City of Florence
Community Development Department
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Florence, OR 97439
Phone: (541) 997 – 8237
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Type of Request

THIS SECTION FOR OFFICE USE ONLY

☐ Type I ☐ Type II ☐ Type III ☐ Type IV

Proposal:

Applicant Information

Name: Chris Leturno Phone 1: 541-556-4913

E-mail Address: chris@superiorec.net Phone 2: Metro 302-9830

Address: 1355 Oak Street, Ste. 200, Eugene, OR 97401

Signature: _____ Date: _____

Applicant's Representative (if any): Jed Truett/Metro Planning, Inc. See attached.

Property Owner Information

Name: A&D Bay Street, LLC/Chris Leturno Phone 1: 541-556-4913

E-mail Address: chris@superiorec.net Phone 2: Metro 302-9830

Address: 1355 Oak Street, Ste. 200, Eugene, OR 97401

Signature: [signature] Date: 7-22-24

Applicant's Representative (if any): Jed Truett/Metro Planning, Inc. See attached.

NOTE: *If applicant and property owner are not the same individual, a signed letter of authorization from the property owner which allows the applicant to act as the agent for the property owner must be submitted to the City along with this application. The property owner agrees to allow the Planning Staff and the Planning Commission onto the property. Please inform Planning Staff if prior notification or special arrangements are necessary.*

For Office Use Only:

Received	Approved	Exhibit

Form Revised 11/29/16

RECEIVED
City of Florence
JUL 23 2024
By: SB

METROPLANNING
LAND USE PLANNING AND CONSULTING SERVICES
846 A STREET
SPRINGFIELD, OREGON 97477
(541) 302-9830
WWW.METROPLANNING.COM

APPLICATION FOR:
A COMP PLAN ESTUARY MU (OVERLAY) DIAGRAM AMENDMENT from DEVELOPMENT ESTURARY F to SHORELAND RESDIDENTIAL DEVELOPMENT 3
AND
A ZONING DIAGRAM AMENDMENT from DEVELOPMENT ESTURARY (DE) to OLD TOWN A (Old Town A)
AND
A ZONING TEXT AMENDMENT TO THE OLD TOWN A ZONE

FOR A PORTION OF TWO PARCELS TOTALLING 1.6 ACRES ALONG BAY STREET

July 23, 2024

I. DETAILS:

Applicant:	Chris Leturno on behalf of A & D Bay Street LLC. 1355 Oak St. Ste. 200, Eugene, Oregon 97401.
Owner:	A & D Bay Street LLC., 1355 Oak St. Ste. 200, Eugene, Oregon 97401.
Agent:	Jed Truett, AICP, Metro Planning, Inc., 846 A Street, Spfd, OR 97477.
Map/TL:	18-12-34-12, TLs 8000 and 8100. Exhibit H.
Site Address:	1150 Bay Street (TL 8000); vacant (TL 8100). Exhibit I.
Current Zoning:	Old Town Area A (Old Town A) and Development Estuary (DE). Exhibits C and E.
Current CP Des:	Downtown. Exhibit D.
Current OL Des:	Estuary Development F/Shoreland Residential Development 3. Exhibits C and D.
Size:	.90 acre; .70 acre (Tract 1.6 acres +-). Exhibits H and I.
Services:	Fire: Florence Fire Police: City of Florence Water/Sewer: City of Florence Schools: Florence Access: Bay Street Exhibit I.
Legal Lot:	Platted. Ex L.

Annex: Yes.
Pre-App meeting: Yes. January 31, 2023.

II. EXHIBITS

A:	**Proposed new Boundary**	**F:**	**Aerial photo**
B:	**Vicinity**	**G:**	**Natural Resource**
C:	**Compilation Diagrams**	**H:**	**A&T map**
	○ **Des/MU/Zoning compilation**	**I:**	**RLID Printouts**
	○ **MU over aerial and tax lots**	**J:**	**Deed**
D:	**Comprehensive Plan diagrams**	**K:**	**PDC**
	○ **General Diagram**	**L:**	**Plat (Florence)**
	○ **Map 17-1**	**M:**	**Bay Bridge Marina Info**
E:	**Zoning diagrams**	**N:**	**Photos of Site**
	○ **Zoning map**		
	○ **Zoning over aerial**		

III. PROPOSAL

1. Coastal Resources Overlay (Comprehensive Plan) map correction/amendment of the Estuarine overlay boundary to adjust the boundary so that is coincides with dry land consistent with Comprehensive Plan policies and implementation, and
2. Zoning map correction/amendment of the DE boundary to adjust the boundary so that is coincides with Comprehensive Plan amendment.
3. Zoning ordinance text amendment to the Area A zoning district, (or Zoning map amendment from Area A to Area B.)

IV. FACTS/BACKGROUND:

The subject property consists of two tax lots, with TL 8000 being .90 acre and TL 8100 being .70 acre. TL 8000 is developed with an old restaurant, currently vacant. TL 8100 is undeveloped and used for parking. There is an existing seawall. The client wishes to develop the properties with mixed uses, including apartments, condominiums and/or a hotel. Residential uses in the Area A zone are restricted, which has limited and undermined redevelopment of the property and the structure on the property. Preservation of the structure is desired, but current zoning limitations have failed to open a feasible path forward to revitalization and use.

Correction of what appears to be an Estuarine mapping error (or perhaps an inconsistent application of that district) and a minor text amendment to the Area A zoning district would allow for broader development options, allowing the applicant to develop the tract in a way that is beneficial to the property owner, the downtown area and the community as a whole.

Planning Documents:

As relevant to this request, the subject property is governed by four planning documents: the City of Florence Comprehensive Plan, Estuary Management Units Comp Plan Overlay, the Downtown Refinement Plan, and the City's zoning ordinance.

Comp Plan: The property is designated in the 2020 Florence Comprehensive Plan as "Downtown." This designation applies to the entirety of each property, stretching to the bank of the Siuslaw River. Exhibit D. The designation is implemented by the existing MU plan designations and the existing zoning. This designation also implements the proposed MU designation and zoning. As such, no Comprehensive Plan map amendment is required. Property to the east and to the west are also designated "Downtown."

Comprehensive Plan Overlay (Coastal MUs): The City is required to comply with Goal 16 and Goal 17. Comprehensive Plan Map 17-1: Estuary & Coastal Shorelands Management Units identifies the shoreland MUs on the property. Exhibit D. The river side portion of the property is designated "Development Estuary; Area F" MU; the street side portion of the property is designated "Shoreland Residential Development/Area 3" MU. These units overlap the "Downtown" designation. Based on the language of Chapter 16 of the City's Comprehensive Plan, and how the Estuary Management Units were applied elsewhere, it does not appear that the "Development Estuary, Estuary Management Unit" designation was intended for dry land. When the unit is overlay on an aerial, it shows that the unit was applied to water and tends to follow the boundaries of dryland tax lots. Exhibit C, F and D.

Downtown Refinement Plan: The property is also governed by the Downtown Refinement Plan. The property is designated "Old Town" in the Downtown Refinement Plan. The exact boundary of this area is difficult to identify, but it appears that the entire property is designated OldTown. This document relates more to design than to allowed uses.

Zoning: The property is split zoned Mixed Use Old Town Area A (hereafter, OTA) and Development Estuary (Hereafter, DE). The application proposes changing the for the entire

property to OT-A. As such, a Zoning Map Amendment is needed. Properties to the east and west are zoned OT-A. In addition, a zoning text amendment is requested.

The "Downtown" Designation can be implemented by multiple MUs, the Old Town Refinement designation and multiple zoning districts.

V. ZONE CHANGE APPROVAL CRITERIA

The proposed zone change shall be processed consistent with FCC 10-1-1-6-4 and FCC 10-1-3. Beyond the provisions sited, there do not appear to be any zone change approval criteria.

The property is currently split zoned Old Town A and Estuary Development (ED). The exact boundary between the districts is difficult to determine. However, best guess, is that the north 100 feet of the property is Old Town A and the remaining south portion is ED.

The Old Town A zoning district implements "Downtown" Comprehensive Plan Designation and the Shoreland Mixed Development Area 4 MU and Shoreland Residential Development Area 3 MU.

The ED zoning district implements the Estuary Development Area F MU.

A zone change from ED to Old Town A (or B) will be necessary to implement the revised boundary of the Estuary Development MU discussed below. Once that MU boundary is revised as part of this application, the ED zoning district is no longer proper. Such inconsistencies are not allowed by state law.

Whether the proposal requires a zone change to Old Town A or Old Town B depends on the best path forward to achieve Comprehensive Plan policies. The subject property is designated Shoreland Residential Development MU, not Mixed Development MU. Exhibit D. This is out of character for Old Town, as most of the Old Town properties received a Mixed Development MU overlay. This seems to indicate that the council anticipated a wide range of unincumbered **residential** uses on these limited properties, which would be consistent with the policy statements in Chapter 17, as discussed below. As currently written the Old Town A zone does not implement this vision. It lumps the subject property in with other general mixed use development designated for mixed use under the MU designation. There are two options to correct this issue:

1. A text amendment to the Old Town A zoning district language to recognize and give weight to the Residential MU, or
2. A rezoning from Old Town A to Old Town B, to recognize and give weight to the Residential MU

The applicant believes the text amendment is the simpler approach. The applicant proposes to amend the language of FCC 10-17A-2-A to add the following as a permitted use[1]:

> *Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex where the subject property is designated Shorelands Residential Development Management Unit.*

Based on Map 17-1, this type of development would only be allowed on a very limited number of parcels already within the Residential Development MU. Further, it would make the existing uses to the west conforming rather than nonconforming. As discussed below, the change is supported by the Shorelands Residential MU overlay.

The above addition would require modification to the "prohibited uses" language, as follows:

> Residential, single unit (unless part of mixed uses uses *or unless designated Shorelands Residential Development MU* as listed in permitted or conditional uses)
>
> Residential: multi-unit, single unit attached, duplexes, tri-plexes, four-plexes (unless part of mixed use development *or unless designated Shorelands Residential Development MU* as listed in permitted or conditional uses)

VI. PLAN MAP AMENDMENT CRITERIA

Any amendment to the adopted Comprehensive Plan, including the adopted overlay districts, must remain consistent with the Comprehensive Plan and Statewide Planning Goals. Theoretically, because the Comprehensive Plan has been acknowledged by LDCD, any

[1] Alternate language, if needed: *Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex where the subject property is within 230 feet [to be better defined] of property zoned Residential.*

amendment that is consistent with the Comprehensive Plan is also consistent with the Statewide Planning Goals. Because the Florence Comprehensive Plan follows the structure of the Statewide Planning Goals, the Plan policies and Goals are addressed together here.

The purpose of the plan amendment is to adjust the boundary of the Development Estuary MU to coincide with the water line and tax lot boundary. Such an adjustment is consistent with how the boundary was applied to other tracts in the area. Based on Findings in Chapter 16 and 17 of the Comprehensive Plan, this area is better designated the Shoreland Residential Development MU #3.

The Shoreland Residential Development MU #3 properly implements the Comprehensive Plan designation of "Downtown" and the "Old Town" Refinement Plan designation. As such, no other plan amendments are needed.

GOAL 1/CHAPTER 1

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

The City of Florence has a citizen involvement program that is acknowledged by the State as in compliance with Goal 1. Citizens are provided the opportunity to be involved in all phases of the planning process. The proposal does not include any changes to the City's citizen involvement program. Requirements under Goal 1 are met by adherence to the City's provisions for citizen involvement as implemented by the Florence Development Code. This application complies with the noticing requirements including the required pre-application neighborhood/applicant meeting.

GOAL 2/LAND USE

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for those decisions and actions.

Goal 2 requires local plans and regulatory measures to be consistent with statewide goals and land use decisions to be supported by an adequate factual basis. Goal 2 also requires that comprehensive plan amendments be adopted after a public hearing by the governing body that provides citizens an opportunity to comment on the proposed amendment. Florence's land use code implements Goal 2 by providing state-acknowledged procedures and criteria governing land use decisions. This application complies with the requirements of Eugene's land use code and thus complies with Goal 2.

In accordance with FCC, the requested amendment qualifies as a Type IV amendment. This amendment only requires approval by the City of Florence. The subject property is in the Florence City limits and there are no regional impacts associated with the request to amend the Plan land use designation.

Policy 1: Designation and location of land uses shall be made based on an analysis of documented need for land uses of various types, physical suitability of the lands for the uses proposed, adequacy of existing or planned public facilities and the existing or planned transportation network to serve the proposed land use, and potential impacts on environmental, economic, social and energy factors.

Policy 3: The quality of residential, commercial and industrial areas within the City shall be assured through the enforcement of City zoning, design review, applicable conditions of development approval, parking and sign ordinances, and the enforcement of building, fire, plumbing and electrical codes.

Policy 4: landowner requests for Plan amendments shall meet the following criteria in order for action to be initiated: a. b. c. Be based on new information that was either unavailable or overlooked at the time of Comprehensive Plan adoption; Include any changes necessary to maintain consistency with City, County, and regional goals, objectives, and functional plans; and Be of such a nature that action is required prior to the next scheduled major revision of the Plan.

GOAL 2/RESIDENTIAL

CP Residential: To create residential living environments that satisfy a wide variety of local and regional popula tion needs and desires and add long-term community value.

> *Policy 7: Residential development shall be discouraged in areas where such development would constitute a threat to the public health and welfare, or create excessive public expense. The City continues to support mixed use development when care is taken such that residential living areas are located, to the greatest extent possible, away from areas subject to high concentrations of vehicular traffic, noise, odors, glare, or natural hazards.*
>
> *Policy 8: Existing residential uses in residential zoning districts and proposed residential areas shall be protected from encroachment of land uses with*

characteristics that are distinctly in compatible with a residential environment. Existing residential uses in commercial and industrial zones shall be given the maximum practicable protection within the overall purposes and standards of those districts.

Policy 9: The use of upper levels of commercial structures for residential living shall be encour aged where such a mix will add to the overall vitality of the immediate area.

The proposal does not impact the residential land supply, other than to provide broader mixed use opportunities.

GOAL 2/COMMERCIAL

To utilize appropriately designated land for the development of commercial businesses and establishments in a manner that provides for the needs and desires of the Florence resident, tourist, and regional marketplace while enhancing the attractive nature of this coastal community.

The proposal does not impact the commercial land supply, other than to provide broader mixed use opportunities.

GOAL 2/INDUSTRIAL

To develop industrially planned and zoned lands within the Florence area for suitable research and development, manufacturing, processing, assembly, storage and distribution, construction and development-related uses, and airport-related uses.

The proposal does not impact the industrial land supply.

GOAL 2/DOWNTOWN:

The Downtown Planning Area is shown on the Comprehensive Plan Map as the Downtown Plan designation. The policies guiding development of this area are described in this section, in the section titled, Downtown under "Other Plan Designations," and in the Downtown Implementation Plan, adopted into Appendix 2 of this Comprehensive Plan.

The goal of the Downtown Implementation Plan is "to revitalize the downtown area as the primary cultural, tourist, commercial and community core to serve all of Florence's citizens and visitors."

Specific policies regarding land use and transportation for each subarea are contained in the Florence Downtown Implementation Plan, September 1999 which was officially incorporated into this Comprehensive Plan as the detailed plan for the Downtown area.

The property is designated Downtown, which is an "other plan designation."

The Downtown Implementation Plan divides the downtown into several subareas determined by their specific characteristics and provides direction for activities necessary in each subarea in order that the overall Plan goal and objectives can be accomplished. Those subareas are

1. ***Commercial Transition Area***
2. ***Highways 101/126/Quince/Spruce intersections/Highway 126 Gateway***
3. ***9th Street/Kingwood Neighborhood***
4. ***The Downtown Green/Mainstreet Events Center District***
5. ***Siuslaw Bridge Gateway***
6. ***Old Town***

Specific policies regarding land use and transportation for each subarea are contained in the Florence Downtown Implementation Plan, September 1999 which was officially incorporated into this Comprehensive Plan as the detailed plan for the Downtown area.

The subject property is in Old Town. The Downtown Implementation Plan is addressed below.

GOAL 3/AGRICULTURAL LANDS

The amendment is for property in the Florence urban growth boundary and does not affect any land designated for agricultural use. Goal 3 is not applicable.

GOAL 4/FOREST LANDS

The amendment is for property in the Florence urban growth boundary and does not affect any land designated for forest use. Goal 4 is not applicable.

GOAL 5/CHAPTER 5 OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To protect natural resources and conserve scenic and historic areas and open spaces.

The property does not contain any inventoried Statewide Goal 5 resources that are not otherwise governed by Chapters 16, 17, 18 and 19. There are no known significant natural assets or historic resources on the property. The amendment does not propose a change to the City's list of Goal 5 resources or propose a change to any regulatory measures related to Goal 5. The proposed request will not allow new uses that could be in conflict with a significant Goal 5 resource site because not such sites exist on-site. Goal 5 is not applicable.

GOAL 6/CHAPTER 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water, and land resources of the state.

RESPONSE. The City of Florence has existing programs and regulations in place to maintain and improve the quality of the air, water and land resources. The City's Public Works Department coordinates the City's compliance with applicable federal and state environmental quality statutes and manage multiple programs to maintain compliance with Goal 6 including Water Resources Programs, such as implementing the City's National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit, and the Wastewater & Stormwater (sewer & drainage) Programs. This Plan amendment will encourage development of existing mixed use zoned land. All new development must comply with applicable local, state and federal air and water quality standards. The proposed Plan amendment does not alter the City's acknowledged compliance with Goal 6.

GOAL 7/CHAPTER 7. DEVELOPMENT HAZARDS AND CONSTRAINTS

To protect people and property from natural hazards.

The Plan and the City's Land Use Code are acknowledged to be in compliance with all applicable statewide land use goals, including Goal 7. Florence has existing programs, policies, zoning overlays, and development standards to regulate development in areas subject to natural disasters and hazards. The proposed Plan amendment does not affect any City regulations or alter mitigation requirements for any properties in areas subject to natural disasters and hazards. Goal 7 is not applicable.

GOAL 8/CHAPTER 8. PARKS, RECREATION AND OPEN SPACE

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

The City of Florence evaluated projected population growth, changes in community demographics, and the recreational needs of citizens and visitors. In compliance with Goal 8, the Plan Diagram designates areas needed for Parks and Open Space. The subject property does not contain any land identified as needed to meet recreational needs or to satisfy the demand for recreational facilities. The proposed Diagram amendment and related zone change will not affect the City's supply of land available for recreation areas or recreational facilities. Goal 8 is not applicable.

GOAL 9/CHAPTER 9. ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

The subject property is designated in the Plan as Downtown. The proposed Plan amendment relates only to the MU overlay district and corrects the boundary line. The amendment would increase the variety of economic activities allowed on the property by properly recognizing the land as "shorelands," and not "estuary." This clarification would allow the property to be zoned for mixed use. While the amendment would not necessarily impact the Buildable Land Supply for commercial uses, it would broaden the uses allowed. The proposed does not include any changes that would impact the availability of land for commercial use or the City's ability to provide for future commercial needs. The proposal is supported by Goal 9.

GOAL 10/CHAPTER 10. HOUSING OPPORTUNITIES

To provide for the housing needs of citizens of the state.

The subject property is designated in the Plan as Downtown. The proposed Plan amendment relates only to the MU overlay district and corrects the boundary line. The amendment would increase the variety of house opportunities allowed on the property by properly recognizing the land as "shorelands," and not "estuary." This clarification would allow the property to be zoned for mixed use, which allows residential development. While the amendment would not necessarily impact the Buildable Land Supply for residential uses, it would broaden the residential uses allowed. The proposed does not include any changes that

would undermine the availability of land for residential use and would increase the City's ability to provide for future residential needs. The proposal is supported by Goal 10.

GOAL 11/CHAPTER 11: UTILITIES, FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The property is located within the City of Florence and all public services either exist or can be efficiently provided to serve the subject site. The proposal will not affect the City or other service providers' ability to provide public services. The Plan amendment is not inconsistent with Goal 11.

GOAL 12/CHAPTER 12: TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

The City of Florence has an adopted and acknowledged Transportation System Plan (TSP). The amendment will allow the creation of a vibrant downtown area taking advantage of the strategic location near transit and major transportation corridors. The proposed land use pattern will allow for development to occur at densities that support transit ridership and decrease reliance on the automobile.

GOAL 13/CHAPTER 12: ENERGY FACILITIES AND CONSERVATION

To conserve energy.

There are no non-renewable energy resources on the property. The proposed change to the Plan's overlay designation will not amend or affect any land use regulations enacted to implement Goal 13. All new development will be required to comply with local, state and federal codes related to energy conservation. Goal 13 is not applicable.

GOAL 14/CHAPTER 14: URBANIZATION

To provide an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

This Plan amendment does not propose to expand the Urban Growth Boundary thus does not require a review of the transition of rural to urban land uses. Therefore, the provisions of Goal 14 and OAR Chapter 660, Division 24 (Urban Growth Boundaries) are not applicable.

GOAL 15/CHAPTER 15: WILLAMETTE RIVER GREENWAY

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The property is not located within the Willamette River Greenway. Goal 15 is not applicable.

GOAL 16/CHAPTER 16 SIUSLAW RIVER ESTUARINE RESOURCES

To recognize and protect the unique environmental, economic and social values of each estuary and associated wetlands; and

To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Chapter 16 Goals:

1. *To recognize and protect the unique environmental, economic, cultural, and social values of the Siuslaw Estuary and associated wetlands.*
2. *To protect, maintain, where appropriate develop, and where appropriate restore the long term environmental, economic, cultural, and social values, diversity and benefits of the Siuslaw Estuary.*
3. *To provide for appropriate uses with as much diversity as is consistent with the "Shallow Draft Development" Oregon Estuary Classification, and taking into account the biological, economic, recreational, cultural, and aesthetic benefits of the estuary.*

The Comprehensive Plan defines "Estuary" as follows:

> *ESTUARY. The portion of the Siuslaw River that is semi-enclosed by land, connected with the open ocean, and within which salt water is usually diluted by freshwater derived from the land. The estuary includes: (a) estuarine water; (b)*

tidelands; (c) tidal marshes; and (d) submerged lands. The Siuslaw River's estuary extends upstream to the head of tidewater.

These are the lands subject to protection and application of estuarine policies. Based on Map 17-1, the Estuary Management Units were applied consistent with this definition: to submerged lands. Exhibit C. However, there seems to have been a mapping error in the area of the subject property where dry upland was included in the Estuary MU boundary. This anomaly is not justified and is inconsistent with Chapter 16. While the City of Florence may wish to correct this error for all properties in this area, this proposal is only for the subject properties.

The amendment does not wish to change policies relating to Estuarine resources. However, Chapter 16 is not intended to apply to shoreland areas. The request is to adjust the Estuarine boundary to reflect the estuarine water line.

The waterline of the Siuslaw River can be seen on Exhibits C, D and F. At the location of the subject property, the waterline generally is consistent with the tax lot boundaries. The existing sea wall provides a more definitive boundary and should serve as the location of the MU. The existing building may extend beyond the property line The request would be to exclude the structure from the Estuary MU because the structure is existing and has already impacted the estuarine area.

Policy 3. This Plan and the implementing Code shall provide for appropriate uses, including preservation, with as much diversity as is consistent with the Siuslaw Estuary's classification as a Shallow Draft Development Estuary by the Oregon Estuary Classification, as well as with the biological, economic, recreational, and aesthetic benefits of the estuary.

Polity 14. The Management Units (MUs) Natural Estuary, Conservation Estuary, and ***Development Estuary****, as described in this Chapter of the Comprehensive Plan, shall apply to the estuary within the Florence UGB as shown in "Map 17-1: Estuary and Coastal Shoreland Management Units in the Florence UGB."*

Policy 15: The general priorities (from highest to lowest) for management and use of the estuarine resources, as implemented through the Management Unit designation and permissible use requirements shall be:

a. Uses which maintain the integrity of the estuarine ecosystem
b. Water-dependent uses requiring estuarine location, as consistent with the Shallow Draft Development Estuary classification

c. *Water-related uses which do not degrade or reduce the natural estuarine resources and values*
d. *Non-dependent, nonrelated uses which do not alter, reduce, or degrade estuarine resources and values.*

Because the area does not meet the definition of Estuarine, and because the Estuarine MU should not have been applied, the above policies are not relevant. It should be noted that based on (d), the proposed uses could be allowed DE zone, at least for existing structures.

GOAL 17/CHAPTER 17. COASTAL SHORELANDS – OCEAN, ESTUARY, AND LAKE SHORELANDS

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and

To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

The property is currently split designated Shorelands Residential Development Area 3 MU and Development Estuary F. The Development Estuary designation is improper for the reasons set out above. The application requests a change to Shorelands Residential Development Area 3 for the entire property, eliminating the split zoned, and making the property consistent with properties to the west.

Shoreland is not defined in the Comprehensive Plan. Shoreline is defined as

SHORELINE. The boundary line between a body of water and the land, measured on tidal waters at mean higher high water, and on non-tidal waterways at the ordinary high water mark.

As such, a general understanding is that shoreland is land adjacent and along the shoreline. This appears to be the definition used in identifying Shoreland MUs. The north portion of the

subject property was identified as shoreland. Exhibit C. Based on this finding, and property and surrounding area characteristics, the shoreland portion of the property was given a "Shorelands Residential Development Area 3 Management Unit" designation. Map 17-1.

> *Management Unit #3 is the area from the southern boundary of Management Unit #2 to Kingwood Street including Wildwinds, Greentrees, and other residential development. Rationale is:*
>
> *a. Navigation channel is not close to shore;*
>
> *b. High banks and lack of road access limit water-dependent use;*
>
> *c. Established residential use. This MU is defined through a description of two subunits, below. Page XVII-13*
>
> ***
>
> *Management Unit 3.2 (Bay Bridge): The inland extent of the area includes that area south of the following boundary: starting at Rhododendron Drive east to the point where Greenwood Street would cross Rhododendron Drive (east boundary of city property); then south to First Street; and east along First Street to the west ern edge of the Ivy Street pump station; then southwest to Bay Street; then south east to Kingwood Street. This MU is mostly developed in residential uses, including Bay Bridge Condominiums. Public access is available at Kingwood, Juniper, and Ivy Streets. Some of the rights-of-way in this area have not been developed. The terrain is low and accessible to the river. Water and sewer services are available. Although the estuary adjacent to this unit is designated Development and there is an existing marina that is not in operation at present, the shoreland area is already committed to residential use. Commercial water-dependent and water related uses will be permitted but it is expected that the area will remain primarily residential. Page XVII-14*

Once the Estuary MU boundary is adjusted to meet the estuary shoreline, the remaining shorelands should be designated consistent with the remainder of the property (Shoreland Residential Development) for the same reasons originally given.

GOAL 18/CHAPTER 18. COAST BEACHES AND DUNES.

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and

To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

The property contains no inventoried beaches or dunes. Goal 18 is not applicable.

GOAL 19/CHAPTER 19. OCEAN RESOURCES.

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

The property contains no inventoried ocean resources. Goal 19 is not applicable.

VII. DOWNTOWN IMPLEMENTATION PLAN

The subject property is in the Old Town area. The stated policy is:

*"Maintain and Reinforce the existing "Mixed use," small-town character of Old Town as follows: ****

The city has already determined that the proposed residential units are consistent with Old Town, as they are allowed in Old Town B. Therefore, the minor text amendment is consistent with the Downtown Plan for the same reasons that justified the uses under Old Town B. Also see General Purpose of the Old Town District, below.

VIII. ZONING DISTRICT

10-17-1 GENERAL PURPOSE FOR OLD TOWN:

> *The Old Town District is intended to provide an area for pedestrian oriented, mixed land uses. Areas A and B are located near or along the waterfront and comprise the historic old town with generally smaller scale structures than Area C. The Old Town District is also intended to encourage restoration, revitalization and preservation of the District.*
>
> *The Old Town District includes areas which vary in character and development potential. Therefore, the permitted uses and development regulations have been separately defined for three sub-areas (Areas A, B, and C) making up the overall*

Old Town District in accordance with Figure 17.1. The purpose of these sub-areas is described in each subsection.

Old Town A zone and Old Town B zone both implement the general purpose for Old Town. Pursuant to zoning district adoption, the uses within those districts also implement the general purpose for Old Town. As such, allowing broader residntial uses, such as those listed in 10-17B-2-A (Residential, unit detached dwelling; Residential: above ground floor commercial; Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex) implement the general purpose of Old Town.

10-17A-1 PURPOSE FOR AREA A: Old Town Area A is intended as the primary tourist destination, which provides for shopping, entertainment and water-related activities for visitors and residents of Florence.

*10-17A-2-A: Permitted Uses *** Residential: above ground floor commercial *** Residential Units: provided that any building facing a street (or streets if a corner lot) shall include a first story commercial use that occupies the first twenty-five feet (25') of the building(s) that face(s) a street. If pedestrian access to the dwelling(s) is from the street, it shall be a separate entrance and not more than ten feet (10') wide. Residential uses shall be reviewed through a Type II Site Review as defied in Section 10-1-1-6. (Ord. 7, 2019)*

*10-17A-2-B: Conditional Uses *** Uses which are administratively determined to have an impact similar to or less than Conditional uses listed below. The Planning Commission, subject to the procedures and conditions set forth in Chapters 1 and 4 of this Title, may grant a conditional use permit for the following: *** Commercial & public parking lots (ground level) *** Lodging, motels and hotels.*

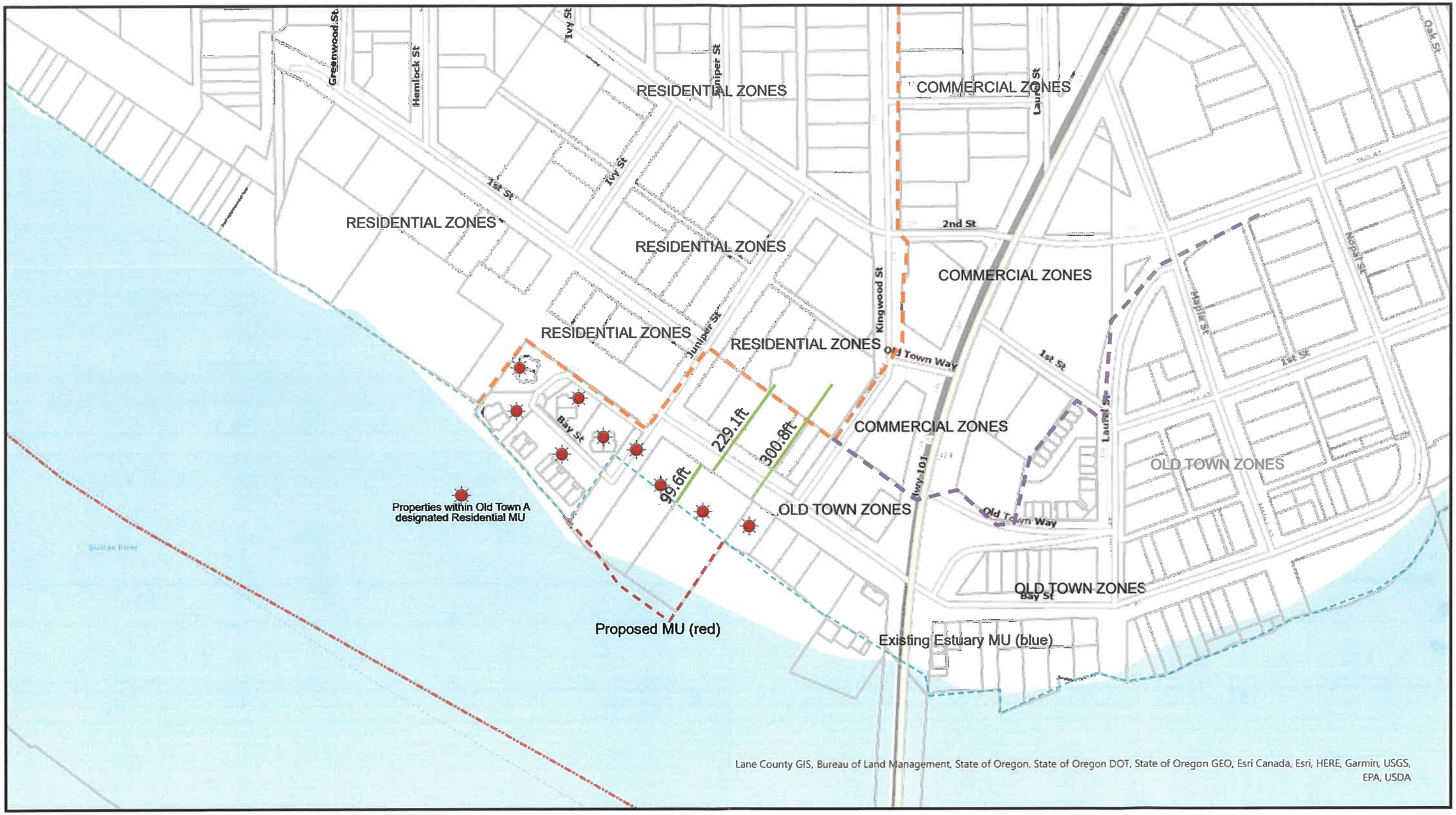
The subject property no longer meets the purpose of Area A. Figure 17-1 notes Area A as having the Day Bridge Marina, a tourist destination providing water related activities. Also see Exhibit M. That Marina, which was a main reason for the Zone A designation, is no longer there. It has not been functional for many years. The existing restaurant has closed. The property has been deteriorating and is not a tourist destination. Further, the language of the Area A zoning district does not reflect the MU Shoreland Residential designation, which anticipates wide residential use of the subject properties.

A minor change to the text of the Old Town A zone would allow a broader range of residential uses for those properties with the MU Shorelands Residential designation. The applicant proposes adding text, which comes from the OT-B Zone, and is therefore consistent with the Old Town area. The applicant proposes to amend the language of FCC 10-17A-2-A to add the following as a permitted use:

> *Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex where the subject property is within 230 feet [to be better defined] of property zoned Residential.*
>
> Or
>
> *Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex where the subject property is designated Shorelands Residential Development Management Unit.*

Based on Map 17-1, this type of development would only be allowed on a very limited number of parcels already within the Residential Development MU. Further, it would make the existing uses to the west conforming rather than nonconforming. As discussed below, the change is supported by the Shorelands Residential MU overlay.

Development Standards: TL 8000 is .90 acres (39,204 sf and roughly 128' wide). TL 8100 is .70 acres (30,492sf and roughly 100' wide). Minimum lot size is 1500 sf; minimum width is 25'; coverage is up to 90%; font yard 0-10'.



The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

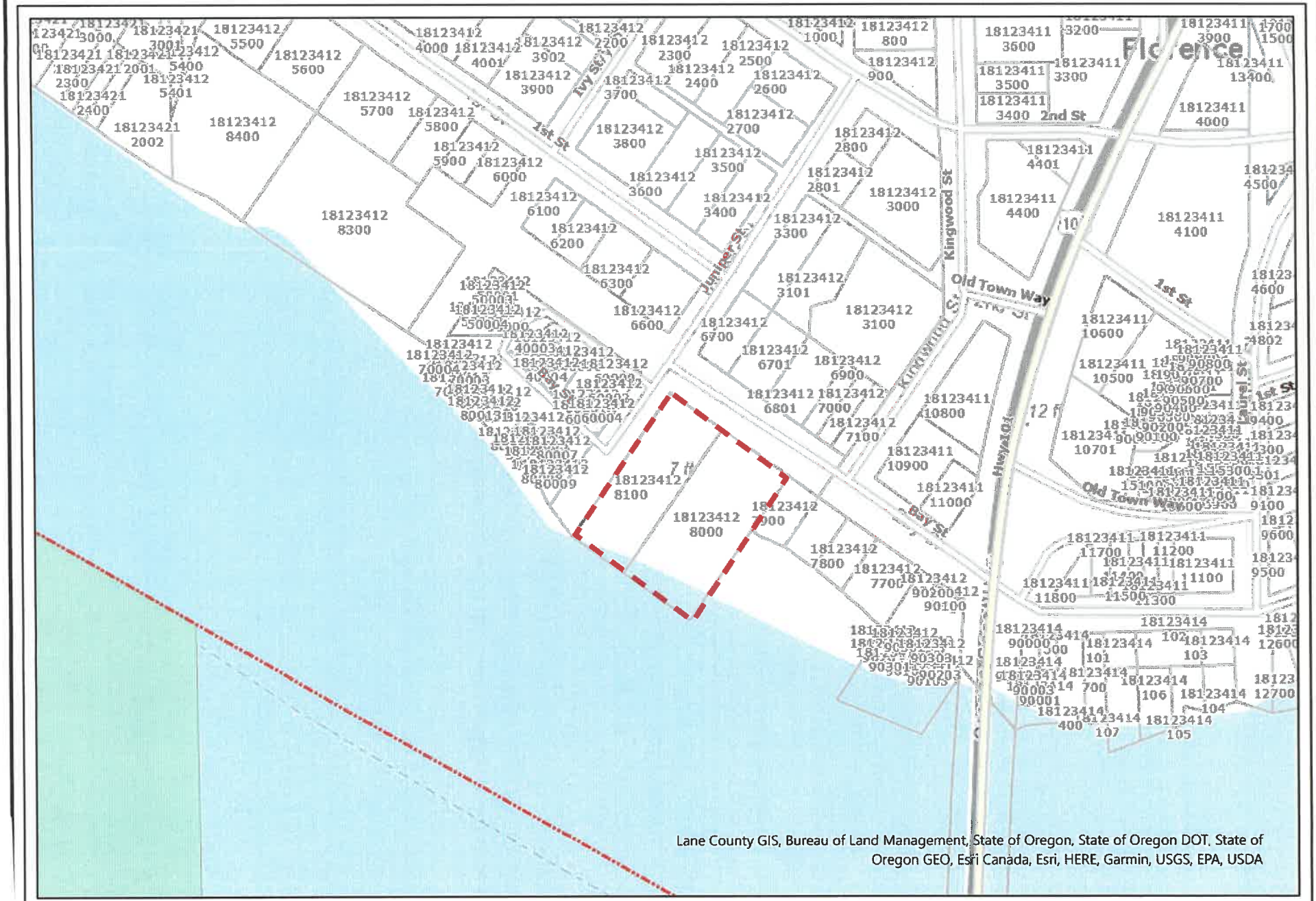
N

0 140 280 560 Feet

Zoning Change map

Lane County, Oregon

EXHIBIT A



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N

0 145 290 580 Feet

Site map

Lane County, Oregon

EXHIBIT B

24-046
Bay Street Condo

Legend:

Subject Properties
(Lots 8100 and 8000)

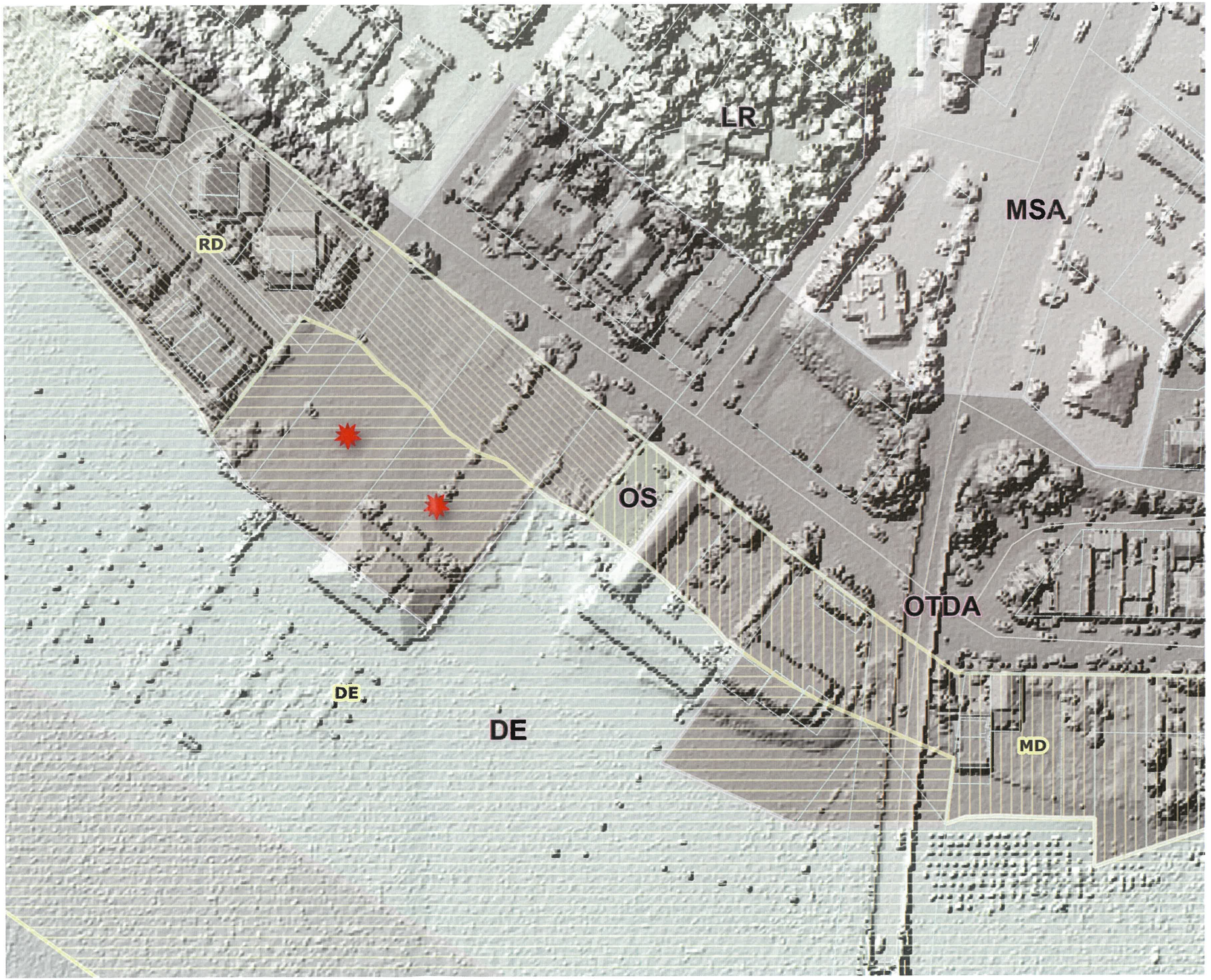
City Zoning Districts

- LR - Residential, Low Density
- MSA - Commercial, Mainstreet Area A
- OTDA - Mixed Use, Old Town Area A
- OS - Open Space
- DE - Estuaries, Development Estuary

Map 17-1: Esturary & Coastal Shoreland Management Units (MU)

- DE - (MU) Development Estuary
- RD = (MU) Shoreland Residential Development
- MD - (MU) Shoreland Mixed Development

0 100 200 ft



Map compiled from record data, Lane County GIS, RLID, and DOGAMI Lidar.

EXHIBIT C

2024-07-19

24-046
Bay Street Condo

Legend:

Subject Properties
(Lots 8100 and 8000)

City Zoning Districts

- LR - Residential, Low Density
- MSA - Commercial, Mainstreet Area A
- OTDA - Mixed Use, Old Town Area A
- OS - Open Space
- DE - Estuaries, Development Estuary

Map 17-1: Esturary & Coastal Shoreland Management Units (MU)

- DE - (MU) Development Estuary
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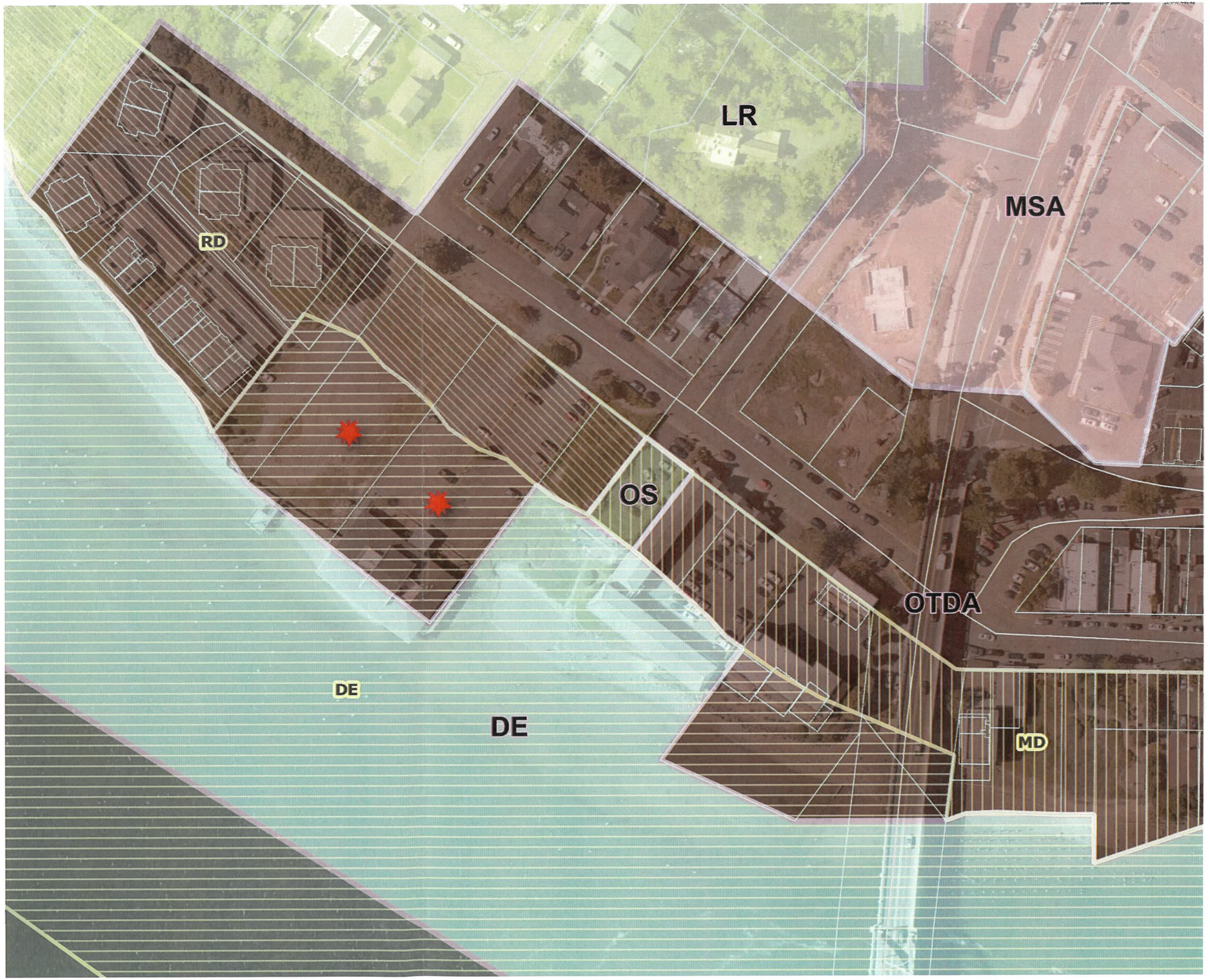
- MD - (MU) Shoreland Mixed Development

0 100 200 ft



Map compiled from record data, Lane County GIS, RLID, and DOGAMI.

24-046
Bay Street Condo

Legend:

Subject Properties
(Lots 8100 and 8000)

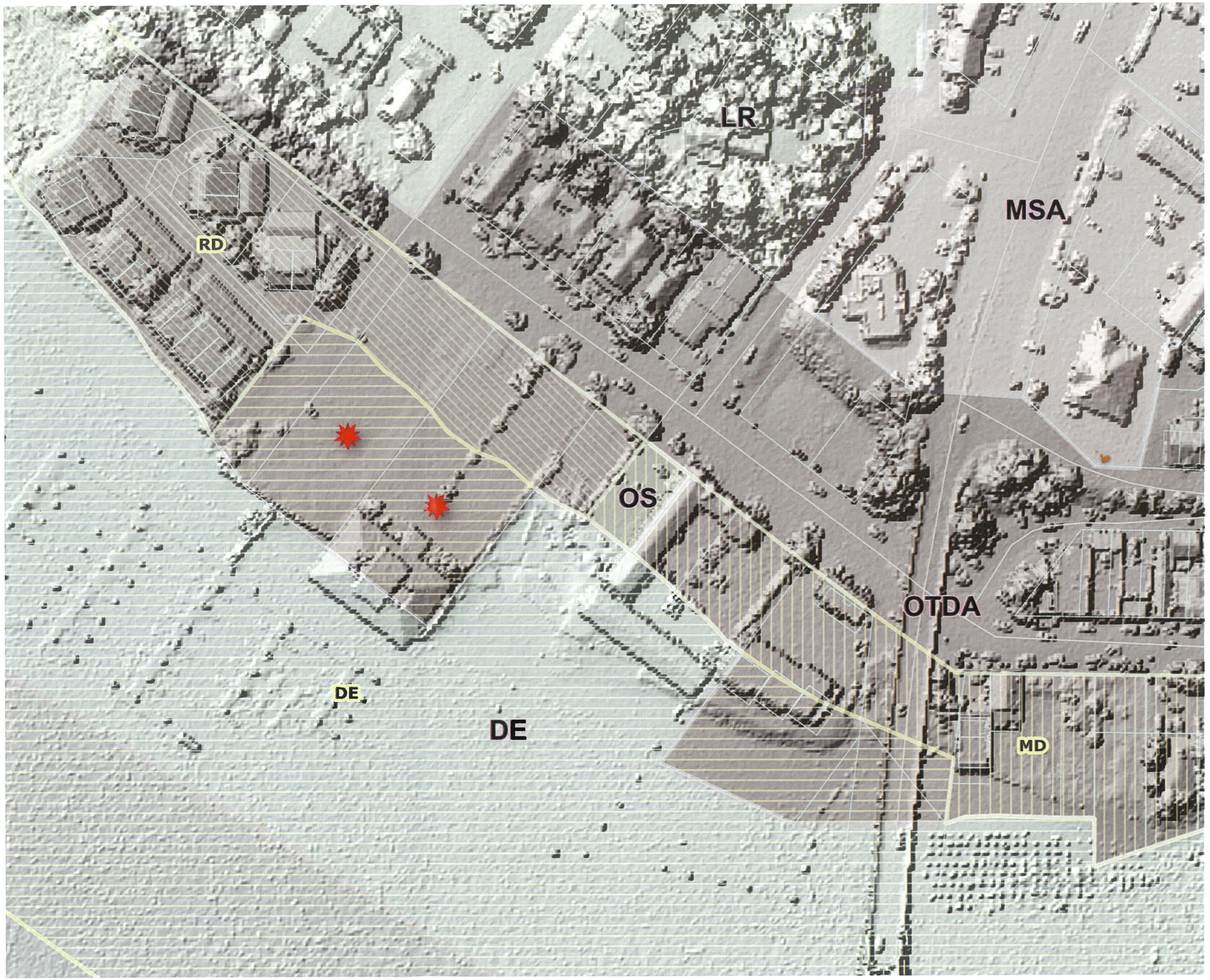
City Zoning Districts

- LR - Residential, Low Density
- MSA - Commercial, Mainstreet Area A
- OTDA - Mixed Use, Old Town Area A
- OS - Open Space
- DE - Estuaries, Development Estuary

Map 17-1: Esturary & Coastal Shoreland Management Units (MU)

- DE - (MU) Development Estuary
- RD = (MU) Shoreland Residential Development
- MD - (MU) Shoreland Mixed Development

0 100 200 ft



Map compiled from record data, Lane County GIS, RLID, and DOGAMI Lidar.

EXHIBIT C 1-b

2024-07-19

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

N

0 285 570 1,140 Feet

MU map

Lane County, Oregon

EXHIBIT C 2

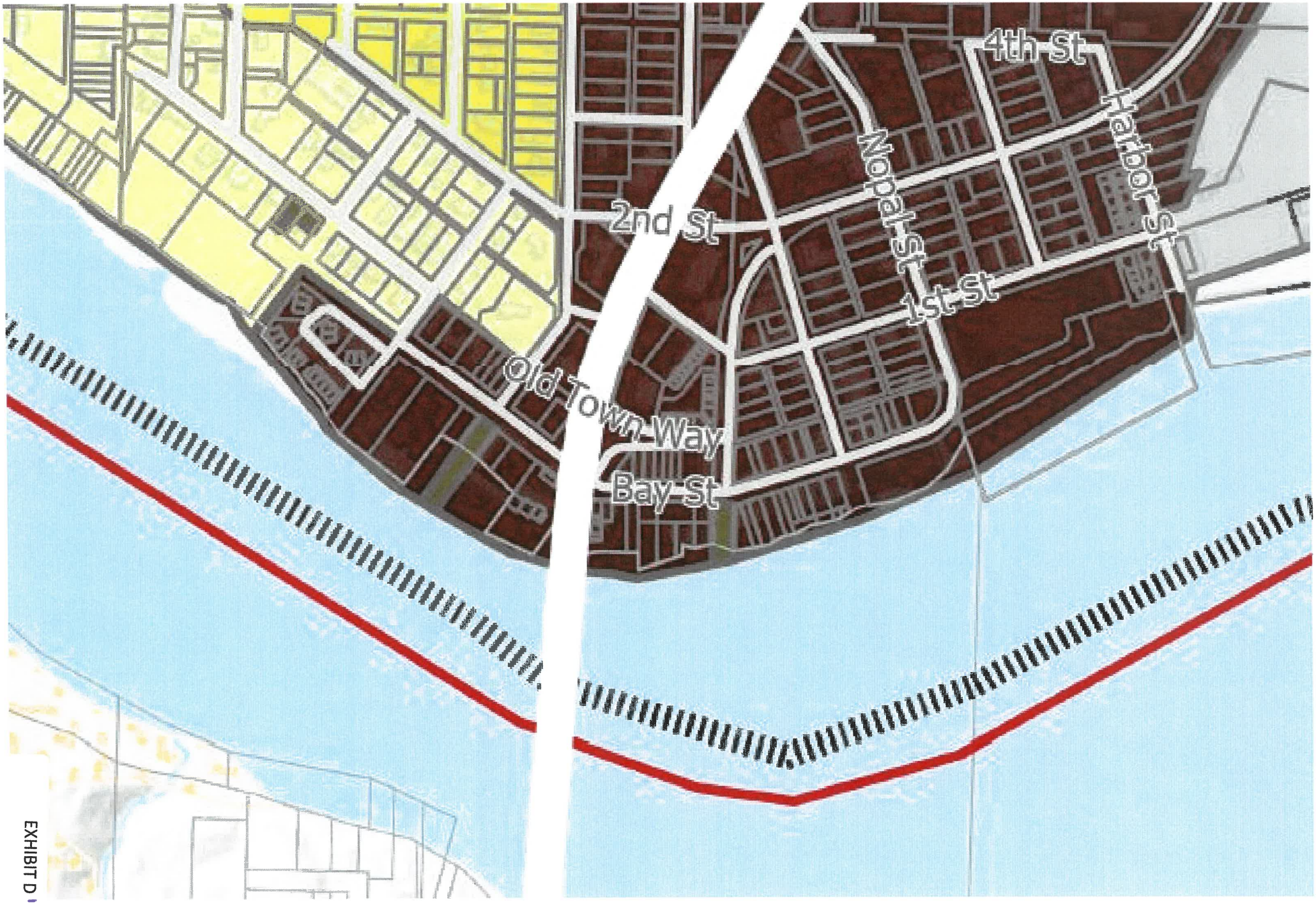


EXHIBIT D

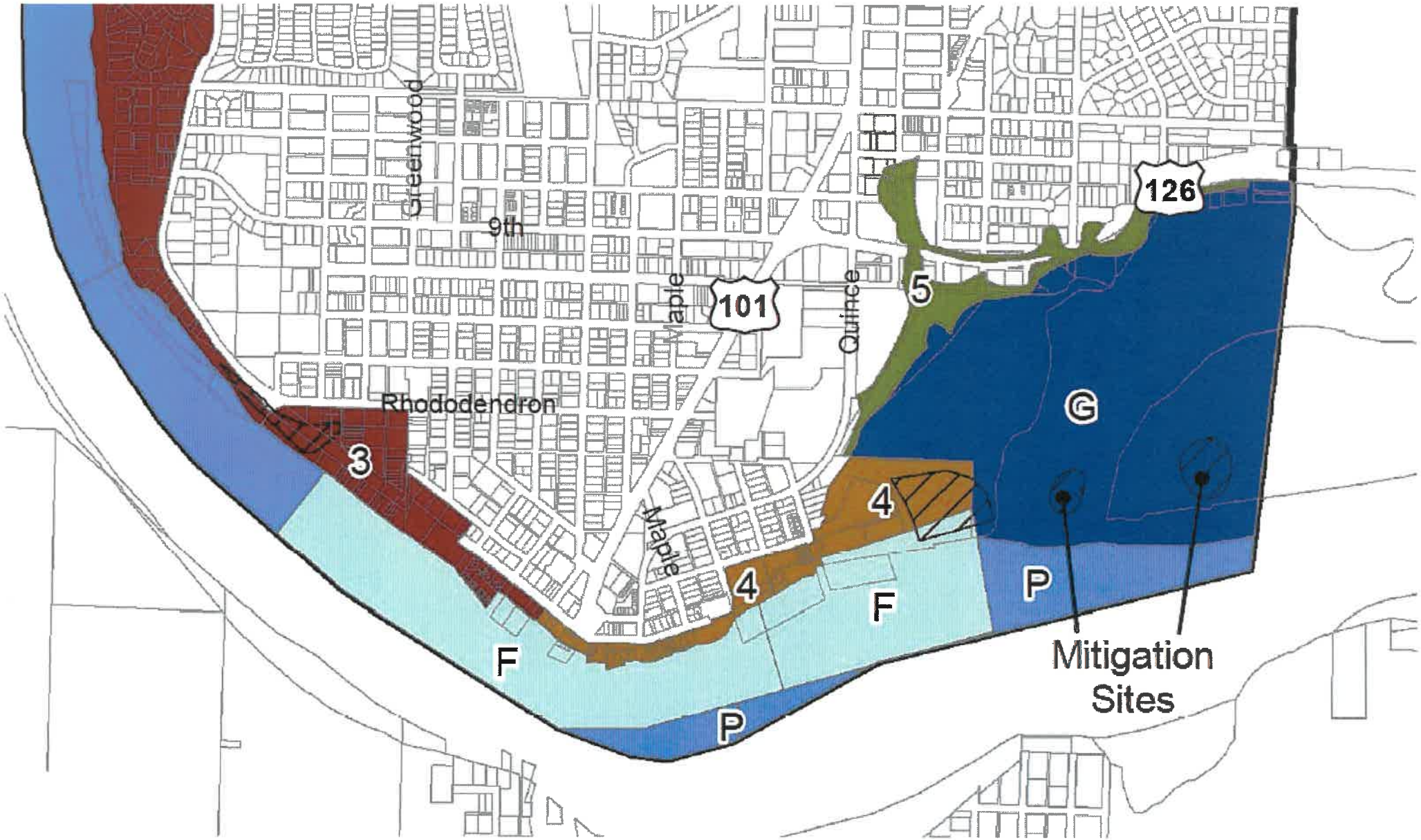

Greenwood
9th
Maple
101
Quince
126
5
Rhododendron
3
4
Maple
4
F
P
G
F
P
Mitigation
Sites

EXHIBIT D 2

HWY 126
QUINCE ST
HWY 101
LAUREL ST
9TH ST
6TH ST
IVY ST
RHODODENDRON DR
2ND ST
1ST ST

EXHIBIT E

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N

0 65 130 260 Feet

Aerial and zoning

Lane County, Oregon

EXHIBIT E 2

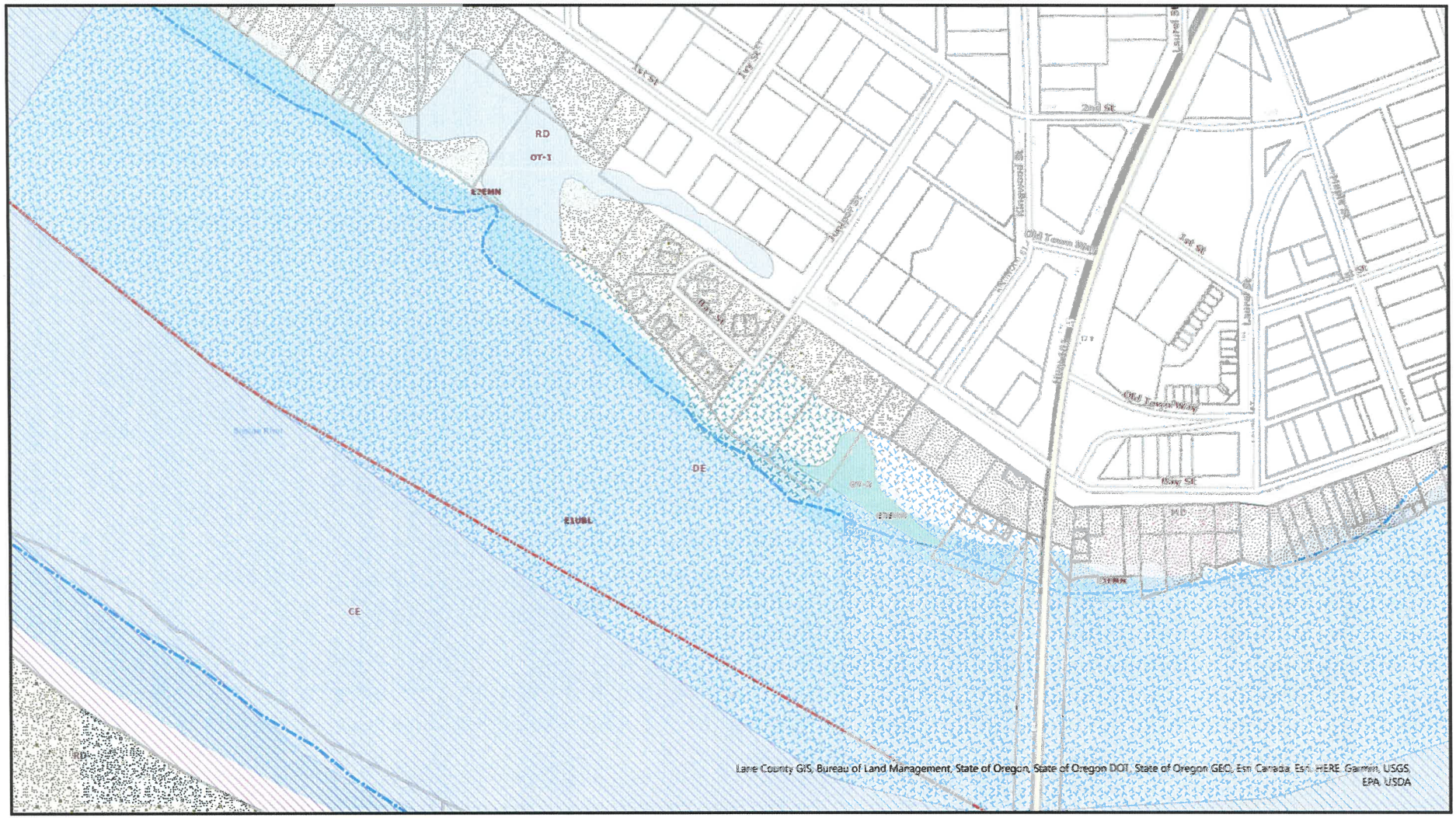
N

0 65 130 260 Feet

Aerial

Lane County, Oregon

EXHIBIT F



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N

0 140 280 560 Feet

Nat Res: (Class I/Coastal/Wetlands)

Lane County, Oregon

EXHIBIT G

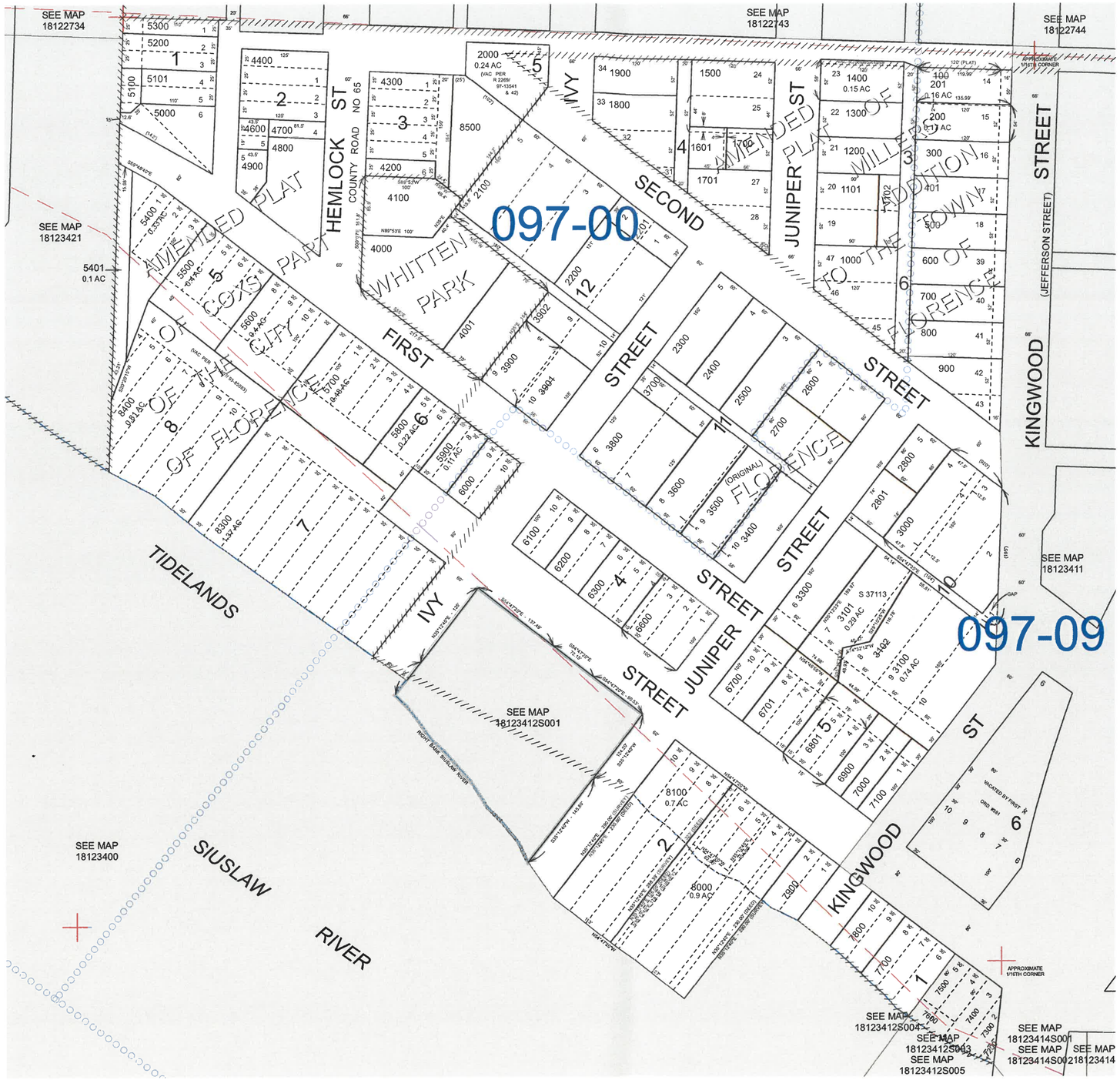
FOR ASSESSMENT AND TAXATION ONLY

N.W.1/4 N.E.1/4 SEC.34 T.18S. R.12W. W.M.
Lane County
1" = 100'

18123412
FLORENCE

GIS DATA
3/28/2011 1:29:18 PM : lcatjcg

CANCELLED:
7200
7300
7400
7500
7600
100
3201
3901
8200
8201



REVISIONS:
12/17/2008 - LCAT155 - LLA BETWEEN 5900 & 5800
11/16/2006 - LCAT130 - CONVERT MAP TO GIS
2/9/2007 - LCAT130 - FL UR REN
3/5/2008 - LCAT130 - CANC. 7200,7300,7400,7500, & 7600 INTO
3/5/2008 - LCAT130 - STILLWATER CONDO.
5/23/2007 - LCAT142 - LLA BETWEEN 8000 & 8100
8/4/2010 - LCAT174 - LLA BETWEEN TL 8000 & 8100

FLORENCE
18123412

EXHIBIT H

FOR ASSESSMENT AND TAXATION ONLY

SUPPLEMENTAL MAP NO. 1
N.W.1/4 N.E.1/4 SEC. 34 T.18S. R.12W. W.M.
Lane County
1" = 20'

IVY STREET

BAY STREET

SEE MAP 18123412

50001 UNIT 26

50002 UNIT 27

BAY BRIDGE AN OREGON CONDOMINIUM PHASE V

50000 0.27 AC

~~8205~~

GENERAL COMMON ELEMENT

LIMITED COMMON ELEMENT

N35°12'40"E - 135'

N 90°00'00" E - 111'

S54°47'20"E - 137.49'

INITIAL POINT

S 35°00'00" E - 82.85'

S54°47'20"E 72.15'

40000 0.22 AC

70000 0.21 AC

~~8203~~

S 35°00'00"E 20.0'

INITIAL POINT

15.0'

S 19°51'00" W 22.06'

40001 UNIT 22

40002 UNIT 23

BAY BRIDGE AN OREGON CONDOMINIUM PHASE VI

23.4'

20.0'

11.5'

~~8206~~

60000 0.26 AC

S54°47'20"E - 90.53'

70002 UNIT 15

70001 UNIT 14

BAY BRIDGE AN OREGON CONDOMINIUM PHASE IV

68.0'

S 46°06'00" W

80000

~~8202~~

S 43°54'00" E - 80.77'

N 43°54'00" W

81.42'

N 25°12'00" E - 117.18'

22.0'

S 46°06'00" W

80012 UNIT 12

80010 UNIT 10

BAY BRIDGE AN OREGON CONDOMINIUM

60001 UNIT 18

60002

BAY BRIDGE AN OREGON CONDOMINIUM

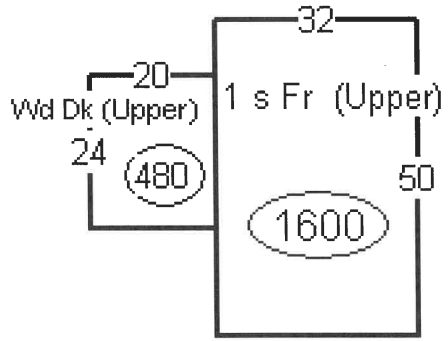
~~8204~~

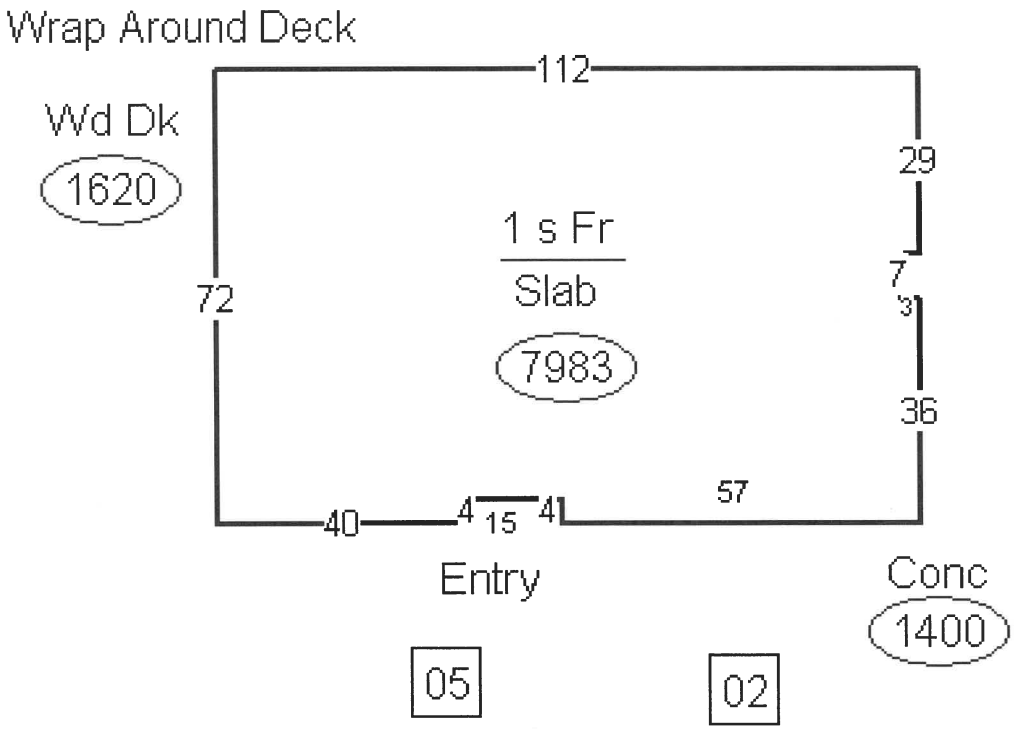
097-09

EXHIBIT H

EXHIBIT I

0803716 C01
9582 Total s.f.
1150 Bay Street Florence





Detailed Property Report

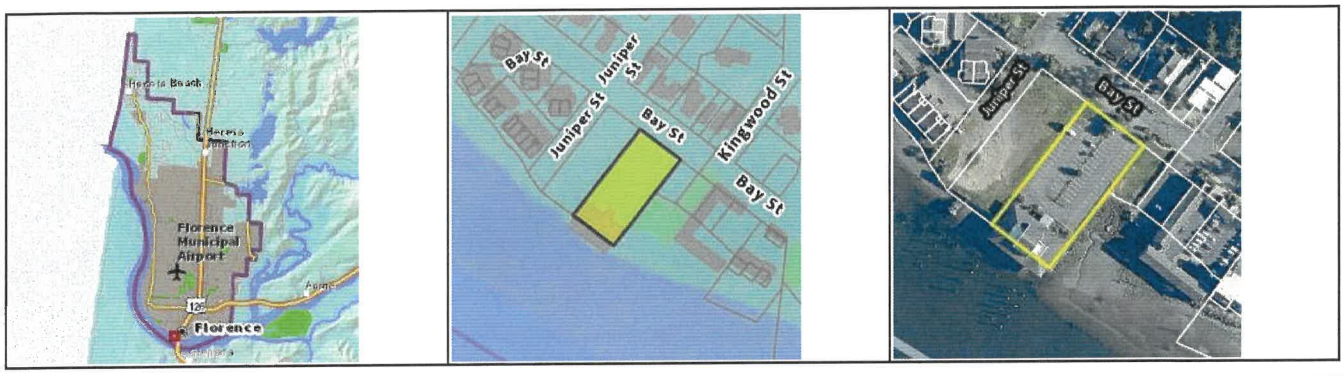
Site Address 1150 Bay St Florence, OR 97439-9350
Map & Taxlot# 18-12-34-12-08000
SIC N/A
Tax Account# 0803716

Property Owner 1
A & D Bay Street LLC
1355 Oak St Ste 200
Eugene, OR 97401

Tax account acreage 0.90
Mapped taxlot acreage† 0.90

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08000



Business Information

RLID does not contain any business data for this address

Improvements

Photos & Sketches for Tax Account

Building Part: C01

Floor Number	1	Sq Ft	8043
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	8043
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	12	Pre-engineered Steel Sq Ft	0

Building Part: C01

Floor Number	2	Sq Ft	1600
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	1600
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	8	Pre-engineered Steel Sq Ft	0

Commercial Sales Data

Image	Sale Date
0803716.pdf	01/25/2005

Commercial Appraisal Card 1812341208000

Site Address Information

1150 Bay St
Florence, OR 97439-9350

EXHIBIT I

House #	1150	Suffix	N/A	Pre-directional	N/A
Street Name	Bay	Street Type	St	Unit type / #	N/A
Mail City	Florence	State	OR	Zip Code	97439
Zip + 4	9350				

Land Use 5810 Eating Places (Food & Both Food & Alcoholic Beverages)
USPS Carrier Route N/A

General Taxlot Characteristics

Geographic Coordinates

X 3970947 **Y** 858674 (State Plane X,Y)
Latitude 43.9665 **Longitude** -124.1105

Zoning

Zoning Jurisdiction Florence
Florence
Parent Zone OTDA Old Town District/Area A

Land Use

General Land Use

Code	Description
data not available	data not available

Detailed Land Use

Code	Description
data not available	data not available

Taxlot Characteristics

Incorporated City Limits	Florence
Urban Growth Boundary	Florence
Year Annexed	N/A
Annexation #	N/A
Approximate Taxlot Acreage	0.90
Approx Taxlot Sq Footage	39,204
Plan Designation	Downtown District
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Septic	data not available
Well	data not available
Landscaping Quality	data not available
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Siuslaw Valley Fire & Rescue
Ambulance Provider	Western Lane Ambulance District
Ambulance District	WE
Ambulance Service Area	Western
LTD Service Area?	No
LTD Ride Source?	No

Environmental Data

FEMA Flood Hazard Zone

Code	Description
X	Areas determined to be outside of 500-year flood.
AE	Areas of 100-year flood, base flood elevations determined.

FIRM Map Number	41039C1428G
Community Number	039C
Post-FIRM Date	data not available
Panel Printed?	Yes

Soils

Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %
133C	Waldport-Urban Land Complex, 0 to 12 Percent Slopes	87%	6	5
W	Water	13%	8	0

Schools

	Code	Name
School District	97J	Siuslaw
Elementary School	609	Siuslaw
Middle School	608	Siuslaw
High School	610	Siuslaw

Political Districts

Election Precinct	4600
City Council Ward	N/A
City Councilor	N/A
County Commissioner District	1 (West Lane)
County Commissioner	Ryan Ceniga
EWEB Commissioner	N/A
LCC Board Zone	1
Lane ESD Board Zone	4
State Representative District	9
State Representative	Boomer Wright
State Senate District	5
State Senator	Dick Anderson
Emerald PUD Board Zone	N/A
Heceta PUD Board Zone	N/A
Central Lincoln PUD Board Zone	4
Soil Water Cons. Dist/Zone	Siuslaw / 1
Creswell Water Control District	No

Census Information

Census data have been removed from this report. To obtain Census data, please visit www.census.gov. For questions or concerns, please contact support@rlid.org.

Liens

None. RLID displays liens issued by Cottage Grove, Florence, and Springfield Utility Board. Additional liens can be found in Deeds and Records.

Building Permits

Please check the State of Oregon ePermitting System.

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements & Tax Receipts

Account#: 0803716
View tax statement(s) for: 2023 2022

Tax Receipts

Receipt Date	Amount Received	Tax	Discount	Interest	Applied Amount
11/15/2023	$4,408.46	$4,408.46	$136.34	$0.00	$4,544.80
11/15/2022	$4,188.97	$4,188.97	$129.56	$0.00	$4,318.53
11/15/2021	$3,167.20	$3,167.20	$97.95	$0.00	$3,265.15
11/16/2020	$3,111.99	$3,111.99	$96.25	$0.00	$3,208.24
11/14/2019	$3,084.60	$3,084.60	$95.40	$0.00	$3,180.00

Data source: Lane County Assessment and Taxation

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
A & D Bay Street LLC	1355 Oak St Ste 200	Eugene, OR 97401

Taxpayer

Party Name	Address	City/State/Zip
A & D Bay Street LLC	1355 Oak St Ste 200	Eugene, OR 97401

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	0.90
Fire Acres	N/A
Property Class	206 - Commercial, waterfront
Statistical Class	446 - Restaurant (dining)
Neighborhood	89701 - Bay Front
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

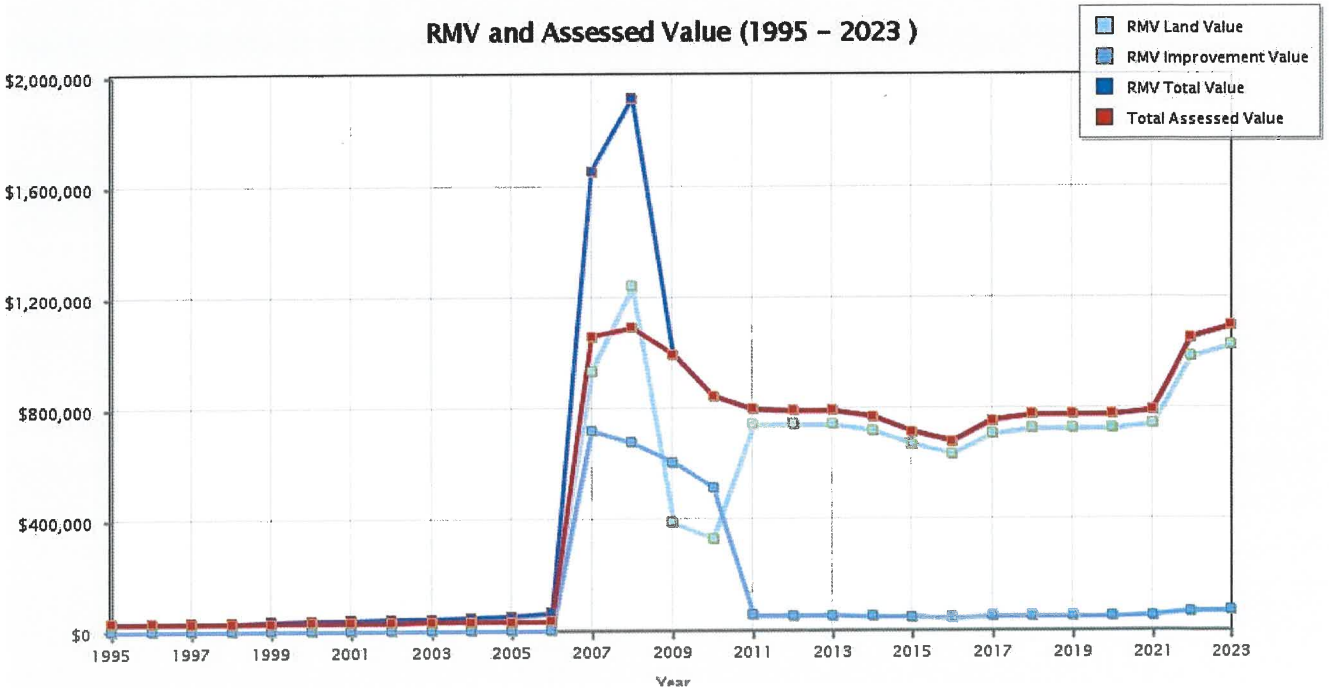
Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 08000	Recording Number	N/A

Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

	Real Market Value (RMV)			Total Assessed Value	Tax
Year	Land	Improvement	Total		
2023	$1,028,323	$69,877	$1,098,200	$1,098,200	$4,544.80
2022	$988,773	$67,192	$1,055,965	$1,055,965	$4,318.53
2021	$743,439	$50,522	$793,961	$793,961	$3,265.15
2020	$728,863	$49,533	$778,396	$778,396	$3,208.24
2019	$728,863	$49,533	$778,396	$778,396	$3,180.00
2018	$728,863	$49,533	$778,396	$778,396	$3,281.53
2017	$707,635	$48,093	$755,728	$755,728	$3,158.79
2016	$637,510	$43,330	$680,840	$680,840	$2,842.11
2015	$671,064	$45,613	$716,677	$716,677	$3,014.00
2014	$721,575	$49,049	$770,624	$770,624	$10,744.35
2013	$743,893	$50,568	$794,461	$794,461	$11,008.06
2012	$743,893	$50,568	$794,461	$794,461	$10,221.84
2011	$743,893	$54,965	$798,858	$798,858	$10,126.82
2010	$330,450	$515,840	$846,290	$846,290	$10,453.89
2009	$388,760	$606,880	$995,640	$995,640	$12,351.61
2008	$1,243,284	$679,070	$1,922,354	$1,092,720	$13,315.23
2007	$934,800	$722,420	$1,657,220	$1,060,893	$12,753.42
2006	$64,137	$0	$64,137	$33,479	$10,767.49
2005	$50,717	$0	$50,717	$32,504	$ 400.26
2004	$46,107	$0	$46,107	$31,557	$ 391.69
2003	$41,167	$0	$41,167	$30,638	$ 381.58
2002	$40,760	$0	$40,760	$29,746	$ 374.55
2001	$39,961	$0	$39,961	$28,880	$ 366.49
2000	$35,680	$0	$35,680	$28,039	$ 361.43
1999	$33,980	$0	$33,980	$27,222	$ 360.31
1998	$28,800	$0	$28,800	$26,429	$ 322.68
1997	$28,800	$0	$28,800	$25,659	$ 311.50
1996	$28,510	$0	$28,510	$28,510	$ 333.50
1995	$28,510	$0	$28,510	$28,510	$ 340.58



Current Year Assessed Value	$1,098,200
Less Exemption Amount *	($760,613)
Taxable Value	$337,587

* Frozen Assessed Value

Exemption Type Cities and Towns Leased

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 09709

Taxing Districts for TCA 09709
Central Lincoln PUD
City of Florence
Lane Community College
Lane County
Lane Education Service District
Port of Siuslaw
Siuslaw Public Library District
Siuslaw School District 97J
Siuslaw Valley Fire & Rescue
Urban Renewal Agency of City of Florence
Western Lane Ambulance District

****NOTE** Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The **Billing Rate Document** may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
01/20/2011	$303,000	2011-3503		U	No	Oregon Pacific Banking Co	A & D Bay Street LLC
04/24/2009	$2,103,631	2009-22032		B	Yes	Wade Patrick W	Oregon Pacific Banking Co
11/11/2008	$0	2008-68427		A	Yes	1150 Bay Street LLC	Oregon Pacific Banking Co
01/25/2005	$2,650,000	2005-8067		K	Yes	Chiou Hong Shiou & Hsueh Mei	1150 Bay Street LLC
04/14/1994	$0	1994-28259		8	data not available	Chiou, Hong Shiou	data not available

Data source: Lane County Assessment and Taxation

Detailed Property Report

Site Address N/A
Map & Taxlot# 18-12-34-12-08100
SIC N/A
Tax Account# 0803724

Property Owner 1
A & D Bay Street LLC
1355 Oak St Ste 200
Eugene, OR 97401

Tax account acreage 0.70
Mapped taxlot acreage† 0.70

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08100

Business Information

RLID does not contain any business data for this address

Improvements

No assessor photos, assessor sketches or building characteristic information is available for this tax account.

Commercial Sales Data

Image	Sale Date
0803716.pdf	01/25/2005

Commercial Appraisal Card 18123412O8100

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

Geographic Coordinates

X 3970923 **Y** 858852 (State Plane X,Y)
Latitude 43.9670 **Longitude** -124.1106

Zoning

Zoning Jurisdiction Florence
Florence
Parent Zone OTDA Old Town District/Area A

Land Use

General Land Use

Code	Description
data not available	data not available

Detailed Land Use

Code	Description
data not available	data not available

Taxlot Characteristics

Incorporated City Limits	Florence
Urban Growth Boundary	Florence
Year Annexed	N/A
Annexation #	Unknown/No ID
Approximate Taxlot Acreage	0.70
Approx Taxlot Sq Footage	30,492
Plan Designation	Downtown District
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Septic	data not available
Well	data not available
Landscaping Quality	data not available
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Siuslaw Valley Fire & Rescue
Ambulance Provider	Western Lane Ambulance District
Ambulance District	WE

Ambulance Service Area	Western
LTD Service Area?	No
LTD Ride Source?	No

Environmental Data

FEMA Flood Hazard Zone

Code	Description
AE	Areas of 100-year flood, base flood elevations determined.
X	Areas determined to be outside of 500-year flood.

FIRM Map Number	41039C1428G
Community Number	039C
Post-FIRM Date	data not available
Panel Printed?	Yes

Soils

Soil Map Unit#	Soil Type Description	% of Taxlot	Ag Class	Hydric %
133C	Waldport-Urban Land Complex, 0 to 12 Percent Slopes	95%	6	5
W	Water	5%	8	0

Schools

	Code	Name
School District	97J	Siuslaw
Elementary School	609	Siuslaw
Middle School	608	Siuslaw
High School	610	Siuslaw

Political Districts

Election Precinct	4600	State Representative District	9	Emerald PUD Board Zone	N/A
City Council Ward	N/A	State Representative	Boomer Wright	Heceta PUD Board Zone	N/A
City Councilor	N/A	State Senate District	5	Central Lincoln PUD Board Zone	4
County Commissioner District	1 (West Lane)	State Senator	Dick Anderson	Soil Water Cons. Dist/Zone	Siuslaw / 1
County Commissioner	Ryan Ceniga			Creswell Water Control District	data not available
EWEB Commissioner	N/A				
LCC Board Zone	1				
Lane ESD Board Zone	data not available				

Census Information

Census data have been removed from this report. To obtain Census data, please visit www.census.gov. For questions or concerns, please contact support@rlid.org.

Liens

None. RLID displays liens issued by Cottage Grove, Florence, and Springfield Utility Board. Additional liens can be found in Deeds and Records.

Building Permits

Please check the State of Oregon ePermitting System.

Land Use Applications

RLID does not contain any landuse application data for this jurisdiction

Petitions

RLID does not contain any petition data for this jurisdiction

Tax Statements & Tax Receipts

Account#: 0803724
View tax statement(s) for: 2023 2022

Tax Receipts

Receipt Date	Amount Received	Tax	Discount	Interest	Applied Amount
11/15/2023	$7,708.48	$7,708.48	$238.41	$0.00	$7,946.89
11/15/2022	$7,396.36	$7,396.36	$228.75	$0.00	$7,625.11
11/15/2021	$7,112.15	$7,112.15	$219.96	$0.00	$7,332.11
11/16/2020	$6,988.17	$6,988.17	$216.13	$0.00	$7,204.30
11/14/2019	$6,926.68	$6,926.68	$214.23	$0.00	$7,140.91

Data source: Lane County Assessment and Taxation

Owner/Taxpayer

Owners

Owner	Address	City/State/Zip
A & D Bay Street LLC	1355 Oak St Ste 200	Eugene, OR 97401

Taxpayer

Party Name	Address	City/State/Zip
A & D Bay Street LLC	1355 Oak St Ste 200	Eugene, OR 97401

Data source: Lane County Assessment and Taxation

Account Status

Status Active Account Current Tax Year

Account Status	none
Remarks	none
Special Assessment Program	N/A

Data source: Lane County Assessment and Taxation

General Tax Account Information

Tax Account Acreage	0.70
Fire Acres	N/A
Property Class	296 - Commercial, vacant waterfront
Statistical Class	N/A
Neighborhood	89701 - Bay Front
Category	Land and Improvements

Data source: Lane County Assessment and Taxation

Township-Range-Section / Subdivision Data

Subdivision Type	N/A	Subdivision Name	N/A	Subdivision Number	N/A
Phase	N/A	Lot/Tract/Unit #	TL 08100	Recording Number	N/A

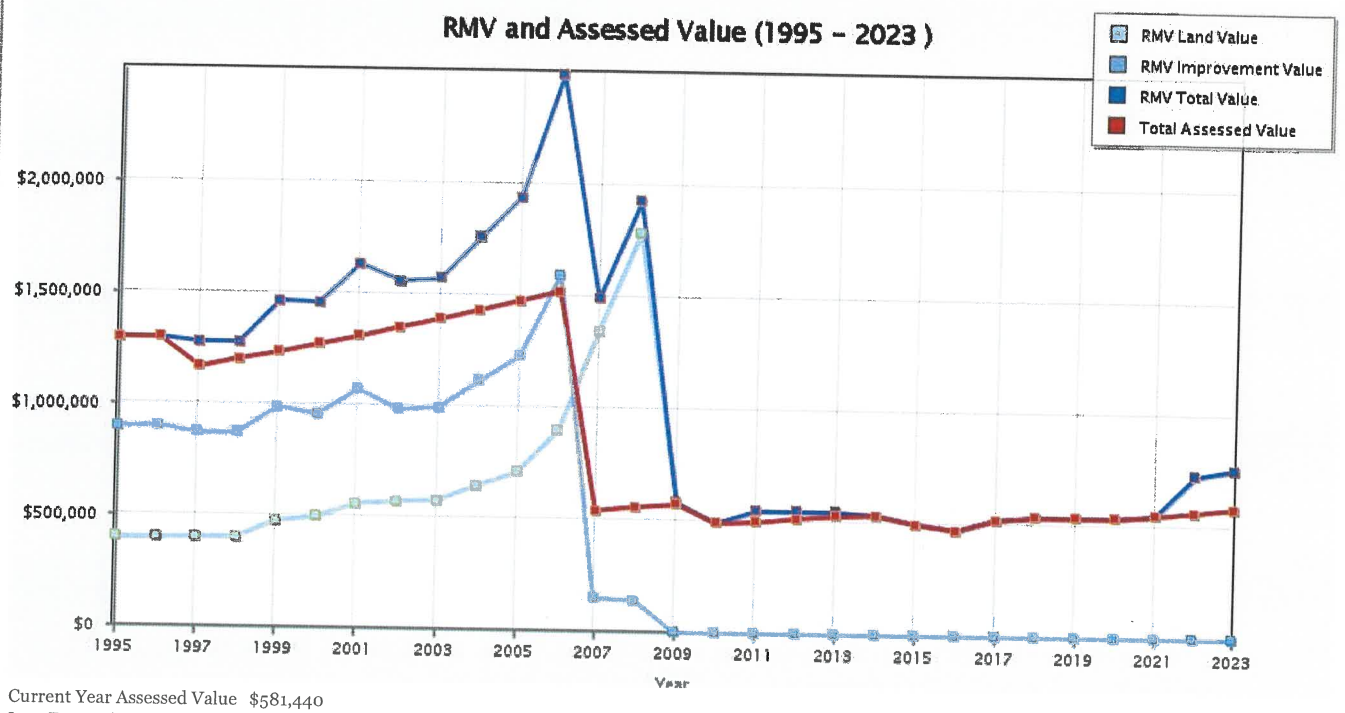
Data source: Lane County Assessment and Taxation

Property Values & Taxes

The values shown are the values certified in October unless a value change has been processed on the property. Value changes typically occur as a result of appeals, clerical errors and omitted property. The tax shown is the amount certified in October. This is the full amount of tax for the year indicated and does not include any discounts offered, payments made, interest owing or previous years owing. It also does not reflect any value changes.

	Real Market Value (RMV)			Total Assessed Value	Tax
Year	Land	Improvement	Total		
2023	$758,082	$0	$758,082	$581,440	$7,946.89
2022	$728,925	$0	$728,925	$564,505	$7,625.11
2021	$548,064	$0	$548,064	$548,064	$7,332.11
2020	$537,318	$0	$537,318	$537,318	$7,204.30
2019	$537,318	$0	$537,318	$537,318	$7,140.91
2018	$537,318	$0	$537,318	$537,318	$7,368.90
2017	$521,668	$0	$521,668	$521,668	$7,093.27
2016	$469,972	$0	$469,972	$469,972	$6,382.13
2015	$494,708	$0	$494,708	$494,708	$6,768.06
2014	$531,945	$0	$531,945	$531,945	$7,416.60
2013	$548,397	$0	$548,397	$528,928	$7,426.18
2012	$548,397	$0	$548,397	$513,522	$6,781.56
2011	$548,397	$0	$548,397	$498,565	$6,489.37
2010	$492,460	$0	$492,460	$492,460	$6,083.16
2009	$579,360	$0	$579,360	$573,090	$7,140.93
2008	$1,789,116	$139,090	$1,928,206	$556,398	$6,779.93
2007	$1,345,200	$147,970	$1,493,170	$540,192	$6,493.86
2006	$897,711	$1,594,080	$2,491,791	$1,520,972	$8,118.31
2005	$709,856	$1,228,180	$1,938,036	$1,476,672	$18,183.89
2004	$645,324	$1,116,530	$1,761,854	$1,433,662	$17,795.04
2003	$576,183	$996,900	$1,573,083	$1,391,905	$17,335.62
2002	$570,479	$987,030	$1,557,509	$1,351,364	$17,015.70
2001	$559,294	$1,072,860	$1,632,154	$1,312,004	$16,649.33
2000	$499,370	$957,910	$1,457,280	$1,273,790	$16,419.66
1999	$475,590	$987,540	$1,463,130	$1,236,689	$16,368.94

1998	$403,040	$873,930	$1,276,970	$1,200,669	$14,658.85
1997	$403,040	$873,930	$1,276,970	$1,165,698	$14,150.87
1996	$399,050	$900,950	$1,300,000	$1,300,000	$15,207.27
1995	$399,050	$896,170	$1,295,220	$1,295,220	$15,472.96



Current Year Assessed Value	$581,440
Less Exemption Amount *	N/A
Taxable Value	**$581,440**

* Frozen Assessed Value

Data source: Lane County Assessment and Taxation

Tax Code Area & Taxing Districts

Tax Code Area (Levy Code) for current tax year 09709

Taxing Districts for TCA 09709

Central Lincoln PUD
City of Florence
Lane Community College
Lane County
Lane Education Service District
Port of Siuslaw
Siuslaw Public Library District
Siuslaw School District 97J
Siuslaw Valley Fire & Rescue
Urban Renewal Agency of City of Florence
Western Lane Ambulance District

NOTE Lane County Assessment and Taxation Tax Code Area & Taxing Districts reflect the current certified year. The **Billing Rate Document may still reference the prior year's rates and details until we receive the current report from Lane County.

Data source: Lane County Assessment and Taxation

Sales & Ownership Changes

Sale Date	Sale Price	Doc #	Image	Analysis Code	Multiple Accts?	Grantor(s)	Grantee(s)
01/20/2011	$300,000	2011-3504		U	No	Oregon Pacific Banking Co	A & D Bay Street LLC
04/24/2009	$2,103,631	2009-22032		K	Yes	Wade Patrick W	Oregon Pacific Banking Co
11/11/2008	$0	2008-68427		K	Yes	1150 Bay Street LLC	Oregon Pacific Banking Co
01/25/2005	$2,650,000	2005-8067		Y	Yes	Chiou Hong Shiou & Hsueh Mei	1150 Bay Street LLC
04/14/1994	$0	1994-28259		8	data not available	Chiou, Hong Shiou	data not available

Data source: Lane County Assessment and Taxation

AFTER RECORDING RETURN TO:
CASCADE TITLE COMPANY
811 WILLAMETTE ST., EUGENE, OR 97401

Division of Chief Deputy Clerk
Lane County Deeds and Records

2011-003503

$62.00

01200968201100035030010012

01/21/2011 01:49:05 PM

RPR-DEED Cnt=1 Stn=8 CASHIER 02
$5.00 $20.00 $11.00 $16.00 $10.00

CASCADE TITLE CO.

TITLE NO. 0268134 JJ
ESCROW NO. EU10-2121
TAX ACCT. NO. 0803716
MAP/TAX LOT NO. 18 12 34 1 2, #8000

BARGAIN AND SALE DEED

OREGON PACIFIC BANKING COMPANY, Grantor,
conveys to
A & D BAY STREET, LLC, an Oregon Limited Liability Company, Grantee

hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of LANE, State of Oregon, described as follows, to-wit:

Beginning at a point South 54° 47' 20" East 103.00 feet from the most Northerly corner of Block 2 of the ORIGINAL PLAT OF FLORENCE, as platted and recorded in Book T, Page 181, Lane County Oregon Deed Records, said point being on the Northerly line of said Block 2; thence leaving said Northerly line South 35° 12' 40" West 323 feet more or less to the low water line of the Siuslaw River; thence Southeasterly along said low water line to the Easterly line of Lot 3, Block 2 of said plat; thence along said Easterly line North 35° 12' 40" East 317 feet more or less to the Northerly line of said Block 2; thence along said Northerly line North 54° 47' 20" West 137.00 feet to the point of beginning, in Lane County, Oregon.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

The true consideration for this conveyance is $303,000.00.

Dated this 20th day of January, 2011.

OREGON PACIFIC BANKING COMPANY

BY: _____
RONALD S. GREEN, Executive Vice President,
Chief Credit Officer

State of Oregon
County of Lane
This instrument was acknowledged before me on January 20, 2011 by OREGON PACIFIC BANKING COMPANY by RONALD S. GREEN, Executive Vice President, Chief Credit Officer.

_____
(Notary Public for Oregon)
My commission expires 12/14/12

OREGON PACIFIC BANKING CO.
PO BOX 22000
FLORENCE, OR 97439
GRANTOR'S NAME AND ADDRESS

Until a change is requested all tax statements shall be sent to the following address:
SAME AS GRANTEE

A & D BAY STREET, LLC
1355 OAK STREET, SUITE 200
EUGENE, OR 97401
GRANTEE'S NAME AND ADDRESS

After recording return to:
CASCADE TITLE CO.
811 WILLAMETTE
EUGENE, OR 97401

OFFICIAL SEAL
JANICE MARIE STOERCK
NOTARY PUBLIC-OREGON
COMMISSION NO. 435013
MY COMMISSION EXPIRES DECEMBER 14, 2012

BSD

EXHIBIT J

Real Property Tax Lot Record

Lane County Assessment and Taxation
Print Date: Jul 19, 2024

In preparation of these records, every effort has been made to offer the most current, correct, and clearly expressed information possible. Nevertheless, inadvertent errors in information may occur. In particular but without limiting anything here, Lane County disclaims any responsibility for typographical errors and accuracy of this information. The information and data included on Lane County servers have been compiled by Lane County staff from a variety of sources, and are subject to change without notice to the User. Lane County makes no warranties or representations whatsoever regarding the quality, content, completeness, suitability, adequacy, sequence, accuracy, or timeliness of such information and data.

The legal descriptions contained herein are for tax lot purposes only.

Included in this report:

1. A listing of documents affecting ownership and/or property boundary changes.
2. The scanned tax lot record image and any legal description changes made since .

Map & Tax Lot	1812341208000	**Current Parcel/Account**	**Current TCA**
Status	Active	0803716	09709

Document #	Type	Date	Effective Year	Tax Lot Acres
	Description Card			0.90

Comments:

EXHIBIT K

PARCEL RECORD – Cartographic Unit

0803716 Page 1 of

Code Area	Township	Range	Section	¼	1/16	Parcel Number	Type	Number
	18	12	34	1	2	08000		

Formerly part of _____

Map Number

Tax Lot Number

Special Interest

History of Parcel Prior to Re-mapping

Previous Account Number: 42729-1 (OLD NUMBER)

Previous Tax Lot Number

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTIES

OFFICE OF COUNTY ASSESSOR LANE COUNTY, OREGON

CODE NO. 77-33

MAP NO. 18.12.34.1.2 | TAX LOT NO. 8000 | ACCOUNT NUMBER 803 716 | SECTION 34 | TOWNSHIP 18 S. | RANGE 12W W.M. | AERIAL PHOTO

LOT NO. 3 (T. Lot 1-1) | BLOCK NO. 2 | ADDITION Florence | CITY

INDENT EACH NEW COURSE TO THIS POINT — LEGAL DESCRIPTION	DEED RECORD: DATE OF ENTRY	DEED RECORD: DEED NUMBER	ACRES REMAINING
The East 20.0 feet of Lot 3 in Block 2 of the Town of Florence as platted and recorded on page 181 of Volume T, Lane County Oregon Deed Records in Lane County Oregon. CANCELLED	1958	25673	
Beginning at the most Easterly corner of Lot 3, Block 2, Town of Florence, as platted and recorded in Book T, Page 181, Lane County Oregon Deed Records, in Lane County, Oregon; thence	1965	R235/41838	
Northwesterly 20 ft. along the N'ly line of said lot; thence	1971	R522/38945 *	
Southwesterly parallel with the E'ly line of said lot 2 to the right bank of the Siuslaw River; thence	1974	R700/32088*	
Upstream along said bank to the E'ly line of said lot; thence	1978	R905/26889 * /26890 * /26891 *	
NE'ly along said line to the place of beginning in Lane County, Oregon.	1978	R905/26893*	
	1978	R922/46570 *	
	1980	R1068/19587*	
	1986	R1411/8627757*	
CANCELLED	1994 BS	R1942/94085S9	
Ac correction by LLA deed for 2007	2005 DE	2005-008867	
ALSO 0.56 ac from TL 08100 for 2007 by 2006-064119, Contains m/l			0.67
EXCEPT 0.16 ac out to TL 08100 for 2007 by 2006-064120, Contains m/l			0.51
ALSO 0.01 ac from TL 08100 for 2007 by 2006-064121, Contains m/l			0.52
CANCELLED - 2007			

*Description does not read like the above but however is included therein.

Remarks

History of Parcel

Exceptions/Additions	Date of Entry/ Acquisition	Deed Record: Volume	Deed Record: Page	Acres Remaining
New Description	**2007 LLA**	**2006**	**064121**	**0.52**
	2009 DE	2008	068427	
AC corr by GIS for 2011				0.70
ALSO: 0.20 ac from TL 08001 by 2010-036009 for 2011 Contains m/l				0.90
NEW DESCRIPTION EXB	C 2011 LLA	2010	036009	
	2011 BS	2011	003503	

2006-064121

CANCELLED

EXHIBIT "B"
PROPERTY 2

Beginning at the Northwest corner of Lot 10, Block 2 of the Original Plat of Florence, as platted and recorded in Volume T, Page 181, Lane County, Oregon Plat Records; Thence East along the North line of said Block 2, a distance of 175.00 feet to the **True Point of Beginning**; Thence South and parallel with the East line of Lot 5, a distance of 104.00; Thence West and parallel with the North line of said Block 2, a distance of 62.00; Thence South and parallel with the East line of said Lot 7, a distance of 126.00 feet more or less to the mean high water line of the Siuslaw River; Thence Easterly along said line 127.00 feet more or less to the East line of Lot 3 of said Block 2; Thence North along said East line 230.00 feet to the North line of said Block 2; Thence West along said North line 65.00 feet to the **True Point of Beginning.**

Containing 0.51 acres more or less.

CANCELLED - 2011

2010-036009

EXHIBIT C

(Legal Description of Post-Boundary Adjustment Tract 2)

Beginning at a point South 54° 47' 20" East 103.00 feet from the most Northerly corner of Block 2 of the Original Plat of Florence, as platted and recorded in Volume T, Page 181, Lane County, Oregon Deed Records said point being on the Northerly line of said Block 2; thence leaving said Northerly line South 35°12' 40" West 323 feet more or less to the low water line of the Siuslaw River; thence Southeasterly along said low water line to the Easterly line of Lot 3, Block 2 of said plat; thence along said Easterly line North 35°12' 40" East 317 feet more or less to the Northerly line of said Block 2; thence along said Northerly line North 54°47'20" West 137.00 feet to ~~the~~ point of beginning in Lane County, Oregon.

18-12-34-12-08000
0803716
Pg 2

Commercial Appraisal Cards

Lane County Assessment and Taxation
Print Date: Jul 19, 2024

Historical Document: Information contained in the following document is historical in nature and may not be current.

Map & Tax Lot 1812341208000
Status Active

Current Parcel/Account
0803716

Type	Archive Date
Commercial Appraisal Card	02/26/2012

18-12-34-1-2 8000
97-00 803716

LAND APPRAISAL

ACCT. No. _____

CODE No. _____

RECORD OF APPRAISAL ORS 309.234

SUB TOTAL "A"	$	~~10800~~
INCREMENTS TO LAND "B"	$	1800
GROSS LAND VALUE "A" + "B"	$	
SITE ADJUSTMENTS ~~-25~~ %	$	~~(2700)~~ (900)
TOTAL APPRAISED VALUE	$	~~2700~~ 1800

APPR. BY 222 259 DATE 12/12 19 80

BAY BRIDGE DEVELOPMENT
29476 AIRPORT RD
EUGENE OR 97402

803716
18 12 34 12-08000 97-00
CLS 210 0000 CY 6 ACRES 0.00

SEE PROVAL

MARKET DATA

PURCHASE PRICE $ _____
DATE
DEED _____ TYPE _____
CONTRACT
TRADE
RENT
LISTING

REMARKS:
075M #69922 .40 ac from A 803724

ZONING

RESIDENTIAL	
MULTI-FAMILY	
COMMERCIAL	
NEIGHBORHOOD COM'L	
LT. INDUSTRIAL	
HVY. INDUSTRIAL	
AGRICULTURAL	
WATERFRONT?	X

AREA IMPROVEMENTS

SIDEWALKS	
CURBS	X
STREET	X
WATER	X
SEWERS	X
ELECTRICITY	X

SITE ADJUSTMENTS %

ROAD TYPE D G P	
MI. TO ALL WTHR. RD.	
MI. TO MKT. CENTER	
TOPOGRAPHY	
VIEW	

STANDARD DEPTH	FEET
STANDARD DEPTH	150
EFFECTIVE DEPTH	

COMPUTATION

DIMENSIONS OR ACRES	LAND CLASS	BASIC UNIT VALUE	ADJUSTMENT FACTORS	ADJUSTED UNIT VALUE	TOTAL VALUE
1890 ± EFF. 18 F.F.		~~600~~ F.F.			~~10800~~
1890 ± 18 F.F.	WF	$1000 F.F.		$1000	18000
.51 ac					
					18000

JUN 09 1981

.51	← TOTAL ACRES	SUB TOTAL (TRANSFER TO VALUE SUMMARY) →	~~10800~~ 3.67

222 — COMPUTER
12/12/79 — DATE
CHECKED
DATE

COUNTY FORM—303-002 (A & A-A-2) (11-71) ORE. DEPT. OF REV.

INCOME APPROACH —— BUILDING RESIDUAL

INCOME SCHEDULE

FLOOR	TENANT	BUSINESS	REPORTED INCOME PER MONTH	REPORTED INCOME PER YEAR	ECONOMIC ANNUAL INCOME
8043 @ 1.00			8040		96480
1600 @ .50			800		9600
		TRIPLE NET			

TOTAL ECONOMIC GROSS INCOME $ 106080

OPERATING EXPENSE SCHEDULE

		REPAIRS	
INSURANCE			
HEAT			
LIGHTS			
WATER			
SANITATION			
TELEPHONE			
SUPPLIES			

TOTAL (A) $

SELECTION OF RATES:
INT ____ % RECAP ____ % TAXES ____ %

REMARKS:
$ 798830 PROPERTY
$ 190000 MINUS LAND VALUE ASSIGNED
$ 608830

ECONOMIC GROSS INCOME . . . $ 106080
VACANCY 5 % = $ 5300
EFFECTIVE GROSS INCOME . . . $ 100780
EXPENSES
MANAGEMENT ____ % . . $
CHARGES TO PERS. PROPERTY
$ ____ x ____ % $
CHARGES TO LAND
$ ____ x ____ % $
5% misc ~~OPERATING EXPENSES~~ (A) $ 5040
TOTAL EXPENSES $
NET INCOME IMPUTABLE TO ~~BUILDING~~ PROPERTY $ 95740
INDICATED BUILDING VALUE
NET INCOME $ 95740 ÷ 12 % RATE =
$ 797830
(TRANSFER TO SUMMARY)

APPRAISER 255 DATE 3-17-92

MARKET DATA APPROACH

COMPARISON

UNIT (TYPE:)

SELECTION OF UNIT:

COMPUTATIONS:
UNITS ____ X $ ____ /UNIT = $
LESS PERS. PROPERTY VALUE . . . . . $
LESS LAND VALUE . . . . $
INDICATED BUILDING VALUE . . . $

GROSS RENT MULTIPLIER

SELECTION OF GRM:

COMPUTATIONS:
GROSS INCOME $ ____ X ____ GRM = $
LESS PERS. PROPERTY VALUE . . . . . $
LESS LAND VALUE . . . . $
INDICATED BUILDING VALUE . . . $

REMARKS:

APPRAISER DATE (TRANSFER TO SUMMARY)

COMMERCIAL IMPROVEMENT APPRAISAL

18-12-34-12 ~~8100~~ 8000
97-00 ~~803724~~ 803711

CODE AREA ____
T.L. NO. ____

MURREL OLSEN & SONS
30714 E CAMAS SWALE RD
CRESWELL OR 97426
SEE PROVAL
375103
17 4 12 4 501 4-17
CLS 710 CY 3 ACRES 5.90

RECORD OF LAST APPRAISAL ORS 308.234
APPR 248 DATE 1-1-89 VALUE 310170

RECORD OF ADJUSTMENTS
BY 242 DATE 1-1-90 ADJ. ____ VALUE 668020
BY 255 DATE 1-1-92 ADJ. ____ VALUE 608830
BY ____ DATE ____ ADJ. ____ VALUE ____

18•12•34•12•08000
0803716

SALES DATA
DATE OF SALE ____ VERIFIED: YES ____ NO ____
TERMS ____
ALLOCATION (BY: OWNER APPR)
LAND ____ P.P. ____ IMP. ____

Page 251 Stat 446

INTERIOR INSPECTED: (YES) NO PERSON CONTACTED OWNER ~~1082~~

NEIGHBORHOOD CHARACTERISTICS: USE	TYPE	TREND	PROPERTY CHARACTERISTICS: USE	BUILDING	SITE IMPS
RETAIL ✓	CENTRAL CORE	DEVELOP. ✓	STORE	GROUP	WATER ✓
OFFICE	URBAN ✓	STATIC	OFFICE	TYPE	SEWER ✓
MULTIFAM.	STRIP COM'L	DECLIN.	APT	CLASS	ELEC ✓
WHOLESALE	SPOT COM'L	TRANS	Restaurant		GAS
INDUSTRIAL	SHOPPING CNTR				
	SUBURBAN			PROPER IMP. ✓	
			PROPER ✓	OVER-IMP.	PARKING ✓
			MARGINAL	UNDER-IMP.	

ZONING: WF
HIGHEST AND BEST USE
REMARKS:

SUMMARY OF APPROACHES

COST	INCOME	MARKET
BUILDING D.R.C. $ ~~620330~~ 615700	BUILDING VALUE $	BUILDING VALUE $
YARD AND MISC IMP $ ~~47750~~ 45360	OTHER IMPS $	OTHER IMPS $
TOTAL IMPROVEMENT VALUE 661,060 $ ~~668080~~	TOTAL IMPROVEMENT VALUE $ 608830	TOTAL IMPROVEMENT VALUE $

FINAL RECONCILIATION

For 1-1-89 Est. 50% Complete 620330 @ 50% = 310170

JUN 09 1995 3-8

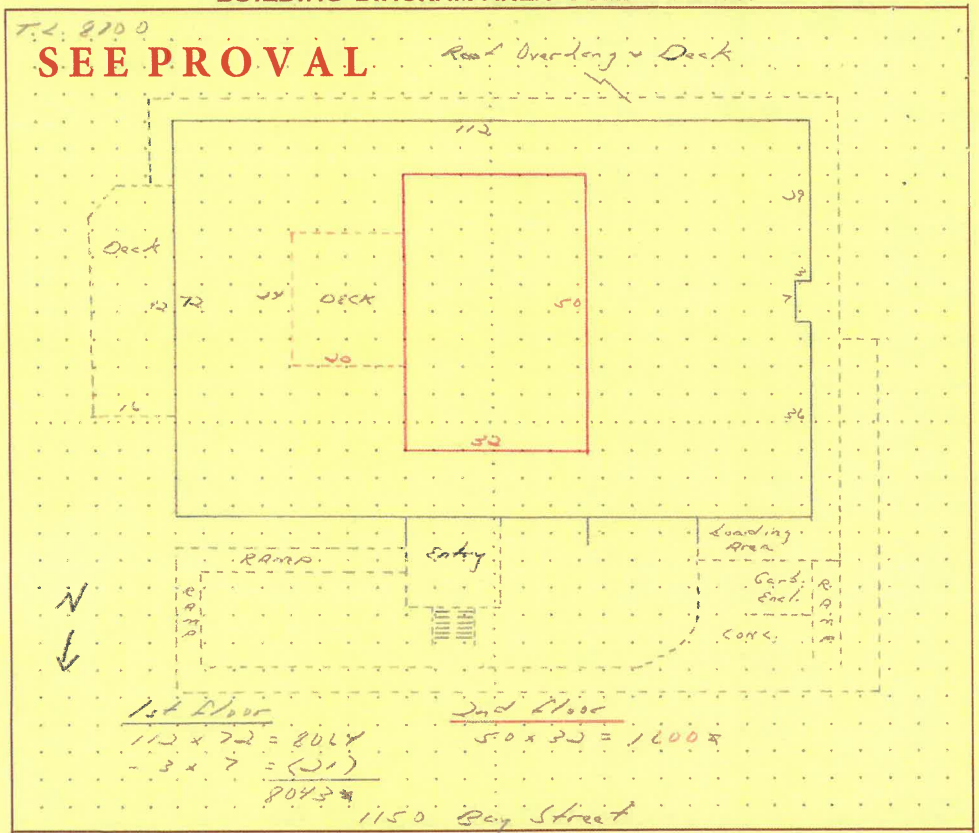
FINAL VALUE ESTIMATE $
(TRANSFER TO RECORD OF LAST APPRAISAL)

DR A&A-A-4 (REV. 11-76) SP*25801-150

BUILDING DIAGRAM-AREA COMPUTATION

T.L. 8100

SEE PROVAL



1st Floor
112 x 72 = 8064
- 3 x 7 = (21)
8043 ☆

2nd Floor
50 x 32 = 1600 ☆

1150 Bay Street

YARD AND MISCELLANEOUS IMPROVEMENTS

ITEM	UNIT COST	NO. OR AREA	BASE COST	% QUAL.	% INDEX	REPL. COST	% GOOD	DEPREC. REPL COST
BT Parking & Curbs	1.00	28600 ☆				100		28600
Yard Lights	1100	5				100		5500
Concrete Walks	1.50	1400 ☆				100		2100
Decking & Ramps	5.50	2100 ☆				100		11550
								X.95
								45360
								45360

TOTAL DEPRECIATED REPLACEMENT COST (TRANSFER TO SUMMARY) $ ~~47750~~

18•12•34•12•08000

COST APPROACH

GROUP Restaurant TYPE CLASS

GROUND FLOOR AREA 8043 ☑ STORIES GROSS FLOOR AREA 9643 ☑

UNITS AVE. SIZE ☑ UNITS IN COMPLEX = $ X %

FACTOR BOOK Marshall

	BASE FACTOR /SQ. FT.	/UNIT	BASE ADJ. FACTORS +	—	LUMP SUM ADJ. FACTORS + OR —

FOUNDATION (CONC) (BLK) BRICK REINF. Pilings & Conc. Beam Stringers

FRAME BEARING WALL PILASTERS COL & BEAMS: WD (CONC STL)

EXTERIOR WALL HGT 12 (WD FR) SGL DBL COVER: CONC: POURED TILT-UP BLK
BRICK: SOLID VEN OTHER: (STUCCO) (MTL & GLASS)
MTL FR: BEAM & GIRDER TRUSS COVER

ROOF CONST (WD FR) CONC STL TRUSS TYPE: FLAT SHED GAB MIP
COVER: BUILT-UP COMPO SHGL SHAKE MTL Conc. Tile
Skylights

FLOOR WD FR: SGL DBL CONC: GRADE ELEV. REINF.
COVER: NONE LINO H. WD (CARPET) VINYL (TILE) Ceramic

PARTITIONS CONST (WD FR) MTL MASONRY COVER: DRYWALL PLAS (PANEL) Wainscot
CEILING: DRYWALL PLAS ACCOU. TILE (SUS. SYSTEM) Vaulted

INTERIOR COMPONENTS APPLIANCES: RANGE DISHWASHER HOOD/FAN GD INTER-COM
BUILT-INS: FIR H-WD
ELEVATOR ESCALATOR (FIRE SPKR)

ELECTRICAL FLUO (INCAN) SPEC. FEW AVE (MANY)

PLUMBING TOIL 6 LAV 5 URINAL TUB SHWR KIT SINK SERV SINK DR FOUN HTR
Men & Women - Down Bath w/Shower - up

HEATING-COOLING HEAT: FA ELEC SUSP HT WTR
COOL: COMB. SYS UNIT COOLERS
Heat Pump

BASEMENT (NONE) FULL ' X ' WALLS: CONC FLR: CONC
UNFIN: FIN: WALLS FLOOR CEIL
USE: HEAT/COOL:

UPPER STORIES NONE FLOOR: (WD FR) CONC COVER: Carpet
PARTITIONS: (WD FR) MTL COVER: Drywall w. Wainscot
(USE): Office HEAT/COOL:

EXT. COMP. CANOPY DOCK

MISC. ADDITIONS SPRINKLER SYSTEM (SEE COST FORM)

BUILT 19 88-89 COST $

REMOD. 19 COST $

EFFECTIVE AGE

REMARKS:

SUMMARY OF BUILDING COMPUTATIONS — SUB-TOTALS + — TOTALS

BLDG. AREA SQ FT UNITS X = $

SEE MARSHALL&SWIFT COST FORM

TOTAL BASE COST $ 648110

19 LCM % X QUAL % = % MODIFIER

REPLACEMENT COST NEW $ 648110

DEPRECIATION 5 % PHY % OBSOL 95/100 % GOOD

DEPRECIATED REPLACEMENT COST $ 615,700

(TRANSFER TO SUMMARY)

APPRAISER: (248) 255 DATE: 7-30-91 5-7-89

Real Property Tax Lot Record

Lane County Assessment and Taxation
Print Date: Jul 19, 2024

In preparation of these records, every effort has been made to offer the most current, correct, and clearly expressed information possible. Nevertheless, inadvertent errors in information may occur. In particular but without limiting anything here, Lane County disclaims any responsibility for typographical errors and accuracy of this information. The information and data included on Lane County servers have been compiled by Lane County staff from a variety of sources, and are subject to change without notice to the User. Lane County makes no warranties or representations whatsoever regarding the quality, content, completeness, suitability, adequacy, sequence, accuracy, or timeliness of such information and data.

The legal descriptions contained herein are for tax lot purposes only.

Included in this report:

1. A listing of documents affecting ownership and/or property boundary changes.
2. The scanned tax lot record image and any legal description changes made since .

Map & Tax Lot 1812341208100
Status Active

Current Parcel/Account	Current TCA
0803724	09709

Document #	Type	Date	Effective Year	Tax Lot Acres
	Description Card			0.70

Comments:

PARCEL RECORD – Cartographic Unit

0803724 Page 1 of

Code Area	Township	Range	Section	¼	1/16	Parcel Number	Type	Number
	18	12	34	1	2	08100		

Formerly part of _____

Map Number

Tax Lot Number

Special Interest

History of Parcel Prior to Re-mapping

Previous Account Number: 42730 (OLD NUMBER)

Previous Tax Lot Number

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTIES
OFFICE OF COUNTY ASSESSOR LANE COUNTY, OREGON
CODE NO. 7701

MAP NO. 18.12.34.1.2 | TAX LOT NO. 8100 (ACCOUNT NUMBER) | 803 724 SECTION 34 | TOWNSHIP 18 S. | RANGE 12W W.M. | AERIAL PHOTO

LOT NO. 4 thru 10 | BLOCK NO. 2 | ADDITION Florence | CITY

INDENT EACH NEW COURSE TO THIS POINT	LEGAL DESCRIPTION	DEED RECORD DATE OF ENTRY	DEED RECORD DEED NUMBER	ACRES REMAINING
	Lots 4,5,6,7,8,9, 10, Block 2 of the Town of Florence as platted and recorded on page 181 of Volume T, Lane County Oregon Deed Records in Lane County, Oregon.	1949	373/44	
	ALSO The West 10.0 feet of Lot 3 in Block 2 of the Town of Florence as platted and recorded on page 181 of Volume T, Lane County, Oregon Deed Records in Lane County, Oregon. which is Tax Lot (1) of Lot 3 in Block 2	1958		
		1959	R123/52168 3Nov58	
	CANCELLED	1971	R522/38945 *	
		1974	R700/32088*	
		1978	R905/26889* /26890* /26891*	
		1978	R905/26893*	
		1978	R922/46570 *	
		1980	R1068/19587*	
		1986	R1411/8627757*	
		1994 BS	R1945/44283S9	
	Ac correction by LLA deed for 2007	2005 LLA	2005-080116	
	EXCEPT 0.56 ac out to TL 08000 for 2007 by 2006-064119, Contains m/l			0.60
	ALSO 0.16 ac from TL 08000 for 2007 by 2006-064120, Contains m/l			0.76
Remarks	EXCEPT 0.01 ac out to TL 08000 for 2007 by 2006-064121, Contains m/l			0.75
	*Description does not read like the above but however is included therein.		CANCELLED-2007	

History of Parcel

Exceptions/Additions	Date of Entry/ Acquisition	Deed Record Volume	Deed Record Page	Acres Remaining
New Description	2007 LLA	2006	064121	0.75
	2009 DE	2008	068427	
	2009 te	2009-	022032	List
Ac corr by GIS for 2011				0.90
EXCEPT: 0.20 ac from TL08000 by 2010-036009 for 2011 Contains m/l				0.70
NEW DESCRIPTION ExB	B 2011 LA	2010	036009	
	2011 BS	2011	003504	

2006-064121

CANCELLED

EXHIBIT "A"
PROPERTY 1

Beginning at the Northwest Corner of Lot 10, Block 2 of the Original Plat of Florence, as platted and recorded in Volume T, Page 181, Lane County, Oregon Plat Records: Thence East along the North line of said Block 2 a distance of 175.00 feet; Thence South and parallel with the East line of said Lot 5, a distance of 104.00 feet; Thence West and parallel with the North line of said Block 2, a distance of 62.00 feet; Thence South and parallel with the East line of said Lot 7, a distance of 126.00 feet more or less to the mean high water line of the Siuslaw River; Thence Westerly along said line 113.00 feet more or less to the West line of said Lot 10; Thence North along said West line 230.00 feet more or less to the Point of Beginning.

Containing 0.75 acres more or less.

CANCELLED - 2011

2010-036009

EXHIBIT B

(Legal Description of Post-Boundary Adjustment Tract 1)

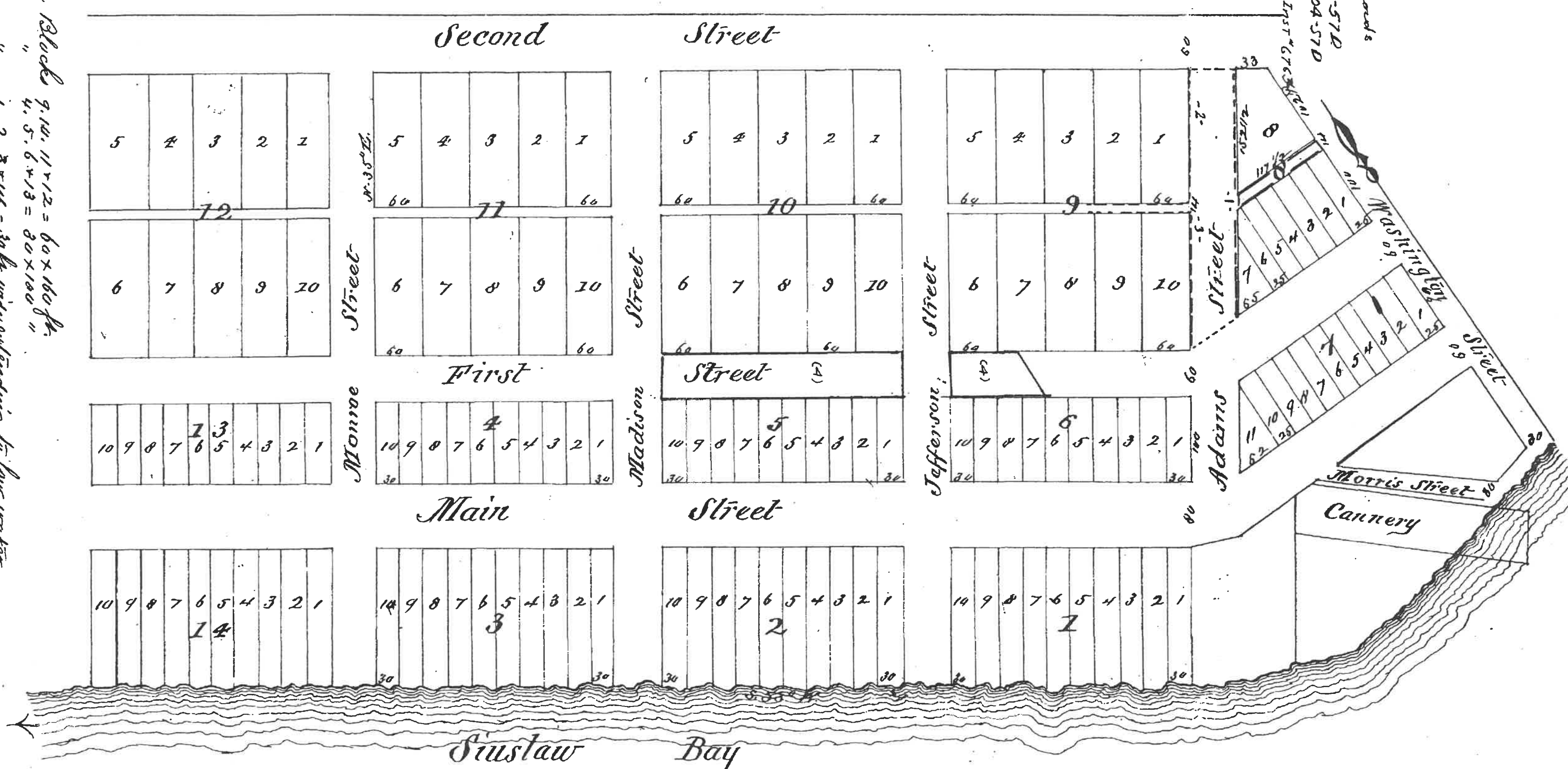
Beginning at the most Northerly corner of Block 2 of the Original Plat of Florence, as platted and recorded in Volume T, Page 181, Lane County, Oregon Deed Records; thence South 54°47'20" East 103.00 feet along the Northerly line of said Block 2; thence leaving said Northerly line South 35°12' 40" West 323 feet more or less to the low water line of the Siuslaw River; thence Northwesterly along said low water line to the Easterly right of way line of Juniper Street (Madison Street); thence along said right of way line North 35°12' 40" East 328 feet more or less to the point of beginning in Lane County, Oregon.

lcatbls 03/28/11 1:46:04 PM

18-12-34-12-08100
0803724
Pg 2

Florence - Lane County, Oregon.

Vacated See Vol 331 Page 129-30 Lane Co Deed Records
Vacated see #3674, R 93-57D
Vacated see #21634, R104-57D
VACATED See R 193 D - Inst #6763[illegible]



Lots in Blocks 9.10.11 & 12 = 60 x 160 ft.
" " " 4.5.6 & 13 = 30 x 100 "
" " " 1.2.3 & 14 = 30 ft. wide extending to low water.
Alleys 14 ft. wide & Main St. West of Adams St. 80 ft. wide.
Washington St. 30 ft. wide, All other Streets 64 ft. wide.

Know all men by these presents, That I, Geo. M. Miller do hereby dedicate to the public the Streets and Alleys marked and described upon the annexed Plat of the town of Florence, situate in lots 6 & 7 Sec. 34. T. 18 S. R. 12 West. in Lane County Oregon
Witness - W. R. McCornack - A. C. Woodcock }

Geo. M. Miller (Seal)

State of Oregon
County of Lane } ss

On this 6th day of June 1887, before me County Clerk in and for Lane County, Oregon, personally appeared the within named Geo. M. Miller, to me personally known to be the identical person described in and who executed the foregoing dedication and acknowledged to me that he executed the same for the purpose therein named.

Joel Ware. Co. Clk. (Seal)

Recorded, June 7th 1887.

Commercial Appraisal Cards

Lane County Assessment and Taxation
Print Date: Jul 19, 2024

Historical Document: Information contained in the following document is historical in nature and may not be current.

Map & Tax Lot 1812341208100
Status Active

Current Parcel/Account
0803724

Type	Archive Date
Commercial Appraisal Card	02/26/2012

18-12-34-12 8100

COMMERCIAL IMPROVEMENT APPRAISAL

APP'L AREA 6 — CODE AREA 97-00

ACCT. NO. 0803724 — T.L. NO. 18•12•34•12•08100

RECORD OF LAST APPRAISAL ORS 308.234
APPR ____ DATE ____ VALUE ____

RECORD OF ADJUSTMENTS
BY JH DATE 4/16/92 ADJ. ____ VALUE 77,570
BY JSS DATE 7-1-92 ADJ. ____ VALUE 114250
BY ____ DATE ____ ADJ. ____ VALUE ____

SALES DATA
DATE OF SALE ____ VERIFIED: YES ___ NO ___
AMOUNT ____ TERMS ____
ALLOCATION (BY: OWNER APPR)
LAND ____ P.P. ____ IMP. ____

BAY BRIDGE
FLORENCE, ORE SEE PROVAL
SMALL BOAT MARINA
BAY BRIDGE MARINA SEE PROVAL

INTERIOR INSPECTED: YES NO PERSON CONTACTED

INCOME APPROACH — BUILDING RESIDUAL

INCOME SCHEDULE

FLOOR	TENANT	BUSINESS	REPORTED INCOME PER MONTH	REPORTED INCOME PER YEAR	ECONOMIC ANNUAL INCOME

TOTAL ECONOMIC GROSS INCOME $____

OPERATING EXPENSE SCHEDULE

INSURANCE		REPAIRS	
HEAT			
LIGHTS			
WATER			
SANITATION			
TELEPHONE			
SUPPLIES			

TOTAL (A) $____

SELECTION OF RATES:
INT ____% RECAP ____% TAXES ____%

REMARKS:

APPRAISER ____ DATE ____

ECONOMIC GROSS INCOME . . . $____
VACANCY ____% = ____
EFFECTIVE GROSS INCOME . . . $____

EXPENSES
MANAGEMENT ____% . . $____
CHARGES TO PERS. PROPERTY
$____ X ____% $____
CHARGES TO LAND
$____ X ____% $____
OPERATING EXPENSES (A) $____
TOTAL EXPENSES $____
NET INCOME IMPUTABLE TO BUILDING $____

INDICATED BUILDING VALUE
NET INCOME $____ + ____% RATE =
$____
(TRANSFER TO SUMMARY)

MARKET DATA APPROACH

COMPARISON

UNIT (TYPE:)

SELECTION OF UNIT:
SEE PROVAL

COMPUTATIONS:
UNITS ____ X $____/UNIT = $____
LESS PERS. PROPERTY VALUE . . . . . $____
LESS LAND VALUE . . . . . $____
INDICATED BUILDING VALUE . . . $____

REMARKS:

APPRAISER 255 DATE 3-17-92

GROSS RENT MULTIPLIER

SELECTION OF GRM:
POTENTIAL GROSS 141 SLIPSE 50
x 5 MONTHS = 35,250

COMPUTATIONS:
GROSS INCOME $35,250 X 5 GRM = $176,250
LESS PERS. PROPERTY VALUE . . . . . $____
LESS LAND VALUE ASSIGNED . . . $62,000
INDICATED BUILDING VALUE . . . $114,250

(TRANSFER TO SUMMARY)

NEIGHBORHOOD CHARACTERISTICS

USE	TYPE	TREND
RETAIL	CENTRAL CORE	DEVELOP.
OFFICE	URBAN	STATIC
MULTIFAM.	STRIP COM'L	DECLIN.
WHOLESALE	SPOT COM'L	TRANS.
INDUSTRIAL	SHOPPING CNTR.	
	SUBURBAN	

PROPERTY CHARACTERISTICS

USE	BUILDING	SITE IMPS
STORE	GROUP	WATER
OFFICE	TYPE	SEWER
APT	CLASS	ELEC
		GAS
	PROPER IMP.	
PROPER	OVER-IMP.	PARKING
MARGINAL	UNDER-IMP.	

ZONING:

HIGHEST AND BEST USE

REMARKS:

SUMMARY OF APPROACHES

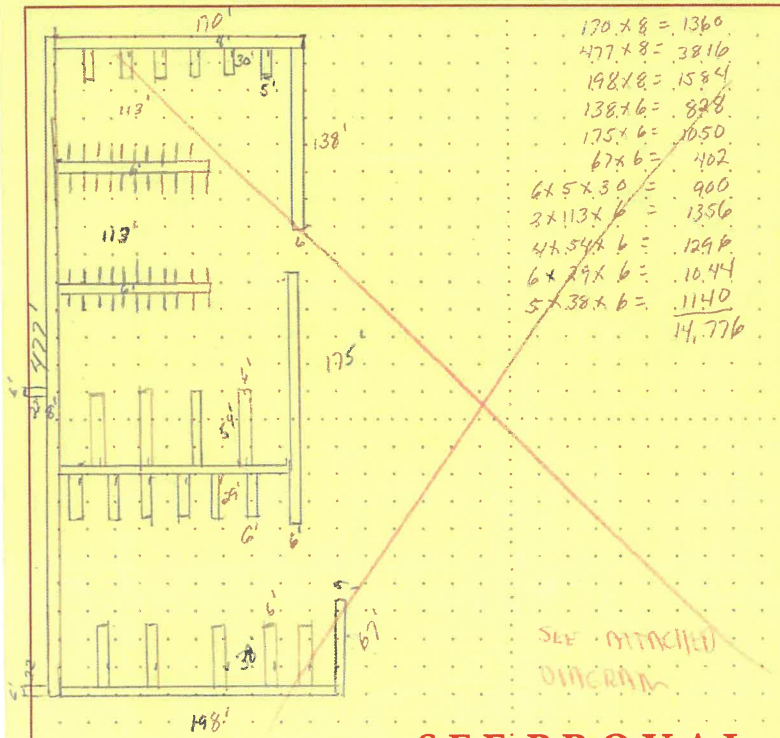
COST	INCOME	MARKET
BUILDING D.R.C. $77,570	BUILDING VALUE $____	BUILDING VALUE $____
YARD AND MISC IMP $____	OTHER IMPS $____	OTHER IMPS $____
TOTAL IMPROVEMENT VALUE	TOTAL IMPROVEMENT VALUE	TOTAL IMPROVEMENT VALUE
$77,570 114,250	$114,250	$____

FINAL RECONCILIATION

FINAL VALUE ESTIMATE $77,570 114,250
(TRANSFER TO RECORD OF LAST APPRAISAL)

150-303-004 (REV. 11-75) SP*28801-150

BUILDING DIAGRAM-AREA COMPUTATION



170 × 8 = 1360
477 × 8 = 3816
198 × 8 = 1584
138 × 6 = 828
175 × 6 = 1050
67 × 6 = 402
6 × 5 × 30 = 900
2 × 113 × 6 = 1356
4 × 54 × 6 = 1296
6 × 29 × 6 = 1044
5 × 38 × 6 = 1140
14,776

SEE ATTACHED DIAGRAM

SEE PROVAL

YARD AND MISCELLANEOUS IMPROVEMENTS

ITEM	UNIT COST	NO. OR AREA	BASE COST	% QUAL	% INDEX	REPL. COST	% GOOD	DEPREC. REPL COST
Dock & PILING	10.50	14,776	155,148			155,148	50	77,570
141 SMALL BOAT SLIPS	2500	141	352,500			352,500	40	141000
% GOOD BASED ON PHYSICAL DEPR + ECON OBSOL								
BT Parking	2.77	6448						17,800
								141000

TOTAL DEPRECIATED REPLACEMENT COST (TRANSFER TO SUMMARY) $ 77,570

18•12•34•12•08100

COST APPROACH

GROUP ____ TYPE ____ CLASS ____

GROUND FLOOR AREA ____ ☑ STORIES ____ GROSS FLOOR AREA ____ ☑

UNITS ____ AVE. SIZE ____ ☑ UNITS IN COMPLEX ____ = $ ____ X ____ %

FACTOR BOOK ____

	BASE ADJ. FACTORS	BASE FACTOR +	BASE FACTOR —	LUMP SUM ADJ. FACTORS + OR —
FOUNDATION	CONC BLK BRICK REINF.			
FRAME	BEARING WALL PILASTERS COL & BEAMS: WD CONC STL			
EXTERIOR WALL	HGT. ____' WD FR: SGL DBL COVER: CONC: POURED TILT-UP BLK BRICK: SOLID VEN OTHER: STUCCO MTL & GLASS MTL FR: BEAM & GIRDER TRUSS COVER			
ROOF	CONST: WD FR CONC STL TRUSS TYPE: FLAT SHED GAB COVER: BUILT-UP COMPO SHGL SHAKE MTL			
FLOOR	WD FR: SGL DBL CONC: GRADE ELEV. REINF. COVER: NONE LINO H WD CARPET VINYL TILE			
PARTITIONS	CONST: WD FR MTL MASONRY COVER: DRYWALL PLAS PANEL CEILING: DRYWALL PLAS ACCOU. TILE SUS. SYSTEM			
INTERIOR COMPONENTS	APPLIANCES: RANGE DISHWASHER HOOD/FAN GD. INTER-COM BUILT-INS: FIR H-WD ELEVATOR ESCALATOR FIRE SPKR			
ELECTRICAL	FLUO INCAN SPEC. FEW AVE MANY			
PLUMBING	TOIL LAV URINAL TUB SHWR KIT SINK SERV SINK DR FOUN HTR			
HEATING-COOLING	HEAT: FA ELEC SUSP HT WTR COOL: COMB. SYS UNIT COOLERS			
BASEMENT	NONE FULL X WALLS: CONC FLR: CONC UNFIN: FIN: WALLS FLOOR CEIL. USE: HEAT/COOL:			
UPPER STORIES	NONE FLOOR: WD FR CONC COVER: PARTITIONS: WD FR MTL COVER: USE: HEAT/COOL:			
EXT. COMP.	CANOPY DOCK			
MISC. ADDITIONS				

BUILT 19____ COST $____

REMOD. 19____ COST $____

EFFECTIVE AGE ____

REMARKS:

SUMMARY OF BUILDING COMPUTATIONS — SUB-TOTALS + — TOTALS

BLDG. AREA ____ SQ FT UNITS X ____ = $____

TOTAL BASE COST $____

19____ LCM ____% X QUAL ____% = ____% MODIFIER

REPLACEMENT COST NEW $____

DEPRECIATION ____% PHY ____% OBSOL ____% GOOD

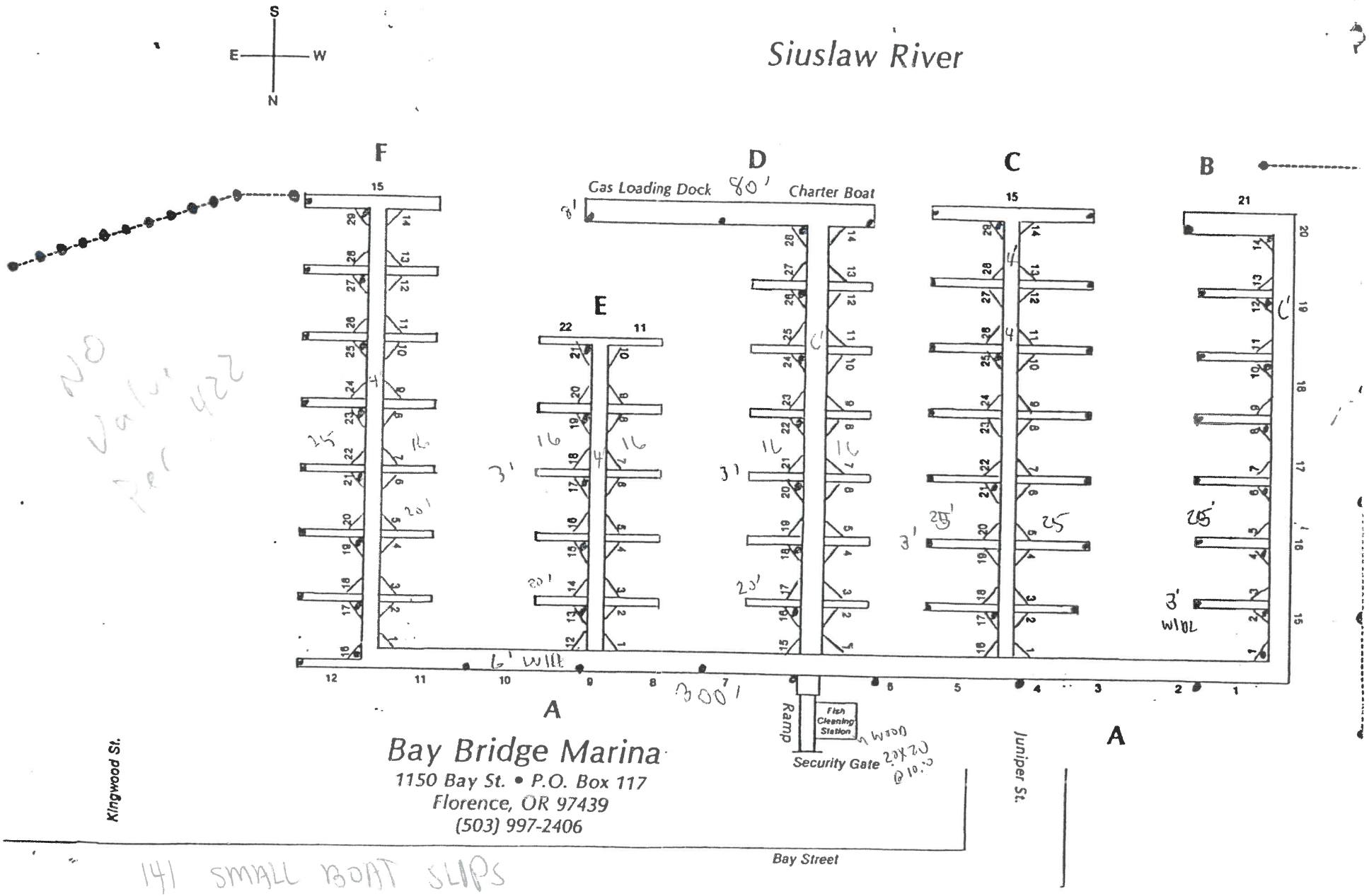
DEPRECIATED REPLACEMENT COST $____

(TRANSFER TO SUMMARY)

APPRAISER: 255 DATE: 7-30-91

18•12•34•12•08100

OFFICE COPY



NO Valid Ref 422

141 SMALL BOAT SLIPS

SEE PROVAL

PROPERTY CLASS 251 **LAND APPRAISAL** ACCT. NO. _____

PHOTO NO. _____ CODE NO. _____

RECORD OF APPRAISAL ORS 308.234	
SUB TOTAL "A"	$ ~~151,200~~
INCREMENTS TO LAND "B"	$ 252,000
GROSS LAND VALUE "A" + "B"	$
SITE ADJUSTMENTS ____%	$ 252,000
TOTAL APPRAISED VALUE	$ ~~151,200~~
APPR. BY 222 255	DATE 1/1/~~92~~ 80

BAY BRIDGE DEVELOPMENT
29476 AIRPORT RD
EUGENE OR 97402

SEE PROVAL

803724
18 12 34 12-08100 97-00
CLS 251 ~~0499~~ 446 CY 6 ACRES 0.00

MARKET DATA	
PURCHASE PRICE $	
DATE	
DEED ____ TYPE	
CONTRACT	
TRADE	
RENT	
LISTING	

REMARKS:
07 SM 69927 LLA gave .40 ac to Acct 803716.

ZONING	
RESIDENTIAL	
MULTI-FAMILY	
COMMERCIAL	
NEIGHBORHOOD COM'L	
LT. INDUSTRIAL	
HVY. INDUSTRIAL	
AGRICULTURAL	
WATERFRONT	X

AREA IMPROVEMENTS	
SIDEWALKS	
CURBS	X
STREET	X
WATER	X
SEWERS	X
ELECTRICITY	X

SITE ADJUSTMENTS %	
ROAD TYPE D G P	
MI. TO ALL WTHR. RD. ____	
MI. TO MKT. CENTER ____	
TOPOGRAPHY	
VIEW	

STANDARD DEPTH	FEET
STANDARD DEPTH	150
EFFECTIVE DEPTH	

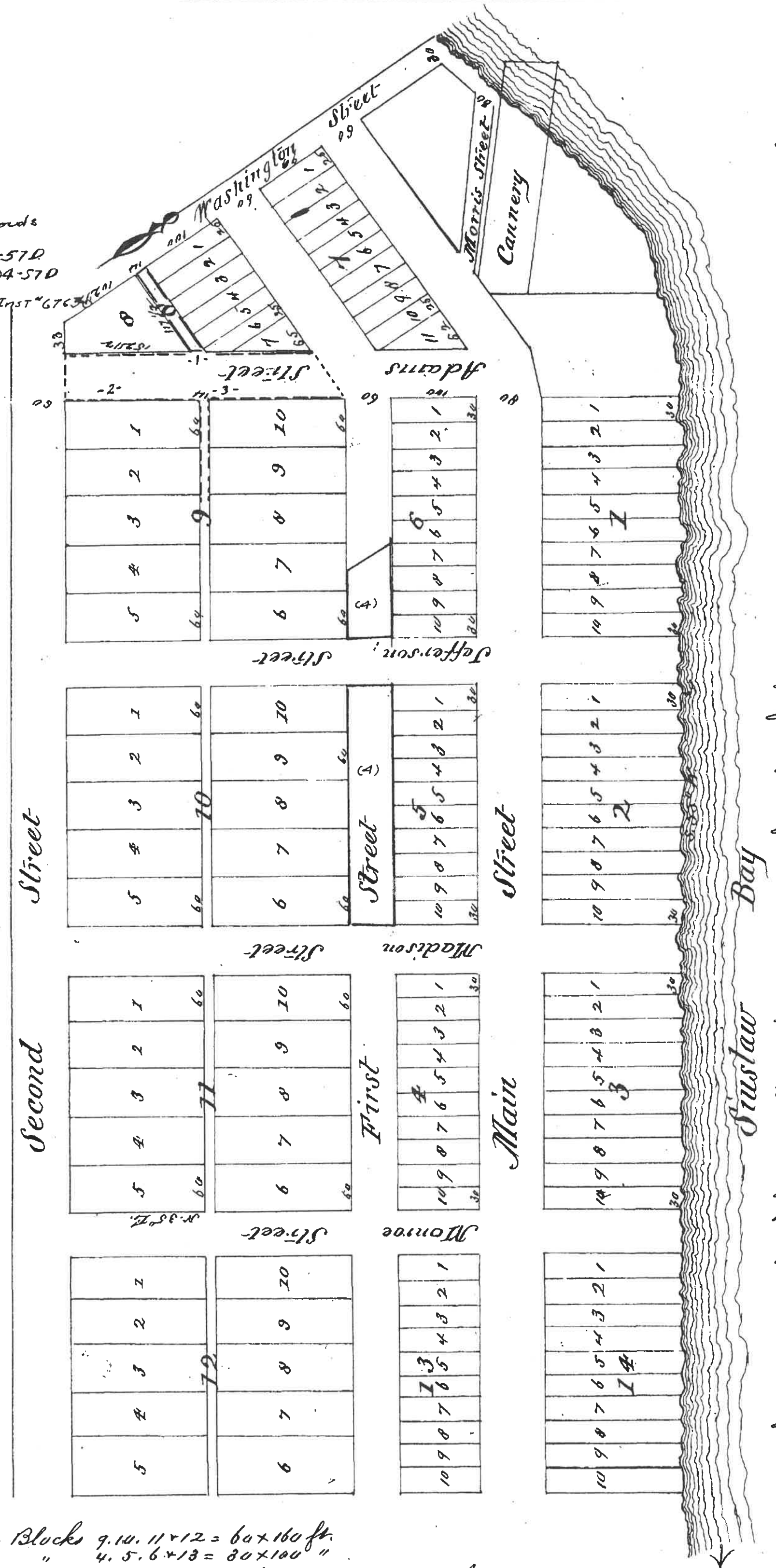
COMPUTATION

DIMENSIONS OR ACRES	LAND CLASS	BASIC UNIT VALUE	ADJUSTMENT FACTORS			ADJUSTED UNIT VALUE	TOTAL VALUE
74,110 ± EFF. 252 FF		600/FF					151,200
EFF 252 FF	WF	1000 FF					252,000
.76 ac	WF						
							252000
.76 ac	← TOTAL ACRES					SUB TOTAL "A" (TRANSFER TO VALUE SUMMARY) →	~~151,200~~

222 COMPUTER 12/12/79 DATE _____ CHECKED _____ DATE

COUNTY FORM—303-002 (A & A-A-2) (11-71) ORE. DEPT. OF REV.

Florence - Lane County, Oregon.



Vacated See Vol 331 Page 129-30 Lane Co Deed Records
Vacated see #3674, R 93-57D
Vacated see #21634, R104-57D
VACATED See R 193 D - Inst #676...

Lots in Blocks 9. 10. 11 & 12 = 60 x 160 ft.
" " " 4. 5. 6 & 13 = 30 x 100 "
" " " 1. 2. 3 & 14 = 30 ft. wide extending to low water.
Alleys 14 ft. wide & Main St. West of Adams St. 80 ft. wide.
Washington St. 30 ft. wide, All other Streets 64 ft. wide.

Know all men by these presents, That I, Geo. M. Miller do hereby dedicate to the public the Streets and Alleys marked and described upon the annexed Plat of the town of Florence, situate in Lots 6 & 7 Sec. 34, T. 18 S. R. 12 West, in Lane County Oregon.

Witness - M. R. McCormack - A. C. Woodworth

Geo. M. Miller (Seal)

State of Oregon
County of Lane } ss

On this 6th day of June 1887, before me County Clerk in and for Lane County, Oregon, personally appeared the within named ... M. Miller, to me personally known to be the identical person described in and who executed the foregoing dedication and acknowledged ... that he executed the same for the purpose therein named.

... Ware. Co. Clk. (Seal)

...corded. June 7th 1887.

EXHIBIT L

Bay Bridge Marina

Marina Phone: 541-997-2406
1150 Bay Street,
Florence, OR 97439

SLIP INFORMATION:

Bay Bridge Marina is located at 1150 Bay Street in Florence, OR.
Bay Bridge Marina has not been reviewed by any members, be the first to review and rate this marina!
To contact the marina directly dial 541-997-2406.
Cruising in Florence is an activity throughout all of Oregon.

General Information | Photos | Charts

AMENITIES

RATES / POLICIES

Rates
This Marina has not submitted rate info.

Policies
There are no marina policies listed for this marina.

ADDITIONAL INFORMATION

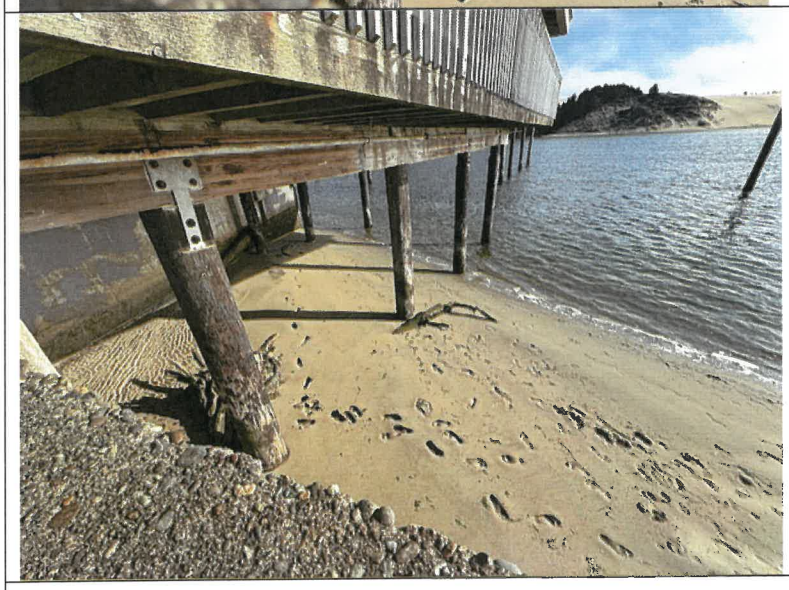
- Latitude: 43.96652
- Longitude: -124.10875

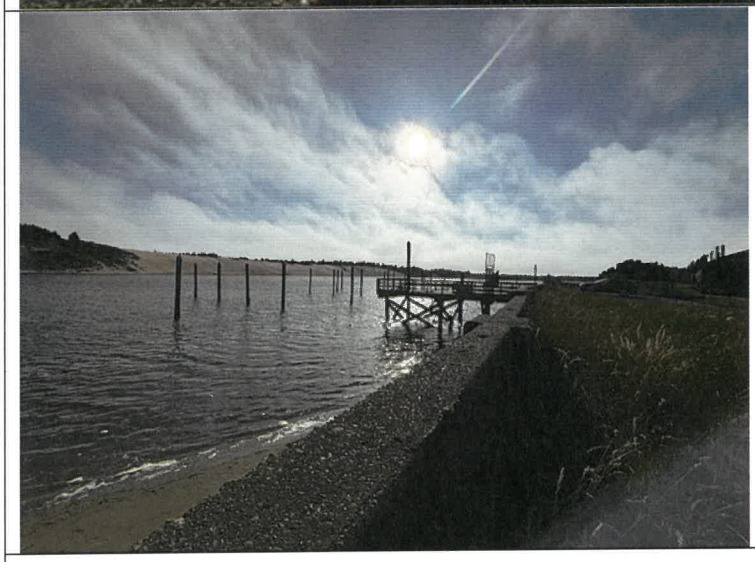
EXHIBIT M

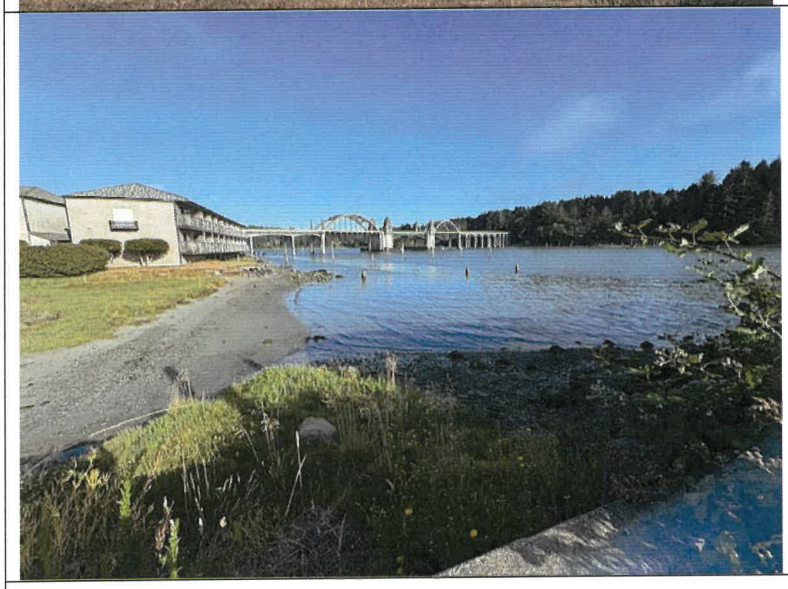
Photos of Site

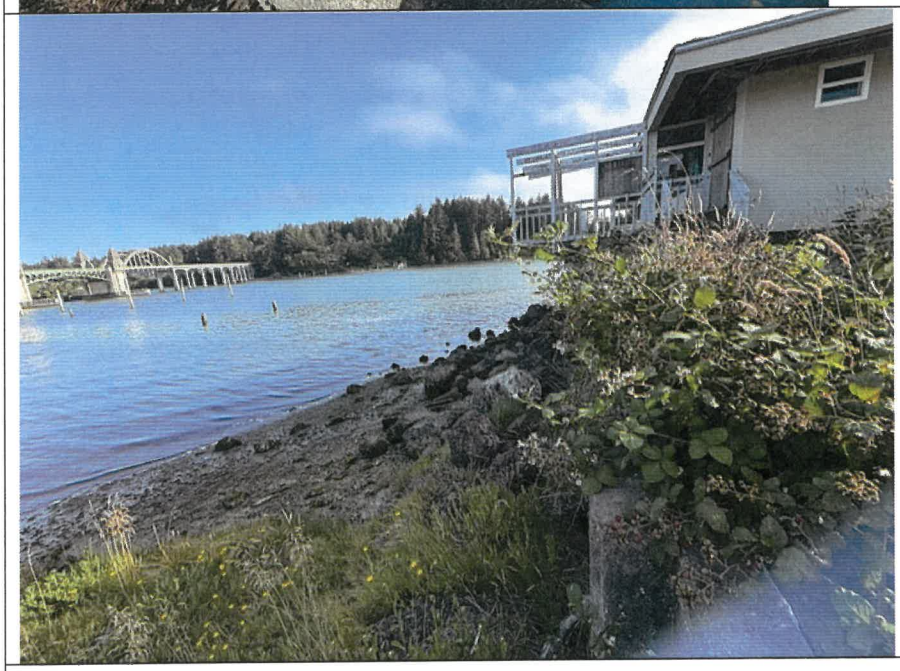
	Front (north) side of existing building on TL 8000.
	Front side of existing building on TL 8000 looking westward. Shows foundation wall.
	West side of building. Shows foundation sea wall and deck support structure.

EXHIBIT N

	
	West side of building. Shows foundation sea wall and deck support structure.
	Facing west. TL 8000/8100. Sea wall.

	
	Facing west. TL 8000/8100. Sea wall.
	Photo taken looking across TL 8100 to residential development to the west.

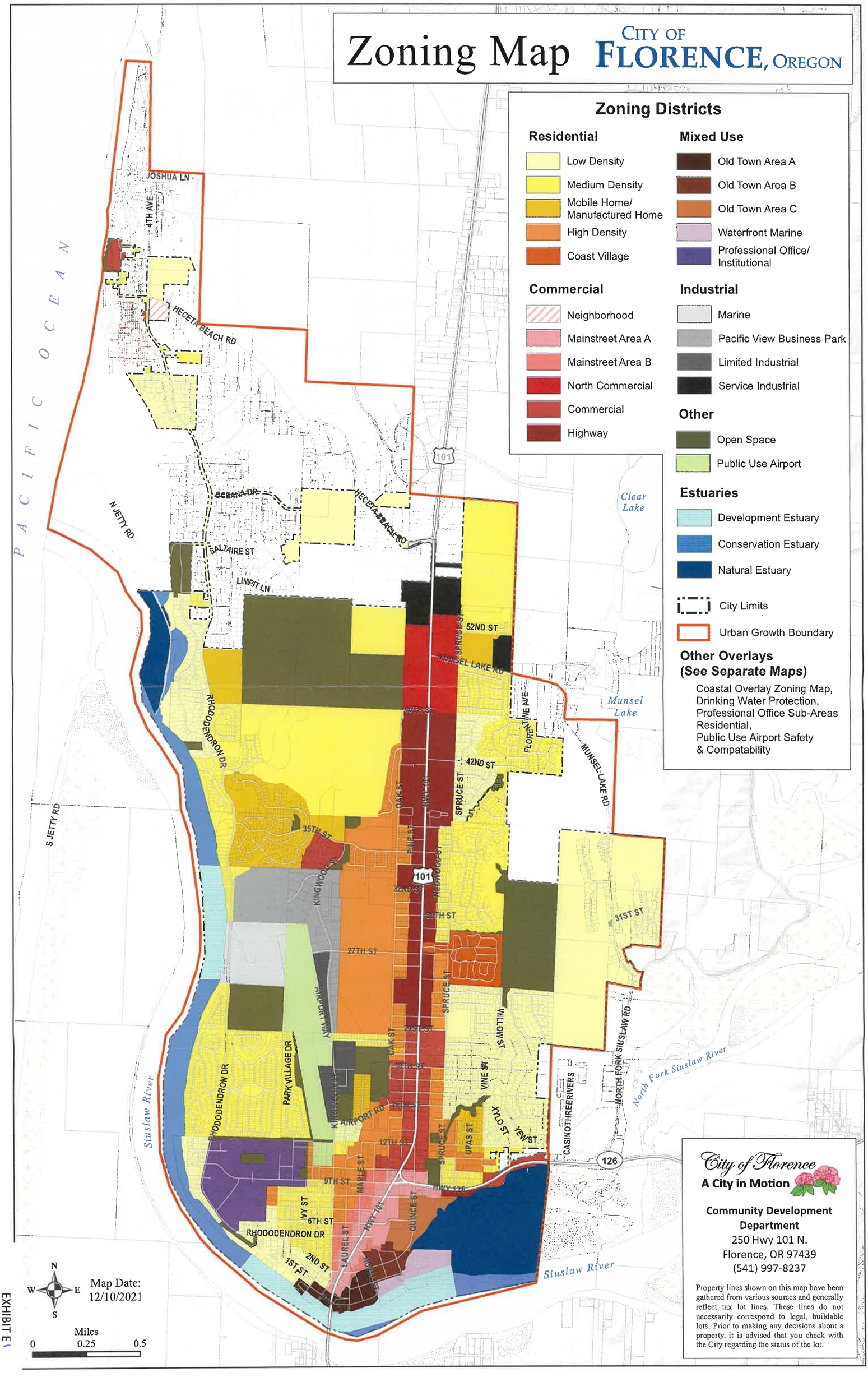
	
	Photo taken at east edge of TL 8000, facing east. East lot line sea wall can be seen.
	Photo taken at east edge of TL 8000, facing east. East lot line sea wall can be seen.

	
	Photo taken standing on east lot line sea wall facing south towards inlet.
	East side of building


NO TRESPASSING

Zoning Map

CITY OF FLORENCE, OREGON



Zoning Districts

Residential
- Low Density
- Medium Density
- Mobile Home/ Manufactured Home
- High Density
- Coast Village

Commercial
- Neighborhood
- Mainstreet Area A
- Mainstreet Area B
- North Commercial
- Commercial
- Highway

Mixed Use
- Old Town Area A
- Old Town Area B
- Old Town Area C
- Waterfront Marine
- Professional Office/ Institutional

Industrial
- Marine
- Pacific View Business Park
- Limited Industrial
- Service Industrial

Other
- Open Space
- Public Use Airport

Estuaries
- Development Estuary
- Conservation Estuary
- Natural Estuary

- City Limits
- Urban Growth Boundary

Other Overlays (See Separate Maps)
Coastal Overlay Zoning Map,
Drinking Water Protection,
Professional Office Sub-Areas Residential,
Public Use Airport Safety & Compatability

N W E S

Map Date: 12/10/2021

Miles
0 0.25 0.5

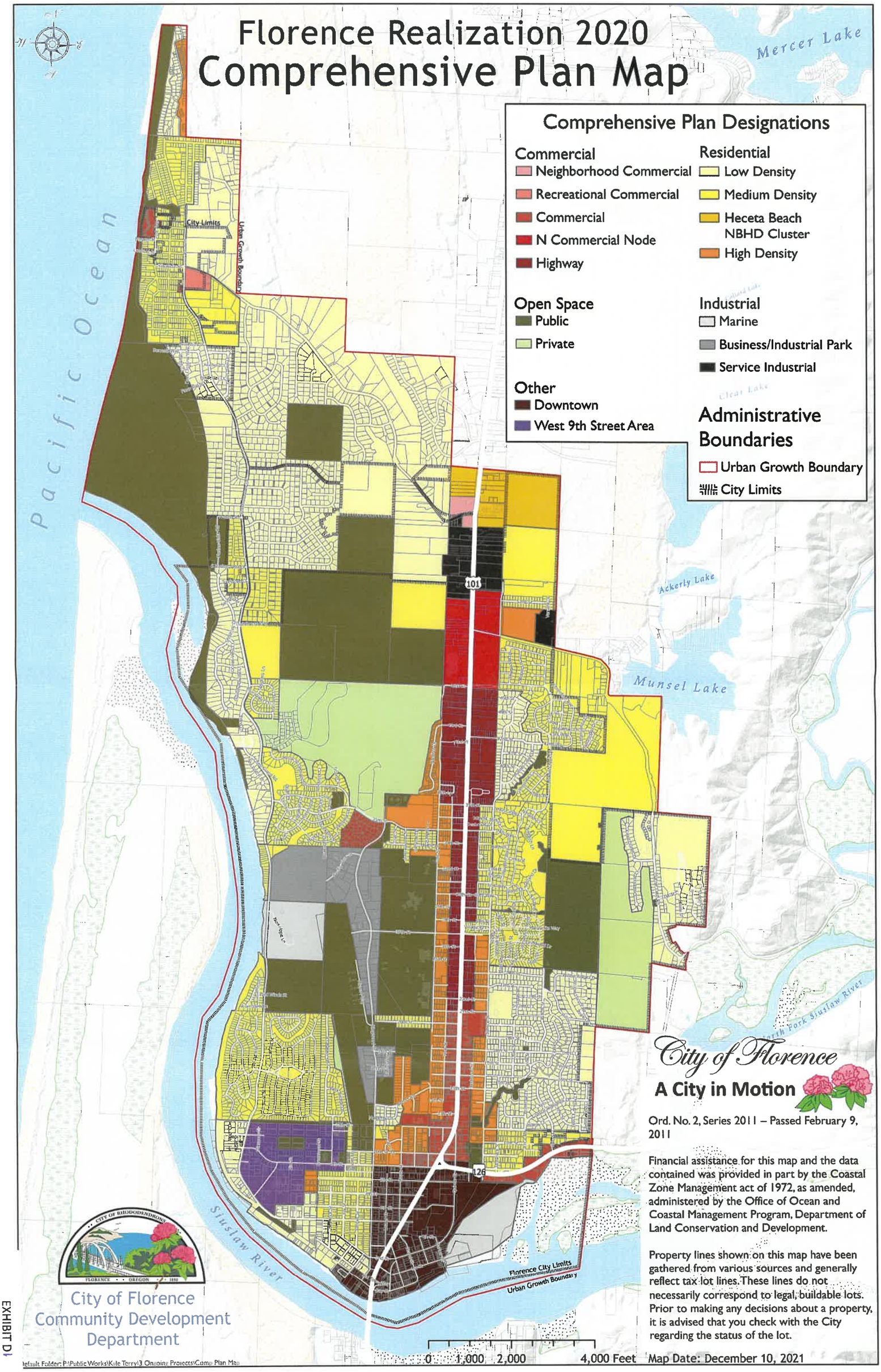
EXHIBIT E

City of Florence
A City in Motion

Community Development Department
250 Hwy 101 N.
Florence, OR 97439
(541) 997-8237

Property lines shown on this map have been gathered from various sources and generally reflect tax lot lines. These lines do not necessarily correspond to legal, buildable lots. Prior to making any decisions about a property, it is advised that you check with the City regarding the status of the lot.

Florence Realization 2020
Comprehensive Plan Map



Comprehensive Plan Designations

Commercial
- Neighborhood Commercial
- Recreational Commercial
- Commercial
- N Commercial Node
- Highway

Residential
- Low Density
- Medium Density
- Heceta Beach NBHD Cluster
- High Density

Open Space
- Public
- Private

Industrial
- Marine
- Business/Industrial Park
- Service Industrial

Other
- Downtown
- West 9th Street Area

Administrative Boundaries
- Urban Growth Boundary
- City Limits

City of Florence
A City in Motion

Ord. No. 2, Series 2011 – Passed February 9, 2011

Financial assistance for this map and the data contained was provided in part by the Coastal Zone Management act of 1972, as amended, administered by the Office of Ocean and Coastal Management Program, Department of Land Conservation and Development.

Property lines shown on this map have been gathered from various sources and generally reflect tax lot lines. These lines do not necessarily correspond to legal, buildable lots. Prior to making any decisions about a property, it is advised that you check with the City regarding the status of the lot.

Map Date: December 10, 2021

City of Florence
Community Development Department

Default Folder: P:\Public Works\Kyle Terry\3 Ongoing Projects\Comp Plan Map

EXHIBIT D

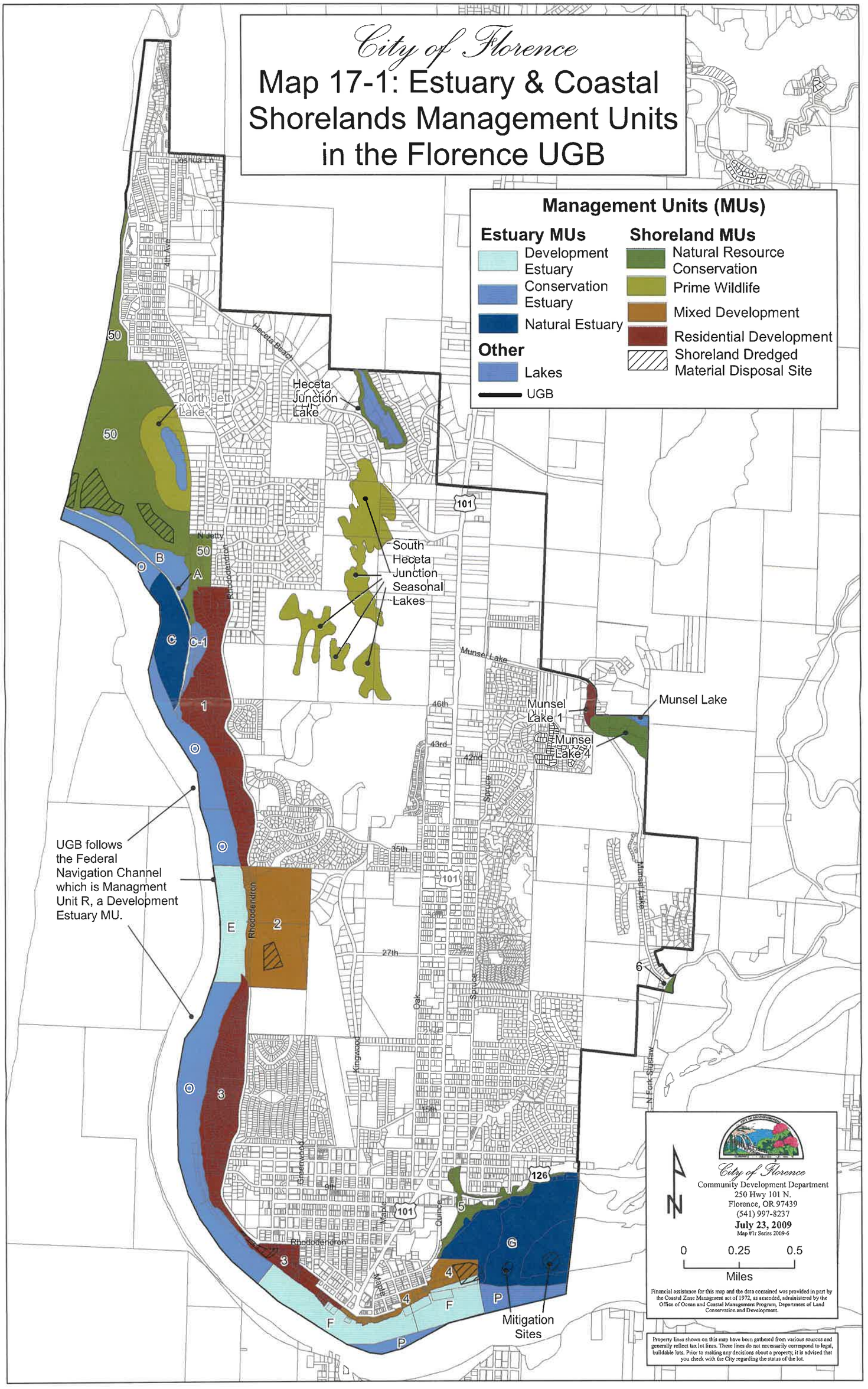

City of Florence
Map 17-1: Estuary & Coastal Shorelands Management Units in the Florence UGB
Management Units (MUs)
Estuary MUs
Development Estuary
Conservation Estuary
Natural Estuary
Other
Lakes
UGB
Shoreland MUs
Natural Resource Conservation
Prime Wildlife
Mixed Development
Residential Development
Shoreland Dredged Material Disposal Site
Heceta Junction Lake
North Jetty Lake 1
South Heceta Junction Seasonal Lakes
Munsel Lake
Munsel Lake 1
Munsel Lake 4
UGB follows the Federal Navigation Channel which is Managment Unit R, a Development Estuary MU.
Mitigation Sites
Joshua Ln
Heceta Beach
Rhododendron
46th
43rd
42nd
35th
27th
Spruce
Oak
Kingwood
Greenwood
Maple
Quince
N Fork Siuslaw
101
126
City of Florence
Community Development Department
250 Hwy 101 N.
Florence, OR 97439
(541) 997-8237
July 23, 2009
Map #1r Series 2009-6
0 0.25 0.5
Miles
Financial assistance for this map and the data contained was provided in part by the Coastal Zone Management act of 1972, as amended, administered by the Office of Ocean and Coastal Management Program, Department of Land Conservation and Development.
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EXHIBIT D1


4th St
Harbor St
Nopal St
2nd St
1st St
Old Town Way
Bay St

Florence Realization 2020
Comprehensive Plan Map

Comprehensive Plan Designations

Commercial
- Neighborhood Commercial
- Recreational Commercial
- Commercial
- N Commercial Node
- Highway

Residential
- Low Density
- Medium Density
- Heceta Beach NBHD Cluster
- High Density

Open Space
- Public
- Private

Industrial
- Marine
- Business/Industrial Park
- Service Industrial

Other
- Downtown
- West 9th Street Area

Administrative Boundaries
- Urban Growth Boundary
- City Limits

Pacific Ocean
Mercer Lake
Collard Lake
Clear Lake
Ackerly Lake
Munsel Lake
North Fork Siuslaw River
Siuslaw River
City Limits
Urban Growth Boundary
101
126
Florence City Limits
Urban Growth Boundary

0 1,000 2,000 4,000 Feet

City of Florence
A City in Motion

Ord. No. 2, Series 2011 – Passed February 9, 2011

Financial assistance for this map and the data contained was provided in part by the Coastal Zone Management act of 1972, as amended, administered by the Office of Ocean and Coastal Management Program, Department of Land Conservation and Development.

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Map Date: December 10, 2021

City of Florence
Community Development Department

Default Folder: P:\Public Works\Kyle Terry\3 Ongoing Projects\Comp Plan Map

METROPLANNING
LAND USE PLANNING AND CONSULTING SERVICES
846 A STREET
SPRINGFIELD, OREGON 97477
(541) 302-9830
WWW.METROPLANNING.COM

RESPONSE TO
LETTER OF INCOMPLETE APPLICATION

November 4, 2024

Wendy FarleyCampbell
Community Development Director
City of Florence
250 Highway 101
Florence, OR 97439

RE: Leturno/A&D Bay Street, LLC; PC 24 29 CPA 01; Map 18-12-34-12-008000 and 008100.

Hi, Wendy:

This letter responds to your Letter of Incomplete Application. Six issues were identified and each is addressed below. Unfortunately, the issues identified were broad and were not specifically related to any approval criteria. This makes a thorough response difficult. If the below responses do not adequately address staff's issues, the applicant requests that staff specifically identify which policies and issues need to be addressed. As you know, while the burden of proof is on the application, the State requires that the local jurisdiction identify criteria with enough specificity to allow the application to respond.

The applicant's proposal basically falls into two categories, both of which correct an error in City documents:

Category 1: A correction to the Coastal Resources Overlay to adjust the boundary of the Development Estuary (DE) Management unit (MU) so that it corresponds with accurate data relating to the location of the estuary (mean higher high water) v. dry land. To correct this error, two amendments are needed:

A. Coastal Resources Overlay Map amendment to establish DE MU new boundary line based on State data;
B. A corresponding zone amendment to ensure that zoning reflects the new location of the DE MU boundary. Per state law, zoning cannot be inconsistent with designation. This zone amendment shifts existing zones on the property to reflect the new line established above, thus ensuring the designation and zone match.

Category 2: A zoning ordinance text amendment to the Area A zoning district to address the inconsistency between the Residential Development MU and the current Old Town A zoning District limitation on housing.

As stated, the applications are being filed to correct errors and inconsistencies in the MU and zoning. As such, it is in the City's best interest to approve the requests. Without the corrections, the future of Florence is based on flawed and inaccurate sources.

With regard to the MU, the shoreline boundary is not mapping accurately. The DE boundary generally follows the shoreline in the Florence area. This site is an exception. In modern history, the shoreline has never been located where the DE boundary is shown on the subject property. The landscape has been irrevocably changed by development, fill and sea wall. There is no value to the City and no value to the estuary in continuing to plan using this outdated reach. The MU amendment does nothing more than correct the boundary of the DE zone so that it matches the shoreline, as shoreline is defined in the Comprehensive Plan.

With regard to the zoning text change, the current language is inconsistent with the Shorelands Residential Development MU. The Shorelands Residential Development MU anticipates housing. Currently zoning does not implement the SRD MU. Instead, it implements the Mixed Use MU. This inconsistency is prohibited by State law. More importantly, it is inconsistent with good planning.

As Table A below reflects, the required changes are minor and necessary for consistency and good planning.

TABLE A

CP Designation:	Downtown (entire property)	No change needed; no amendment requested.
MU Designation:	Shoreland Res Dev 3 (SRD) /Estuary Dev F (ED)	Adjustment of boundary between MUs based on accurate shoreline data. No change in MU designations.
Zoning	Old Town Area (OT) /Development Estuary (DE)	Adjustment of boundary between districts to match designation, as required by law. No change in base zoning.
SubZoning	Old Town Area A (OT-A) /Development Estuary (DE)	Minor change in text of the OT-A language to properly reflect MU designation of Residential. No map change.

I. Exhibits

L: Location of Shoreline
M: Properties affected by the text change.
N: Transportation Report

II. <u>Identified issues/questions</u>

1. Location of Shoreline

The location of the Shoreline, ad defined in the Comprehensive Plan as "mean higher high water," in relation to piers, bulkheads and building footprint is shown on attached Exhibit L.

2. Impact on Commercial Land Inventory.

It appears that the City's Commercial Land Inventory is included in the Florence Commercial and Industrial Land Uses, 1997 document. Based on noted zoning districts, this document is largely outdated. The Waterfront District has been further zoned to include the Old Town districts. See Pages 7-8. However, materials and attachments

within the CLI support residential use in the "Waterfront District," either outright or conditionally.

Exhibit VI.4 of the Housing Needs Analysis and Economic Opportunities Analysis shows a large surplus of commercial lands. Exhibit VI.6 (pg. 43) of the Housing Needs Analysis and Economic Opportunities Analysis shows a large surplus of residential lands.

a. How does the zone text amendment within the Old Town Zone affect the CLI?

It doesn't. The CLI is a part of the Comprehensive Plan and was applicable to the City policy choice of "designation." The designation of the property is Downtown and Shoreland Residential Development MU. The proposal does not change either designation.

The commercial land inventory (CLI) is a background source for the Comprehensive Plan and identifies land available for commercial development. The CLI was a factor in determining which lands would be designated for commercial. As such, the inventory relates to "designation" and not "zoning." The property is designated Downtown, which is not a commercial designation, per se. It is noted in the Comprehensive Plan as an "other." The proposal does not change the property's designation. Therefore, the CLI is not impacted.

While the text amendment allows exclusive residential development on the property, it does not mandate it. The property remains available for commercial and mixed-use development. The proposal allows residential use akin to that allowed in the Old Town B zone, which implements the same Downtown designation.

In addition, the proposed amendment does not remove the subject property from the CLI. The property remains available for all commercial uses listed in the Old Town A zoning district consistent with all other properties zoned Old Town A. Further, while the change allows single family residential development in Old Town A, such development is allowed only on parcels that were/are slated for residential development in the Shoreland Residential Development Management Unit. And finally, even if the inventory is impacted by the proposal, the change applies to roughly eight parcels, five of which are already **irrevocably** committed to single family residential use. Attachment M.

In summary, the proposal does not change the Comprehensive Plan designation of the property and does not remove any commercial land from the CLI. All existing commercial uses continue to be allowed by the Old Town A zoning district.

b. How does the Comp Plan (MU) amendment affect the CLI?

As discussed below, the amendment corrects the location of the boundary between the DE and SRD districts based on updated and corrected data. It is in everyone's best interest to use accurate data in land use planning. The result of the correction is to add SRD land to the City's inventory. The zone currently used to implement SRD on this property is Old Town, which allows additional commercial uses in a mixed-use fashion. Thus, arguably, the City's commercial land base, or at least Mixed Use land use base, is increased.

3. Chapter 2, Policy 7

Goal: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for those decisions and actions.

Policy 7: Residential development shall be discouraged in areas where such development would constitute a threat to the public health and welfare, or create

excessive public expense. The City continues to support mixed use development when care is taken such that residential living areas are located, to the greatest extent possible, away from areas subject to high concentrations of vehicular traffic, noise, odors, glare, or natural hazards.

The text amendment relating to the Old Town A zone reflects uses already allowed in the adjacent Old Town B zone. The City has already determined that Goal 7 hazards can be mitigated as they relate to residential use in this general Old Town area, which is why such uses are already allowed.

The city has already made the policy choice that the areas within the floodplain and within tsunami inundation zone are not excluded from the residential or commercial buildable land supply. To be included in those inventories, these lands must be available for residential and/or commercial development. Further, the city has already made the policy choice that these same area a available for mixed use development, which includes residential use. Thus, the question is not whether risks associated with residential use exist, but whether those uses can be or have been mitigated. No development is proposed in the floodway. Development within the floodplain is subject to special City requirements that minimize risk and damage. To minimize Tsunami risk, the City has developed several Tsunami plans. These plans and provisions will apply to development on the subject property, just as they do to adjacent residential and commercial developments.

The designation change from DE to SRD is based on the actual location of the estuary boundary and is requested to fix a mapping error. The current boundary appears to have been improperly located. Because the new boundary is based on factual elevation data, the risk of flooding and tsunami inundation does not increase as a result of the redesignation.

4. **Chapter 2, Land Use Policy 4**

Landowner requests for **Plan amendments** shall meet the following criteria in order for action to be initiated:

(a) Be based on new information that was either unavailable or overlooked at the time of Comprehensive Plan adoption;
(b) Include any changes necessary to maintain consistency with City, County, and regional goals, objectives, and functional plans; and
(c) Be of such a nature that action is required prior to the next scheduled major revision of the Plan.

This policy relates to Plan Amendments only. The applicant has identified an error in the location of the boundary between the DE and SRD MU designations. This information is either new or was overlooked at the time of Comprehensive Plan adoption. To carry out the intent of the Comprehensive Plan, accurate factual information must be applied. FCP Introduction, page 1. Accurate data is encouraged,

> *"Required inventory information that was not available during the development of this Plan shall be incorporated into this Plan as it becomes available ***." Page 3.*

To ensure consistency, the applicant has addressed applicable functional plans. The goals and objectives of the City, County and region are subsumed in these plans. Specifically, the applicant has addressed all applicable policies and applied for changes to zoning to ensure that zoning remains consistent with designation.

There is no "next scheduled major revision" of the Plan. Further, the FCP supports the right of a citizen to make amendments, "amendments to the Plan may be initiated by citizens, citizen groups, the Citizen Advisory Committee, the Planning Commission or the City Council." FCP, page 3. The site is deteriorating and remains a blight, and perhaps a danger, to the downtown area. Correction is necessary to allow prompt functional development that will immediately improve the downtown area.

5. TPR

The TPR is addressed in the attached document. Attachment N.

6. Comprehensive Plan Policies

A. Zone Text Change.

Staff has not identified, and the applicant cannot find reference to, any policies that are directly applicable to a text zone change that allows a use already allowed in other Old Town zones. As a general rule, the purpose of a Comprehensive Plan is to designate property. It is a broad planning document. Page 1. In this case, the property (and surrounding area) is designated Downtown. How that designation is implemented is determined by the zoning ordinance. The City has already determined that the Old Town zoning district properly implements the Downtown designation. FCP Page II-20 and FCP page 3. The City has already made the policy choice that the Downtown designation allows residential development. See 10-17A-2 and 10-17B-2. This policy choice is

implemented by the Old Town zone. The Old Town zone is divided into two areas: Area A and Area B. The Comprehensive Plan does not discuss these subzones. The applicant seeks a revision to the language to the Area A subzone to make it consistent with the Shorelands Residential Development MU and allow development on those MUs similar to what is allowed in Area B. The zone change recognizes that these properties should be allowed additional residential development options based on the MU designation.

Chapter 1: Citizen Involvement Policies:

Policies 1 through 8 are instructional to the City and are implemented through the City's land use process. Because the proposal is following adopted land use processes, the proposal is consistent with these policies.

Chapter 2: Land Use

General Policy 4 is addressed above.

Residential Policies. These policies generally apply to specific development. No specific development is proposed.

Residential Policy 7: Address above.

Residential Policy 9: The redesignation and change in zoning map allows upper level commercial living through the existing zoning district.

Commercial Policies:

> 10. Within the Old Town area, commercial redevelopment or infill shall encourage compatibility with the character of the surrounding area, including architectural characteristics, the unique physical nature of the Old Town area, and views of the Siuslaw River, and shall not adversely impact the development potential of adjoining properties.

The proposed change reflects actual conditions and makes commercial development more compatible by respecting the acknowledged residential nature of these and surrounding lots, as identified in the MU.

Industrial Policies: These policies relate to industrial lands. The property is not designated industrial.

Other Plan Designations:

Chapter 3 Agricultural Land and Chapter 4 Forest Lands are not applicable.

Chapter 5 Wetlands. There are no wetlands on the subject property. As such, none of the policies apply. Even if there were, would remain protected from development by wetland protections of the development code.

Chapter 5 Groundwater. These policies are instructional to the City. Further, the property is serviced by City water and sewer. As such, the groundwater policies are not applicable.

Chapter 5 RTESS: There are no inventoried TRESS sites on the property. As such, the RTESS policies do not apply.

Chapter 5 Native Vegetation. The site is cleared and developed with pavement, structures, gravel and a sea wall. No native vegetation exists. As such, the Native Vegeation policies do not apply.

Chapter 5 Mineral and Aggregate Resources. There are no inventoried mineral or aggregate resource sites on the subject property. As such, the Mineral and Aggregate Resources policies do not apply.

Chapter 5 Scenic Resources and Visual Quality. There are no inventoried scenic resources and visual qualify sites on the subject property. As such, the Scenic Resources and Visual Quality policies do not apply.

Chapter 5 Historic Resources. There are no inventoried historic resources on the subject property. As such, the Historic Resources policies do not apply.

Chapter 6 Air, Water and Land Quality. This chapter relates to control of waste and processing of discharge. Policies 1, 6, 7, 8, 9, 10, 12 and 13 are instructional to the City and/or County. The site is incorporated into the City limits and served by City water and sanitary sewer. There are no sewage discharges on site. The property is not a dunal land form. Site Construction procedures, when development occurs, are managed through the building permit process and zoning Code. The proposed amendments will continue to be subject to City site construction procedures.

Chapter 7 Development Hazards and Constraints.

> *General Policy 1: The City shall restrict or prohibit development in known areas of natural hazard or disaster in order to minimize risk to citizens, reduce the hazard of loss of life and economic investments, the costs of expensive protection works, and public and private expenditures for disaster relief.*

Based on designation and uses permitted in the applicable zoning district, the City has already made the policy determination that development is allowed in the Old Town area. As such, the city has already determined that this area is not an area of natural hazard or disaster. The change in the DE boundary is based on elevation data that correctly identifies the estuary boundary. Correcting the boundary does not increase hazards as the new line accurately reflects on site conditions.

The subject property is not in the floodway. The subject property is within the floodplain, as are many surrounding properties. Development of the property will require compliance with building permit requirements that ensure safety. The subject property is within the Tsunami Inundation zone. The City and State have developed an early warning system and evacuation route that minimizes risks.

General Policy 2, Policy 3 and Policy 4. These policies relate to development. No development is proposed. These policies are implemented by the zoning ordinance and the building code at the time of development.

General Policy 5 is instructional to the City.

Tsunami and Earthquake Policies are instructional to the City. The implementation of those policies are the basis for safe development in the Downtown zone.

Policies Related to Reducing Development Risk in **High Tsunami Risk** Areas

> Policy 1: Prohibit comprehensive plan or zone map amendments that would result in increased residential densities or more intensive uses in tsunami hazard areas unless adequate mitigation is implemented. Mitigation measures should focus on life safety and tsunami resistant structure design and construction.

The proposal corrects a mistake and does not increase residential density, as residential units are already allowed. Further, the area is subject to the same life safety requirements as other residential development in the area.

A zoning map amendment is not proposed. A comprehensive plan map amendment is not proposed. The amendment is to the MU map to reflect accurate data. The Downtown designation already allows residential densities and intensive uses.

Chapter 8: Parks Recreation and Open Space. The property is not inventoried as parks or open space. The Policies do not apply.

Chapter 9: Economic Development.

Most policies are instructional to the City and thus not directly applicable. However, of note is City Infrastructure & Reuglations Policy 3,

> *"The City should consider changes to its development codes to allow for a wider range of commercial uses within industrial zones and allow multi-family housing within commercial and industrial zones."*

The Old Town zone is a quasi-commercial zone. The proposed zone change allows for a wider range of multi-family housing. Further, the proposal does not limit allowed commercial uses allowed on the property. The proposal broadens the uses allowed without taking any uses away.

Chapter 10: Housing

Policy 7. Periodically review development code regulations and the zoning map to ensure they encourage a variety of housing types, such as accessory dwelling units, tiny houses, big houses, senior housing, manufactured homes, etc.

The proposal corrects errors and consistencies. However, the result is to allow a broader range of housing types consistent with the Mixed Use zone and Residential MU.

Chapter 11: Utilities, Facilities and Services. City facilities are available to the site. These policies are not applicable.

Chapter 12: Transportation.

Transportation is addressed in Exhibit N.

Chapter 13: Energy Facilities and Conservation

All necessary facilities are available to the site, which is located in a developed area. As such, development of this site conserves energy. No policy is directly applicable.

Chapter 14: Urbanization

The property is already annexed and urbanized. These policies do not apply.

Chapter 15 Willamette River. No applicable.

Chapter 16 Siuslaw River Estuarine Resources

The subject property is partially within Development Estuary F1. It is clear from mapping and the language of the Comprehensive Plan and CRMP that the Estuary resources district are to be applied to the Estuary and not dry land with no estuarine characteristics. This is consistent with the definition of "Estuary" in the Comprehensive Plan,

> *"ESTUARY. The portion of the Siuslaw River that is semi-enclosed by land, connected with the open ocean, and within which salt water is usually diluted by freshwater derived from the land. The estuary includes: (a) estuarine water; (b) tidelands; (c) tidal marshes; and (d) submerged lands. The Siuslaw River's estuary extends upstream to the head of tidewater."*

Properties in this are an anomaly. The inconsistency likely results from changes in character since 1978, when the original inventory was complete. Regardless, the mistake is apparent. The site has been dry land throughout recent history. Thankfully, the Comprehensive Plan supports amendments to its inventory where errors have occurred.

> *"In addition, the City will continue to seek grant funds to update the coastal resources inventory within the Florence UGB. In the interim, this Plan provides a process for incrementally updating the inventories as new inventory information becomes available through the permitting process."*

Lane County Coastal Resources Management Plan need not be amended, as it is a county document. While it contains underlying information that was upon for the Comprehensive Plan, the Plan provides for refinements and corrections of itself, and data relied upon, based on new information. See Policy 1. In this instance, the CRMP functions as a working paper, not as the final City document. Policy 2 relates to the UGB over which Lane County has some coordinated control. The property is not within the UGB, and thus Policy 2 is not applicable here.

Chapter 16 notes that the shorelands in the DE F area are committed to urban uses. Pg XVI-16. Further, the residential nature of the F1 MU is noted.

> *Management Unit F1 (Bay Bridge Marina), from the eastern boundary of MU #2 to the western boundary of Tax Lot 7900, T18R12WS34-12, near Kingwood Street. The channel is nearer the opposite shore in this unit. Existing development consists of a private marina which requires dredging. At the time of the 1978 inventory, there was a small area of tidal marsh, a small mud clam bed and a small area of eelgrass near the Ivy Street pump station. The substrate is primarily sand. Moorage facilities for recreational boats were considered appropriate in*

this area. Commercial or industrial uses were not considered appropriate, due to the proximity to residential development.

The proposal corrects a mapping error but does not otherwise impact DE uses allowed within the estuary. As such, the proposal does not conflict with any policy.

Policy 16 and Policy 17 are not applicable.

Policy 18: Development Estuary MU. The proposal does not change the MU of the property or limit/expand uses allowed. It is obvious from the language of Policy 18 that this MU is to be applied to the estuary, and not to dry land. The proposal is a correction to the Boundary of the MU based on accurate data. Policy 18 is not affected.

Chapter 17 Coastal Shorelands

<u>MU Boundary Amendment:</u>

The subject property is partially within Residential Development 3. Shorelands are lands along the shore. Shoreline is defined as,

SHORELINE. The boundary line between a body of water and the land, measured on tidal waters at mean higher high water, and on non-tidal waterways at the ordinary high water mark.

It is clear from the language of the Coastal Shorelands chapter that the Coastal Shorelands overlays are to be applied to shorelands, which are lands landward of the shoreline. See Objective 1, which clarifies that shorelands border the estuary.

The shoreline along the subject property is shown here, based on ____.

Properties in this area are an anomaly. The inconsistency likely results from changes in character since 1978, when the original inventory was complete. Regardless, the mistake is apparent. The site has been dry land throughout recent history. Thankfully, the Comprehensive Plan supports amendments to its inventory where errors have occurred.

> *"In addition, the City will continue to seek grant funds to update the coastal resources inventory within the Florence UGB. In the interim, this Plan provides a process for incrementally updating the inventories as new inventory information becomes available through the permitting process."*

Lane County Coastal Resources Management Plan need not be amended, as it is a county document. While it contains underlying information that was upon for the Comprehensive Plan, the Plan provides for refinements and corrections of itself, and data relied upon, based on new information. See Policy 1. In this instance, the CRMP functions as a working paper, not as the final City document. Policy 2 relates to the UGB over which Lane County has some coordinated control. The property is not within the UGB, and thus Policy 2 is not applicable here.

The proposal corrects a mapping error but does not otherwise impact DE uses allowed within the estuary. As such, the proposal does not conflict with any policy and result in a document that can accurately guide the city based on sound and accurate data.

Zone Test Amendment.

The zoning test amendment is supported by the Comprehensive Plan. The property is subject to the Residential Development 3.2 Bay Bridge MU, which is discussed beginning on page XVII-12. The property is not in the Mixed Development MU, as zoning suggests.

> *"This designation, within the city limits of Florence, recognizes that there are certain shoreline areas which have been committed to residential use by their development patterns over many years. The underlying assumption of this MU is that the residential character should remain undisturbed. Preservation and enhancement of riparian vegetation is a necessity along the estuary and coastal lakes, regardless of any development."*

Specifically, this management unit recognizes the area should continue in residential use,

"Management Unit 3.2 (Bay Bridge): The inland extent of the area includes that area south of the following boundary: starting at Rhododendron Drive east to the point where Greenwood Street would cross Rhododendron Drive (east boundary of city property); then south to First Street; and east along First Street to the west ern edge of the Ivy Street pump station; then southwest to Bay Street; then south east to Kingwood Street. This MU is mostly developed in residential uses, includ ing Bay Bridge Condominiums. Public access is available at Kingwood, Juniper, and Ivy Streets. Some of the rights-of-way in this area have not been developed. The terrain is low and accessible to the river. Water and sewer services are availa ble. Although the estuary adjacent to this unit is designated Development and there is an existing marina that is not in operation at present, the shoreland area is already committed to residential use. Commercial water-dependent and water related uses will be permitted but it is expected that the area will remain primarily residential."

The current prohibition against single family and multiple family in the Old Town A zone is inconsistent with the Residential MU and the finding within. The minor text amendment corrects the inconsistency only for parcels in the Old Town Area that are designated Residential MU. This minor change in zoning language allows the site to be consistent with the Residential MU and consistent with the Downtown designation by allowing uses already allowed in the Old Town B zone.

Chapter 18: Beaches and Dunes. The property is not within this area. No policies apply

24-046
Bay Street Condo

Legend:

Subject Properties
(Lots 8100 and 8000)

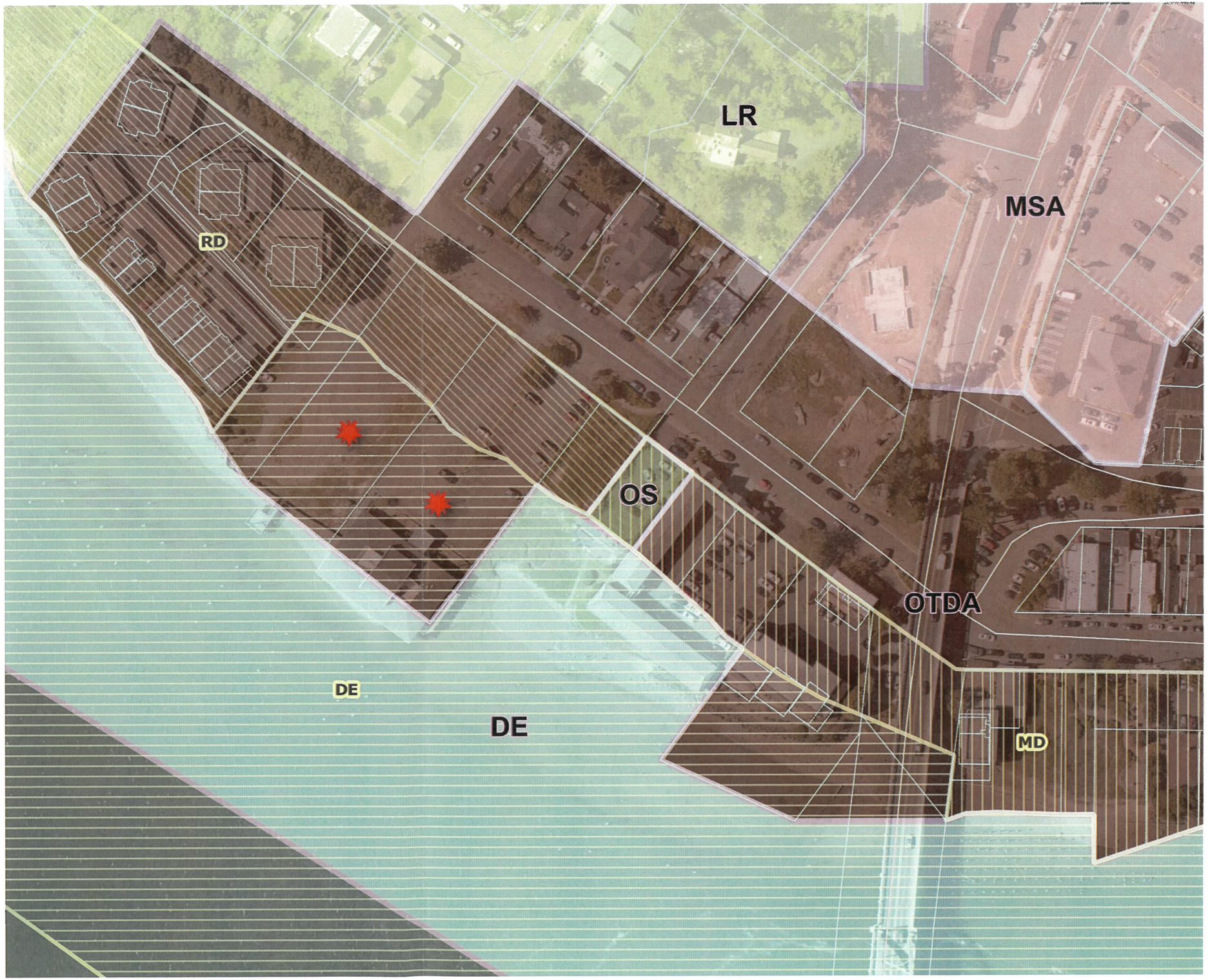
City Zoning Districts

- LR - Residential, Low Density
- MSA - Commercial, Mainstreet Area A
- OTDA - Mixed Use, Old Town Area A
- OS - Open Space
- DE - Estuaries, Development Estuary

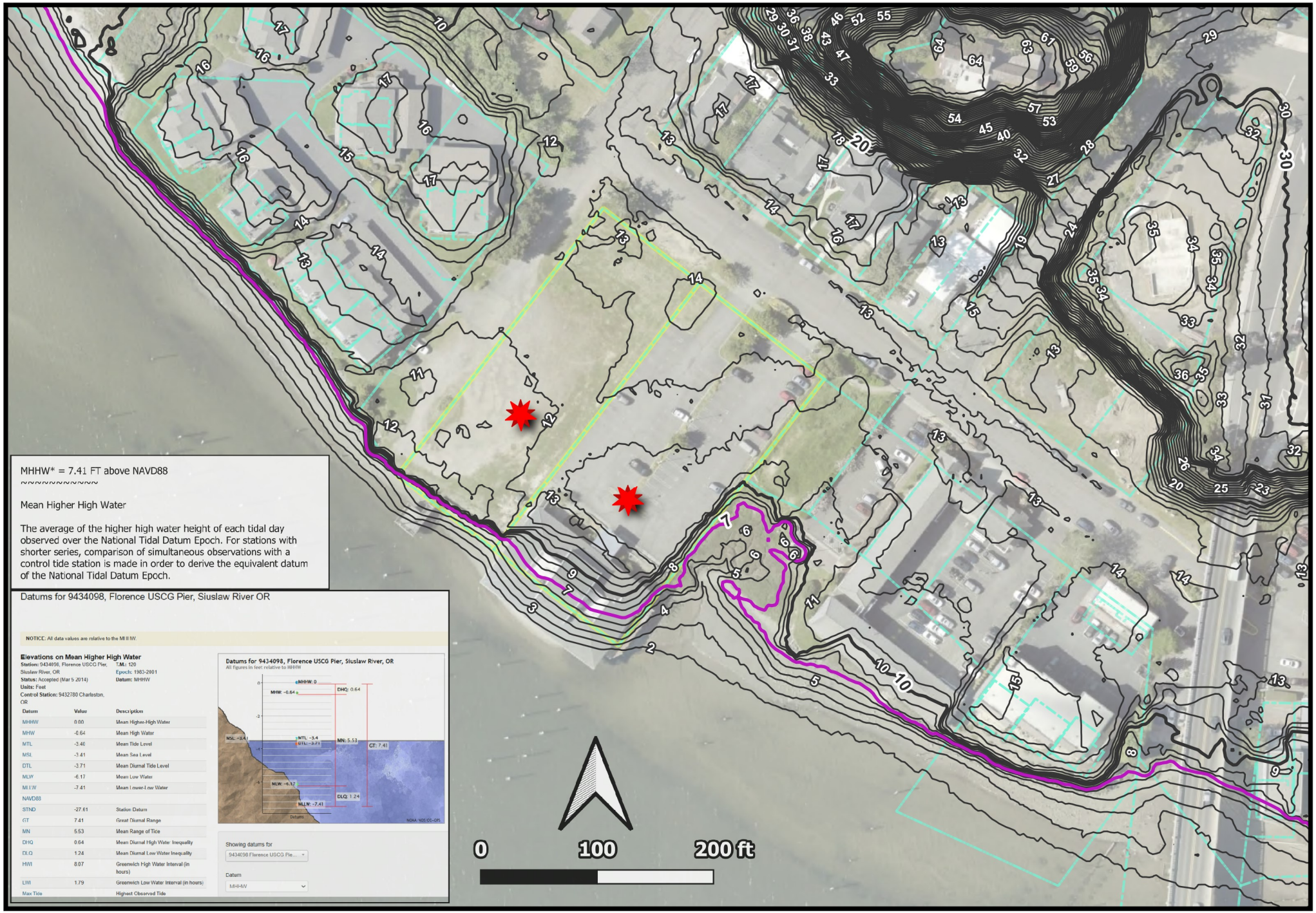
Map 17-1: Esturary & Coastal Shoreland Management Units (MU)

- DE - (MU) Development Estuary
- RD = (MU) Shoreland Residential Development
- MD - (MU) Shoreland Mixed Development

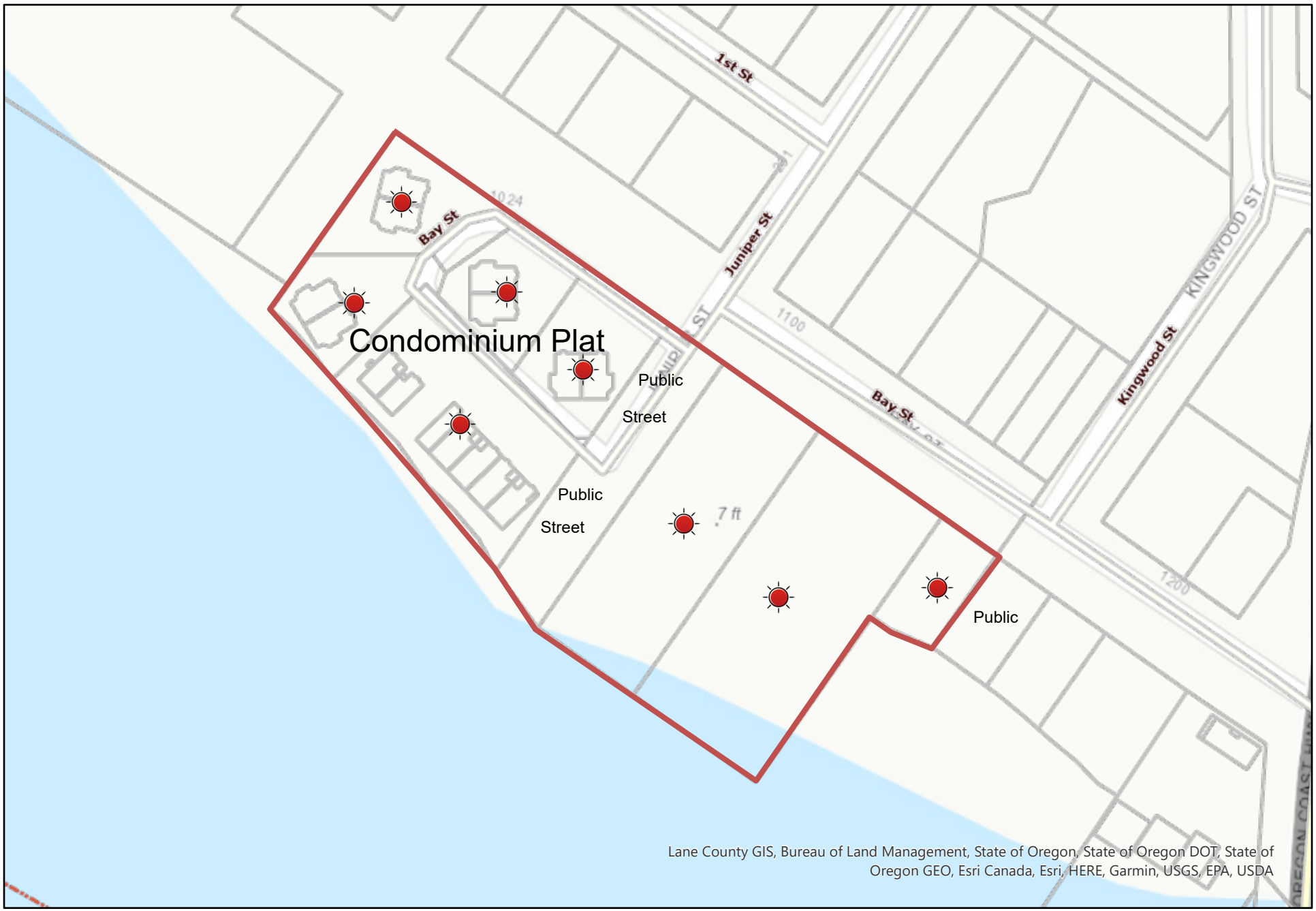
0 100 200 ft



Map compiled from record data, Lane County GIS, RLID, and DOGAMI.



24-046_BaySt_SiteMap-02_20241104 Map compiled from record data, Lane County GIS. This is not a survey. 2024-11-04



N

0 80 160 320 Feet

Area impacted by new language

Lane County, Oregon

TRAFFIC IMPACT ANALYSIS

1150 BAY STREET

TRANSPORTATION PLANNING RULE ANALYSIS

FLORENCE, OREGON

October 24, 2024

160 Madison Street, Suite A
Eugene, Oregon 97402
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SANDOW ENGINEERING

EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis and findings prepared for the proposed zone change of a portion of the site located at 1150 Bay Street in Florence, Oregon. The subject site is located at Assessor's Map 18-12-34-12 of Tax Lots 8000 and 8100. The 1.06-acre site is currently split zoned with approximately 0.80 acres zoned Old Town Area A and approximately 0.80 acres zoned Development Estuary. The applicant is proposing to rezone the portion of the site zoned Development Estuary to Old Town Area A.

As the applicant is proposing a zone change and Comprehensive Plan amendment, the analysis needs to demonstrate compliance with the Transportation Planning Rule (TPR). The Transportation Planning Rule (TPR), Statewide Planning Rule Goal 12, OAR 660-12-0060 (1), requires that zone changes show that they have “no significant effect” on the surrounding transportation facilities. The evaluation includes an analysis to show consistency with the TPR.

The analysis evaluates the transportation impacts as per the City of Florence and ODOT criteria. Focusing on the intersection operational impacts from the proposed zone change to demonstrate consistency with the City’s Transportation System Pan.

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

FINDINGS

- All studied intersections operate within the mobility standards with and without the development traffic from the zone change.
- The addition of development traffic does not substantially increase queuing conditions.
- There is no off-site mitigation needed for this development.

CONTENTS

LIST OF APPENDICES

1.0 BACKGROUND

1.1 SITE INFORMATION

The site is located at 1150 Bay Street in Florence, Oregon. The subject site is located at Assessor's Map 18-12-34-12 of Tax Lots 8000 and 8100. The 1.06-acre site is currently split zoned with approximately 0.80 acres zoned Old Town Area A and approximately 0.80 acres zoned Development Estuary. Appendix A contains the site information.

Tax Lot 8000 contains a vacant restaurant and a public parking lot. Tax Lot 8100 is currently vacant.

1.2 DEVELOPMENT PROPOSAL

The applicant is proposing to rezone the portion of the site that is currently zoned Development Estuary to Old Town Area A.

1.3 ANALYSIS SCOPE

The traffic study is performed in accordance with the City of Florence and ODOT standards and criteria as outlined in ODOT's Analysis Procedures Manual.

The basis of the analysis is to evaluate the effects of the zone change on the surrounding system according to the Transportation Planning Rule (TPR), Statewide Planning Rule Goal 12, OAR 660-12-0060 (1). TPR evaluation requires that the impact of a reasonable worst-case development scenario allowed within the proposed zoning be evaluated. The impacts are required to be evaluated at the end of the City's Transportation System Plan planning horizon.

A turning movement/intersection analysis was performed for the adjacent intersections that are anticipated to have 25 or more additional trips. Intersections included in the study are:

- Bay Street at Kingwood Street
- Bay Street at Laurel Street
- Kingwood Street at Old Town Way
- Highway 101 at Old Town Way
- Kingwood Street at 2nd Street
- Highway 101 at 2nd Street

In summary, this analysis includes:

- Evaluation of weekday PM Peak Hour
- Analysis Years
    - Year 2024, Existing Conditions
    - Year 2043, TSP planning horizon
- Analysis Items:
    - Level of Service

- Volume to Capacity
- Queuing
- Crash Analysis

2.0 EXISTING ROADWAY CONDITIONS

2.1 STREET NETWORK

Streets included within the study area are Highway 101, Bay Street, Kingwood Street, Old Town Way, and 2nd Street. The roadway characteristics within the study area are included in Table 1. Figure 1 provides a map of the site location and study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Hwy 101	Bay Street	Kingwood Street	Old Town Way	2nd Street
Jurisdiction	ODOT	City	Collector	City	City
Functional Classification	Statewide	Collector/ Local	Collector	Local	Local
Lanes per Direction	2	1	1	1	1
Center Left Turn lane	Yes	None	None	None	None
Restrictions in the Median	Ped Islands	None	None	None	None
Bikes Lanes Present	Yes	None	None	None	None
Sidewalks Present	Yes	Yes	Yes	Yes	Yes
Transit Route	Yes	Yes	Yes	None	None
On-Street Parking	None	Yes	Yes	None	Yes

2.2 STUDY AREA INTERSECTIONS

The following describes the study area intersections. Figure 2 provides an illustration of the intersection lane configuration and control.

Bay Street at Kingwood Street: This is a stop-controlled T-intersection with the stop sign on the Kingwood Street approach. All approaches have one lane in each direction. There are no marked crosswalks on any approach.

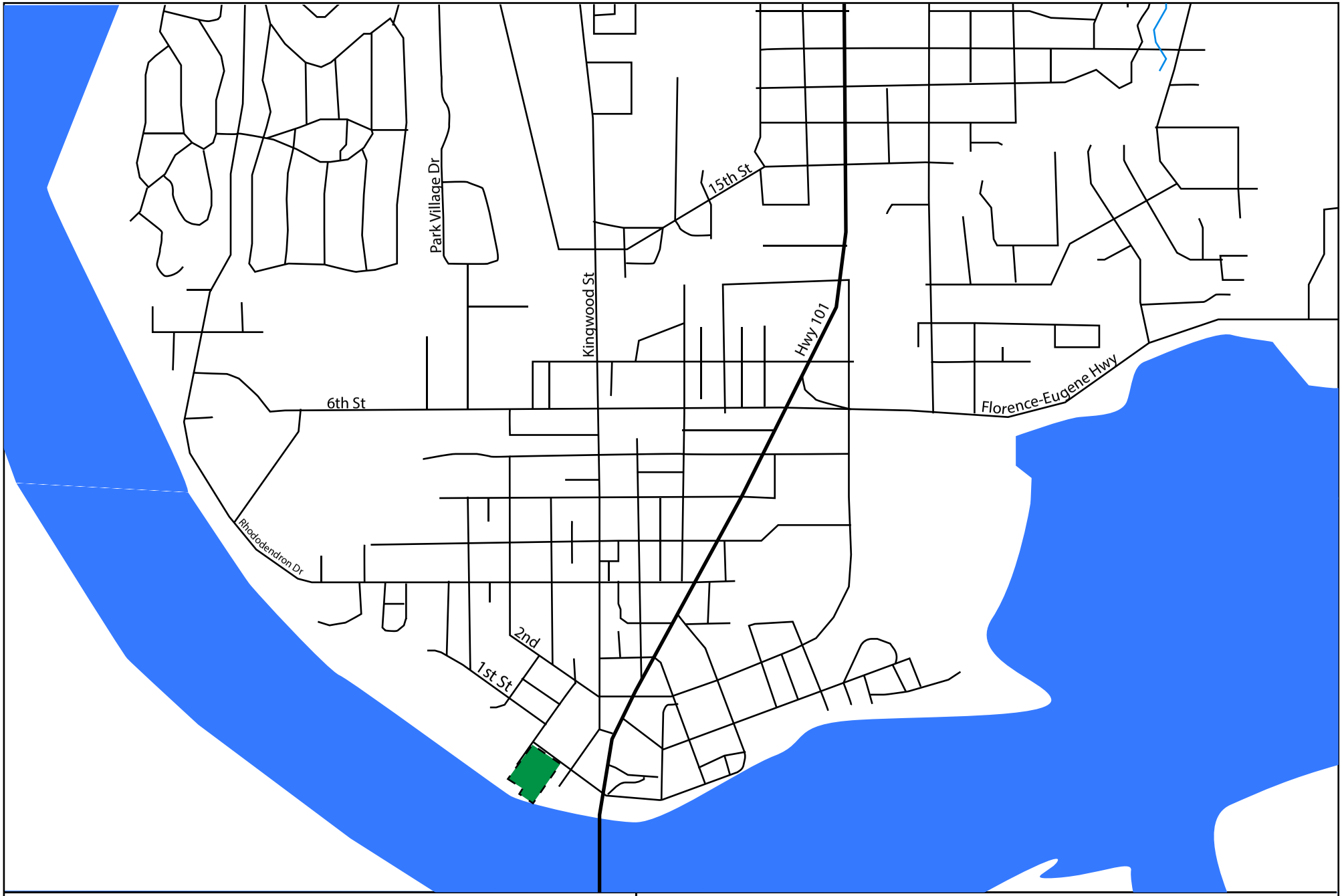
Bay Street at Laurel Street: This is an all-way stop-controlled T-intersection. All approaches have one lane in each direction. There are marked crosswalks on all approaches.

Kingwood Street at Old Town Way: This is a stop-controlled T-intersection with stop signs on the northbound and southbound Kingwood St approaches. All approaches have one lane in each direction. There are no marked crosswalks on any of the approaches.

Old Town Way at Highway 101: This is a stop-controlled T-intersection with the stop sign on the Old Town Way approach. There is a pedestrian island and crosswalk across Highway 101 on the north side of the intersection. Highway 101 has two through lanes and a center left turn lane. Old Town Way is one lane.

Kingwood Street at 2nd Street: This is a 4-legged stop-controlled intersection with the stop control on the 2nd Street approaches. There is one lane in each direction. There are no marked crosswalks on any of the approaches.

Highway 101 at 2nd Street: This is a 4-legged stop-controlled intersection with the stop control on the 2nd Street approaches. Highway 101 has two lanes in each direction with a center left turn lane. There is a pedestrian island and a marked crosswalk across Highway 101 on the south side of the intersection. 2nd Street is one lane only for the eastbound approach, and there is a separate left turn pocket on the westbound approach.



Bay St, Florence, OR

Figure 1: Site Location and Vicinity Map

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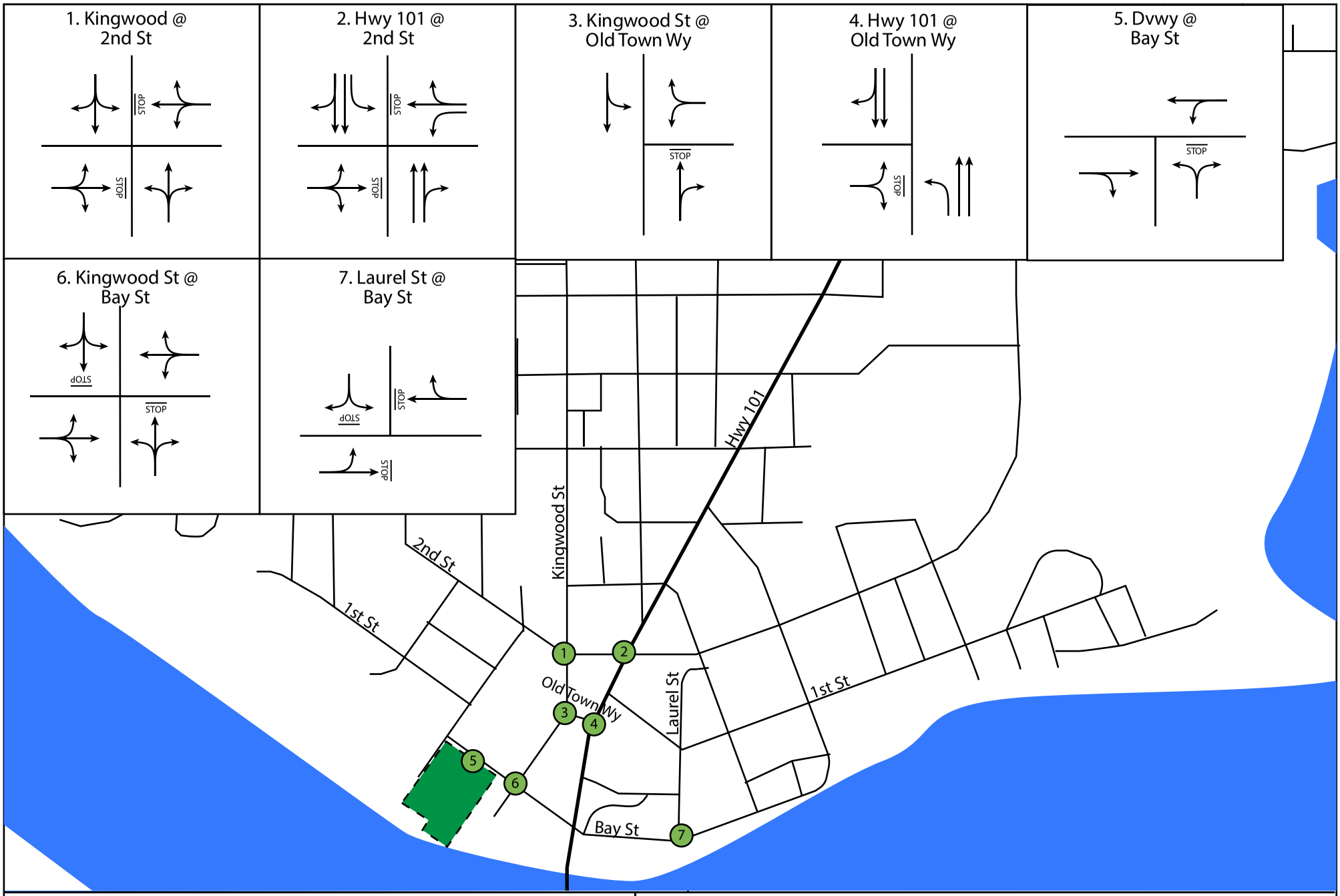

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Figure 2: Lane Configuration and Intersection Control

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3.0 CRASH ANALYSIS

A crash estimation was performed for the study area intersections. The analysis investigates crash data available for the most recent 5 years, 1/1/2018-12/31/2022, to determine the crash rate in crashes per million entering vehicles and the type of crashes that occurred. The crash rate is compared to the calculated critical crash rate following the HSM Methodology. The crash data is provided by ODOT and is in Appendix B. Crash rates are provided in Table 2. Table 3 summarizes the crash data.

TABLE 2: INTERSECTION CRASH RATES

Location	Intersection Type	Number of Crashes	AADT	MEV	Crash Rate	Critical Crash Rate	
Hwy 101 at 2nd Street	Stop	2	16,220	29.60	0.07	0.19	Under
Hwy 101 at Old Town	Stop	5	17,210	31.41	0.16	0.19	Under
Kingwood at 2nd Street	Stop	0	2,590	4.73	0	0	-
Kingwood at Old Town	Stop	0	3,420	6.24	0	0	-
Kingwood at Bay Street	Stop	0	3,020	5.51	0	0	-
Bay Street at Laurel Street	Stop	0	2,990	5.46	0	0	-

TABLE 3: INTERSECTION CRASH PATTERNS

Location	Number of Crashes	Types of Crashes					
		Head	Rear	Side	Turn	Other	Pedestrian/ Bike
Hwy 101 at 2nd Street	2	0	0	0	2	0	0
Hwy 101 at Old Town	5	0	0	0	4	1	0

As illustrated within Table 2, the critical crash rates are not exceeded. Therefore, there is no mitigation required to address crash patterns.

4.0 SITE TRIP GENERATION AND DISTRIBUTION

4.1 TPR WORST CASE TRIP GENERATION

To be consistent with TPR findings, the analysis is required to evaluate a reasonable “worst-case” development scenario for the existing and the proposed land use. The evaluation is to show consistency with the City of Florence’s Transportation System Plan. Therefore, the evaluation is to be prepared for the PM peak hour. The site’s PM peak hour trips are estimated as described in the following.

Existing Zoning

The existing zoning of approximately 0.80 of the site is Development Estuary. As per Florence City Code 10-19, uses allowed within this zone are water-dependent uses such as docks/marinas, boat manufacturing, and fish processing and sales.

The ITE Trip Generation Manual is used to estimate the weekday PM peak hour trips. The worst-case development potential for this site could be one of the following scenarios:

- Dock/Marina: The 0.80-acre area would be used for parking for a marina/dock. It is estimated that this development scenario could have up to 36 parking spaces for boat trailers and a dock with approximately 56 boat spaces.
- Fish processing or Boat Building: Both of these uses would fall under the ITE Land Use category 140- Manufacturing. Given parking, loading areas, and landscaping, the building's square footage would be estimated at 20,000 sf.

Table 4 provides the weekday PM peak hour trip estimates for a reasonable worst-case development for the existing zoning.

TABLE 4: TRIP GENERATION- EXITING ZONING

Development Potential	ITE Code	Size	Trip Rate	PM Trips
Dock/Marina	420- Marina	56 boat spaces	0.07	4
Fish Processing or Boat Manufacturing	140- Manufacturing	20 ksf	0.74	15

The reasonable works case development scenario for the existing zoning is estimated to generate approximately 15 PM peak hour trips.

Proposed Zoning

The proposed zoning is Old Town Area A. As per Chapter 10-17, allowed uses are retail stores, restaurants, and offices on the ground floor, with residential units on the upper floor. This zoning allows for a maximum of 2 stories and a total lot coverage of 90%. Given parking, landscaping, and pedestrian walkways, the reasonable worst-case development potential would likely include:

- Ground floor at 18,000 sf, including 8,000 of retail and 10 residential units. The retail would likely be a 3,000 sf restaurant and 5,000 sf of retail. There could be office use in the retail. However, office has a lower trip rate. Therefore, the restaurant and retail use were determined to be the reasonable worst-case scenario development scenario.
- Second floor residential at 20 units.

Table 5 provides the reasonable worst-case trip generation for the weekday PM peak hour for the proposed zoning.

TABLE 5: TRIP GENERATION- PROPOSED ZONING

ITE Code	Size	Trip Rate	PM Trips	In	Out
220- Multi-Family Low Rise	30 units	T=(x)0.43+20.55	33	21 (63%)	12 (37%)
930- Fast Casual Restaurant	3 ksf	12.55	38	21 (55%)	17 (45%)
822- Retail Under 40 ksf	5 ksf	Ln(T)=0.71ln(x)+2.72	48	24 (50%)	24 (50%)
		Total	**119**	**66**	**53**

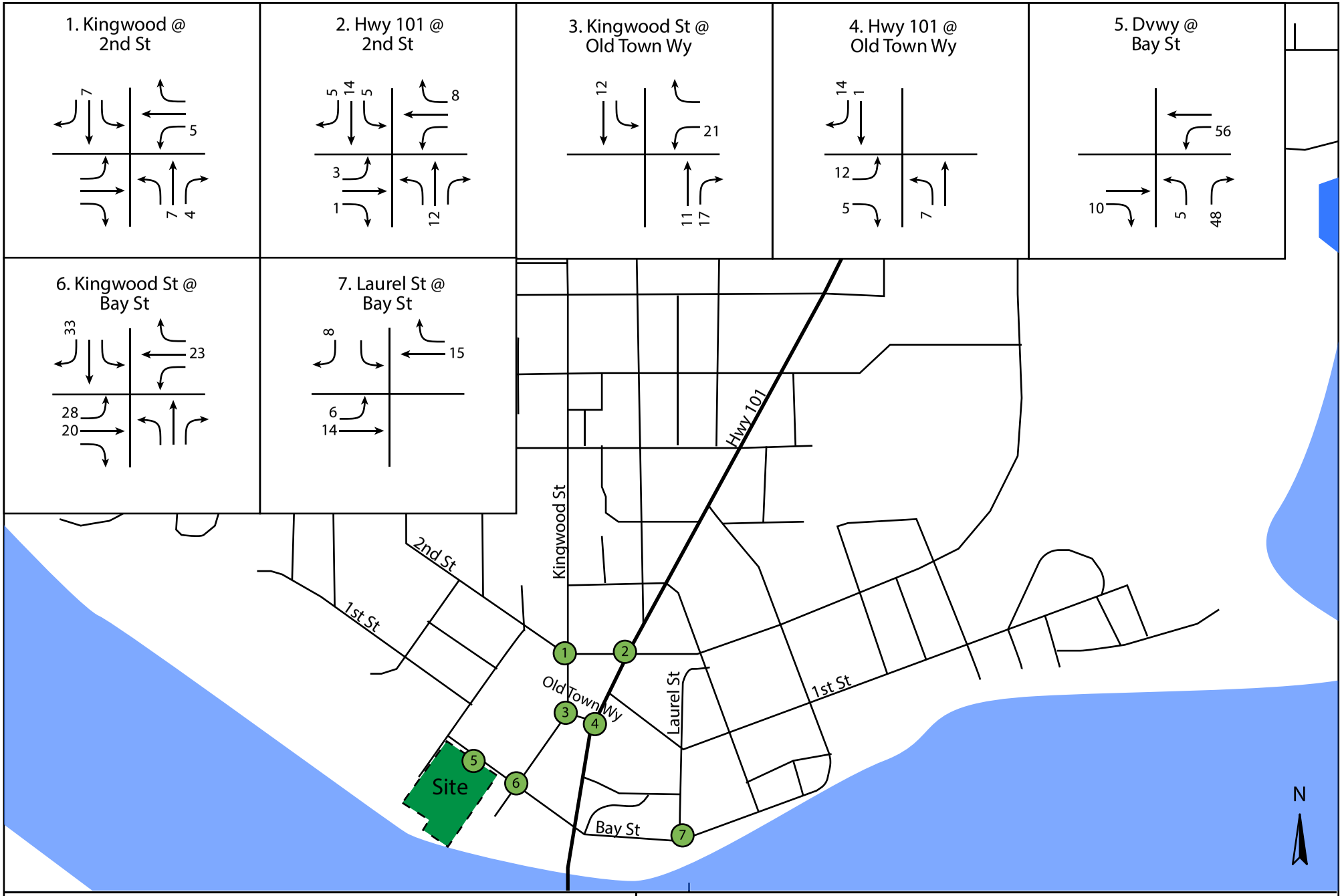
As demonstrated in Table 5, the reasonable worst-case development scenario for the proposed zoning is estimated to generate 119 PM peak hour trips. As the proposed zoning will generate more trips than the existing zoning, an analysis of the effects on the adjacent system is warranted.

4.2 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. The trips are distributed through the study area based on those existing travel patterns as described below:

- 10% to/from the west
- 12% from the north on Kingwood
- 40% to the north using Highway 101
- 11% from the south on Highway 101
- 36% to the east using Bay Street

The traffic volumes were distributed within the study area according to the percentages above and are illustrated in Figure 3.



Bay St, Florence, OR

Figure 3: PM Development Trip Distribution

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5.0 BACKGROUND TRAFFIC VOLUMES

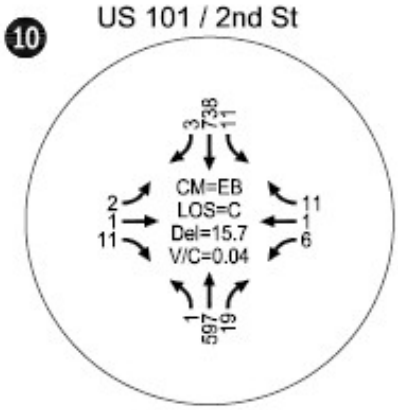
5.1 INTERSECTION COUNTS

Recent turning movement counts were collected at the study area intersections on October 1, 2024. The counts were taken from 4:00-6:00 PM on a typical weekday. The global peak hour occurs from 4:00-5:00 PM. Appendix C contains traffic counts.

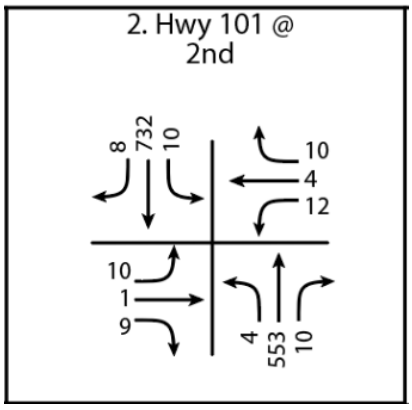
5.2 SEASONAL ADJUSTMENT

The application of seasonal adjustment factors account for the fact that through volumes along State Highways fluctuate from month to month due to changes in recreational behavior, etc. The design hour traffic volumes are adjusted to reflect traffic conditions on roadways during the peak month of the year using a seasonal adjustment factor.

The counts were taken on October 1st. Therefore, the seasonal fluctuation in traffic was considered for this location. The seasonal adjustment was determined using the methodology outlined by ODOT's *ANALYSIS PROCEDURES MANUAL (APM)*. The seasonal adjustment considers the "coastal destination" trend, as described within ODOT's *2024 SEASONAL TREND TABLE*. The seasonal adjustment factor for this category is 1.246. The seasonally adjusted volumes used in this analysis were verified against the City's Transportation System Plan base volumes to ensure accuracy. The comparison is illustrated below. As demonstrated, the new tariff volumes are comparable. Therefore, the new traffic counts are deemed to be adequate for this analysis. The seasonal adjustment calculation is included in Appendix C.



TSP Base Volumes



2024 Seasonally Adjusted New Traffic Volumes

5.3 FUTURE YEAR BACKGROUND VOLUMES

The 20-year planning horizon year is 2043. 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 Florence's Transportation System Plan. The base year 2021 and future year 2043 traffic volumes in the TSP for intersections within the area were compared, and it was determined that an average growth rate of 1.0% per year is anticipated for the area. Therefore, the 1.0% growth rate was applied to the based counts to determine future year volumes.

5.4 FINAL TRAFFIC VOLUMES

The existing traffic volumes were adjusted according to the methodology described above. Appendix C provides the traffic volume calculations. The development trips are added to the background traffic to volume to represent the build conditions. Figure 4 illustrates the year 2024 peak hour background traffic volumes. Figure 5 illustrates the year 2043 PM peak hour background volumes. Figure 6 illustrates the year 2043 PM peak hour volumes with the zone change trips.

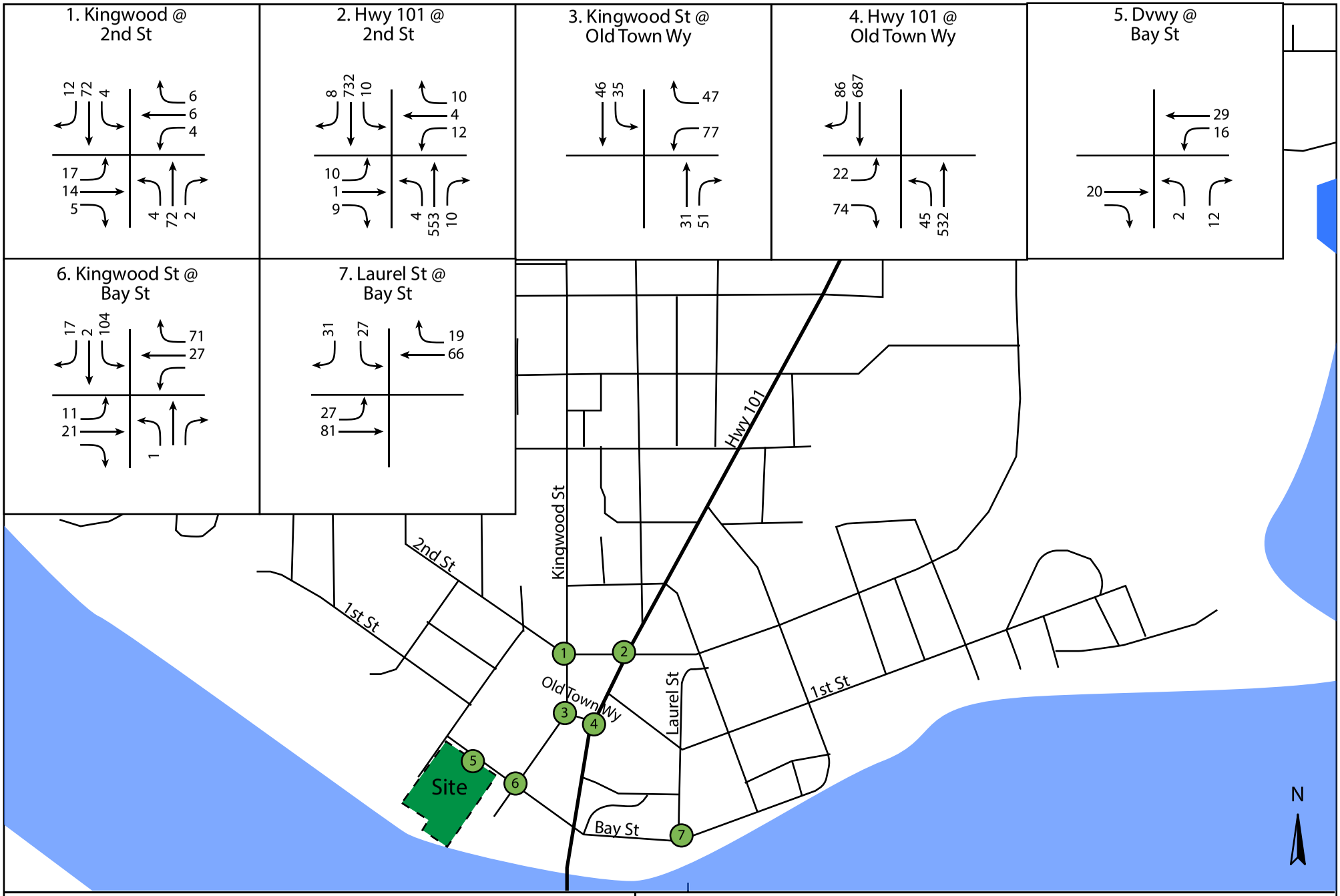


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Figure 4: Year 2024 PM Background Traffic Volumes

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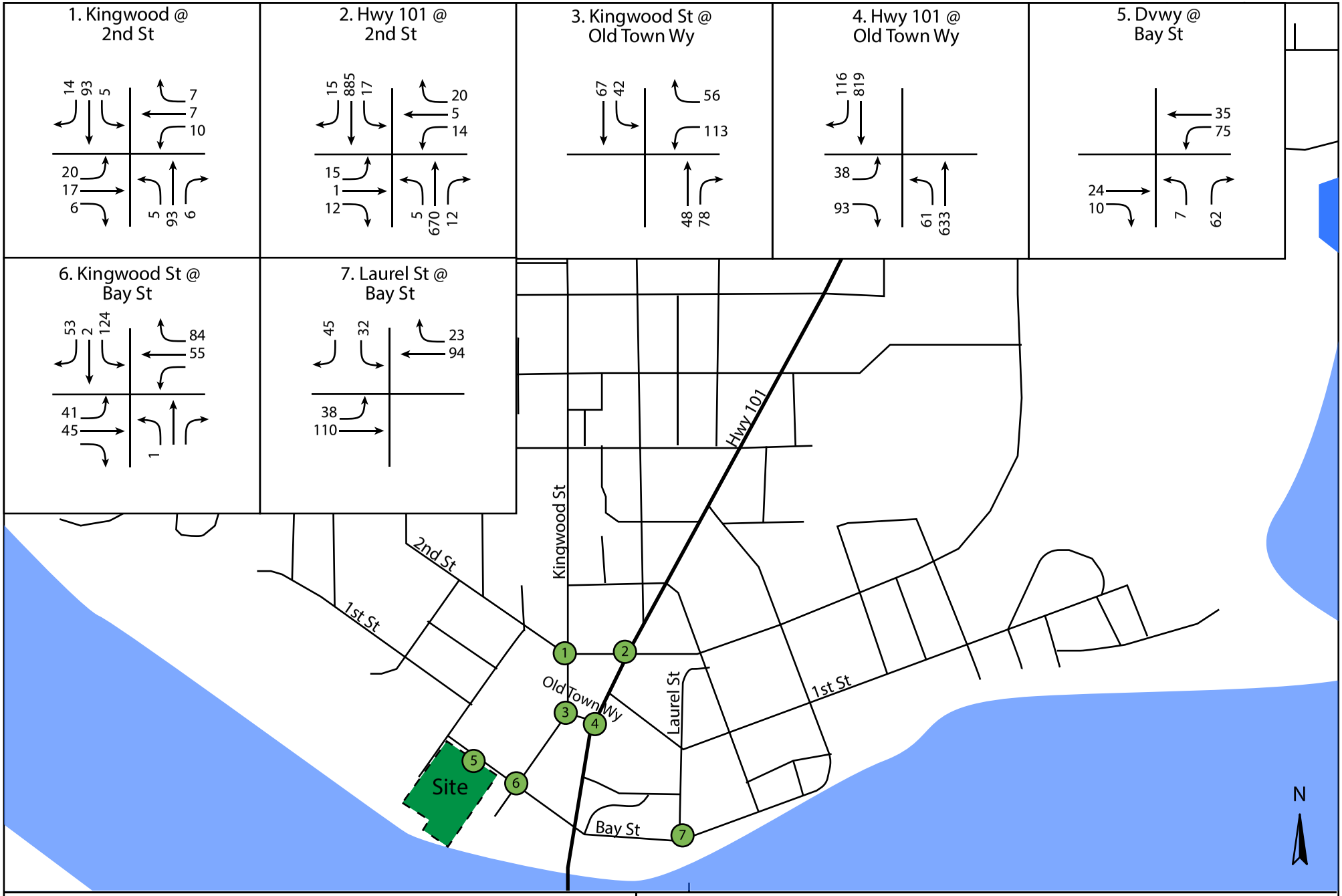

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Figure 6: Year 2043 PM Traffic Volumes with Zone Change

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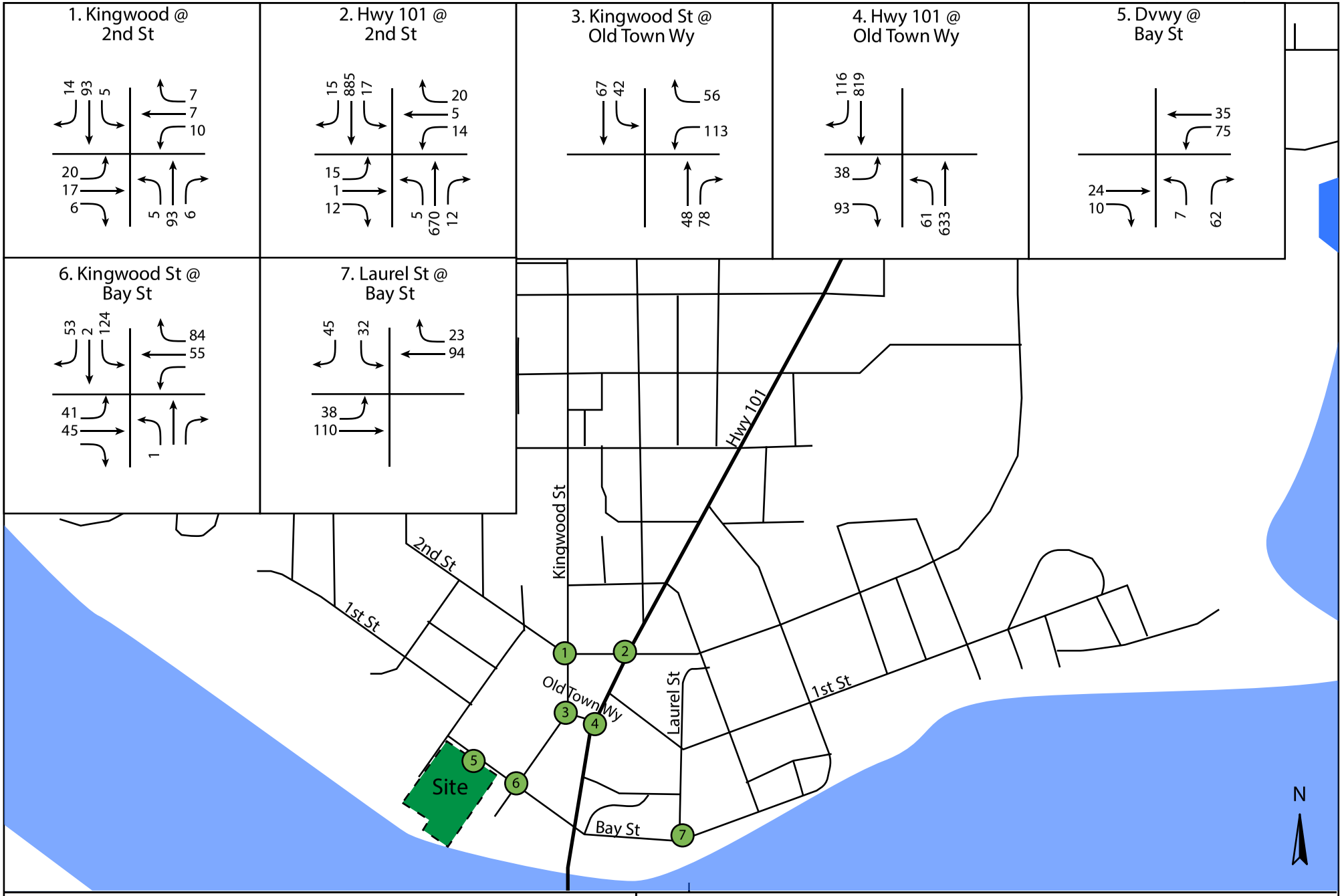

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Figure 6: Year 2043 PM Traffic Volumes with Zone Change

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6.0 INTERSECTION ANALYSIS

6.1 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 describes the capability of an intersection to meet volume demand based on 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 *1999 Oregon Highway Plan*. V/C thresholds are defined based on roadway classification and speed. Highway 101 is a Statewide Highway and a Freight Route with a posted speed of 30 mph. The unsignalized intersections have a v/c threshold of 0.85 for the Highway 101 approaches and 0.95 for the stop-controlled approaches.

LOS is a measure of performance for intersections in this analysis 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 is provided in Table 6.

The City of Florence uses LOS for intersections within their jurisdiction. The standard for intersections is LOS D.

TABLE 6: 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

6.2 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Years 2024 and 2043 conditions during the PM peak hours. The intersection evaluation was performed using Synchro 10 following the HCM 6 critical movement methodology outlined in ODOT's analysis procedures manual. The results are shown in Table 7. The SYNCHRO outputs are provided in Appendix D.

TABLE 7: INTERSECTION PERFORMANCE: WEEKDAY PM PEAK HOUR

Intersection	Mobility Standard v/c	2024 Background	2043 Background	2043 Build
PM Peak Hour				
Highway 101 at 2nd Street	0.85	0.10	0.18	0.23
Hwy 101 at Old Town	0.85	0.25	0.37	0.49
Kingwood at 2nd Street	D	B	B	B
Kingwood at Old Town	D	B	B	B
Kingwood at Bay Street	D	A	B	B
Bay Street at Laurel Street	D	A	A	A
Bay Street at Site Access	D	A	A	A

As illustrated in Table 7, the intersection and site access connections will meet the applicable mobility standards with the addition of development trips.

7.0 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 8 for the year 2024 and year 2043 PM Peak Hour. 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 E.

TABLE 8: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2024 Background (Feet)		2043 Background (Feet)		2043 Build (Feet)	
				95th	Average	95th	Average	95th	Average
Site Access @ Bay St	WB	LT	150	25	0	25	25	25	25
	NB	LR	200	50	25	50	25	75	50
Bay St @ Kingwood	EB	LT	200	25	25	25	25	50	25
	WB	TR	320	0	0	25	0	0	0
	SB	LR	330	50	50	50	50	75	50
Kingwood @ 2nd St	EB	LTR	200	50	25	25	25	25	25
	WB	LTR	150	50	25	50	25	50	25
	NB	LTR	215	25	0	0	0	25	25
	SB	LTR	250	25	0	25	25	25	25
Kingwood St @ old Town	WB	LR	80	25	0	0	0	25	25
	NB	TR	330	50	50	75	50	100	50
	SB	LT	230	50	50	75	50	100	50
Hwy 101 @ 2nd St	EB	LTR	200	50	25	50	25	75	25
	WB	L	135	25	25	50	25	25	25
	WB	TR	220	50	25	50	25	50	25
	NB	T	125	0	0	25	0	0	0
	NB	TR	125	0	0	0	0	25	0
	SB	L	200	25	25	25	25	25	25
	SB	T	200	0	0	0	0	25	25
Hwy 101 @ Old Town	EB	LR	75	75	50	75	50	100	50
	NB	L	100	50	25	50	25	75	50
	SB	T	250	25	25	0	0	25	0
	SB	TR	250	25	25	25	0	25	25
Bay St @ Laurel St	EB	LT	340	50	50	50	50	75	50
	WB	TR	300	50	50	50	50	50	50
	SB	LR	100	50	25	50	25	50	25

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

8.0 TPR FINDINGS

Consistent with the Transportations Rule (TPR), the following elaborates on how this development meets the TPR requirements.

Goal 12, (OAR) 660-12-0060 (1) requires that a local government ensures that an amendment to a functional plan, an acknowledged comprehensive plan, or a land-use regulation (including a zoning map) does not significantly affect an existing or planned transportation facility. A plan or land use amendment significantly affects a transportation facility if it would:

> *"(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

The levels of traffic added from the proposed zone change will not change the functional classification of any of the adjacent streets where development traffic will be added.

> *(b) Change standards implementing a functional classification system; or*

The proposed zone change does not need to modify the standards for the street functional classification system.

> *(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
>
> *(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

The proposed zone change will not cause traffic levels, patterns, or access that are inconsistent with the functional classification of an existing or planned transportation facility.

> *(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*

The proposed zone change does not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards.

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan." OAR 660-12-0060(1)

All studied intersections operate better than the mobility standards. This section does not apply.

9.0 CONCLUSION

This report provides the Traffic Impact Analysis and findings prepared for the proposed zone change of a portion of Tax Lots 8000 and 8100. The 0.80-acre area is currently zoned Development Estuary. The applicant is proposing to rezone the property to Old Town Area A.

FINDINGS

- All studied intersections operate within the mobility standards with and without the development traffic from the zone change.
- The addition of development traffic does not substantially increase queuing conditions.
- There is no off-site mitigation needed for this development.

APPENDIX A:

SITE INFORMATION

Bay Street Florence

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

N

0 65 130 260 Feet

Aerial

Lane County, Oregon

EXHIBIT F

Detailed Property Report

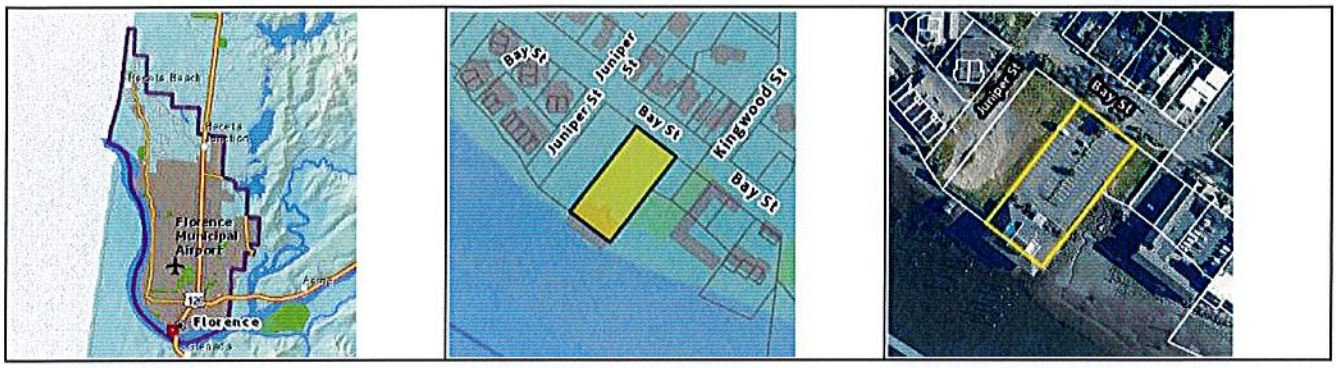
Site Address 1150 Bay St Florence, OR 97439-9350
Map & Taxlot# 18-12-34-12-08000
SIC N/A
Tax Account# 0803716

Property Owner 1
A & D Bay Street LLC
1355 Oak St Ste 200
Eugene, OR 97401

Tax account acreage 0.90
Mapped taxlot acreage‡ 0.90

‡Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08000



Business Information

RLID does not contain any business data for this address

Improvements

Photos & Sketches for Tax Account

Building Part: C01

Floor Number	1	Sq Ft	8043
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	8043
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	12	Pre-engineered Steel Sq Ft	0

Building Part: C01

Floor Number	2	Sq Ft	1600
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	1600
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	8	Pre-engineered Steel Sq Ft	0

Commercial Sales Data

Image	Sale Date
0803716.pdf	01/25/2005

Commercial Appraisal Card 1812341208000

Site Address Information

1150 Bay St
Florence, OR 97439-9350

EXHIBIT 1

Detailed Property Report

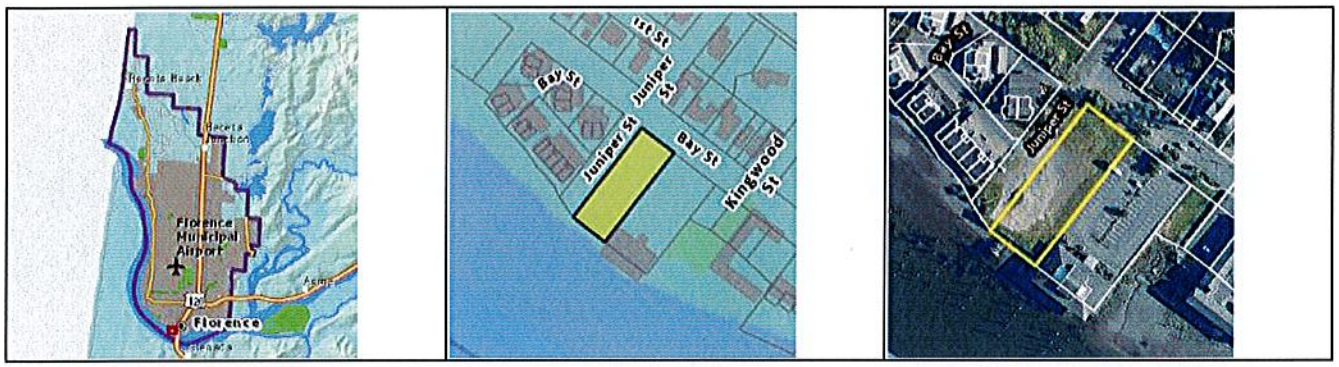
Site Address N/A
Map & Taxlot# 18-12-34-12-08100
SIC N/A
Tax Account# 0803724

Property Owner 1
A & D Bay Street LLC
1355 Oak St Ste 200
Eugene, OR 97401

Tax account acreage 0.70
Mapped taxlot acreage† 0.70

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08100



Business Information

RLID does not contain any business data for this address

Improvements

No assessor photos, assessor sketches or building characteristic information is available for this tax account.

Commercial Sales Data

Image	Sale Date
0803716.pdf	01/25/2005

Commercial Appraisal Card 18123412O8100

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

Geographic Coordinates
X 3970923 **Y** 858852 (State Plane X,Y)
Latitude 43.9670 **Longitude** -124.1106

Zoning
Zoning Jurisdiction Florence
Florence
Parent Zone OTDA Old Town District/Area A

Land Use

General Land Use

Code	Description
data not available	data not available

Detailed Land Use

Code	Description
data not available	data not available

Taxlot Characteristics

Incorporated City Limits	Florence
Urban Growth Boundary	Florence
Year Annexed	N/A
Annexation #	Unknown/No ID
Approximate Taxlot Acreage	0.70
Approx Taxlot Sq Footage	30,492
Plan Designation	Downtown District
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Septic	data not available
Well	data not available
Landscaping Quality	data not available
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider	Siuslaw Valley Fire & Rescue
Ambulance Provider	Western Lane Ambulance District
Ambulance District	WE

APPENDIX B: CRASH ANALYSIS

Bay Street Florence

CRASH DATA SUMMARY 6163 Bay Street Florence

Hwy 101 @ 2nd St											
YEAR	**PDO**	**INJURY**	**FATAL**	**HEAD**	**REAR**	**SIDE**	**TURN**	**OTHER**	**PED**	**BIKE**	**TOTAL**
2018											0
2019											0
2020	1						1				1
2021											0
2022	1						1				1
											0
TOTALS:	2	0	0	0	0	0	2	0	0	0	2

CHECK
OK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
1622	5	16220	5920300.000	400000.0	0.07

REAR

TURN E-SW / W-E W-NE / NE-SW

SIDE

OTHER

BIKE

Hwy 101 @ Old Town											
YEAR	**PDO**	**INJURY**	**FATAL**	**HEAD**	**REAR**	**SIDE**	**TURN**	**OTHER**	**PED**	**BIKE**	**TOTAL**
2018											0
2019	1							1			1
2020	1	1					2				2
2021	2						2				2
2022											0
											0
TOTALS:	4	1	0	0	0	0	4	1	0	0	5

CHECK
OK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
1721	5	17210	6281650.000	400000.0	0.06

REAR

TURN S-N / E-N W-UKNOWN / N-S S-N / E-S S-N / N-E

SIDE

OTHER N-S

BIKE

			# Crashes	ADT	MEV	Crash Rate	Critical Crash Rate
1	Hwy 101 @ 2nd St	Stop	2	16220	29.60	0.07	0.19 under
2	Hwy 101 @ Old Town	Stop	5	17210	31.41	0.16	0.19 under
3	Kingwood St at 2nd	Stop	0	2590	4.73		0.41
4	Kingwood St at Old Town	Stop	0	3420	6.24		0.36
5	Kingwood St at Bay St	Stop	0	3020	5.51		0.38
6	Laurel st at Bay St	Stop	0	2990	5.46		0.38
7							
	Weighted Average						
	Stop		7		82.95	0.084392001	

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

2ND ST at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	S H V	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 / LICNS LOC	PED ERROR	ACT EVENT	CAUSE
02055	N	N	N	N	N	N	08/26/2020	14	OREGON COAST HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L									02,27
CITY			WE						2ND ST	CN		TRF SIGNAL	N	DRY	TURN		N/A	E -SW								000	00
N			12P							03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			43 58 6.82					-124 6 27.21	000900100S00															UNK			
																02	NONE 9	STRGHT									
																	N/A	W -E								000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK			
03250	N	N	N	N	N	N	11/01/2022	14	OREGON COAST HY	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	TURN-L									02,32
CITY			TU						2ND ST	CN		STOP SIGN	N	WET	TURN		N/A	W -NE								000	00
N			5P							03	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			43 58 6.82					-124 6 27.21	000900100S00															UNK			
																02	NONE 9	STRGHT									
																	N/A	NE-SW								000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK			

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

2ND ST at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

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: 2022														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
YEAR 2022 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**
YEAR: 2020														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2020 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**2**	**0**	**0**

CITY OF FLORENCE, LANE COUNTY

OLD TOWN WY at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

1 - 5 of 5 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G V	J N H L	S I C K	W O R Y	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
02244	N	N	N	N	N	Y	07/27/2019	14	OLD TOWN WY	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										040	07
CITY			SA						OREGON COAST HY	CN		UNKNOWN	N	DRY	FIX		N/A	N -S									007		00
N			1P							03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			43 58 1.6					-124 6 30	000900100S00															UNK					
00213	Y	N	N	N	N	Y	01/17/2020	14	OLD TOWN WY	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	STRGHT										084	40,02,01
CITY			FR						OREGON COAST HY	CN		STOP SIGN	N	WET	TURN		PRVTE	S -N									000		00
N			11A							02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	25	F	OR-Y		047	000		01
N			43 58 1.6					-124 6 30	000900100S00															OR<25					
																02	NONE	TURN-R											
																	PRVTE	E -N									000		00
																	PSNGR CAR		01	DRVR	NONE	79	M	OR-Y		028	000	084	02
																								OR<25					
01654	N	N	N	N	N	N	07/15/2020	14	OLD TOWN WY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	UNK											02,27
CITY			WE						OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		N/A	W -UN									000		00
N			3P							03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			43 58 3.62					-124 6 29.12	000900100S00															UNK					
																02	NONE 9	STRGHT											
																	N/A	N -S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
01501	N	N	N	N			06/11/2021	14	OLD TOWN WY	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										084	02,40
CITY			FR						OREGON COAST HY	CN		STOP SIGN	N	WET	TURN		N/A	S -N									000		00
N			12P							02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			43 58 1.6					-124 6 30	000900100S00															UNK					
																02	NONE 9	TURN-L											
																	N/A	E -S									015		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
02753	N	N	N	N			10/01/2021	14	OLD TOWN WY	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT											08,02
CITY			FR						OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		N/A	S -N									000		00
N			12P							04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			43 58 1.6					-124 6 30	000900100S00															UNK					
																02	NONE 9	TURN-L											
																	N/A	N -E									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OLD TOWN WY at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

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: 2021														
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	2	0	2	0	0
YEAR 2021 TOTAL	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**0**
YEAR: 2020														
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	2	0	2	0	0
YEAR 2020 TOTAL	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**1**	**1**	**2**	**0**	**2**	**0**	**0**
YEAR: 2019														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR 2019 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
FINAL TOTAL	**0**	**1**	**4**	**5**	**0**	**1**	**0**	**3**	**2**	**5**	**0**	**5**	**0**	**1**

URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

KINGWOOD ST at 2ND ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

```
        S   D M
SER#    P   R J S W DATE        CLASS     CITY STREET                   INT-TYPE                                     SPCL USE
INVEST  E A U I C O DAY         DIST      FIRST STREET        RD CHAR   (MEDIAN)  INT-REL     OFFRD  WTHR   CRASH        TRLR QTY     MOVE                         A   S
RD DPT  E L G N H R TIME        FROM      SECOND STREET       DIRECT      LEGS    TRAF-       RNDBT  SURF   COLL         OWNER        FROM          PRTC   INJ     G   E  LICNS  PED
UNLOC?  D C S V L K LAT         LONG      LRS                 LOCTN     (#LANES)  CONTL       DRVWY  LIGHT  SVRTY     V# TYPE         TO         P# TYPE   SVRTY   E   X  RES    LOC    ERROR      ACT  EVENT      CAUSE
```

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

KINGWOOD ST at 2ND ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

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
FINAL TOTAL														

URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

KINGWOOD ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	J I N V	S C H L	M 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

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

KINGWOOD ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

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
FINAL TOTAL														

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J 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	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO / TYPE	P# / PRTC / INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

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
FINAL TOTAL														

APPENDIX C: TRAFFIC VOLUMES

Bay Street Florence

1

Intersection: 1: driveway @ Bay St **City:** Florence

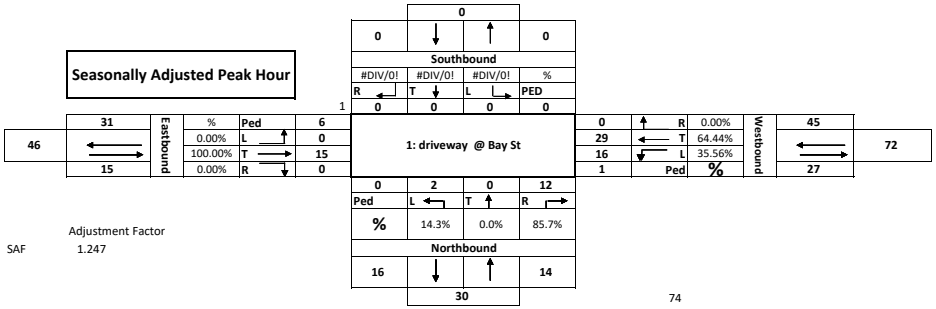
Counter: Sandow Engieering **Date:** Tuesday, October 1, 2024

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	0	0	0	0	8	3	11	1	0	1	2	0	4	0	4	17		0	0	0	2
16:15	16:30	0	0	0	0	0	9	3	12	3	0	0	3	0	1	0	1	16		0	0	0	0
16:30	16:45	0	0	0	0	0	4	4	8	5	0	1	6	0	4	0	4	18		0	0	0	1
16:45	17:00	0	0	0	0	0	2	3	5	1	0	0	1	0	3	0	3	9	60	0	1	0	3
17:00	17:15	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7	50	0	0	0	0
17:15	17:30	0	0	0	0	0	5	3	8	4	0	0	4	0	0	0	0	12	46	0	0	0	0
17:30	17:45	0	0	0	0	0	4	4	8	4	0	0	4	0	1	0	1	13	41	0	0	0	0
17:45	18:00	0	0	0	0	0	6	4	10	3	0	0	3	0	3	0	3	16	48	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	41	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	29	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	16	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	0
Count Period Total		**0**	**0**	**0**		**0**	**44**	**24**		**21**	**0**	**2**		**0**	**17**	**0**		**108**		**0**	**1**	**0**	**6**

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**	**0**	**0**	**0**	**0**	**23**	**13**	**36**	**10**	**0**	**2**	**12**	**0**	**12**	**0**	**12**	**60**		**0**	**1**	**0**	**6**
PHF	0.00	0.00	0.00	0.00	0.00	0.64	0.81	0.75	0.50	0.00	0.50	0.50	0.00	0.75	0.00	0.75	0.83					
Trucks	0	0	0		0	0	0		1	0	0		0	0	0							
% Trucks	0%	0%	0%		0%	0%	0%		10%	0%	0%		0%	0%	0%							



Adjustment Factor

SAF 1.247

1: driveway @ Bay 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								8	3					1				4			16	
4:15 PM								9	3			3						1			16	
4:30 PM								4	4			5		1				4			18	
4:45 PM								2	3			1						3			9	59
5:00 PM								6										1			7	50
5:15 PM								5	2			4									11	45
5:30 PM								3	3			3						1			10	37
5:45 PM								6	4			3						3			16	44
6:00 PM																					0	37
6:15 PM																					0	26
6:30 PM																					0	16
6:45 PM																					0	0
Total	0	0	0	0		0	0	43	22		0	19	0	2		0	0	17	0			
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**13**	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**59**	**154**

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								1	
4:15 PM																	0	
4:30 PM																	0	
4:45 PM																	0	1
5:00 PM																	0	0
5:15 PM							1										1	1
5:30 PM						1	1		1								3	4
5:45 PM																	0	4
6:00 PM																	0	4
6:15 PM																	0	3
6:30 PM																	0	0
6:45 PM																	0	0
Total	0	0	0		0	1	2		2	0	0		0	0	0			
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**

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														2		0	0	0	2
4:15 PM																0	0	0	0
4:30 PM														1		0	0	0	1
4:45 PM						1								3		0	1	0	3
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	0	0		0	1	0		0	0	0		0	6	0				
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**4**

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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection: 2: Kingwood St @ Old Town **City:** Florence

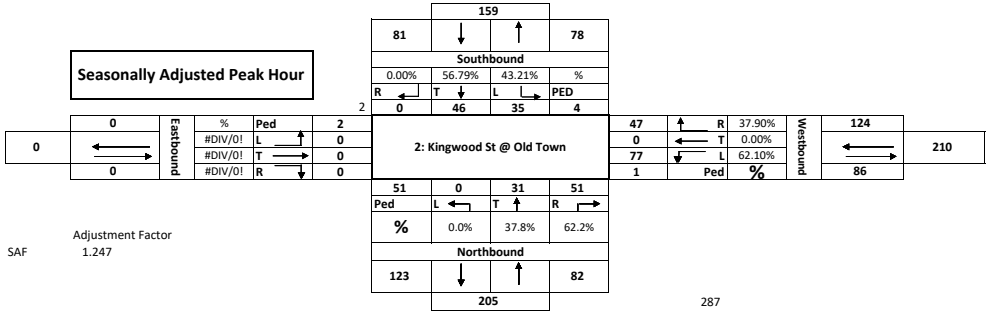
Counter: Sandow Engieering **Date:** Tuesday, October 1, 2024

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	11	6	17	9	0	12	21	10	9	0	19	0	0	0	0	57		0	0	45	1
16:15	16:30	0	11	5	16	10	0	15	25	10	7	0	17	0	0	0	0	58		1	0	1	0
16:30	16:45	0	10	10	20	10	0	19	29	9	8	0	17	0	0	0	0	66		2	0	3	0
16:45	17:00	0	5	7	12	9	0	16	25	12	1	0	13	0	0	0	0	50	231	1	1	2	1
17:00	17:15	0	3	4	7	5	0	12	17	13	9	0	22	0	0	0	0	46	220	2	1	3	0
17:15	17:30	0	6	5	11	8	0	5	13	10	8	2	20	0	0	0	0	44	206	2	0	0	0
17:30	17:45	0	7	4	11	11	0	9	20	9	6	0	15	0	0	0	0	46	186	2	0	1	0
17:45	18:00	0	4	8	12	6	0	11	17	9	5	0	14	0	0	0	0	43	179	0	0	2	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	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	89	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	43	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	0
Count Period Total		**0**	**57**	**49**		**68**	**0**	**99**		**82**	**53**	**2**		**0**	**0**	**0**		**410**		**10**	**2**	**57**	**2**

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**	**37**	**28**	**65**	**38**	**0**	**62**	**100**	**41**	**25**	**0**	**66**	**0**	**0**	**0**	**0**	**231**		**4**	**1**	**51**	**2**
PHF	0.00	0.84	0.70	0.81	0.95	0.00	0.82	0.86	0.85	0.69	0.00	0.87	0.00	0.00	0.00	0.00	0.88					
Trucks	0	0	0		0	0	0		1	0	0		0	0	0							
% Trucks	0%	0%	0%		0%	0%	0%		2%	0%	0%		0%	0%	0%							


Seasonally Adjusted Peak Hour
159
81
78
Southbound
0.00%
56.79%
43.21%
%
R
T
L
PED
2
0
46
35
4
0
Eastbound
%
Ped
2
#DIV/0!
L
0
#DIV/0!
T
0
#DIV/0!
R
0
0
2: Kingwood St @ Old Town
47
R
37.90%
0
T
0.00%
77
L
62.10%
1
Ped
%
Westbound
124
210
86
51
0
31
51
Ped
L
T
R
%
0.0%
37.8%
62.2%
Northbound
123
82
205
287
Adjustment Factor
SAF
1.247

2: Kingwood St @ Old Town

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			11	6			9		12		45	10	9			1					57	
4:15 PM	1		11	5			10		15		1	9	7								57	
4:30 PM	2		10	10			10		19		3	9	8								66	
4:45 PM			5	7			9		16		2	12	1			1					50	230
5:00 PM	2		3	4			5		12		2	13	9								46	219
5:15 PM	2		6	5			8		5			10	8	2							44	206
5:30 PM	1		6	4			11		9		1	9	6								45	185
5:45 PM			3	8			6		11			9	5								42	177
6:00 PM																					0	131
6:15 PM																					0	87
6:30 PM																					0	42
6:45 PM																					0	0
Total	8	0	55	49		0	68	0	99		54	81	53	2		2	0	0	0			
Peak Hour	**3**	**0**	**37**	**28**	**0**	**0**	**38**	**0**	**62**	**0**	**51**	**40**	**25**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**230**	**655**

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																	0	
4:15 PM									1								1	
4:30 PM																	0	
4:45 PM																	0	1
5:00 PM																	0	1
5:15 PM																	0	0
5:30 PM		1															1	1
5:45 PM		1															1	2
6:00 PM																	0	2
6:15 PM																	0	2
6:30 PM																	0	1
6:45 PM																	0	0
Total	0	2	0		0	0	0		1	0	0		0	0	0			
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**

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											1	1	0	0
5:00 PM					1					1						0	1	1	0
5:15 PM																0	0	0	0
5:30 PM		1														1	0	0	0
5:45 PM										2						0	0	2	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	2	0		2	0	0		0	3	0		0	0	0				
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Intersection: 3: Kingwood St @ 2nd **City:** Florence

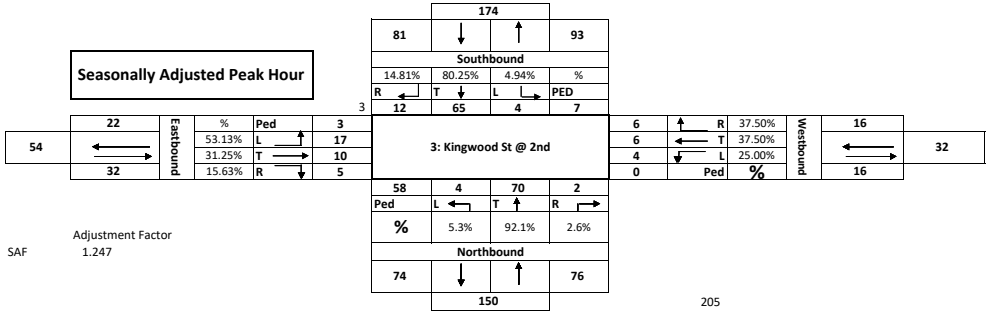
Counter: Sandow Engieering **Date:** Tuesday, October 1, 2024

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	3	12	1	16	3	1	1	5	0	18	0	18	2	2	6	10	49		2	0	53	0
16:15	16:30	0	14	1	15	1	0	0	1	0	15	0	15	1	2	5	8	39		0	0	2	1
16:30	16:45	3	15	0	18	1	3	1	5	2	14	3	19	1	3	2	6	48		5	0	3	2
16:45	17:00	4	11	1	16	0	1	1	2	0	9	0	9	0	1	1	2	29	165	0	0	0	0
17:00	17:15	3	5	0	8	0	0	1	1	0	14	0	14	1	0	2	3	26	142	2	0	2	0
17:15	17:30	0	12	2	14	0	1	1	2	0	19	0	19	0	1	5	6	41	144	0	0	0	0
17:30	17:45	0	9	1	10	1	1	1	3	0	16	1	17	0	0	1	1	31	127	0	0	0	2
17:45	18:00	3	11	0	14	0	1	0	1	1	8	3	12	1	0	2	3	30	128	0	0	3	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	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	61	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	30	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	0
Count Period Total		**16**	**89**	**6**		**6**	**8**	**6**		**3**	**113**	**7**		**6**	**9**	**24**		**293**		**9**	**0**	**63**	**5**

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	**10**	**52**	**3**	**65**	**5**	**5**	**3**	**13**	**2**	**56**	**3**	**61**	**4**	**8**	**14**	**26**	**165**		**7**	**0**	**58**	**3**
PHF	0.63	0.87	0.75	0.90	0.42	0.42	0.75	0.65	0.25	0.78	0.25	0.80	0.50	0.67	0.58	0.65	0.84					
Trucks	0	0	0		0	0	1		0	0	0		0	0	0							
% Trucks	0%	0%	0%		0%	0%	33%		0%	0%	0%		0%	0%	0%							


Seasonally Adjusted Peak Hour
174
81
93
Southbound
14.81%
80.25%
4.94%
%
R
T
L
PED
3
12
65
4
7
22
Eastbound
%
Ped
3
54
53.13%
L
17
31.25%
T
10
32
15.63%
R
5
3: Kingwood St @ 2nd
6
R
37.50%
6
T
37.50%
4
L
25.00%
0
Ped
%
Westbound
16
16
32
58
4
70
2
Ped
L
T
R
%
5.3%
92.1%
2.6%
Northbound
74
76
150
205
Adjustment Factor
SAF
1.247

3: Kingwood St @ 2nd

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	2	3	12	1			3	1	1		53		18				2	2	6		49	
4:15 PM			14	1			1				2		15			1	1	2	5		39	
4:30 PM	5	3	15				1	3	1		3	2	14	3		2	1	3	2		48	
4:45 PM		4	11	1				1					9					1	1		28	164
5:00 PM	1	3	5						1				14				1		2		26	141
5:15 PM			12	2				1	1				19					1	5		41	143
5:30 PM			9					1					16	1					1		28	123
5:45 PM		3	10					1			1	1	8	3			1		2		29	124
6:00 PM																					0	98
6:15 PM																					0	57
6:30 PM																					0	29
6:45 PM																					0	0
Total	8	16	88	5		0	5	8	4		59	3	113	7		3	6	9	24			
Peak Hour	**7**	**10**	**52**	**3**	**0**	**0**	**5**	**5**	**2**	**0**	**58**	**2**	**56**	**3**	**0**	**3**	**4**	**8**	**14**	**0**	**164**	**448**

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																	0	
4:15 PM																	0	
4:30 PM																	0	
4:45 PM							1										1	1
5:00 PM																	0	1
5:15 PM																	0	1
5:30 PM			1		1		1										3	4
5:45 PM		1															1	4
6:00 PM																	0	4
6:15 PM																	0	4
6:30 PM																	0	1
6:45 PM																	0	0
Total	0	1	1		1	0	2		0	0	0		0	0	0			
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**

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																0	0	0	0
5:00 PM		1								2						1	0	2	0
5:15 PM																0	0	0	0
5:30 PM															2	0	0	0	2
5:45 PM											2					0	0	2	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	2	2		0	0	2				
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Intersection: 4: Laurel St @ Bay St **City:** Florence

Counter: Sandow Engieering **Date:** Tuesday, October 1, 2024

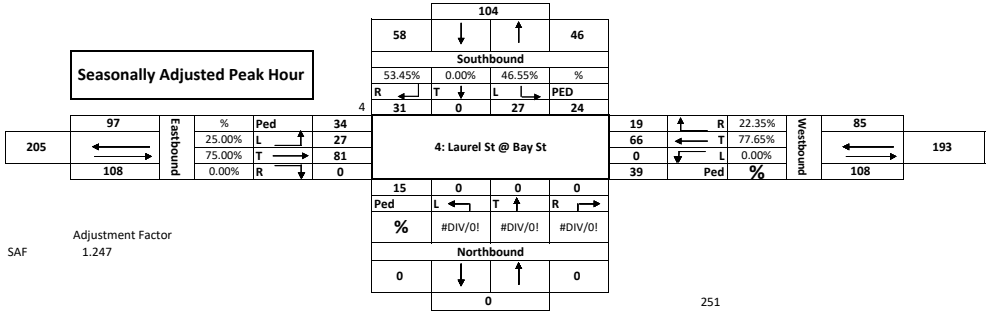
Total of All Vehicles

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	7	0	9	16	5	20	0	25	0	0	0	0	0	12	7	19	60		0	12	1	1
16:15	16:30	7	0	6	13	4	12	0	16	0	0	0	0	0	19	7	26	55		15	12	3	2
16:30	16:45	6	0	4	10	3	14	0	17	0	0	0	0	0	21	3	24	51		4	9	6	13
16:45	17:00	5	0	3	8	3	7	0	10	0	0	0	0	0	13	5	18	36	202	5	6	5	18
17:00	17:15	4	0	6	10	6	20	0	26	0	0	0	0	0	13	5	18	54	196	0	20	4	2
17:15	17:30	3	0	5	8	3	15	0	18	0	0	0	0	0	9	5	14	40	181	3	15	4	10
17:30	17:45	3	0	2	5	2	15	0	17	0	0	0	0	0	11	1	12	34	164	11	11	4	12
17:45	18:00	5	1	2	8	1	9	0	10	0	0	0	0	0	9	3	12	30	158	8	24	7	9
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	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	64	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	30	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	0
Count Period Total		**40**	**1**	**37**		**27**	**112**	**0**		**0**	**0**	**0**		**0**	**107**	**36**		**360**		**46**	**109**	**34**	**67**

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	**25**	**0**	**22**	**47**	**15**	**53**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**65**	**22**	**87**	**202**		**24**	**39**	**15**	**34**
PHF	0.89	0.00	0.61	0.73	0.75	0.66	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.77	0.79	0.84	0.84					
Trucks	0	0	1		0	0	0		0	0	0		0	0	0							
% Trucks	0%	0%	5%		0%	0%	0%		0%	0%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Adjustment Factor

SAF 1.247

251

4: Laurel St @ Bay 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		7		8		9	5	20			1					1		12	7		59	
4:15 PM	13	7		6		11	4	12			3					2		19	7		55	
4:30 PM	4	6		4		9	3	14			6					11		21	3		51	
4:45 PM	5	5		3		5	3	7			5					15		13	5		36	201
5:00 PM		4		6		20	6	20			4					1		13	5		54	196
5:15 PM	3	3		5		15	3	15			4					10		9	5		40	181
5:30 PM	10	3		2		8	2	15			4					10		11	1		34	164
5:45 PM	8	5	1	2		19	1	9			7					9		9	3		30	158
6:00 PM																					0	104
6:15 PM																					0	64
6:30 PM																					0	30
6:45 PM																					0	0
Total	43	40	1	36		96	27	112	0		34	0	0	0		59	0	107	36			
Peak Hour	**22**	**25**	**0**	**21**	**0**	**34**	**15**	**53**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**29**	**0**	**65**	**22**	**0**	**201**	**578**

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														1	
4:15 PM																	0	
4:30 PM																	0	
4:45 PM																	0	1
5:00 PM																	0	0
5:15 PM																	0	0
5:30 PM																	0	0
5:45 PM																	0	0
6:00 PM																	0	0
6:15 PM																	0	0
6:30 PM																	0	0
6:45 PM																	0	0
Total	0	0	1		0	0	0		0	0	0		0	0	0			
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

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						3										0	3	0	0
4:15 PM		2			1											2	1	0	0
4:30 PM														2		0	0	0	2
4:45 PM						1								3		0	1	0	3
5:00 PM														1		0	0	0	1
5:15 PM																0	0	0	0
5:30 PM		1				3							2			1	3	0	2
5:45 PM						5										0	5	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	3	0		1	12	0		0	0	0		2	6	0				
Peak Hour	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**5**	**0**	**5**

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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Intersection: 5: Hwy 101 @ Old Town **City:** Florence

Counter: Sandow Engineering **Date:** Tuesday, October 1, 2024

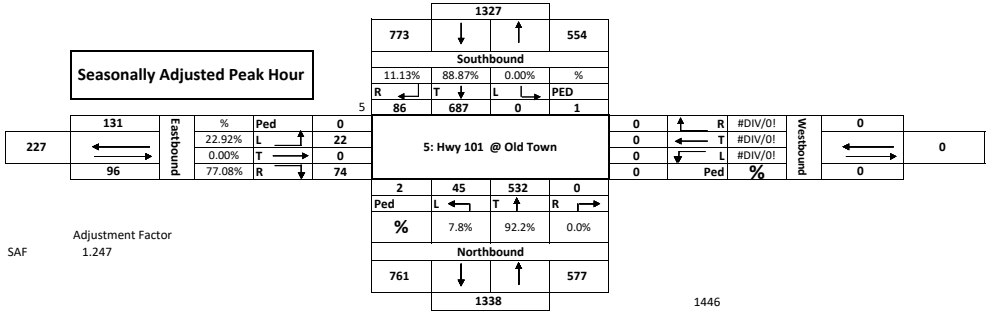
Total of All Vehicles

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	15	149	0	164	0	0	0	0	0	115	6	121	13	0	3	16	301		0	0	1	0
16:15	16:30	18	124	0	142	0	0	0	0	0	128	9	137	14	0	5	19	298		0	0	0	0
16:30	16:45	18	134	0	152	0	0	0	0	0	89	12	101	19	0	6	25	278		1	0	0	0
16:45	17:00	18	144	0	162	0	0	0	0	0	95	9	104	13	0	4	17	283	1160	0	0	1	0
17:00	17:15	18	134	0	152	0	0	0	0	0	91	6	97	14	0	8	22	271	1130	2	0	0	0
17:15	17:30	8	138	0	146	0	0	0	0	0	92	6	98	13	0	5	18	262	1094	1	0	0	0
17:30	17:45	11	129	0	140	0	0	0	0	0	78	11	89	13	0	3	16	245	1061	2	0	0	0
17:45	18:00	7	93	0	100	0	0	0	0	0	64	11	75	15	0	6	21	196	974	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	703	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	441	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	196	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	0
Count Period Total		**113**	**1045**	**0**		**0**	**0**	**0**		**0**	**752**	**70**		**114**	**0**	**40**		**2134**		**6**	**0**	**2**	**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	**69**	**551**	**0**	**620**	**0**	**0**	**0**	**0**	**0**	**427**	**36**	**463**	**59**	**0**	**18**	**77**	**1160**		**1**	**0**	**2**	**0**
PHF	0.96	0.92	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.83	0.75	0.84	0.78	0.00	0.75	0.77	0.96					
Trucks	0	21	0		0	0	0		0	26	0		0	0	0							
% Trucks	0%	4%	0%		0%	0%	0%		0%	6%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Adjustment Factor

SAF 1.247

5: Hwy 101 @ Old Town

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		15	146										102	6			13		3		285	
4:15 PM		18	117										122	9			14		5		285	
4:30 PM	1	18	130										85	12			19		6		270	
4:45 PM		18	137										92	9			13		4		273	1113
5:00 PM		18	131										82	6			14		8		259	1087
5:15 PM		8	135										89	6			13		5		256	1058
5:30 PM		11	125										73	11			13		3		236	1024
5:45 PM		7	91										64	11			15		6		194	945
6:00 PM																					0	686
6:15 PM																					0	430
6:30 PM																					0	194
6:45 PM																					0	0
Total	1	113	1012	0		0	0	0	0		0	0	709	70		0	114	0	40			
Peak Hour	**1**	**69**	**530**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**401**	**36**	**0**	**0**	**59**	**0**	**18**	**0**	**1113**	**3258**

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								13							16	
4:15 PM		7								6							13	
4:30 PM		4								4							8	
4:45 PM		7								3							10	47
5:00 PM		3								9							12	43
5:15 PM		3								3							6	36
5:30 PM		4								5							9	37
5:45 PM		2															2	29
6:00 PM																	0	17
6:15 PM																	0	11
6:30 PM																	0	2
6:45 PM																	0	0
Total	0	33	0		0	0	0		0	43	0		0	0	0			
Peak Hour	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**126**

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										1						0	0	1	0
4:15 PM																0	0	0	0
4:30 PM																0	0	0	0
4:45 PM											1					0	0	1	0
5:00 PM		2														2	0	0	0
5:15 PM		1														1	0	0	0
5:30 PM		2														2	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	5	0		0	0	0		0	1	1		0	0	0				
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Intersection: 6: hwy 101 @ 2nd **City:** Florence

Counter: Sandow Engineering **Date:** Tuesday, October 1, 2024

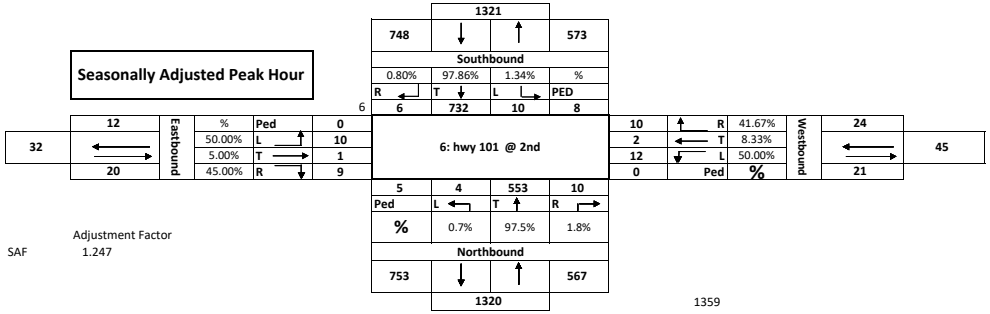
Total of All Vehicles

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	1	149	0	150	1	1	2	4	2	116	2	120	2	0	2	4	278		1	0	1	0
16:15	16:30	0	153	3	156	1	1	5	7	5	137	0	142	2	0	1	3	308		5	0	0	0
16:30	16:45	3	145	3	151	4	0	3	7	0	102	1	103	2	1	4	7	268		0	0	1	0
16:45	17:00	1	140	2	143	2	0	0	2	1	89	0	90	1	0	1	2	237	1091	2	0	3	0
17:00	17:15	1	159	2	162	3	0	3	6	1	106	0	107	0	0	1	1	276	1089	1	1	0	1
17:15	17:30	2	139	1	142	1	0	3	4	1	105	0	106	3	0	2	5	257	1038	1	0	0	0
17:30	17:45	2	142	2	146	3	2	3	8	4	82	0	86	0	0	0	0	240	1010	0	1	0	0
17:45	18:00	1	92	1	94	2	0	5	7	1	66	0	67	2	0	0	2	170	943	0	0	2	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	667	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	410	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	170	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	0
Count Period Total		**11**	**1119**	**14**		**17**	**4**	**24**		**15**	**803**	**3**		**12**	**1**	**11**		**2034**		**10**	**2**	**7**	**1**

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	**5**	**587**	**8**	**600**	**8**	**2**	**10**	**20**	**8**	**444**	**3**	**455**	**7**	**1**	**8**	**16**	**1091**		**8**	**0**	**5**	**0**
PHF	0.42	0.96	0.67	0.96	0.50	0.50	0.50	0.71	0.40	0.81	0.38	0.80	0.88	0.25	0.50	0.57	0.89					
Trucks	0	19	0		1	0	0		0	27	1		0	0	0							
% Trucks	0%	3%	0%		13%	0%	0%		0%	6%	33%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Adjustment Factor

SAF 1.247

1359

6: hwy 101 @ 2nd

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	1	1	147				1	1	2			2	104	1			2		2		263	
4:15 PM	4		145	3			1	1	5			5	129				2		1		292	
4:30 PM		3	142	3			4		3				98	1			2	1	4		261	
4:45 PM	2	1	134	2			1				3	1	86				1		1		227	1043
5:00 PM		1	155	2			3		3			1	97			1			1		263	1043
5:15 PM		2	136	1			1		3			1	103				3		2		252	1003
5:30 PM		1	138	2			3	1	3			4	77								229	971
5:45 PM		1	91	1			2		5		1	1	65				2				168	912
6:00 PM																					0	649
6:15 PM																					0	397
6:30 PM																					0	168
6:45 PM																					0	0
Total	7	10	1088	14		0	16	3	24		4	15	759	2		1	12	1	11			
Peak Hour	**7**	**5**	**568**	**8**	**0**	**0**	**7**	**2**	**10**	**0**	**3**	**8**	**417**	**2**	**0**	**0**	**7**	**1**	**8**	**0**	**1043**	**3089**

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		2								12	1						15	
4:15 PM		8								8							16	
4:30 PM		3								4							7	
4:45 PM		6			1					3							10	48
5:00 PM		4								9							13	46
5:15 PM		3								2							5	35
5:30 PM	1	4				1				5							11	39
5:45 PM		1								1							2	31
6:00 PM																	0	18
6:15 PM																	0	13
6:30 PM																	0	2
6:45 PM																	0	0
Total	1	31	0		1	1	0		0	44	1		0	0	0			
Peak Hour	**0**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**48**	**129**

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										1						0	0	1	0
4:15 PM		1														1	0	0	0
4:30 PM										1						0	0	1	0
4:45 PM																0	0	0	0
5:00 PM		1				1										1	1	0	0
5:15 PM		1														1	0	0	0
5:30 PM							1									0	1	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	3	0		0	1	1		0	3	0		0	0	0				
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Intersection: 7: Kingwood St @ Bay St **City:** Florence

Counter: Sandow Engineering **Date:** Tuesday, October 1, 2024

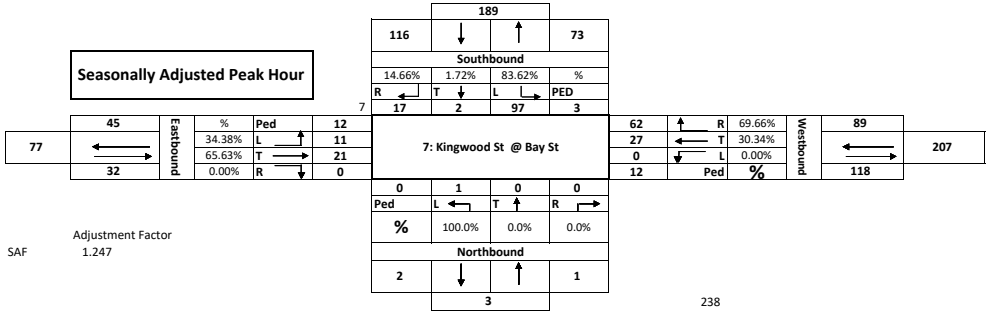
Total of All Vehicles

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	4	0	19	23	15	7	0	22	0	0	1	1	0	3	2	5	51		1	6	0	1
16:15	16:30	4	0	21	25	11	9	0	20	0	0	0	0	0	3	4	7	52		0	2	0	2
16:30	16:45	3	2	20	25	16	5	0	21	0	0	0	0	0	9	1	10	56		2	1	0	5
16:45	17:00	3	0	18	21	8	1	0	9	0	0	0	0	0	2	2	4	34	193	0	3	0	4
17:00	17:15	1	0	14	15	19	6	0	25	0	1	0	1	0	0	1	1	42	184	1	2	0	2
17:15	17:30	4	0	8	12	18	3	0	21	0	0	1	1	0	1	2	3	37	169	0	3	0	0
17:30	17:45	3	0	11	14	15	4	0	19	0	0	0	0	0	1	0	1	34	147	1	1	0	1
17:45	18:00	5	0	9	14	10	6	0	16	0	0	0	0	0	1	4	5	35	148	0	7	0	2
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	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	69	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	35	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	0
Count Period Total		**27**	**2**	**120**		**112**	**41**	**0**		**0**	**1**	**2**		**0**	**20**	**16**		**341**		**5**	**25**	**0**	**17**

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	**14**	**2**	**78**	**94**	**50**	**22**	**0**	**72**	**0**	**0**	**1**	**1**	**0**	**17**	**9**	**26**	**193**		**3**	**12**	**0**	**12**
PHF	0.88	0.25	0.93	0.94	0.78	0.61	0.00	0.82	0.00	0.00	0.25	0.25	0.00	0.47	0.56	0.65	0.86					
Trucks	0	0	0		0	0	0		0	0	0		0	0	1							
% Trucks	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	11%							

Seasonally Adjusted Peak Hour



Adjustment Factor

SAF 1.247

7: Kingwood St @ Bay 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	0	4	0	19		2	15	7					0	1		1		3	2		51	
4:15 PM	0	4	0	21		2	11	9					0	0		2		3	3		51	
4:30 PM	2	3	2	20		1	16	5					0	0		4		9	1		56	
4:45 PM	0	3	0	18		2	8	1					0	0		1		2	2		34	192
5:00 PM	0	1	0	14		2	19	6					1	0		2		0	1		42	183
5:15 PM	0	4	0	8		3	18	2					0	1		0		1	2		36	168
5:30 PM	0	2	0	11		1	15	4					0	0		1		1	0		33	145
5:45 PM	0	5	0	8		5	10	6					0	0		2		1	4		34	145
6:00 PM																					0	103
6:15 PM																					0	67
6:30 PM																					0	34
6:45 PM																					0	0
Total	2	26	2	119		18	112	40	0		0	0	1	2		13	0	20	15			
Peak Hour	**2**	**14**	**2**	**78**	**0**	**7**	**50**	**22**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**17**	**8**	**0**	**192**	**543**

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	0		0			0									0		0	
4:15 PM	0		0			0									1		1	
4:30 PM	0		0			0									0		0	
4:45 PM	0		0			0									0		0	1
5:00 PM	0		0			0									0		0	1
5:15 PM	0		0			1									0		1	1
5:30 PM	1		0			0									0		1	2
5:45 PM	0		1			0									0		1	3
6:00 PM																	0	3
6:15 PM																	0	2
6:30 PM																	0	1
6:45 PM																	0	0
Total	1	0	1		0	1	0		0	0	0		0	0	1			
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**

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			1		0	4								0		1	4	0	0
4:15 PM			0		0	0								0		0	0	0	0
4:30 PM			0		0	0								1		0	0	0	1
4:45 PM			0		0	1								3		0	1	0	3
5:00 PM			1		0	0								0		1	0	0	0
5:15 PM			0		0	0								0		0	0	0	0
5:30 PM			1		0	0								0		1	0	0	0
5:45 PM			0		2	0								0		0	2	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	0	3		2	5	0		0	0	0		0	4	0				
Peak Hour	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**5**	**0**	**4**

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				0				0				0	0	0	0	0
5:00 PM			0				0				0				0	0	0	0	0
5:15 PM			0				0				0				0	0	0	0	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	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0

Global Peak Hour

		Intersections							
		1: driveway @ Bay St	2: Kingwood St @ Old Town	3: Kingwood St @ 2nd	4: Laurel St @ Bay St	5: Hwy 101 @ Old Town	6: hwy 101 @ 2nd	7: Kingwood St @ Bay St	
Time Period		Volume	Volume	Volume	Volume	Volume	Volume	Volume	Total
4:00 PM	5:00 PM	60	231	165	202	1,160	1,091	193	**3102**
4:15 PM	5:15 PM	50	220	142	196	1,130	1,089	184	**3011**
4:30 PM	5:30 PM	46	206	144	181	1,094	1,038	169	**2878**
4:45 PM	5:45 PM	41	186	127	164	1,061	1,010	147	**2736**
5:00 PM	6:00 PM	48	179	128	158	974	943	148	**2578**
		60	231	165	202	1160	1091	193	**3102**

Peak Hour 4:00 PM
4:15 PM
4:30 PM
4:45 PM

SEASONAL TREND TABLE (Updated: 08/13/2024)																								Seasonal Trend Peak
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	1.0713	1.0796	1.0829	1.0862	1.0479	1.0096	0.9966	0.9836	0.9772	0.9707	0.9561	0.9414	0.9495	0.9576	0.9575	0.9575	0.9697	0.9819	0.9883	0.9948	1.0082	1.0217	1.0352	1.0488	0.9414
INTERSTATE NONURBANIZED	1.2844	1.3044	1.2801	1.2557	1.1706	1.0854	1.0492	1.0131	0.9777	0.9423	0.8942	0.8462	0.8361	0.8260	0.8433	0.8606	0.8917	0.9228	0.9520	0.9813	1.0172	1.0532	1.1245	1.1959	0.8260
COMMUTER	1.0879	1.0802	1.0805	1.0809	1.0547	1.0286	1.0067	0.9848	0.9721	0.9594	0.9485	0.9376	0.9521	0.9666	0.9627	0.9587	0.9668	0.9749	0.9751	0.9753	1.0018	1.0282	1.0452	1.0622	0.9376
COASTAL DESTINATION	1.2252	1.2064	1.1991	1.1917	1.1377	1.0836	1.0677	1.0517	1.0072	0.9626	0.9311	0.8996	0.8629	0.8262	0.8201	0.8141	0.8654	0.9167	0.9658	1.0148	1.0609	1.1070	1.1277	1.1485	0.8141
COASTAL DESTINATION ROUTE	1.4090	1.3901	1.3683	1.3465	1.2651	1.1837	1.1422	1.1006	1.0159	0.9311	0.8915	0.8519	0.7898	0.7277	0.7235	0.7193	0.7856	0.8518	0.9384	1.0250	1.1087	1.1925	1.2712	1.3499	0.7193
AGRICULTURE	1.5167	1.5140	1.4647	1.4154	1.3782	1.3410	1.2154	1.0898	0.9920	0.8943	0.8500	0.8058	0.8228	0.8398	0.8405	0.8412	0.8117	0.7822	0.8255	0.8688	0.9599	1.0511	1.1869	1.3228	0.7822
RECREATIONAL SUMMER	1.6419	1.6074	1.6095	1.6116	1.5605	1.5093	1.3884	1.2674	1.0858	0.9042	0.8274	0.7505	0.7109	0.6714	0.7039	0.7365	0.7635	0.7905	0.8617	0.9329	1.0622	1.1914	1.3464	1.5015	0.6714
RECREATIONAL SUMMER WINTER	0.9338	0.8568	0.8912	0.9256	0.9827	1.0398	1.1236	1.2073	1.1177	1.0281	0.9476	0.8670	0.7858	0.7047	0.7840	0.8632	0.9473	1.0314	1.1738	1.3161	1.5332	1.7503	1.4408	1.1313	0.7047
RECREATIONAL WINTER**	0.7204	0.5383	0.6084	0.6786	0.7210	0.7633	0.9287	1.0940	1.2356	1.3773	1.2765	1.1757	1.0397	0.9037	0.9964	1.0891	1.1882	1.2873	1.4815	1.6758	2.0680	2.4602	1.7005	0.9407	0.5383
SUMMER	1.2491	1.2330	1.2229	1.2128	1.1778	1.1428	1.0802	1.0176	0.9683	0.9190	0.8867	0.8544	0.8496	0.8449	0.8677	0.8905	0.9140	0.9376	0.9602	0.9829	1.0343	1.0856	1.1223	1.1590	0.8449
SUMMER < 2500	1.3259	1.3056	1.2825	1.2593	1.2410	1.2227	1.1326	1.0425	0.9689	0.8953	0.8677	0.8402	0.8444	0.8486	0.8689	0.8891	0.8928	0.8965	0.9138	0.9312	1.0097	1.0881	1.1383	1.1884	0.8402

*** 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%**

	15-Oct	Peak	SAF
COASTAL DESTINATION	1.0148	0.8141	1.246601

APPENDIX D:

SYNCHRO ANALYSIS

Bay Street Florence

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	16	29	2	12
Future Vol, veh/h	20	0	16	29	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	24	0	19	35	2	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	97	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.1	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1604	-	907	1030
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	896	1030
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1008	-	-	1604	-
HCM Lane V/C Ratio	0.017	-	-	0.012	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	21	27	71	104	17
Future Vol, veh/h	11	21	27	71	104	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	24	31	83	121	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	114	0	-	0	123	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.21	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1421	-	-	-	877	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1421	-	-	-	869	995
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1421	-	-	-	885
HCM Lane V/C Ratio	0.009	-	-	-	0.159
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	17	14	5	4	6	6	4	72	2	4	72	12
Future Vol, veh/h	17	14	5	4	6	6	4	72	2	4	72	12
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	20	17	6	5	7	7	5	86	2	5	86	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	207	201	93	212	207	87	100	0	0	88	0	0
Stage 1	103	103	-	97	97	-	-	-	-	-	-	-
Stage 2	104	98	-	115	110	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	755	699	970	683	693	977	1505	-	-	1520	-	-
Stage 1	908	814	-	839	819	-	-	-	-	-	-	-
Stage 2	907	818	-	820	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	695	970	663	689	977	1505	-	-	1520	-	-
Mov Cap-2 Maneuver	740	695	-	663	689	-	-	-	-	-	-	-
Stage 1	905	812	-	836	817	-	-	-	-	-	-	-
Stage 2	890	816	-	796	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.8	0.4	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	746	766	1520	-	-
HCM Lane V/C Ratio	0.003	-	-	0.057	0.025	0.003	-	-
HCM Control Delay (s)	7.4	0	-	10.1	9.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	9	12	4	10	0	553	10	10	732	8
Future Vol, veh/h	10	1	9	12	4	10	0	553	10	10	732	8
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	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	11	1	10	13	4	11	0	621	11	11	822	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1162	1481	416	1061	1480	316	-	0	0	632	0	0
Stage 1	849	849	-	627	627	-	-	-	-	-	-	-
Stage 2	313	632	-	434	853	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	153	127	591	181	127	648	0	-	-	960	-	-
Stage 1	326	380	-	443	479	-	0	-	-	-	-	-
Stage 2	678	477	-	576	378	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	126	591	175	126	648	-	-	-	960	-	-
Mov Cap-2 Maneuver	145	126	-	175	126	-	-	-	-	-	-	-
Stage 1	326	376	-	443	479	-	-	-	-	-	-	-
Stage 2	660	477	-	558	374	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	22.2	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	217	175	297	960	-	-
HCM Lane V/C Ratio	-	-	0.104	0.077	0.053	0.012	-	-
HCM Control Delay (s)	-	-	23.5	27.3	17.8	8.8	-	-
HCM Lane LOS	-	-	C	D	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	74	45	532	687	86
Future Vol, veh/h	22	74	45	532	687	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	23	77	47	554	716	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1132	403	806	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	200	603	828	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	603	828	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	401	-	-
HCM Lane V/C Ratio	0.057	-	0.249	-	-
HCM Control Delay (s)	9.6	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	81	66	19	27	31
Future Vol, veh/h	27	81	66	19	27	31
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	32	96	79	23	32	37
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.9	7.6	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	47%
Vol Thru, %	75%	78%	0%
Vol Right, %	0%	22%	53%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	108	85	58
LT Vol	27	0	27
Through Vol	81	66	0
RT Vol	0	19	31
Lane Flow Rate	129	101	69
Geometry Grp	1	1	1
Degree of Util (X)	0.148	0.112	0.082
Departure Headway (Hd)	4.148	3.984	4.253
Convergence, Y/N	Yes	Yes	Yes
Cap	858	889	847
Service Time	2.209	2.056	2.253
HCM Lane V/C Ratio	0.15	0.114	0.081
HCM Control Delay	7.9	7.6	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.4	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	0	19	35	2	14
Future Vol, veh/h	24	0	19	35	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	29	0	23	42	2	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	117	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.1	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1597	-	884	1023
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	871	1023
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1597	-
HCM Lane V/C Ratio	0.019	-	-	0.014	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	25	32	84	124	20
Future Vol, veh/h	13	25	32	84	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	15	29	37	98	144	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	135	0	-	0	145	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.21	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1396	-	-	-	852	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	843	978
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	859
HCM Lane V/C Ratio	0.011	-	-	-	0.195
HCM Control Delay (s)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	17	6	5	7	7	5	86	2	5	86	14
Future Vol, veh/h	20	17	6	5	7	7	5	86	2	5	86	14
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	24	20	7	6	8	8	6	102	2	6	102	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	246	239	111	251	246	103	119	0	0	104	0	0
Stage 1	123	123	-	115	115	-	-	-	-	-	-	-
Stage 2	123	116	-	136	131	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	712	666	948	643	660	957	1482	-	-	1500	-	-
Stage 1	886	798	-	820	804	-	-	-	-	-	-	-
Stage 2	886	803	-	798	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	695	661	948	619	655	957	1482	-	-	1500	-	-
Mov Cap-2 Maneuver	695	661	-	619	655	-	-	-	-	-	-	-
Stage 1	882	795	-	817	801	-	-	-	-	-	-	-
Stage 2	866	800	-	769	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.1	0.4	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	707	729	1500	-	-
HCM Lane V/C Ratio	0.004	-	-	0.072	0.031	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.5	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	11	14	5	12	0	658	12	12	871	10
Future Vol, veh/h	12	1	11	14	5	12	0	658	12	12	871	10
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	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	13	1	12	16	6	13	0	739	13	13	979	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1384	1763	495	1262	1762	376	-	0	0	752	0	0
Stage 1	1011	1011	-	746	746	-	-	-	-	-	-	-
Stage 2	373	752	-	516	1016	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	105	85	525	129	85	591	0	-	-	867	-	-
Stage 1	260	320	-	376	424	-	0	-	-	-	-	-
Stage 2	625	421	-	515	318	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	84	525	123	84	591	-	-	-	867	-	-
Mov Cap-2 Maneuver	96	84	-	123	84	-	-	-	-	-	-	-
Stage 1	260	315	-	376	424	-	-	-	-	-	-	-
Stage 2	603	421	-	494	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.7	30.3	0	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	152	123	213	867	-	-
HCM Lane V/C Ratio	-	-	0.177	0.128	0.09	0.016	-	-
HCM Control Delay (s)	-	-	33.7	38.5	23.6	9.2	-	-
HCM Lane LOS	-	-	D	E	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	88	54	633	818	102
Future Vol, veh/h	26	88	54	633	818	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	27	92	56	659	852	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1347	479	958	0	-	0
Stage 1	905	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	145	538	726	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	538	726	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.8	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	726	-	319	-	-
HCM Lane V/C Ratio	0.077	-	0.372	-	-
HCM Control Delay (s)	10.4	-	22.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	96	79	23	32	37
Future Vol, veh/h	32	96	79	23	32	37
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	38	114	94	27	38	44
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.2	7.8	7.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	46%
Vol Thru, %	75%	77%	0%
Vol Right, %	0%	23%	54%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	128	102	69
LT Vol	32	0	32
Through Vol	96	79	0
RT Vol	0	23	37
Lane Flow Rate	152	121	82
Geometry Grp	1	1	1
Degree of Util (X)	0.177	0.136	0.099
Departure Headway (Hd)	4.187	4.025	4.35
Convergence, Y/N	Yes	Yes	Yes
Cap	847	877	829
Service Time	2.264	2.114	2.35
HCM Lane V/C Ratio	0.179	0.138	0.099
HCM Control Delay	8.2	7.8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.5	0.3

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	10	75	35	7	62
Future Vol, veh/h	24	10	75	35	7	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	29	12	90	42	8	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	257	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.1	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1581	-	736	1015
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	693	1015
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1581	-
HCM Lane V/C Ratio	0.086	-	-	0.057	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	45	55	84	124	53
Future Vol, veh/h	41	45	55	84	124	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	48	52	64	98	144	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	261	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.21	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1364	-	-	-	732	945
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	706	945
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	764
HCM Lane V/C Ratio	0.035	-	-	-	0.269
HCM Control Delay (s)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	17	6	10	7	7	5	93	6	5	93	14
Future Vol, veh/h	20	17	6	10	7	7	5	93	6	5	93	14
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	24	20	7	12	8	8	6	111	7	6	111	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	267	262	120	272	267	115	128	0	0	118	0	0
Stage 1	132	132	-	127	127	-	-	-	-	-	-	-
Stage 2	135	130	-	145	140	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	646	937	622	642	943	1470	-	-	1483	-	-
Stage 1	876	791	-	807	795	-	-	-	-	-	-	-
Stage 2	873	792	-	789	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	641	937	599	637	943	1470	-	-	1483	-	-
Mov Cap-2 Maneuver	673	641	-	599	637	-	-	-	-	-	-	-
Stage 1	872	788	-	804	792	-	-	-	-	-	-	-
Stage 2	853	789	-	760	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.5	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	686	684	1483	-	-
HCM Lane V/C Ratio	0.004	-	-	0.075	0.042	0.004	-	-
HCM Control Delay (s)	7.5	0	-	10.7	10.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	12	14	5	20	0	670	12	17	885	15
Future Vol, veh/h	15	1	12	14	5	20	0	670	12	17	885	15
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	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	17	1	13	16	6	22	0	753	13	19	994	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1421	1807	506	1296	1809	383	-	0	0	766	0	0
Stage 1	1041	1041	-	760	760	-	-	-	-	-	-	-
Stage 2	380	766	-	536	1049	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	98	80	517	122	80	585	0	-	-	856	-	-
Stage 1	250	310	-	369	417	-	0	-	-	-	-	-
Stage 2	619	415	-	501	307	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	78	517	116	78	585	-	-	-	856	-	-
Mov Cap-2 Maneuver	88	78	-	116	78	-	-	-	-	-	-	-
Stage 1	250	303	-	369	417	-	-	-	-	-	-	-
Stage 2	587	415	-	475	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.3	28	0	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	136	116	254	856	-	-
HCM Lane V/C Ratio	-	-	0.231	0.136	0.111	0.022	-	-
HCM Control Delay (s)	-	-	39.3	40.8	20.9	9.3	-	-
HCM Lane LOS	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.8	0.5	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	93	61	633	819	116
Future Vol, veh/h	38	93	61	633	819	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	40	97	64	659	853	121

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1372	487	974	0	-	0
Stage 1	914	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	140	532	716	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	532	716	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.8	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	278	-	-
HCM Lane V/C Ratio	0.089	-	0.491	-	-
HCM Control Delay (s)	10.5	-	29.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	110	94	23	32	45
Future Vol, veh/h	38	110	94	23	32	45
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	45	131	112	27	38	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.4	8	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	0%	42%
Vol Thru, %	74%	80%	0%
Vol Right, %	0%	20%	58%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	148	117	77
LT Vol	38	0	32
Through Vol	110	94	0
RT Vol	0	23	45
Lane Flow Rate	176	139	92
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.162	0.112
Departure Headway (Hd)	4.219	4.184	4.405
Convergence, Y/N	Yes	Yes	Yes
Cap	837	862	818
Service Time	2.315	2.184	2.412
HCM Lane V/C Ratio	0.21	0.161	0.112
HCM Control Delay	8.4	8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	0.4

APPENDIX E: QUEUING ANALYSIS

Bay Street Florence

Intersection: 3: Site Access & Bay St , Interval #1

Movement	NB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	13
95th Queue (ft)	49
Link Distance (ft)	217
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	49
Average Queue (ft)	1	15
95th Queue (ft)	7	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	59
Average Queue (ft)	0	14
95th Queue (ft)	6	45
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	48
Average Queue (ft)	3	33
95th Queue (ft)	17	45
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	24	49
Average Queue (ft)	2	32
95th Queue (ft)	13	48
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	57
Average Queue (ft)	2	32
95th Queue (ft)	14	47
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	32	40	6	5
Average Queue (ft)	15	13	1	1
95th Queue (ft)	32	45	9	8
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	43	6	5
Average Queue (ft)	14	9	0	0
95th Queue (ft)	29	32	5	4
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	41	52	12	10
Average Queue (ft)	14	10	0	0
95th Queue (ft)	30	35	6	5
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	55	45
Average Queue (ft)	33	34
95th Queue (ft)	50	45
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	53	55
Average Queue (ft)	0	29	32
95th Queue (ft)	5	43	50
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	58	56
Average Queue (ft)	0	30	33
95th Queue (ft)	4	45	49
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	51	23	45	8
Average Queue (ft)	21	7	18	1
95th Queue (ft)	57	26	49	7
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	67	30	45	14
Average Queue (ft)	20	7	11	3
95th Queue (ft)	52	24	37	11
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	68	32	54	14
Average Queue (ft)	20	7	13	2
95th Queue (ft)	53	24	40	11
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	64	36	4
Average Queue (ft)	38	22	1
95th Queue (ft)	66	47	9
Link Distance (ft)	63		183
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	61	48	14	14
Average Queue (ft)	36	19	1	1
95th Queue (ft)	57	48	10	9
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	69	48	14	18
Average Queue (ft)	37	20	1	1
95th Queue (ft)	59	48	9	9
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	55	43
Average Queue (ft)	36	35	27
95th Queue (ft)	51	54	40
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	50	51
Average Queue (ft)	33	31	23
95th Queue (ft)	47	48	40
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	55	52
Average Queue (ft)	33	32	24
95th Queue (ft)	48	50	41
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

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

Intersection: 3: Site Access & Bay St , Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	17	36
Average Queue (ft)	2	15
95th Queue (ft)	20	43
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	58
Average Queue (ft)	2	14
95th Queue (ft)	14	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	58
Average Queue (ft)	2	14
95th Queue (ft)	16	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	23	4	54
Average Queue (ft)	3	1	36
95th Queue (ft)	22	7	56
Link Distance (ft)	106	220	283
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	58
Average Queue (ft)	2	34
95th Queue (ft)	15	51
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	35	4	58
Average Queue (ft)	2	0	35
95th Queue (ft)	17	3	52
Link Distance (ft)	106	220	283
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	37	5
Average Queue (ft)	14	13	1
95th Queue (ft)	30	39	7
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	52	11
Average Queue (ft)	13	14	0
95th Queue (ft)	27	39	6
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	59	11
Average Queue (ft)	13	13	1
95th Queue (ft)	28	39	7
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	41	51
Average Queue (ft)	30	37
95th Queue (ft)	43	57
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	82	64
Average Queue (ft)	32	35
95th Queue (ft)	59	54
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	84	65
Average Queue (ft)	31	35
95th Queue (ft)	56	55
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	38	43	44	14
Average Queue (ft)	15	19	16	4
95th Queue (ft)	40	57	45	15
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	T	L
Maximum Queue (ft)	58	38	62	8	14
Average Queue (ft)	22	7	16	0	3
95th Queue (ft)	53	25	48	6	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	T	L
Maximum Queue (ft)	63	55	62	8	14
Average Queue (ft)	20	10	16	0	3
95th Queue (ft)	50	35	47	6	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	69	52	8
Average Queue (ft)	47	28	1
95th Queue (ft)	76	57	7
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	79	56	4
Average Queue (ft)	44	24	0
95th Queue (ft)	75	53	4
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	79	60	8
Average Queue (ft)	45	25	0
95th Queue (ft)	76	54	5
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	55	48
Average Queue (ft)	35	36	29
95th Queue (ft)	50	52	47
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	56	49
Average Queue (ft)	35	33	25
95th Queue (ft)	53	52	42
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	56	50
Average Queue (ft)	35	34	26
95th Queue (ft)	52	52	43
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 7
Network wide Queuing Penalty, Interval #2: 6
Network wide Queuing Penalty, All Intervals: 6

Intersection: 3: Site Access & Bay St , Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	71
Average Queue (ft)	6	41
95th Queue (ft)	27	72
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	66
Average Queue (ft)	0	33
95th Queue (ft)	5	59
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	79
Average Queue (ft)	2	35
95th Queue (ft)	13	63
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	58	70
Average Queue (ft)	18	46
95th Queue (ft)	59	72
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	62
Average Queue (ft)	6	38
95th Queue (ft)	27	59
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	58	70
Average Queue (ft)	9	40
95th Queue (ft)	37	63
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	34	6	16
Average Queue (ft)	14	19	0	2
95th Queue (ft)	29	40	0	15
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	53	20	5
Average Queue (ft)	13	15	1	0
95th Queue (ft)	29	43	13	4
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	53	26	16
Average Queue (ft)	14	16	1	1
95th Queue (ft)	29	42	11	8
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	4	109	92
Average Queue (ft)	1	55	49
95th Queue (ft)	6	116	99
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	98	100
Average Queue (ft)	1	40	41
95th Queue (ft)	7	83	76
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	10	140	122
Average Queue (ft)	1	44	43
95th Queue (ft)	7	93	83
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	TR	L
Maximum Queue (ft)	82	35	50	2	11
Average Queue (ft)	37	15	27	0	3
95th Queue (ft)	81	40	53	2	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	SB	SB
Directions Served	LTR	L	TR	L	T
Maximum Queue (ft)	72	30	52	18	15
Average Queue (ft)	26	7	17	4	1
95th Queue (ft)	63	24	43	14	12
Link Distance (ft)	145		255		430
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130		175	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	TR	L	T
Maximum Queue (ft)	89	43	58	2	18	15
Average Queue (ft)	28	9	20	0	3	1
95th Queue (ft)	68	29	46	1	14	10
Link Distance (ft)	145		255	183		430
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		130			175	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	73	63	4
Average Queue (ft)	56	34	1
95th Queue (ft)	88	63	7
Link Distance (ft)	63		183
Upstream Blk Time (%)	19		
Queuing Penalty (veh)	26		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	81	67	11	13
Average Queue (ft)	47	29	0	1
95th Queue (ft)	78	59	9	7
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	10			
Queuing Penalty (veh)	12			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	83	74	11	13
Average Queue (ft)	49	30	0	1
95th Queue (ft)	81	60	8	7
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	13			
Queuing Penalty (veh)	15			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	51	56	42
Average Queue (ft)	39	39	24
95th Queue (ft)	56	57	36
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	56	64
Average Queue (ft)	36	35	26
95th Queue (ft)	57	50	48
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	57	64
Average Queue (ft)	37	36	26
95th Queue (ft)	57	52	46
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 26
Network wide Queuing Penalty, Interval #2: 12
Network wide Queuing Penalty, All Intervals: 15

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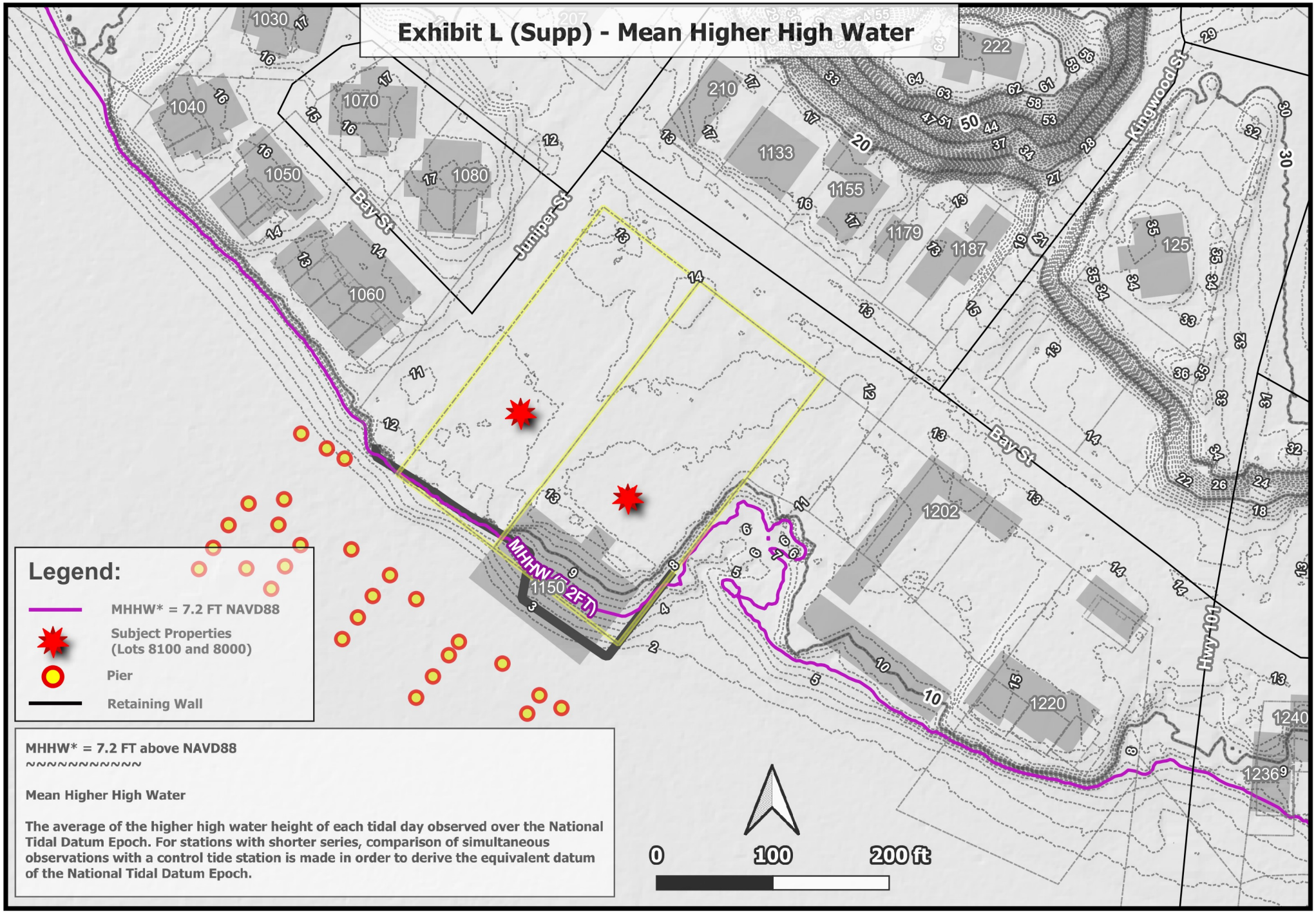
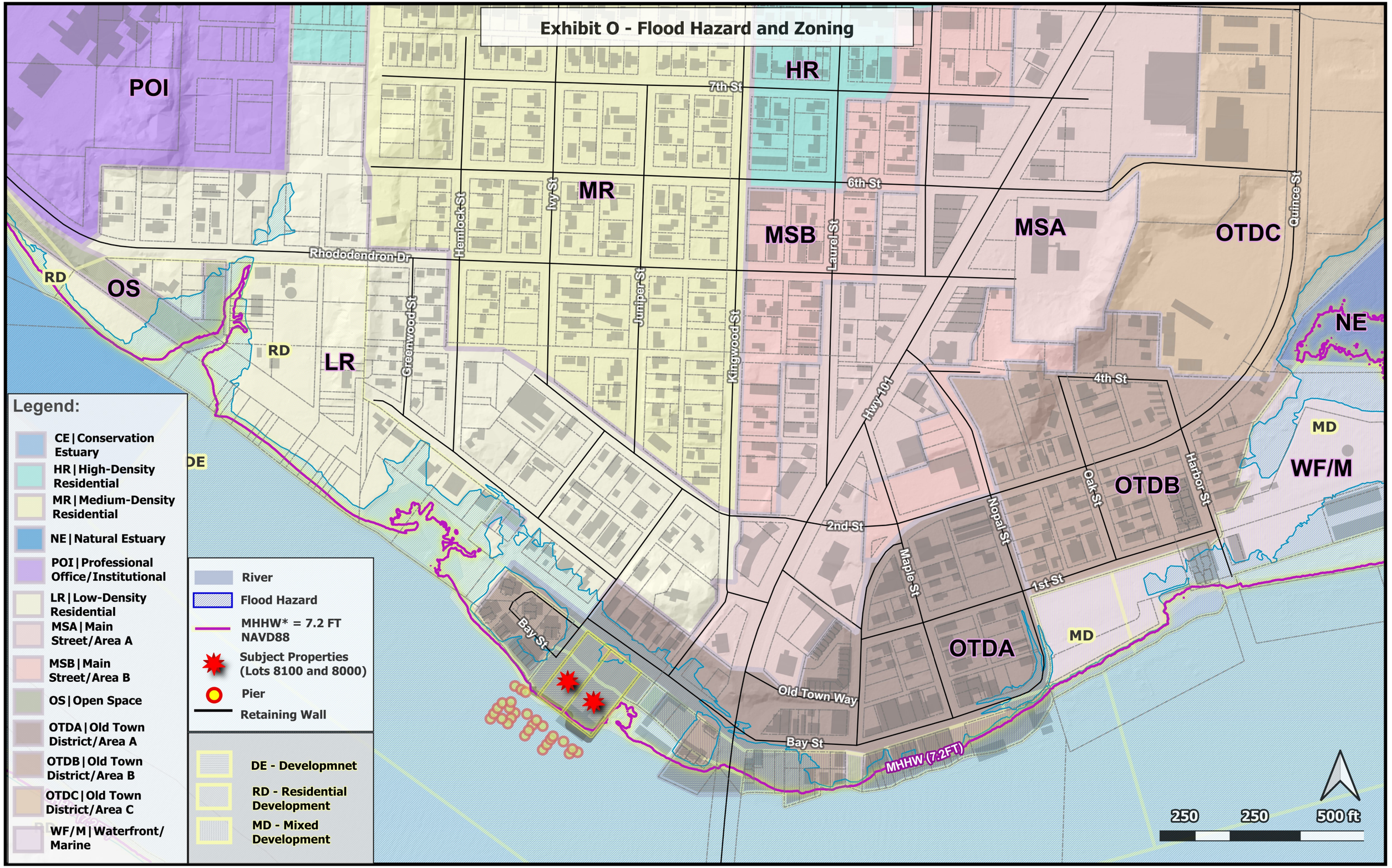


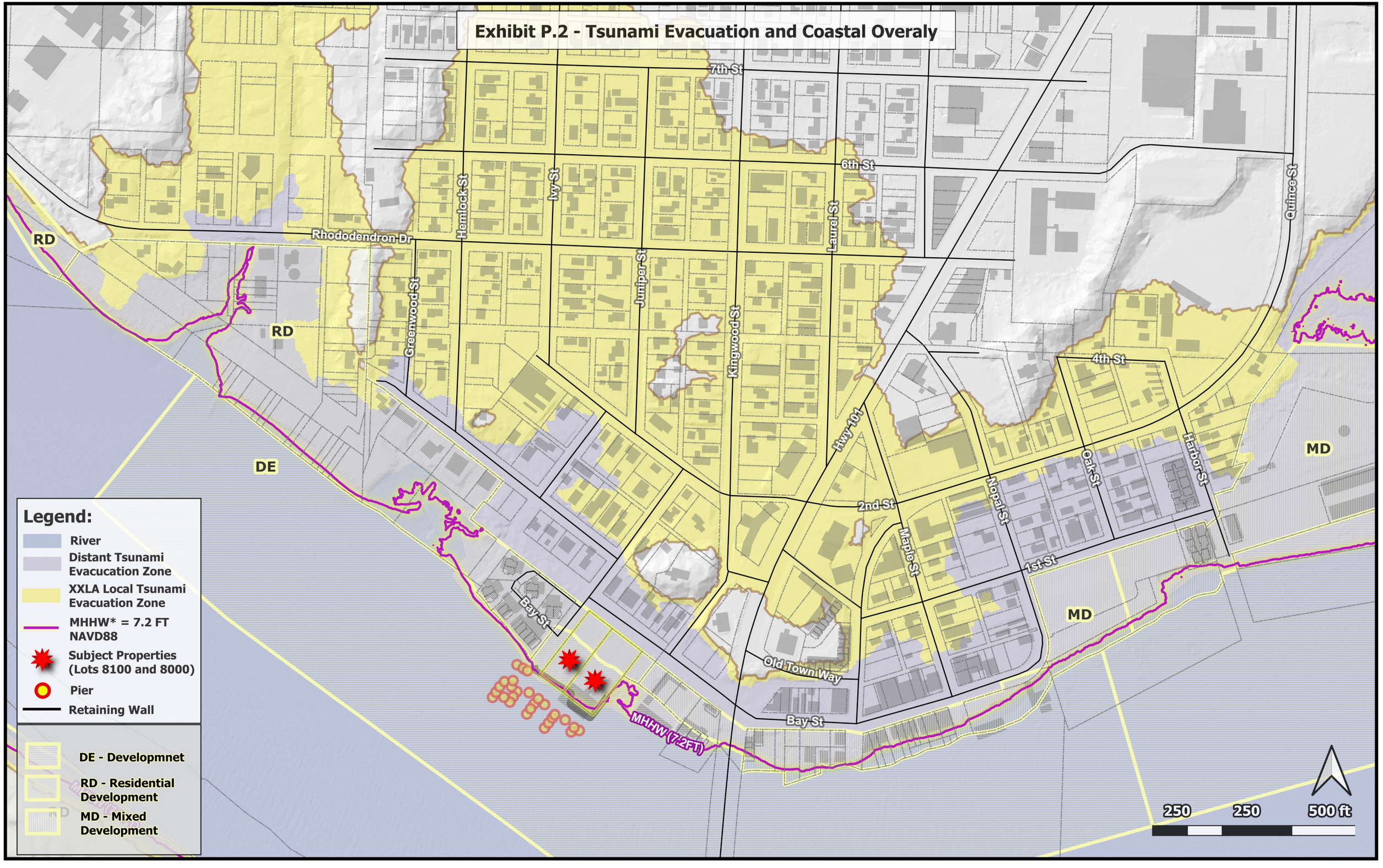
24-046_Exhibit-L-Supp_MHHW_01 Map compiled from record data, Lane County GIS. This is not a survey. 2024-11-06

Exhibit O - Flood Hazard and Zoning



Map compiled from record data, Lane County GIS. This is not a survey.

Exhibit P.2 - Tsunami Evacuation and Coastal Overaly



Legend:

- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development

Exhibit P - Tsunami Evacuation and Zoning

POI
HR
MR
MSB
MSA
OTDC
NE
OS
CE
LR
DE
OTDB
MD
OTDA
WF/M
RD

7th St
6th St
Rhododendron Dr
Hemlock St
Ivy St
Juniper St
Kingwood St
Laurel St
Quince St
Greenwood St
4th St
Hwy 101
Oak St
Harbor St
Nopal St
2nd St
Maple St
1st St
Bay St
Old Town Way
MHHW (7.2FT)

250 250 500 ft

Legend:

- CE | Conservation Estuary
- HR | High-Density Residential
- MR | Medium-Density Residential
- NE | Natural Estuary
- POI | Professional Office/Institutional
- LR | Low-Density Residential
- MSA | Main Street/Area A
- MSB | Main Street/Area B
- OS | Open Space
- OTDA | Old Town District/Area A
- OTDB | Old Town District/Area B
- OTDC | Old Town District/Area C
- WF/M | Waterfront/ Marine

- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

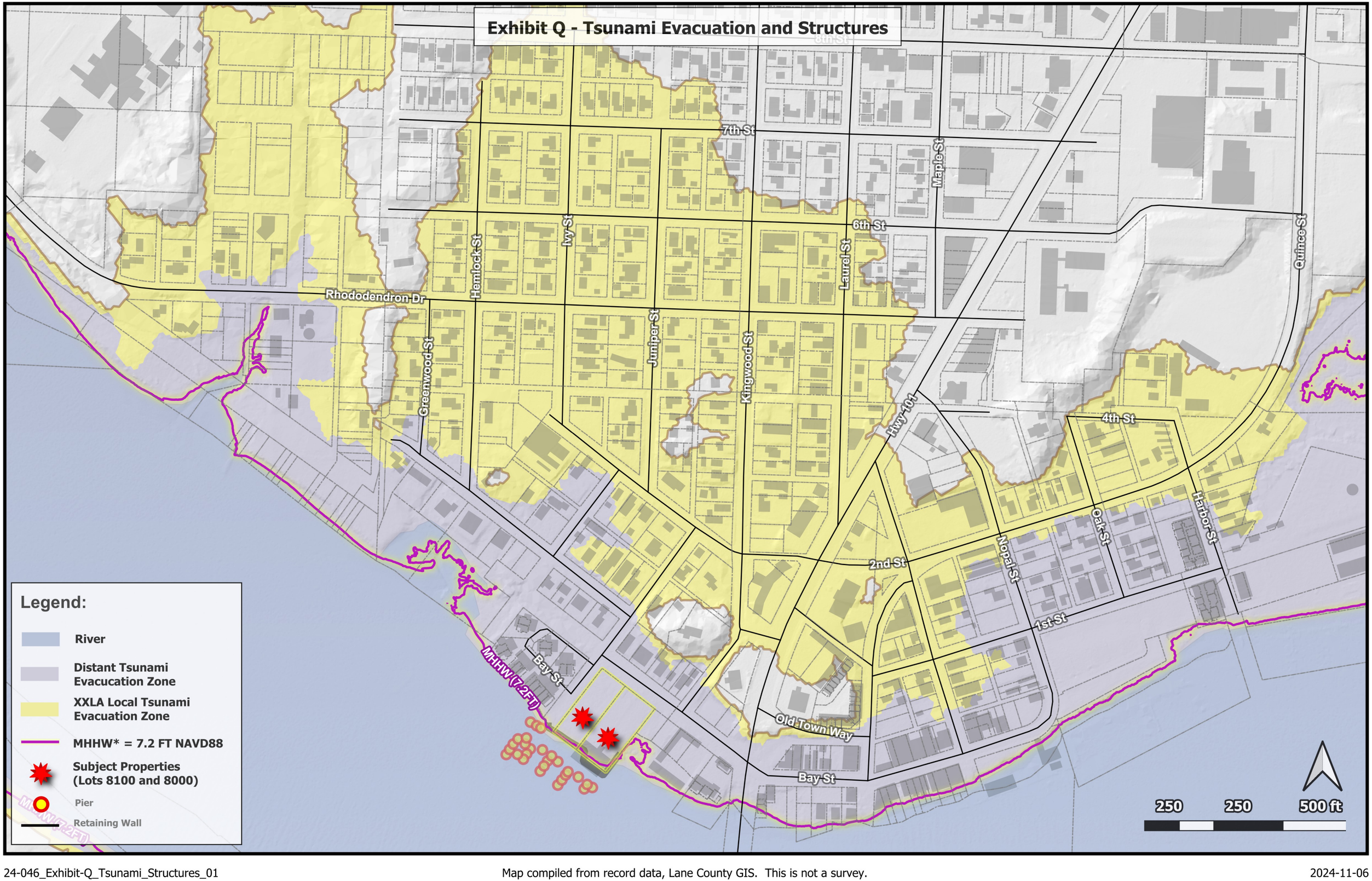
- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development

24-046_Exhibit-P_Tsunami_Zoning_02

Map compiled from record data, Lane County GIS. This is not a survey.

2024-11-06

Exhibit Q - Tsunami Evacuation and Structures



Legend:

- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

Exhibit R - Tsunami Evacuation and Flood Hazard

7th St
6th St
Rhododendron Dr
Hemlock St
Ivy St
Juniper St
Laurel St
Quince St
Greenwood St
Kingwood St
Hwy 101
4th St
Oak St
Harbor St
Nopal St
2nd St
Maple St
1st St
Bay St
MHHW (7.2FT)
Old Town Way
Bay St

Legend:

- Flood Hazard
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

250 250 500 ft

24-046_Exhibit-R_Tsunami-FldHzd-Ortho_01

Map compiled from record data, Lane County GIS. This is not a survey.

2024-11-06

NOTE

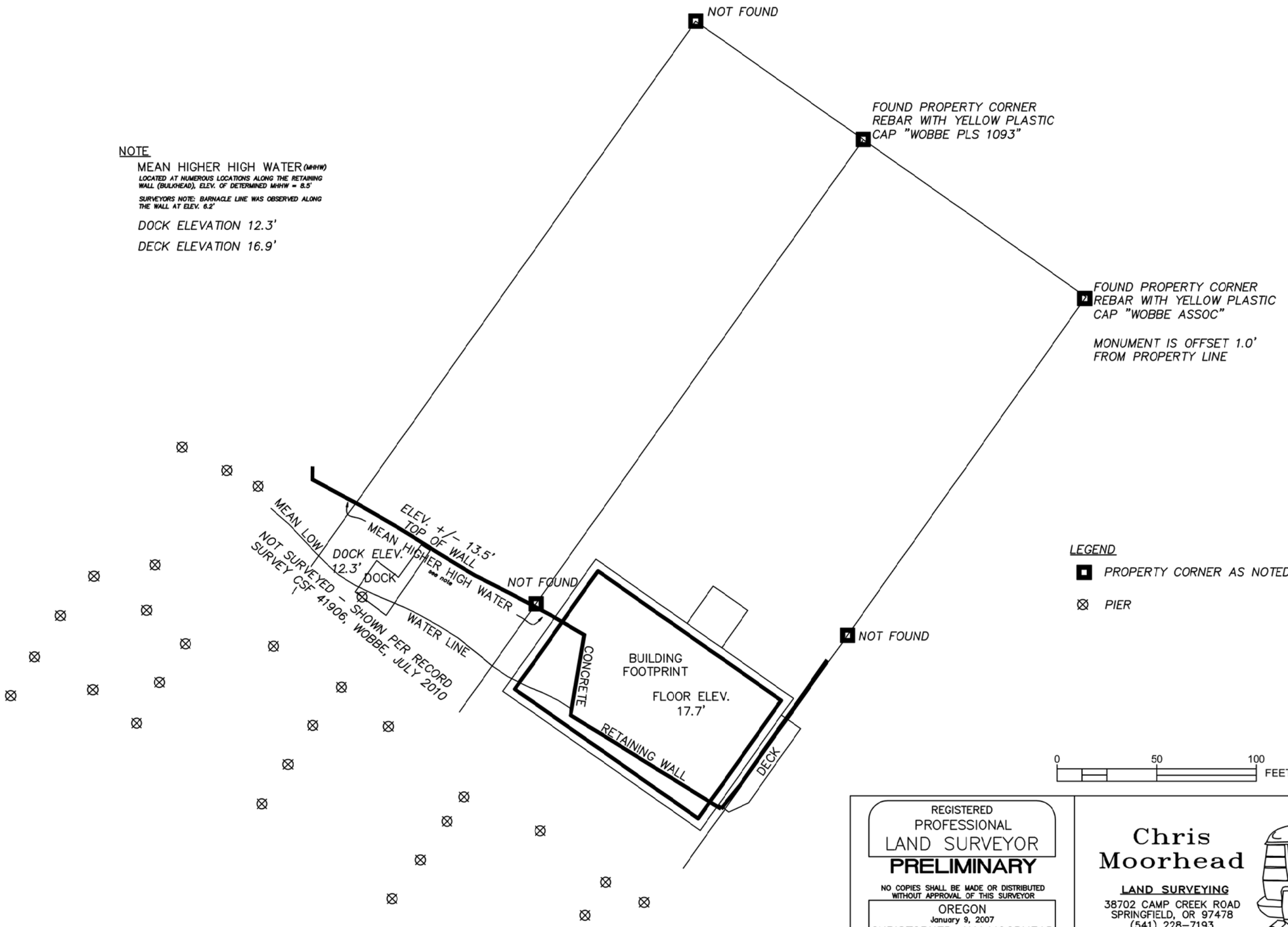
MEAN HIGHER HIGH WATER (MHHW)

LOCATED AT NUMEROUS LOCATIONS ALONG THE RETAINING WALL (BULKHEAD), ELEV. OF DETERMINED MHHW = 8.5'

SURVEYORS NOTE: BARNACLE LINE WAS OBSERVED ALONG THE WALL AT ELEV. 6.2'

DOCK ELEVATION 12.3'

DECK ELEVATION 16.9'



N

SCALE:
1" = 50'

LEGEND

PROPERTY CORNER AS NOTED

PIER

0 50 100 FEET

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OREGON
January 9, 2007
CHRISTOPHER JAY MOORHEAD
61380LS

RENEWAL DATE: DECEMBER 31, 2024

Chris Moorhead

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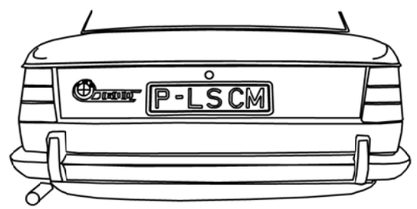

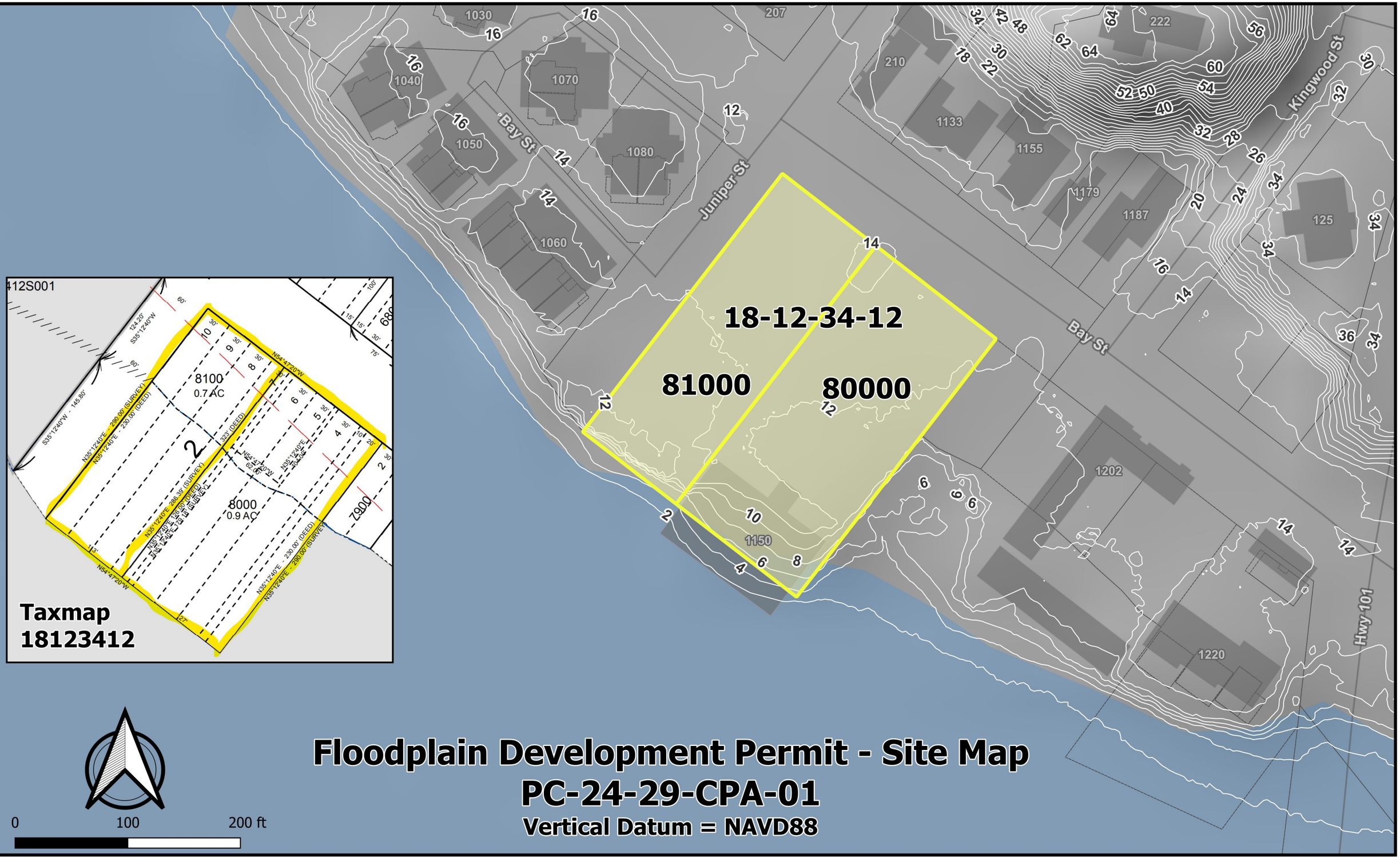

Floodplain Development Permit - Site Map

PC-24-29-CPA-01

Vertical Datum = NAVD88

Site map compiled with record data, LC GIS and DOGAMI Lidar. This is not a survey.