FLORENCE PLANNING COMMISSION
ITEM UPDATE/SUMMARY

TOPIC: Cannery Station Final PUD, Tentative Subdivision, Design Review

Memo Date: June 18, 2013
Meeting Date: June 25, 2013
Staff Contact: Jacob Callister
Contact Telephone Number: 541-682-4114

AGENDA ITEM SUMMARY

This memo serves as an update for the continuing Planning Commission Meeting/Hearing Agenda item, Cannery Station Final PUD, Tentative Subdivision and Design Review, requested by Cannery Station LLC, as represented by Teresa Bischow of Arlie and Company.

A Planning Commission Meeting/Public Hearing was held on the matter on May 28th, 2013. Due to a number of outstanding issues, the hearing was continued and the record held open until a follow up meeting which will be held June 25th, 2013.

Although progress has been made with the applicant on a number of issues, staff anticipates that several key issues will continue to lack full clarity. In short, the applicant for the Cannery Station project has indicated that they will need more time to get all of their information together. A primary issue is that of a traffic study required by ODOT. Thus, we will not be at the point where the Planning Commission could make a decision on the Cannery Station project at the June 25th meeting.

Staff and the applicant felt it will be most ideal to deliberate and provide a decision at an August 13th, 2013 Planning Commission meeting.

UPDATE ON KEY APPLICATION ISSUES:

The following are issues that staff or the Planning Commission have identified as topics that require follow up from the meeting/hearing on May 28th, 2013.

1. Whether a variance is necessary for parking aisle widths:
   The preliminary PUD contained a condition which explicitly required that a variance be pursued in the event that a parking aisle width was proposed that was less than the required minimum in effect in the 2008 version of the parking code. The applicant has proposed a parking aisle width that is less than the 2008

code. Staff recommendation was to allow the applicant to proceed with the parking aisle width as proposed. This is because the parking aisle width exceeds the current parking aisle width code requirements, and is a very typical and adequate width. The Planning Commission, did not express concern about the accommodation except as it might be in contradiction to the condition requiring a variance. Staff was asked to research whether a variance would in fact be required.

Staff has confirmed that there is no mechanism for pursuing a variance (variance from code) to anything other than existing code. Since the proposal is in conformance with existing code, no variance is otherwise necessary.

Additionally, as per Planning Commission request, the applicant has developed a site plan that has consistent parking aisle widths of 24 feet.

2. Parking Summary. As part of Exhibit 15 Sheet A1.1 Land Use Plan, the applicant provided a parking summary which outlined the parking that will be required for variable structure sizes that may accommodate the lots of Phase 1. This table contained some errors and needed to be updated. The applicant has provided the revised parking table in a revised Sheet A1.1 which is attached as Exhibit 15.

3. The Wall. The applicant's representative met with a large gathering of Florentine Estate residents on June 12th, 2013. The meeting was an opportunity to present the most current development plans and to respond to resident's concerns and questions. The meeting was very well attended (more than 50 residents) and lasted over 90 minutes. The applicant noted that the meeting was a great opportunity for residents to express concerns and that the overall tone was positive. Concerns (and discussion) focused on the wall and drainage, though other topics included affordable housing, wetlands and access to the west. The applicant noted that the Home Owners Association may provide a written statement before the June 25th continuation of the hearing.

4. ODOT Related. The applicant's Engineer met with representatives from a number of ODOT departments to discuss some issues stemming from internal inconsistencies at ODOT related to the development of bio-swales and to discuss the proposed median at 47th and 101 and traffic implications and requirements related to it. The following are updates related to ODOT issues:

    a. According to the applicant, ODOT is open to a scenario which does not require a median, but rather accommodates two directional access to Highway 101 from the site. The applicant also notes that ODOT rescinded their suggestion that Redwood Street extend north to Munsel Lake Road. ODOT required that a traffic study be performed to support whether a two directional access from 47th Street would be feasible. The applicant's off-site engineer performed a traffic study, as requested by ODOT, for the new potential traffic configuration. The traffic study was conducted on

Wednesday, June 12, 2013 and the study results have been submitted to ODOT and are attached as a new exhibit (Exhibit 46). ODOT will provide an updated referral comment (hopefully before June 25th) but it should be noted that the study does reveal what would be considered minimal traffic impacts from Phase 1 of the proposal. These results support the viability of an intersection at 47th which accommodates access for both northbound and southbound travel. Staff's recommendation awaits ODOT's final assessment of the applicant's study, and their referral comments.

b. The applicant wanted to recognize the accurate assessment of an individual who provided testimony at the hearing on June 25th about the speed limit along Highway 101. The individual correctly noted that the speed limit is 40 miles per hour along this stretch of Highway 101 and correctly pointed out the that the applicant identified the speed limit as 45 mph in reference to traffic studies. The applicant notes that when performing traffic analysis, the speed used is the speed limit plus 5 mph. This is because the increased speed more accurately reflects speeds that actually occur on the facility. This is standard traffic engineering practice.

c. The applicant has worked out an arrangement with ODOT regarding the design dynamic of the adjacency of the site with Highway 101. This includes the area where ODOT had simultaneously both required and prohibited bio-swales. Adjustments will include a vegetated area between the sidewalk and the highway, but will include a straight sidewalk area (as opposed to the meander previously proposed. The applicant will provide a revised 47th and Highway 101 Improvements diagram (Exhibit 37) at the meeting on June 25th, 2013.

d. The applicant is giving strong consideration to the comments received at the meeting with Florentine Estates residents, as well as the comments provided by Planning Commissioners related to a potential pedestrian crossing, and where that might or might not makes sense.

5. Applicant's Meeting with Staff. On Wednesday June 12th, 2013, the applicant met with Florence City Manager Jacque Betz, Florence Public Works Director Mike Miller, and Florence Interim Planning Director Kelli Weese. In this meeting, the applicant raised concerns about the City's condition for requiring an increase from 8-inch water lines to 12-inch water lines to serve the site. Mike Miller, Public Works Director has noted that the primary concern is the three story assisted living facility and that further coordination will need to be conducted with the Fire Marshall, to determine if, in fact, an 8-inch line can be permitted. The applicant has raised concerns about the numerous references that the City has made, even in recent years, to the requirement for an 8-inch line. The applicant will be speaking to this concern at the meeting on June 25th. The applicant has submitted a supplemental statement that is attached to this memo and includes

more detail related to many of these updates. An update related to the water line requirements will be ready for the meeting on June 25th.

Other items that were addressed in the meeting included the applicant's concern about including, as "conditions," items which either do not directly apply to City jurisdiction, or clearly apply to future development processes (e.g. building permits). Although these items are often included as "conditions," the applicant expressed the following unique concerns:

- The relatively unknown nature of future requirements from agencies like ODOT, and getting caught with overly specific City "conditions" that may not reflect the perspective of the regulating agency at the time of development.
- The inclusion of numerous "conditions" which may be more appropriately categorized as "information Items."

The applicant requested that these conditions be re-evaluated with this in mind. Staff agree that certain conditions (many of which were carried forward from the Preliminary PUD) are either not explicitly necessary, or are, in truth, more informational in nature. Removal or refinement of many of these conditions will clarify the City's expectations, will facilitate greater flexibility in the future, and will not reduce the protections and conditions that will continue in the findings of fact. The conditions that staff has identified for reconsideration include the following:

Conditions to be considered for removal:

- **Condition 5:** As part of this Phase 1 Final PUD, the southern portion of Highway 101 abutting the phase boundary will be widened and improved in compliance with the above condition.
- **Condition 6:** Off-site roadway improvements shall include the following, as illustrated in Exhibit 26, Sheet C6.0 Street Plan:
  - Roadway widening to Highway 101 in order to provide a second northbound through-lane from the southern end of the property to the Munsel Lake Road intersection; the second northbound through-lane will act as a de-facto right turn lane at 47th and at Munsel Lake Road because there is currently only one north-bound lane on Highway 101 north and south of the project site. A striping and traffic control plan for interim conditions will be necessary until widening occurs north and south of the project site with ODOT coordination.
  - Urban style improvements with bike lanes, sidewalk, planter strips, curbs and gutters that extends the entire length of the property frontage on Highway 101 and on Munsel Lake Road.

    Why? Conditions 5 & 6 deal with off-site requirements that are enforced and regulated by ODOT, and include more specificity than is currently substantiated by ODOT.

- **Condition 21:** The submission for final PUD and preliminary subdivision is sufficient for initial review of key design elements of the site. Further design review will be necessary at the time of development and additional detail will be required. Development must meet, except where modified through the PUD, the Design Criteria for the North Commercial Node as outlined in FCC 10-30-6.

Conditions to be considered changed to "Information Items" (and any proposed wording changes):

- **Condition 4:** At the time of construction, construction drawings shall be submitted and approved by the Public Works Director. Such drawings shall include the following information:
    - Show profiles of all utilities (sanitary sewer, stormwater and water)
    - Show all service lateral locations, including water meters, Fire Department Connection (FDC) and Double Detector Check Valve (DDCV) assembly locations
    - Field verify sanitary sewer rim and invert elevations on Hwy 101
    - Show street light design and locations
    - Show standards for all utilities (sewer, water, stormwater, street lighting).
    - Street specifications showing that Redwood Street will be designed to handle the size and weight of any proposed transit vehicle expected to be used with consideration to the annual number of trips to be made by the service
- **Condition 7:** Maintenance of the Highway 101 right-of-way must be coordinated between the applicant and ODOT as the City will not be responsible for maintaining the Highway 101 right-of-way.

- **Condition 9:** Prior to issuance of a Certificate of Occupancy for each development phase, applicant will need to have mitigated associated traffic impacts as determined and approved by ODOT. The design and construction of the proposed improvements to mitigate the traffic impacts must be approved by ODOT and be consistent with the requirements of the approved permits.

- **Condition 12.** The applicant will be required to incorporate ~~the~~ *a* pedestrian refuge into the design of the median at the intersection of 47th Street and Highway 101 ~~when~~ *if* ODOT deems such action necessary.

- **Condition 15:** Prior to issuance of a building permit, a soils report and verification of soils bearing capacity and a grading plan, including storm-

water design ~~is~~ *may be* required. The plan must be prepared by a registered engineer.

- **Condition 16:** An NPDES General Permit 1200-C Application has been submitted to DEQ.as part of the final Phase 1 PUD (Refer to Exhibit 11, NPDES Permit). The approved NPDES plan and permit will be required prior to any site development.

- **Condition 18:** Building permit requirements will include submittal of detailed construction plans showing compliance with Oregon "Specialty" (Building, Plumbing, Electrical, and Mechanical) Codes as appropriate to the use, including the Oregon Fire Code requirements for access and water supply for "Fire Flow" (OFC Appendices B & D, etc.). All "R" (residential) and R/mixed use occupancies require automatic fire suppression systems per Chapter 9 of the OSSC. Commercial use buildings require seismic detailing provisions of OSSC 1613 or ASCE-7 with appropriate criteria for the site class and location. The Siuslaw Valley Fire District and Building Department must approve access, fire department connections, and installed fire sprinkler systems. The buildings and site shall meet Americans with Disabilities Act and Oregon accessibility requirements.

- **Condition 23:** *(Changed to read)*: Buildings, including any commercial structure, apartment complex and the assisted living center, on the Cannery Station site will be required to have an NFPA 13 sprinkler system installed as per Siuslaw Fire and Rescue Marshall, Sean Barrett. If single family units are town houses, apartments or other multifamily dwellings they will/may require at least a 13R system depending on construction and code version used. Additionally, the district requires a fire hydrant within 50 feet of the FDC. For proper coverage, with approval from the City of Florence Public Works Director, the fire district requests the provision of fire hydrants at the entrance of 47th on the south side and one at the apartment entrance on the north side of 47th (in addition to other proposed hydrants).

- **Condition 27:** If the cottage-style units on the assisted living campus (lot 2) include a garage or carport, the following driveway standards, measured from the property line shall apply:
  a. Garage: 19-foot minimum driveway length; and
  b. Carport: 3-foot maximum or 19-foot minimum driveway length, and where carports are located 3 feet from the property line, the carport shall not have walls or doors forward of the building setback line. (A carport is an open-sided automobile shelter.)

Conditions proposed for rewording only:

- **Condition 14:** The preliminary subdivision plan does not include a 35-foot setback line from the eastern property line *for Lots 3 & 4*. The setback must be shown *for Lots 3 & 4* on the final subdivision plat.

- **Condition 28:** (*Changed to read):* Unless the Planning Director, Planning Commission or City Council choose to apply current code provisions, the off-street parking provisions of FCC 10-3-2 GENERAL PROVISIONS, 10-3-6 PARKING AREA IMPROVEMENT STANDARD and 10-3-7 OFF-STREET LOADING (as constituted in March, 2008, and included in the findings of fact (Exhibit A) for PC 12 12 FPUD 01, shall be observed and receive necessary approval for Phase 1 PUD development prior to the issuance of any buildings permits for Cannery Station. This includes the submission of construction plans for parking improvements on Lot 1 which adequately address FCC 10-3-6.

6. An updated (signed original) copy of Exhibit 45, the Site Investigation Report has been attached as Exhibit 45.

NEXT STEPS:

As of the writing of this memorandum, staff still has a few key issues that need to be resolved with the Cannery Station proposal. These include evaluating ODOT's revised referral comments and completing an evaluation of the necessity of the 12-inch line vs. an 8-inch line. It is anticipated that staff will receive the ODOT revised comments between now and June 25th, and that sufficient coordination between Public Works and the Fire District and the applicant will have occurred to fully consider these outstanding issues on June 25th.

Staff is still working on the best course of action concerning the next steps with the application including whether or not to recommend the Planning Commission hold a special meeting on July 16th, or simply postpone the topic until the August 13th Planning Commission meeting. These decisions are dependent on the status of the outstanding issues, or any additional concerns that may be raised at the June 25th Planning Commission meeting.

ATTACHMENTS:
Applicant's Supplemental Statement
Revised Exhibit 15 Sheet A1.1
New Exhibit 46, Phase 1 Access Analysis
Revised Exhibit 45, Site Investigation Report (Signed)

June 18, 2013

Florence Planning Commission
Attn: Jacob Callister
Associate Planner

Kelli Weese
Interim Planning Director
City of Florence
250 Highway 101
Florence, Oregon 97439

SUBJECT: CANNERY STATION
RESOLUTION PC 12 12 FPUD 01, PC 12 13 SUB 01, PC 12 14 DR 01

Thank you for continuing the Cannery Station public hearing to June 25, 2013.

Since the May 28, 2013 Planning Commission public hearing, we have focused on addressing the following key issues:

1. Access at 47th Street
2. Waterline Size Increase
3. Parking Spaces and Aisle Widths
4. Wall Adjacent to Florentine Estates

Access at 47th Street

At the request of ODOT, a special traffic study was conducted by Sandow Engineering to examine the access at 47th Street and whether there was a need to restrict turning movements or provide for a right-turn pocket. For purposes of the study, it was assumed that Phase 1 would be developed by the end of 2014. Based on a variety of factors, such as projected traffic volumes, crash data, and new traffic counts, the study concluded that 47th Street would function safely with full turning movements. There was also not sufficient traffic to warrant a special right turn lane or the median in the center of the Highway. For more information, please refer to ***Attachment A – Access Analysis for Cannery Station Phase 1 Final PUD by Sandow Engineering Dated June 18, 2013.***

Waterline Size Increase

On May 13, 2013, Public Work Director Mike Miller requested that the Planning Commission require Cannery Station to increase the 8-inch waterline bored under Highway 101 to a 12-inch line to support the necessary fire flows for Phase 1.

arlie & company · 2911 Tennyson Ave, Suite 400 · Eugene, Oregon 97408
www.arlie.com · Phone 541-344-5500 · Fax 541-485-2550 · mail@arlie.com

Cannery Station is a complex development with a mix of land uses and a multi-year phasing plan. Over the years various efforts have been made to ensure public services can be provided in an orderly and efficient manner. Following a misunderstanding that occurred regarding the services associated with the Spruce Street LID, the City of Florence and Cannery Station LLC reached an agreement on how urban services would be provided to the development site. In a settlement agreement reached between the two parties, it was agreed that:

> *Due to the size of the site and the land uses approved in Cannery Station Tentative PUD, water service to the southern portion of the site requires an 8-inch water line to be bored under Highway 101 in the location of the future 47th Street.*

Furthermore, the settlement agreement provided that the City would solicit bids for construction of the 8-inch water line concurrent with sewer work being done along Highway 101. The Cannery Station Final PUD for Phase 1 was submitted on May 17, 2012, prior to the City reviewing bids that included constructing the 8-inch water line. Although Cannery Station did not have the financial capability to construct the 8-inch water line last summer, we are very concerned that the City has since changed its evaluation of the size of the waterline required for the development.

It is our understanding that City staff is further evaluating the fire flow needs for Phase 1 and the waterline size.

A copy of the Settlement Agreement and Release of Claims was provided as Exhibit 14 to the Planning Commission resolution distributed for the May 28, 2013 public hearing. Please also refer to **Attachment B – Construction Bid (excerpt).**

Parking

Phase 1 Final PUD, Sheet A1.1 had a table listing the number of parking spaces required and provided on a lot by lot basis. Some of the parking figures were inaccurate so the table was updated. Please refer to **Attachment C – Revised Sheet A1.1.**

Regarding parking aisle widths, we would like to propose a consistent aisle width of 24 feet. The parking lot aisle width in Lot 6, therefore, would be changed to 24 feet.

Wall Adjacent to Florentine Estates

The Tentative PUD contains the following condition of approval:

> *Before installation of public improvements for the "South 47th" or the "Spruce" Phase of the PUD (as illustrated in Exhibit 45, Sheet A1.3) has begun, the wall between Florentine Estates and the project site shall be constructed.*

The Phase 1 Final PUD contains a small portion of the "South 47th" Phase and all of the 'Spruce' Phase. Prior to the May 28th hearing, we requested that the construction of the wall be limited to the area within the Phase 1 boundary. In addition, consistent with the condition

of approval listed above, we requested that the Final PUD not impose a new condition accelerating when the wall would need to be constructed. It was our understanding that the Design Review applications submitted for any new development in the 'Spruce' or "South 47th" phases would include a review of the final fence design while considering other site design features such as new landscaping, grading and the stormwater drainage system.

At the request of Florentine Estates residents, on May 12, 2013, I provided an update on Cannery Station at a well attended board meeting. Several residents asked when the wall would be constructed between Florentine Estates and Cannery Station. We are still investigating how to address the site issues associated with construction of a wall in advance of the final site plan being done for the adjacent lots. We are also exploring different designs that might help accelerate the construction of the barrier between Cannery Station and Florentine Estates.

We look forward to the June 25, 2013 public hearing and the opportunity to respond to any further questions.

Sincerely,

Teresa Bishow, AICP
Vice President

Attachments:

A. Access Analysis for Cannery Station Phase 1 Final PUD by Sandow Engineering Dated June 18, 2013

B. Construction Bid (excerpt)

C. Revised Sheet A1.1.

TENTATIVE PUD DEVELOPMENT DATA

	Lot Area	Anticipated Commercial SF	Residential Units: Senior Hsg 1 / 8 brms	Mid-Rise Apt 1 / 1 bdrm 1.5 / 2 bdrm	Duets & Townhouses 1 / unit	Examples of Maxiumum SF per Use: Restaurant* 1/125	Medical Office 1/200	General Office 1/400	Retail 1/333	Parking Required	Parking Provided
LOT 1	34,237	3,500 - 6,400	- - -	- - -	- - -	4,000	6,400	12,800	10,550	32	32
LOT 2	83,049	- - -	75 - 82	- - -	- - -	-	-	-	-	33**	33
LOT 3	23,099	1,800 - 2,500	- - -	- - -	- - -	1,875	3,000	6,000	4,995	15	15
LOT 4	39,355	6,500 - 8,000	- - -	- - -	- - -	3,375	5,400	10,800	6,991	27	27
LOT 5	31,675	7,450 - 12,350	- - -	- - -	- - -	4,000	6,400	12,800	10,656	32	32
LOT 6	23,132	3,500 - 7,000	- - -	- - -	- - -	2,625	4,200	8,400	6,993	21	21
LOT 7	17,255	4,000 - 4,800	- - -	- - -	- - -	1,875	3,000	6,000	4,995	15	15
LOT 8	19,269	4,500 - 5,250	- - -	- - -	- - -	2,375	3,800	7,600	6,327	19	19
LOT 9	14,979	4,000 - 4,600	- - -	- - -	- - -	2,000	3,200	6,400	5,328	16	16
LOT 10	18,720	4,325 - 5,000	- - -	- - -	- - -	2,250	3,600	7,200	5,994	18	18
LOT 11 Alt Res	59,536	- - -	- - -	30 - 40	- - -	-	-	-	-	32-48	51
LOT 12 Alt Res	47,735	- - -	- - -	40 - 50	- - -	-	-	-	-	42-58	61
LOTS 13-22	28,283	- - -	- - -	- - -	- - 10 -	-	-	-	-	20	20
LOTS 23-24	6,636	- - -	- - -	- - -	- - 2 -	-	-	-	-	4	4
LOTS 25-32	20,407	- - -	- - -	- - -	- - 8 -	-	-	-	-	16	16
TOTAL	467,368	39,575 - 55,900	75 - 82	70 - 90	- 20 -	-	-	-	-	342-374	380

** 1 parking space / 8 beds + employee parking

Options for Residential and Retail Mixture at LOTS 11 & 12:

		Anticipated Commercial SF	Residential Units: Senior Hsg 1 / 8 brms	Mid-Rise Apt 1 / 1 bdrm 1.5 / 2 bdrm	Duets & Townhouses 1 / unit	Maxiumum Square Feet per Use SF: Restaurant 1/125	Medical Office 1/200	General Office 1/400	Retail 1/333	Parking Required	Parking Provided
LOT 11 Alt 1		2,000 - 12,000	- - -	20 - 24	- - -	-	-	-	12,000	56-66	51
LOT 11 Alt 2		2,000 - 12,000	- - -	20 - 24	- - -	2,000			6,000	52-60	51
LOT 12 Alt 1		2,000 - 8,000	- - -	30 - 34	- - -	-	-	-	8,000	56-64	61
LOT 12 Alt 2		2,000 - 8,000	- - -	32 - 34	- - -	2,000			6,000	66-74	61

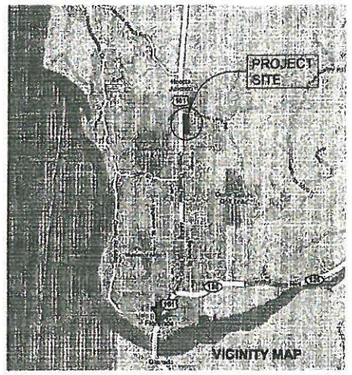
UPDATED PUD DEVELOPMENT DATA

Tentative PUD	Final PUD	Lot Area	Anticipated Commercial SF	Residential Units: Senior Hsg 1 / 8 brms	Mid-Rise Apt 1 / 1 bdrm 1.5 / 2 bdrm	Duets & Townhouses 1 / unit	Examples of Maxiumum SF per Use: Restaurant* 1/125	Medical Office 1/200	General Office 1/400	Retail 1/333	Parking Required	Parking Provided
LOT 10	LOT 1	18,690	4,325 - 5,000	- - -	- - -	- - -	2,250	3,600	7,200	5,994	18	18
LOT 2	LOT 2	83,049	- - -	75 - 82	- - -	- - -	-	-	-	-	33**	33
LOTS 23-24	LOT 3-4	6,636	- - -	- - -	- - 2 -	- - -	-	-	-	-	4	4
LOT 12 All Res	LOT 5 All Res	47,735	- - -	- - -	40 - 50	- - -	-	-	-	-	42-58	61
LOT 9	LOT 6	14,979	4,000 - 4,600	- - -	- - -	- - -	2,000	3,200	6,400	5,328	16	17
LOT 8	LOT 7	19,270	4,500 - 5,250	- - -	- - -	- - -	2,375	3,800	7,600	6,327	19	16
LOT 7	LOT 8	17,269	4,000 - 4,800	- - -	- - -	- - -	1,875	3,000	6,000	4,995	15	17
LOT 6	LOT 9	23,126	3,500 - 7,000	- - -	- - -	- - -	2,625	4,200	8,400	6,993	21	21
LOT 5	LOT 10	31,610	7,450 - 12,350	- - -	- - -	- - -	4,000	6,400	12,800	10,656	32	45
LOT 4	LOT 11	39,578	6,500 - 8,000	- - -	- - -	- - -	3,375	5,400	10,800	6,991	27	17
LOT 3	LOT 12	23,705	1,800 - 2,500	- - -	- - -	- - -	1,875	3,000	6,000	4,995	15	15
LOT 1	LOT 13	35,070	3,500 - 6,400	- - -	- - -	- - -	4,000	6,400	12,800	10,550	32	33
LOTS 13-22	LOT 14-23	29,267	- - -	- - -	- - -	- - 10 -	-	-	-	-	20	20
LOTS 25-32	LOT 24-31	20,409	- - -	- - -	- - -	- - 8 -	-	-	-	-	16	16
LOT 11 All Res	LOT 32 All Res	69,495	- - -	- - -	30 - 40	- - -	-	-	-	-	32-48	51
TOTAL		469,868	39,575 - 55,900	75 - 82	70 - 90	- 20 -	-	-	-	-	342-374	384

** 1 parking space / 8 beds + employee parking

Options for Residential and Retail Mixture at LOTS 11 & 12:

Tentative PUD	Final PUD	Anticipated Commercial SF	Residential Units: Senior Hsg 1 / 8 brms	Mid-Rise Apt 1 / 1 bdrm 1.5 / 2 bdrm	Duets & Townhouses 1 / unit	Maxiumum Square Feet per Use SF: Restaurant 1/125	Medical Office 1/200	General Office 1/400	Retail 1/333	Parking Required	Parking Provided
LOT 11 Alt 1	LOT 32 Alt 1	2,000 - 12,000	- - -	20 - 24	- - -	-	-	-	12,000	56-66	51
LOT 11 Alt 2	LOT 32 Alt 2	2,000 - 12,000	- - -	20 - 24	- - -	2,000			6,000	52-60	51
LOT 12 Alt 1	LOT 5 Alt 1	2,000 - 8,000	- - -	30 - 34	- - -	-	-	-	8,000	56-64	61
LOT 12 Alt 2	LOT 5 Alt 2	2,000 - 8,000	- - -	32 - 34	- - -	2,000			6,000	66-74	61



CANNERY STATION - FLORENCE, OREGON

FINAL PUD: PHASE 1
LOTS 1 - 6

6/14/13 ~~03/18/2013~~

OWNER

CANNERY STATION, LLC
2911 TENNYSON AVE, SU 400
EUGENE, OR 97408
TEL: (541) 344-5500
FAX: (541) 485-2550

CONTACT(S):
TERESA BISHOW, AICP

DESIGN TEAM

PLANNER
ARLIE & COMPANY
2911 TENNYSON AVE, SU 400
EUGENE, OR 97408
TEL: (541) 344-5500
FAX: (541) 485-2550

CONTACTS:
TERESA BISHOW, AICP

ARCHITECT
TONY KOACH ARCHITECT
2301 NW THURMAN
SUITE K
PORTLAND, OREGON 97210
TEL: (503) 358-4602

CONTACTS:
TONY KOACH

LANDSCAPE ARCHITECT
DOUGHERTY LANDSCAPE ARCHITECTS, INC.
474 WILLAMETTE STREET, SUITE 305
EUGENE, OREGON 97401
TEL: (541) 683-5803
FAX: (541) 683-8183

CONTACT(S):
DAVID DOUGHERTY, ASLA

CIVIL ENGINEER
KPFF CONSULTING ENGINEERS
1201 OAK STREET, SUITE 100
EUGENE, OR 97401
TEL: (541) 684-4902
FAX: (541) 684-4909

CONTACT(S):
MATT KEENAN, PE
JENNIFER HOLCOMB, PE

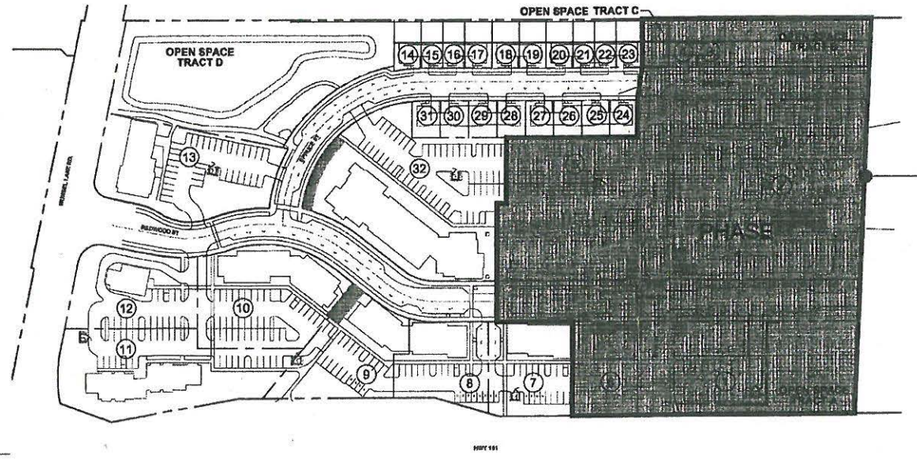
TRAFFIC ENGINEER
JRH TRANSPORTATION ENGINEERING
4765 VILLAGE PLAZA LOOP, SUITE 201
EUGENE, OREGON 97401
TEL: (541) 687-1081
FAX: (541) 345-6599

CONTACT(S):
Kelly Sandow, PE

SURVEYOR
WOBBE & ASSOCIATES, INC.
510 KINGWOOD STREET
FLORENCE, OREGON 97439
TEL: (503) 771-1986
FAX: (503) 772-2496

CONTACT(S):
EUGENE WOBBE, PLS

DRAWING INDEX



1 / A1.1 LAND USE PLAN
Scale: 1"=100'-0"

100' 0 50' 100' 200'

LEGEND
PUD BOUNDARY
PROPERTY LINE
1 LOT #
TRACT OPEN SPACE

ASSESSOR MAP 18-12-14-20
TAX LOT 700
87344 MUNSEL LAKE ROAD

TONY KOACH
ARCHITECT
2301 N.W. Thurman
Suite K
Portland, Oregon 97210

PROJECT:
CANNERY STATION
FLORENCE, OR

FINAL PUD - PHASE 1
LOTS 1 - 6

CLIENT:

arlie&company

ARLIE & COMPANY
2911 TENNYSON AVENUE
SUITE 400
EUGENE, OREGON 97408
(541) 344-5500
www.arlie.com

ISSUED:
10/14/2009 - TENTATIVE PUD
06/17/2012 - FINAL PUD - PHASE 1
03/18/2013 - REVISION
6-14-13 Updated

STAMP:
REGISTERED ARCHITECT 2277 ANTHONY P. KOACH PORTLAND, OR STATE OF OREGON

PROJECT #: 723
DRAWN BY:
CHECKED BY:
FILE NAME:
DATE: 03/18/2013

CANNERY STATION

DRAWING:
LAND USE PLAN

A1.1

Exhibit 15 - Updated

Exhibit 46

ACCESS ANALYSIS

CANNERY STATION PHASE 1 FINAL PUD

47 STREET AT HIGHWAY 101

June 18, 2013

2911 Tennyson Avenue, Suite 400 Eugene, Oregon 97408 541.513.3376

SANDOW ENGINEERING

ACCESS ANALYSIS

47TH STREET AT HIGHWAY 101

CANNERY STATION PHASE 1

RENEWAL 06/30/14

Florence, Oregon
June 18, 2013

SANDOW
ENGINEERING
2911 Tennyson Avenue Suite 400
Eugene, Oregon 97408
541.513.3376
sandowengineering.com

SANDOW ENGINEERING

EXECUTIVE SUMMARY

This study examines whether Phase 1 of the Cannery Station PUD warrants a need for access restrictions for the ODOT approved new 47th Street access on Highway 101. The 47th Street access was approved by ODOT with a condition that a concrete median be placed in the center of Highway 101 to restrict movements on 47th street to right-in and right-out only. The development's construction phases have been modified in response to development issues at the northern part of the site and economic conditions. As such, 47th Street will serve as the only access to the site until such time as the remaining portion of the site can be developed. Therefore, the applicant is requesting that the requirement for a concrete median restricting access at 47th Street be removed to allow for a full-movement access. This report summarizes the analysis performed to justify the removal of the concrete median.

FINDINGS

This access analysis shows that for Cannery Station Phase 1 at 47th Street:

- It is recommended that there be no median on Highway 101 restricting movements. A full movement access can operate safely and efficiently. There are no delay, queuing, or sight distance issue or limitations that would create a safety issue under normal traffic operations.

- It is recommended that this phase of development not install the right-turn lane. The traffic volumes are not sufficient to clearly meet the criteria, the urban nature of the area surrounding the development does not create a condition in which a right-turn pocket would be deemed necessary at such a low traffic volume.

SANDOW ENGINEERING

Contents

APPENDIX

1.0 PURPOSE

Cannery Station PUD is requesting to modify the condition of an access restriction to the previously approved 47th Street access on Highway 101, to facilitate the revised phasing plan. The 47th Street access has been previously approved by ODOT with a condition that a concrete median be placed in the center of Highway 101 to restrict movements on 47th street to right-in and right-out only. The condition was based upon the development plan and phasing of the Tentative PUD.

The Tentative PUD assumed that Phase 1 would occur on the northern portion of the site, allowing access to the site from Munsel Lake Road, thus allowing vehicles a full-movement access onto Highway 101. Under the Tentative PUD, later phases would occur at the southern end of the site and include the construction of 47th Street. During these later phases, the 47th Street access was to be constructed with a concrete median in the center of Highway 101 to restrict access at this location to right-in and right-out only.

Due to development issues and economic conditions, the developer is modifying the phasing of Cannery Station. Phase 1 will now be the southern end of the site including the construction of 47th Street to Highway 101. During this phase the only access to the site is via 47th Street, this will be the only access until a later phase extends Redwood Street to Munsel Lake Road. Therefore, the applicant is requesting that the requirement for a concrete median restricting access at 47th Street be removed to allow for a full-movement access. This report summarizes the analysis performed to justify the removal of the concrete median and to allow for a full-movement access at 47th Street. Additionally, the report evaluates the need for a northbound right turn lane into 47th Street.

2.0 PROPOSED SITE USAGE AND OPERATIONS

Phase 1 of Cannery Station is proposed at the following usages and sizes:

- Lot 1: Medical Office - 5,000 square feet
- Lot 2: Assisted Living - 74 units
  Senior Housing - 8 units
- Lot 3: Townhouse - 1 unit
- Lot 4: Townhouse - 1 unit
- Lot 5: Mid-Rise Apartments – 50 units
- Lot 6: Specialty Retail Shops – 4,600 square feet

The trips generated to the site are estimated using information contained in the *ITE Trip Generation Manual 9th Edition*. The vehicle trips generated to the site are illustrated in Table 1.

TABLE 1: TRIP GENERATION

ITE Land Use	Independent Variable	Size	PM Peak Hour Rate	Trips	% In	% Out	Trips In	Trips Out
254-Assisted Living	Unit/bed	74	0.22 trips/ksf	16	44%	56%	7	9
252-Senior Adult Housing-Attached	units	8	0.23 trips/lsf	2	60%	40%	1	1
230-Townhouse	units	2	Ln(T)=0.82Ln(X)+0.32	3	67%	33%	2	1
826-Specialty Retail	1000 sq. ft.	4.6	T=2.40(X)=21.48	33	44%	56%	14	19
720-Medical Office	1000 sq. ft.	5	Ln(T)=0.90Ln(X)+0.51	20	28%	72%	6	14
223-Midrise Apartment	units	50	T=0.48(X)-11.07	13	58%	42%	7	6
Totals				**86**			**37**	**49**

The development trips were distributed along US 101 (Hwy#009) using the existing observed travel patterns of vehicles entering and exiting Oak Street as a base with modifications as per reasonable origins and destinations within the city. The trip assignment is as follows:

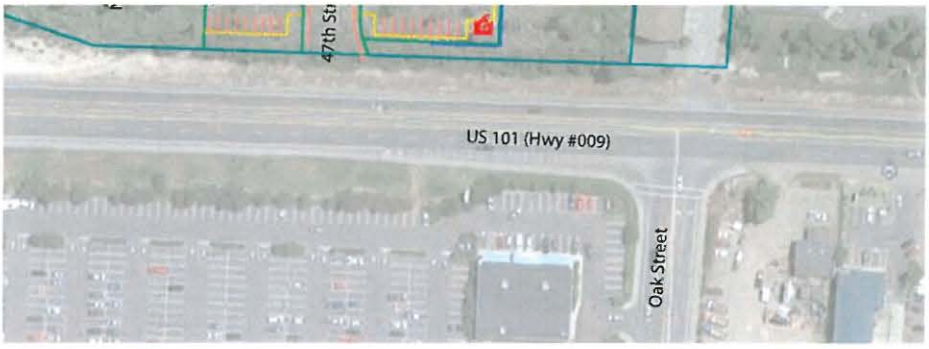
- 15% in from north
- 85% in from south
- 15% out to north
- 85% out to south

The following illustrates the number and direction of PM peak hour development generated vehicle trips at 47th Street.

3.0 EXISTING CONDITIONS

3.1 STREET NETWORK

The site abuts and is approved for direct access onto Highway 101. Hwy 101 is a three lane, two-way state highway with a single northbound lane, two southbound lanes and a two way left turn lane (TWLTL) in front of the development. The roadway has curb, gutter and sidewalk on the west side and is unimproved on the east side in the area of the proposed access. The posted speed limit is 40 MPH along the frontage of the 47th Street access. The 47th Street access is located 360 feet north of Oak Street and 1,000 feet south of Munsel Lake Road.



3.2 CRASH ANALYSIS

A crash investigation was performed for the section of Highway 101 near the 47th Street access from MP 187.5 to 188.1. The analysis investigates crashes that have been reported to the state for the most recent 5 years, 2008-2012, to determine a crash rate in crashes per million vehicles on the roadway and the types of crashes that occurred. The crash rate is compared to the statewide average crash rate of 1.51 crashes/million vehicles miles of travel, for facilities for this type. If the calculated crash rate exceeds the 1.51 crashes/MVM or there is a high percentage of a certain crash type, the location should be investigated for further mitigation measures. The results of the crash analysis are provided in Table 2. The crash analysis calculations are included in Appendix A.

TABLE 2: ROADWAY CRASH RATES

Location on US 101	Number of Crashes	Types of Crashes						ADT	Crash Rate*
		Head	Rear	Side	Turn	Other	Pedestrian/ Bike		
MP 187.5 to MP 188.1	10	0	5	0	3	2	0	7950	0.69

*(crashes/million vehicles miles of travel)

As illustrated, the area studied experienced crash rates lower than the 1.51 threshold for warranting further mitigation measures.

There was one reported fatal crash on Highway 101 occurring at MP 187.80 in November of 2011. This collision involved a southbound traveling vehicle colliding with a vehicle turning right onto Highway 101 from a private driveway located 235 feet south of Munsel Lake Road. This location is where Highway 101 transitions from one lane to two lanes southbound. The crash report did not indicate a reason for the crash other than a failure to yield right-of-way.

4.0 ACCESS EVALUATION

The following details the analysis performed for 47th Street under the condition of a full movement access.

4.1 PERFORMANCE MEASURES

The primary performance measure is the volume-to-capacity ratio (v/c). Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Highway 101 is designated as a Statewide Highway and Scenic Byway, with a speed of 40 mph along the development site. The v/c threshold for a facility of this type is 0.80 for the mainline and 0.85 for stopped approaches at unsignalized intersections.

The secondary measure of performance for intersections in this analysis is based on the Highway Capacity Manual (HCM) defined level of service (LOS). 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. 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 City of Florence has a level of service threshold of LOS D for intersections within their jurisdiction.

The LOS criteria as defined by the Highway Capacity Manual, HCM 2000, for unsignalized intersections and signalized intersections are provided in Table 3.

For this study, level of service intersection analysis was completed according to the Highway Capacity Manual (HCM) method implemented in SYNCHRO Version 8.

TABLE 3: HCM LEVEL OF SERVICE FOR INTERSECTIONS

Level of Service	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

4.2 BASE TRAFFIC VOLUMES

Traffic volumes were collected at the intersection of Oak Street and Highway 101 on June 11, 2013 from 3:15 PM to 5:30 PM. The traffic volumes are provided in Appendix B. The traffic counts show that the peak hour occurs between 3:30 and 5:30 PM.

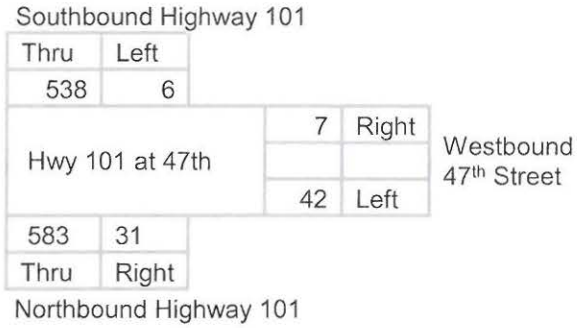
The collected traffic volumes are seasonally adjusted following methodologies and standard analysis protocol contained in the Oregon Department of Transportation's *Analysis Procedures Manual*. The seasonal adjustment factors the traffic volumes taken outside of the peak month of travel to reflect the volumes experienced during the peak month. The seasonal adjustment factor was selected using the average of "Coastal Destination" and "Coastal Destination Route" trend patterns within ODOT Seasonal Trend table. Typically the peak month of travel on Highway 101 is in August, the seasonal adjustment factor of 1.286 was applied to the June traffic volumes to represent August traffic volumes. The seasonal trend calculations are included in Appendix B and seasonally adjusted PM peak hour traffic volumes are illustrated below.

4.3 FUTURE YEAR BASE VOLUMES

For purposes of this study, it is assumed that the development will be completed by the end of year 2014. To predict year 2014 traffic volumes an average annual growth rate was predicted. ODOT future volume tables located along Hwy 101 are used to predict the growth rate in the area. Based on the average of data provided at two locations on Highway 101 near 47th Street, traffic volumes within this area will grow at a rate of 1.39 percent per year to the end of the planning horizon. This growth rate was applied to the existing year seasonally adjusted traffic volumes to get the year of opening traffic volumes (Year 2014). Appendix B provides the growth rate calculations.

4.4 INTERSECTION VOLUMES WITH SITE TRIPS

The projected site trips were added to the year 2014 base traffic volumes to represent volumes with the site traffic added. The year 2014 PM peak hour traffic volumes with development are illustrated below.



4.5 INTERSECTION V/C AND LOS ANALYSIS RESULTS - YEAR 2014

A performance analysis was conducted for 47th Street at Highway 101 for the Year 2014 existing conditions PM Peak Hour. The results of the analysis are illustrated in Table 4. The SYNCHRO outputs are provided in Appendix C.

TABLE 4: INTERSECTION PERFORMANCE: EXISTING YEAR 2014 WEEKDAY PM PEAK HOUR

Intersection	Mobility Standard V/C, LOS	2014 Existing No-Build Weekday*	2014 Build Weekday*
	Mainline-0.90	0.39	0.41
	Side Street 0.95	N/A	0.14
US 101 at 47th St.	LOS D	A	B

*results for stopped controlled intersections are reported for the critical movement only.

As illustrated, the 47th Street intersection will operate within the accepted mobility standards with full-movement access.

4.6 INTERSECTION QUEUING ANALYSIS RESULTS - YEAR 2014

A queuing analysis was conducted for the studied intersections for the Year 2014 conditions during the PM Peak Hour under the conditions of build out of Phase 1 and 47th Street as a full-movement access. The evaluation included the intersection of Highway 101 at Oak Street to determine if there were any queue backups expected between the two locations.

The analysis was performed using SimTraffic, a micro simulation 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 5. All results are rounded to 25 feet to better 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 C.

TABLE 5: INTERSECTION QUEUING: EXISTING YEAR 2014 WEEKDAY PM PEAK HOUR

Intersection			Existing Storage	2014 Build Weekday	
			(Feet)	Average	95th percentile
US 101 at Oak St.	EB	L	175	50	75
		R	175	50	100
	NB	L	TWLTL	50	75
	SB	T	500+	0	0
		TR	500+	0	0
US 101 at 47th St.	WB	LR	175	50	75
	NB	T	500+	0	0
		TR	500+	0	0
	SB	L	TWLTL	25	25
		T	500+	0	0

EB=eastbound, WB=Westbound, NB=Northbound, SB=southbound, L=Left, T=Thru, R=Right, TWLTL=Two-way Left-turn Lane

As illustrated there is no queuing conflicts between Highway 101 at 47th Street as a full-movement access and Highway 101 at Oak Street.

4.7 SIGHT DISTANCE

The section of Highway 101 adjacent to Cannery Station and beyond Oak Street has no vertical or horizontal curvature. Vehicles exiting 47th Street onto Highway 101 have an unobstructed view of Highway 101 to the south and can perceive and react to vehicles entering Highway 101 from Oak Street. Subsequently, vehicles entering Highway 101 from Oak Street have an unobstructed view to the north and can perceive and react to vehicles entering Highway 101 form 47th Street.

4.8 TURNING MOVEMENT CONFLICTS

The turning movement conflicts are evaluated for traffic turning left into and from Oak Street and traffic turning left into and from 47th Street. With the available two way left turn lane on US 101 between Oak Street and 47th Street there is the opportunity for vehicles to depart from Highway 101 through traffic and wait in the TWLTL until a gap in traffic is available.

47th Street and Oak Street are positioned so that there are no back- to-back left-turns being made from Highway 101. Therefore, there is no conflict for left-turns into the site between 47th Street and Oak Street.

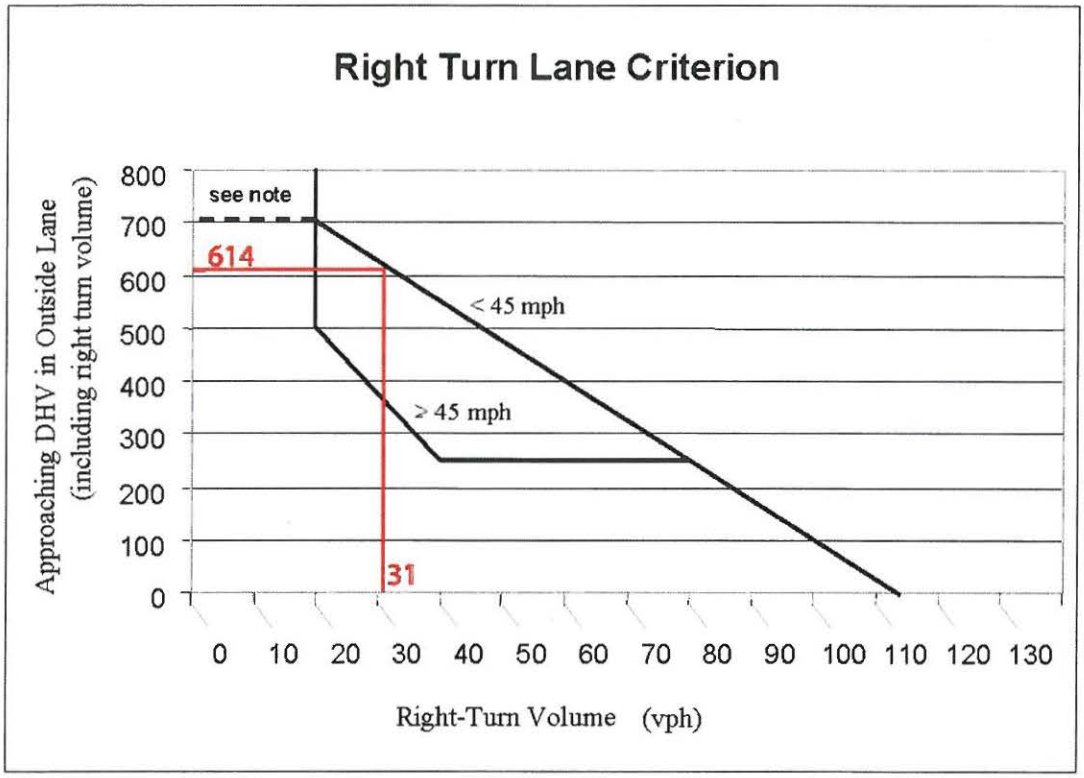
There is approximately 550 feet available between 47th Street and the north Fred Myers access. There is sufficient space available to accommodate the queuing of left-turns into 47th Street without impacting queuing space available for Fred Myers access.

Left-turns out of 47th Street have sufficient visibility to perceive and react to vehicles making turns out of Oak Street. Subsequently, left-turns out of Oak Street have sufficient visibility to perceive and react to vehicles making turns out of 47th Street.

4.9 RIGHT TURN LANE EVALUATION

The traffic volumes entering 47th Street were evaluated to determine if a northbound right turn lane is required. ODOT provides criteria within the *Analysis Procedures Manual* in which a right turn lane should be considered for installation. The right turn lane criteria was evaluated for Year 2014 conditions under full-build out of the site. The criteria evaluates traffic volumes on the mainline in the through direction and compares them to the right turning volumes and the roadway speed. Under the year 2014 pm peak hour conditions, the mainline traffic volume is projected at 614 and the right turn volume is projected at 31 vehicle. The evaluation is summarized on the graph below.

Exhibit 7-2 Right Turn Lane Criterion



The *Analysis Procedures Manual* states, "meeting the criteria does not require a turn lane to be installed". As shown the traffic volumes border on the threshold for meeting the criteria for a right-turn lane. It would appear that there would have to be additional reasoning to install a right turn lane for this phase of development. The traffic volumes to the site are not sufficient enough to require the installation of a right turn lane into the site. Given the urban nature of Highway 101 there is not an unexpectancy of right turn vehicles exiting Highway 101. As there are many other locations for right turn movements from Highway 101 within a half mile north and south of 47th Street, motorists are aware of turning movements into and off of Highway 101.

It is recommended that a right-turn lane not be installed for this phase of development. The traffic volumes are not sufficient to clearly meet the criteria, the urban nature of the area surrounding the development does not create a condition in which a right-turn pocket would be deemed necessary at such a low traffic volume.

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5.0 CONCLUSIONS

This access analysis shows that for Cannery Station Phase 1 at 47th Street:

- It is recommended that there be no median on Highway 101 restricting movements. A full movement access can operate safely and efficiently. There are no delay, queuing, or sight distance issue or limitations that would create a safety issue under normal traffic operations.

- It is recommended that this phase of development not install the right-turn lane. The traffic volumes are not sufficient to clearly meet the criteria, the urban nature of the area surrounding the development does not create a condition in which a right-turn pocket would be deemed necessary at such a low traffic volume.

Appendix A

CRASH ANALYSIS

2911 Tennyson Avenue, Suite 400 Eugene, Oregon 97408 541.513.3376

SANDOW ENGINEERING

CRASH DATA SUMMARY
Florence Oregon Cannery Station

US 101 Highway #009 from MP 187.5 to MP 188.1										
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	TOTAL
2008	0	1			1					1
2009	2	1			3					3
2010										0
2011	1		1		1		1			2
2012	1	3					2	2		4
TOTALS:	4	5	1	0	5	0	3	2	0	10

CHECK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
1113	7950	2901750.000	2000000.0	0.69

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 009 ALL ROAD TYPES, MP 187.5 to 188.1 01/01/2003 to 10/31/2012, Both Add and Non-Add mileage

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: 2012														
FIXED / OTHER OBJECT	0	1	1	2	0	1	0	1	0	1	1	0	0	2
TURNING MOVEMENTS	0	2	0	2	0	6	0	0	2	2	0	2	0	0
YEAR 2012 TOTAL	**0**	**3**	**1**	**4**	**0**	**7**	**0**	**1**	**2**	**3**	**1**	**2**	**0**	**2**
YEAR: 2011														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	1	0	0	1	1	2	0	0	1	1	0	0	0	0
YEAR 2011 TOTAL	**1**	**0**	**1**	**2**	**1**	**2**	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**0**
YEAR: 2009														
REAR-END	0	1	2	3	0	1	0	3	0	2	1	0	1	0
YEAR 2009 TOTAL	**0**	**1**	**2**	**3**	**0**	**1**	**0**	**3**	**0**	**2**	**1**	**0**	**1**	**0**
YEAR: 2008														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
YEAR 2008 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
YEAR: 2007														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	1
YEAR 2007 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**
YEAR: 2006														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 009 ALL ROAD TYPES, MP 187.5 to 188.1 01/01/2003 to 10/31/2012, Both Add and Non-Add mileage

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 2006 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2005														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	0	0	0
YEAR 2005 TOTAL	0	1	0	1	0	1	0	0	1	1	0	0	0	0
YEAR: 2004														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	1	0	0	0	1
YEAR 2004 TOTAL	0	0	1	1	0	0	0	0	1	1	0	0	0	1
FINAL TOTAL	1	7	6	14	1	13	0	8	5	12	2	3	1	4

CANNERY STATION ACCESS ANALYSIS

009: OREGON COAST

Highway 009 ALL ROAD TYPES, MP 187.5 to 188.1 01/01/2003 to 10/31/2012, Both Add and Non-Add mileage

Total crash records: 14

SER# / INVEST	SPEL	DRUG	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET	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	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02073	N	N	N		07/13/2009	LANE	1 14		ALLEY		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											079,062	07
CITY					MO	FLORENCE	MN 0	OREGON COAST HY	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N -S										000		00
					4P	FLORENCE UA	187.56	N MUNSEL LAKE RD	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		043,026	000		07
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																							OR<25					
03043	Y	N	N		09/28/2012	LANE	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT											079	01
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					11A	FLORENCE UA	187.74	N MUNSEL LAKE RD	01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	84	M	OR-Y		080,081	017		01
										(02)													OR>25					
00133	N	N	N	N	01/17/2012	LANE	1 14		GRADE		N	Y	UNK	FIX OBJ	01	NONE 0	STRGHT											079,010	32,16
NO RPT					TU	FLORENCE	MN 0	OREGON COAST HY	N	(NONE)	UNKNOWN	N	UNK	FIX		PRVTE	UN-UN									000	079,010	00
					7A	FLORENCE UA	187.74	N MUNSEL LAKE RD	00			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		052,080,081	025		32,16
										(02)													OR<25					
02777	N	N	N		09/12/2009	LANE	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT												07
NO RPT					SA	FLORENCE	MN 0	N MUNSEL LAKE RD	S	(NONE)	L-TURN REF	N	DRY	REAR		PRVTE	S -N									001		00
					3A	FLORENCE UA	187.76	OREGON COAST HY	04			Y	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		026	000		07
										(03)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S -N									012		00
																PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		000	000		00
																							OR<25					
03716	N	N	N	N	11/22/2011	LANE	1 14		ALLEY		N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											040,053	02
CITY					TU	FLORENCE	MN 0	OREGON COAST HY	S	(NONE)	STOP SIGN	N	WET	TURN		PRVTE	N -S									000		00
					12P	FLORENCE UA	187.80	N MUNSEL LAKE RD	03			N	DAY	FAT		PSNGR CAR		01	DRVR	INJC	54	M	OR-Y		000	000		00
										(02)													OR<25					
															02	NONE 0	TURN-R											
																PRVTE	W -S									015	040,053	00
																PSNGR CAR		01	DRVR	KILL	81	F	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	TURN-R											
																PRVTE	W -S									015	040,053	00
																PSNGR CAR		02	PSNG	INJC	85	F			000	000		00
02948	N	N	N		08/13/2006	LANE	1 14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT												02
					SU	FLORENCE	MN 0	OREGON COAST HY	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S -N									000		00
					2P	FLORENCE UA	187.83	15TH ST	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y		000	000		00
										(04)													OR<25					
															02	NONE 0	TURN-R											
																PRVTE	E -N									018		00
																PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		028	000		02
																							OR>25					
01281	N	N	N		05/03/2009	LANE	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											004,013	10
CITY					SU	FLORENCE	MN 0	OREGON COAST HY	S	(NONE)	NONE	N	DRY	REAR		PRVTE	S -N									000		00
					2P	FLORENCE UA	187.84	N MUNSEL LAKE RD	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		016,026	000		10
										(03)													OR<25					
															02	NONE 0	STOP											

CANNERY STATION ACCESS ANALYSIS

Appendix A-4

Total crash records: 14

SER# / INVEST	S P E	A L	D R U C	S G	W H	O R	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET	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
																		PRVTE	S -N									011	013	00
																		PSNGR CAR		01	DRVR	NONE	48 M		OR-Y OR>25		000	000		00
																	03	NONE 0	STOP											
																		PRVTE	S -N									022	004	00
																		PSNGR CAR		01	DRVR	NONE	49 F		OR-Y OR<25		000	000		00
00063	Y	N	N				01/02/2004	LANE	1 14		STRGHT		N	Y	SNOW	FIX OBJ	01	NONE 0	STRGHT											079,013	01
NONE								FR	MN 0		UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	S -N									000	079,013	00
								2P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74 M		OR-Y OR<25		047,081	017		01
03222	N	N	N				08/31/2007	LANE	1 14		ALLEY		N	Y	CLR	S-1STOP	01	NONE 0	STRGHT												07
NONE								FR	MN 0	OREGON COAST HY	N	(NONE)	STOP SIGN	N	DRY	REAR		PRVTE	W -E									000		00
								2P			01			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	77 F		OR-Y OR<25		026	000		07
																	02	NONE 0	STOP											
																		PRVTE	W -E									012		00
																		PSNGR CAR		01	DRVR	INJC	25 F		OR-Y OR<25		000	000		00
02796	N	N	N				08/25/2008	LANE	1 14		ALLEY		N	N	CLR	S-1STOP	01	NONE 0	TURN-R												07
NONE								NO	FLORENCE	MN 0 OREGON COAST HY	N	(NONE)	STOP SIGN	N	DRY	REAR		PRVTE	W -S									018		00
								5P	FLORENCE UA	188.01 43RD ST	01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	29 F		OR-Y OR<25		016,026	000		07
												(04)					01	NONE 0	TURN-R											
																		PRVTE	W -S									018		00
																		PSNGR CAR		02	PSNG	NO<5	04 F				000	000		00
																	02	NONE 0	STOP											
																		PRVTE	W -S									013		00
																		PSNGR CAR		01	DRVR	NONE	56 M		OR-Y OR<25		000	000		00
01267	N	N	N				04/15/2005	LANE	1 14		ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-R												02
NONE								FR	FLORENCE	MN 0 OREGON COAST HY	N	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	E -N									018		00
								11A	FLORENCE UA	188.01 43RD ST	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	87 F		OR-Y OR<25		028	000		02
												(04)					02	NONE 0	STRGHT											
																		PRVTE	S -N									000		00
																		PSNGR CAR		01	DRVR	INJC	22 F		OR-Y OR<25		000	000		00
03569	N	N	N				11/12/2011	LANE	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT												07
NO RPT								SA	FLORENCE	MN 0 N 46TH ST	N		UNKNOWN	N	DRY	REAR		PRVTE	N -S									000		00
								12P	FLORENCE UA	188.01 OREGON COAST HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61 F		OR-Y OR<25		026	000		07
																	02	NONE 0	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		01	DRVR	NONE	67 F		OTH-Y N-RES		000	000		00
00852	N	N	N				03/19/2012	LANE	1 14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L												02
NONE								MO	FLORENCE	MN 0 N 46TH ST	CN		STOP SIGN	N	WET	TURN		PRVTE	W -N									015		00

CANNERY STATION ACCESS ANALYSIS

Appendix A5

009: OREGON COAST

Highway 009 ALL ROAD TYPES, MP 187.5 to 188.1 01/01/2003 to 10/31/2012, Both Add and Non-Add mileage

Total crash records: 14

SER# / INVEST	S P E	D R A	S U L	W C G	O H	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / SVRTY / COLL	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
						3P	FLORENCE UA	188.01	OREGON COAST HY	03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	INJC	66	F	OR-Y OR>25		028	000	02
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	01	DRVR	INJC	22	F	OR-Y OR>25		000	000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	02	PSNG	INJC	24	M			000	000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	03	PSNG	INJC	04	M			000	000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	04	PSNG	INJB	05	M			000	000 000	00 00
01645	N	H	H			06/04/2012	LANE	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L										02
NO RPT						MO	FLORENCE	MN 0	N 46TH ST	CN		STOP SIGN	N	WET	TURN		PRVTE	W -N								015	00
						3P	FLORENCE UA	188.01	OREGON COAST HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y OR>25		028	000	02
																02	NONE 0 PRVTE PSNGR CAR	STRGHT N -S	01	DRVR	INJC	53	M	OR-Y OR<25		000	000 000	00 00

CANNERY STATION ACCESS ANALYSIS

Appendix A

Appendix B

TRAFFIC VOLUMES

2911 Tennyson Avenue, Suite 400 Eugene, Oregon 97408 541.513.3376

SANDOW ENGINEERING

Turn Count Summary

Location: hwy 101 at oak st, Florence or

GPS Coordinates: N = 44.006616, W= -124.102085

Date: 2013-06-11

Day of week: Tuesday

Weather:

Analyst: bcj

Peak hour: 15:30 - 16:30

Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:19	0	69	4	0	0	0	13	69	0	2	0	24	181
15:30	0	112	4	0	0	0	44	115	0	6	0	19	300
15:45	0	100	3	0	0	0	41	107	0	7	0	36	294
16:00	0	90	6	0	0	0	28	97	0	5	0	29	255
16:15	0	95	3	0	0	0	26	105	0	5	0	30	264
16:30	0	81	4	0	0	0	33	99	0	3	0	28	248
16:45	0	95	6	0	0	0	33	93	0	3	0	27	257
17:00	0	65	4	0	0	0	35	100	0	4	0	32	240
17:15	0	77	3	0	0	0	30	105	0	3	0	40	258
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Car traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:19	0	69	4	0	0	0	13	69	0	2	0	24	181
15:30	0	112	4	0	0	0	44	115	0	6	0	19	300
15:45	0	100	3	0	0	0	41	107	0	7	0	36	294
16:00	0	90	6	0	0	0	28	97	0	5	0	29	255
16:15	0	95	3	0	0	0	26	105	0	5	0	30	264
16:30	0	81	4	0	0	0	33	99	0	3	0	28	248
16:45	0	95	6	0	0	0	33	93	0	3	0	27	257
17:00	0	65	4	0	0	0	35	100	0	4	0	32	240
17:15	0	77	3	0	0	0	30	105	0	3	0	40	258
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Truck traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:19	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
15:19	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	397	16	0	0	0	139	424	0	23	0	114	1113
Factor	0	0.89	0.67	0	0	0	0.79	0.92	0	0.82	0	0.79	0.93
Approach Factor	0.89			0			0.89			0.8			

Peak Hour Vehicle Summary

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	397	16	0	0	0	139	424	0	23	0	114	1113
Truck	0	0	0	0	0	0	0	0	0	0	0	0	6

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

	Intersection		Count Date
	East/West Street	North/South Street	
1	Oak St	Hwy 101	6/11/2013
2		Hwy 101	
3			
4			
5			

Intersection: **1: Highway 101 @ Oak St** City: **Florence Oregon**

Counter: **Sandow Engineering** Date: **Tuesday, June 11, 2013**

Total of All Vehicles

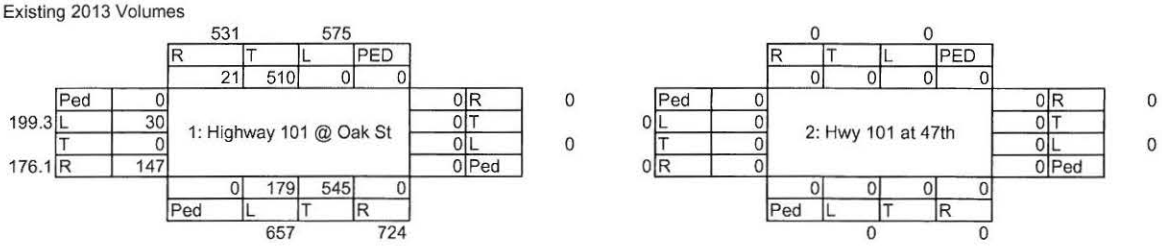
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
3:30	3:45	4	112	0	116	0	0	0	0	0	115	44	159	19	0	6	25	300		0	0	0	0
3:45	4:00	3	100	0	103	0	0	0	0	0	107	41	148	36	0	7	43	294		0	0	0	0
4:00	4:15	6	90	0	96	0	0	0	0	0	97	28	125	29	0	5	34	255		0	0	0	0
4:15	4:30	3	95	0	98	0	0	0	0	0	105	26	131	30	0	5	35	264	1113	0	0	0	0
4:30	4:45	4	81	0	85	0	0	0	0	0	99	33	132	28	0	3	31	248	1061	0	0	0	0
4:45	5:00	6	95	0	101	0	0	0	0	0	93	33	126	27	0	3	30	257	1024	0	0	0	0
5:00	5:15	4	65	0	69	0	0	0	0	0	100	35	135	32	0	4	36	240	1009	0	0	0	0
5:15	5:30	3	77	0	80	0	0	0	0	0	105	30	135	40	0	3	43	258	1003	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	755	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	498	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		**33**	**715**	**0**		**0**	**0**	**0**		**0**	**821**	**270**		**241**	**0**	**36**		**2116**		**0**	**0**	**0**	**0**

PM Peak Hour Count Summary

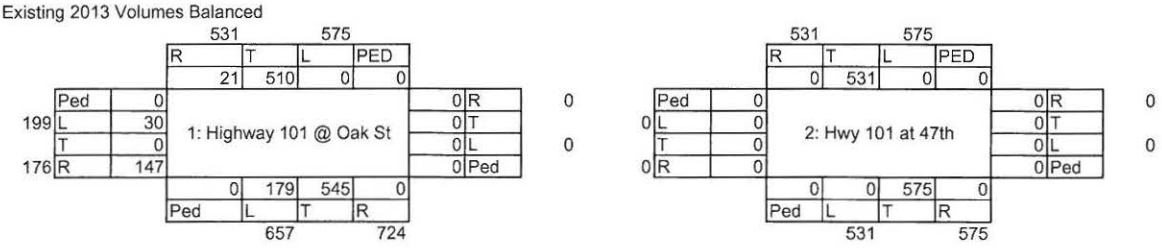
	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
Peak Volumes	16	397	0	413	0	0	0	0	0	424	139	563	114	0	23	137		1113	0	0	0	0
PHF	0.67	0.89	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.92	0.79	0.89	0.79	0.00	0.82	0.80		0.93				
Trucks	0	0	0		0	12	0		0	0	0		0	6	0							
% Trucks	0%	0%	0%	0%	0%	#DIV/0!	0%	0%	#DIV/0!	0%	0%	0%	0%	#DIV/0!	0%							

Seasonally Adjusted Peak Hour

Existing 2013 Volumes

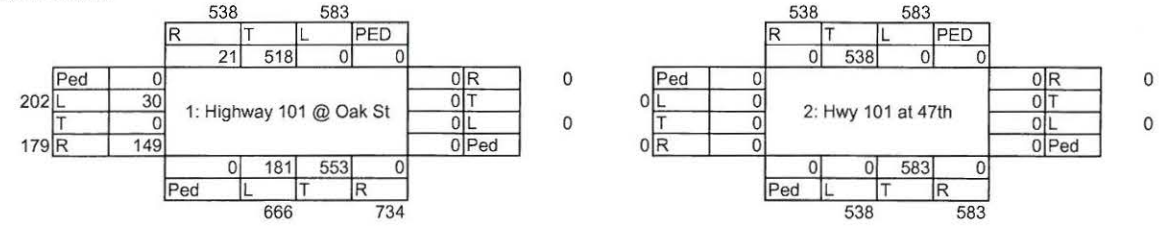


Existing 2013 Volumes Balanced

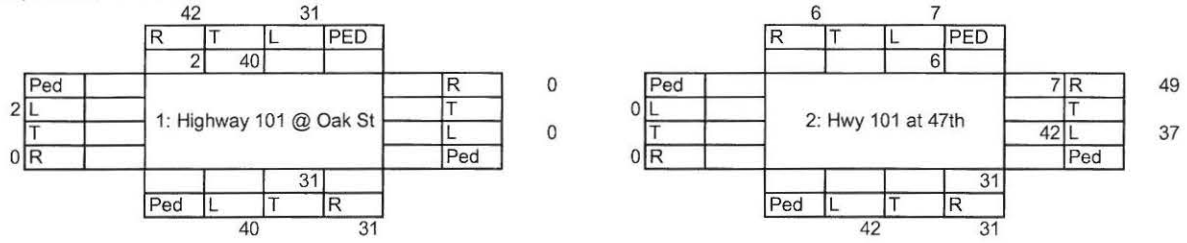


EDIT Highlighted	
Base Year	2013
Target Year	2014
Years of Growth	1
Growth Rate Per Year	0.01
Growth Factor	1.01

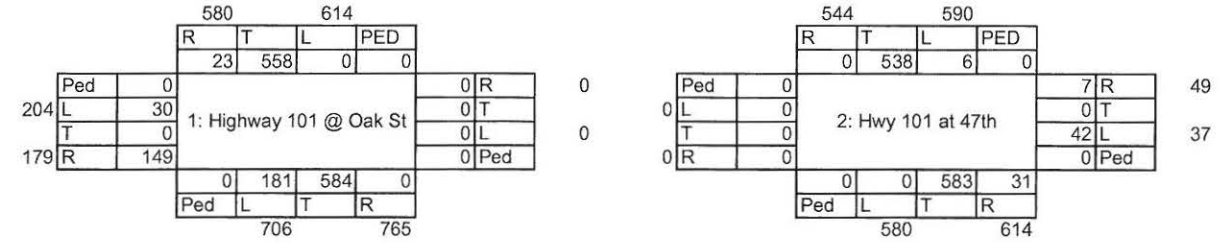
2014 Volumes



Primary Development Trips



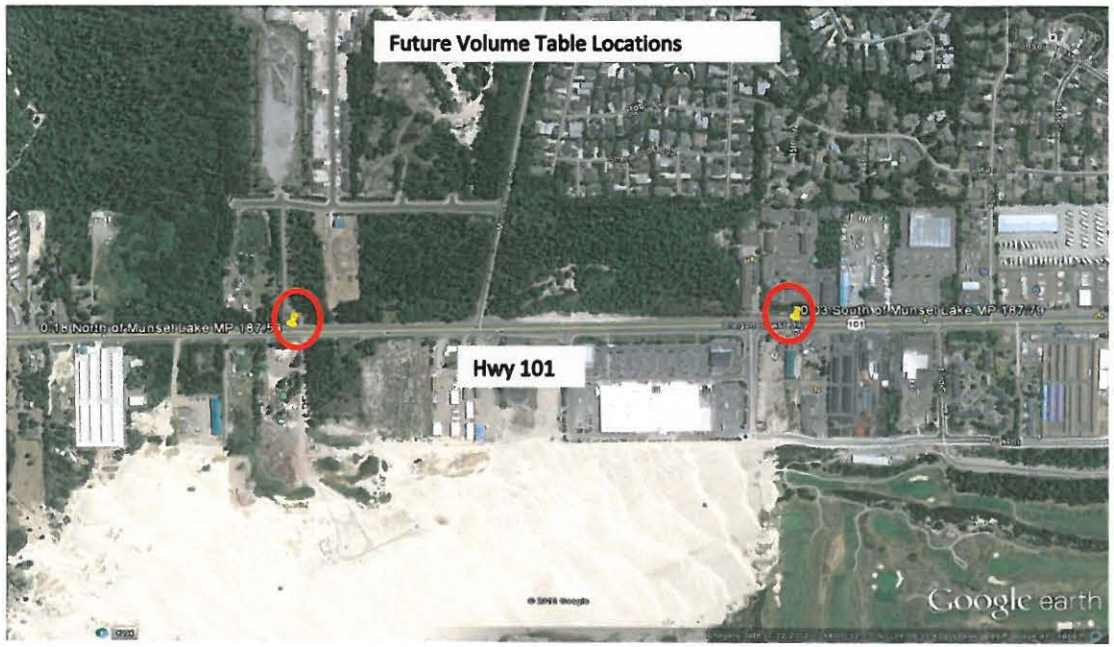
2014 Build Volumes



Percent change=(Vpresent-Vpast)/Vpast *100
Annual Percent Growth Rate =(((Vpresent-Vpast)/Vpast) *100)/number of years

All values based of ODOT future volumes table downloaded 4/30/2013

MP 187.58		MP 187.79	
0.18 mile north of Munsel Lake Rd. on Hwy #009 US101		0.03 mile south of Munsel Lake Rd. on Hwy #009 US101	
Present or Future Value	11300	Present or Future Value	13700
Past Value	9300	Past Value	9800
Present or Future Year	2031	Present or Future Year	2031
Past Year	2009	Past Year	2009
Percent Change	21.51%	Percent Change	39.80%
Annual Percent Growth Rate	0.98%	Annual Percent Growth Rate	1.81%
		Average Annual Growth Rate	1.39%



Appendix C

SYNCHRO AND SIMTRAFFIC OUTPUTS

2911 Tennyson Avenue, Suite 400 Eugene, Oregon 97408 541.513.3376

SANDOW ENGINEERING

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	42	7	583	31	6	538
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	0.981		0.993			
Flt Protected	0.959				0.950	
Satd. Flow (prot)	1614	0	1704	0	1630	3260
Flt Permitted	0.959				0.950	
Satd. Flow (perm)	1614	0	1704	0	1630	3260
Link Speed (mph)	25		40			40
Link Distance (ft)	576		358			964
Travel Time (s)	15.7		6.1			16.4
Peak Hour Factor	0.85	0.85	0.89	0.89	0.89	0.89
Adj. Flow (vph)	49	8	655	35	7	604
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	690	0	7	604
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	42	7	583	31	6	538
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	49	8	655	35	7	604
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	988	672			690	
vC1, stage 1 conf vol	672					
vC2, stage 2 conf vol	316					
vCu, unblocked vol	988	672			690	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	98			99	
cM capacity (veh/h)	427	398			901	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2	SB 3
Volume Total	58	690	7	302	302
Volume Left	49	0	7	0	0
Volume Right	8	35	0	0	0
cSH	423	1700	901	1700	1700
Volume to Capacity	0.14	0.41	0.01	0.18	0.18
Queue Length 95th (ft)	12	0	1	0	0
Control Delay (s)	14.9	0.0	9.0	0.0	0.0
Lane LOS	B		A		
Approach Delay (s)	14.9	0.0	0.1		
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 1: Hwy 101 & Oak St, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	64	88	74
Average Queue (ft)	29	57	52
95th Queue (ft)	70	92	82
Link Distance (ft)	377	377	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			250
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Hwy 101 & Oak St, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	67	84	87
Average Queue (ft)	24	44	47
95th Queue (ft)	61	73	78
Link Distance (ft)	377	377	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			250
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Hwy 101 & Oak St, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	75	100	94
Average Queue (ft)	25	47	48
95th Queue (ft)	63	79	79
Link Distance (ft)	377	377	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			250
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Hwy 101 & 47th, Interval #1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	72	26
Average Queue (ft)	45	7
95th Queue (ft)	76	29
Link Distance (ft)	541	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Hwy 101 & 47th, Interval #2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	80	31
Average Queue (ft)	35	4
95th Queue (ft)	72	22
Link Distance (ft)	541	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Hwy 101 & 47th, All Intervals

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	89	33
Average Queue (ft)	38	5
95th Queue (ft)	74	24
Link Distance (ft)	541	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, All Intervals: 0

SANDOW
ENGINEERING
2911 Tennyson Avenue Suite 400
Eugene, Oregon 97408
541.513.3376
sandowengineering.com

CITY OF FLORENCE
SITE INVESTIGATION REPORT SUMMARY

Applicant – Arlie & Company

Date – June 5, 2008

Map No. 18 12 14 02 Tax Lot 00700

Proposal or Project

Cannery Hill

Comprehensive Plan Designation – North Commercial Node

Purpose of Proposal or Project (attach additional sheets, as needed)
The proposal is a request for preliminary PUD approval for Cannery Hill, a mixed use project in north Florence. The 17 acre site will include a broad range of commercial uses such as medical and professional offices, retail, restaurants, a branch bank and a hotel. Residential uses proposed include an assisted living / retirement housing, apartments, and attached single-family dwellings (duets and townhouses).

Zoning District – NC North Commercial

Street Address – 87344 Munsel Lake Road, Florence, OR 97439

Overlay District - none

Based on submitted information, zoning and comprehensive plan requirements, and the completed Site Investigation Report, this proposal **does / does not** comply with Title 10 of the City Code and the Comprehensive Plan. The proposal **will / will not** achieve the stated purpose. The site and/or building design **will / will not** have adverse impacts and **will / will not** mitigate any adverse impacts.

The completed Site Investigation Report is available at the Planning Department.

This investigation was done by:

TERESA Bishow
Print

Teresa Bishow
Signature

Planning Manager
Title

SITE INVESTIGATION – PHASE 1
INITIAL PROPOSED DEVELOPMENT APPLICATION CHECKLIST

YES	NO		
___	X	1.	LOCAL ZONING REGULATIONS Does the proposed development site plan conform to City, or County Zoning Regulations regarding setback lines and other code provisions? (Contact the City or County Engineer for details.) The PUD requests modifications to certain City standards in order to create a design that achieves City goals of providing additional housing, increasing available commercial services for both residents and visitors, and designing streets that are attractive and promote a walkable community. Some of the requested modifications are needed due to the unusual site conditions, such as existing wetlands and a desire to provide a buffer between commercial uses along Highway 101 and low-density residential uses to the east of the site (Florentine Estates). Some of the requested modifications are needed to provide safe and efficient circulation for future transit service.
		2.	COMPREHENSIVE PLAN SETBACK LINE OR DESIGNATION
___	X		a. Has a Coastal Construction Setback line (CCSBL) been adopted for this County or city? (Inquire from the County or City Engineer.)
___	X		b. If a CCSBL has been adopted for this County or City is the proposed site seaward of the CCSBL?
___	X		c. If the proposed site is seaward of the adopted CCSBL, has application for a variance or exception been made to the Planning Commission having jurisdiction?
		3.	IDENTIFIED HAZARDOUS CONDITIONS
X	___		a. Has any portion of the property been identified as being affected by any potential or existing geological hazard? (Contact County or City Planning Departments for information published by the State Department of Geology and Mineral Industries, US Department of Agriculture-Soil Conservation Service, US Geological Survey, US Army Corps of Engineers and other government agencies.)
			b. Are any of the following identified hazards present?
___	X		1. Active foredune
___	X		2. Water erosion
___	X		3. Flooding
___	X		4. Wind erosion
___	X		5. Landslide or sluff activity
X	___		c. Are there records of these hazards ever being present of the site? Describe: *The property is outside of the 500-year floodplain (FIRM 41039C0938 F effective June 2, 1999). The area of Florence was subject to the Dogami 1700 Earthquake.*
		4.	EXISTING SITE VEGETATION
X	___		a. Does the vegetation on the site, afford adequate protection against soil erosion from wind and surface water runoff?
___	X		b. Does the condition of vegetation present constitute a possible fire hazard or contributing factor to slide potential? (If answer is Yes, full details and possible remedies will be required.)

SITE INVESTIGATION – PHASE 1
INITIAL PROPOSED DEVELOPMENT APPLICATION CHECKLIST

YES	NO		
		5.	FISH AND WILDLIFE HABITAT
___	X		a. Does the site contain any identified rare or endangered species or unique habitat (feeding, nesting or resting)?
___	X		b. Will any significant habitat be adversely affected by the development? (Contact State Fish and Wildlife, County and City Planning Staffs for inventory data.)
		6.	HISTORICAL AND ARCHEOLOGICAL SITES
___	X		Are there any identified historical or archaeological sites within the area proposed for development? (Contact local planning office.)
		7.	FLOOD PLAIN ELEVATION
___	X		a. If the elevation of the 100 year flood plain or storm tide has been determined, does it exceed the existing ground elevation at the proposed building site? (Contact the Federal Insurance Administration, City or County Planning Departments for information on 100 year flood pla9in. Existing site elevations can be identified by local registered surveyor.)
___	N/A		b. If elevations of the proposed development is subject to flooding during the 100 year flood or storm tide, will the lowest habitable floor be raised above the top of the highest predicted storm-wave cresting on the 100 year flood or storm tide?
		8.	CONDITION OF ADJOINING AND NEARBY AREAS
			Are any of the following natural hazards present on the adjoining or nearby properties that would pose a threat to this site?
___	X		a. Open dunes
X	___		b. Active foredune
___	X		c. Storm runoff erosion
___	X		d. Wave undercutting or wave overtopping
___	X		e. Slide areas
___	X		f. Combustible vegetative cover
			(Contact County and City Planning staffs for local hazard information.)
			Comments: The storm runoff is currently being addressed in the LID plan developed for this area.
		9.	DEVELOPMENT IMPACTS
___	X		a. Will there be adverse off-site impacts as a result of this development?
			b. Identify possible problem type
___	___		1. Increased wind exposure
___	___		2. Open sand movement
___	___		3. Vegetative destruction
___	___		4. Increased water erosion (storm runoff, driftwood removal, reduction of foredune, etc.)
___	___		5. Increased slide potential
___	___		6. Affect on aquifer
X	___		c. Has landform capability (density, slope failure, groundwater, vegetation, etc) been a consideration in preparing the development proposal?
X	___		d. Will there be social and economic benefits from the proposed development?
			e. Identified benefits
X	___		1. New jobs

SITE INVESTIGATION – PHASE 1
INITIAL PROPOSED DEVELOPMENT APPLICATION CHECKLIST

YES	NO	
X		2. Increased tax valuation
X		3. Improved fish and wildlife habitat
X		4. Public access
X		5. Housing needs
X		6. Recreation potential
X		7. Dune stabilization (protection of other features)
X		8. Other - Project supports future transit and decreased reliance on the automobile. Project supports sustainable development practices.

10. PROPOSED DESIGN

	X	a. Has a site map been submitted showing in detail exact location of proposed structures? *(Conceptual building locations are shown.)*
	X	*b.* Have detailed plans showing structure foundations been submitted? *(Not applicable at this stage.)*
	X	
	X	c. Have detailed plans and specifications for the placement of protective structures been submitted if need is indicated? *(Not applicable at this time.)*
	X	d. Has a plan for interim stabilization, permanent revegetation and continuing vegetative maintenance been submitted? *(PUD includes master landscape plan providing general information for re-vegetation and maintenance.)*
	X	e. Is the area currently being used by the following?
	X	1. Off-road vehicles
	X	2. motorcycles
	X	3. horses
		f. Has a plan been developed to control or prohibit the uses of off-road vehicles, motorcycles and horses?

11. LCDC COASTAL GOAL REQUIREMENTS

X		a. Have you read the LCDC Goals affecting the site? (contact LCDC, City or County office for copies of Goals.)
X		b. Have you identified any possible conflicts between the proposed development and the Goals or acknowledged comprehensive plans? (If so, list them and contact local planning staff for possible resolution.)
X		c. Have all federal and state agency consistency requirements been met? (Contact local planning office.) *(ODOT still reviewing Hwy Improvements)*
X		d. Has applicant or investigator determined that the development proposal is compatible with the LCDD Beaches and Dunes Goal and other appropriate statewide land use planning laws?

Rev. 1/08