



City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439
Phone: (541) 997 - 8237
Fax: (541) 997 - 4109
www.ci.florence.or.us

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

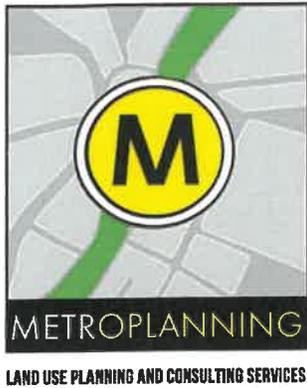
Name: A&D Bay Street, LLC/Chris Leturno Phone 1: 541-556-4913
E-mail Address: chris@superiorec.net Phone 2: Metro 302-9830
Address: 1355 Oak Street, Ste. 200, Eugene, OR 97401
Signature: _____ Date: 7-22-24
Applicant's Representative (if any): Jed Truett/Metro Planning, Inc. See attached.

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





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 RESIDENTIAL 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 TOTTALLING 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, Spfld, 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

<p>A: Proposed new Boundary</p> <p>B: Vicinity</p> <p>C: Compilation Diagrams</p> <ul style="list-style-type: none"> ○ Des/MU/Zoning compilation ○ MU over aerial and tax lots <p>D: Comprehensive Plan diagrams</p> <ul style="list-style-type: none"> ○ General Diagram ○ Map 17-1 <p>E: Zoning diagrams</p> <ul style="list-style-type: none"> ○ Zoning map ○ Zoning over aerial 	<p>F: Aerial photo</p> <p>G: Natural Resource</p> <p>H: A&T map</p> <p>I: RLID Printouts</p> <p>J: Deed</p> <p>K: PDC</p> <p>L: Plat (Florence)</p> <p>M: Bay Bridge Marina Info</p> <p>N: Photos of Site</p>

III. PROPOSAL

1. Coastal Resources Overlay (Comprehensive Plan) map correction/amendment of the Estuarine overlay boundary to adjust the boundary so that it 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 it 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 cited, 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 use¹:

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 population 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 encouraged 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 western 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 residential 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 defined 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:

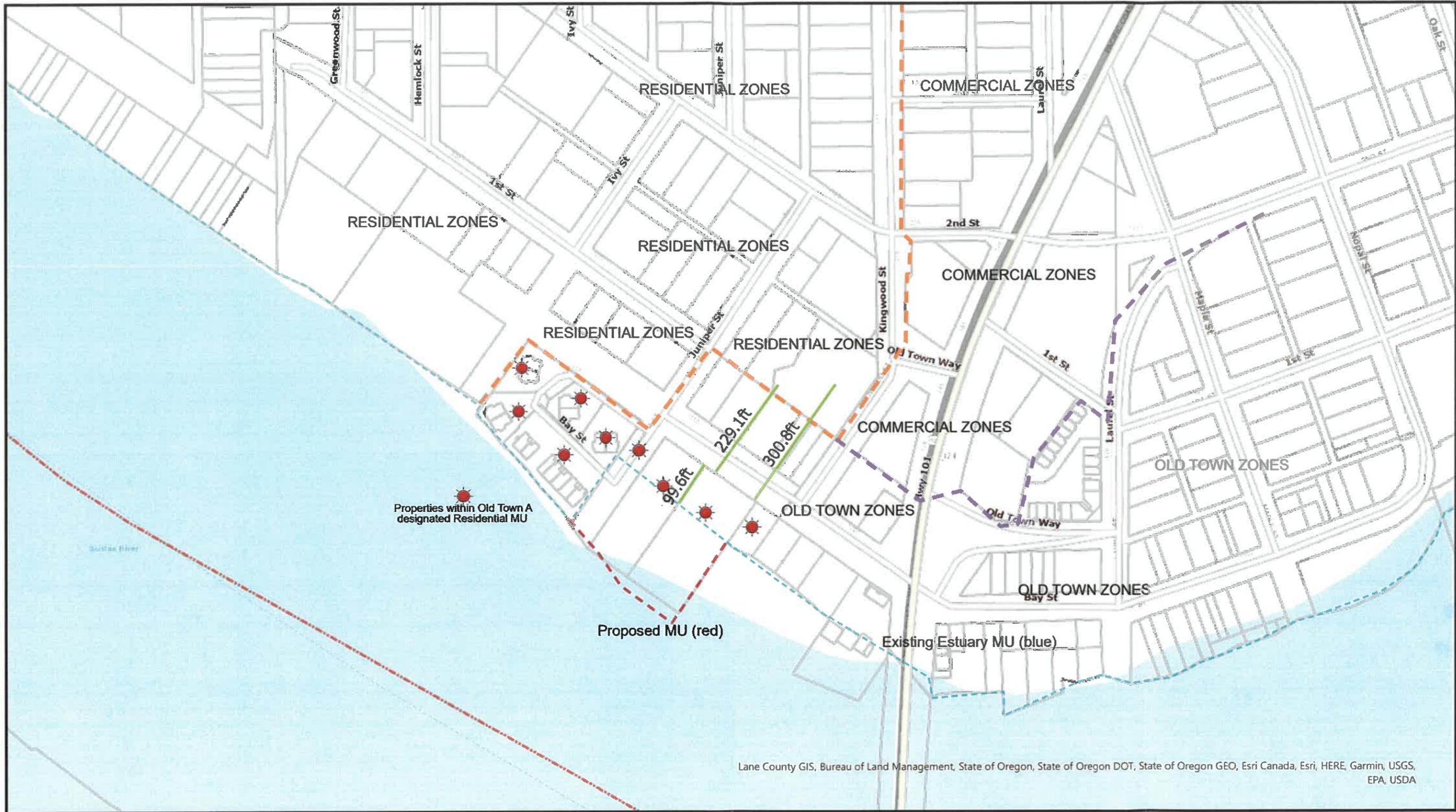
Residential: multi-unit, single unit attached, duplexes, tri-plex, four-plex where the subject property is within 230 feet [to be better defined] of property zoned Residential.

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%; front yard 0-10'.



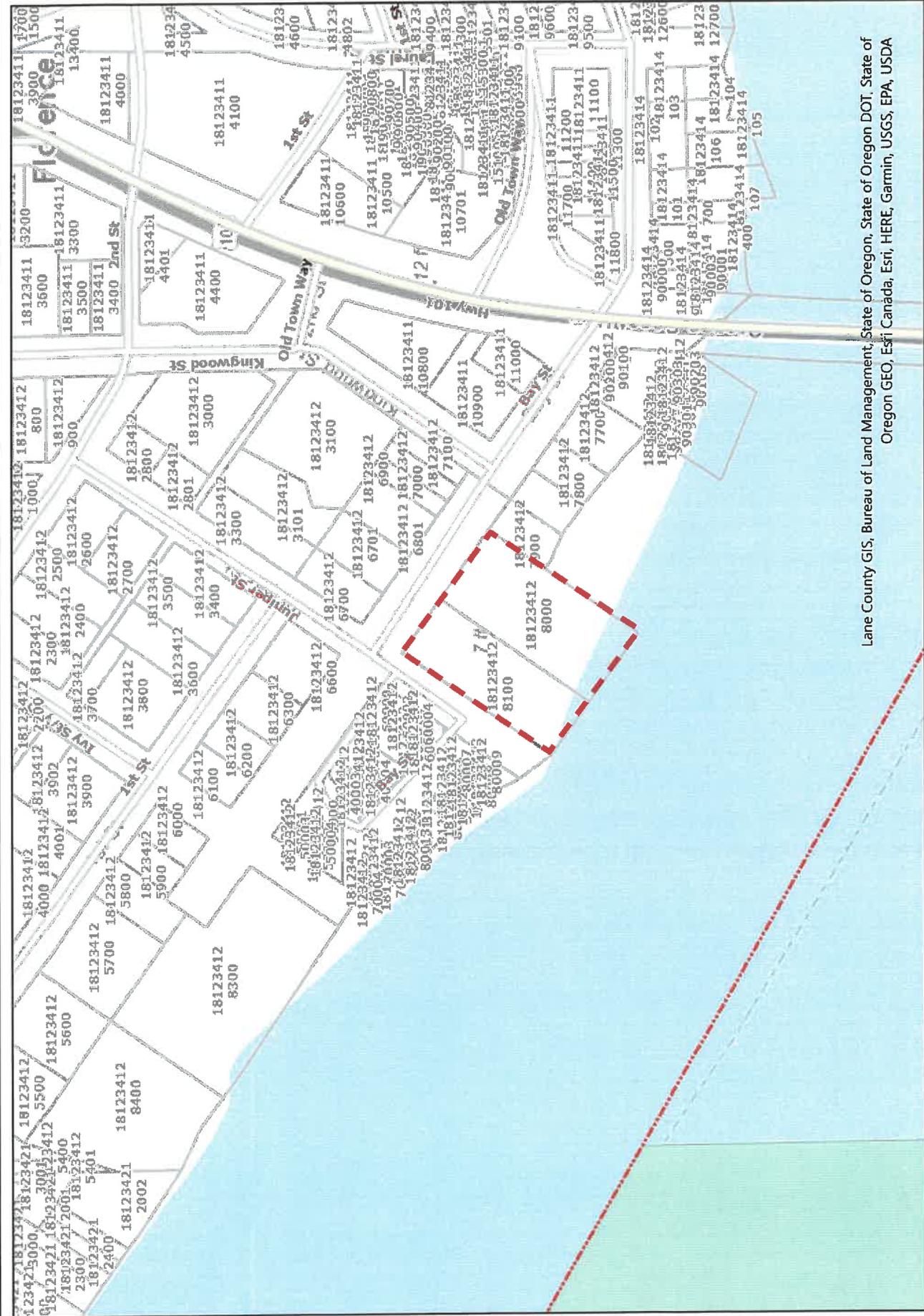
Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, USGS, EPA, USDA

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.



Zoning Change map

Lane County, Oregon



Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, USGS, EPA, USDA

Site map



This 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 as expressed or implied, accompanying this product. However, notification of any errors will be appreciated.

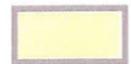
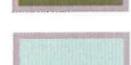
Lane County, Oregon

24-046 Bay Street Condo

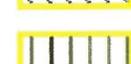
Legend:

 Subject Properties
(Lots 8100 and 8000)

City Zoning Districts

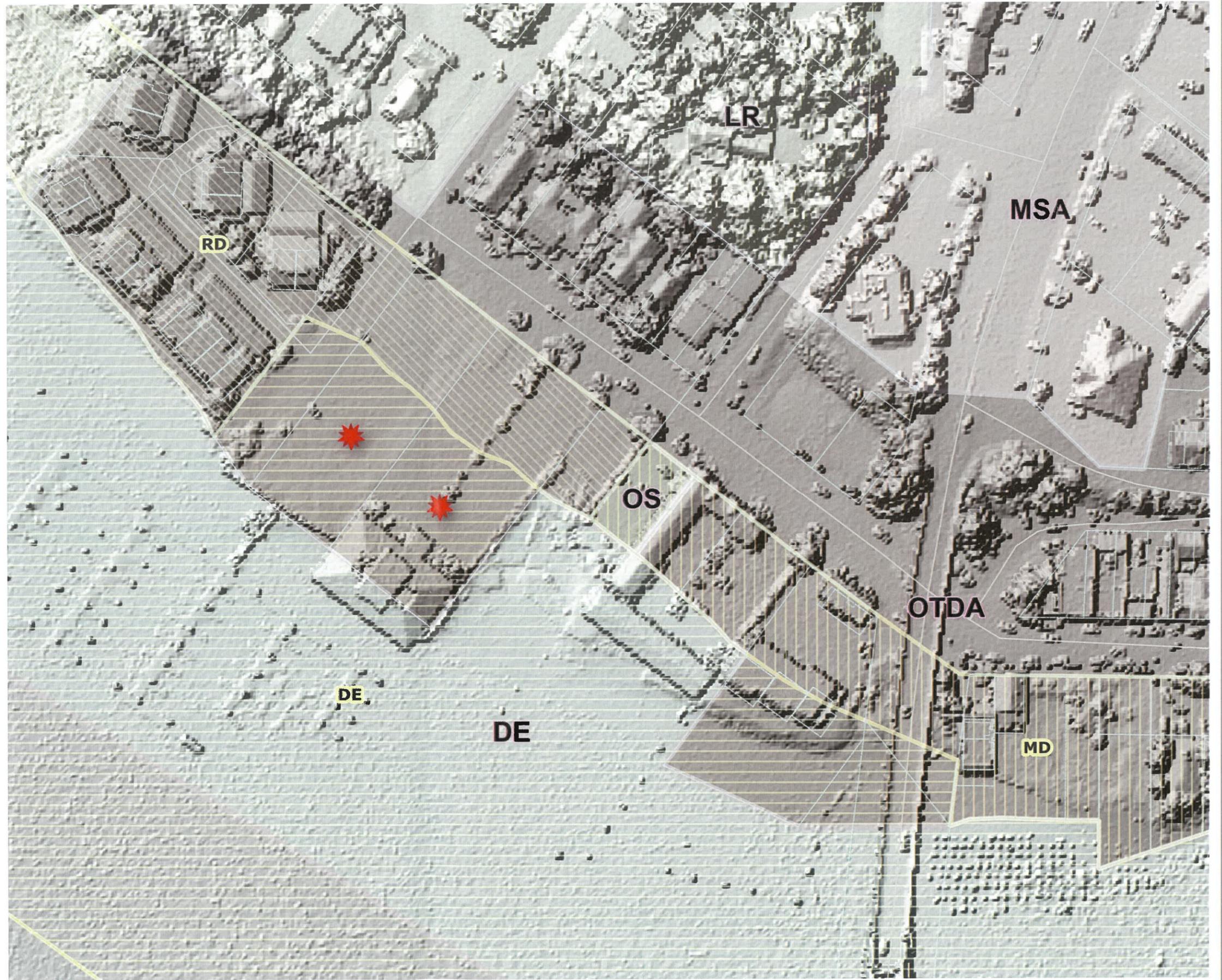
-  LR - Residential, Low Density
-  MSA - Commercial, Mainstreet Area A
-  OTDA - Mixed Use, Old Town Area A
-  OS - Open Space
-  DE - Estuaries, Development Estuary

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

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



0 100 200 ft

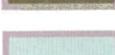


24-046 Bay Street Condo

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: Estuary & Coastal Shoreland Management Units (MU)

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0 100 200 ft

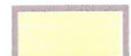


24-046 Bay Street Condo

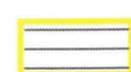
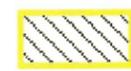
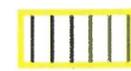
Legend:

 Subject Properties
(Lots 8100 and 8000)

City Zoning Districts

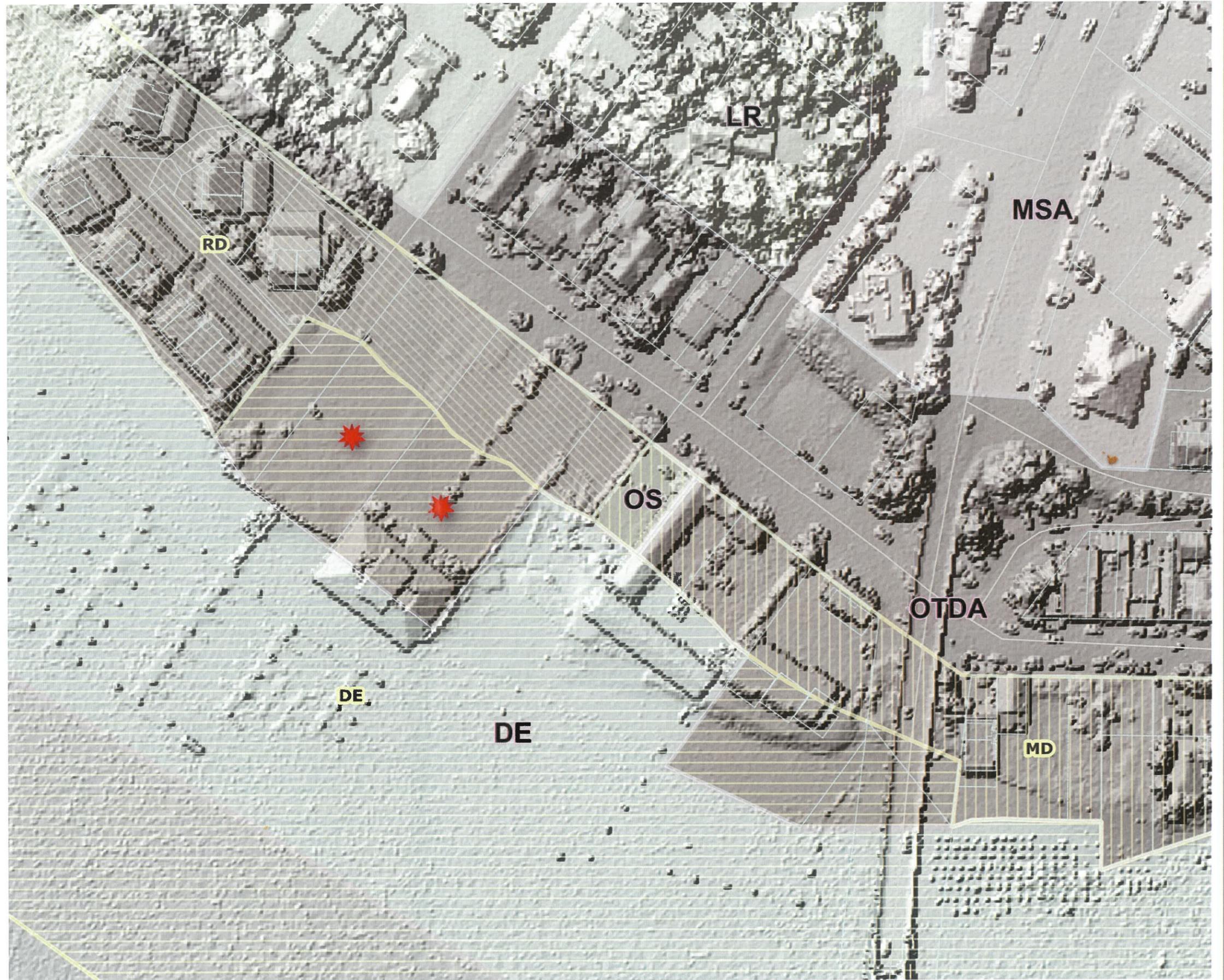
-  LR - Residential, Low Density
-  MSA - Commercial, Mainstreet Area A
-  OTDA - Mixed Use, Old Town Area A
-  OS - Open Space
-  DE - Estuaries, Development Estuary

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

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



0 100 200 ft





Proposed MU (red) Existing Estuary MU (blue)

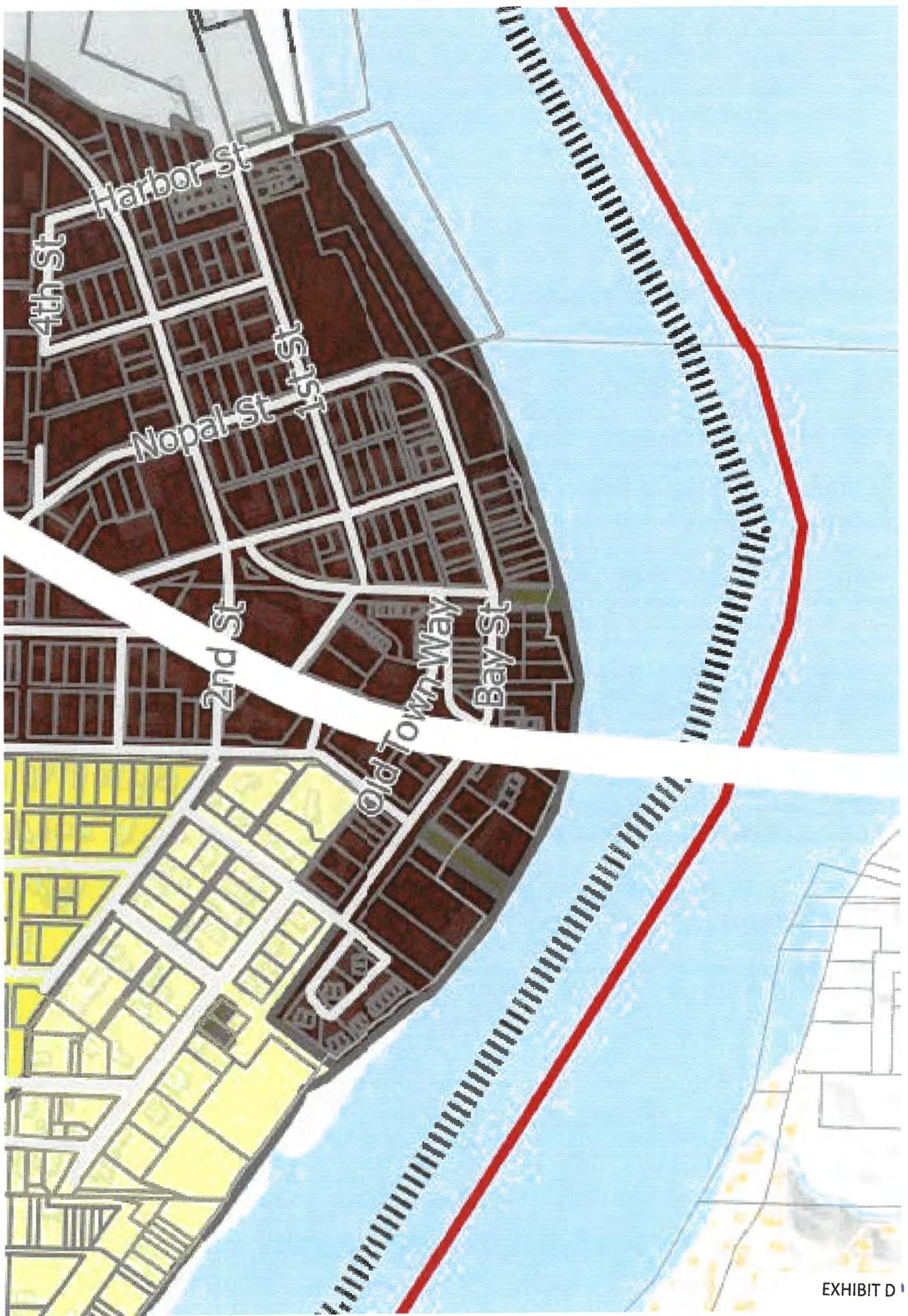
Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, USGS, EPA, USDA

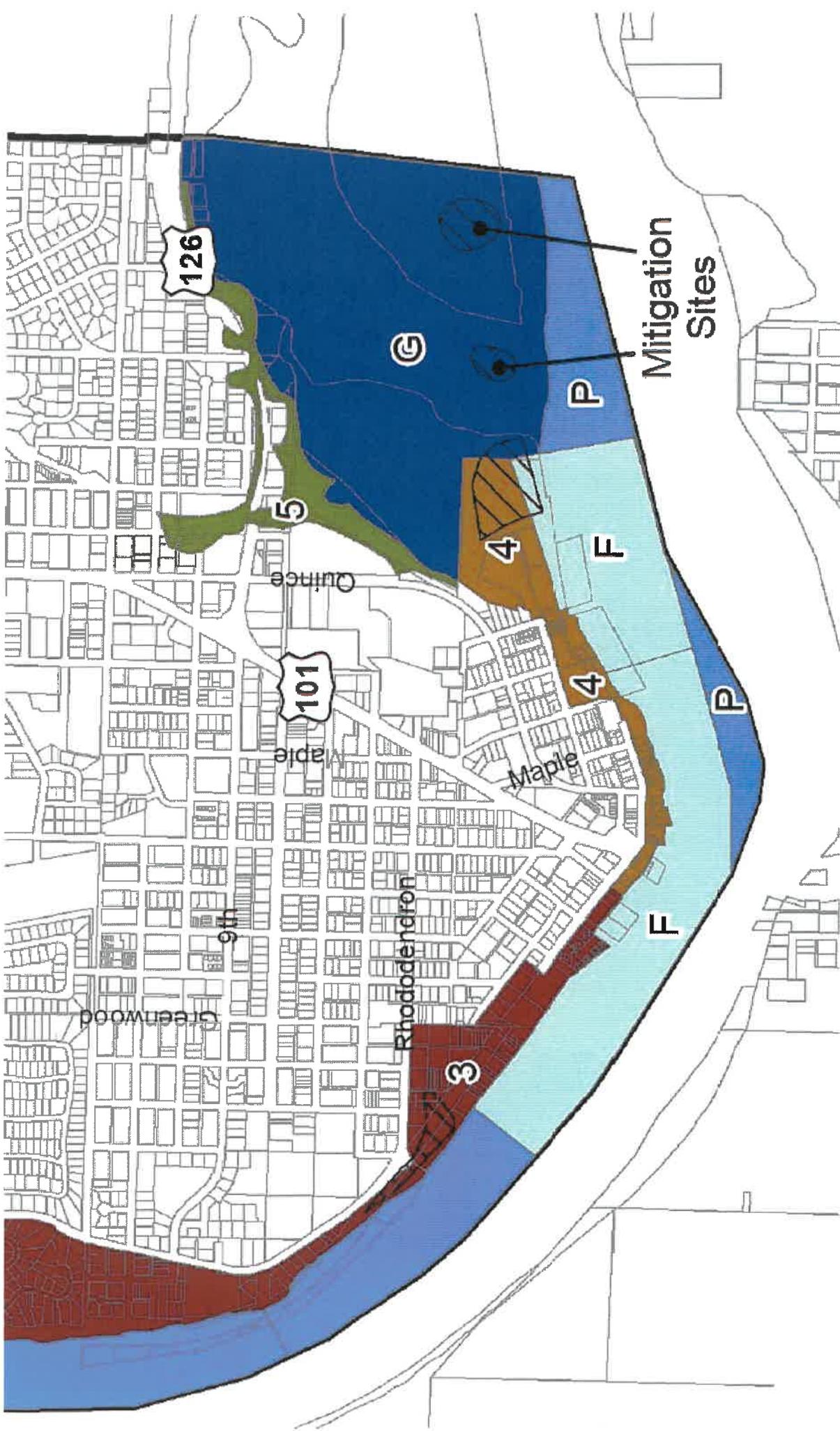
The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data 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.

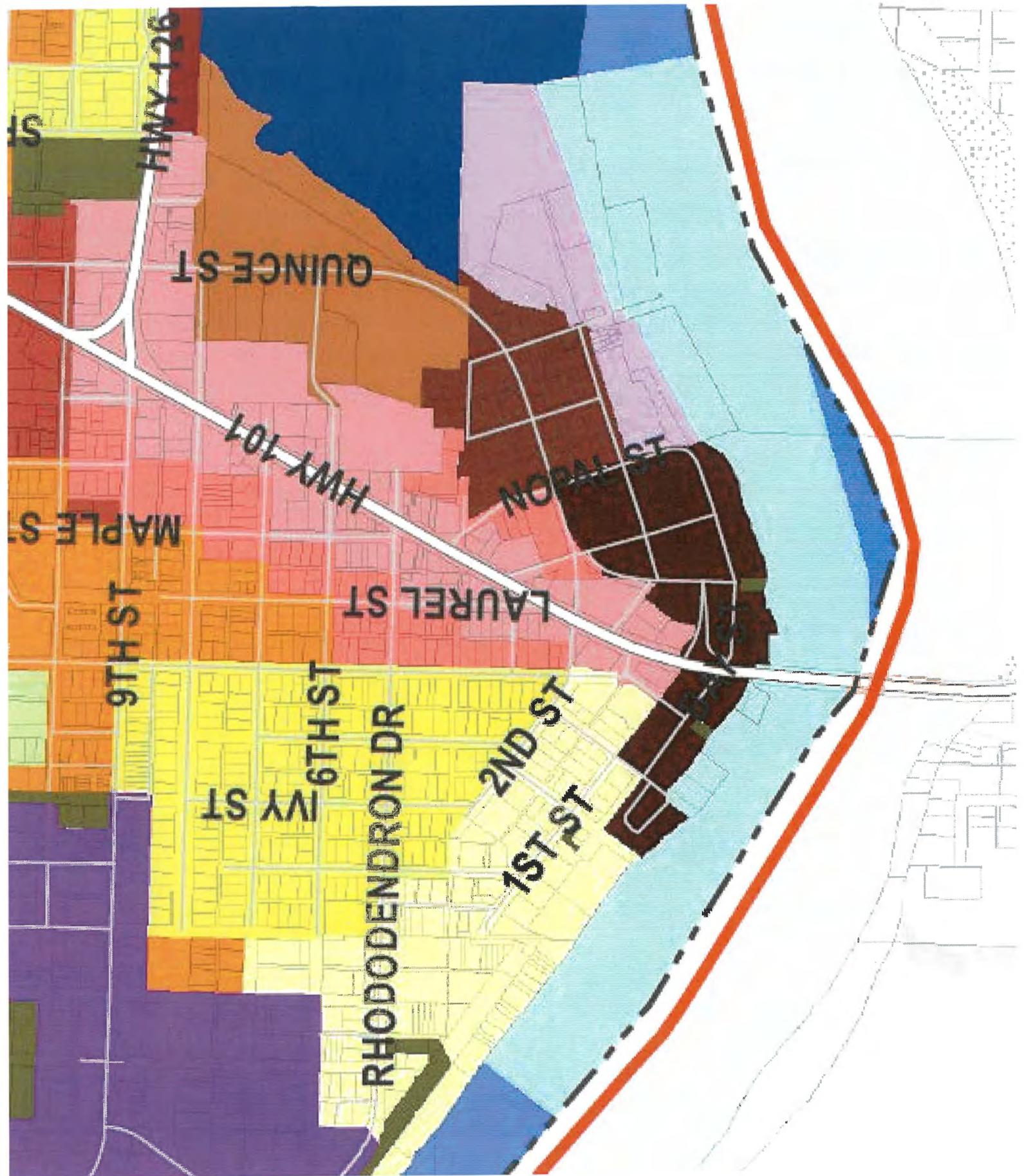


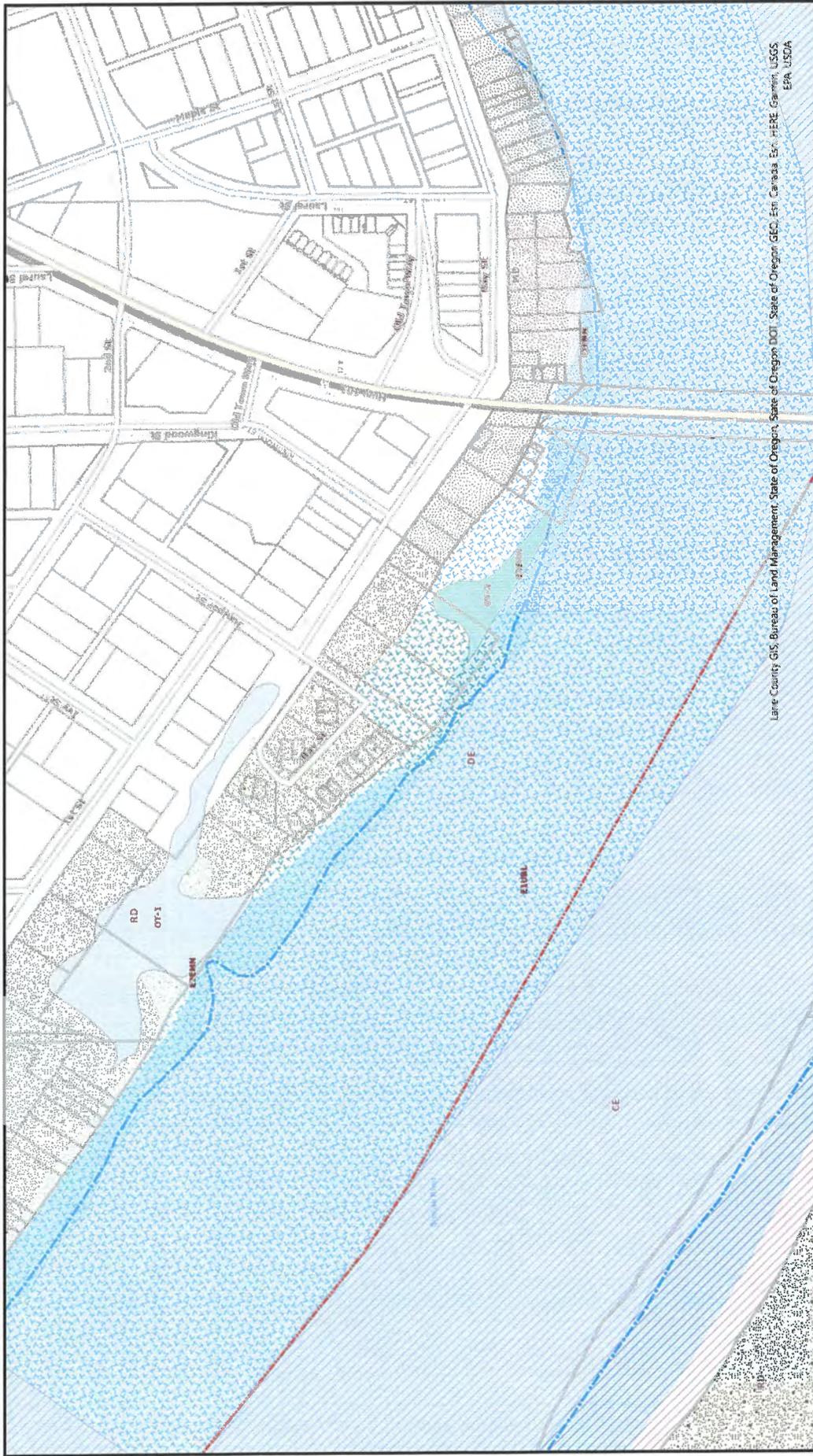
MU map

Lane County, Oregon

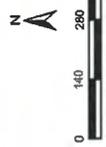








Lane County GIS Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Enr Canada, Enr HERE, Garmin, USGS, EPA, USDA



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Nat Res: (Class I/Coastal/Wetlands)

Lane County, Oregon

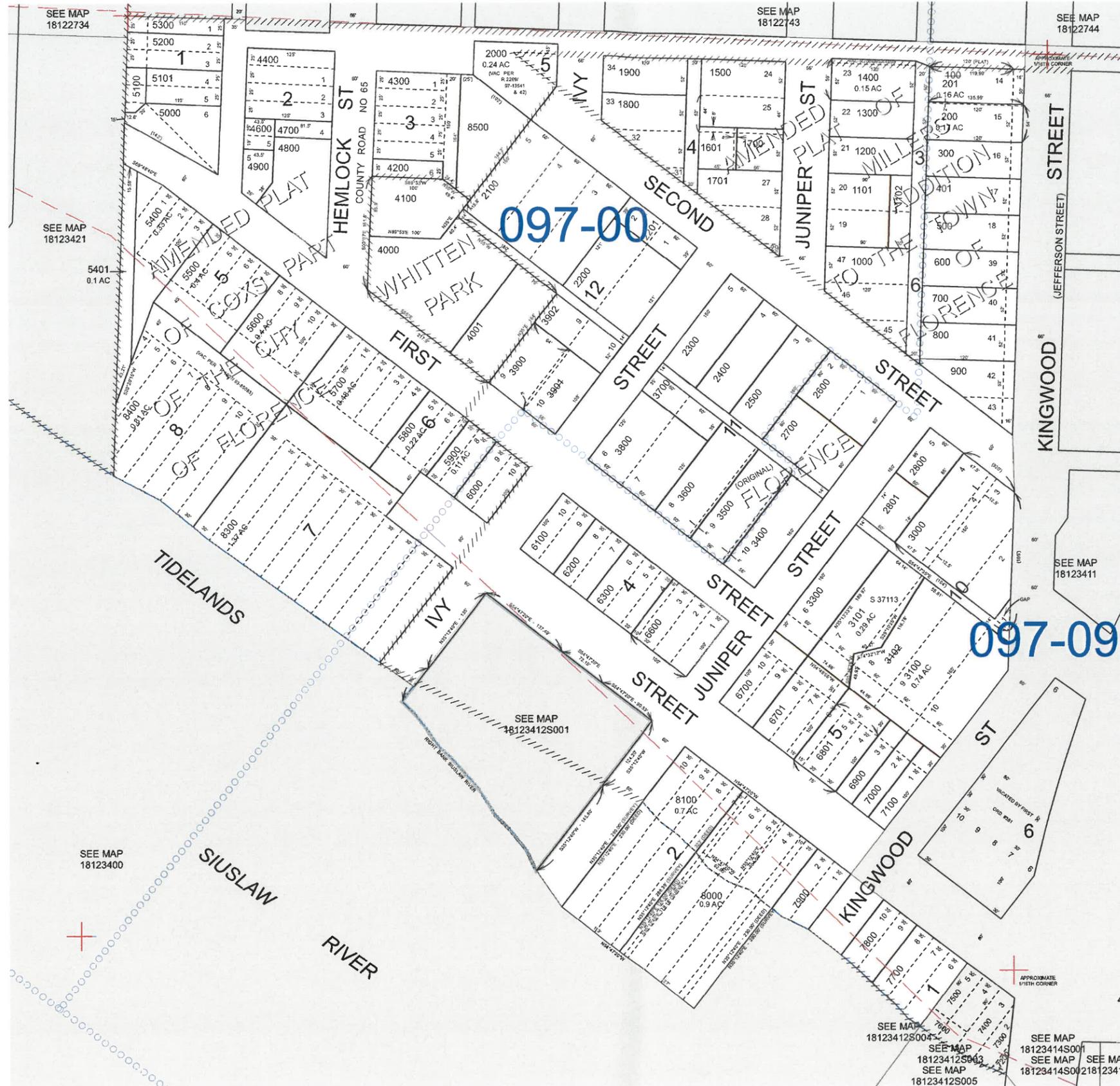
FOR ASSESSMENT AND TAXATION ONLY

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
- 11/16/2008 - LCAT130 - CONVERT MAP TO GIS
- 2/8/2007 - LCAT130 - FL LIR REVI
- 3/5/2008 - LCAT130 - CANG. 7200, 7300, 7400, 7500, & 7600 INTO
- 3/5/2008 - LCAT130 - STILLWATER CONDO.
- 8/23/2007 - LCAT142 - LLA BETWEEN 8000 & 8100
- 8/4/2010 - LCAT174 - LLA BETWEEN TL 8000 & 8100

FLORENCE
18123412

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'

SEE MAP
18123412

097-09

EXHIBIT H

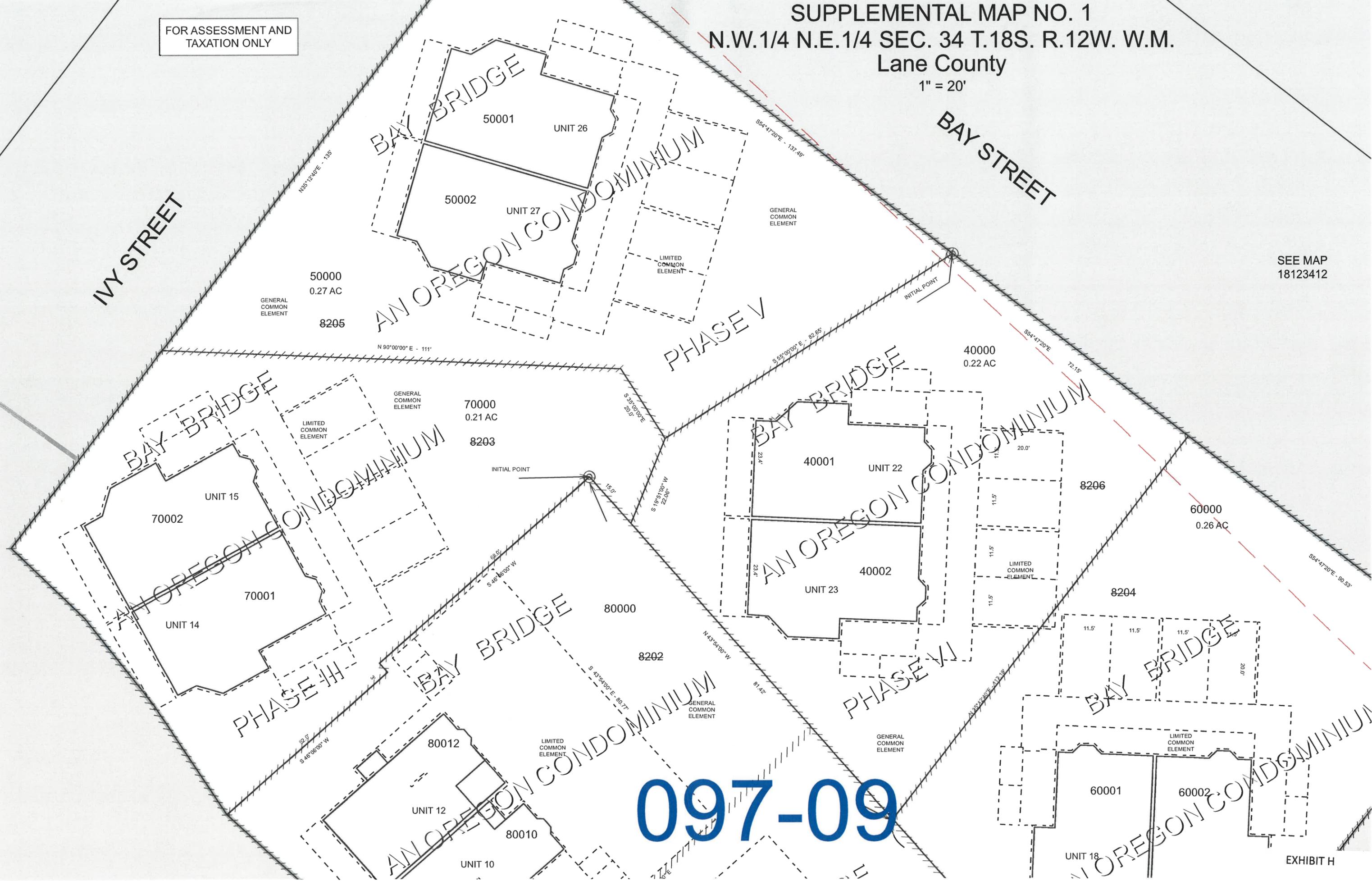
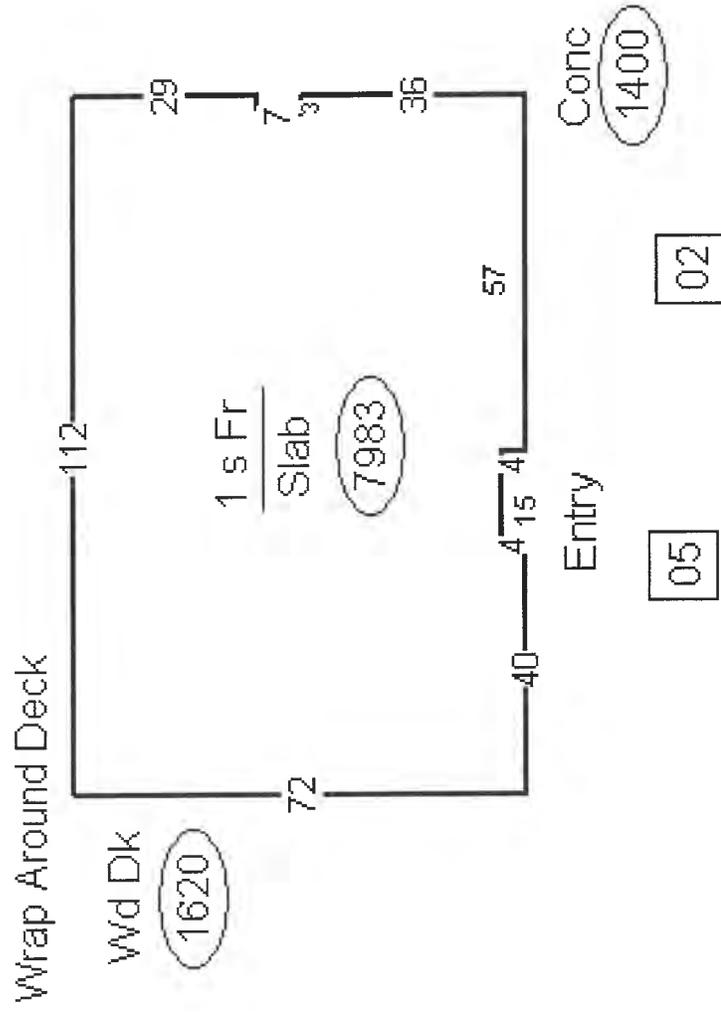
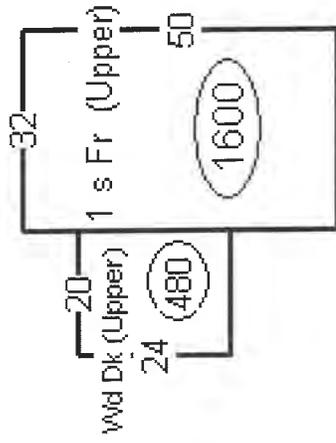




EXHIBIT I

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: Co1

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: Co1

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

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

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

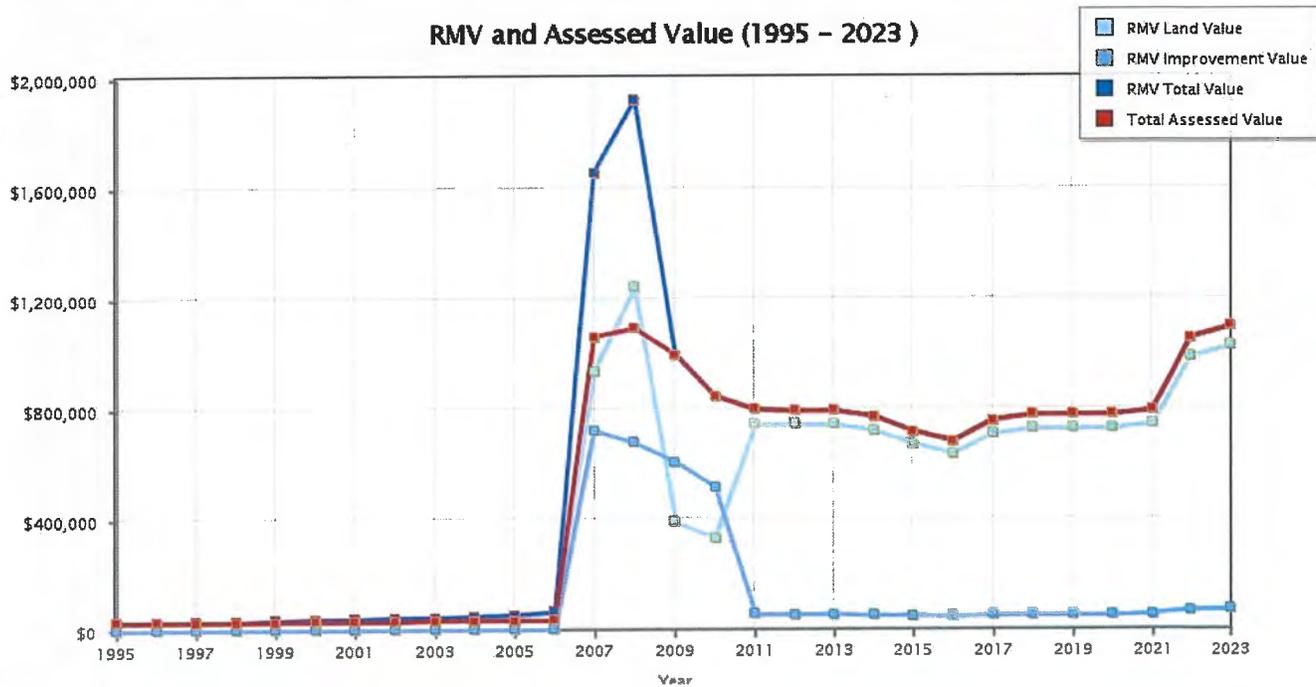
Data source: Lane County Assessment and Taxation

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.

Year	Real Market Value (RMV)			Total Assessed Value	Tax
	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

RMV and Assessed Value (1995 - 2023)



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 [1812341208100](#)

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

<p>Geographic Coordinates X 3970923 Y 858852 (State Plane X,Y) Latitude 43.9670 Longitude -124.1106</p> <hr/> <p>Zoning Zoning Jurisdiction Florence Florence Parent Zone OTDA Old Town District/Area A</p> <hr/> <p>Land Use General Land Use Code Description data not available data not available</p> <p>Detailed Land Use Code Description data not available data not available</p>	<p>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</p>
---	--

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

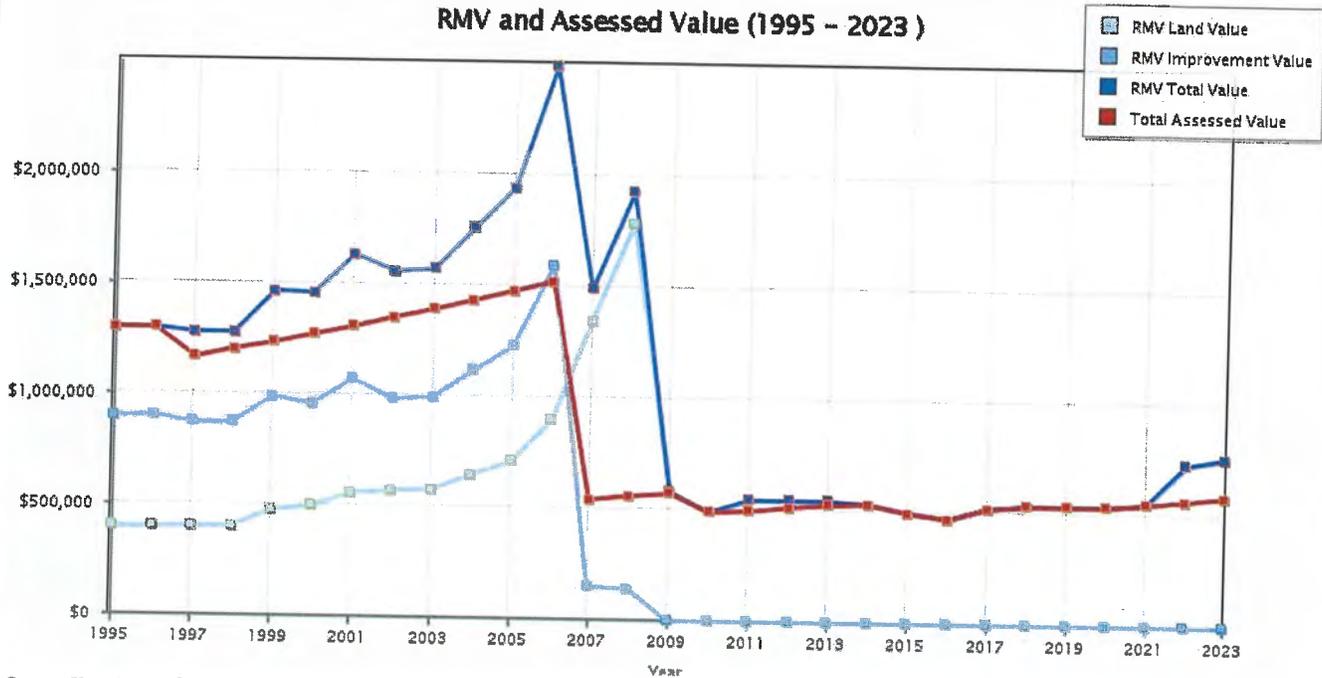
Property Values & Taxes

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.

Year	Real Market Value (RMV)			Total	Total Assessed Value	Tax
	Land	Improvement				
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	\$550,398	\$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

RMV and Assessed Value (1995 - 2023)



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



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

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

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
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.

Janice Marie Stoerck
(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



Real Property Tax Lot Record

Lane County Assessment and Taxation

Print Date: Jul 19, 2024



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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:

PARCEL RECORD - Cartographic Unit

0803716

Page 1 of

Formerly part of	History of Parcel		Acres Remaining
	Date of Entry/ Acquisition	Deed Record Volume Page	
New Description	2007 LLA	2006 064121	0.52
AC CORR by GIS for 2011	2009 DE	2008 068427	0.70
ALSO: 0.20 ac from TL 08001 by 2010-036009 for 2011 Contains m/1			0.90
NEW DESCRIPTION EXH C 2011 LLA	2010 036009		
	2011 BS	2011 003503	

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

Map Number	Tax Lot Number	Previous Tax Lot Number

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTIES	OFFICE OF COUNTY ASSESSOR LANE COUNTY, OREGON
<p>Map No. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</p> <p>SECTION 34 TOWNSHIP 12 S. RANGE 12 W. W.M.</p> <p>LOT NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</p>	<p>DEED RECORD DATE OF ENTRY DEED NUMBER ACRES REMAINING</p> <p>1958 25673</p> <p>1965 R235/41838</p> <p>1971 R522/38945 *</p> <p>1974 R700/32088 *</p> <p>1978 R905/26889 *</p> <p>1978 R905/26890 *</p> <p>1978 R905/26891 *</p> <p>1978 R905/26893 *</p> <p>1978 R922/46570 *</p> <p>1980 R1068/1958 *</p> <p>1986 R1411/8627757 *</p> <p>1994 BS R1948/9448559</p> <p>2005 BS 2005-008067</p> <p>0.67</p> <p>0.51</p> <p>0.52</p>

CANCELLED

AC correction by LLA deed for 2007

ALSO 0.56 ac from TL 08100 for 2007 by 2006-064119, Contains m/1

EXCEPT 0.16 ac out to TL 08100 for 2007 by 2006-064120, Contains m/1

ALSO 0.01 ac from TL 08100 for 2007 by 2006-064121, Contains m/1

CANCELLED - 2007

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

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



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

Map & Tax Lot 1812341208000	Current Parcel/Account 0803716
Status Active	
Type	Archive Date
Commercial Appraisal Card	02/26/2012

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

8000
803716

LAND APPRAISAL

ACCT. No. _____

CODE No. _____

RECORD OF APPRAISAL ORS 309.234

BAY BRIDGE DEVELOPMENT
29476 AIRPORT RD
EUGENE OR

97402

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

97-00
0.00

SEE PROVAL

SUB TOTAL "A"	\$	10800
INCREMENTS TO LAND "B"	\$	18000
GROSS LAND VALUE "A" + "B"	\$	
SITE ADJUSTMENTS -75 %	\$	(8100)
TOTAL APPRAISED VALUE	\$	2700 18000
APPR. BY <u>222 255</u>	DATE	<u>12/12</u> 19 <u>80</u>

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

REMARKS:
 075M #68922 .40 ac from A 803724

ZONING		COMPUTATION							
		DIMENSIONS OR ACRES	LAND CLASS	BASIC UNIT VALUE	ADJUSTMENT FACTORS			ADJUSTED UNIT VALUE	TOTAL VALUE
RESIDENTIAL									
MULTI-FAMILY									
COMMERCIAL		18900		600/ft.					10800
NEIGHBORHOOD COM'L		EFF. 18FF							
LT. INDUSTRIAL		18900							
HVY. INDUSTRIAL		18FF	WF	1000 FF				1000	18000
AGRICULTURAL									
WATER FRONT		.51 ac							
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								18000
STANDARD DEPTH	150	.51			← TOTAL ACRES		SUB TOTAL (TRANSFER TO VALUE SUMMARY) →		10800
EFFECTIVE DEPTH		222			12/12/79				

JUN 09 1981
3-67

Real Property Tax Lot Record

Lane County Assessment and Taxation

Print Date: Jul 19, 2024



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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	Current Parcel/Account	Current TCA
Status Active	0803724	09709

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

Comments:

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)

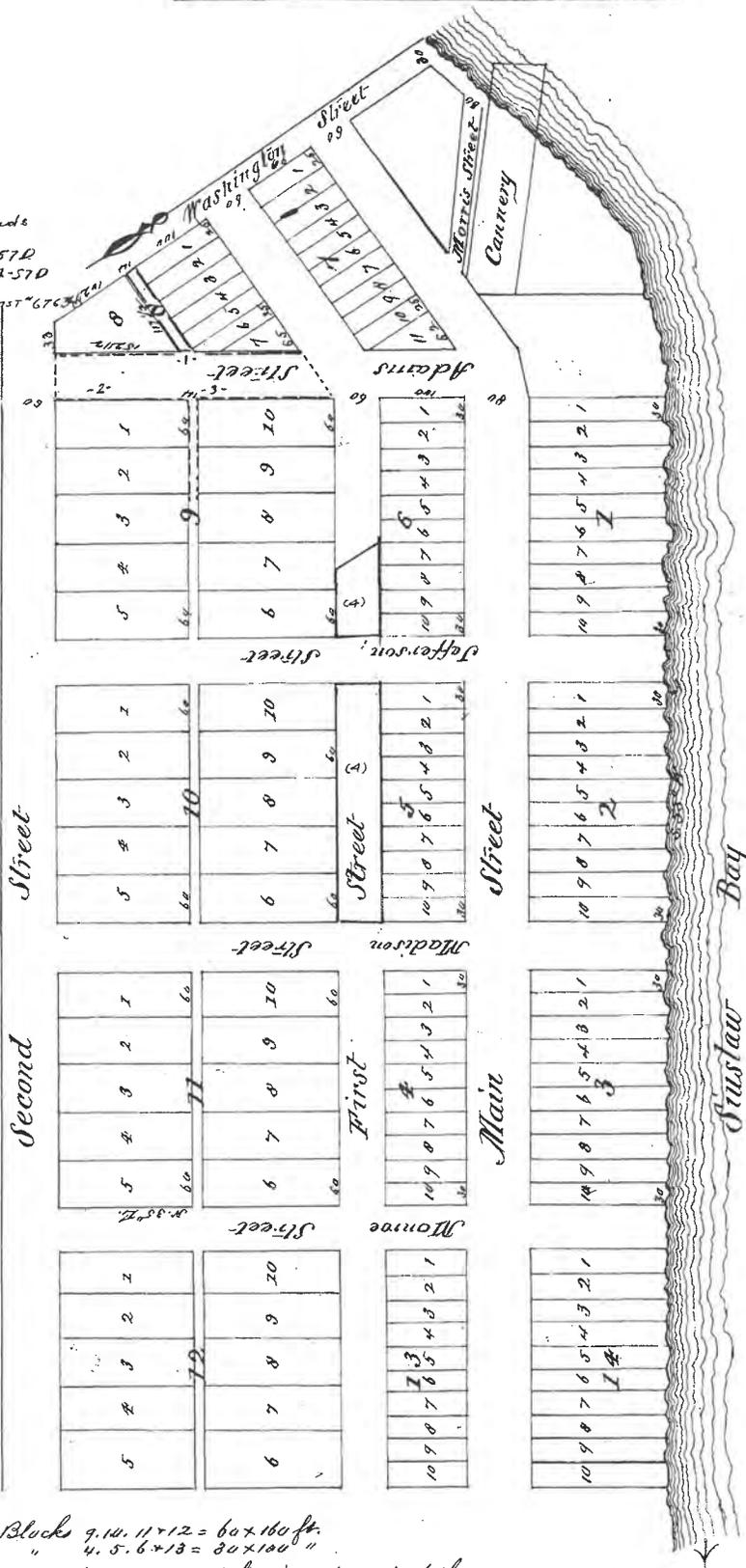
Beginning at the most Northerly corner of Block 2 of the Original Plat of Florence, as platted and recorded in Volume T, Page 181, Lane County, Oregon Deed Records; thence South 54°47'20" East 103.00 feet along the Northerly line of said Block 2; thence leaving said Northerly line South 35°12' 40" West 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, R 104-57D
 Vacated See R 193 D - Inst #6763



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.
 Alley 14 ft. wide x Main St. West of Adams St. 80 ft. wide.
 Washington St. 30 ft. wide, All other streets 60 ft. wide.

Know all men by these presents, that J. Geo. M. Miller do hereby dedicate to the public the streets and Alley marked and described upon the annexed plot of the town of Florence, situate in lots 6 & 7 Sec. 34, S. 18 T. 12 R. 12 West in Lane County Oregon
 Witness My R. M. B. made - A. B. Woodcock's
 State of Oregon
 County of Sahalee
 Geo. M. Miller, to me personally known to be the substantial person described in and who executed the foregoing declaration and acknowledged to me that he executed the same for the purpose therein named.
 Recorded June 14 1884.

Geo. M. Miller

On this 6th day of June 1884, 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 substantial person described in and who executed the foregoing declaration and acknowledged to me that he executed the same for the purpose therein named.
 Recorded June 14 1884.

Commercial Appraisal Cards

Lane County Assessment and Taxation

Print Date: Jul 19, 2024



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Map & Tax Lot 1812341208100

Status Active

Current Parcel/Account

0803724

Type

Commercial Appraisal Card

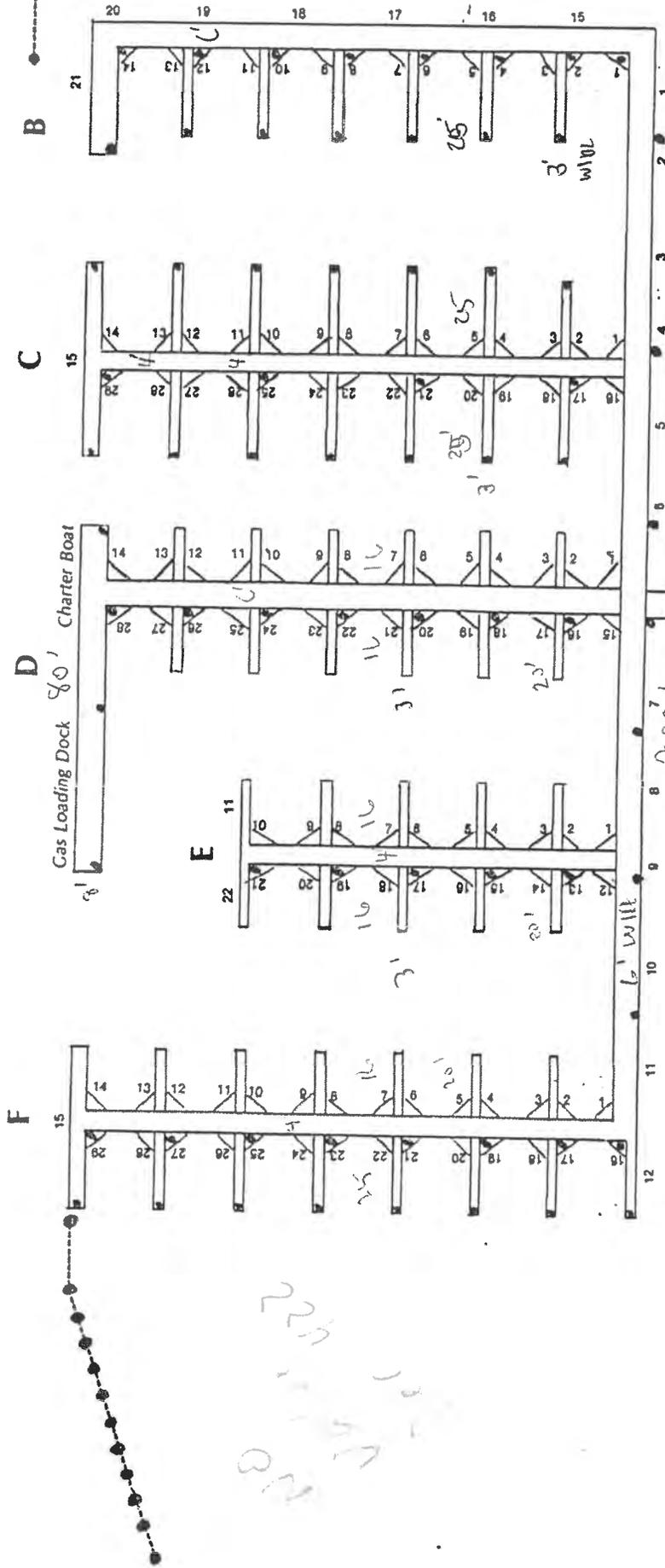
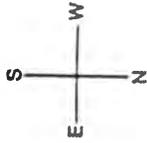
Archive Date

02/26/2012

18.12.34.12.08100

Office Copy

Siuslaw River



Juniper St.

Fish Cleaning Station
Ramp
Security Gate
Wash

Bay Bridge Marina
1150 Bay St. • P.O. Box 117
Florence, OR 97439
(503) 997-2406

Bay Street

Kingwood St.

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 <u>222 255</u>	DATE <u>1/17/79</u> 19 <u>80</u>

BAY BRIDGE DEVELOPMENT
 29476 AIRPORT RD
 EUGENE OR 97402
SEE PROVAL
 803724
 18 12 34 12-08100
 CLS 251 0499 CY 6 ACRES 97-00
 416 0.00

MARKET DATA

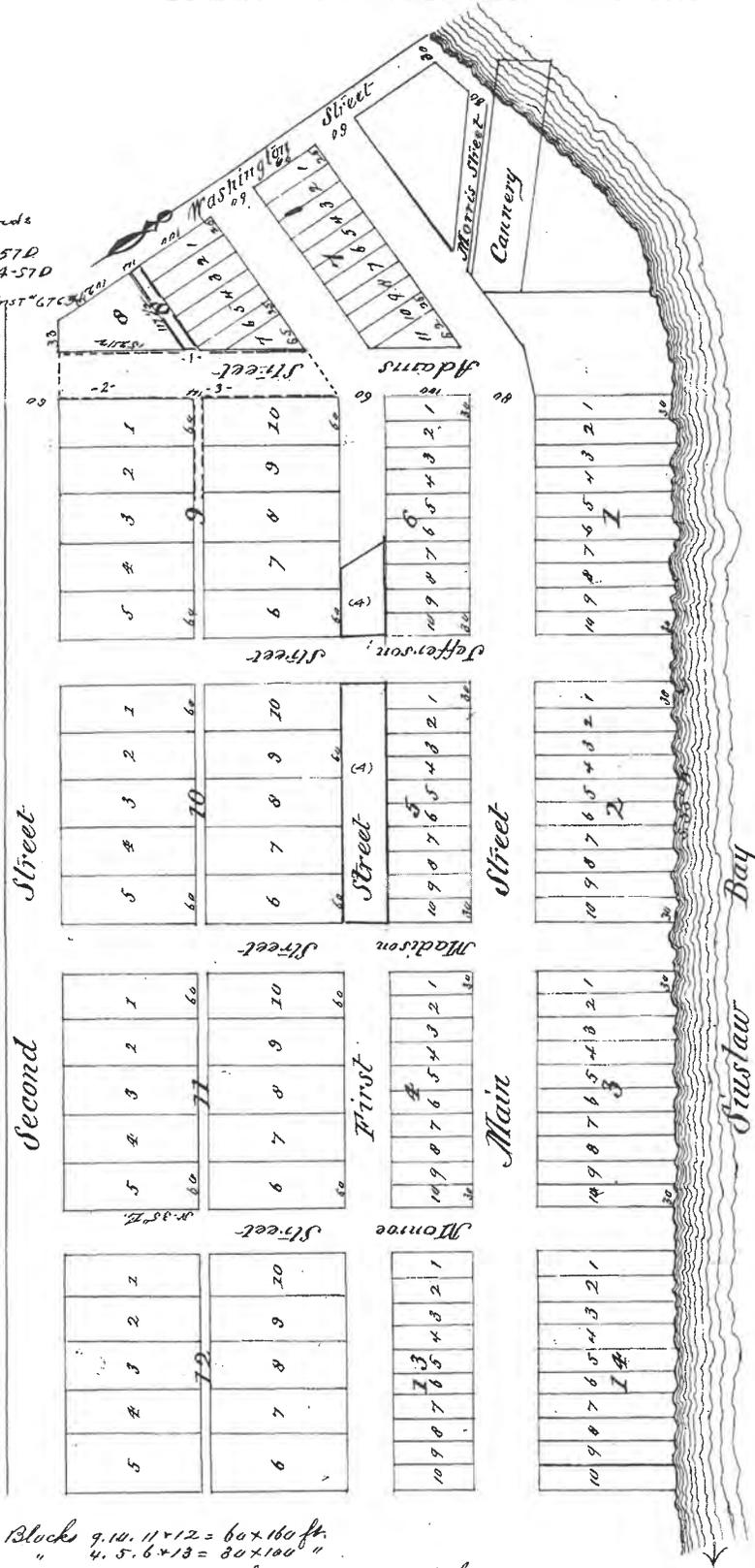
PURCHASE PRICE \$ _____
 DATE _____
 DEED _____ TYPE _____
 CONTRACT _____
 TRADE _____
 RENT _____
 LISTING _____

REMARKS:
 07 SM 69927 LLA gave .40 ac to Acct
 803718.

ZONING		COMPUTATION							
RESIDENTIAL		DIMENSIONS OR ACRES	LAND CLASS	BASIC UNIT VALUE	ADJUSTMENT FACTORS			ADJUSTED UNIT VALUE	TOTAL VALUE
COMMERCIAL		74,110 ft		600/ft					151,200
NEIGHBORHOOD COM'L		EFF. 252FF							
HVY. INDUSTRIAL		EFF 252FF	WF	1000FF					252,000
AGRICULTURAL		.76 ac	WF						
WATERFRONT									
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		← TOTAL ACRES		SUB TOTAL "A"				
STANDARD DEPTH	150	.76 ac			(TRANSFER TO VALUE SUMMARY) →				151,200
EFFECTIVE DEPTH		222	12/12/79						

Florence - Lane County, Oregon.

Vacated See Vol 331
 Page 129-30 Lane Co. Deed Records
 Vacated See #3674, R 93-57D
 Vacated See #21634, R 104-57D
 Vacated See R 193D - Inst 6763, 7201



Lots in Blocks 9, 10, 11 x 12 = 60 x 160 ft.
 " " 4, 5, 6 x 13 = 80 x 100 "
 " " 1, 2, 3 x 14 = 30 ft. wide extending to low water.
 Alleys 14 ft. wide x Main St. West of Adams St. 20 ft. wide.
 Washington St. 30 ft. wide, All other Streets 60 ft. wide.

Know all men by these presents, that J. Lee, M. Miller do hereby dedicate to the public the Streets and Alleys marked and described upon the annexed Plat of the town of Florence, situated in lots 6 & 7 Sec. 34, S. 18 T. 12 R. 12 West in Lane County Oregon
 Witness My R. Mc Cormack - A. C. Woodworth's
 State of Oregon
 County of Lane, J. Lee
 M. Miller, to me personally known to be the identical person described in and who executed the foregoing dedication and acknowledged me there he executed the same for the purpose herein named.
 recorded June 4th 1884.

Geo. M. Miller

On this 6th day of June 1884, 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 me there he executed the same for the purpose herein named.
 J. Lee

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

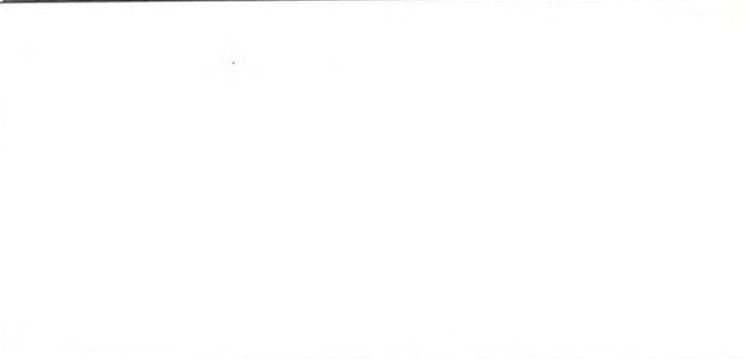
There are no marina policies listed for this marina.

ADDITIONAL INFORMATION

■ Latitude: 43.96652

■ Longitude: -124.10875

Photos of Site

 A photograph showing the front (north) side of a two-story building. The building has a light-colored facade and a dark roof. There are some bushes and a paved area in the foreground. The sky is blue with some clouds.	<p>Front (north) side of existing building on TL 8000.</p>
 A photograph showing the front side of the building looking westward. The building has a light-colored facade and a dark roof. A concrete foundation wall is visible. There are some bushes and a paved area in the foreground.	<p>Front side of existing building on TL 8000 looking westward. Shows foundation wall.</p>
 A photograph showing the west side of the building. The building has a light-colored facade and a dark roof. A concrete foundation wall and a deck support structure are visible. There are some bushes and a paved area in the foreground.	<p>West side of building. Shows foundation sea wall and deck support structure.</p>



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.



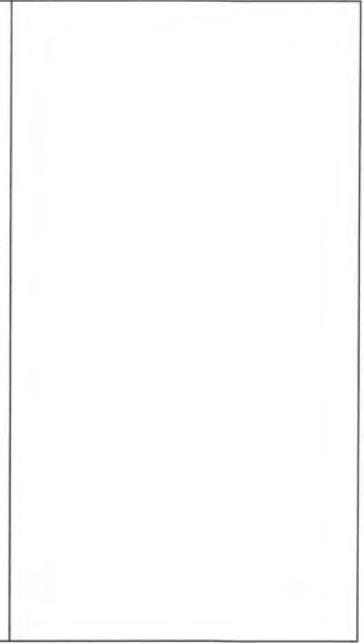
Photo taken at east edge of TL 8000, facing east. East lot line sea wall can be seen.

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



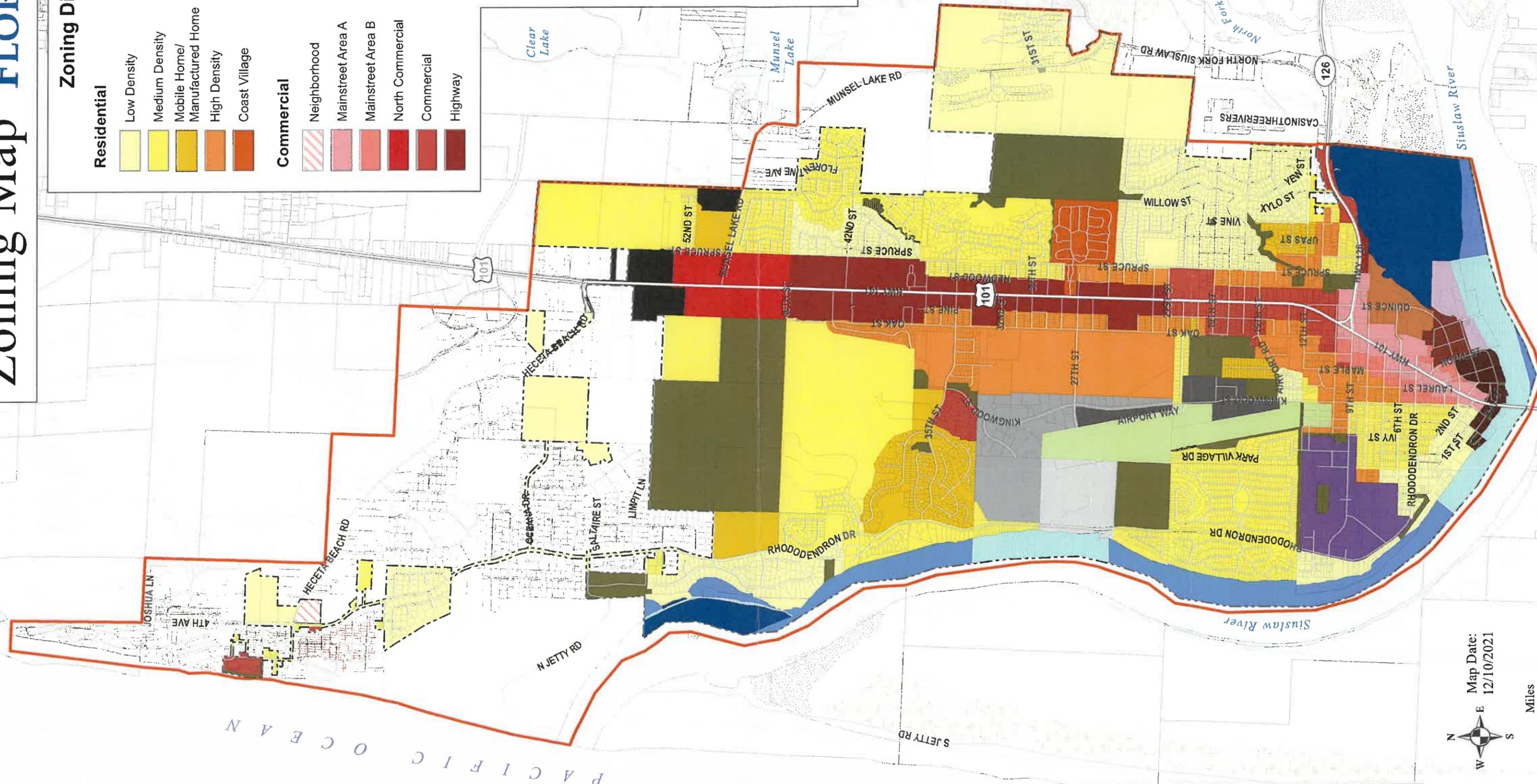
CITY OF FLORENCE, OREGON

Zoning Map

Zoning Districts

Residential	Mixed Use
Low Density	Old Town Area A
Medium Density	Old Town Area B
Mobile Home/Manufactured Home	Old Town Area C
High Density	Waterfront Marine
Coast Village	Professional Office/Institutional
Commercial	Industrial
Neighborhood	Marine
Mainstreet Area A	Pacific View Business Park
Mainstreet Area B	Limited Industrial
North Commercial	Service Industrial
Commercial	Other
Highway	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 & Compatibility



City of Florence
A City in Motion

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

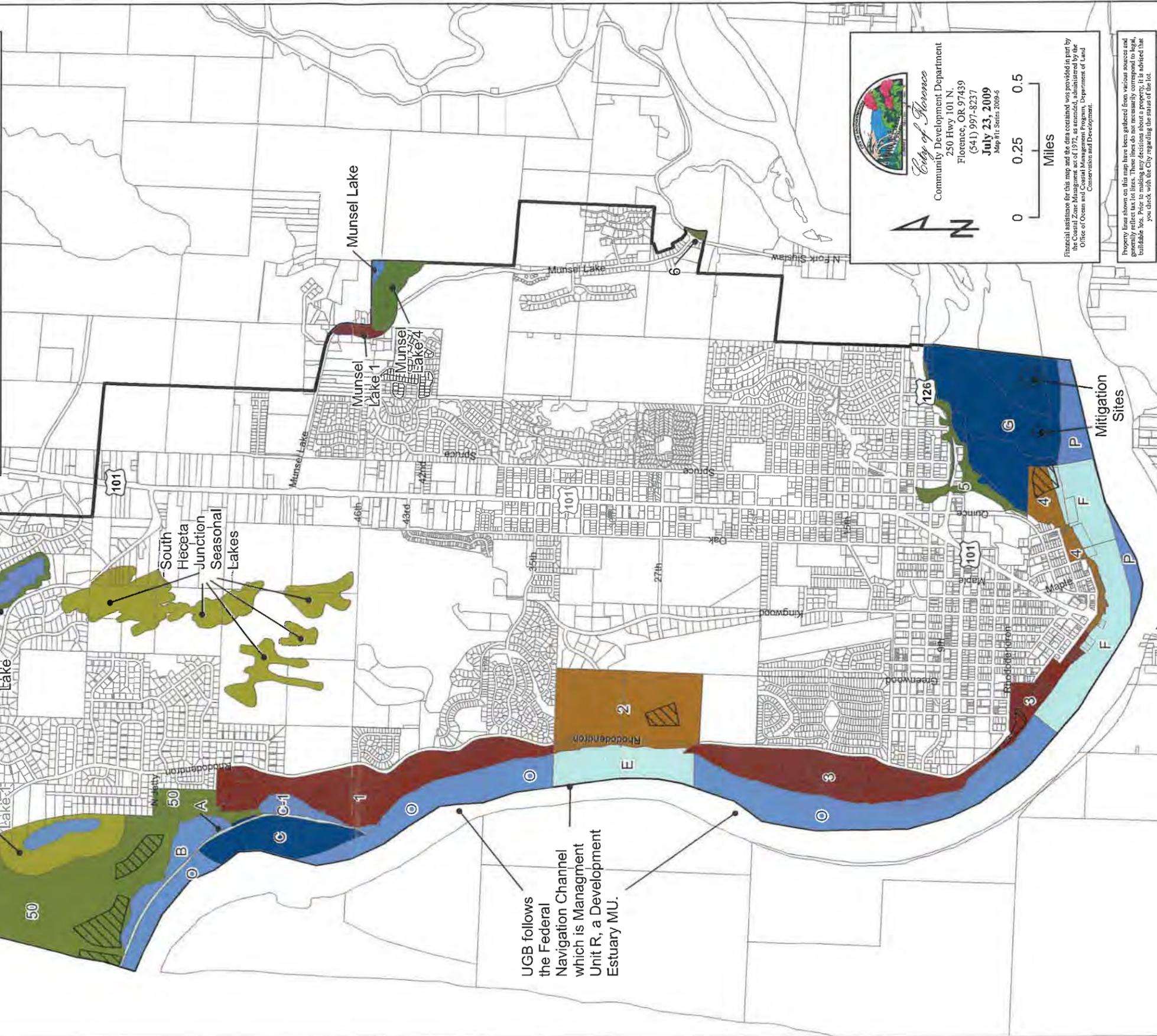
Property lines shown on this map have been gathered from various sources and generally reflect tax lot lines. These lines do not necessarily correspond to legal, buildable lots. Prior to making any decisions about a property, it is advised that you check with the City regarding the status of the lot.

Map Date:
 12/10/2021

Miles
 0 0.25 0.5

City of Florence
**Map 17-1: Estuary & Coastal
 Shorelands Management Units
 in the Florence UGB**

Management Units (MUs)	
Estuary MU	Shoreland MU
Development Estuary	Natural Resource Conservation
Conservation Estuary	Prime Wildlife
Natural Estuary	Mixed Development
	Residential Development
Other	Shoreland Dredged Material Disposal Site
Lakes	
UGB	



UGB follows the Federal Navigation Channel which is Management Unit R, a Development Estuary MU.

City of Florence
 Community Development Department
 250 Hwy 101 N.
 Florence, OR 97439
 (541) 997-8237
July 23, 2009
 Map #1 Series 2009-6

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.



4th St

Harbor St

Nopal St

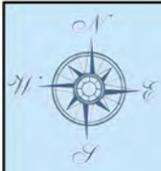
1st St

2nd St

Old Town Way

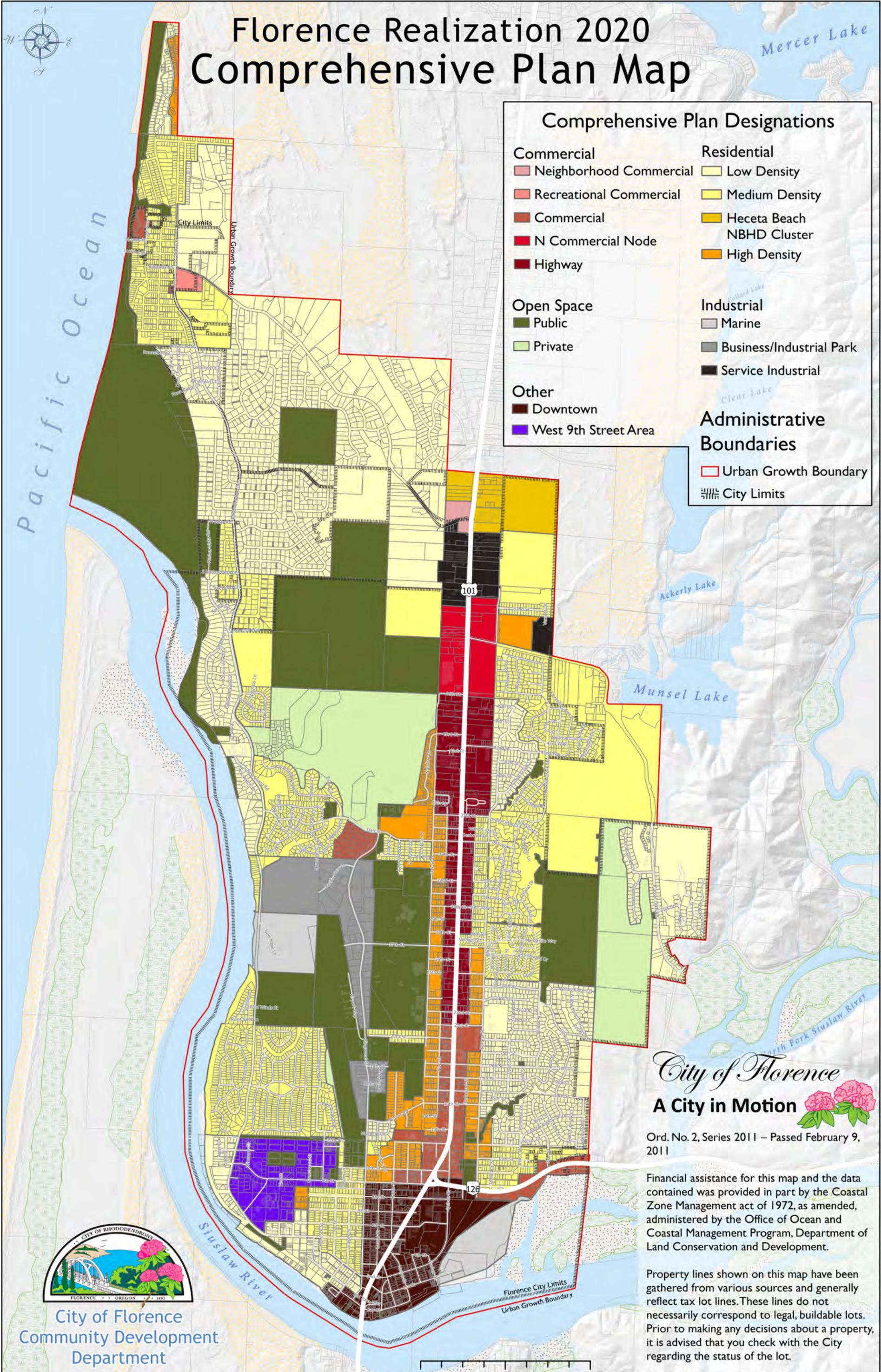
Bay St

Florence Realization 2020 Comprehensive Plan Map



Comprehensive Plan Designations

Commercial	Residential
Neighborhood Commercial	Low Density
Recreational Commercial	Medium Density
Commercial	Heceta Beach NBHD Cluster
N Commercial Node	High Density
Highway	
Open Space	Industrial
Public	Marine
Private	Business/Industrial Park
	Service Industrial
Other	Administrative Boundaries
Downtown	Urban Growth Boundary
West 9th Street Area	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.



City of Florence
 Community Development
 Department



Map Date: December 10, 2021



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. Identified issues/questions

1. Location of Shoreline

The location of the Shoreline, as 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 Vegetation 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 quality 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 & Regulations 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 inconsistencies. 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

MU Boundary Amendment:

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 western edge of the Ivy Street pump station; then southwest to Bay Street; then southeast 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.**”

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.

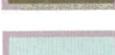
Chapter 18: Beaches and Dunes. The property is not within this area. No policies apply

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

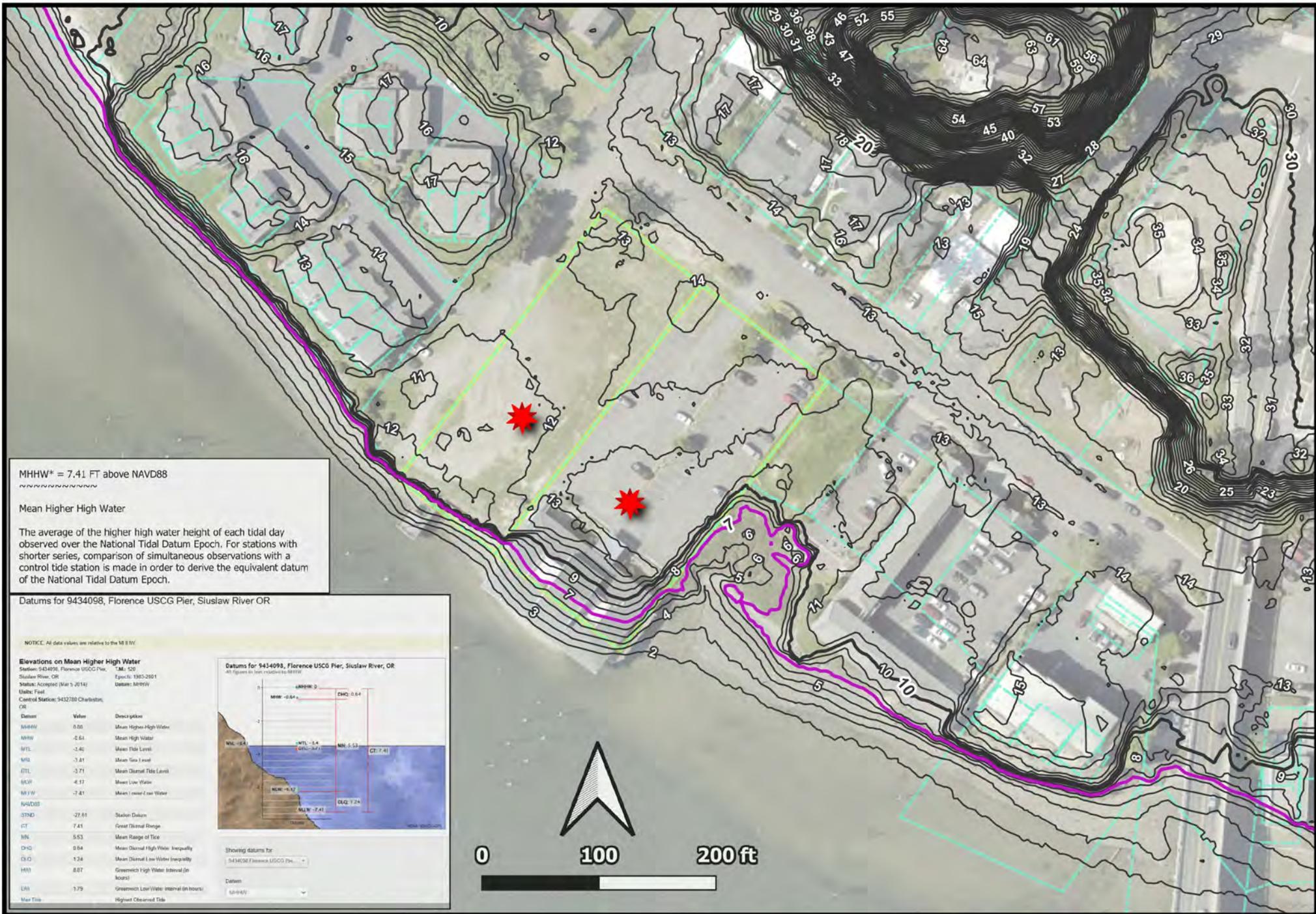
Map 17-1: Estuary & Coastal Shoreland Management Units (MU)

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



0 100 200 ft





MHHW* = 7.41 FT above NAVD88

Mean Higher High Water

The average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch. For stations with shorter series, comparison of simultaneous observations with a control tide station is made in order to derive the equivalent datum of the National Tidal Datum Epoch.

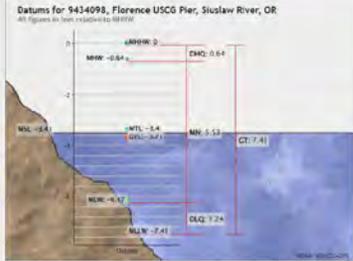
Datums for 9434098, Florence USCG Pier, Siuslaw River, OR

NOTICE: All data values are relative to the MLLW

Elevations on Mean Higher High Water

Station: 9434098, Florence USCG Pier, Siuslaw River, OR
 Epoch: 1985-2011
 Status: Accepted (Mar 5, 2014)
 Datum: MHHW
 Control Station: 9432780 Charleston, OR

Datum	Value	Description
MHHW	0.00	Mean Higher High Water
MHW	-0.64	Mean High Water
MFL	-2.40	Mean Tide Level
MFL	-3.81	Mean Sea Level
DTL	-3.71	Mean Diurnal Tide Level
MLW	-4.17	Mean Low Water
MLLW	-7.41	Mean Lower Low Water
NAVD88		
STND	-22.81	Station Datum
CT	7.41	Great Diurnal Change
MR	3.53	Mean Range of Tide
CHC	0.64	Mean Diurnal High Water Inequality
CLC	1.24	Mean Diurnal Low Water Inequality
HWI	2.67	Greatness High Water Interval (in hours)
LWI	1.79	Greatness Low Water Interval (in hours)
MLT		Mean Tide
MLLW		Highest Observed Tide



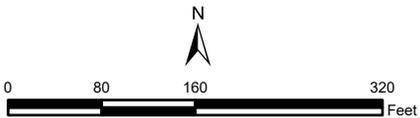
Showing datums for
 9434098 Florence USCG Pier
 Datum:
 MHHW





Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, USGS, EPA, USDA

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.



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
541.513.3376

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 Plan.

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.

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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	2 nd 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.

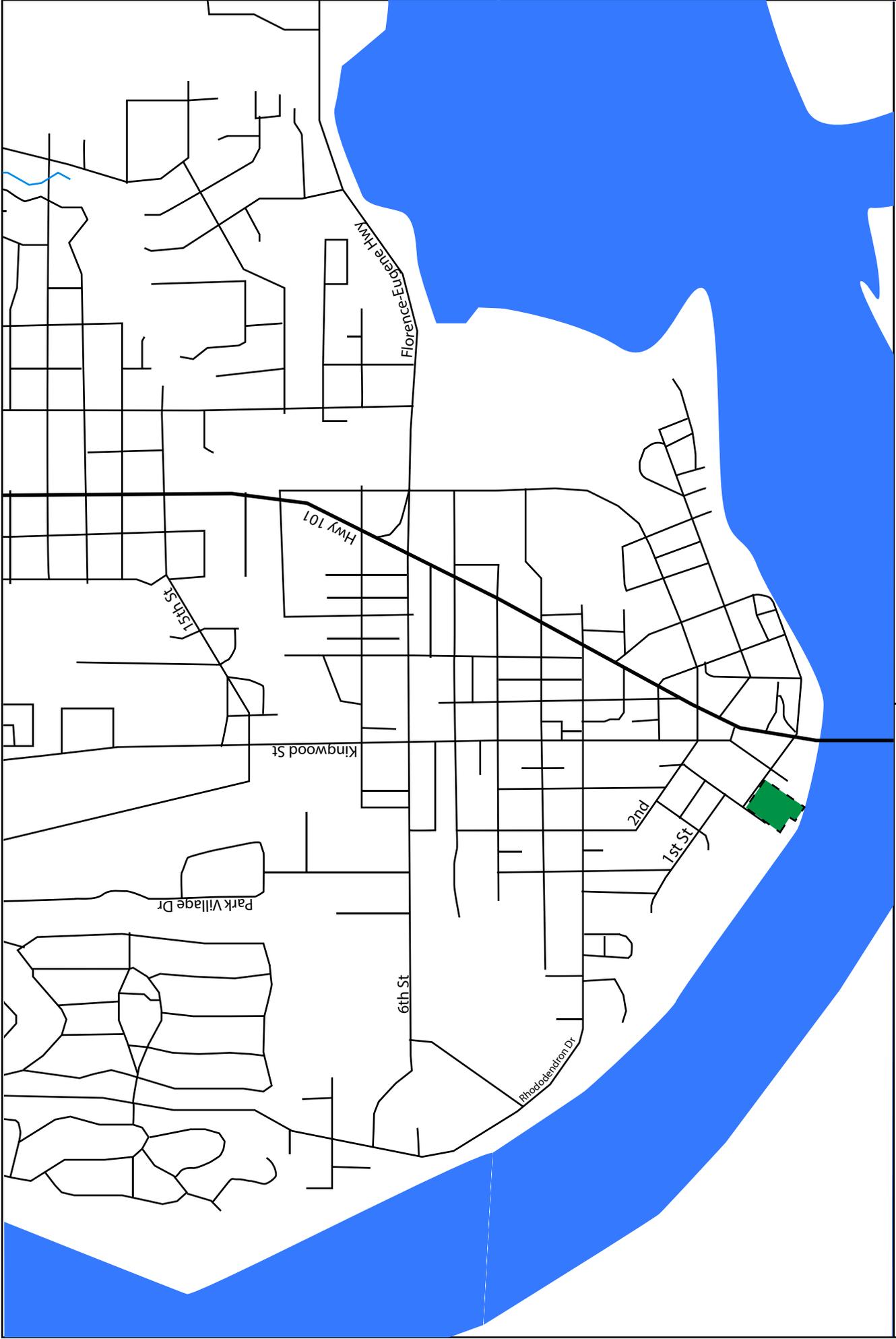
Bay Street at Laurel Street: This is an all-way stop-controlled T-intersection. All approaches have one lane in each direction. There are marked crosswalks on all approaches.

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.

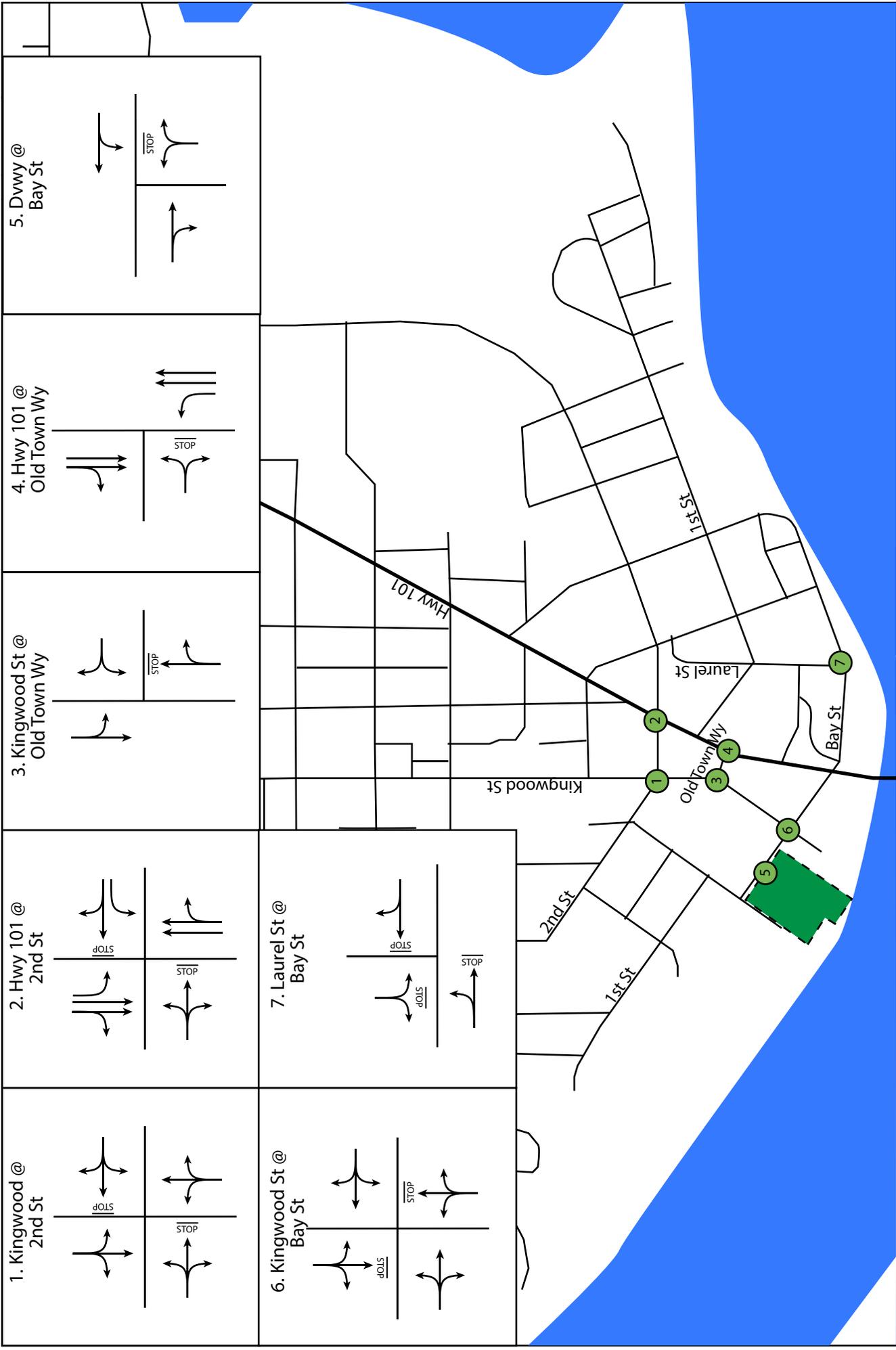
Kingwood Street at 2nd Street: This is a 4-legged stop-controlled intersection with the stop control on the 2nd Street approaches. There is one lane in each direction. There are no marked crosswalks on any of the approaches.

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



Bay St, Florence, OR

Figure 2: Lane Configuration and Intersection Control

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					Pedestrian/ Bike
		Head	Rear	Side	Turn	Other	
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	$\ln(T)=0.71\ln(x)+2.72$	48	24 (50%)	24 (50%)
Total			119	66	53

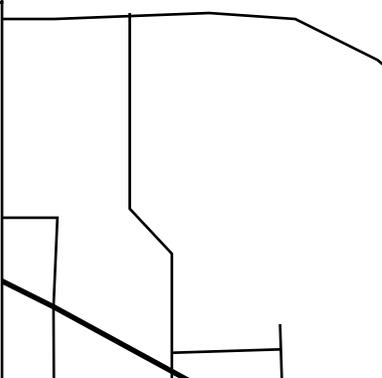
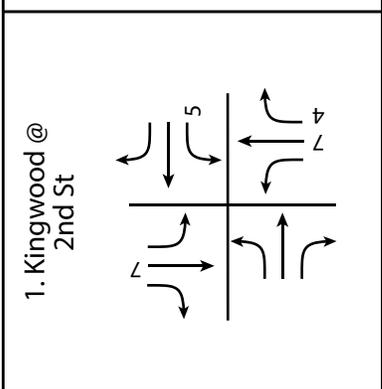
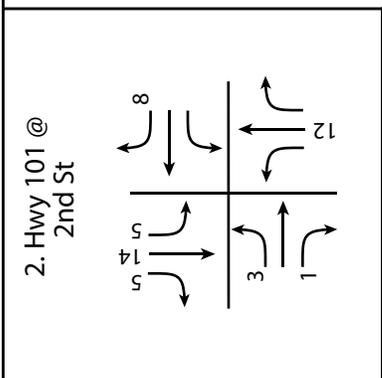
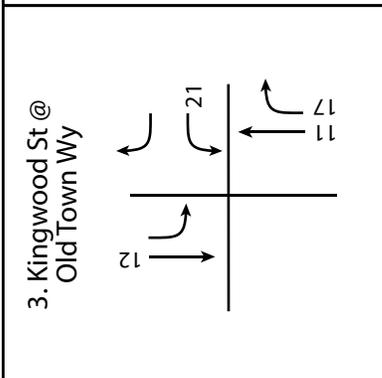
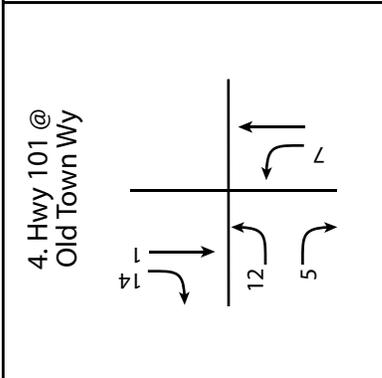
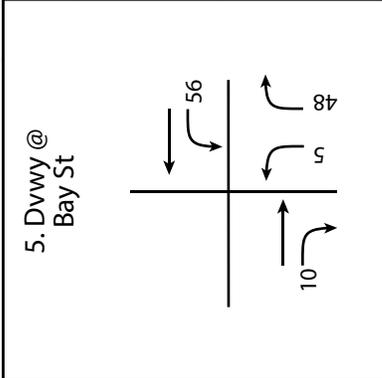
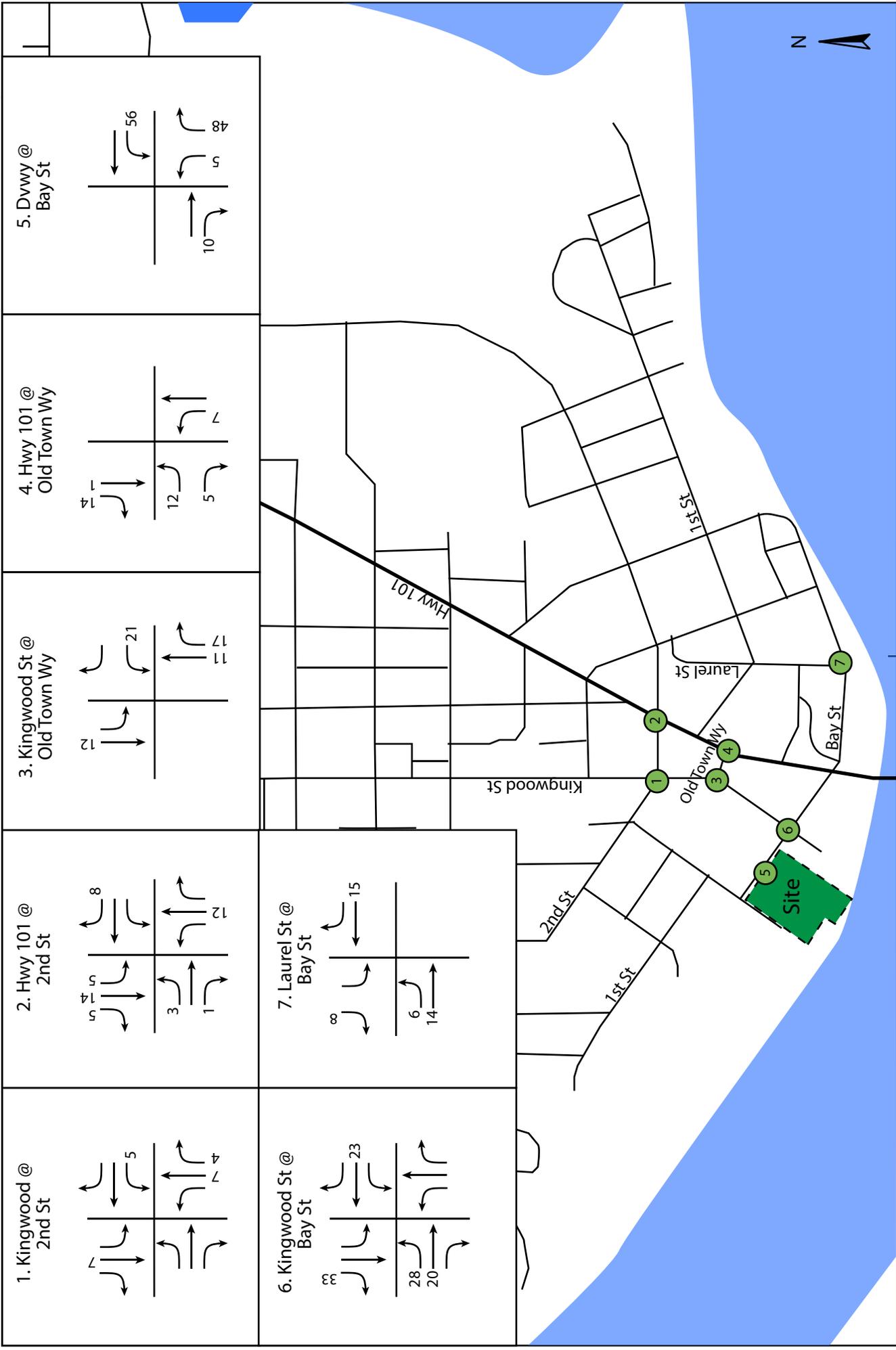
As demonstrated in Table 5, the reasonable worst-case development scenario for the proposed zoning is estimated to generate 119 PM peak hour trips. As the proposed zoning will generate more trips than the existing zoning, an analysis of the effects on the adjacent system is warranted.

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

SANDOWENGINEERING

Figure 3: PM Development Trip Distribution

160 Madison Street Suite A Eugene, Oregon 97402 - 541.513.3376 - sandowengineering.com

5.0 BACKGROUND TRAFFIC VOLUMES

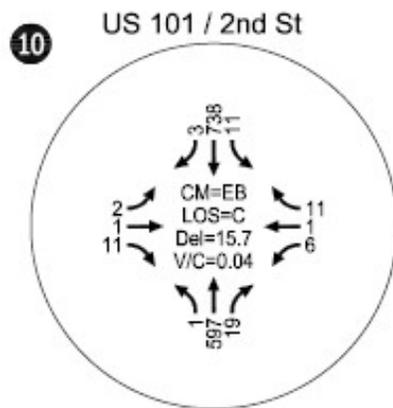
5.1 INTERSECTION COUNTS

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.

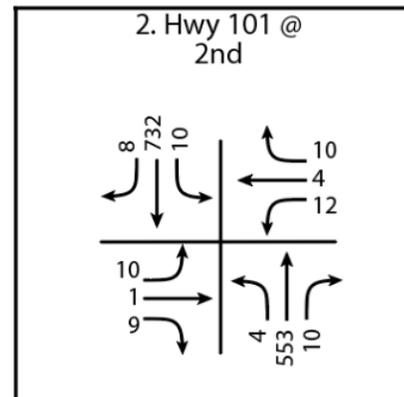
5.2 SEASONAL ADJUSTMENT

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



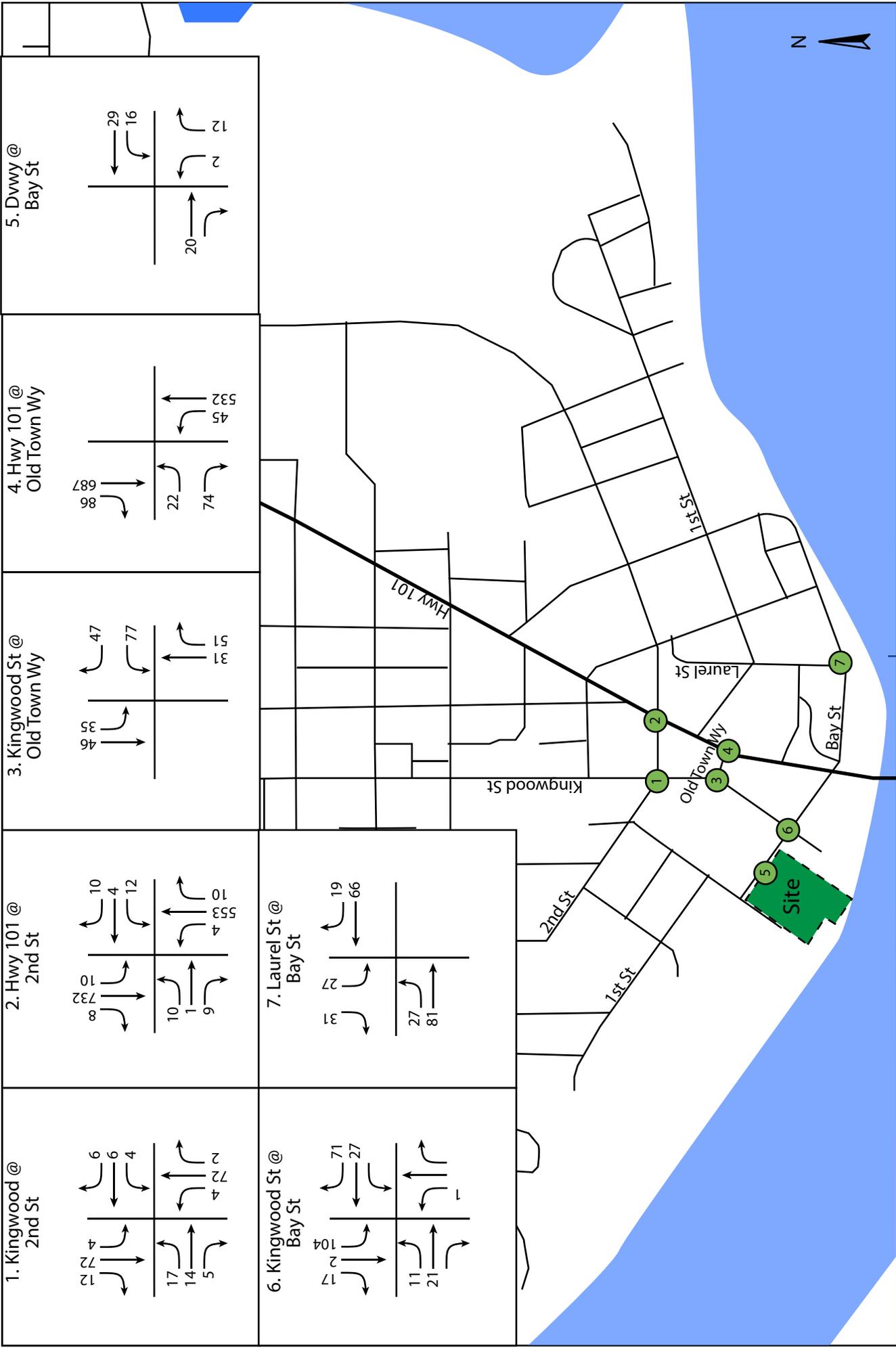
2024 Seasonally Adjusted New Traffic Volumes

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.

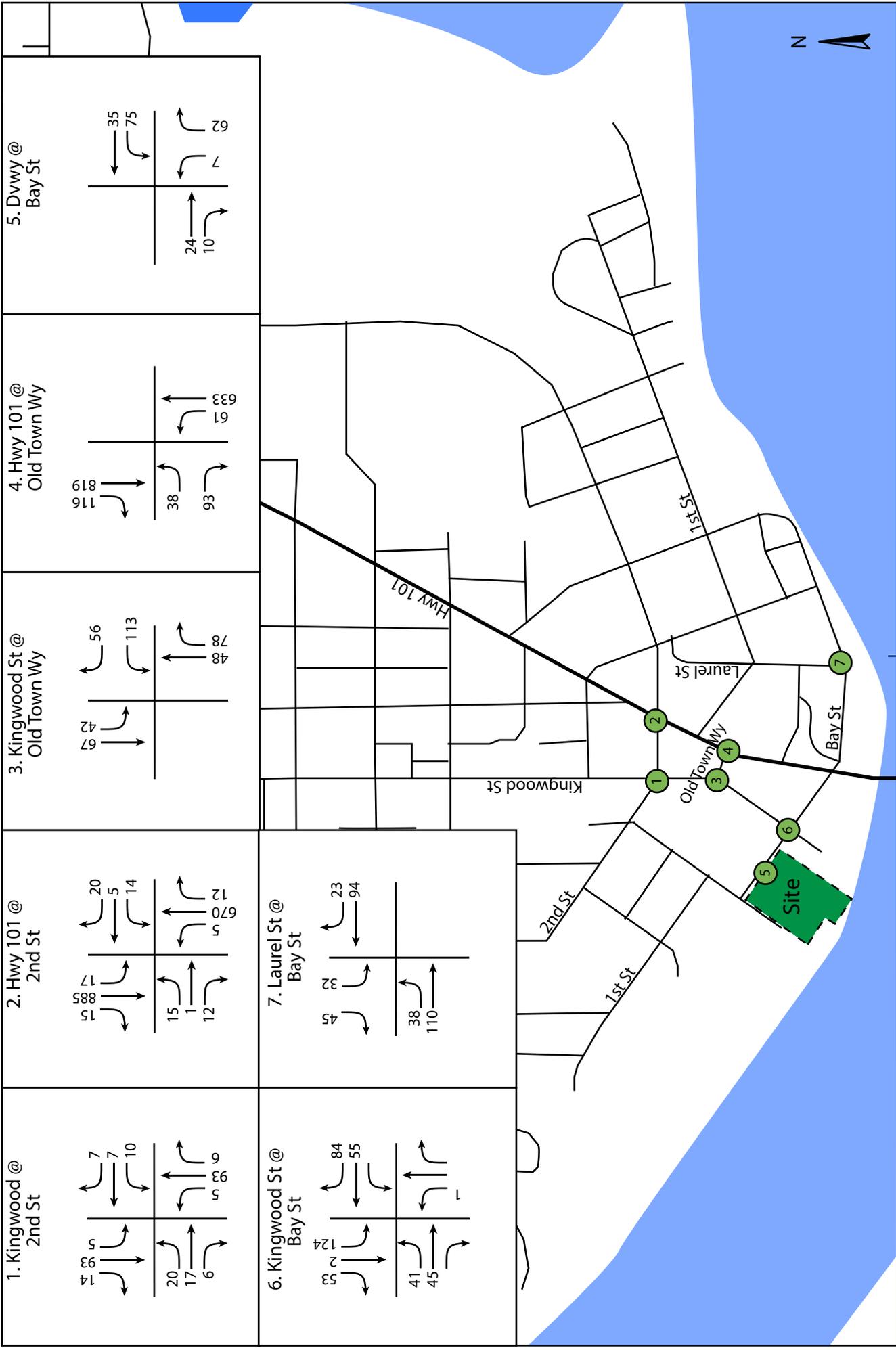
5.4 FINAL TRAFFIC VOLUMES

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.



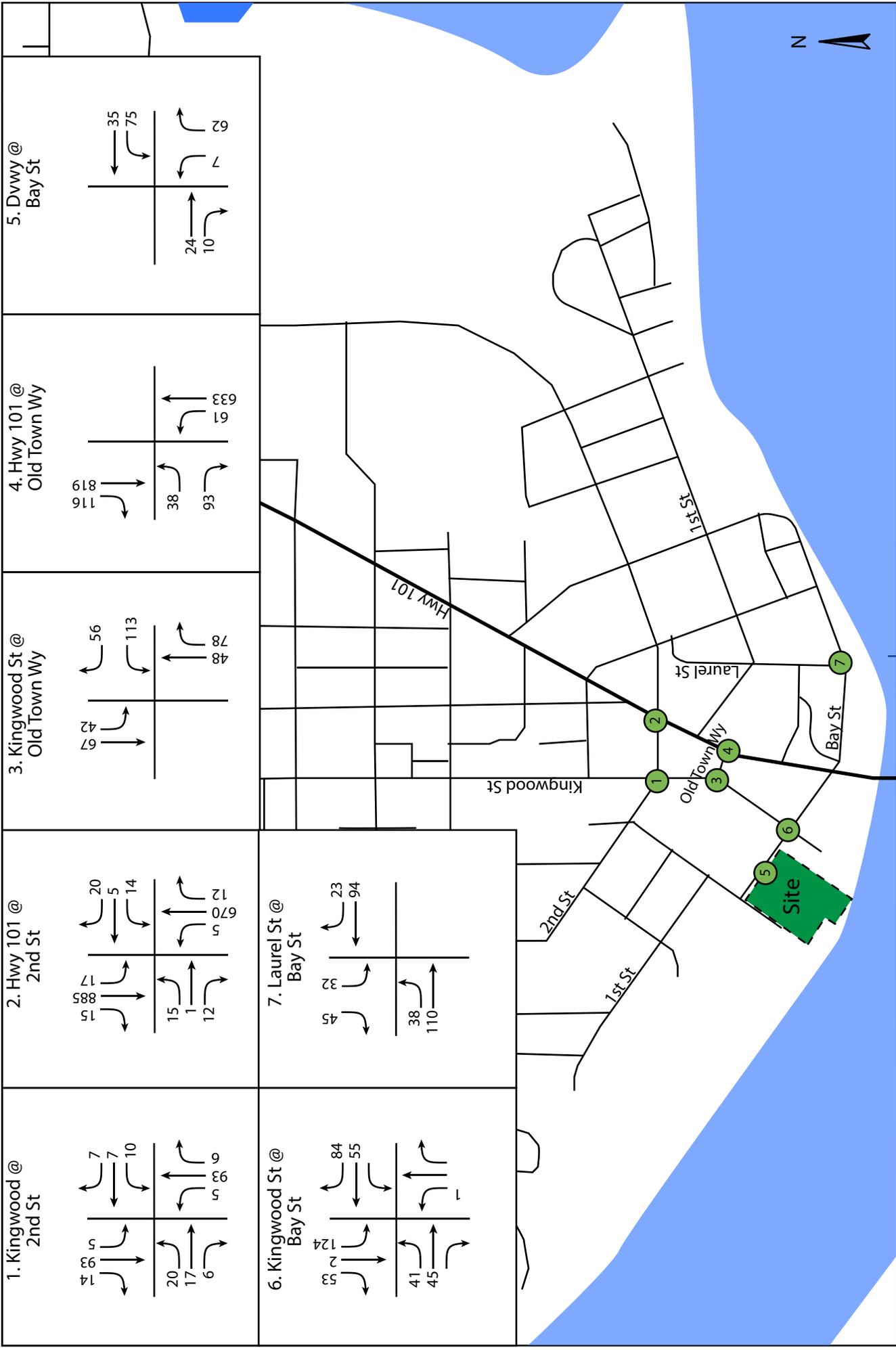
Bay St, Florence, OR

Figure 4: Year 2024 PM Background Traffic Volumes



Bay St, Florence, OR

Figure 6: Year 2043 PM Traffic Volumes with Zone Change



Bay St, Florence, OR

Figure 6: Year 2043 PM Traffic Volumes with Zone Change

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)	
				95 th	Average	95 th	Average	95 th	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 @ 2 nd 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
Kingwood St @ old Town	SB	LTR	250	25	0	25	25	25	25
	WB	LR	80	25	0	0	0	25	25
	NB	TR	330	50	50	75	50	100	50
Hwy 101 @ 2 nd St	SB	LT	230	50	50	75	50	100	50
	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
Hwy 101 @ Old Town	SB	L	200	25	25	25	25	25	25
	SB	T	200	0	0	0	0	25	25
	EB	LR	75	75	50	75	50	100	50
	NB	L	100	50	25	50	25	75	50
Bay St @ Laurel St	SB	T	250	25	25	0	0	25	0
	SB	TR	250	25	25	25	0	25	25
	EB	LT	340	50	50	50	50	75	50
Bay St @ Laurel St	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.

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 to ensure that the information is as accurate as possible. However, for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan, description, zoning, etc., for specific parcels should be verified with the Lane County Assessor's Office. Lane County Assessor's Office or its staff, accompanying this product. However, notification of any errors will be appreciated.



Aerial

Lane County, Oregon

Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon, 1500 East Oregon Street, Salem, Oregon 97331

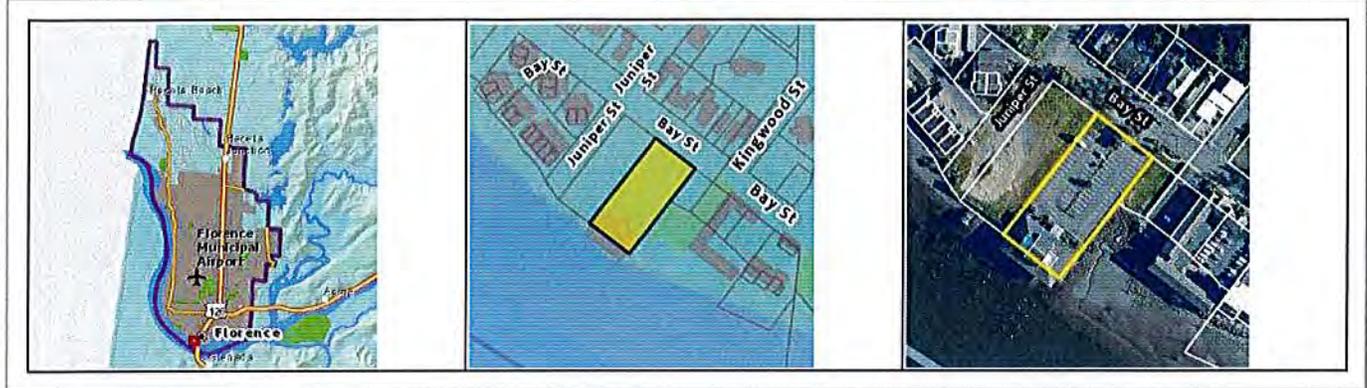
Detailed Property Report

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: Co 1

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: Co 1

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

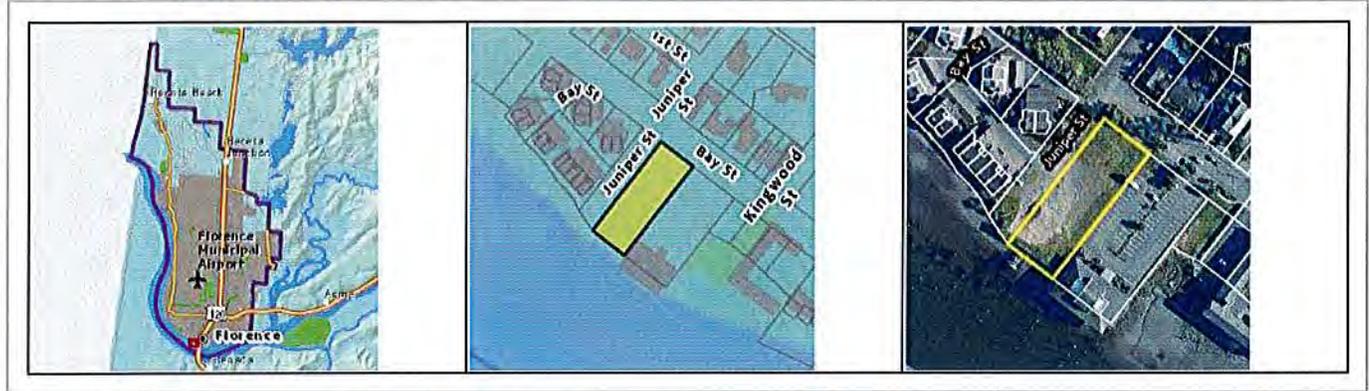
Detailed Property Report

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 [1812341208100](#)

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

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
TOTALS:	2	0	0	0	0	0	2	0	0	0	2

CHECK
OK

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
TOTALS:	4	1	0	0	0	0	4	1	0	0	5

CHECK
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

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-UNKNOWN / 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
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10/08/2024

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

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

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

10/08/2024

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

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

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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

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	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
KINGWOOD ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

CITY OF FLORENCE, LANE COUNTY

SER#	S	D	M	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
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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

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	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
 LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

CITY OF FLORENCE, LANE COUNTY

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

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE
 LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

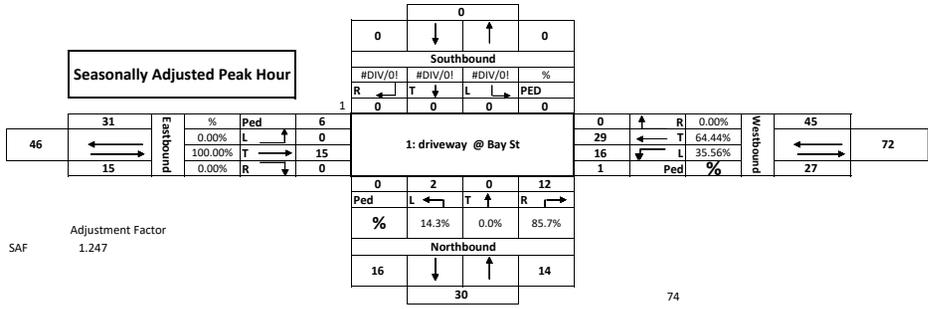
COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Bay Street Florence

Intersection: 1: driveway @ 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	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	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		
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		
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		
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		
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		
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		
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		
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Period Total	0	0	0	0	0	44	24	0	21	0	2	0	0	17	0	0	108	0	1	0	6		
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	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	0	0	1	0	0	0	0	0	0	0							
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%							

Seasonally Adjusted Peak Hour



Adjustment Factor
1.247

SAF

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	23	13	0	0	9	2	0	0	12	0	0	59

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

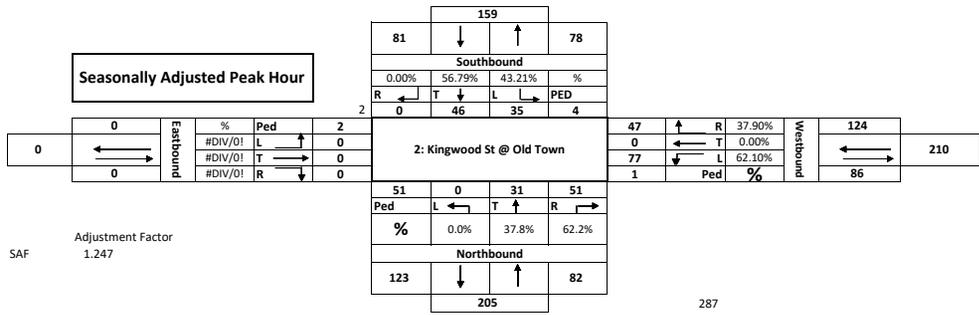
Bikes

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	0	0	0	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	6	0	0	1	0	4

Pedestrians

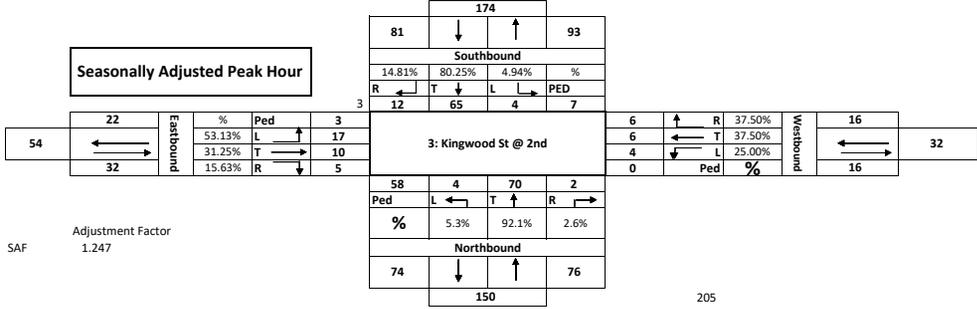
Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total													
4:00 PM			0			0			0			0	0	0	0	0
4:15 PM			0			0			0			0	0	0	0	0
4:30 PM			0			0			0			0	0	0	0	0
4:45 PM			0			0			0			0	0	0	0	0
5:00 PM			0			0			0			0	0	0	0	0
5:15 PM			0			0			0			0	0	0	0	0
5:30 PM			0			0			0			0	0	0	0	0
5:45 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

Seasonally Adjusted Peak Hour



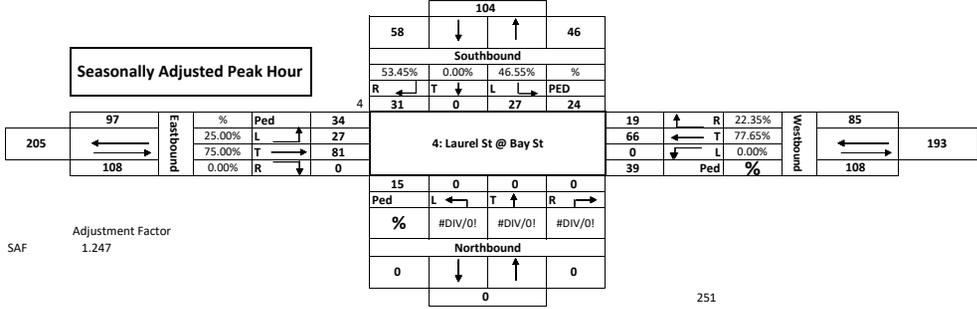
Intersection:		3: Kingwood St @ 2nd								City: Florence													
Counter:		Sandow Engineering								Date: Tuesday, October 1, 2024													
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		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	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																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	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



Intersection:		4: Laurel 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	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	0	107	36		360		46	109	34	67
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	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%								

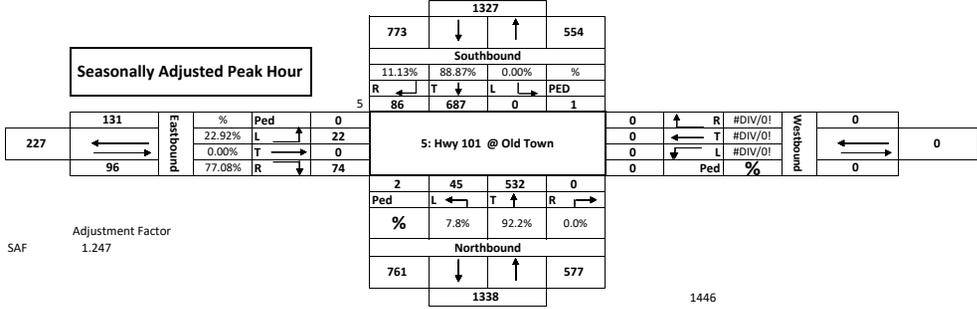
Seasonally Adjusted Peak Hour



SAF Adjustment Factor 1.247

251

Seasonally Adjusted Peak Hour

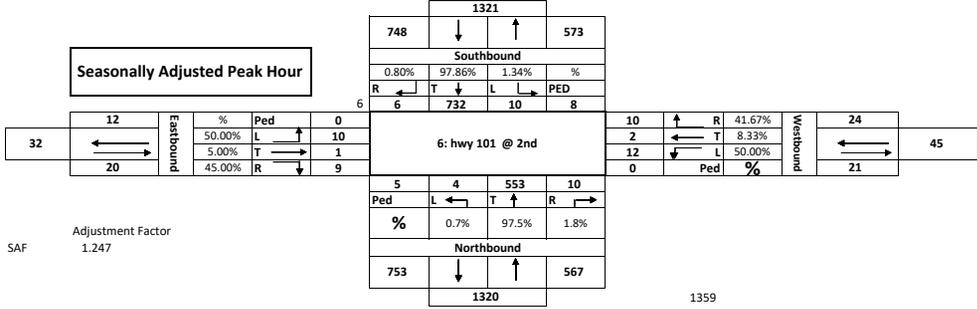


SAF Adjustment Factor 1.247

1446

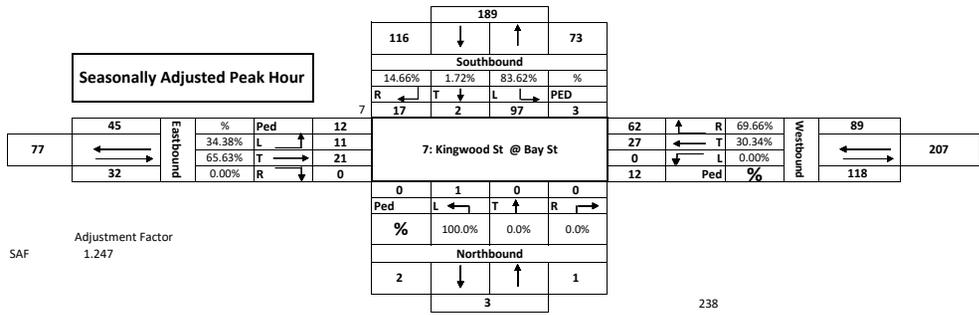
Intersection:		6: hwy 101 @ 2nd		City:		Florence																	
Counter:		Sandow Engineering		Date:		Tuesday, October 1, 2024																	
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		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																							
Peak Volumes		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB
		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



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	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																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	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



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	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	Trend Peak
INTERSTATE URBANIZED	1.0713	1.0796	1.0828	1.0862	1.0479	1.0366	0.9966	0.9836	0.9772	0.9707	0.9561	0.9414	0.9495	0.9576	0.9575	0.9575	0.9697	0.9819	0.9983	0.9948	1.0082	1.0277	1.0352	1.0408	0.9414
INTERSTATE NONURBANIZED	1.2844	1.3046	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	0.9567	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	0.9558	1.0148	1.0609	1.1070	1.1277	1.1485	0.8141
COASTAL DESTINATION ROUTE	1.4090	1.3901	1.3693	1.3466	1.2651	1.1837	1.1422	1.1006	1.0159	0.9311	0.8915	0.8519	0.7998	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	1.4547	1.4154	1.3762	1.3410	1.2154	1.0909	0.9920	0.8945	0.8500	0.8058	0.8229	0.8398	0.8405	0.8412	0.8117	0.7622	0.8255	0.8668	0.9599	1.0511	1.1869	1.3228	0.7922
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	0.6796	0.7210	0.7633	0.8287	1.0940	1.2356	1.3773	1.2765	1.1757	1.0397	0.9337	0.9964	1.0691	1.1962	1.2673	1.4815	1.6758	2.0660	2.4602	3.7006	0.9407	0.5383
SUMMER	1.2491	1.2330	1.2229	1.2128	1.1776	1.1428	1.0802	1.0176	0.9653	0.9190	0.8667	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	1.1583	1.1884	0.8402

* Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.
 ** Grey shading indicates months where seasonal factor is greater than or less than 30%

COASTAL DESTINATION 15-Oct Peak SAF
 1.0148 0.8141 1.246601

Bay Street Florence

HCM 6th TWSC
3: Site Access & Bay St

10/17/2024

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	Minor2	Minor3
Conflicting Flow All	0	0	24	0	97
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	73
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1604	-	907
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	955
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1604	-	896
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	-

HCM 6th TWSC
5: Bay St & Kingwood St

10/17/2024

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

HCM 6th TWSC
7: Kingwood St & 2nd st

10/17/2024

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									
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	-	-

HCM 6th TWSC
12: Hwy 101 & 2nd st

10/17/2024

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									
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	-	-

HCM 6th TWSC
13: Hwy 101 & Old Town

10/17/2024

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

HCM 6th TWSC
 3: Site Access & Bay St

10/17/2024

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	-

HCM 6th TWSC
5: Bay St & Kingwood St

10/17/2024

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

HCM 6th TWSC
7: Kingwood St & 2nd st

10/17/2024

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									
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	-	-

HCM 6th TWSC
12: Hwy 101 & 2nd st

10/17/2024

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									
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	EBLn1WBLn1	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	-

HCM 6th TWSC
13: Hwy 101 & Old Town

10/17/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
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

HCM 6th TWSC
3: Site Access & Bay St

10/17/2024

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	-

HCM 6th TWSC
5: Bay St & Kingwood St

10/17/2024

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
Stage 1	-	-	-	-	113
Stage 2	-	-	-	-	148
Critical Hdwy	4.21	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.299	-	-	-	3.5
Pot Cap-1 Maneuver	1364	-	-	-	732
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	884
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1364	-	-	-	706
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

HCM 6th TWSC
7: Kingwood St & 2nd st

10/17/2024

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									
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	EBLn1WBLn1	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	-

HCM 6th TWSC
12: Hwy 101 & 2nd st

10/17/2024

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									
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	-	-

HCM 6th TWSC
13: Hwy 101 & Old Town

10/17/2024

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

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

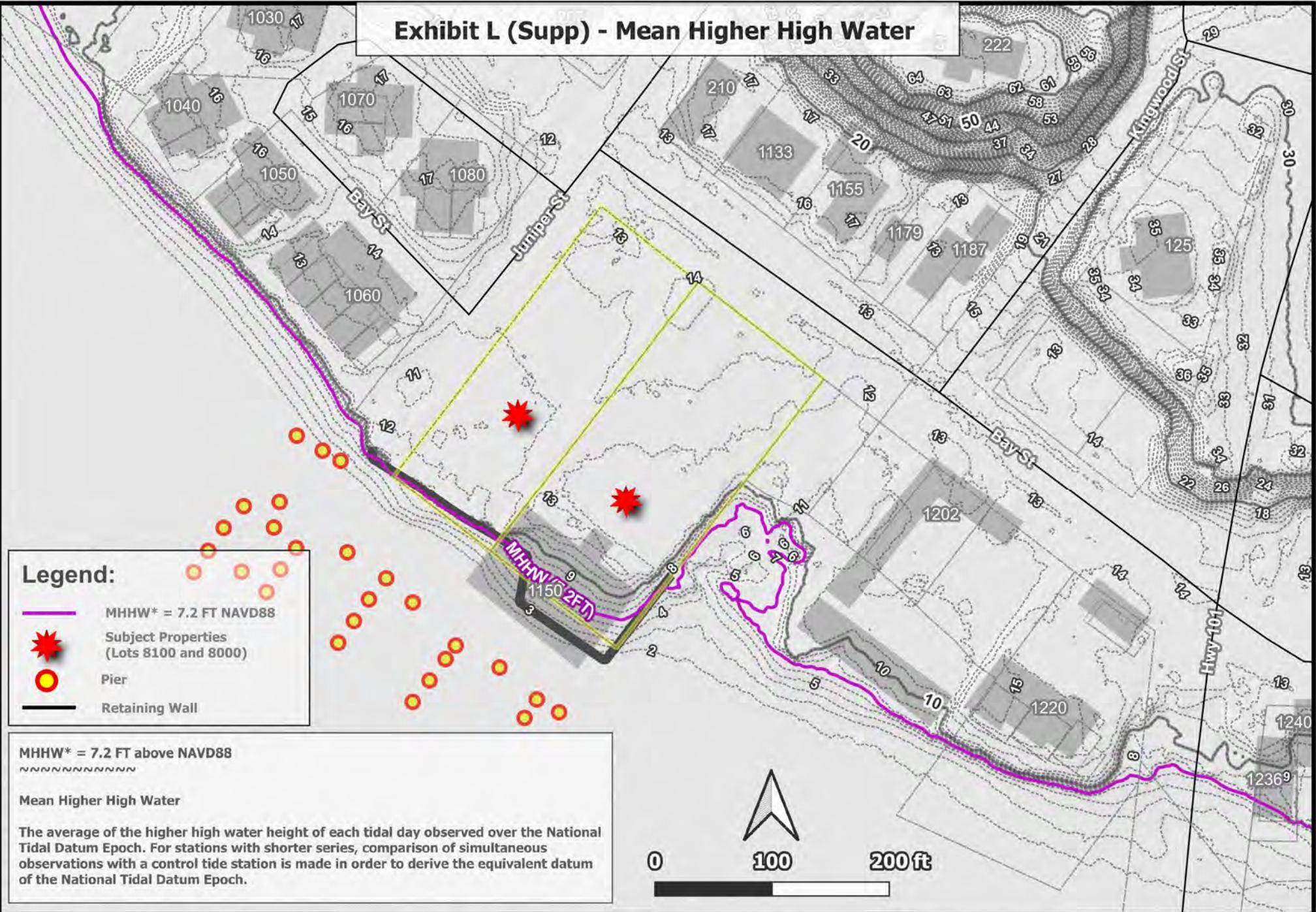
Network wide Queuing Penalty, Interval #1: 26
Network wide Queuing Penalty, Interval #2: 12
Network wide Queuing Penalty, All Intervals: 15

SANDOW ENGINEERING

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376
sandowengineering.com



Exhibit L (Supp) - Mean Higher High Water



Legend:

-  MHHW* = 7.2 FT NAVD88
-  Subject Properties (Lots 8100 and 8000)
-  Pier
-  Retaining Wall

MHHW* = 7.2 FT above NAVD88

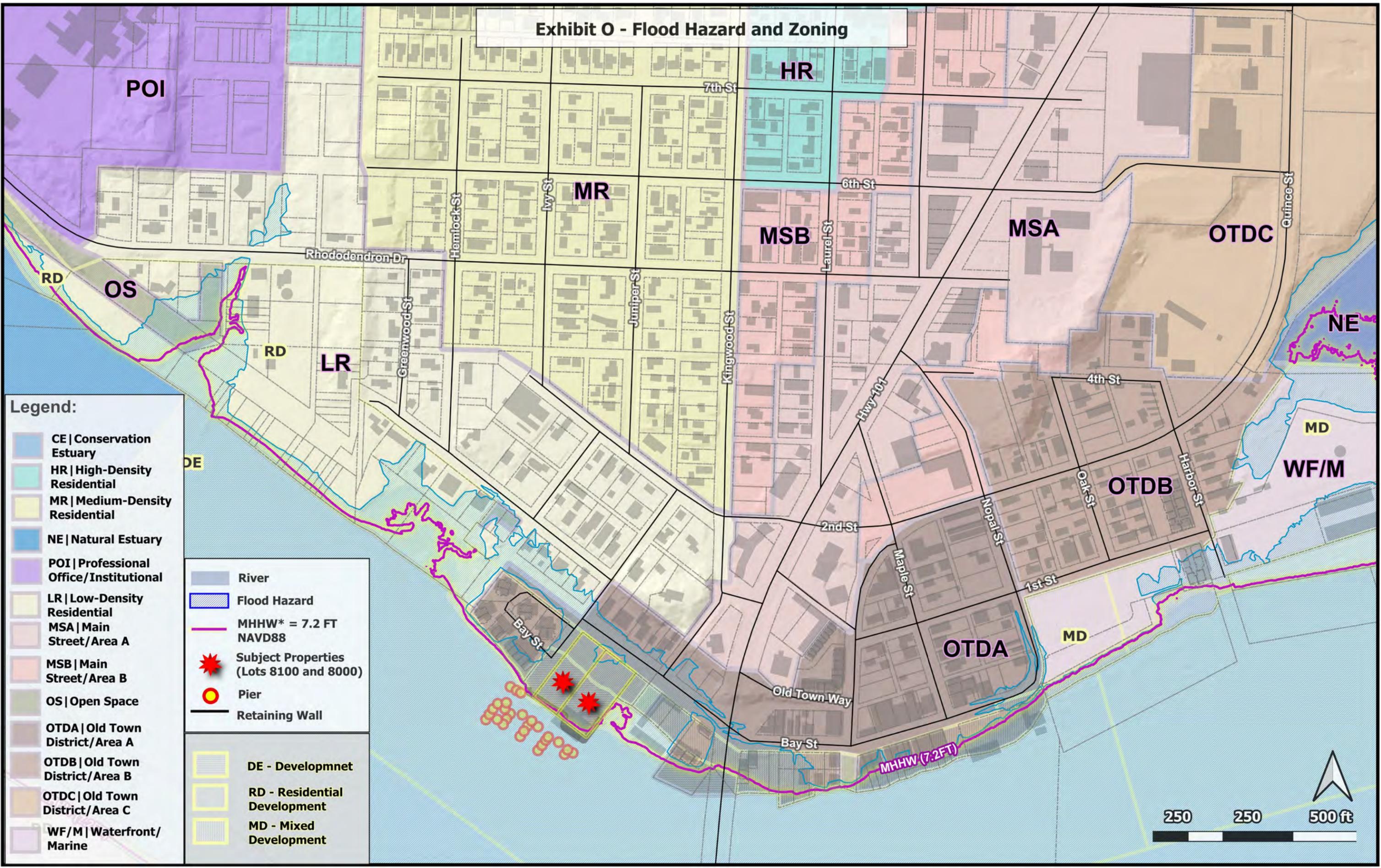
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Mean Higher High Water

The average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch. For stations with shorter series, comparison of simultaneous observations with a control tide station is made in order to derive the equivalent datum of the National Tidal Datum Epoch.



# Exhibit O - Flood Hazard and Zoning

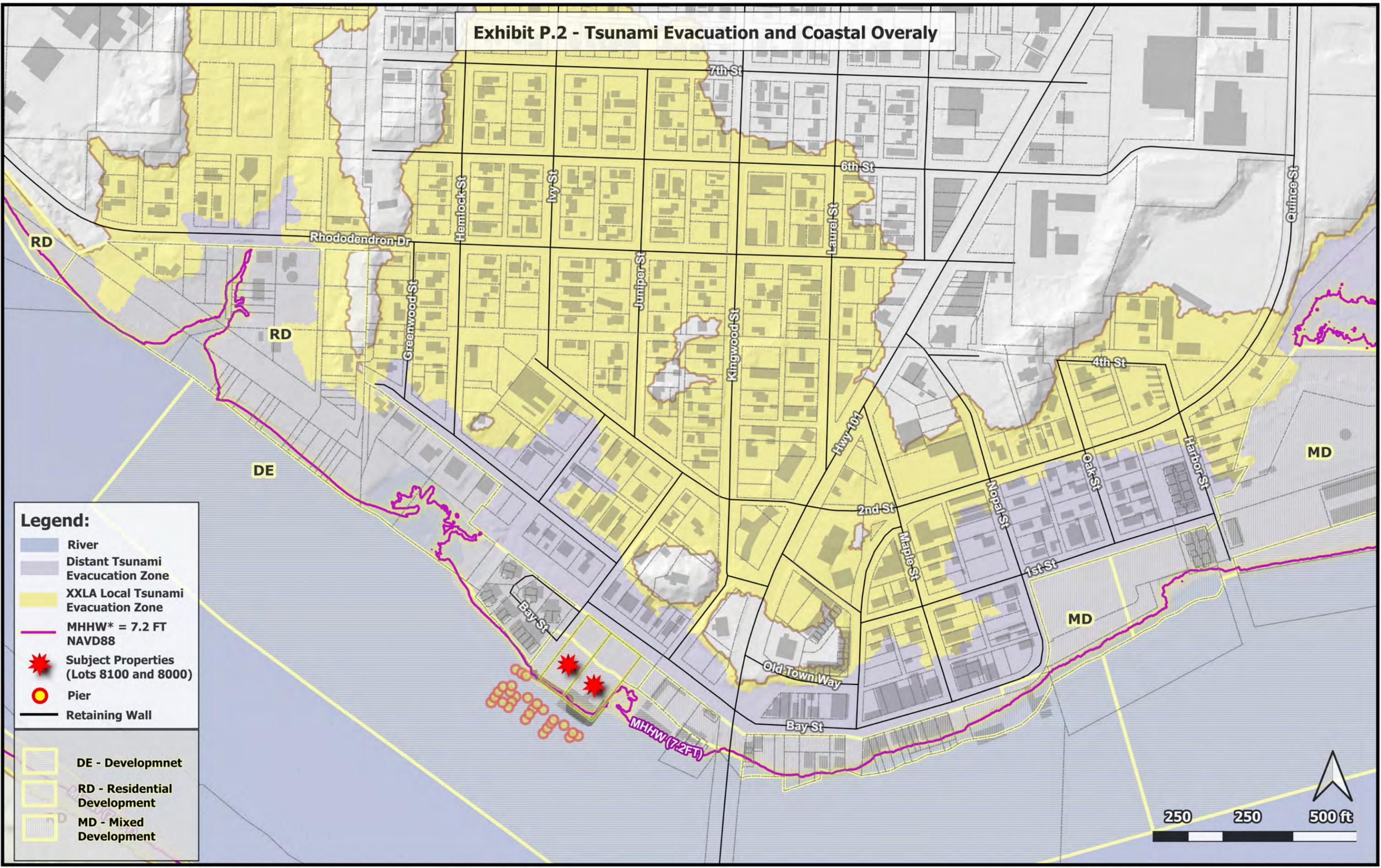


- Legend:**
- CE | Conservation Estuary
  - HR | High-Density Residential
  - MR | Medium-Density Residential
  - NE | Natural Estuary
  - POI | Professional Office/Institutional
  - LR | Low-Density Residential
  - MSA | Main Street/Area A
  - MSB | Main Street/Area B
  - OS | Open Space
  - OTDA | Old Town District/Area A
  - OTDB | Old Town District/Area B
  - OTDC | Old Town District/Area C
  - WF/M | Waterfront/Marine

- River
- Flood Hazard
- MHHW\* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development

# Exhibit P.2 - Tsunami Evacuation and Coastal Overaly

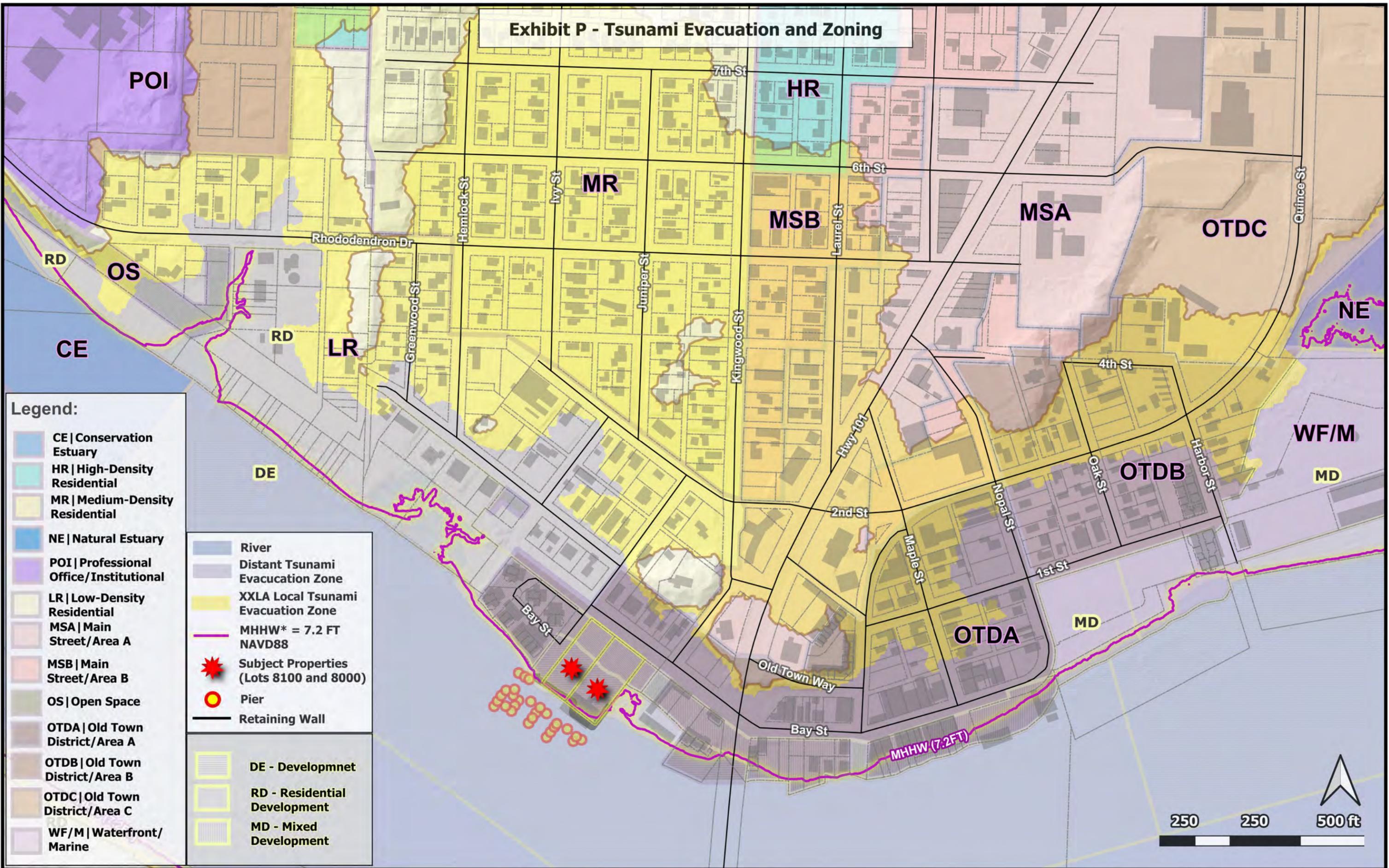


- Legend:**
- River
  - Distant Tsunami Evacuation Zone
  - XXLA Local Tsunami Evacuation Zone
  - MHHW\* = 7.2 FT NAVD88
  - Subject Properties (Lots 8100 and 8000)
  - Pier
  - Retaining Wall

- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development



# Exhibit P - Tsunami Evacuation and Zoning

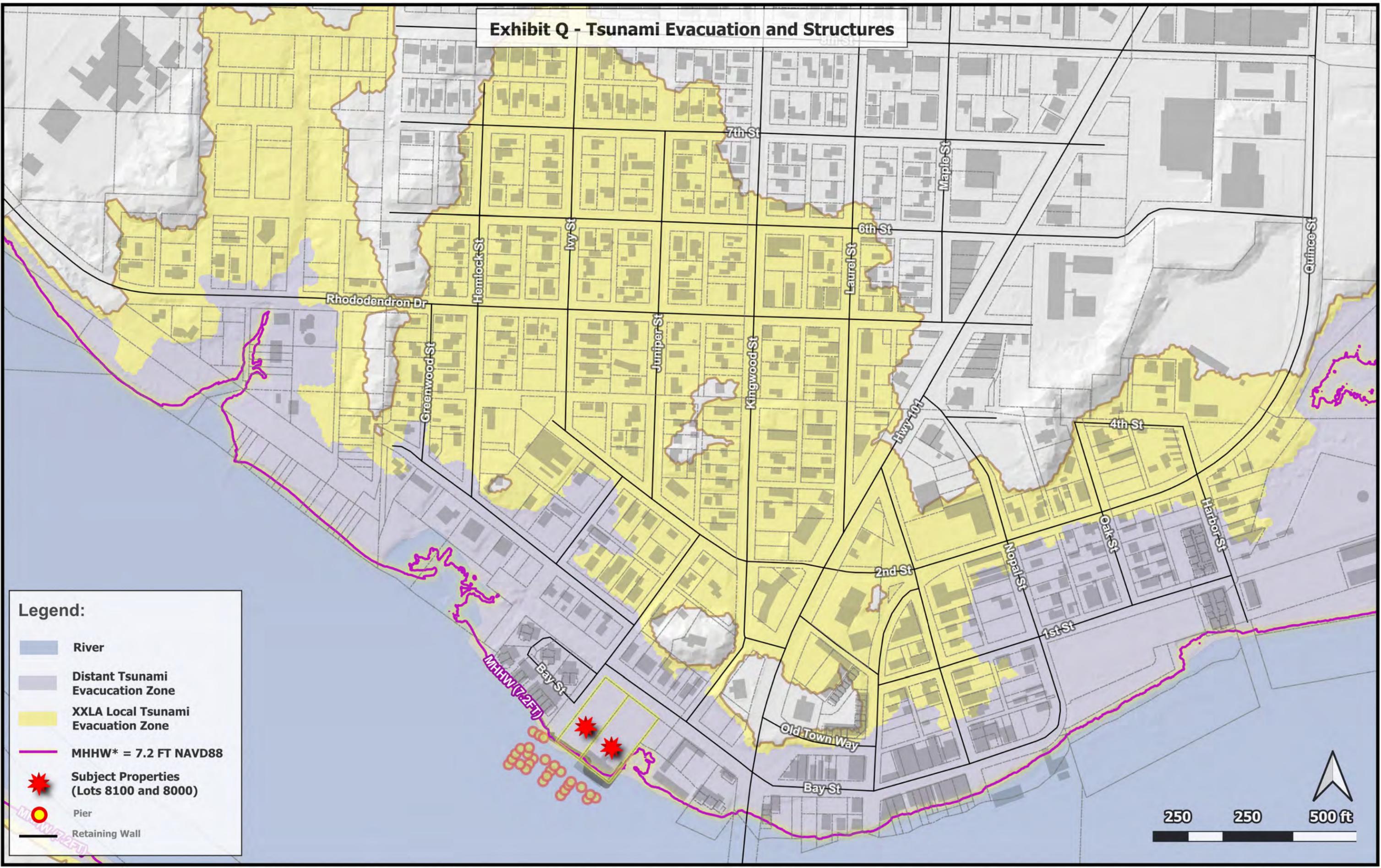


- Legend:**
- CE | Conservation Estuary
  - HR | High-Density Residential
  - MR | Medium-Density Residential
  - NE | Natural Estuary
  - POI | Professional Office/Institutional
  - LR | Low-Density Residential
  - MSA | Main Street/Area A
  - MSB | Main Street/Area B
  - OS | Open Space
  - OTDA | 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 - Development
- RD - Residential Development
- MD - Mixed Development

# 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



**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

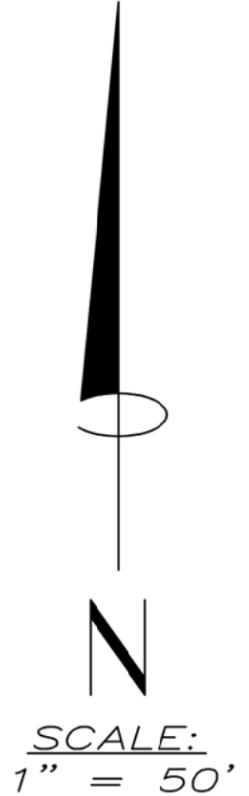
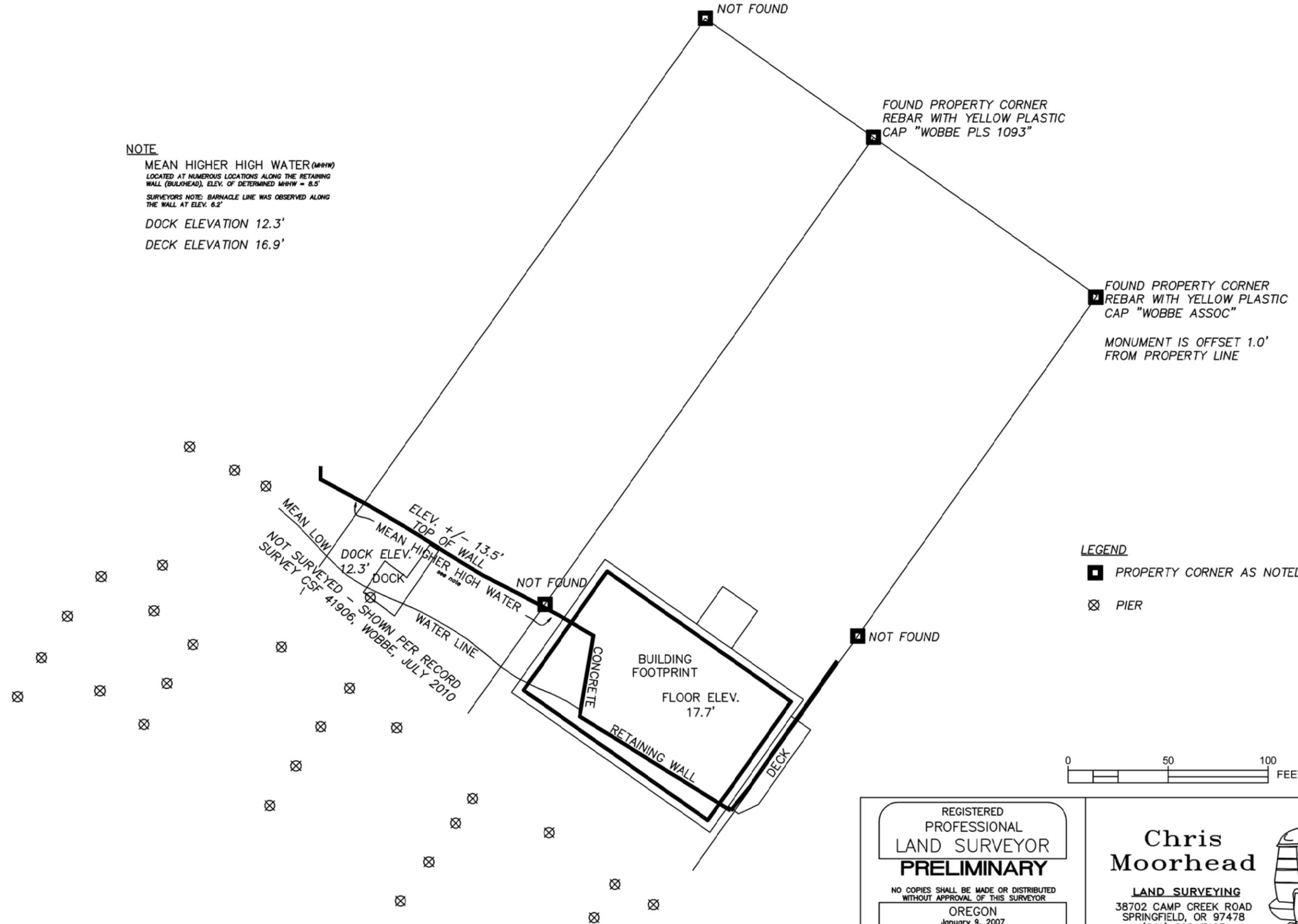


**NOTE**

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. 8.2'

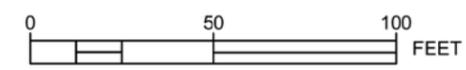
DOCK ELEVATION 12.3'

DECK ELEVATION 16.9'



**LEGEND**

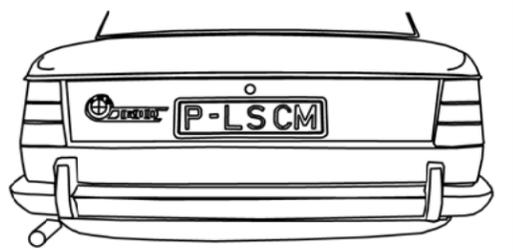
- PROPERTY CORNER AS NOTED
- ⊗ PIER



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OREGON  
January 9, 2007  
CHRISTOPHER JAY MOORHEAD  
61380LS  
RENEWAL DATE: DECEMBER 31, 2024

**Chris Moorhead**

LAND SURVEYING  
38702 CAMP CREEK ROAD  
SPRINGFIELD, OR 97478  
(541) 228-7193  
sppam@hotmail.com



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