13	1460	7	1236	403	1641	1694	24
Grp Volume(v), veh/h	4	0	0	145	0	193	400	0	0	168	0	212
Grp Sat Flow(s),veh/h/ln	1300	0	0	1490	0	1460	1647	0	0	1641	0	1718
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	2.3	0.0	2.5
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.1	0.0	4.7	8.7	0.0	0.0	2.3	0.0	2.5
Prop In Lane	0.50		0.00	0.99		1.00	0.01		0.24	1.00		0.01
Lane Grp Cap(c), veh/h	429	0	0	515	0	351	644	0	0	659	0	970
V/C Ratio(X)	0.01	0.00	0.00	0.28	0.00	0.55	0.62	0.00	0.00	0.26	0.00	0.22
Avail Cap(c_a), veh/h	1238	0	0	1331	0	1191	1289	0	0	1025	0	2030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	13.2	0.0	13.6	11.6	0.0	0.0	5.4	0.0	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.3	1.0	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.0	0.0	1.5	2.8	0.0	0.0	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	13.5	0.0	15.0	12.5	0.0	0.0	5.6	0.0	4.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		4			338			400			380	
Approach Delay, s/veh		12.0			14.3			12.5			5.0	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.8	18.3		13.9		27.2		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	13.5	30.0		33.0		48.0		33.0				
Max Q Clear Time (g_c+I1), s	4.3	10.7		5.1		4.5		6.7				
Green Ext Time (p_c), s	0.8	3.2		0.0		2.1		2.8				

Intersection Summary			
HCM 6th Ctrl Delay		10.5	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1	13	8	0	4	0	365	10	3	321	0
Future Vol, veh/h	20	1	13	8	0	4	0	365	10	3	321	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1	14	9	0	4	0	401	11	3	353	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	771	353	774	766	407	-	0	0	412	0	0
Stage 1	359	359	-	407	407	-	-	-	-	-	-	-
Stage 2	409	412	-	367	359	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	331	691	316	333	644	0	-	-	1147	-	0
Stage 1	659	627	-	621	597	-	0	-	-	-	-	0
Stage 2	619	594	-	653	627	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	316	330	691	308	332	644	-	-	-	1147	-	-
Mov Cap-2 Maneuver	316	330	-	308	332	-	-	-	-	-	-	-
Stage 1	659	625	-	621	597	-	-	-	-	-	-	-
Stage 2	615	594	-	636	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	15	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	373	1147	-
HCM Lane V/C Ratio	-	-	0.094	0.035	0.003	-
HCM Control Delay (s)	-	-	15	15	8.1	0
HCM Lane LOS	-	-	C	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

HCM Signalized Intersection Capacity Analysis
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	136	1	197	7	301	100	181	208	3
Future Volume (vph)	2	2	0	136	1	197	7	301	100	181	208	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		1.00			1.00	0.85		0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1674			1635	1458		1658		1630	1712	
Flt Permitted		0.90			0.73	1.00		1.00		0.35	1.00	
Satd. Flow (perm)		1547			1245	1458		1651		593	1712	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	142	1	205	7	314	104	189	217	3
RTOR Reduction (vph)	0	0	0	0	0	155	0	15	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	143	50	0	410	0	189	220	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		12.8			12.8	12.8		20.5		32.9	32.9	
Effective Green, g (s)		13.3			13.3	13.3		21.0		33.4	33.4	
Actuated g/C Ratio		0.24			0.24	0.24		0.38		0.61	0.61	
Clearance Time (s)		4.5			4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		376			302	354		633		521	1045	
v/s Ratio Prot										c0.06	0.13	
v/s Ratio Perm		0.00			c0.11	0.03		c0.25		0.17		
v/c Ratio		0.01			0.47	0.14		0.65		0.36	0.21	
Uniform Delay, d1		15.7			17.7	16.2		13.8		6.3	4.8	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.2	0.2		2.3		0.4	0.1	
Delay (s)		15.7			18.9	16.4		16.1		6.8	4.9	
Level of Service		B			B	B		B		A	A	
Approach Delay (s)		15.7			17.4			16.1			5.7	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	0	136	1	197	7	301	100	181	208	3
Future Volume (veh/h)	2	2	0	136	1	197	7	301	100	181	208	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	2	2	0	142	1	205	7	314	104	189	217	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	193	0	517	3	349	87	456	149	644	979	14
Arrive On Green	0.23	0.24	0.00	0.23	0.24	0.24	0.36	0.37	0.36	0.12	0.58	0.57
Sat Flow, veh/h	473	808	0	1477	13	1460	8	1236	403	1641	1695	23
Grp Volume(v), veh/h	4	0	0	143	0	205	425	0	0	189	0	220
Grp Sat Flow(s),veh/h/ln	1281	0	0	1490	0	1460	1646	0	0	1641	0	1718
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	2.7	0.0	2.7
Cycle Q Clear(g_c), s	3.2	0.0	0.0	3.2	0.0	5.4	9.7	0.0	0.0	2.7	0.0	2.7
Prop In Lane	0.50		0.00	0.99		1.00	0.02		0.24	1.00		0.01
Lane Grp Cap(c), veh/h	415	0	0	503	0	349	673	0	0	644	0	993
V/C Ratio(X)	0.01	0.00	0.00	0.28	0.00	0.59	0.63	0.00	0.00	0.29	0.00	0.22
Avail Cap(c_a), veh/h	945	0	0	1040	0	902	1642	0	0	790	0	2163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	14.1	0.0	14.7	11.8	0.0	0.0	5.4	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.6	1.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	1.7	3.1	0.0	0.0	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	0.0	0.0	14.4	0.0	16.3	12.8	0.0	0.0	5.7	0.0	4.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		4			348			425			409	
Approach Delay, s/veh		12.8			15.5			12.8			5.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.1	20.1		14.4		29.2		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	41.5		26.5		54.5		26.5				
Max Q Clear Time (g_c+I1), s	4.7	11.7		5.2		4.7		7.4				
Green Ext Time (p_c), s	0.5	3.9		0.0		2.3		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	9	0	3	0	409	12	3	360	0
Future Vol, veh/h	0	0	0	9	0	3	0	409	12	3	360	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	0	3	0	449	13	3	396	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	859	864	396	858	858	456	396	0	0	462	0	0
Stage 1	402	402	-	456	456	-	-	-	-	-	-	-
Stage 2	457	462	-	402	402	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	292	653	277	294	604	1163	-	-	1099	-	-
Stage 1	625	600	-	584	568	-	-	-	-	-	-	-
Stage 2	583	565	-	625	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	275	291	653	276	293	604	1163	-	-	1099	-	-
Mov Cap-2 Maneuver	275	291	-	276	293	-	-	-	-	-	-	-
Stage 1	625	598	-	584	568	-	-	-	-	-	-	-
Stage 2	580	565	-	623	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	16.8	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	-	319	1099	-	-
HCM Lane V/C Ratio	-	-	-	-	0.041	0.003	-	-
HCM Control Delay (s)	0	-	-	0	16.8	8.3	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

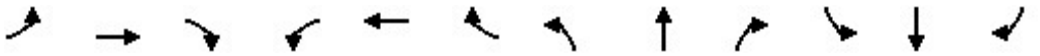
Lanes, Volumes, Timings
1: Willamette St & Pearl St

11/17/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	147	1	197	7	316	105	181	223	3
Future Volume (vph)	2	2	0	147	1	197	7	316	105	181	223	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	140		0	0		0	100		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.967			0.998	
Flt Protected		0.976			0.953			0.999		0.950		
Satd. Flow (prot)	0	1675	0	0	1635	1458	0	1657	0	1630	1712	0
Flt Permitted		0.903			0.725			0.995		0.336		
Satd. Flow (perm)	0	1549	0	0	1244	1458	0	1651	0	576	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205		24			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		209			1618			388			434	
Travel Time (s)		5.7			44.1			10.6			11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	153	1	205	7	329	109	189	232	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	154	205	0	445	0	189	235	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	3	4	1	4		4	4	
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	21		20	56	186	20	131		156	156	
Trailing Detector (ft)	0	5		0	5	5	0	5		5	5	
Detector 1 Position(ft)	0	5		0	5	5	0	5		5	5	
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		15			15	15		15		15	15	
Detector 2 Size(ft)		6			6	6		6		6	6	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Detector 3 Position(ft)					50	50		50		85	85	
Detector 3 Size(ft)					6	6		6		6	6	
Detector 3 Type					Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Willamette St & Pearl St

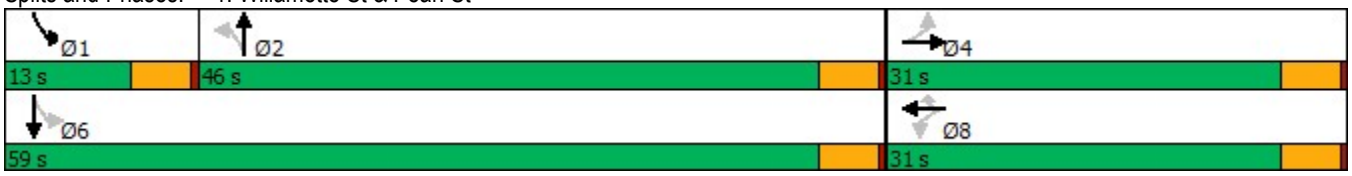
11/17/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Channel												
Detector 3 Extend (s)					0.0	0.0		0.0		0.0	0.0	
Detector 4 Position(ft)						180		125		150	150	
Detector 4 Size(ft)						6		6		6	6	
Detector 4 Type						Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 4 Channel												
Detector 4 Extend (s)						0.0		0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	13.0	13.0		5.0	13.0	
Minimum Split (s)	24.5	24.5		29.5	29.5	29.5	28.5	28.5		10.0	24.5	
Total Split (s)	31.0	31.0		31.0	31.0	31.0	46.0	46.0		13.0	59.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%	34.4%	51.1%	51.1%		14.4%	65.6%	
Maximum Green (s)	26.5	26.5		26.5	26.5	26.5	41.5	41.5		8.5	54.5	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		-0.5			-0.5	-0.5		-0.5		-0.5	-0.5	
Total Lost Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	13.0	13.0		18.0	18.0	18.0	17.0	17.0			13.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		14.1			14.1	14.1		21.8		34.7	34.7	
Actuated g/C Ratio		0.25			0.25	0.25		0.38		0.61	0.61	
v/c Ratio		0.01			0.50	0.40		0.69		0.37	0.23	
Control Delay		18.8			26.7	6.2		21.1		8.1	6.6	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		18.8			26.7	6.2		21.1		8.1	6.6	
LOS		B			C	A		C		A	A	
Approach Delay		18.8			15.0			21.1			7.3	
Approach LOS		B			B			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 57.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Willamette St & Pearl St



HCM Signalized Intersection Capacity Analysis
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	147	1	197	7	316	105	181	223	3
Future Volume (vph)	2	2	0	147	1	197	7	316	105	181	223	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		1.00			1.00	0.85		0.97		1.00	1.00	
Flt Protected		0.98			0.95	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1674			1634	1458		1658		1630	1712	
Flt Permitted		0.90			0.73	1.00		1.00		0.34	1.00	
Satd. Flow (perm)		1549			1245	1458		1651		576	1712	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	2	0	153	1	205	7	329	109	189	232	3
RTOR Reduction (vph)	0	0	0	0	0	154	0	15	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	154	51	0	430	0	189	235	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		13.5			13.5	13.5		21.6		34.1	34.1	
Effective Green, g (s)		14.0			14.0	14.0		22.1		34.6	34.6	
Actuated g/C Ratio		0.25			0.25	0.25		0.39		0.61	0.61	
Clearance Time (s)		4.5			4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		383			307	360		644		510	1046	
v/s Ratio Prot										c0.06	0.14	
v/s Ratio Perm		0.00			c0.12	0.03		c0.26		0.17		
v/c Ratio		0.01			0.50	0.14		0.67		0.37	0.22	
Uniform Delay, d1		16.1			18.3	16.6		14.2		6.6	5.0	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.3	0.2		2.6		0.5	0.1	
Delay (s)		16.1			19.6	16.8		16.9		7.0	5.1	
Level of Service		B			B	B		B		A	A	
Approach Delay (s)		16.1			18.0			16.9			5.9	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

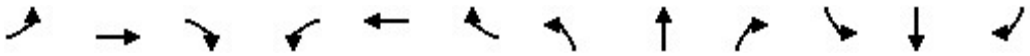
HCM 6th Signalized Intersection Summary
1: Willamette St & Pearl St

11/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	0	147	1	197	7	316	105	181	223	3
Future Volume (veh/h)	2	2	0	147	1	197	7	316	105	181	223	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	2	2	0	153	1	205	7	329	109	189	232	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	186	0	513	3	347	84	470	153	631	991	13
Arrive On Green	0.23	0.24	0.00	0.23	0.24	0.24	0.37	0.38	0.37	0.11	0.58	0.57
Sat Flow, veh/h	452	781	0	1484	12	1460	7	1236	403	1641	1697	22
Grp Volume(v), veh/h	4	0	0	154	0	205	445	0	0	189	0	235
Grp Sat Flow(s),veh/h/ln	1233	0	0	1496	0	1460	1646	0	0	1641	0	1719
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	2.7	0.0	3.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.6	0.0	5.6	10.4	0.0	0.0	2.7	0.0	3.0
Prop In Lane	0.50		0.00	0.99		1.00	0.02		0.24	1.00		0.01
Lane Grp Cap(c), veh/h	400	0	0	499	0	347	689	0	0	631	0	1004
V/C Ratio(X)	0.01	0.00	0.00	0.31	0.00	0.59	0.65	0.00	0.00	0.30	0.00	0.23
Avail Cap(c_a), veh/h	907	0	0	1013	0	877	1597	0	0	771	0	2104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	14.6	0.0	15.2	11.9	0.0	0.0	5.4	0.0	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	1.6	1.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.3	0.0	1.8	3.4	0.0	0.0	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.0	0.0	15.0	0.0	16.8	12.9	0.0	0.0	5.6	0.0	4.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		4			359			445			424	
Approach Delay, s/veh		13.2			16.0			12.9			5.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.2	21.1		14.7		30.2		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	41.5		26.5		54.5		26.5				
Max Q Clear Time (g_c+I1), s	4.7	12.4		5.6		5.0		7.6				
Green Ext Time (p_c), s	0.5	4.2		0.0		2.4		2.7				

Intersection Summary			
HCM 6th Ctrl Delay		11.1	
HCM 6th LOS		B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1	12	9	0	4	0	409	12	3	360	0
Future Volume (vph)	20	1	12	9	0	4	0	409	12	3	360	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.961			0.996				
Flt Protected		0.970			0.966							
Satd. Flow (prot)	0	1583	0	0	1593	0	0	1709	0	0	1716	0
Flt Permitted		0.970			0.966							
Satd. Flow (perm)	0	1583	0	0	1593	0	0	1709	0	0	1716	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		193			1502			918			171	
Travel Time (s)		5.3			41.0			25.0			4.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	1	13	10	0	4	0	449	13	3	396	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	14	0	0	462	0	0	399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1	12	9	0	4	0	409	12	3	360	0
Future Vol, veh/h	20	1	12	9	0	4	0	409	12	3	360	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1	13	10	0	4	0	449	13	3	396	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	860	864	396	865	858	456	-	0	0	462	0	0
Stage 1	402	402	-	456	456	-	-	-	-	-	-	-
Stage 2	458	462	-	409	402	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	276	292	653	274	294	604	0	-	-	1099	-	0
Stage 1	625	600	-	584	568	-	0	-	-	-	-	0
Stage 2	583	565	-	619	600	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	273	291	653	267	293	604	-	-	-	1099	-	-
Mov Cap-2 Maneuver	273	291	-	267	293	-	-	-	-	-	-	-
Stage 1	625	598	-	584	568	-	-	-	-	-	-	-
Stage 2	579	565	-	604	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	16.7	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	347	322	1099	-
HCM Lane V/C Ratio	-	-	0.105	0.044	0.003	-
HCM Control Delay (s)	-	-	16.6	16.7	8.3	0
HCM Lane LOS	-	-	C	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	17	416	363	26
Future Volume (vph)	0	0	17	416	363	26
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991	
Flt Protected				0.998		
Satd. Flow (prot)	0	0	0	1712	1700	0
Flt Permitted				0.998		
Satd. Flow (perm)	0	0	0	1712	1700	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	379			171	388	
Travel Time (s)	10.3			4.7	10.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	50%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	0	19	457	399	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	476	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

APPENDIX F: QUEUING OUTPUTS

WILLAMETTE FORKS

Intersection: 1: Willamette St & Pearl St , Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	98	74	178	98	85
Average Queue (ft)	4	58	47	111	66	46
95th Queue (ft)	18	100	83	194	108	90
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)					2	0
Queuing Penalty (veh)					3	0

Intersection: 1: Willamette St & Pearl St , Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	22	100	88	176	97	127
Average Queue (ft)	2	42	42	85	45	37
95th Queue (ft)	13	80	77	149	80	89
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)			0		0	0
Queuing Penalty (veh)			0		0	1

Intersection: 1: Willamette St & Pearl St , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	27	103	91	189	105	127
Average Queue (ft)	3	46	43	91	50	39
95th Queue (ft)	15	87	79	163	90	90
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)			0		1	0
Queuing Penalty (veh)			0		1	1

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #1

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	16	6
Average Queue (ft)	3	1
95th Queue (ft)	13	9
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #2

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	26	11
Average Queue (ft)	6	1
95th Queue (ft)	21	10
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Willamette St & Site Access/Delaney St, All Intervals

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	26	11
Average Queue (ft)	5	1
95th Queue (ft)	19	10
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 4
Network wide Queuing Penalty, Interval #2: 1
Network wide Queuing Penalty, All Intervals: 2

Intersection: 1: Willamette St & Pearl St , Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	5	121	91	209	99	103
Average Queue (ft)	1	59	53	118	59	46
95th Queue (ft)	7	110	89	208	101	111
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			1	1
Queuing Penalty (veh)		0			3	1

Intersection: 1: Willamette St & Pearl St , Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	23	106	82	190	103	116
Average Queue (ft)	2	51	43	94	48	41
95th Queue (ft)	13	96	76	170	82	92
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			0	0
Queuing Penalty (veh)		0			0	1

Intersection: 1: Willamette St & Pearl St , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	23	123	93	223	105	133
Average Queue (ft)	2	53	45	99	50	43
95th Queue (ft)	12	100	80	181	87	97
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			1	0
Queuing Penalty (veh)		0			1	1

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #1

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	25
Average Queue (ft)	8
95th Queue (ft)	25
Link Distance (ft)	1452
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #2

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	16	22
Average Queue (ft)	5	2
95th Queue (ft)	17	16
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Willamette St & Site Access/Delaney St, All Intervals

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	25	22
Average Queue (ft)	5	1
95th Queue (ft)	19	13
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 4
Network wide Queuing Penalty, Interval #2: 1
Network wide Queuing Penalty, All Intervals: 2

Intersection: 1: Willamette St & Pearl St , Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	9	125	101	224	98	111
Average Queue (ft)	2	63	52	138	60	48
95th Queue (ft)	11	121	101	240	101	103
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		1	0		1	1
Queuing Penalty (veh)		1	1		2	2

Intersection: 1: Willamette St & Pearl St , Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	117	77	200	112	120
Average Queue (ft)	2	52	43	99	47	43
95th Queue (ft)	11	95	75	171	87	91
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			1	1
Queuing Penalty (veh)		0			1	1

Intersection: 1: Willamette St & Pearl St , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	140	102	241	119	132
Average Queue (ft)	2	55	45	109	50	44
95th Queue (ft)	11	102	82	193	91	94
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0	0		1	1
Queuing Penalty (veh)		0	0		1	1

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	20	30	6
Average Queue (ft)	21	6	7	1
95th Queue (ft)	45	21	28	9
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	17	64	23
Average Queue (ft)	20	5	7	1
95th Queue (ft)	47	16	36	10
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Willamette St & Site Access/Delaney St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	20	65	23
Average Queue (ft)	20	5	7	1
95th Queue (ft)	46	17	34	10
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty, Interval #1: 5
Network wide Queuing Penalty, Interval #2: 2
Network wide Queuing Penalty, All Intervals: 3

Intersection: 1: Willamette St & Pearl St , Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	114	97	233	102	208
Average Queue (ft)	2	64	54	130	64	70
95th Queue (ft)	13	120	94	230	111	186
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			4	1
Queuing Penalty (veh)		0			9	2

Intersection: 1: Willamette St & Pearl St , Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	23	118	103	235	105	139
Average Queue (ft)	2	55	47	115	53	52
95th Queue (ft)	14	103	85	205	93	109
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0	0		1	1
Queuing Penalty (veh)		0	0		2	1

Intersection: 1: Willamette St & Pearl St , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	27	128	111	268	112	213
Average Queue (ft)	2	57	49	118	56	56
95th Queue (ft)	14	108	88	212	98	133
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0	0		2	1
Queuing Penalty (veh)		0	0		4	1

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #1

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	21	16
Average Queue (ft)	7	3
95th Queue (ft)	23	19
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #2

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	20	17
Average Queue (ft)	5	1
95th Queue (ft)	18	11
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Willamette St & Site Access/Delaney St, All Intervals

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	25	27
Average Queue (ft)	6	1
95th Queue (ft)	19	13
Link Distance (ft)	1452	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 12
Network wide Queuing Penalty, Interval #2: 4
Network wide Queuing Penalty, All Intervals: 6

Intersection: 1: Willamette St & Pearl St , Interval #1

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	113	85	221	91	105
Average Queue (ft)	3	66	46	125	59	54
95th Queue (ft)	16	116	85	226	98	102
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0			1	1
Queuing Penalty (veh)		0			2	2

Intersection: 1: Willamette St & Pearl St , Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	124	112	244	106	122
Average Queue (ft)	2	58	49	120	52	51
95th Queue (ft)	13	104	92	214	88	102
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0	0		0	1
Queuing Penalty (veh)		0	0		1	2

Intersection: 1: Willamette St & Pearl St , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	18	137	124	258	110	133
Average Queue (ft)	2	60	49	121	54	52
95th Queue (ft)	14	107	90	217	91	102
Link Distance (ft)	164		1578	331		395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		140			100	
Storage Blk Time (%)		0	0		0	1
Queuing Penalty (veh)		0	0		1	2

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	20	37	17
Average Queue (ft)	20	5	8	2
95th Queue (ft)	44	19	37	19
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Willamette St & Site Access/Delaney St, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	21	55	29
Average Queue (ft)	19	6	7	2
95th Queue (ft)	44	19	37	24
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Willamette St & Site Access/Delaney St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	26	62	46
Average Queue (ft)	19	6	8	2
95th Queue (ft)	44	19	37	23
Link Distance (ft)	162	1452	866	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty, Interval #1: 4
Network wide Queuing Penalty, Interval #2: 3
Network wide Queuing Penalty, All Intervals: 3

SANDOW
ENGINEERING
160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376
sandowengineering.com

CITY OF COBURG • P.O. BOX 8316 • COBURG OREGON 97408 • 541-682-7850 FAX 541-485-0655

Dear Property Owner: As a property owner within 300-feet of the site described below, the City is required to notify you of this pending limited land use action and invite you to provide written testimony on this matter.

Notice to mortgagee, lien holder, vendor, or seller: The City of Coburg Zoning Code requires that if you receive this notice, it shall be promptly forwarded to the purchaser.

NOTICE OF A LAND USE REQUEST FOR SITE REVIEW & CONDITIONAL USE PERMIT

APPLICATION NUMBER:	**SR 01-22 & CUP 01-22**
APPLICANT/OWNER:	Joseph Moore, GMA Architects/Stephen & Colleen Sheehan
REQUEST:	**Site Design Review & Conditional Use Permit – "Willamette Forks" Restaurant & Brewery**
PROPERTY LOCATION:	Assessor's Map 16-03-33-23 Tax Lots 04200; Situs Address: 91032 S Willamette Street, Coburg, OR 97408
ZONING:	Central Business District (C-1) (Architecturally Controlled Area & Historic District Overlay)
PLAN DESIGNATION:	Traditional Residential (TR)
APPLICABLE CRITERIA:	Ordinance A-200-I Article XI Land Use Review and Site Design Review; Article XIII Conditional Use Permits; Article VII Central Business District Regulations; Article VIII Supplementary District Regulations.
MAILING DATE:	February 3, 2023
HEARING DATE:	February 15, 2023

The proposal is for a restaurant and brewery called “Willamette Forks” on Willamette Street near the intersection with Pearl Street. The proposed use in the existing Pollard House includes restaurant and bar amenities. The proposed use in the existing accessory structure includes functions as storage room and flexible serving station. The Applicant proposes to retain and repurpose the existing buildings proposed with no increase in building height, and minimal increase in building footprint. The Applicant proposes a new accessory structure to include manufacturing space for a brewery. Proposed alterations include site work to reconfigure parking and landscape areas, accessibility upgrades for vehicle and pedestrian access, upgrades to the building exterior for access and safety, and interior remodel. Design for proposed uses prioritizes maintaining the historic character of the existing buildings and surrounding neighborhood.

The subject property is zoned Central Business District within the Architecturally Controlled Area and Historic District overlay and contains a Comprehensive Plan Map designation of Traditional Residential. The subject property contains existing access and frontage on S. Willamette St. The subject property abuts tax lots 16-03-33-23-04000, 16-03-33-23-03800, 16-03-33-23-09100 which are zoned Central Business District and 16-03-33-23-09100, 16-03-33-23-09200 and 16-03-33-23-04100, which are zoned Traditional Residential. The subject property presently is a historic site with an existing historic building, the Zacariah Pollard House (built 1854), that was most recently used for retail.

As a TYPE III application, a public hearing is required in front of Planning Commission. You are invited to submit written comments on the site design review & conditional use permit requests or attend the remote public hearing via Zoom.

Written comments must be received at Coburg City Hall by **February 15, 2023 at 3pm**. Oral testimony is allowed and encouraged at the public hearing. Testimony must raise issues of sufficient specificity to enable the Planning Commission to respond to the issue.

Coburg Planning Commission will hold a public hearing **February 15th, 2023 at 6:00pm**. This will be a hybrid meeting with options to attend in-person at Coburg City Hall or remotely via Zoom. In addition, the meeting will be live streamed on the City’s website at https://www.coburgoregon.org . To present oral testimony to the Planning Commission, you must sign up with the City Recorder by **February 15 at 3pm**. To sign up contact Sammy Egbert at 541-682-7852 or Sammy.egbert@ci.coburg.or.us.

Registered participants who want to attend remotely will be emailed information and directions on how to participate on the day of the hearing. To submit written testimony, you may send a letter to City Hall at 91136 N Willamette Street, PO BOX 8316, Coburg, OR 97408, or submit via email to Sammy.egbert@ci.coburg.or.us. All microphones will be muted, and webcams turned off for presenters and members of the public, until called upon to speak. If participants disrupt the meeting, they will immediately be removed from the meeting.

Planning Commission will be the deciding authority body on the proposal. A decision by Planning Commission is appealable to City Council.

Copies of the application and pertinent Coburg ordinances are available for inspection at the Coburg City Hall. A copy of the staff report and recommendation shall be available for review at no cost seven

days prior to the hearing. If you have questions, contact Megan Winner, megan.winner@ci.coburg.or.us, 541.682.7862, 91136 N Willamette St Coburg OR 97408.

The subject property has an address of 91032 S Willamette St. Coburg, OR 97408. An easily understood geographic reference to the subject property can be described as the property to the west of E Delaney St. on S Willamette St. See maps below.

The land uses that could be authorized for this property must conform to the zoning designation of the underlying zone. The permitted uses in the Central Business District include:

(1) Business and Professional Offices

(2) Civic uses and facilities such as government offices and facilities, libraries,

community centers and fire stations

(3) Clubs, Lodges, Fraternities and similar uses

(4) Mixed-use development (a residential use with another permitted use),

subject to standards in Article VIII.M

(5) Personal services (e.g., childcare, catering/food services, restaurants, dry

cleaners, barbershops and salons, and similar uses) up to a 10,000 squarefoot footprint.

(6) Public parking lots and structures

(7) Public parks, playgrounds and recreational facilities

(8) Retail and Wholesale Stores and Shops, provided that:

(i) Yard setbacks and other open areas shall not be used for the storage

of business inventory, merchandise, equipment, or building materials,

or for any scrap or salvage operation, storage or sale.

(ii) The footprint of the building is no larger than 10,000 square feet.

(iii) For wholesale uses: The ground floor facing the principal commercial

street shall be used only for commercial sales or business or professional offices.

(9) Banks, lending and financial institutions, without drive-up facilities

(10) Existing agricultural, horticultural, and livestock uses (no new uses).

Agricultural, horticultural, and livestock uses in operation on the effective date

of this Code shall be deemed nonconforming uses and shall continue to

operate subject to the provisions of ARTICLE VI of this Code.

(11) Single-family Dwellings on individual lots with frontage on a local or collector street, or on individual lots with frontage on an arterial street where the single-family dwelling existed before January 1, 2018.

(12) Except as prohibited under subsection c. below, multi-family dwellings subject to the design standards of ARTICLE VIII.L.4

(13) Mobile food carts, subject to obtaining a business license and certain standards in ARTICLE VIII.N

Failure to raise an issue in person, or by letter at the hearing, or failure to provide statements or evidence sufficient to afford the decision-maker an opportunity to respond to the issue, means that an appeal based on that issue cannot be filed with the State Land Use Board of Appeals (LUBA).

AFFIDAVIT OF MAILING

CITY OF COBURG
91136 N Willamette Street
PO Box 8316
Coburg, Oregon 97408

I, Megan Winner, Planner, depose and state that I mailed on **February 3, 2023,** a notice for a public hearing for a SITE REVIEW & CONDITIONAL USE PERMIT (SR 01-22 & CUP 01-22) at Map and Tax Lot 16-03-33-23-04200 in the City of Coburg to the addresses contained within.

Signature

Megan Winner

Print Name

CITY OF COBURG • P.O. BOX 8316 • COBURG OREGON 97408 • 541-682-7850 FAX 541-485-0655

Notice shall be posted on each street frontage of the subject property, in a conspicuous place that is visible from the public right-of-way. If no street abuts the subject property, the notice shall be placed as near as possible to the subject property in a conspicuous place that can be readily seen by the public.

NOTICE OF LAND USE REQUEST FOR SITE REVIEW & CONDITIONAL USE PERMIT

The **Coburg Planning Commission** will hold a public hearing **Wednesday, February 15, at 6:00 p.m**. at, Coburg City Hall, 91069 N Willamette St., Coburg, Oregon, to consider the application and related materials, the staff report, and written comments for a site review request. They will accept oral testimony for and against the proposal and provide the applicant an opportunity to rebut testimony. Planning Commission will take final action on the proposed site review and conditional use permit applications.

APPLICANT:	Joseph Moore, GMA Architects
FILE NUMBER:	**SR 01-22 & CUP 01-22**
REQUEST:	**Site Design Review & Conditional Use Permit – "Willamette Forks" Restaurant & Brewery**
DATE POSTED:	February , 2023
PROPERTY LOCATION:	Assessor's Map 16-03-33-23 Tax Lots 04200; Situs Address: 91032 S Willamette Street, Coburg, OR 97408
ZONING:	Central Business District (C-1) (Architecturally Controlled Area & Historic District)
PLAN DESIGNATION:	Traditional Residential (TR)
APPLICABLE CRITERIA:	Ordinance A-200-I Article XI Land Use Review and Site Design Review; Article XIII Conditional Use Permits; Article VII Central Business District Regulations; Article VIII Supplementary District Regulations.
STAFF CONTACT	Megan Winner, Planner, megan.winner@ci.coburg.or.us, 541.682.7862 or Sammy Egbert, City Recorder, Sammy.egbert@ci.coburg.or.us, 541.682.7852

To submit written testimony, you may send a letter to City Hall at 91136 N Willamette Street, PO BOX 8316, Coburg, OR 97408, or submit via email to Sammy.egbert@ci.coburg.or.us. The staff report will be available seven days prior to the hearing; copies can be provided at a reasonable cost. Failure to raise an issue in person, or by letter at the hearing, or failure to provide statements or evidence sufficient to afford the decision-maker an opportunity to respond to the issue, means that an appeal based on that issue cannot be filed with the State Land Use Board of Appeals (LUBA).

AFFIDAVIT OF POSTING

CITY OF COBURG
91136 N Willamette Street
PO Box 8316
Coburg, Oregon 97408

I, Colleen Sheehan, depose and state that I posted on Feb 3rd, 2023, a notice for a public hearing for a SITE REVIEW (SR 01-22 & CUP 01-22) at Assessor's Map 16-03-33-23 Tax Lots 04200 in the City of Coburg at the situs address 91032 S. Willamette St.

Signature

Colleen Sheehan
Print Name

LOCALiQ

The Register-Guard

Order Confirmation

Not an Invoice

Account Number:	821510
Customer Name:	Coburg, City Of
Customer Address:	Coburg, City Of Po Box 8316 Eugene OR 97408
Contact Name:	Coburg, City Of
Contact Phone:	5416827858
Contact Email:	
PO Number:	

Date:	01/20/2023
Order Number:	8351035
Prepayment Amount:	$ 0.00

Column Count:	1.0000
Line Count:	75.0000
Height in Inches:	0.0000

Print

Product	#Insertions	Start - End	Category
EUG The Register Guard	1	01/24/2023 - 01/24/2023	Govt Public Notices
EUG registerguard.com	1	01/24/2023 - 01/24/2023	Govt Public Notices

Total Order Confirmation	**$102.75**

Ad Preview

Public Hearing Notice

APPLICATION: SR 01-22 & CUP 01-22
APPLICANT: Stephen and Colleen Sheehan
REQUEST: Site Design Review & Conditional Use Permit
PROPERTY LOCATION: Assessor's Map 16-03-33-13 Tax Lots 04200; Situs Address 91032 S Willamette St.
ZONING: Central Business District (Architecturally Controlled Area & Historic District)
PLAN DESIGNATION: Traditional Residential District
APPLICABLE CRITERIA: Ordinance A-200-I Article XI Land Use Review and Site Design Review; Article XIII Conditional Use Permits; Article VII Central Business District Regulations; Article VIII Supplementary District Regulations; Article X.D Type III Procedure.

The proposal is for a site review and conditional use permit for a restaurant and brewery called "Willamette Forks" in the existing Pollard House, a historic site. Coburg Planning Commission will hold a public hearing February 15, 2023 at 6pm, Coburg City Hall, 91136 N Willamette St. Failure to raise an issue in person, or by letter at the hearing, or failure to provide statements or evidence sufficient to afford the decision-maker an opportunity to respond to the issue, means that an appeal based on that issue cannot be filed with the State Land Use Board of Appeals. Contact Megan Winner, megan.winner@ci.coburg.or.us, 541-682-7862. Additional information including all documents and evidence submitted by or for the applicant, and the applicable criteria and standards can be reviewed at Coburg City Hall at no cost. The staff report and recommendation are available after February 8, 2023. Copies of all materials are available at reasonable cost. Written and verbal testimony accepted and can be submitted by contacting the City Recorder before 3pm on the day of the meeting.
#8351035, January 24, 2023

VII. DECISION

FINAL ORDER & DECISION
of the
PLANNING COMMISSION of the City of Coburg

Restaurant & Brewery "Willamette Forks" Site Design Review & Conditional Use Permit
SR 01-22 & CUP 01-22

A. The Planning Commission finds the following:

1. The Planning Commission has reviewed all materials relevant to the **"Willamette Forks" site review and conditional use permit** that has been submitted by the applicant regarding this matter for Assessor's Map 16-03-33-23 Tax Lot 04200 including the criteria, findings, and conclusions within the proposed final order and attached staff report.

2. On **February 15, 2023** the Planning Department recommended **CONDITIONAL** approval of the proposal after sending neighbor notice to adjacent properties on February 3, 2023, and agency referral on May 16, 2022. Notice was sent in accordance with O.R.S. 197.195(3) and Coburg Zoning Ordinance No. A-200-L, Article X.D.3.

3. A Notice of Appeal shall be filed with the City Planning Official or designee within 14 days of the date the Notice of Decision was mailed.

4. The applicant will need to satisfy the conditions as contained herein.

5. If no appeal is filed within 14 days of the date Notice of Decision was mailed, the decision shall become final.

_____

Mr. Jim Bell, Chair, Coburg Planning Commission

Dated Signed: _____

Date Mailed: _____

COBURG CITY COUNCIL
MONTHLY REPORTS

TOPIC: City Administration Report

Meeting Date: February 14, 2023
Staff Contact: Anne Heath, City Administrator
Contact: 541-682-7871, anne.heath@ci.coburg.or.us

The following is an overview of important activities during the month of January, general administration, and upcoming work to be done. The City Administrator and Department Directors compiled the information in this report.

Water Project

- Well under design
- Water Fee 20 year analysis will be presented by FCS at the March 14th City Council meet which will assist the Council in making decisions regarding setting fees.
- Draft brochure will be available to council prior to meeting for review. A final draft will be completed and released to the public by mail and social media at least two weeks prior to the March 14th City Council meeting.
- **Premier RV** – The City staff and engineers met with Premier RV as well as the developer of the property recently annexed regarding the eastside hook up of water. Premier RV has indicated that they would like to hook up at the south end of their property as soon as possible and has provided a letter to the City, which is attached to this report. Mr. Williams is asking that the City fund the pipe between the bore to his property at the cost to the City, and install his water meter. Staff have asked he engineers to give a projected cost of the pipe that the City is being requested to pay for. Please see the attached correspondence from Mr. Willams.

Street Project

- **Macy/Harrison/North Willamette** – Engineering is provided alternative designs for these streets, which were presented, to the Public in an open house on January 30 – February 3. Comments were also available on-line and by an online survey. The collection comment reporting is attached to this report. There will be an opportunity for the Public to provide comment, which will be consolidated and presented to the City Council at their February 14 meeting. This will allow for Council to give staff direction how they would like to proceed with the design of these roads

  Options to move forward are:
  - Allow for Public Works and Engineers to review comments and begin final design which can be presented at the March meeting to City Council

- Create an agenda item on the March meeting for Council to discuss and then give direction to Public Works and Engineers for final design.

Utility Fee Discussion – Timeline for Public Education and Engagement.
The Council have asked for a timeline for the Council discussion and decision, and public education and engagement for the Utility Fee increase. The following is the suggested timeline:

March 1	Brochure mailed to the community, placed on website and social media
March 14	Public Hearing – Public Comment Taken
	FCS attend Council to present Utility Fee Finance Model
April 11	Public hearing – Public Comment Taken
April 11	Council Decision
June	New Fees implemented in adopted budget
July 1	New Fees applied to Utility Billings

Staff are working on the brochure and hope to have it to Council for review and comment in mid-February.

Street Committee
The Mayor has reconvened the Street Discussion Group, which was began by Mayor Smith. This group consists of the Mayor, Councilors, Commissioner, staff, engineers and City Partners. The purpose of this group is to discuss transportation challenges in Coburg, prioritize, and make recommendation for how the group will operate in the future. The group's first meeting is to be held on February 9.

Council Goals and Work Plan
The Work Plan will be updated according to the additions and changes the council made during their retreat. It will be sent out to Council no later than February 15 for review. Councilors may submit changes up to March 3, 2023 at which time it will be finalized and brought to Council for adoption at their March 14, 2023 meeting.

Park Projects

- **Pavilion Park Planning** – Open house for opportunities to comment on the conceptual drawing was held from January 30 – February 3. Public could make written comment, or provide comment on-line. All comments will be provided to the Park|Tree Committee in order to guide them in the final design of the park.

Public Works Shop

- Update on this project is being presented by the Public Works Director under a different tab

Finance Department Staffing – The posting has been extended to March 1.

Upcoming Meetings

February 15 Planning Commission
February 20 City Hall CLOSED for Presidents Day
February 21 Park Tree Committee
March 8 Heritage Committee
March 14 City Council

DEPARTMENTS AND OPERATIONS

City Recorder| Utility Billing| Office Administration - Prepared by Sammy Egbert

City Recorder

- January 11th to February 14th managed seven **Public Meetings**. Each meeting is noticed, created, require electronic and paper files for retention. I review edit and process draft minutes for approval then record and post approved signed minutes.
- Extended the Recruitment for finance position until filled.
- Recruitment is open for City Councilor, Planning Commissioner, vacancies.
- Council Retreat coordination and binders.

Administration Front Office

- Facebook posts and updates done regularly.
- Intake record and routed **4 Citizen Inquiry** and **2 facility** right of way permit
- Sara trained with Anne to begin process accounts payable inputting invoices and preparing checks, and additional accounts receivable tasks. These tasks will be added to the administration position.
- Trained and assisting with finance with payroll tasks while Finance position is being recruited. Will be cross-trained and provided back up when the Finance position is filled.
- January | February front office is busy collecting and processing payments for annual sewer LID's and business license.
- One Park rental application processed.

Utility Billing

- **January December utility billing covers 12/10 to 1/9**
  - Billed Water $58,900 | Sewer $70,200 | Transportation Utility Fee $12,400
  - Cash Receipts or Payments Received $134,100
  - Past dues charged 89
  - 9 Utility Billing related work orders
  - 8 Door Hangers for past due accounts

- 2 Active payment plans
- 3 change in service

Finance

- Finance Report under a different tab. There will be a presentation at the February 14, 2023 for the City Finances through December 31, 2022.

Planning – Prepared by Megan Winner

- SR 01-22 & CUP 01-22: Public hearing scheduled on February 15th at 6pm for site review and conditional use permit for restaurant and brewery "Willamette Forks" at 91032 S Willamette (old Primrose Lane Antique);
- SR 02-22: Construction continues at Roberts Rd. light industrial park;
- SUB 02-20: Construction continues. Permit for one new single family dwelling issued in December;
- SUB 01-22: Approved application for phase two of the Coburg Creek Subdivision on January 18th, 2023;
- SR 04-22: Approved application for food truck plaza "The Barnyard" on Willamette Street at January 18th Planning Commission Meeting;
- Nine Structural/Plumbing/Mechanical/Electrical Permits issued in January;
- Participating in Coburg Community Charter School 8th grade mentorship program;
- Attended regional transportation meetings including Transportation Planning Committee, Safe Lane Coalition, Transportation Options Advisory Committee and Technical Advisory Sub-Committee (of MPC).

Main Streets and Economic Development – Prepared by Tracey Pugh

- Attended Oregon Main Street Virtual Conference
- Organizing Board Retreat for Coburg Main Street - February 15
- Working on March/April Our Town newsletter
- Coordinated monthly Main Street Board Meeting
- Working with art committee on Mural Policy
- Working with Main Street treasurer to finalize 2023 Budget
- Working on grant opportunities with Ford Family Foundation and Oregon Main Street
- Working on Strategic Plan for Main Street
- Updating Main Street website with event calendar
- Working with Board to establish financial policies, budget, event calendar
- Participating in weekly Oregon Main Street zoom meetings

Public Works – Prepared by Brian Harmon

Public Works

- **Streets and ROW.**
  - **Street**

- **Projects**
  - TMDL Updates
- **Leaf Pickup**
  - Completed
- **Potholes**
  - Started our Pothole Maintenance Repair Plan
    - **If you see one developing please call or email Public Works**
- **Maintenance**
  - Guardrail on S Industrial hit by car. Will be repaired in Feb-March
  - Added new Garbage Can to S Willamette St

Water Utility

- **New Service**
  - 1 new meter
- **Distribution System**
  - 2 Leak Investigations
  - 1 Leak Forgiveness
- **Projects**
  - Pre-Construction Meeting for the Coleman St Waterline Replacement Project(set to start Feb 6th)

- **Sewer Utility**
  - **Collections**
    - **Inspections**
      - 3
    - **Callouts**
      - 3
  - **Treatment Plant**
    - **Treatment Plant**
      - Multiple breakdowns occurred at the Treatment Plant, mixer faulted out, Membrane Aeration Low Flow.
      - 2 Councilor Tours

- **Parks Dept**
  - **Parks and Tree Committee**
    - Work Party worked at Norma Pfeiffer Park
  - **Park Maintenance**
    - Removed Graffiti from the Restrooms

Misc.

- **Locates** 29
- **Work Orders** 71

Municipal Court - Prepared by Mandy Balcom

- **January 2023 Activity Measures:**
  - **Citations (Crimes and Violations)**
    - New Citations for January 24, 2023 Court Date: 46

  - **January 2023 Receipts Including Collections**,
    - **Total Fines**: $12,169.08 (total monies taken in for the month, nothing deducted), *compared to $ 10,766.12 in January of 2022*
    - **Net Fines**: $10,241.00 (City share only, NOT including collections), *compared to $8,946.00 in January of 2022*

  - **January 2023 Professional Credit Service Collections**:
    - **Total Collection Revenue**: $ 1,928.08 *compared to $1,820.12 in January of 2022*
    - **Turned over to collection**: $ 0 *compared to $2,123.50 in January of 2022*

Comparisons should only be considered when viewing the year-to-date amounts as court dates are not consistently held on the same dates each month, nor is there consistent cases presented to the court.

Other Information:

- Upcoming Court Date: February 14, 2023 Regular Court Session
- Judge Williams will be attending the OMJA/OJPA Spring Education Conference March 22-24, 2023
- Court has received and has complied with the Governor's Order on Remission of Fines dated 12/21/2022 to waive fines and clear suspensions.

Police Department – Prepared by Chief Larry Larson

- Officer investigated a theft of a trailer in Premier RV.
- Officer investigated property stolen from a vehicle.
- Officer investigated a theft of a catalytic converter from a business.
- Officer investigated two non-injury motor vehicle accidents.
- Citizen turned in a found wallet to the Police Department.
- Officers arrested a driver for DUII/Reckless Driver and Reckless Endangering; suspect BAC was .19%.
- Officer investigated hit and run property damage to City property.
- Officers arrested a driver for failing to provide a license and obstructing governmental process. He was provided veteran services.

- Officer investigated a criminal mischief that caused damage of $2,000.00
- Officer investigated a child neglect from DHS and determined the investigation to be unfounded.
- Officer investigated a theft in which a bike was stolen.
- Officer investigated a theft of a bicycle.
- Officer investigated a report of verbal dispute.
- Officer arrested a driver for (misd.) Warrant and driving without a license.
- Officers arrested a driver for DUII and wrote a warrant for the driver's blood alcohol content.
- Officer investigated stolen items in Premier RV Park.
- Three officers arrested suspect for Rape, Assault, Strangulation and other sex crimes.
- Officer investigated damage to a vehicle's windshield.
- Officer investigated stolen property from a vehicle totaling over $1,000.00
- Officer registered a sex offender for their annual registration.
- Officer investigated a stolen vehicle. Vehicle was subsequently returned to the owner.
- Officer took a report of three chainsaws that were stolen out of a vehicle.
- Officers assisted Lane County Sheriffs with an investigation.
- Officer performed a traffic stop, which resulted in the locating of missing persons.
- Officer cited a driver for reckless driving.
- Officer investigated damaged and stolen property to vehicles at a business.
- Officer investigated damage to a fence at a business.
- Officer investigated a fraudulent use of credit card.
- Officer transported an inmate to and from the jail to Coburg and back for court.
- Officer cited a motorhome on Roberts Road for city ordinance violations.
- Officer responded to a suicidal person; the officer was unable to find the person.
- Officers enforced the illegal parking ordinance on Roberts Road on several vehicles.
- Coburg Police Department had a vehicle displayed in front of City Hall to help prevent impaired driving.
- Coburg Police Department placed a mobile radar unit in town to help discourage speeding on city streets.
- Coburg Police Department set up a new storage rack with bins to help organize found property in the property shed.
- Evidence label stickers were made to place on property/evidence sheets to inform arrested subjects on where to pick up their property after being released from custody and the time they have to claim their property.
- Officers have started implementing written warnings on traffic stops that did not result in a citation.

Upcoming Events:

Coburg Community Shred Day on April 15th, 2023

ATTACHED

Council requested copies of all public meetings be included in packets

January 17, 2023, Park Tree Committee Minutes DRAFT
January 17, 2023, Park Tree Committee Work Session Summary
January 18, 2023, Planning Commission Minutes DRAFT
January 31, 2023, Finance Audit Committee Minutes DRAFT
Park Survey Results
Street Improvement Survey Results
Eugene Premier RV Letter RE: Domestic water to Eugene Premier RV Resort, LLC

MINUTES

Coburg Parks | Tree Committee

City Hall, 91136 N. Willamette

January 17th, 2023 – 6:00 p.m.

COMMITTEE MEMBERS PRESENT: Chair Mary Mosier, Vice Chair Tom Beatty, Lonna Meston, Coleen Marshall, Karen Coury

COMMITTEE MEMBERS ABSENT: Claire Smith, Joe Morneau

STAFF: Public Works Director Brian Harmon

1. Call to Order
Chair Mosier opened the Parks | Tree Committee meeting at 6:05 p.m.

2. Roll Call
Chair Mosier acknowledged those present. There was a quorum.

3. AGENDA REVIEW | Approve Minutes from November 15th, 2022

MOTION: Ms. Marshall moved to approve the November 15th minutes as presented, seconded by Ms. Meston. The motion passed unanimously - 4:0:0.

4. City Updates/City Administrator Report
There were no questions.

5. Committee Business

- Election of Officers

  MOTION: Ms. Marshall moved to re-elect Mary Mosier as Chair, seconded by Vice Chair Beatty. The motion passed unanimously - 4:0:0.

  MOTION: Ms. Marshall moved to re-elect Tom Beatty as Vice-Chair, seconded by Ms. Meston. The motion passed unanimously - 4:0:0.

- Finalize Annual Report to City Council - Goals

DRAFT

Mr. Harmon noted that he'd need the report and goals by February 2nd.

Chair Mosier said the report was finished but was waiting on the City Council's response for volunteer hours.

After discussion of the long-term goals as recorded in the November 15th minutes, it was decided by consensus to add the Coburg Creek subdivision park to the list.

Updated Long-term Committee Goals:

- Advocate for a volunteer coordinator on City staff
- Establish a community volunteer base
- Research and development of a Parks & Rec district
- Create a process for future purchase approval and development of park land
- Julie Morneau Heritage Park
- Coburg Creek subdivision

- Our Town (Newsletter) Contributions

Vice Chair Beatty noted that he had submitted a poem which would appear in the next issue.

Suggestions for upcoming issues included biographies of individual "Heritage" trees, a history of Arbor Day, a "Before You Plant" guide, and a piece on the value of volunteers.

Mr. Harmon suggested adding Arbor Day to the February agenda.

- Holly at Picnic Shelter

Vice Chair Beatty presented. There was a decision by consensus to replace two of the three holly bushes with a red maple.

- Location of Ray Smith Fire Hydrant

There was a decision by consensus to entrust the donation to the City Council with the recommendations of placement within the City Hall or the Odd Fellows buildings.

- Donation Policy Suggestion List

Vice Chair Beatty volunteered to compile a list of donation suggestions. He requested that the committee members send in their ideas.

Mr. Harmon specifically suggested drinking fountains.

There was some discussion of the status of Park Watch signs.

- Upcoming Work Party Date & Location

A work party was scheduled for February 6th at 9:00 am at Norma Pfeiffer Park for clean-up around the flagpole and pruning and edging around the roses. A yard of bark dust or wood chips from Lane Forest Products was requested from Public Works.

Mr. Harmon noted that the Open House scheduled for January 24th had been moved to February 2nd. Chair Mosier, Ms. Meston and Vice Chair Beatty offered to attend. Mr. Harmon suggested including index cards and a drop box for public input.

Ms. Marshall noted that the date listed on the agenda for the next scheduled meeting was incorrect and should be the 21st rather than the 14th.

After discussion, the decision by consensus was to schedule a Work Session for 4:30 pm on February 21st to review public input on the Pavilion Park Plaza. A second Work Session in March was suggested but not scheduled.

6. Adjournment
Chair Mosier adjourned the meeting at 7:05 p.m.

FUTURE MEETINGS
~~January 24th~~ February 2nd Public Meeting for Plaza Ideas - All Day
February 6th Work Party - 9:00 am
February 7th City Council Meeting
February 21st Parks and Tree Work Session - 4:30 pm
February ~~14th~~ 21st Parks and Tree Committee

(Minutes recorded by Angela Kern)

APPROVED by the Park & Tree Committee on this ____ day of _____ 2023.

ATTEST:

_____ _____
Sammy L. Egbert, City Recorder Mary Mosier, Chair

Parks / Tree Committee Work Session

Date	Name	Summary of Discussion
January 17, 2023 4:40 pm - 6:00 pm.	Mary Masier Karen Coury Lonna Meston Coleen Marshall Tom Beatty Staff: Brian Harmon	Elements of design were discussed and refined for improvements to Pavilion Park.

Please attach a copy of all documents that were handed out

Park Plaza Funded by Oregon Department of Parks & Recreation

The City of Coburg has successfully submitted and received a grant to construct a Public Plaza in Pavilion Park. The Park & Tree Committee has worked with and engineers to create a preliminary design of the plaza. Your input is need and appreciated as they move forward to final design. The attached preliminary design includes ADA designs, restrooms, a water feature, picnic area, and a community concern area. Please take the time to look at the design and submit any comments you may have no later than February 3, 2023.

Coburg Planning Commission
January 18, 2023 at 6:00 p.m.
Coburg City Hall
91136 N. Willamette St.
Hybrid Meeting

DRAFT

COMMISSIONERS PRESENT: Chair Jim Bell, John Marshall, Marissa Doyle and Jonathan Derby.
Absent: Vice Chair William Wood and Seth Clark.

STAFF PRESENT: Anne Heath and Megan Winner

GUEST PRESENT: Don Johnson.
Virtually Present: Alan Wells.

1. Call Meeting to Order
Chair Bell opened the Planning Commission Work Session at 6:03 p.m.

2. Roll Call
Chair Bell called roll. A quorum was present.

3. Agenda Review
Ms. Winner had two additions to the Agenda:

- Review and discuss the goals and priorities of the Planning Commission for 2023.
- Recruitment for a Planning Commission vacancy.

Ms. Winner stated that Alan Wells had resigned fromthe Planning Commission because he was elected to City Council. The discussion and review of priorities and goals would be addressed after
Agenda (8.) Discussion Items.

4. **Approval of Minutes - December 21, 2022**

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to approve the December 21, 2022 Planning Commission Meeting minutes as presented.***

The motion passed. Vote, 4:0.

5. Public Testimony
There were no public speakers.

DRAFT

6. Commission Business
A Public Hearing on land use application SUB 01-22; submitted by Bruce Wiechert Custom Homes for the Coburg Creek Subdivision First Addition.
Chair Bell re-opened the Public Hearing from the December 21, 2023 meeting.

Staff Presentation:
The Commission proceeded to testimony.

Ms. Winner read aloud four written pieces of testimony that were emailed to the Commission.
Coburg residents, Sandra and James Marr opposed Land Use Proposal SUB 01-22.
Coburg residents, Edward and Susan Wojakowski opposed Land Use Proposal SUB 01-22.
Peter Chapin supported Land Use Proposal SUB 01–22.
Stanley Shattuck submitted an addendum to the testimony that he provided on the December 21, 2022 meeting.

Chair Bell asked the Commission if anyone wished to disclose any ex parte contact since the first hearing of December. There were no comments.

Mr. Marshall commented that the connection of Macy Street to the subdivision seemed to be a concern in the written testimonies. He said it was not listed as a condition, but was within the development plat and proposal. He asked if that was sufficient to satisfy the concern of the people or should the Commission add a condition that the subdivision be connected to Macy Street?

Ms. Winner commented that it was her understanding that the Council acceptance of the dedication of the portion of Macy Street previously, as well as the subdivision application showing a connection of Macy St., was approval of that access being connected westward.

Commissioner Marshall asked if all the streets, access points to the subdivisoin needed to be approved prior to any building permits issued?
Ms. Winner answered that it was correct, the utilities, infrastructure, and streets would all go through a public improvement review process.

Ms. Doyle asked if Macy Street was included in that?
Ms. Winner replied that Macy Street would go through its own design approval process. Beginning February 1, 2023, there would be two designs, prepared by the city engineers and available for the public to weigh in on.

Ms. Heath clarified that the developer was asked to make changes to Macy Street up to Harrison Street. It was important to the Council that they heard from the community on not just Macy Street, but North Willamette Street design, as well as the Harrison Street design. Those street projects were expected to take place next summer.

MOTION: ***Commissioner Doyle moved, seconded by Commissioner Derby to close the public hearing on the Bruce Wiechert Custom Homes Inc. at 6:23p.m.***

The motion passed. Vote, 4:0.

Ms. Doyle asked if there was enough room for a delivery-like truck to turn around at the intersection of Van Duyn Street and Skinner Street.
Ms. Heath answered that it was not a concern related to the traffic pattern of the subdivision, however it could be brought up to the City as a concern by a citizen.
Mr. Marshall understood the tie from Skinner Street to the subdivision was primarily for pedestrians and bicycles and the bollards were to keep vehicles from going through. The bollards could be moved for emergency vehicles, while the dead end Van Duyn Street was not applicable to the subdivision and the City would most likely post a sign stating that it was not a turn around.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to recommend approval of the proposed Coburg Creek Subdivision First Addition SUB-01-22, with the conditions of***
approval items 1 - 9, as listed in the Staff Report.

The motion passed. Vote, 4:0.

Commissioner Marshall stated, in conjunction with the recommendation for approval of the Coburg Creek Subdivision First Addition, he would like to recommend to City Council to direct staff to assure that the planned improvements to Macy Street, North Willamette, and Harrison Street were complete on or before the developer completes the connection of the subdivision to Macy St.prior to subdivision completion.

DRAFT

Seconded by Commissioner Derby. The motion passed. Vote 4-0.

7. Commission Business

Public Hearing on SR 04-22 Food Truck Plaza The Barnyard Site Review
Chair Bell opened the Public Hearing at 6:36p.m..

Staff Report:
Ms. Winner presented an overview of the proposal. The proposal is for a site design review for a food plaza called The Barnyard, located on Willamette Street near the intersection of Pearl Street. The proposed project would be constructed in two phases. Phase-1 would include a concrete pad for up to five trucks, a small stage and approximately a 1000 square foot building that would include restrooms. Phase-2 would include a small entertainment stage and the small building called The Barn. Currently, the subject property is a vacant field south of The Coburg Inn, mixed-use development and is the anticipated location for Phase-2 of the Coburg mixed-use development. According to the applicant and property owner, this was not planned as a final use for the property, but rather a limited duration development until Phase-2 of The Coburg Inn was more economically feasible. The proposal meets the building standards. The Central Business District is exempt from the minimum parking requirements for vehicles. Employee parking would be accommodated in the existing Coburg Inn parking lot. The proposed project would share parking and access with The Coburg Inn.
The three recommended conditions of approval are:

- All food trucks must obtain a Type-1 approval for mobile vending prior to operation.
- Prior to commencement of construction activities, the applicant shall submit for and obtain the required building permits.
- Bicycle parking facilities to accommodate a minimum of nine bicycles must be provided on-site, as part of the first proposed phase of the food truck plaza.

Ms. Winner read aloud a written testimony received by the Commission from Stephen Sheehan, opposing Land Use Proposal SR 04-22.

The applicant, a Coburg resident and local business owner, Mr. Alan Wells stated that he had spoken with the area business owners and every one of them were in support of the project.

Mr. Derby asked if the Phase-2, add-on to The Barn was going to be adjacent to The Coburg Inn, blocking the view of the food trucks?
Mr. Wells answered that it was not the intention to block the view of the trucks. They would be seen from the intersection. When Phase-2 is built the food trucks would be removed.

Mr. Marshall asked if the food trucks would be stored there.
Mr. Wells answered that they prefer the trucks would be open from 11 a.m.-8 p.m., seven days a week. When not in use they would be securely locked, with additional security cameras in use.

DRAFT

Chair Bell stated that since staff had put it in the report as temporary, then the Commission must make the record clear and place a condition of a time limit on it.

Albany resident and architect for the proposed project, Don Johnson, explained in greater detail, the building design to the Commission.

Hearing closed at 6:50p.m.

MOTION: ***Commissioner Derby moved, seconded by Commissioner Doyle to approve the application with the three conditions found by staff, including a fourth condition of clarification on a time horizon, specifically to be revisited in five years.***

The motion passed. Vote, 4:0.

Ms. Winner asked for clarification of the fourth condition of approval.
Mr. Derby stated the fourth condition of approval would be that we revisit the temporary status of the food truck plaza in five years in consultation with the applicants.

8. **Discussion Items**

- Intersection of Willamette St. & Van Duyn St.

Mr. Marshall pointed out that the intersection had been addressed previously. The City's Transportation Plan (TSP) stated that it needed modifications. Mr. Marshall proposed that the Planning Commission pass a motion asking the City Council to address the intersection formally with the County and have the Council Direct Staff work with the County to create some modifications to make it safer.

Ms. Heath clarified that the engineers were currently designing Van Duyn Street to North Willamette Street with the thought that it was a safe route to school from the neighborhoods, with possible sidewalks connecting to the existing sidewalks.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Derby to request the Mayor and City Council to formally address the issue of the intersection of North Willamette Street and Van Duyn Street, to direct staff to research possible modifications to this intersection, as being a safe route to the school.***

The motion passed. Vote, 4:0.

Ms. Heath offered to add it to the Work Plan presented to the Council on their February 4, 2023 retreat, as a request from the Planning Commission and informed the Commission that any one of them could go and represent the decision as a whole, to the next Council meeting.

DRAFT

9. Planning Commission Goals for 2022-2023
Ms. Winner announced that it was time for the Planning Commission to set the goals and priorities for 2023. She instructed the Planning Commission to look at the 2022 list and choose to keep those as they were or make additions or removals**.**

The Board asked for more training on master planned developments, specifically their purpose and use; types of land use applications the expirations of land use approvals and Planning Commission responsibilities.

MOTION: ***Commissioner Marshall moved, seconded by Commissioner Doyle to approve the list as amended, with specific topics.***

The motion passed. 4:0.

DRAFT

10. Adjournment
Chair Bell adjourned the meeting at 7:45 p.m.

(Minutes recorded by Trenay Ryan, LCOG)

APPROVED by The Planning Commission of the City of Coburg on this

_____
Jim Bell, Commission Chair

ATTEST:

_____
Sammy L. Egbert, City Recorder

MINUTES

Coburg Finance/Audit Committee Meeting
January 31st at 5:30 P.M.
91136 N Willamette Street
In-person meeting

DRAFT

PRESENT: Vice Chair Terry Dawson, Coleen Marshall, Elise Landry

STAFF PRESENT: Anne Heath, City Administrator, Councilor Engebretson, Councilor Lehmann

GUESTS: Steve Tuchscherer and Josh Huffman of Umpqua Valley Financial via Zoom; City Council Liaison John Lehmann

RECORDED BY: Angela Kern, Lane Council of Governments (LCOG)

1. CALL TO ORDER

Councilor Engebretson called the meeting to order at 5:33 pm.

2. ROLL CALL

A quorum was present.

3. MINUTES REVIEW: November 29th, 2022

MOTION: Ms. Marshall moved to accept the Coburg Finance/Audit November 29th, 2022 minutes as presented, seconded by Mr. Dawson. The motion passed unanimously – 3:0:0.

4. Receive Audit From Umpqua Valley Financial

Mr. Tuchscherer presented the audit. He stated that the City was in good shape overall and noted that full accrual accounts could be challenging.

Ms. Landry inquired about modified accrual accounting for capital accounts. Mr. Tuchscherer explained that capital accounts were subject to full accrual.

Ms. Heath asked for clarification of over-expenditures below 3% on page 83. Mr. Tuchscherer said that he was required to assess compliance with Oregon budget law and that significant over-expenditures must be reported. He noted that Coburg's were not particularly significant but that the inclusion was required.

At the conclusion of the audit, it was observed that Ms. Heath had included in the Committee packets a sheet of 2014 findings, provided to illustrate the progress of the City. Mr. Lehmann asked what actions had created the positive changes. Ms. Heath listed growth, better management, setting budgets, revisiting allocation methods, and charging for services as the main contributors. She said setting 5-year budgets was key. Mr. Lehmann inquired about providing comparisons for ending fund balances for proceeding years. Ms. Heath said that would be provided at budget time. .

MOTION: Ms. Landry moved to recommend to the City Council that the Umpqua Valley Financial Audit be accepted, seconded by Mr. Dawson. The motion passed unanimously – 3:0:0.

There was some further discussion of the over-expenditures, with no actionable conclusions.

5. Elect Officers for Fiscal Year 2023

MOTION: Ms. Marshall nominated Ms. Landry as Chair, seconded by Mr. Dawson. The motion passed unanimously – 3:0:0.

Councilor Engebretson handed over control of the meeting to Chair Landry.

MOTION: Ms. Marshall nominated Mr. Dawson as Vice Chair, seconded by Ms. Landry. The motion passed unanimously – 3:0:0.

6. Financial Reporting - December 31, 2022

Ms. Heath presented, saying that revenues were at 37%, expenses were at 27%, property tax receipts were at 91%, and fuel taxes were at 41%. She stated that there were no concerns at the moment.

Mr. Dawson wondered how things looked for being six months into the fiscal year. Ms. Heath said it looked good.

Ms. Marshall inquired about the payment to Julie Morneau. Ms. Heath explained that it was the final payment for the well property.

Chair Landry requested clarification of an increase in program expenses in the governmental funds of the audit. Ms. Heath explained that it was the Street Fund had increased capital

projects. Chair Landry noted an increase in the water utility as well, which Ms. Heath said was due to the Water Project.

Mr. Lehmann wondered if there would be a URA Audit. Ms. Heath said yes.

7. Finance Committee Goals

It was noted that the goals had been discussed at the April 27th meeting.

Mr. Dawson stated that the Committee's perpetual goal was reviewing the City of Coburg Fiscal Policies and Accounting Procedures.

Chair Landry suggested the Committee move forward from page 20.

It was noted that Ms. Heath had corrected spelling and punctuation throughout the document.

Ms. Heath asked for recommendations to present to the City Council.

Mr. Dawson suggested merging the Finance/Audit Committee and the Budget Committee.

> **MOTION:** Mr. Dawson moved to recommend to the Coburg City Council that they consider blending the Citizen Members of the Budget Committee with the Finance/Audit Committee, seconded by Ms. Marshall. The motion passed unanimously – 3:0:0.

8. ADJOURNMENT

Chair Landry adjourned at 7:17 pm.

APPROVED by the Finance Audit Committee of the City of Coburg on this 25th day of April, 2023.

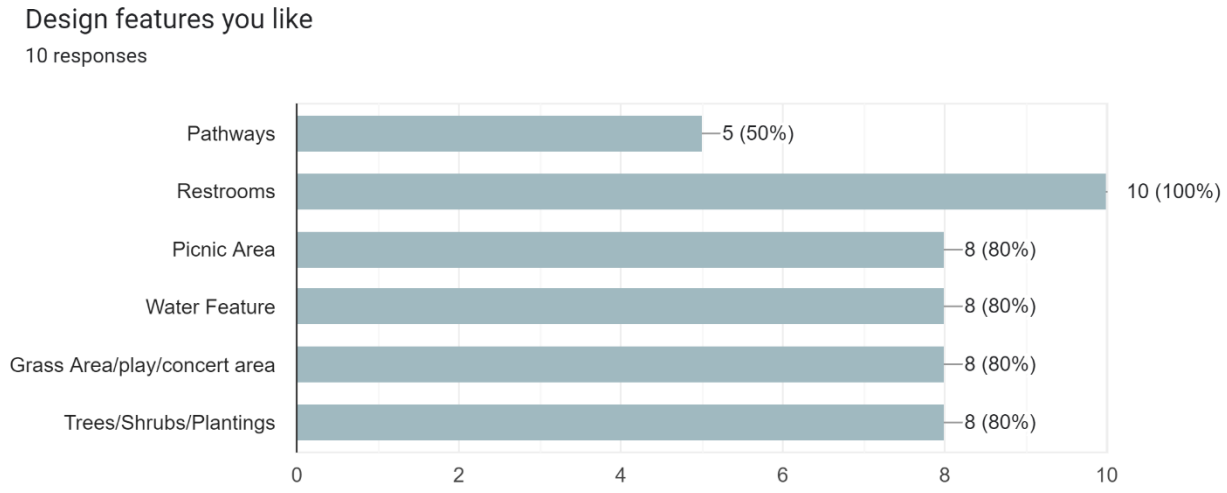
_____
Elise Landry, Finance Audit Chair

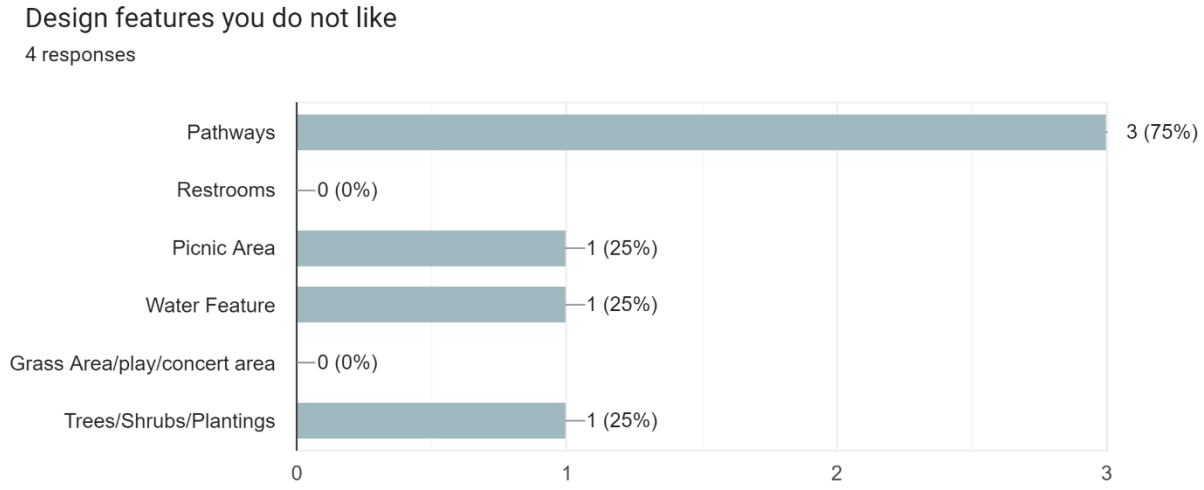
ATTEST:

_____
Sammy L. Egbert, City Recorder

DRAFT

Pavilion Park Plaza Comment Survey Results Data Visualizations



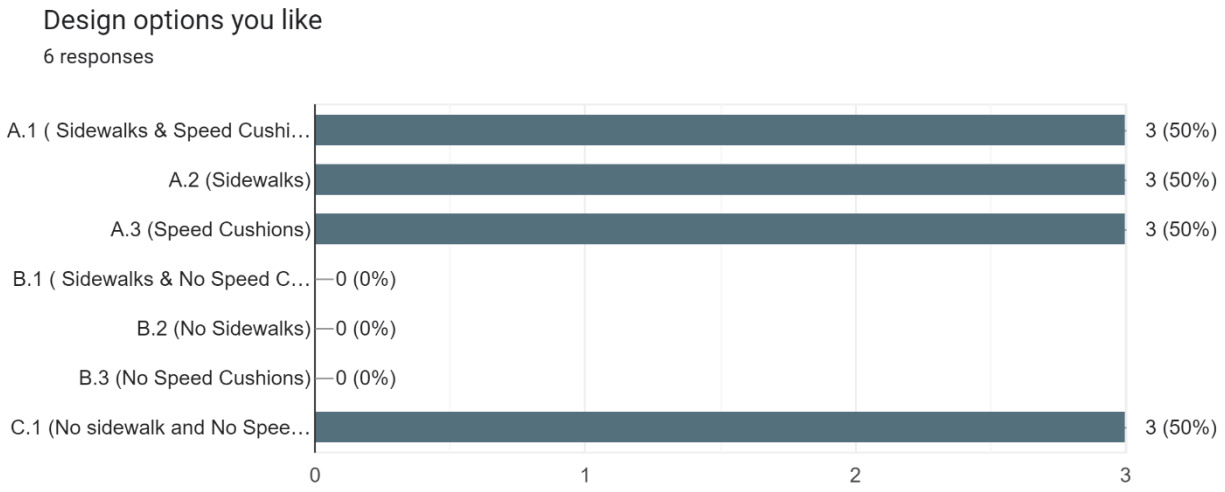


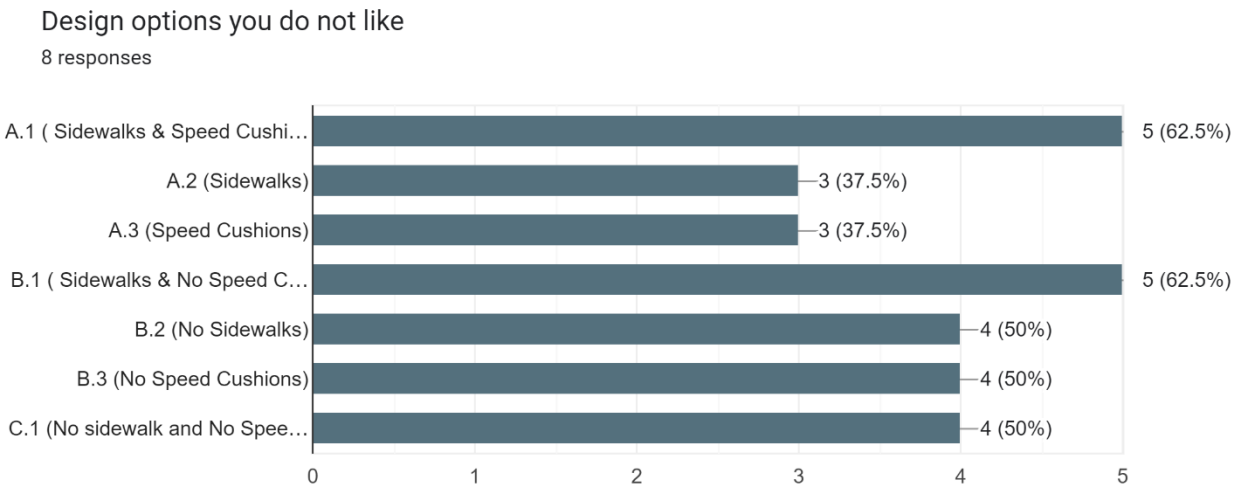
Other features I would like to see in the park:
Chess tables
Water presentation features
Mural
Picnic area at south end also

Other comments or ideas I would like to share about this design:
Native plants in the garden with butterfly attracting plants
Shade trees as well as evergreens would be nice

Too many paths
Will the memorial wall/fountain have names of Coburg veterans on it?
There needs to be more parking for events!!
How will events be able to accommodate booths for vendors?
Restroom: Will it be a nice building or a funky plastic bathroom? Would like to see a nice cement structure with some design standards not a "Quonset" hut

Street Improvements Survey Results Data Visualizations





Other features I would like to see on the streets:

4 responses

15 mph speed limit signs

Bench facing west at Macy & Willamette. Great spot for sunsets!

We'd like to see speed cushions or some other way to slow traffic on N. Harrison between Locust and Van Duyn Streets when that area is improved. Also more signs alerting motorists to the presence of school children and other pedestrians in all of these areas that will be improved in the next few years. That includes all of the streets surrounding the park, where we often see cars driving faster than they should in areas of greater numbers of people of all ages, often walking their pets or just enjoying the park areas. Be aware, many drivers use all of these streets to avoid the stop light intersection at Willamette/Pearl Streets!

Any place there is a light intersection!

Other comments or ideas I would like to share about these street improvement options:

6 responses

Love the speed cushions, although potholes make people slow down

I am very encouraged to see the possibility of more sidewalks and speed dampening techniques coming to Coburg. Slower is better.

Should how Macy will be accessed to the Weichert housing

We look directly out our kitchen windows and see fast traffic and disregard for stop signs, from all directions, at the N Harrison and E Van Duyn intersection at all times of the day. We also see the same at the south end of N Harrison where it meets E Locust. The entire length of N Harrison, going north/south between Locust and Macy Streets, and E Van Duyn, going east/west from N Harrison to Willamette Street, need some kind of speed amelioration to keep them safe for the many walkers and bikers, both young and old, who use this corridor to get to and from the school and Coburg Bottom Loop.

Don't change how the streets are now. Coburg is wonderful as is!

We don't want sidewalks or speed cushions

Premier RV Resorts, LLC
Eugene Premier RV Resort, LLC
33620 SW Firdale Rd.
Cornelius, Or. 97113

January 30, 2023

Anne Heath
City Administrator
91136 N. Willamette Street,
Coburg OR 97408

RE: Domestic water to Eugene Premier RV Resort, LLC

33022 Van Duyn Rd, Eugene, OR 97408

Dear Ms. Heath,

Thank you for the productive meeting with your staff concerning the extension of the city water line to our property.

Based on our discussion with you and your staff we propose the following:

1. The City of Coburg extend the water line the approximately 71 feet to reach our south property line at its cost.
2. The city installs a water meter (which shall be paid for by Eugene Premier RV Resort LLC) sized to serve our resort as determined by our engineer.
3. Eugene Premier RV Resort will hire an engineer at its expense to determine the size of meter, and supply pipe needed to service the resort and the required back flow device to meet the city standards.
4. The city will keep us apprised of the progress in getting the state permit and will review our engineering as we wait for the state permit so that we can begin construction of our water line as soon as the state permit is issued.

Time is of the essence for this project. We cannot predict how long our domestic water wells will have sufficient flow to provide the potable water for our resort.

Please share this letter with the mayor and council members.

We remind the city that we have been promised water for almost 18 years and the proposed hook up date has been moved back at least 4 times in the last 4 years.

We do not want to have to litigate this issue but are prepared to do so should the city again fail to perform as promised.

Very Truly Yours,

Paul Williams

Managing Member Eugene Premier RV Resort, LLC