

**CITY OF COBURG CITY COUNCIL
PO BOX 8316 Coburg, OR 97408**

**STAFF REPORT
Subdivision
SUB-01-20**

Report Date: August 13, 2020

I. BASIC DATA

Property Owners: Bruce Weichert Custom Homes, Inc.
3073 Skyview Lane
Eugene, OR 97405

Applicant Consultant/Surveyor: Mr. Anthony Favreau
The Favreau Group
Eugene, OR 97405

Mr. Kelly Beckley
66 Club Road, Suite 360
Eugene, OR 97440

Assessors' Map Lot#: 16-03-28-00 Tax Lot 00501

Comprehensive Plan
Designation: Traditional Residential (TR)

Current Zoning: Traditional Residential 10.83 acres (TR) and 0.59 acres of
Traditional Medium Residential (TMR)

II. REQUEST

The applicant has requested a subdivision of one (1) legal lot into 50 legal lots of Assessors Map 16-03-28-00 Tax Lot 00501. The resulting subdivision would create 46 lots for single family dwellings and set aside four lots for open space.

III. BACKGROUND

Assessors Map 16-03-28-00 Tax Lot 00501 is vacant and partially within the City limits. The applicant applied to Lane County to partition the lot at the City limits, making the resulting lot entirely within the City limits. A partition request on the subject property has been approved by Lane County and is currently pending approval from the City of Coburg under a different and separate land use application, that is not the subject of this appeal.

On July 15, 2020, Planning Commission held deliberations on the proposal and in a vote of 3 in favor to 1 in opposition, approved the proposal, subject to a modified Condition of Approval #4, which now reads: “as part of the public improvements process, the applicant shall improve the offsite roadway access points to a width of 16 feet. Improvements shall include, but not be limited to pavement widening, pavement, on-street parking restrictions.”

Tax Lot 00501



The parcel is zoned Traditional Residential, with a very small portion Traditional Medium Residential, and abuts other Traditional Residential properties in the west, south, and east. To the north property is zoned by Lane County Exclusive Farm Use 40 acre minimum (EFU 40).

The three maps above were included in notice that was mailed on August 4, 2020, for the notice of appeal to City Council. Staff would like to offer a clarification regarding the accuracy of these maps. The above maps inaccurately depict the subject property extending towards and north of N Harrison Street. The boundary of the proposed subdivision is the proposed tentative map. Please see Attachment F for the proposed tentative subdivision map.

IV. ISSUES RAISED BY APPELLANTS.

Appellants include six general issues as a reason for appeal. Staff have copied the arguments into the body of this staff report and will provide a staff response to each appeal issue. To see the complete appeal packet submitted by opponents, please refer to Attachment A.

1. Exclusive use of N. Skinner and Coleman Streets to handle all traffic from the subdivision and the Planning Commission's Condition #4 and #5 restricting parking on these streets.
2. Lack of public right-of-way dedications and improvements to E Van Duyn Street within the subdivision in alignment with the existing and planned future street extension.
3. Lack of public right-of-way dedications and improvements to Macy Street within the subdivision in alignment with the existing and planned future street extension.
4. The dedication of four Tracts for public park and recreation uses that will prevent the extension of Macy Street, primarily serve on-site stormwater drainage facilities, and are unsuitable for park and recreation uses.
5. City determination that the subdivision shall meet minimum residential density requirements when the site has significant access limitations.
6. City public notice was not done in compliance with the Coburg Zoning Ordinance No. A-200-1, Article X.C. and ORS 197.195(3).

V. STAFF REVIEW OF APPEAL ISSUES RAISED BY APPEALENTS

Code text is shown in ***bold italics***.

Appeal Statement #1: "The subdivision has significant access constraints and the minimum residential density standards should not apply."

Per Article VII.A.5, land zoned Traditional Residential (TR):

"When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 60 percent of the maximum density (or 5.4 units per acre) is required... This standard does not apply to the following developments: ...

- (5) ***Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density."*** (emphasis mine (appellant's))

Per Article VII.B.5.b, land zoned Traditional Medium Residential (TMR):

"When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 80 percent

of the maximum density (or 10.4 dwelling units per acre) is required... This standard does not apply to the following developments:...

- (5) *Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.” (emphasis mine)***

Appeal Argument: The site is at the edge of the Coburg Urban Growth Boundary (UGB) and has severe access constraints. The only access to the site is from the south - N Skinner Street (*which feeds to E Locust Street*), and Coleman Street. None of these streets – N Skinner, E Locust and Coleman - are improved according to city street standards. Each only has a 12-foot paving width for two-way traffic.

The Planning Commission imposed Conditions of Approval in an attempt to address problems with the site access. These conditions only require the applicant to improve offsite roadway access points to 16 feet. The conditions do not require street improvements to N Skinner and Coleman that will meet local street standards including a minimum paved width of 20 feet.

Providing access to the north, east or west will require a series of well-orchestrated public and private actions. While not insurmountable, the funding sources, time frames, and legal requirements create uncertainty regarding when and how access will be improved beyond the sole use of N Skinner (*to E Locust*) and Coleman.

Based on the severe access limitations, the minimum density requirement should not be applied. This would give greater flexibility for the developer to design a subdivision that achieves the applicant’s goal (detached single family homes), while also complying with other critical code standards including street network connectivity, dedication of land suitable for park and recreation uses, and decreased traffic impacts on historic neighborhoods and Coburg’s “central park,” Norma Pfeiffer park, the north boundary of which is E Locust Street.

Finally, the code also allows the minimum density requirement to be altered due to the existence of significant trees. Public testimony was submitted for the Planning Commission hearing about concern for keeping heritage trees along the east edge of the subdivision. This may be an additional argument in favor of easing the minimum density requirement.

Staff Response to Appeal Argument: Appellants rely on subsection (5) Residential Density Standards for their arguments that minimum density requirements should not be applied. Appellants rely on access limitations and the existence of significant trees, both of which are circumstances for which the code allows exceptions to the minimum density standards. A relaxing of the minimum density standards would allow for *fewer* homesites and free up additional land to address access limitations, street connectivity and dedication of land suitable for park and recreation uses.

As contained in the applicant's TIA, the two proposed access points into the proposed subdivision were found to meet a "level of service" that is adequate. The applicant's TIA was reviewed and approved by the City Engineer, subject to his comment and recommended conditions. The City Engineer's comments can be found in Attachment C. While the opponents disagree with the conclusions of applicant's TIA, they do not provide an independent TIA that refutes the findings contained in the applicant's TIA. As such, based on the evidence contained in the record, the two proposed access points are adequate to serve the proposed subdivision. The exact road specifications are subject to modifications as determined necessary by the City Engineer.

The appellants are correct in that North Skinner and Coleman are paved to a width of 12-feet. Appellants bring up the fact that if said streets are widened to 16-feet, that is still not up to the 20-foot standard, found in **Table VIII.(E)(1)(b)(i)- Attachment H**. The street standards found in the Development Code apply to newly constructed streets, not to existing streets that abut a proposed subdivision. The newly constructed streets that will serve vehicle circulation within the subdivision will comply with current local street standards.

With respect to heritage trees, staff cannot provide a clear response because appellants have not shown specifically which trees are defined as "heritage trees." Additionally, staff have checked with the City and to their knowledge there is no existing list of trees identified as "heritage."

Article VII.A.4.b Minimum Lot Dimensions (TR) and Article VII.B.3.b Minimum Lot Dimensions (TMR)

Appeal Statement #2: "the subdivision lacks a requirement that the final subdivision plat indicate what lots are zoned TMR and the number of allowed dwellings per lot."

Appeal Argument: Lots 1 through 5 only comply with the minimum lot width and lot area requirements for land zoned Traditional Medium Residential (TMR). These five lots contain a total of 0.58 acres which is very close to the 0.59 acres City staff calculated as being the portion of the site zoned TMR. The remainder of the lots are zoned Traditional Residential (TR) and comply with the minimum lot width and lot area requirements for standard lots and flag lots.

The Coburg Zoning Map shows TMR zoning in a rectangle shape in an east-west orientation near the northern edge of the site. See Attachment A, Exhibit A for the Coburg Zoning Map. The Subdivision Lots 1 through 5 appear to comply with requirements in the TMR zone. However, these lots do not align with the Coburg Zoning Map and are instead located in a rectangle shape in a north-south configuration on the west edge of the site. The Planning Commission's decision did not impose a Condition of Approval to clarify the land zoned TMR or take steps to amend the Coburg Zoning Map. The Coburg Development Code requires the

classification of zoning districts to be shown on the official Zoning Map. We do not object to the general subdivision or a master planned development process being allowed to determine the location of the TMR zoning on the site. We do believe any subdivision for this site needs to include a note on the final plat indicating the lots zoned TMR and the minimum and maximum allowed number of dwellings per lot. Ideally, the official Zoning Map is also amended. If these steps are not taken it will cause confusion for the building official, property appraisers, future lot owners, lenders, and anyone seeking to verify applicable zoning on the site.

Staff Response to Appeal Argument: The appellants are correct in stating there are two zoning designations that appear on the Coburg Zoning Map on the subject property. Also, the area zoned TMR on the subject property, as shown on the Coburg Zoning Map does not align with the applicant's proposal that shows Lots 1-5 zoned TMR (based on minimum lots size). These five lots are located at the far western boundary of the subdivision, running north-south; this is not exactly what the Coburg Zoning Map shows. However, the knowledge and understanding which staff is operating under in regards to the adoption of the TMR zone and the designation of a portion of the subject property as TMR, indicates that a small amount of additional land needed to be designated TMR, in order to satisfy the City's housing needs. The City Council opted to satisfy that need on the subject property. The specific location of the rectangle on the zoning map was not crucial; the amount of acreage of TMR land was. Given this background, it is reasonable to conclude that the TMR zoning was intended to be a "floating" zone, meaning the TMR zoning could be applied to any area within the boundary of the subject property. Staff find the applicant did just that. Staff do agree with the appellant in that this is a somewhat unusual situation and may lead to confusion further on down the road, with respect to building officials, property appraiser, future lot owners, lenders, etc. To that end, staff do recommend a condition of approval for the final plat to clearly indicate which lots are zoned TMR. This shall be included as a plat note on the final plat.

****Additional Conditional of Approval** Condition of Approval #6:** Prior to final plat approval, final plat shall have a plat note indicating which lots are zoned Traditional Medium Residential (TMR).

Article VIII.E.1. Dedication of Street ROW / Street Design Standards

Per Article VIII.E.1:

"Improvements to City streets shall conform to the standards as set forth in this section.

- a. Dedication of Street Right-of-Way. City may require dedication of additional public right-of-way in order to meet street standards.***
- b. Street Design Standards for public streets and the current and future functional classification plan for all streets within Coburg, including those owned by Lane County.***

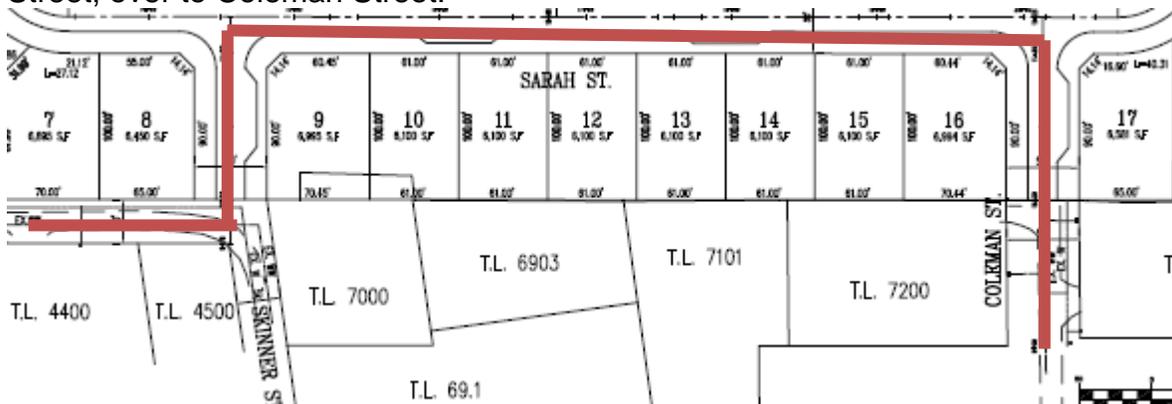
(i) **Street Design Standards Table VIII.E(1)(b)(i): Coburg Street Design Standards...**

Appeal Statement #3: “the subdivision does not comply with street dedication and improvement standards – E Van Duyn and Macy Streets within the subdivision need to be improved.”

Appeal Argument for E Van Duyn Street

The subdivision did not include any dedication of public right-of-way for E Van Duyn Street. A section of E Van Duyn adjacent to the subdivision contains a 30-foot public ROW. The minimum local street standards require at least a 45-foot public ROW. The subdivision also did not include the dedication, extension, and improvement of E Van Duyn between N Skinner and Coleman Streets. See Attachment A, Exhibit B, for TSP Street Classification and Future Street Plan.

Staff Response to Appeal Argument for E Van Duyn Street: The dedication, extension, or improvement of E Van Duyn between N Skinner and Coleman Streets is not entirely practical, as there are four tax lots in between, and several existing structures. The City cannot require the applicant to dedicate or improve land that it does not own. A reasonable extension of E Van Duyn, between Skinner and Coleman Streets, is proposed by going up into the subdivision, west on Sarah Street, over to Coleman Street.



To acquire additional right-of-way for the portion adjacent to the subdivision would require purchasing of additional private property, as there is no additional publicly owned right-of-way to improve. Further, as staff indicated earlier, staff interpret the street standards to apply to the creation of new streets.

Appeal Argument for Macy Street

The subdivision did not include any dedication of public ROW or street improvements in alignment with the existing section of Macy Street near the west edge of the subdivision. The applicant’s proposal to deed Tract D to the City places

the burden to design and construct this street segment on the City. Furthermore, Tract D was proposed for park and recreation use which conflicts with the orderly development of the transportation network, as required in code approval criteria Article XII.C.2.c.(1)(5) and as further discussed later in this document. The subdivider is responsible for the dedication and improvement of Macy Street within the subdivision and should not attempt to deed the area needed for the street dedication to the City for a park. See Attachment A, Exhibit B – TSP Street Classification and Future Street Plan.

The importance of providing east-west connectivity is also described in the Coburg Comprehensive Plan.

Staff Response to Appeal Argument for Macy Street: The Coburg TSP, dated September 1999, does show a future extension of Macy Street into the proposed subdivision. The applicant’s proposal to deed Tract D to the City to preserve this future right-of-way is acceptable. The applicant has agreed to pay a fee to the City in lieu of park and recreation dedication areas. The City is free to use the fees paid by the developer to provide park and recreation uses as the City sees fit. In summation, Tract D is a logical preservation of Macy Street, however, it will be left up to the City to determine exactly how to utilize Tract D. The extension of Macy Street is currently precluded by tax lot 600 and 300.

Staff present an alternate option with respect to the extension of Macy Street below, under **Section VIII “RECENT UPDATES TO CONSIDER.”**

Appeal Argument for N Skinner Street / Coleman Street

N Skinner Street between E Van Duyn and E Locust is classified as a Local Street which requires a minimum 45-foot public right-of-way with 20 feet of pavement. This section of N Skinner only has a 30-foot public ROW and 12 feet of pavement. Coleman Street is classified as a Local Street and a “bike boulevard”. Although it contains a 50-foot public ROW, portions of the street only have 12 feet of pavement.

The Planning Commission approved the subdivision with the following conditions:

CONDITION 4: As part of the public improvement process, the applicant shall improve the offsite roadway access points to a width of 16 feet. Improvements shall include but not be limited to pavement widening pavement on-street parking restrictions.

CONDITION 5: Any street improvements as part of the new subdivision or adjacent street connection improvements shall be a minimum of 20ft unobstructed width, 16ft travel surface and 13ft 6-inch vertical clearance.

Conditions #4 and #5 are not clear and objective requiring discretion as to the extent of street improvements required after the close of the public hearing. The conditions

do not state where the 16-foot street improvements start or stop. Assuming that the conditions apply to the N Skinner Street access point south to E Locust and to the Coleman Street access point south to Mill Street, these street improvements will not conform to city street standards as shown on Attachment A, Exhibit C – Coburg Street Design Standards.

Furthermore, the conditions conflict with each other. Condition #4 requires “pavement on-street parking restrictions” thus implying that parking will continue to be permitted off the pavement along the side of the street. However, Condition #5 requires “minimum of 20ft unobstructed width.” Since Condition #4 only requires the paved widths to increase to 16 feet an additional four feet beyond the pavement will have parking restrictions to meet Coburg Rural Fire standards. These parking restrictions will have a negative impact on adjacent property owners especially those that rely on street parking. The City did not provide any notice to property owners about the location and extent of parking restrictions and Conditions #4 and #5 only add to the uncertainty. It will be very confusing and difficult to enforce no parking for two feet on either side of the pavement, four feet on one side or any other combination to be determined during the future public improvement process.

Staff Response to Appeal Argument for N Skinner / N Coleman: The appellants are correct in that N Skinner has a 30-foot right of way and 12-feet of paving. The widening of N Skinner to a 45-foot right of way is not practical as it would require the acquisition of land that neither the City nor applicant own. It’s staff interpretation that the local street standards apply to the creation of new streets. Appellant is correct in that Article VIII.E.1.a does state that the City “may” require dedication of additional public right-of-way in order to meet street standards. However, once again, the applicant can only dedicate land that it currently owns. Further, the code’s use of the word “may” suggests that the City is not required to require dedications to satisfy the minimum street standards.

If the City Council were to interpret the code to require that existing streets be brought up to current standards, such an interpretation would be difficult or impossible to apply to all adjacent streets to the subdivision. East Van Duyn currently only has 30-feet of right-of-way; obtaining an additional 15-feet of right of way is not likely practical as the 15-feet needed is private property; the same is true for Skinner. Now, North Coleman does contain 50-feet of right-of-way that theoretically has enough space to improve to full local street standards.

Staff offer an alternate consideration for the development of North Skinner and Coleman, below under **Section VIII “RECENT UPDATES TO CONSIDER.”**

Article VIII.E.1.f(2) Street Connectivity

Appeal Statement #4: “the subdivision does not provide a temporary dead-end street in alignment with the existing and planned extension of Macy Street.”

Per Article VIII.E.1.f(2): ***“Streets that are planned to connect through when adjacent developments are constructed may temporarily dead-end, provided a “hammer-head” or equivalent turn-around, built to fire code, is provided in the interim period.”***

Appeal Argument: The proposed subdivision contains temporary dead-end streets to provide for future north-south street connectivity if the Coburg UGB is expanded and adjacent land is annexed. We have no objections to these streets. The subdivision does not however, provide for any future east-west connectivity allowing for adjacent developments to be assured access and for an orderly transportation system. Attachment A, Exhibit B – TSP Street Classification and Future Street Plan

Staff Response to Appeal Argument: As noted earlier, Macy Street is a logical extension that provides east-west connectivity, but extension is not practical currently because extension is precluded by tax lots 300 and 600. As staff explain above, the applicant cannot dedicate or improve land they do not own. If strictly held to the standard that off-site dedication of private property to add additional right-of-way is required, then the property likely may never be developable and the City may be creating a case where development of this property may be impossible. In regard to the turnarounds, Planning Commission found an acceptable equivalent turnaround is the “U-shaped” circulation pattern within the subdivision. The proposal and layout, with respect to fire turnarounds, has been reviewed by the City Engineer and Fire Chief and found to be acceptable.

Article VIII.E.3.c Blocks

Appeal Statement #5: ***“the subdivision contains new local streets that do not comply with the minimum required block length.”***

Per Article VIII.E.3.c:

(1) General. The length, width and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.

(2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.

Appeal Argument: The proposed new street segments for N Skinner, N Emerald and Coleman are about 250 feet in length and do not comply with the minimum block length of 400 feet. As designed, the short block lengths will result in no homes facing these street sections and the view along the street being primarily side yard fences. The site is relatively flat and contains no topographic or environmental constraints. If the first east-west street within the subdivision was the improvement

and extension of E Van Duyn Street as stated earlier, the block lengths would be changed and might achieve compliance.

Staff Response to Appeal Argument: The code allows for an exception to this standard in the event topographical constraints exist on the site. Staff believe it's reasonable to interpret a topographical constraint to include the configuration of property, which is wide, and land boundaries a property is contained to. As such, it's staff's position, the site does contain limitations in terms of the topography in that the site width will not allow for a north-south block length that is a minimum of 400-feet. This interpretation allows the standards to be flexed in recognition of the property's long, narrow shape. The applicant is taking into consideration many standards and factors in designing a proposal that considers building site size, street standards, lot sizes, and density standards, among others.

Appeal Statement #6: "the subdivision contains three new local streets that dead-end at the north boundary with no reserve strips adjacent to the agricultural land outside the Coburg UGB.

Per Article VIII.E.3.e:

Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under the conditions approved by the Planning Official."

Appeal Argument: The north boundary of the subdivision is the Coburg UGB and City limits. Property to the north is zoned Lane County EFU allowing continued agricultural use. To protect the public welfare of people living in the new subdivision and to preserve the condition of the new streets, reserve strips are needed at the terminus of the three dead-end streets. The adjacent property owner would be prevented from driving farm equipment on and off the property using the new local streets. The City would control the reserve strips. If the Coburg UGB and City limits is expanded to include land north of the subdivision, the City could keep the reserve strips in place until the new area annexed is approved for development, the dead-end streets are extended and a new east-west street connection is complete.

Staff Response to Appeal Argument: Staff agree with the appellants in that there is no indication the proposal includes Reserve Strips at the terminus of the three new streets that dead-end at the northern boundary. Staff propose a condition of approval to have Reserve Strips placed at the end of the three streets in the subdivision. In the applicant's responses to appeal issues (Attachment B), they've indicated this is agreeable. Staff proposes the following additional condition of approval.

****Additional Conditional of Approval** Condition of Approval #7:** Reserve Strips at the three northern dead-ends, within the subdivision on Skinner, N. Emerald and Coleman Streets shall be shown on the final plat. The applicant shall dedicate the area of the reserve strips to the City of Coburg for this purpose.

Article VIII.E.3.h Alignment

Appeal Statement #7: “the subdivision does not create new public streets within the subdivision that align with existing and planned public streets – E Van Duyn and Macy Street. Further, the subdivision does not meet minimum standards for “T” intersections.”

Per Article VIII.E.3.h: ***“Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in “T” intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.”*** (Emphasis mine – appellants’ representative)

Appeal Argument: As discussed previously, the new public streets within the subdivision do not align with either the existing E Van Duyn Street or existing Macy Street, preventing their planned extensions. See Attachment A, Exhibit B – TSP Street Classification and Future Street Plan.

The proposed extension of N Skinner Street north of E Van Duyn Street will create a “T” intersection. The distance between the center line of E Van Duyn Street and Sarah Street is 140 feet – less than the minimum distance of 200 feet. The applicant asserts the distance complies, *“Due to the density requirements, a different design is simply impractical.”* We disagree.

First, the code calculates density based on the number of dwellings per acre – not the number of lots. The TR zoning allows duplexes on corner lots and cottage housing. These dwelling types can help achieve the minimum required densities and allow compliance with this code standard. **A decision by the applicant to only build detached single family homes, even though a portion of the site is zoned TMR, is a self-imposed hardship and should not be the basis for determining that it is not practical to comply with City street standards.**

Second, as discussed previously, the minimum residential density could be found not applicable due to access limitations. A decrease in density would provide greater design flexibility to help meet required street connections (extending Van Duyn and Macy streets), minimum block lengths, and intersection alignments while also providing a parcel suitable for park and recreation use.

Staff Response to Appeal Argument: The proposed street has been aligned as far as it is practical to ensure an efficient and logical mapping of the lots. The extension of Macy Street from outside the subdivision boundary, to inside the subdivision is currently not practical as extension is prohibited by tax lots 300 and 600, which are private property. The applicant is deeding Tract D to the City to preserve this future extension, if they so choose. The code allows the distance between centerlines to be as little as 125 feet. The proposed distance is currently 140 feet, which is above 125 feet. The zoning dictates what uses can locate on a certain property. Both the TR and TMR zoning designations allow detached single-family homes as a permitted.

Staff offer an update with respect to Tract D and Macy Street. Please see **Section VIII RECENT UPDATES TO CONSIDER.** below.

Article XII.B.13 Through Lots and Parcels

Appeal Statement #8: “the subdivision includes interior lots that front onto two streets – these “through lots” could be avoided with an alternative design.”

Per Article XII.B.13: ***“Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation.”***

Appeal Argument: The subdivision has about 280 feet of frontage on E Van Duyn street. Lots 6, 7, and 8 are through lots with one frontage on Sarah St and the other on E Van Duyn. The site has no specific disadvantages with regard to topography or orientation, and there are no nearby arterials, thus this criterion is not met.

The subdivision justified the through lots ignoring the required extension and improvement of E Van Duyn stating the public street can be treated like a private driveway. E Van Duyn is not a “driveway” as the applicant asserts, it is a public street. Given the significant deviance from TSP documentation (like Attachment A Exhibit B) and the conflicts this creates with code criteria like dedication of ROW, street connectivity, an orderly transportation network, and not adversely affecting development of adjoining land, the City Council needs to deliberate the merits of this assertion. It is not appropriate to delegate such significant decision authority to an applicant or staff.

Staff Response to Appeal Argument: The code provision relating to through lots is not black and white, the provision does allow for certain exceptions. The appellants are correct in that lots 6,7 and 8 are through lots and per Development Code shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activist or to overcome specific disadvantages of topography and orientation. The portion of East Van Duyn that abuts the backside of lots 6, 7 and 8 is not a major traffic arterial nor

are there adjacent non-residential activities. The appellants do make a good argument. The code allows for an exception due to topography and orientation of the subject property. In the applicant's rebuttal, they state, the subject property has a distinct topographical disadvantage due to the property's long, narrow shape-dimension. Staff do believe the boundaries of which a subject property is constrained to, does classify as a topographical and orientation disadvantage.

Moreover, though through lots shall be avoided, the code allows for certain exceptions, as stated above. If the intent of this provision is to separate or screen incompatible uses from being seen from rights-of-way, then the code allows for a 10-foot wide planting screen easement in between the backsides of homes and the right-of-way. City Council may elect to enforce planting screens on the backsides of Lots 6, 7, and 8. Staff agrees with the appellant in that City Council should deliberate on this matter. Reserve Strips may be an alternate option. Staff simply provides some options for both sides to come to an agreeable solution. Staff don't necessarily think the presence of three through lots rise to the level as grounds for denial, because staff feel the issue can be resolved as discussed above and allowed for in the Development Code.

Staff provide how a condition of approval would read if a 10-foot wide planting screen easement were placed along the backsides of Lot 6,7 and 8.

A 10-foot wide planting screen easement shall be placed along the rear property line of Lots 6,7 and 8, which abut East Van Duyn. Prior to final plat approval, presence of planting screen easement shall be included on the final plat.

Article XII.B.19 Park/Park Recreation Acquisitions

Appeal Statement #9: "the subdivision decision allows the developer to pay money to the city park acquisition fund without demonstrating no land within the subdivision is suitable for a park. Further, the four Tracts to be deeded to the City for open space are bisected by streets, intended for primarily for stormwater drainage and unsuitable for park and recreation purposes."

Per Article XII.B.9: "Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first." (Emphasis mine - appellants' representative.)

Appeal Argument: The standard above requires “a parcel of land” to be dedicated to the public for park and recreation use. The standard only provides a fee payment option, “In the event no such area is suitable for park and recreation purposes”.

The applicant’s original proposal was to dedicate 4 Tracts to the public to satisfy the above standard. First, the code requires a single parcel to be dedicated – not four separate parcels bisected by streets. Second, the applicant’s Concept Plan for Park and Recreation Use dated July 7, 2020 does not demonstrate that the Tracts are suitable for park and recreation purposes.

The Concept Plan shows Tract D being improved with playground equipment. Due to the size and location of Tract D this type of active recreation use would cause conflicts for the adjacent homes. In addition, a substantial portion of Tract D needs to be improved as a public street to allow for the future connection to Macy Street. Tracts B and C are intended to provide for stormwater runoff. The Concept Plan does not show any recreation amenities within these tracts. Instead, the adjacent new local street shows a jogging trail in the soft shoulder within the street ROW. Tract A is 3,662 square feet with only 36 feet of street frontage. The narrow configuration and limited public visibility make it unsuitable for recreation uses.

Staff Response to Appeal Argument: The appellants contend that Article XII.B.9 requires demonstration that lands cannot be dedicated for park and recreation purposes. This is not how staff understands this provision to operate. Staff feels an applicant or developer may elect (choose) to pay the parks fees instead of providing the parks and open space. On top of paying the sum of money equal to one percent of the gross sale price of each lot in the subdivision, the applicant proposes to deed four tracts of land to the City. The uses of the four tracts of land will be determined by the City. Rather than reading this code provision in the strictest sense, City Council should simply contemplate if the applicant has met the intent of the requirement for parks and open space. Staff finds the code provision met by the applicant simply agreeing to pay the required fee.

VI. NEW RECOMMENDED CONDITIONS OF APPROVAL.

****Additional Conditional of Approval** Condition of Approval #6:** Prior to final plat approval, final plat shall have a plat note indicating which lots are zoned Traditional Medium Residential (TMR).

****Additional Conditional of Approval** Condition of Approval #7:** Reserve Strips at the three northern dead-ends, within the subdivision on Skinner, N. Emerald and Coleman Streets shall be shown on the final plat. The applicant shall dedicate the area of the reserve strips to the City of Coburg for this purpose.

****Additional Conditional of Approval** Condition of Approval #8:** Prior to final plat approval of the subdivision, the applicant shall record and receive final plat

approval of the partition, identified as city file name and number PA-01-20 – Weichert Partition. Construction activities, such as earth-moving and rearranging, can occur as long as they aren't associated with building a structure.

****Additional Conditional of Approval for Consideration**** Applicant shall pave to a width of 20-feet from the intersection of East Mill Street north along North Skinner , past the intersection with E Van Duyn and up to the point where North Skinner enters the subdivision. Also, applicant shall pave to a width of 20-feet from the intersection of East Mill Street north along North Coleman Street up to the point where North Coleman enters the subdivision. “No parking on pavement” signs shall be posted on both North Skinner Street and North Coleman Street. Off-pavement parking of vehicles is permitted. Applicant shall submit plans for review by the City Engineer as part of the public improvement review process, prior to the commencement of paving, as discussed in this condition of approval.

****Additional Conditional of Approval for Consideration**** A 10-foot wide planting screen easement shall be placed along the rear property line of Lots 6,7 and 8, which abut East Van Duyn. Prior to final plat approval, presence of planting screen easement shall be included on the final plat.

VII. CONCLUSION.

Staff find the application can be approved and Planning Commission's decision upheld, subject to revised findings and additional and/or amended conditions of approval. Staff come to this conclusion based on the evidence in the record, as discussed in this staff report. However, City Council is tasked with coming to their own findings and conclusions, based on the evidence before them, any of which staff will support, as directed.

VIII. RECENT UPDATES TO CONSIDER.

The applicant and their team have indicated to staff they are making efforts to address some of the neighbor's issues and concerns and are attempting to find solutions. In discussions between the City and the applicant, the applicant has proposed the following solutions with respect to street connectivity, parks and recreation and street standards.

- **Tract D and Macy Street:** With respect to east-west connectivity issues, the applicant would not object to providing a stubbed street at the subdivision's western boundary with tax lots 300 and 600, where Tract D is presently shown. This stubbed extension will further allow for the eventual connection of Macy Street and preserve some east-west connectivity. With Tract D now stubbed public right-of-way, the applicant would not object to removing Lot 1 from homesite development and set aside approximately 5,000 square feet for park and recreational purposes.

However, staff still note that we believe the applicant has met the code requirements by agreeing to pay the sum of money equal to one percent of the gross sale price of each lot in the subdivision. Staff find this a reasonable accommodation for City Council to consider.

- **Street paving:** The existing paved width of streets have been an issue that has been brought up. Staff's position on street standards have not changed, as discussed above. Planning Commission approved the proposal with a revised condition of approval #4 that stated streets adjacent to the subdivision should be widened to a width of 16-feet. The applicant is agreeing to a revised condition of approval to pave to a width of 20-feet on N. Skinner and N. Coleman down to the intersections of East Mill Street. A paving width of 20-feet will allow for the continuation of on-street parking, with the exception that vehicles must be parked off the pavement, to allow for adequate fire access. Additionally, a paving of 20-feet, will allow for a 10-foot travel lane in both directions. The City needs to consider what they want these two streets to look like. If City Council chooses to add a condition of approval requiring the applicant to pave to a width of 20-feet, as mentioned above, conditions #4 and #5 would be revised into one condition of approval.

Staff offer how a revised condition of approval would read:

Possible revised condition of approval: Applicant shall pave to a width of 20-feet from the intersection of East Mill Street north along North Skinner up to the point where North Skinner enters the subdivision. Also, applicant shall pave to a width of 20-feet from the intersection of East Mill Street north along North Coleman Street up to the point where North Skinner enters the subdivision. "No parking on pavement" signs shall be posted on both North Skinner Street and North Coleman Street. Off-pavement parking of vehicles is permitted. Applicant shall submit plans for review by the City Engineer as part of the public improvement review process, prior to the commencement of paving, as discussed in this condition of approval.

- **Lane County Traffic Impact Analysis/Study (TIA or TIS):** Lane County issued referral comment recommending the TIA be expanded (revised scope) to include Coburg Road. Staff and the City, along with the City Engineer discussed this recommendation and decided the applicant met what the code required of them in terms of completing a TIA. Coburg's code states the road authority with jurisdiction may require a TIS. The City did require a TIS because the two streets involved in the subdivision proposal are North Skinner and North Coleman, both of which are under the Jurisdiction of the City, not the County. The applicant completed the TIA and submitted it for review and comment by the City Engineer. Staff don't see an absolute necessity that the applicant complete a revised TIA to include Coburg Road. Lane County replied to staff and they don't have an issue with not electing to

require the expanded scope of the TIA. Lane County is aware their recommendations for areas within city limits are just that. However, Lane County Transportation would like to request a final copy of the findings and decision for their records, once completed.

- **Concurrent Application for a Partition:** The applicant is seeking a partition approval from the City of Coburg to separate the large parent parcel into two parcels. Parcel 2 is under the jurisdiction of Lane County and Parcel 1 is under the jurisdiction of the City. The applicant has already received tentative approval from Lane County, but also needs approval from the City. This is a separate land use process and application from the subdivision currently under consideration, but they are related. Parcel 1 must be legally separated, and the partition final plat approved and recorded prior to final subdivision approval. Construction activities (such as earth-moving and rearranging) can occur as long as they are not associated with building a structure. This has been added as a condition of approval.

IX. ATTACHMENTS

- Attachment A – Appeal packet submitted by opponents
- Attachment B – Applicant’s response to appeal issues
- Attachment C – City engineer’s comments on TIA
- Attachment D – Complete planning commission packet for June 17 public hearing
- Attachment E – Complete planning commission packet for July 15 deliberation
- Attachment F – Proposed subdivision map (shows boundary of subdivision)
- Attachment G – All public comments/testimony received prior to August 13
- Attachment H – Table VIII.(E)(1)(b)(i)

ATTACHMENT A



Planning Department TYPE III Land Use – Quasi-Judicial

Received by
City of Coburg

JUL 27 2020

(For official use only)

Application Number **SUB-01-20**

Date Received _____

Date Paid & Receipt # 7/27/2020 Pd by Visa xxxx
010332 6453

Application Type (CHECK ALL THAT APPLY)

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

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

PRINT CLEARLY AND COMPLETE ALL SPACES

Applicant Information (APPELLANT NAMES/SIGNATURES ATTACHED)

Name Teresa Bishow Daytime Phone 541-514-1029
 Mailing Address P.O. Box 50721, Eugene OR 97405 Email teresa@bishowconsulting.com
 Contact Person _____ Contact Daytime Phone _____

Site Information

Street Address _____ COBURG, OR 97408
 Map & Tax Lot # _____ Total Area (sq. ft./ acres) _____
 If more than one lot:
 Map and Tax Lot # _____ Total Area _____
 Present Use(s) of Property _____
 Proposed Use(s) of Property _____

Property Owner Information

Name _____ Daytime Phone _____
 Mailing Address _____ Email _____
 Contact Person _____ Contact Daytime Phone _____

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

ATTACH THE FOLLOWING DOCUMENTATION WITH YOUR APPLICATION: OFFICIAL COMPLETENESS CHECK

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

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

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

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

Please refer to attached letter with signatures of appellants.

Date: _____
Applicant Signature

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

Date: _____
Property Owner Signature #1

Print Name

Date: _____
Property Owner Signature #2 (if applicable)

Print Name



Received by
City of Coburg
JUL 27 2020

PLANNING & DEVELOPMENT SERVICES
375 West 4th Ave., Suite 204
P.O. Box 50721
Eugene, OR 97405
541-514-1029
teresa@bishowconsulting.com

July 27, 2020

City of Coburg City Council
P.O. Box 8316
Coburg, OR 97408

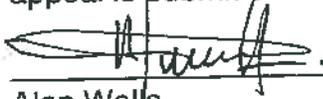
Sent Via E-mail: HHearley@LCOG.org

Hand Delivered to City Hall

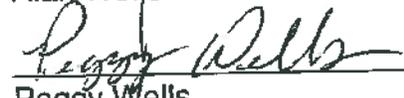
Dear City Councilors,

RE: SUB-01-20 – APPEAL FORM AND SIGNATURES

Please accept this appeal of the Planning Commission’s decision on July 15, 2020 to approve, with conditions, the Wiechert (Coburg Creek) Subdivision (SUB-01-20). This appeal is submitted on behalf of the following:



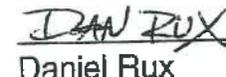
Alan Wells



Peggy Wells



Cathy Engebretson

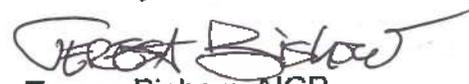


Daniel Rux



Dale Kast

Sincerely,


Teresa Bishow, AICP



PLANNING & DEVELOPMENT SERVICES
375 West 4th Ave., Suite 204
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Eugene, OR 97405
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teresa@bishowconsulting.com

July 27, 2020

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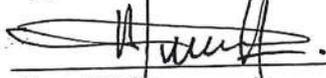
Sent Via E-mail: HHearley@LCOG.org

Hand Delivered to City Hall

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RE: SUB-01-20 – APPEAL FORM AND SIGNATURES

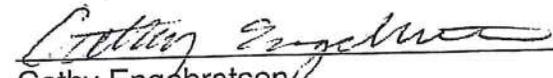
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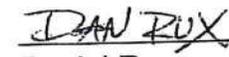
Alan Wells



Peggy Wells



Cathy Engebretson



Daniel Rux



Dale Kast

Sincerely,


Teresa Bishow, AICP



Planning Department
TYPE III
Land Use – Quasi-Judicial

(For official use only)
Application Number SUB-01-20

Date Received

Date Paid & Receipt #

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Home Occupation
Master Planning – Major Modification
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Zone Map Change

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Applicant Information (APPELLANT NAMES/SIGNATURES ATTACHED)

Name Teresa Bishow Daytime Phone 541-514-1029
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Proposed Use(s) of Property

Property Owner Information

Name Daytime Phone
Mailing Address Email
Contact Person Contact Daytime Phone

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ATTACH THE FOLLOWING DOCUMENTAION WITH YOUR APPLICATION: OFFICIAL COMPLETENESS CHECK

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- Written statement addressing all applicable Code Criteria* _____
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- 15 copies of application materials _____
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- Is the property in the flood plain? YES NO

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

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

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Please refer to attached letter with signatures of appellants.

Applicant Signature Date: _____

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

Property Owner Signature #1 Date: _____

Print Name

Property Owner Signature #2 (if applicable) Date: _____

Print Name



PLANNING & DEVELOPMENT SERVICES

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teresa@bishowconsulting.com

July 27, 2020

City of Coburg City Council

P.O. Box 8316

Coburg, OR 97408

Sent Via E-mail: HHearley@LCOG.org

Hand Delivered to City Hall

Dear City Councilors,

RE: WEICHERT SUBDIVISION (SUB-01-20) – APPEAL

Please accept this appeal of the Planning Commission's decision to approve, with conditions, the Wiechert (Coburg Creek) Subdivision (SUB-01-20).

This appeal is submitted on behalf of Alan Wells, Peggy Wells, Dale Kast, Cathy Engebretson and Daniel Rux the "appellants".

The appellants have standing to file this appeal as they testified before the Planning Commission in opposition to the subdivision. In addition, they each live and own property directly adversely impacted by the subdivision. The appellants have combined experience serving on the Coburg Planning Commission, restoring Coburg historic properties, and developing new residential and commercial projects in the community.

The appellants agree with the Planning Commission's determination that the subject property is planned and zoned to provide new housing. The appellants acknowledge that Bruce Wiechert Custom Homes, Inc (the "applicant") has a proven track record for extending public infrastructure and building high quality new homes.

This appeal is filed because of the following major concerns:

1. Exclusive use of N Skinner and Coleman Streets to handle all traffic from the subdivision and the Planning Commission's Conditions #4 and #5 restricting parking on these streets.

2. Lack of public right-of-way dedications and improvements to E Van Duyn Street within the subdivision in alignment with the existing and planned future street extension.
3. Lack of public right-of-way dedications and improvements to Macy Street within the subdivision in alignment with the existing and planned future street extension.
4. The dedication of four Tracts for public park and recreation uses that will prevent the extension of Macy Street, primarily serve on-site stormwater drainage facilities, and are unsuitable for park and recreation uses.
5. City determination that the subdivision shall meet minimum residential density requirements when the site has significant access limitations.
6. City public notice was not done in compliance with the Coburg Zoning Ordinance No. A-200-1, Article X.C. and ORS 197.195(3).

Specifically, the subdivision does not comply with the following code standards:

- **Article VII.A.5** **Minimum Residential Density (TR)**
- **Article VII.B.5.b** **Minimum Residential Density (TMR)**
- **Article VII.A.4.b** **Minimum Lot Dimensions (TR)**
- **Article VII.B.3.b** **Minimum Lot Dimensions (TMR)**
- **Article VIII.E.1** **Dedication of Street ROW / Street Standards**
- **Article VIII.E.1.f** **Street Connectivity**
- **Article VIII.E.3.c** **Blocks**
- **Article VIII.E.3.e** **Reserve Strips**
- **Article VIII.E.3.h.** **Alignment**
- **Article VIII.E.3.i** **Existing Streets**
- **Article VIII.E.3.j** **Half Streets**
- **Article VIII.F.4** **Dedications**
- **Article XII.B.9** **Reserve Strips**
- **Article XII.B.13** **Through Lots and Parcels**
- **Article XII.B.19** **Park / Park Recreation Acquisitions**
- **Article XII.C.2.c(1)** **Compliance with Zoning Code**
- **Article XII.C.2.c(5)** **Orderly Transportation System**
- **Article XII.C.2.c(7)** **Adjacent Land Impacts / Public Safety / Access**
- **Article X.C.** **Type III Procedure**

Each standard is listed below followed by evidence demonstrating why the subdivision does not comply. Code text is shown in ***bold italics***.

For a summary of the detailed analysis, please see [Exhibit G – Code Analysis Summary](#).

Article VII.A.5 Minimum Residential Density (TR)
Article VII.B.5.b Minimum Residential Density (TMR)

The subdivision has significant access constraints and the minimum residential density standards should not apply.

Per Article II.A.5, land zoned Traditional Residential (TR):

“When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 60 percent of the maximum density (or 5.4 units per acre) is required... This standard does not apply to the following developments:...

- (5) Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.” (emphasis mine)***

Per Article II.B.5.b, land zoned Traditional Medium Residential (TMR):

“When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 80 percent of the maximum density (or 10.4 dwelling units per acre) is required... This standard does not apply to the following developments:...

- (5) Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.” (emphasis mine)***

The site is at the edge of the Coburg Urban Growth Boundary (UGB) and has severe access constraints. There are currently no public streets providing access from the north, east or west sides of the site. The County’s recent approval of a partition establishing the site as a legal lot prohibits providing a street connection from the north (outside the UGB) through County EFU zoned land to serve the subdivision.

The only access to the site is from the south - N Skinner Street (*which feeds to E Locust Street*), and Coleman Street. None of these streets – N Skinner, E Locust and Coleman - are improved according to city street standards. Each only has a 12-foot paving width for two-way traffic.

The Planning Commission imposed Conditions of Approval in an attempt to address problems with the site access. These conditions only require the applicant to improve offside roadway access points to 16 feet. The conditions do not require street

improvements to N Skinner and Coleman that will meet local street standards including a minimum paved width of 20 feet.

Providing access to the north, east or west will require a series of well-orchestrated public and private actions. While not insurmountable, the funding sources, time frames, and legal requirements create uncertainty regarding when and how access will be improved beyond the sole use of N Skinner (to E Locust) and Coleman.

Based on the severe access limitations, the minimum density requirement should not be applied. This would give greater flexibility for the developer to design a subdivision that achieves the applicant's goal (detached single family homes), while also complying with other critical code standards including street network connectivity, dedication of land suitable for park and recreation uses, and decreased traffic impacts on historic neighborhoods and Coburg's "central park," Norma Pfeiffer park, the north boundary of which is E Locust Street.

Finally, the code also allows the minimum density requirement to be altered due to the existence of significant trees. Public testimony was submitted for the Planning Commission hearing about concern for keeping heritage trees along the east edge of the subdivision. This may be an additional argument in favor of easing the minimum density requirement.

Article VII.A.4.b Minimum Lot Dimensions (TR)

Article VII.B.3.b Minimum Lot Dimensions (TMR)

The subdivision lacks a requirement that the final subdivision plat indicate what lots are zoned TMR and the number of allowed dwellings per lot.

Lots 1 through 5 only comply with the minimum lot width and lot area requirements for land zoned Traditional Medium Residential (TMR). These five lots contain a total of 0.58 acres which is very close to the 0.59 acres City staff calculated as being the portion of the site zoned TMR. The remainder of the lots are zoned Traditional Residential (TR) and comply with the minimum lot width and lot area requirements for standard lots and flag lots.

The Coburg Zoning Map shows TMR zoning in a rectangle shape in an east-west orientation near the northern edge of the site. Refer to Exhibit A – Coburg Zoning Map. The Subdivision Lots 1 through 5 require the TMR zoning to comply with lot dimensions standards but these lots do not align with the Coburg Zoning Map and are instead located in a rectangle shape in a north-south configuration on the west edge. The Planning Commission's decision did not impose a Condition of Approval to clarify the land zoned TMR or take steps to amend the Coburg Zoning Map. The Coburg Development Code requires the classification of zoning districts to be shown on the official Zoning Map. We do not object to the general subdivision or a master planned

development process being allowed to determine the location of the TMR zoning allocated to the site. We do believe any subdivision for this site needs to include a note on the final plat indicating the lots zoned TMR and the minimum and maximum allowed number of dwellings per lot. Ideally, the official Zoning Map is also amended. If these steps are not taken it will cause confusion for the building official, property appraisers, future lot owners, lenders, and anyone seeking to verify applicable zoning on the site.

Article VIII.E.1. Dedication of Street ROW / Street Design Standards

The subdivision does not comply with street dedication and improvement standards – E Van Duyn and Macy Streets within the subdivision need to be improved.

Per Article VIII.E.1:

“Improvements to City streets shall conform to the standards as set forth in this section.

- a. Dedication of Street Right-of-Way. City may require dedication of additional public right-of-way in order to meet street standards.***
- b. Street Design Standards for public streets and the current and future functional classification plan for all streets within Coburg, including those owned by Lane County.***
 - (i) Street Design Standards Table VIII.E(1)(b)(i): Coburg Street Design Standards...”***

E Van Duyn Street

The subdivision did not include any dedication of public right-of-way for E Van Duyn Street. A section of E Van Duyn adjacent to the subdivision contains a 30-foot public ROW. The minimum local street standards require at least a 45-foot public ROW. The subdivision also did not include the dedication, extension, and improvement of E Van Duyn between N Skinner and Coleman Streets. See Exhibit B – TSP Street Classification and Future Street Plan.

Macy Street

The subdivision did not include any dedication of public ROW or street improvements in alignment with the existing section of Macy Street near the west edge of the subdivision. The applicant’s proposal to deed Tract D to the City places the burden to design and construct this street segment on the City. Furthermore, Tract D was proposed for park and recreation use which conflicts with the orderly development of the transportation network, as required in code approval criteria Article XII.C.2.c.(1)(5) and as further discussed later in this document. The subdivider is responsible for the dedication and improvement of Macy Street within the subdivision and should not attempt to deed the

area needed for the street dedication to the City for a park. See Exhibit B – TSP Street Classification and Future Street Plan.

The importance of providing east-west connectivity is also described in the Coburg Comprehensive Plan; every effort must be made to preserve the limited options still available within the current UGB.

N Skinner Street / Coleman Street

N Skinner Street between E Van Duyn and E Locust is classified as a Local Street which requires a minimum 45-foot public right-of-way with 20 feet of pavement. This section of N Skinner only has a 30-foot public ROW and 12 feet of pavement. Coleman Street is classified as a Local Street and a “bike boulevard”. Although it contains a 50-foot public ROW, portions of the street only have 12 feet of pavement.

The Planning Commission approved the subdivision with the following conditions:

CONDITION 4: As part of the public improvement process, the applicant shall improve the offsite roadway access points to a width of 16 feet. Improvements shall include but not be limited to pavement widening pavement on-street parking restrictions.

CONDITION 5: Any street improvements as part of the new subdivision or adjacent street connection improvements shall be a minimum of 20ft unobstructed width, 16ft travel surface and 13ft 6 inch vertical clearance.

Conditions #4 and #5 are not clear and objective requiring discretion as to the extent of street improvements required after the close of the public hearing. The conditions do not state where the 16-foot street improvements start or stop. Assuming that the conditions apply to the N Skinner Street access point south to E Locust and to the Coleman Street access point south to Mill Street, these street improvements will not conform to city street standards as shown on Exhibit C – Coburg Street Design Standards.

Furthermore, the conditions conflict with each other. Condition #4 requires “pavement on-street parking restrictions” thus implying that parking will continue to be permitted off the pavement along the side of the street. However Condition #5 requires “minimum of 20ft unobstructed width.” Since Condition #4 only requires the paved widths to increase to 16 feet an additional four feet beyond the pavement will have parking restrictions to meet Coburg Rural Fire standards. These parking restrictions will have a negative impact on adjacent property owners especially those that rely on street parking. The City did not provide any notice to property owners about the location and extent of parking restrictions and Conditions #4 and #5 only add to the uncertainty. It will be very confusing and difficult to enforce no parking for two feet on either side of the pavement, four feet on one side or any other combination to be determined during the future public improvement process.

Article VIII.E.1.f(2) Street Connectivity

The subdivision does not provide a temporary dead-end street in alignment with the existing and planned extension of Macy Street.

Per Article VIII.E.1.f(2):

“Streets that are planned to connect through when adjacent developments are constructed may temporarily dead-end, provided a “hammer-head” or equivalent turn-around, built to fire code, is provided in the interim period.”

The proposed subdivision contains temporary dead-end streets to provide for future north-south street connectivity if the Coburg UGB is expanded and adjacent land is annexed. We have no objections to these streets. The subdivision does not however, provide for any future east-west connectivity allowing for adjacent developments to be assured access and for an orderly transportation system. Exhibit B – TSP Street Classification and Future Street Plan

Article VIII.E.3.c Blocks

The subdivision contains new local streets that do not comply with the minimum required block length.

Per Article VIII.E.3.c:

- “(1) General. The length, width, and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.***
- (2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.”***

The proposed new street segments for N Skinner, N Emerald and Coleman are about 250 feet in length and do not comply with the minimum block length of 400 feet. As designed, the short block lengths will result in no homes facing these street sections and the view along the street being primarily side yard fences. The site is relatively flat and contains no topographic or environmental constraints. If the first east-west street within the subdivision was the improvement and extension of E Van Duyn Street as stated earlier, the block lengths would be changed and might achieve compliance.

Article VIII.E.3.e Reserve Strips

The subdivision contains three new local streets that dead-end at the north boundary with no reserve strips adjacent to the agricultural land outside the Coburg UGB.

Per Article VIII.E.3.e:

“Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases may be required. The control and dispersal of the land comprising such strips shall be placed within the jurisdiction of the City under the conditions approved by the Planning Official.”

The north boundary of the subdivision is the Coburg UGB and City limits. Property to the north is zoned Lane County EFU allowing continued agricultural use. To protect the public welfare of people living in the new subdivision and to preserve the condition of the new streets, reserve strips are needed at the terminus of the three dead-end streets. The adjacent property owner would be prevented from driving farm equipment on and off the property using the new local streets. The City would control the reserve strips. If the Coburg UGB and City limits is expanded to include land north of the subdivision, the City could keep the reserve strips in place until the new area annexed is approved for development, the dead-end streets are extended and a new east-west street connection is complete.

Article VIII.E.3.h. Alignment

The subdivision does not create new public streets within the subdivision that align with existing and planned public streets – E Van Duyn and Macy Street. Further, the subdivision does not meet minimum standards for “T” intersections.

Per Article VIII.E.3.h:

“Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in “T” intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.” (Emphasis mine)

As discussed previously, the new public streets within the subdivision do not align with either the existing E Van Duyn Street or existing Macy Street, preventing their planned extensions. See Exhibit B – TSP Street Classification and Future Street Plan.

The proposed extension of N Skinner Street north of E Van Duyn Street will create a “T” intersection. The distance between the center line of E Van Duyn Street and Sarah Street is 140 feet – less than the minimum distance of 200 feet. The applicant asserts the distance complies, *“Due to the density requirements, a different design is simply impractical.”* We disagree.

First, the code calculates density based on the number of dwellings per acre – not the number of lots. The TR zoning allows duplexes on corner lots and cottage housing. These dwelling types can help achieve the minimum required densities and allow compliance with this code standard. **A decision by the applicant to only build detached single family homes, even though a portion of the site is zoned TMR, is a self-imposed hardship and should not be the basis for determining that it is not practical to comply with City street standards.**

Second, as discussed previously, the minimum residential density could be found not applicable due to access limitations. A decrease in density would provide greater design flexibility to help meet required street connections (extending Van Duyn and Macy streets), minimum block lengths, and intersection alignments while also providing a parcel suitable for park and recreation use.

Article XII.B.13 Through Lots and Parcels

The subdivision includes interior lots that front onto two streets – these “through lots” could be avoided with an alternative design.

Per Article XII.B.13:

“Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation.”

The subdivision has about 280 feet of frontage on E Van Duyn street. Lots 6, 7, and 8 are through lots with one frontage on Sarah St and the other on E Van Duyn. The site has no specific disadvantages with regard to topography or orientation, and there are no nearby arterials, thus this criterion is not met.

The subdivision justified the through lots ignoring the required extension and improvement of E Van Duyn stating the public street can be treated like a private driveway. E Van Duyn is not a “driveway” as the applicant asserts, it is a public street. Given the significant deviance from TSP documentation (like Exhibit B) and the conflicts this creates with code criteria like dedication of ROW, street connectivity, an orderly transportation network, and not adversely affecting development of adjoining land, the City Council needs to deliberate the merits of this assertion. It is not appropriate to delegate such significant decision authority to an applicant or staff.

Article XII.B.19 Park/Park Recreation Acquisitions

The subdivision decision allows the developer to pay money to the city park acquisition fund without demonstrating no land within the subdivision is suitable for a park. Further, the four Tracts to be deeded to the City for open space are bisected by streets, intended primarily for stormwater drainage and unsuitable for park and recreation purposes.

Per Article XII.B.19:

“Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.” (Emphasis mine.)

The standard above requires “a parcel of land” to be dedicated to the public for park and recreation use. The standard only provides a fee payment option, “In the event no such area is suitable for park and recreation purposes”.

The applicant’s original proposal was to dedicate 4 Tracts to the public to satisfy the above standard. First, the code requires a single parcel to be dedicated – not four separate parcels bisected by streets. Second, the applicant’s Concept Plan for Park and Recreation Use dated July 7, 2020 does not demonstrate that the Tracts are suitable for park and recreation purposes.

The Concept Plan shows Tract D being improved with playground equipment. Due to the size and location of Tract D this type of active recreation use would cause conflicts

for the adjacent homes. Would you want a public playground within twenty feet of your backyard fence? In addition, a substantial portion of Tract D needs to be improved as a public street to allow for the future connection to Macy Street. Tracts B and C are intended to provide for stormwater runoff. The Concept Plan does not show any recreation amenities within these tracts. Instead, the adjacent new local street shows a jogging trail in the soft shoulder within the street ROW. Tract A is 3,662 square feet with only 36 feet of street frontage. The narrow configuration and limited public visibility make it unsuitable for recreation uses.

City Council should reject the way the subdivision tries to address the Park/Park Recreation Acquisitions standard.

We acknowledge there are circumstances that might prevent any area in a subdivision from being suitable for park and recreation use. Factors might include: 1) presence of toxic or hazardous soils, 2) irregular shaped lot, 3) planned industrial use incompatible for a public park, or 4) known high value wetlands or archeological resources requiring protection. In this case, there are none of these physical or legal constraints. The site is over 10 acres in size providing design flexibility, the land is relatively flat and does not contain any known hazardous soils, wetlands, or archeological resources. In addition, the subdivision is for residential use and residents will directly benefit by the future public park and recreation uses.

The applicant has not provided a basis for being able to opt out of dedicating a suitable area for park and recreation use. The code text does not provide the subdivider an automatic exception to the requirement for land dedication. The applicant asserts there are no alternative subdivision plans that will achieve the minimum required density and comply with other code standards. We respectfully disagree.

Article XII.C.2.c(1) Compliance with Code Provisions

The subdivision does not comply with several zoning code provisions including street standards and required public improvements.

Per Article XII.C.2.c.(1):

“The proposed tentative subdivision plan complies with the applicable zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.”

Information demonstrating why the subdivision does not comply with this approval criterion is discussed in other sections of this statement including those related to Article III.E and Article III.F and summarized in Exhibit G – Code Analysis Summary.

The code section above refers to a subdivision needing to comply with “applicable ordinances”. Please also refer to a discussion of Comprehensive Plan policies at the end of this written statement.

Article XII.C.2.c(5) Orderly Transportation System

The subdivision does not contribute to the orderly development of the City’s transportation network and places an unsafe burden on narrow, substandard streets south of the subdivision.

Per Article XII.C.2.c(5):

“Proposal contributes to the orderly development of the City’s area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.”

The subdivision does not contribute to the orderly development of the City’s transportation system. The subdivision relies exclusively upon the new development being accessed from N Skinner and Coleman Streets. These two streets are substandard and do not have the minimum pavement width to safely accommodate additional traffic. The streets are narrow in places with widths as low as 12 feet and being shared by motor vehicles, bicyclists, and pedestrians. In addition, Condition #4 requires the applicant to increase the pavement width to 16 feet and prohibit any parking on the pavement. Condition #5 increases the parking restriction to a minimum of 20 feet in width, essentially removing parking from both sides of the streets.

According to the traffic study conducted for the applicant, 32% of the traffic from the subdivision will travel on East Locust to and from Willamette Street. Almost half of this section of East Locust has only 12 feet of pavement width.

The subdivision street layout does not provide for public street improvement to allow for the extension of E Van Duyn Street and Macy Street. The subdivision includes a new local street about 140 feet north and parallel to the existing section of E Van Duyn Street contrary to the need for orderly development. The use of Tract D for long-term open space prevents Macy Street from ever being extended. Tract D should have been dedicated as public ROW and improved as a street in alignment with Macy Street and of sufficient width to accommodate a bike/pedestrian connection to the school.

Article XII.C.2.c(7) Adjacent Land Impacts / Public Safety / Access

The subdivision adversely affects development of adjoining land, creates public safety concerns, hampers public acquisition of open space for recreation needs, and hinders safe bicycle and pedestrian access to nearby commercial uses, the school and the Norma Pfeiffer Park.

Per Article XII.C.2.c(7):

“If the proposal involves the creation of a public street, all of the following criteria also apply:

- (aa) The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder of any adjoining land or access thereto.*
- (bb) The proposed partition [subdivision] will:*
 - 1. Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;*
 - 2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;*
 - 3. Not hamper the adequate provision of publicly owned open space for recreation needs.*
 - 4. The proposed partition [subdivision] provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. “Nearby” means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.”*

The subdivision adversely affects the access and future development of underdeveloped large lots immediately to the south of the subdivision. However, if E Van Duyn were extended east to Coleman St, it would eliminate the adverse effect.

The subdivision creates a significant safety concern for residents living south of the new development on narrow streets not designed or improved for the additional traffic. These streets includes N Skinner, E Locust and Coleman.

The subdivision does not provide direct bicycle or pedestrian access to nearby commercial areas, or the school, and adversely impacts bike and pedestrian safety

along Norma Pfeiffer Park. However, if Macy St. were extended to the west edge of the subdivision, that would allow the City the option to complete a much more direct pedestrian access flowing west to the school and commercial areas.

The Planning Commission's Final Order did not include findings addressing subsection (bb) above. City staff advised the Planning Commission that the provision was not applicable because it referred to a proposed "partition". We believe reference to "partition" is based on a minor editing mistake or scrivener's error. Subsection (bb) is under the main heading "Subdivisions (non phased)". Furthermore, the sentence preceding sections (aa) and (bb) states the criteria are applicable "if the proposal involves creation of a public street," which this proposal does, and most of the content of (bb) wouldn't make sense for most partitions, but does make sense for a subdivision. It would be disingenuous to ignore subsection (bb) when it is clearly an applicable approval criterion for a subdivision.

Article X.C. Type III Procedures

The City did not provide proper legal notice per ORS 197.195(3) and Coburg Zoning Ordinance No. A-200-1, Article X.C.

At the Planning Commission level, appellants raised concerns regarding inadequate notice, confusion due to the applicant's submittal of a revised subdivision plan after the initial public notice was mailed, and insufficient time to provide public testimony.

The Planning Commission received a request by the appellants to continue the June 17 Planning Commission public hearing. The request was denied. The Planning Commission closed the public hearing except for rebuttal testimony addressing one area of concern.

Please refer to [Exhibit F – Facts Regarding Public Notice Procedures](#).

Compliance with Comprehensive Plan

The subdivision does not comply with the Coburg Comprehensive Plan including the need to provide for parks, a safe transportation system, and the preservation of existing neighborhoods, especially those with historic features.

Staff will correctly inform you that the Comprehensive Plan does not contain approval criteria, and thus cannot be used as the basis for “findings of fact.” Nonetheless it is of utmost relevance in providing context for making decisions regarding the development code approval criteria and should not be brushed off as irrelevant.

Key Plan policies applicable to the subdivision are listed below in **bold italics** followed by brief findings demonstrating the subdivision does not comply.

Developers of new subdivision shall be required to provide for the recreational needs of their residents as defined in the Subdivision Ordinance. (Goal 8: Recreational Needs, Policy 7)

According to the adopted City of Coburg Parks and Open Space Master Plan¹:

With a projected population of 3,327 by the year 2025, the analysis determined that the City would need an additional six acres of neighborhood park land, one acre of mini park land, and 26.6 acres of community park land. That translates into approximately two additional neighborhood parks, two to three additional mini parks, and a single community park.

The area north of the subdivision includes areas identified as desirable for a proposed new community park and a northside neighborhood park. Refer to Exhibit D – Coburg Proposed Parks and Open Spaces. The 10-acre subdivision is large enough to be the location for a mini park similar to the Jacob Spores Park.

The subdivision contains 4 Tracts set aside as non-buildable areas. Unfortunately, the two largest tracts (Tract C and Tract B) are needed for stormwater drainage and Tract D is needed as part of the extension of Macy Street. Tract A may be available for park and recreation use but due to the size and location has limited public visibility and options for park amenities. The Final Order does not provide sufficient findings demonstrating that the subdivision will provide for the recreational needs of new residents.

The City shall ensure that new housing is compatible with the small town, historic character of the community. (Goal 10: Housing, Policy 18)

The City shall promote livability and community in existing and future neighborhoods. (Goal 10: Housing, Policy 19)

The City shall encourage the preservation of existing housing, particularly housing with historic value and features. (Goal 10: Housing, Policy 23)

The three Plan policies above all address the desire to preserve the viability of existing neighborhoods, especially those with historic values. Significant portions of the

¹ Adopted by Ordinance A-194.

proposed subdivision are immediately adjacent to areas with significant historic resources. Refer to Exhibit E – Coburg Zoning Overlay Districts. Proposed new development needs to be sensitive to the surrounding neighborhoods with efforts made to retain their livability or at least mitigate any potential adverse impacts.

Of utmost concern is the potential traffic impacts and uncertainty regarding future street paving improvements to N Skinner Street and N Coleman Street and the extent existing on-street parking will be prohibited. Further, traffic on N Skinner will funnel to E Locust, past Coburg’s “Central Park,” Norma Pfeiffer Park, with its heavy pedestrian traffic creating an unsafe conditions for pedestrians. It is imperative that the City Council consider how to safeguard the quality of existing housing, preserve historic resources, and promote pedestrian safety.

Develop a street network system that evenly distributes traffic throughout the community, lessening traffic impacts on residential streets, and identifying a system of arterials for moving people, goods, and services safely and efficiently... (Goal 12: Transportation, Policy 1)

Take a long-range view in approving street patterns for new development...Protect the function of existing and planned transportation systems...When making a land use decision, the City shall consider the impact on the existing and planned transportation facilities. (Goal 12: Transportation, Policy 2)

Establish a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other significant activity areas...Align and interconnect new streets to reduce travel distance, promote the use of alternative modes, efficiently provide utilities and emergency services, and evenly disperse traffic. (Goal 12: Transportation, Policy 5)

Provide a transportation system that is safe, convenient, accessible, environmentally responsible, efficient, responsive to community needs, and considerate of neighborhood impacts, particularly in the National Historic District. (Goal 12: Transportation, Policy 46)

The four Plan policies above all address the need for a transportation system that recognizes all modes of travel and considers the impacts on existing and future neighborhoods.

According to the Coburg Transportation System Plan (TSP), local streets in Coburg are generally 16 to 20 feet wide with gravel or grass shoulders and no sidewalks. The adopted TSP establishes local street standards. Refer to Exhibit B – TSP Local Street Standards.

The Final Order approving the subdivision states there is sufficient public right-of-way (ROW) on N Skinner Street with Condition #4 requiring the applicant to increase the pavement width to 16 feet and establish pavement parking restrictions. However, the TSP classifies N Skinner as a Local Street which requires a minimum 45-foot public ROW. The portion of N Skinner abutting the subdivision only has a 30-foot public ROW.

The TSP classifies N Coleman north of Mill Street as Local Street and a “bike boulevard”. Although it contains a 50-foot ROW, Condition #4 will not result in a pavement width in compliance with city standards nor adequate for encouraging bikes to share the road with motor vehicles.

In north Coburg, the TSP contemplated a traditional street system with public streets being extended in both east-west and north-south directions concurrent with growth. The subdivision hinders east-west street connections and is not consistent with the TSP. Refer to Exhibit B – TSP Street Classifications and Future Street Plan.

The City shall promote land use and development patterns that sustain and improve quality of life, are compatible with mass transit, maintain the community’s identity, protect significant natural and historic resources, and meet the needs of existing and future residents for housing, employment, and parks and open spaces. (Goal 14: Urbanization, Land use and Development Patterns, Policy 39)

The Plan designates the subject property for residential development. The City Council has discretion on whether the subdivision appropriately balances competing city policies and addresses code standards. If the City Council believes conditions can be imposed that will allow the subdivision to comply with the approval criteria, the conditions must be clear and objective.

In closing, this is not a case where the City Council can affirm the Planning Commission’s decision. The Final Order adopted by the Planning Commission does not contain factual information demonstrating compliance with the code. The subdivision design needs to be changed beyond what can be done through clear and objective conditions of approval. An alternative subdivision design could comply with code standards.

We urge the City Council to reverse the Planning Commission and deny the proposed subdivision.

Please include the appellants on the interested parties list to receive mailed notice of the City Council’s decision.

Thank you.

Sincerely,

Teresa Bishow

Teresa Bishow, AICP

cc: clients

Exhibits

- A. Coburg Zoning Map
- B. TSP Street Classification and Future Street Plan
- C. Coburg Street Design Standards
- D. Coburg Proposed Park and Open Space
- E. Coburg Zoning Overlay Districts
- F. Facts Regarding Public Notice Procedures
- G. Code Analysis Summary

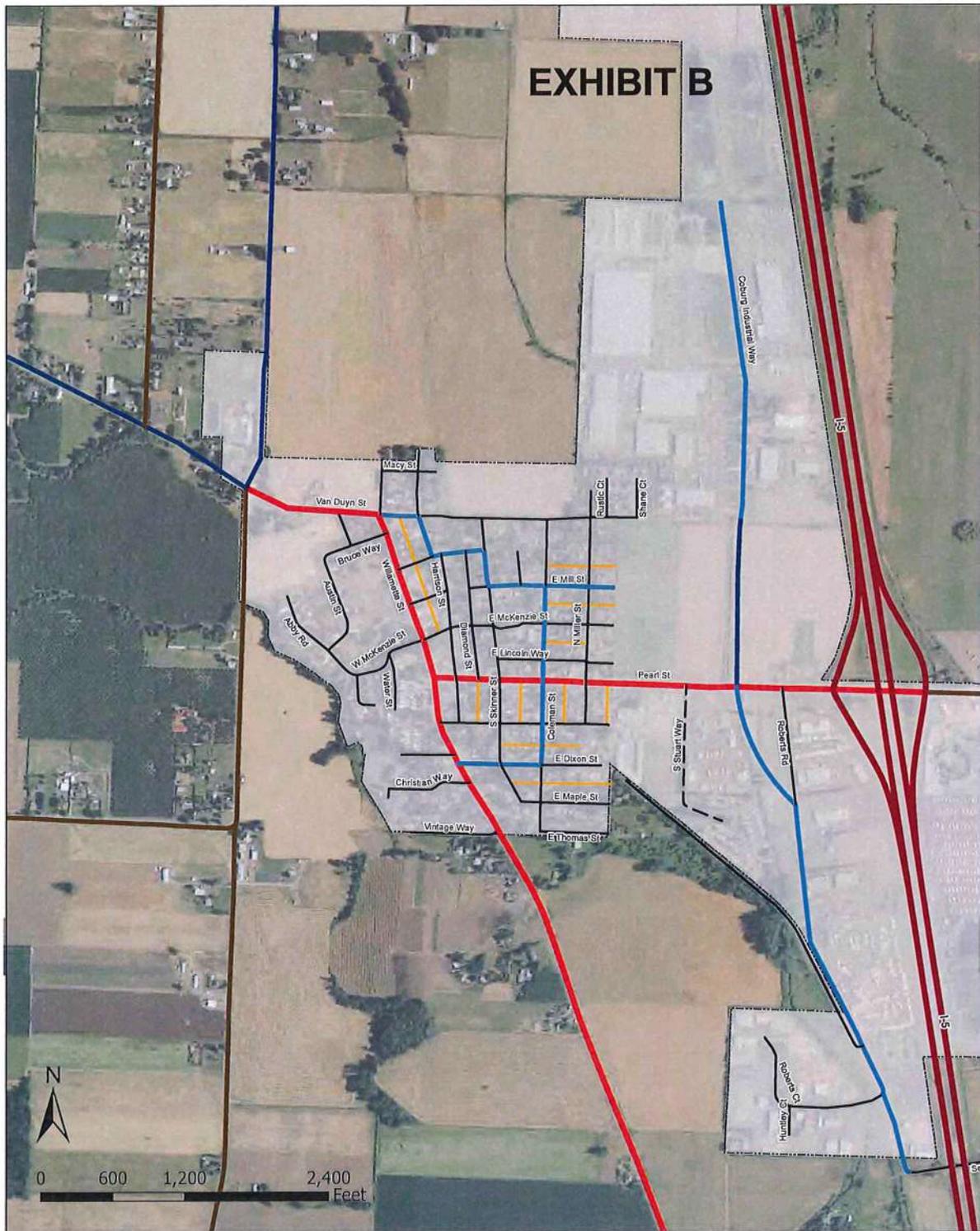
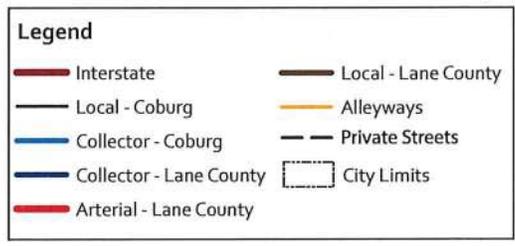


Figure 10
2013 Functional Classification Map



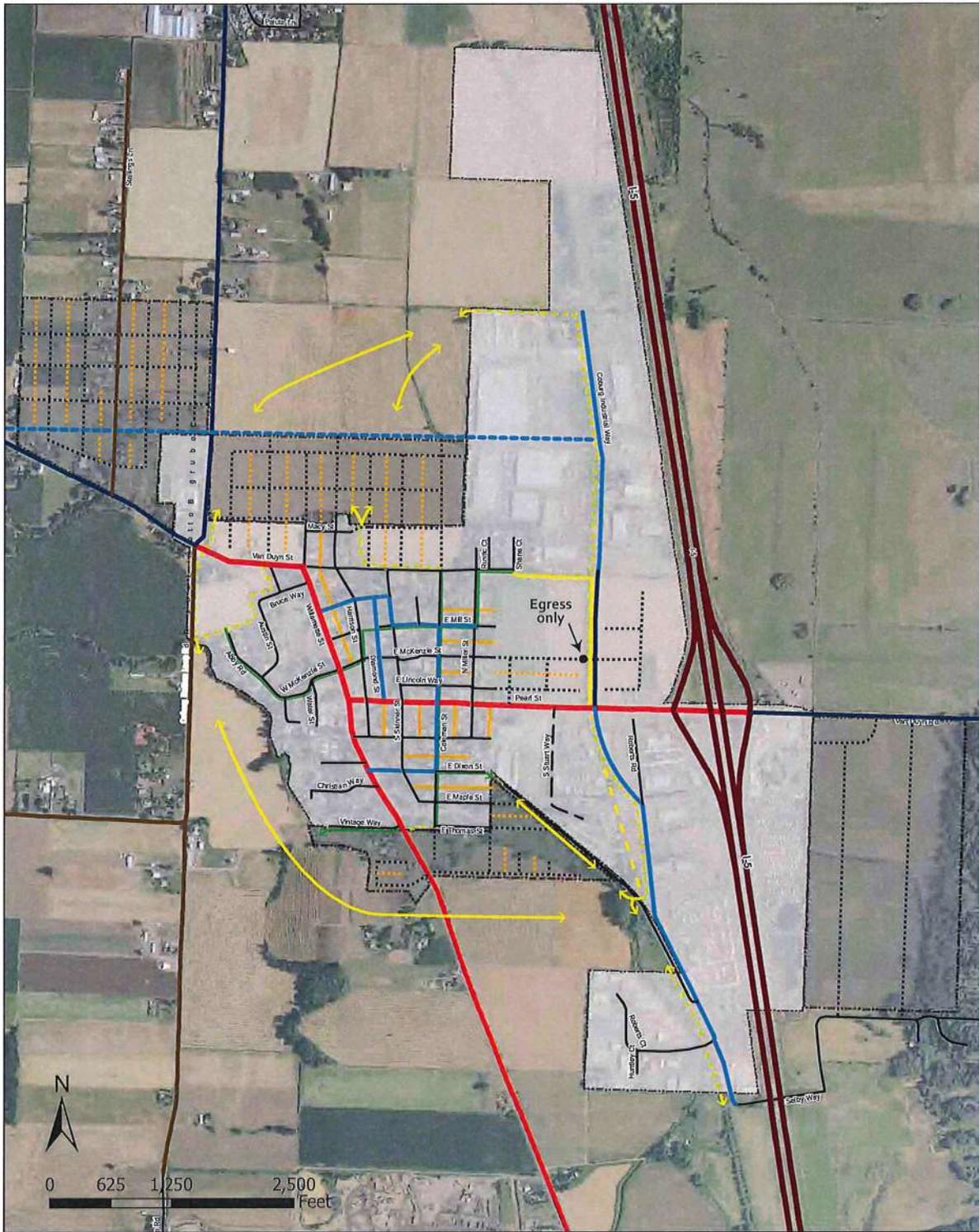


Figure 11
2030 Functional Classification Map & Future Street Plan

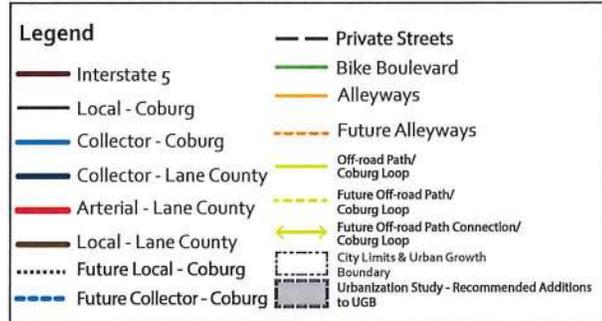


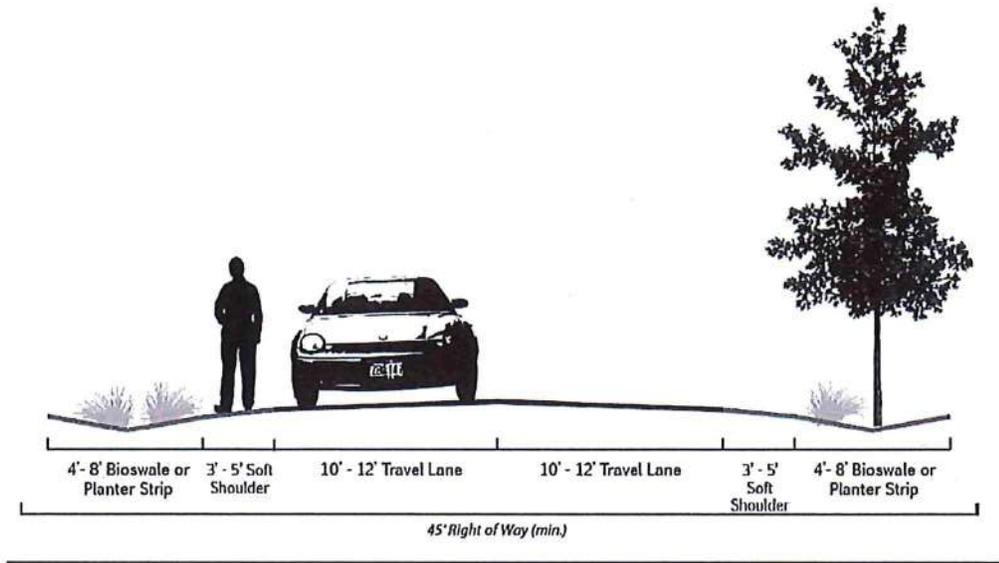
EXHIBIT C

Table VIII(E)(1)(b)(i): Coburg Street Design Standards

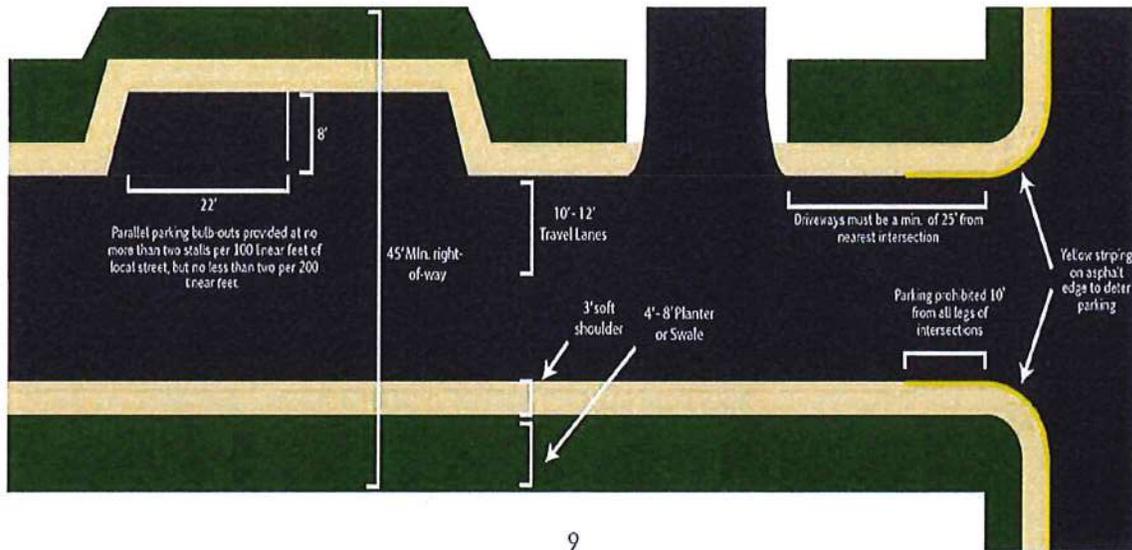
Functional Class	Min. ROW Width	Travel Lanes	Planter with Street Trees or Swale with Street Trees	On-Street Parking	Sidewalks, Curbs and Gutters	Soft Shoulder	Bicycle Lanes
Alley	16'	12' min. paved width	none	Prohibited	None	None	None
Local Access	45'	10' min., 12' max.	Swale - 4' min., 8' max., both sides	Max: 2 per 100 l.f., Min: 2 per 200 l.f.	None	3' min., 5' max., one side min. (striped)	None
Highway Commercial and Industrial Local Street	51'	11' min., 12' max.	Planter- 6' min.	7', one side	5' min. sidewalk; curb and gutter both sides,	None	None
Collector	55'	11' min., 12' max.	Planter - 4' min., 8' max., both sides	7' min., if required	5' min. sidewalk; curb and gutter both sides,	None	Required in Commercial and Industrial Zones and per the City's TSP and Parks and Open Space Master Plan. If required, 5' min.
Coburg Loop Off-road Paths	16'	10' min., paved width	None	N/A	N/A	2' gravel, each side	N/A

** Note: these design standards are proposed for Coburg-owned facilities. Lane County owns and operates several collector and arterial streets within Coburg and Lane County Street Standards apply to these county owned facilities*

(ii) Local Street Standards

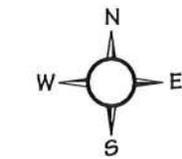


(iii) Local Street Detailed Standards



Existing Coburg Parks

- 1 Norma Pfeiffer Park
- 2 Pavillion Park
- 3 Trails End Park
- 4 Jacob Spores Park
- 5 Booth Kelly Millpond Trail
- 6 Johnny Diamond Park



January 4, 2005

**Exact park or trail locations will be based on future development patterns and land availability.*

**Coburg Park and Open Space Master Plan
Proposed Parks and Open Spaces**

Legend

- Existing City Owned Park or Open Space Area
- School District 4J Property
- Urban Growth Boundary
- Existing Trail (soft surface)
- Proposed Mini Park*
- Proposed Neighborhood Park*
- Potential Community Park Locations (one needed)*
- Proposed Linear Park Corridor*
- Proposed Hard Surface Trail*
- Proposed Soft Surface Trail*

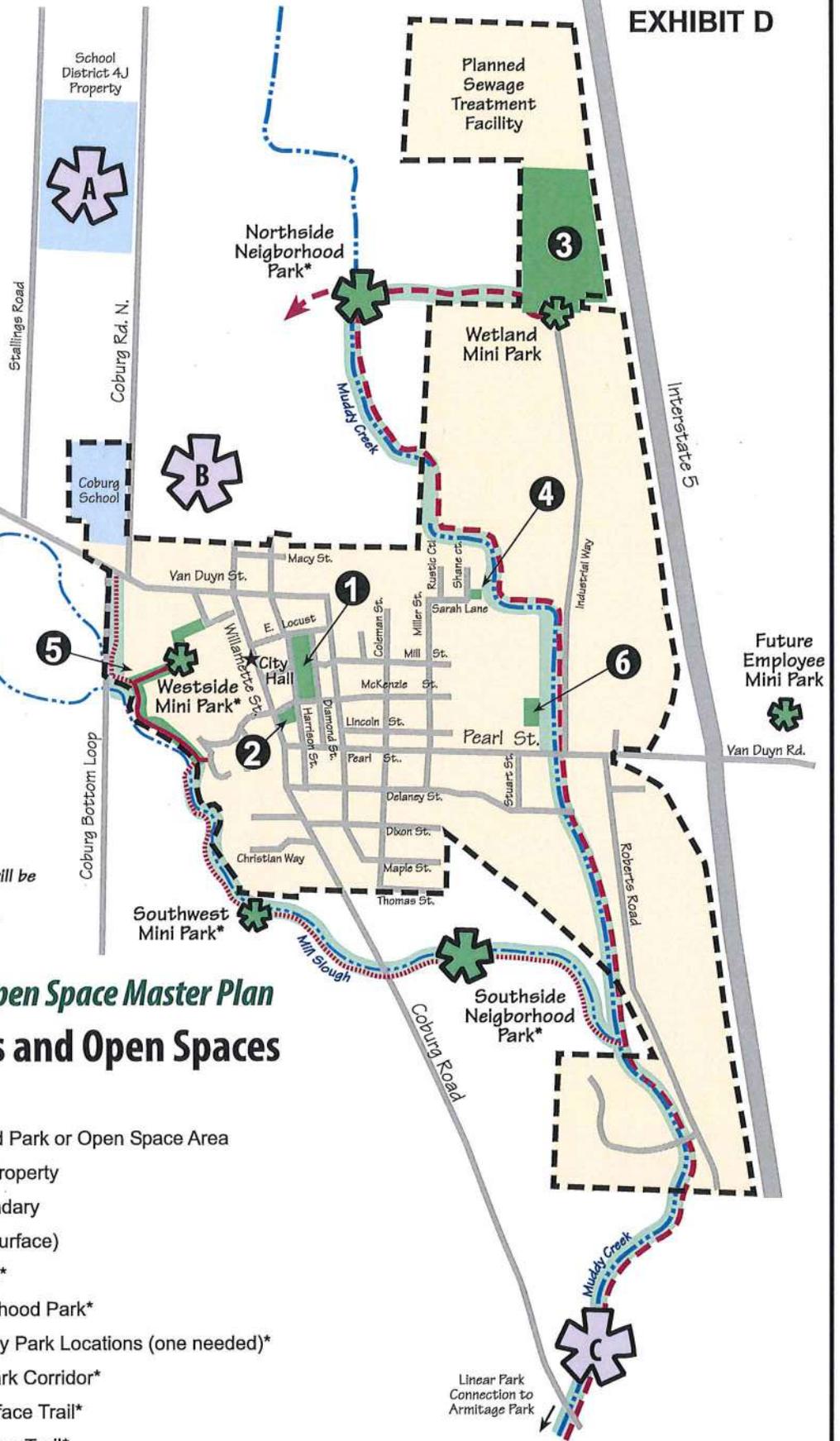


EXHIBIT F

The City did not provide proper legal notice per ORS 197.195(3) and Coburg Zoning Ordinance No. A-200-1, Article X.C.

FACTS:

1. On February 12, 2020 the applicant's Tentative Subdivision written narrative and plan requested 39 single family lots. In March, the city mailed a public notice regarding the 39-lot subdivision and the date initially scheduled for a Planning Commission public hearing. On June 1 the city mailed a public notice regarding the June 17 Planning Commission public hearing that described the request as "Subdivision – 39 new lots".¹ However, the Planning Commission public hearing was in regard to the applicant's revised Tentative Subdivision plan for 46 new lots and four tracts.
2. On June 1, 2020 the City mailed a public notice regarding the proposed subdivision that stated "HEARING UPDATE" and "THIS IS AN UPDATE TO PREVIOUS NOTICES" and provided a new date for the Planning Commission public hearing. The June 1 public notice stated:

"All previous testimony received in writing in response to prior notices will be included, so there is no need to re-submit testimony already received. New written testimony must be received by 6/10/20." (Emphasis mine.)

The public notice failed to state that the applicant had submitted revised application materials since the original public hearing notice.
3. At least 19 Coburg residents submitted written testimony specifically referring to the initial 39-lot subdivision. The Planning Commission June 17 public hearing considered a Tentative Plan for 46 lots and 4 tracts dated June 9, 2020.
4. The public notice mailed on June 1 stated new written testimony must be received by 6/10/20 providing a 10-day period for submission of written comments. The notice did not comply with ORS 197.195(3)(c)(A) requiring the notice to provide a 14-day period for submission of written comments.
5. The June 1 public notice listed as applicable criteria "Coburg Comprehensive Plan". At the June 17 Planning Commission public hearing, city staff stated the Coburg Comprehensive Plan could not be used as basis for a decision regarding

¹ Exhibit A – Public Notice Mailed June 1, 2020

the subdivision. The notice did not comply with ORS 197.195(3)(c)(C) requiring the notice to include the applicable criteria for the decision.

6. The June 1 public notice did not include a street address or written description of the location of the proposed subdivision. The public notice maps show a geographic area that includes about 4 acres to the north of the subdivision. The northern area extends to Willamette Street appearing to depict a future east-west street connection. The public notice described the property location as "Assessor's Map 16-03-28-00, Tax Lot 00501". This reference includes land outside the City of Coburg's Urban Growth Boundary and outside the City limits. The notice did not comply with ORS 197.195(3)(c)(D) requiring the notice to set forth the street address or other easily understood geographical reference.
7. The June 1 public notice did not state that a portion of the property was zoned Traditional Medium Residential (TMR). The public notice did not list as applicable approval criteria Coburg Zoning Ordinance A-200-1, Article VII, Section B, Traditional Medium Density Residential District. The public notice did not comply with ORS 197.195(3)(c)(C) requiring the notice to include the applicable criteria for the decision.
8. The June 1 public notice did not adequately describe the uses that could be authorized by the proposed subdivision. The portion of the property zoned TMR is authorized to be used for a duplex provided the lot size is at least 6,700 square feet. The subdivision did not specify which lots were intended to be subject to the TMR standards. The public notice did not comply with the Coburg Zoning Ordinance A-200-1, Article X.D.3.b(1).
9. At the June 17 Planning Commission public hearing a request was made by one of the appellants to continue the public hearing. The Planning Commission denied the request and only left the written public record open for the applicant to provide supplemental information concerning suitability of the Tracts for park and recreation uses. All other parties were limited to rebuttal testimony concerning any new evidence submitted by the applicant.
10. At the July 15 Planning Commission meeting, the Planning Commission granted the applicant's attorney the opportunity to speak without any public notice of the opportunity for other interested parties to provide testimony.

Issues regarding insufficient public notice were raised at the Planning Commission level.

CODE SECTION	SUBJECT	STANDARD	PROPOSED	COMPLIES
VII.A.4.b (TR)	Minimum Lot Size	SF – 6,000 sq ft Duplex – 7,000 sq ft	Lots 6 through 46 range from 6,011 to 11,719 SF	YES
VII.A.4.b (TR)	Minimum Lot Width	Interior Lot – 50 ft Corner Lot – 55 ft	Lot widths vary	YES
VII.A.5. (TR)	Density	Minimum 60% of maximum per <u>net</u> acre (41 units) Maximum 7.5 units per <u>gross</u> acre (76 units)	City staff allocated 41 lots to TR zoned area 4.0 units per <u>gross</u> acre Density based on 1 dwelling per lot and no duplexes.	NO – Minimum density is met only if Tracts are public parks <u>or</u> permanently excluded from development and NOT planned for future streets. YES - Complies with maximum density.
VII.B.3.b (TMR)	Minimum Lot Size	SF – 3,500 sq ft Duplex – 6,700 sq ft	Lots 1 through 5 range from 5,000 to 5,326 SF	YES – assumes Lots 1 through 5 are zoned TMR.
VII.B.3.b (TMR)	Minimum Lot Width	SF detached – 40 ft Duplex – 60 ft	Lot widths vary	YES
VII.A.5.b (TMR)	Density	Minimum 80% of maximum per <u>net</u> acre (5 units) Maximum 10.4 units per <u>gross</u> acre	Area zoned TMR aligned with Lots 1 through 5.	YES
VIII.E.1.a	Dedication of Street ROW	City may require dedication of additional public ROW in order to meet street standards	E Van Duyn adjacent to subdivision contains a 30-foot wide ROW, no proposal to dedicate additional ROW. No extension of E Van Duyn or Macy Street to the edge of the subdivision.	NO – Requires dedication of at least 15 feet of additional public ROW on the existing section of E Van Duyn adjacent to subdivision to comply with min 45 ft ROW. NO – Requires additional public ROW to extend E Van Duyn and Macy St through the subdivision per city transportation plan.

CODE SECTION	SUBJECT	STANDARD	PROPOSED	COMPLIES
VIII.E.1.b(i)	Street Design Standards – Per code applies to all streets within Coburg, including those owned by Lane County.	City streets shall conform to Coburg street design standards – Local Streets minimum 45-foot ROW with certain improvements	Interior new Local public streets 50-foot ROW and improved to city Local street standards. No improvements proposed to portion of E Van Duyn adjacent to subdivision.	YES- Interior Streets NO – Subdivision required to widen and improve 280 linear feet on E Van Duyn to comply with Local street standards.
VIII.E.1.f	Street Connectivity	No dead-end streets permitted unless topographic or environmental constraints.	E Van Duyn and Macy Street are not being extended thus creating dead-end streets.	NO- E Van Duyn needs to be widened and improved about 280 linear feet adjacent to the subdivision and extended east about 748 linear feet east of Coleman Street to eastern edge of the subdivision. Macy St within the subdivision needs to extend to western edge of subdivision.
VIII.E.3.c	Blocks	Minimum block length – 400 feet Maximum block length – 600 Unless topographic or environmental constraints	At least 4 block lengths are less than 250 feet	NO – minimum block length not met YES – maximum block length met
VIII.E.3.e	Reserve Strips	Only required to control access to streets to protect public welfare or substantial property rights.	None proposed.	NO – Reserve strips needed at end of dead-end streets next to land outside Coburg UGB and zoned County EFU.

CODE SECTION	SUBJECT	STANDARD	PROPOSED	COMPLIES
VII.E.3.f	Public Access Ways	PC may require dedication of public access ways to provide network of public paths or access to schools, parks, or other public areas.	No proposed accessways or public streets in an east-west direction.	NO – Public accessways are needed to the east and west to allow future access to the school
VIII.E.3.h	Street Alignment	Street alignment resulting in “T” intersection shall, whenever practical, leave minimum of 200 feet btwn the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.	“T” intersection at Skinner and Sarah is less than 200 feet from Van Duyn.	NO – Subdivision is on a 10-acre site, relatively flat, with no environmental constraints. There is no basis for determining it is not practical to comply with standard.
VIII.E.3.i	Existing Streets	Whenever streets adjacent to or within a tract are of inadequate width, additional ROW shall be provided at the time of the land division.	None.	NO – E Van Duyn is adjacent to the subdivision and only has a 30 foot ROW; applicant needs to increase ROW to 45 feet to meet local street standard. Most streets in Coburg are 50 to 60 feet wide. Skinner St ROW is only 30 feet wide and is not adequate to handle traffic from the subdivision.
VIII.E.3.j	Half Streets	Whenever a half street is adjacent to a proposed subdivision the other half shall be provided within the tract.	None.	NO – E Van Duyn is a half street for about 280 feet adjacent to the proposed subdivision; the street is required to be widened and improved as part of the subdivision.
VIII.F.4	Dedications	City may require dedications for public purposes	Dedications for new local streets and Tracts A through D in the subdivision.	NO – additional dedications are needed for east-west street connections.

CODE SECTION	SUBJECT	STANDARD	PROPOSED	COMPLIES
XII.B.9	Reserve Strips	City may require reserve strips to control access to adjoining properties.	None.	NO - City needs to acquire reserve strips to control access to the north of the subdivision onto land outside the City limits and zoned County EFU.
XII.B.13	Through Lots and Parcels	Through lots shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential uses.	Lots 6, 7, and 8 are proposed "through lots".	NO - The subdivision should be re-designed to avoid "through lots". Once E Van Duyn Street is extended to Coleman, proposed Lots 9 through 16 will also become "through lots".
XII.B.19	Park/Park Recreation Acquisitions	Six percent of gross area shall be dedicated to the public and approved by PC as suitable for park and recreation use. In the event no such area is suitable, subdivider shall pay into a public land acquisition fund.	Deed 4 Tracts to City and pay into a public land acquisition fund.	NO - Applicant has not demonstrated that no area within the subdivision is suitable for park and recreation use. The site is 10-acres, relatively flat with no environmental constraints. Code does not allow a subdivider to simply opt out of land dedication for parks.
XII.C.2.c(5)	Orderly Transportation System	Proposal contributes to orderly development of roads, bikeways, and pedestrian facilities.	Extend Skinner and Coleman Streets. Potential Condition #4 – Increase paved width on Skinner and Coleman from 12 feet to 16 feet with restricted on-street parking to provide 20 feet of unobstructed clearance for fire access.	NO – Proposal does not contribute to planned extension of Van Duyn or Macy Streets for future east-west connectivity. Skinner St does not have enough ROW to safely accommodate increased traffic. Coleman St between E Mill and E Van Duyn is designated as a bike boulevard.



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July 27, 2020

City of Coburg City Council
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Sent Via E-mail: HHearley@LCOG.org

Hand Delivered to City Hall

Dear City Councilors,

RE: WEICHERT SUBDIVISION (SUB-01-20) – APPEAL

Please accept this appeal of the Planning Commission’s decision to approve, with conditions, the Wiechert (Coburg Creek) Subdivision (SUB-01-20).

This appeal is submitted on behalf of Alan Wells, Peggy Wells, Dale Kast, Cathy Engbretson and Daniel Rux the “appellants”.

The appellants have standing to file this appeal as they testified before the Planning Commission in opposition to the subdivision. In addition, they each live and own property directly adversely impacted by the subdivision. The appellants have combined experience serving on the Coburg Planning Commission, restoring Coburg historic properties, and developing new residential and commercial projects in the community.

The appellants agree with the Planning Commission’s determination that the subject property is planned and zoned to provide new housing. The appellants acknowledge that Bruce Wiechert Custom Homes, Inc (the “applicant”) has a proven track record for extending public infrastructure and building high quality new homes.

This appeal is filed because of the following major concerns:

1. Exclusive use of N Skinner and Coleman Streets to handle all traffic from the subdivision and the Planning Commission’s Conditions #4 and #5 restricting parking on these streets.

2. Lack of public right-of-way dedications and improvements to E Van Duyn Street within the subdivision in alignment with the existing and planned future street extension.
3. Lack of public right-of-way dedications and improvements to Macy Street within the subdivision in alignment with the existing and planned future street extension.
4. The dedication of four Tracts for public park and recreation uses that will prevent the extension of Macy Street, primarily serve on-site stormwater drainage facilities, and are unsuitable for park and recreation uses.
5. City determination that the subdivision shall meet minimum residential density requirements when the site has significant access limitations.
6. City public notice was not done in compliance with the Coburg Zoning Ordinance No. A-200-1, Article X.C. and ORS 197.195(3).

Specifically, the subdivision does not comply with the following code standards:

- **Article VII.A.5** **Minimum Residential Density (TR)**
- **Article VII.B.5.b** **Minimum Residential Density (TMR)**
- **Article VII.A.4.b** **Minimum Lot Dimensions (TR)**
- **Article VII.B.3.b** **Minimum Lot Dimensions (TMR)**
- **Article VIII.E.1** **Dedication of Street ROW / Street Standards**
- **Article VIII.E.1.f** **Street Connectivity**
- **Article VIII.E.3.c** **Blocks**
- **Article VIII.E.3.e** **Reserve Strips**
- **Article VIII.E.3.h.** **Alignment**
- **Article VIII.E.3.i** **Existing Streets**
- **Article VIII.E.3.j** **Half Streets**
- **Article VIII.F.4** **Dedications**
- **Article XII.B.9** **Reserve Strips**
- **Article XII.B.13** **Through Lots and Parcels**
- **Article XII.B.19** **Park / Park Recreation Acquisitions**
- **Article XII.C.2.c(1)** **Compliance with Zoning Code**
- **Article XII.C.2.c(5)** **Orderly Transportation System**
- **Article XII.C.2.c(7)** **Adjacent Land Impacts / Public Safety / Access**
- **Article X.C.** **Type III Procedure**

Each standard is listed below followed by evidence demonstrating why the subdivision does not comply. Code text is shown in ***bold italics***.

For a summary of the detailed analysis, please see [Exhibit G – Code Analysis Summary](#).

Article VII.A.5 Minimum Residential Density (TR)
Article VII.B.5.b Minimum Residential Density (TMR)

The subdivision has significant access constraints and the minimum residential density standards should not apply.

Per Article II.A.5, land zoned Traditional Residential (TR):

“When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 60 percent of the maximum density (or 5.4 units per acre) is required... This standard does not apply to the following developments:...

- (5) ***Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.” (emphasis mine)***

Per Article II.B.5.b, land zoned Traditional Medium Residential (TMR):

“When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 80 percent of the maximum density (or 10.4 dwelling units per acre) is required... This standard does not apply to the following developments:...

- (5) ***Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.” (emphasis mine)***

The site is at the edge of the Coburg Urban Growth Boundary (UGB) and has severe access constraints. There are currently no public streets providing access from the north, east or west sides of the site. The County’s recent approval of a partition establishing the site as a legal lot prohibits providing a street connection from the north (outside the UGB) through County EFU zoned land to serve the subdivision.

The only access to the site is from the south - N Skinner Street (*which feeds to E Locust Street*), and Coleman Street. None of these streets – N Skinner, E Locust and Coleman - are improved according to city street standards. Each only has a 12-foot paving width for two-way traffic.

The Planning Commission imposed Conditions of Approval in an attempt to address problems with the site access. These conditions only require the applicant to improve offside roadway access points to 16 feet. The conditions do not require street improvements to N Skinner and Coleman that will meet local street standards including a minimum paved width of 20 feet.

Providing access to the north, east or west will require a series of well-orchestrated public and private actions. While not insurmountable, the funding sources, time frames, and legal requirements create uncertainty regarding when and how access will be improved beyond the sole use of N Skinner (to E Locust) and Coleman.

Based on the severe access limitations, the minimum density requirement should not be applied. This would give greater flexibility for the developer to design a subdivision that achieves the applicant's goal (detached single family homes), while also complying with other critical code standards including street network connectivity, dedication of land suitable for park and recreation uses, and decreased traffic impacts on historic neighborhoods and Coburg's "central park," Norma Pfeiffer park, the north boundary of which is E Locust Street.

Finally, the code also allows the minimum density requirement to be altered due to the existence of significant trees. Public testimony was submitted for the Planning Commission hearing about concern for keeping heritage trees along the east edge of the subdivision. This may be an additional argument in favor of easing the minimum density requirement.

Response: The only access to the site is from the south. Requiring access from the north, east or west would impose an undue burden upon the property owner since he does not have control over those access points. There is nothing in the code specifying the minimum number of access point to a subdivision. The City Engineer and Fire Marshal are responsible in determining the adequacy of the access. The two existing access streets will be improved to the satisfaction of the City Engineer and Fire Marshal. The Traffic Impact Analysis submitted with the application determined the "Level of Service" for the two access streets is acceptable to accommodate the proposed subdivision.

The Minimum density requirement was determined by the City Planner and because of this, the proposed subdivision was increased from 39 lots to 46 lots.

The trees along the east edge of the subdivision are not heritage trees and are not on the subject property.

Article VII.A.4.b Minimum Lot Dimensions (TR)
Article VII.B.3.b Minimum Lot Dimensions (TMR)

The subdivision lacks a requirement that the final subdivision plat indicate what lots are zoned TMR and the number of allowed dwellings per lot.

Lots 1 through 5 only comply with the minimum lot width and lot area requirements for land zoned Traditional Medium Residential (TMR). These five lots contain a total of 0.58 acres which is very close to the 0.59 acres City staff calculated as being the

portion of the site zoned TMR. The remainder of the lots are zoned Traditional Residential (TR) and comply with the minimum lot width and lot area requirements for standard lots and flag lots.

The Coburg Zoning Map shows TMR zoning in a rectangle shape in an east-west orientation near the northern edge of the site. Refer to Exhibit A – Coburg Zoning Map. The Subdivision Lots 1 through 5 require the TMR zoning to comply with lot dimensions standards but these lots do not align with the Coburg Zoning Map and are instead located in a rectangle shape in a north-south configuration on the west edge. The Planning Commission’s decision did not impose a Condition of Approval to clarify the land zoned TMR or take steps to amend the Coburg Zoning Map. The Coburg Development Code requires the classification of zoning districts to be shown on the official Zoning Map. We do not object to the general subdivision or a master planned development process being allowed to determine the location of the TMR zoning allocated to the site. We do believe any subdivision for this site needs to include a note on the final plat indicating the lots zoned TMR and the minimum and maximum allowed number of dwellings per lot. Ideally, the official Zoning Map is also amended. If these steps are not taken it will cause confusion for the building official, property appraisers, future lot owners, lenders, and anyone seeking to verify applicable zoning on the site.

Response: A note can be placed on the final plat that indicates lots 1 – 5 are zoned TMR. The allowable dwelling units per lot is determined by the Coburg Code.

Article VIII.E.1. Dedication of Street ROW / Street Design Standards

The subdivision does not comply with street dedication and improvement standards – E Van Duyn and Macy Streets within the subdivision need to be improved.

Per Article VIII.E.1:

“Improvements to City streets shall conform to the standards as set forth in this section.

- a. Dedication of Street Right-of-Way. City may require dedication of additional public right-of-way in order to meet street standards.***
- b. Street Design Standards for public streets and the current and future functional classification plan for all streets within Coburg, including those owned by Lane County.***
 - (i) Street Design Standards Table VIII.E(1)(b)(i): Coburg Street Design Standards...”***

E Van Duyn Street

The subdivision did not include any dedication of public right-of-way for E Van Duyn Street. A section of E Van Duyn adjacent to the subdivision contains a 30-foot public ROW. The minimum local street standards require at least a 45-foot public ROW. The subdivision also did not include the dedication, extension, and improvement of E Van Duyn between N Skinner and Coleman Streets. See Exhibit B – TSP Street Classification and Future Street Plan.

Macy Street

The subdivision did not include any dedication of public ROW or street improvements in alignment with the existing section of Macy Street near the west edge of the subdivision. The applicant's proposal to deed Tract D to the City places the burden to design and construct this street segment on the City. Furthermore, Tract D was proposed for park and recreation use which conflicts with the orderly development of the transportation network, as required in code approval criteria Article XII.C.2.c.(1)(5) and as further discussed later in this document. The subdivider is responsible for the dedication and improvement of Macy Street within the subdivision and should not attempt to deed the area needed for the street dedication to the City for a park. See Exhibit B – TSP Street Classification and Future Street Plan.

The importance of providing east-west connectivity is also described in the Coburg Comprehensive Plan; every effort must be made to preserve the limited options still available within the current UGB.

N Skinner Street / Coleman Street

N Skinner Street between E Van Duyn and E Locust is classified as a Local Street which requires a minimum 45-foot public right-of-way with 20 feet of pavement. This section of N Skinner only has a 30-foot public ROW and 12 feet of pavement. Coleman Street is classified as a Local Street and a "bike boulevard". Although it contains a 50-foot public ROW, portions of the street only have 12 feet of pavement.

The Planning Commission approved the subdivision with the following conditions:

CONDITION 4: As part of the public improvement process, the applicant shall improve the offsite roadway access points to a width of 16 feet. Improvements shall include but not be limited to pavement widening pavement on-street parking restrictions.

CONDITION 5: Any street improvements as part of the new subdivision or adjacent street connection improvements shall be a minimum of 20ft unobstructed width, 16ft travel surface and 13ft 6 inch vertical clearance.

Conditions #4 and #5 are not clear and objective requiring discretion as to the extent of street improvements required after the close of the public hearing. The conditions do not state where the 16-foot street improvements start or stop. Assuming that the

conditions apply to the N Skinner Street access point south to E Locust and to the Coleman Street access point south to Mill Street, these street improvements will not conform to city street standards as shown on Exhibit C – Coburg Street Design Standards.

Furthermore, the conditions conflict with each other. Condition #4 requires “pavement on-street parking restrictions” thus implying that parking will continue to be permitted off the pavement along the side of the street. However Condition #5 requires “minimum of 20ft unobstructed width.” Since Condition #4 only requires the paved widths to increase to 16 feet an additional four feet beyond the pavement will have parking restrictions to meet Coburg Rural Fire standards. These parking restrictions will have a negative impact on adjacent property owners especially those that rely on street parking. The City did not provide any notice to property owners about the location and extent of parking restrictions and Conditions #4 and #5 only add to the uncertainty. It will be very confusing and difficult to enforce no parking for two feet on either side of the pavement, four feet on one side or any other combination to be determined during the future public improvement process.

Response:

E. Van Duyn Street:

The TSP Street Classification and Future Street Plan has not been adopted by the City, so therefore it is not a code requirement and is open for revisions. The extension of E. Van Duyn Street from N. Skinner Street to Coleman Street is essentially accomplished via the proposed Sarah Street and provides the east-west connectivity. No additional east-west street is needed.

Article VIII.E.1a states “...City may require dedication of additional public right-of-way...”(emphasis added). The key word is “may”. The dedication of additional right-of-way is discretionary. The widening of E. Van Duyn Street is not essential to maintain satisfactory levels of existing and ultimate traffic movement in the area as stated in the Traffic Impact Analysis prepared by Sandow Engineering. Any future extension of E. Van Duyn Street is problematic due to existing structures along the alignment. An exception to street alignments can be granted due to limitations of topography which includes existing structures.

Macy Street:

Tract D was set aside for the future extension of Macy Street. The applicant has offered to pay the full amount of the park fees to offset the potential impact of Tract D in the event it is used for the future Macy Street right-of-way.

N. Skinner Street/ Coleman Street:

The current access points of Skinner Street and Coleman Street and their respective configuration have been reviewed by the City Engineer, Public Works Director, Fire

Department and a traffic engineer. The access points have been determined to be satisfactory in providing proper ingress and egress to the site. Both streets will be designed and improved to the satisfaction of the City to ensure compliance.

Article VIII.E.1.f(2) Street Connectivity

The subdivision does not provide a temporary dead-end street in alignment with the existing and planned extension of Macy Street.

Per Article VIII.E.1.f(2):

“Streets that are planned to connect through when adjacent developments are constructed may temporarily dead-end, provided a “hammer-head” or equivalent turn-around, built to fire code, is provided in the interim period.”

The proposed subdivision contains temporary dead-end streets to provide for future north-south street connectivity if the Coburg UGB is expanded and adjacent land is annexed. We have no objections to these streets. The subdivision does not however, provide for any future east-west connectivity allowing for adjacent developments to be assured access and for an orderly transportation system. Exhibit B – TSP Street Classification and Future Street Plan

Response: Tract D was set aside for the future extension of Macy Street. The applicant has offered to pay the full amount of the park fees to offset the potential impact of Tract D being used for future Macy Street right-of-way.

Article VIII.E.3.c Blocks

The subdivision contains new local streets that do not comply with the minimum required block length.

Per Article VIII.E.3.c:

- “(1) General. The length, width, and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.***
- (2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.”***

The proposed new street segments for N Skinner, N Emerald and Coleman are about 250 feet in length and do not comply with the minimum block length of 400 feet. As designed, the short block lengths will result in no homes facing these street sections and the view along the street being primarily side yard fences. The site is relatively flat and contains no topographic or environmental constraints. If the first east-west street within the subdivision was the improvement and extension of E Van Duyn Street as stated earlier, the block lengths would be changed and might achieve compliance.

Response: The site has a north-south dimension of about 436 feet. Any east-west street located on the site will have a minimum right-of-way width of 45 feet. This will automatically create block lengths of less than 400 feet. An exception per Article VIII.E.3.c(2) states "Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present." Clearly the overall boundary width presents a topographic constraint that will not allow a north-south block length of 400 feet with the creation of an east-west street. An east-west street is required to efficiently map the lots and meet density and connectivity requirements.

Article VIII.E.3.e Reserve Strips

The subdivision contains three new local streets that dead-end at the north boundary with no reserve strips adjacent to the agricultural land outside the Coburg UGB.

Per Article VIII.E.3.e:

"Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases may be required. The control and dispersal of the land comprising such strips shall be placed within the jurisdiction of the City under the conditions approved by the Planning Official."

The north boundary of the subdivision is the Coburg UGB and City limits. Property to the north is zoned Lane County EFU allowing continued agricultural use. To protect the public welfare of people living in the new subdivision and to preserve the condition of the new streets, reserve strips are needed at the terminus of the three dead-end streets. The adjacent property owner would be prevented from driving farm equipment on and off the property using the new local streets. The City would control the reserve strips. If the Coburg UGB and City limits is expanded to include land north of the subdivision, the City could keep the reserve strips in place until the new area annexed is approved for development, the dead-end streets are extended and a new east-west street connection is complete.

Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.”

Response: Reserve strips will be placed on the final plat for the three street stubs to the north.

Article VIII.E.3.h. Alignment

The subdivision does not create new public streets within the subdivision that align with existing and planned public streets – E Van Duyn and Macy Street. Further, the subdivision does not meet minimum standards for “T” intersections.

Per Article VIII.E.3.h:

“Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in “T” intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.” (Emphasis mine)

As discussed previously, the new public streets within the subdivision do not align with either the existing E Van Duyn Street or existing Macy Street, preventing their planned extensions. See Exhibit B – TSP Street Classification and Future Street Plan.

The proposed extension of N Skinner Street north of E Van Duyn Street will create a “T” intersection. The distance between the center line of E Van Duyn Street and Sarah Street is 140 feet – less than the minimum distance of 200 feet. The applicant asserts the distance complies, *“Due to the density requirements, a different design is simply impractical.”* We disagree.

First, the code calculates density based on the number of dwellings per acre – not the number of lots. The TR zoning allows duplexes on corner lots and cottage housing. These dwelling types can help achieve the minimum required densities and allow compliance with this code standard. **A decision by the applicant to only build detached single family homes, even though a portion of the site is zoned TMR, is a self-imposed hardship and should not be the basis for determining that it is not practical to comply with City street standards.**

Second, as discussed previously, the minimum residential density could be found not applicable due to access limitations. A decrease in density would provide greater design flexibility to help meet required street connections (extending Van Duyn and

Macy streets), minimum block lengths, and intersection alignments while also providing a parcel suitable for park and recreation use.

Response: The proposed street have been aligned as far as it is practical to ensure an efficient and logical mapping of the lots. Because we are at the minimum density the code allows, realignment of the current proposed street configuration would result in fewer lots and therefore not be in compliance with the density requirements.

Article VIII.E.3.h states” Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in “T” intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.”

(emphasis added) Again, the proposed streets were configured “as far as is practical” to satisfy as much of the code as possible. Article VIII.E.3.h allows the distance between centerlines to be as little as 125 feet. The proposed configuration has 140 feet between centerlines and therefore complies.

The proposed project complies with the density requirements using single family homes. Building multi-family units does not fit the character of the neighborhood and the neighbors have also indicated they would prefer to see owner occupied housing on the property instead of multi-family buildings.

Article XII.B.13 Through Lots and Parcels

The subdivision includes interior lots that front onto two streets – these “through lots” could be avoided with an alternative design.

Per Article XII.B.13:

“Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation.”

The subdivision has about 280 feet of frontage on E Van Duyn street. Lots 6, 7, and 8 are through lots with one frontage on Sarah St and the other on E Van Duyn. The site has no specific disadvantages with regard to topography or orientation, and there are no nearby arterials, thus this criterion is not met.

The subdivision justified the through lots ignoring the required extension and improvement of E Van Duyn stating the public street can be treated like a private driveway. E Van Duyn is not a “driveway” as the applicant asserts, it is a public street. Given the significant deviance from TSP documentation (like Exhibit B) and the conflicts

this creates with code criteria like dedication of ROW, street connectivity, an orderly transportation network, and not adversely affecting development of adjoining land, the City Council needs to deliberate the merits of this assertion. It is not appropriate to delegate such significant decision authority to an applicant or staff.

Response: The site presents a unique boundary constraint issue due to its narrow north-south dimension. This constraint would fall under 'topography'. In order to meet the density requirements, the streets have been configured, as far as is practical, to create an efficient lot layout and meet the minimum density requirements. Placing a one-foot reserve strip along the southerly property lines of lots 6, 7 and 8 will prevent access to E. Van Duyn and avoid any through lots.

Article XII.B.19 Park/Park Recreation Acquisitions

The subdivision decision allows the developer to pay money to the city park acquisition fund without demonstrating no land within the subdivision is suitable for a park. Further, the four Tracts to be deeded to the City for open space are bisected by streets, intended primarily for stormwater drainage and unsuitable for park and recreation purposes.

Per Article XII.B.19:

“Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.” (Emphasis mine.)

The standard above requires “a parcel of land” to be dedicated to the public for park and recreation use. The standard only provides a fee payment option, “In the event no such area is suitable for park and recreation purposes”.

The applicant’s original proposal was to dedicate 4 Tracts to the public to satisfy the above standard. First, the code requires a single parcel to be dedicated – not four separate parcels bisected by streets. Second, the applicant’s Concept Plan for Park and Recreation Use dated July 7, 2020 does not demonstrate that the Tracts are suitable for park and recreation purposes.

The Concept Plan shows Tract D being improved with playground equipment. Due to the size and location of Tract D this type of active recreation use would cause conflicts for the adjacent homes. Would you want a public playground within twenty feet of your backyard fence? In addition, a substantial portion of Tract D needs to be improved as a public street to allow for the future connection to Macy Street. Tracts B and C are intended to provide for stormwater runoff. The Concept Plan does not show any recreation amenities within these tracts. Instead, the adjacent new local street shows a jogging trail in the soft shoulder within the street ROW. Tract A is 3,662 square feet with only 36 feet of street frontage. The narrow configuration and limited public visibility make it unsuitable for recreation uses.

Response: Article XII.B.19 does not state that the “parcel of land” needs to be a single parcel. As in many parts of the code, the configuration of the “parcel of land” is discretionary. The suitability of the tracts of land for park and recreation purposes is subjective. The applicant has offered to also pay the park fee in the event those areas are not deemed suitable to satisfy the code as allowed by the code. Any conceptual plan for the park areas is just that, conceptual. It was not meant to be an approvable design, it was simply a possible idea on how the tracts could be developed. By using the above mentioned park fee, a design could be done, in coordination with the neighbors, to achieve a beneficial space.

City Council should reject the way the subdivision tries to address the Park/Park Recreation Acquisitions standard.

We acknowledge there are circumstances that might prevent any area in a subdivision from being suitable for park and recreation use. Factors might include: 1) presence of toxic or hazardous soils, 2) irregular shaped lot, 3) planned industrial use incompatible for a public park, or 4) known high value wetlands or archeological resources requiring protection. In this case, there are none of these physical or legal constraints. The site is over 10 acres in size providing design flexibility, the land is relatively flat and does not contain any known hazardous soils, wetlands, or archeological resources. In addition, the subdivision is for residential use and residents will directly benefit by the future public park and recreation uses.

The applicant has not provided a basis for being able to opt out of dedicating a suitable area for park and recreation use. The code text does not provide the subdivider an automatic exception to the requirement for land dedication. The applicant asserts there are no alternative subdivision plans that will achieve the minimum required density and comply with other code standards. We respectfully disagree.

Response: We are not opting out. On the contrary, we are proposing to do both the dedication and the fee. The proposed plan does provide more than the required six percent area for park and recreation area as stated in Article XII.B.19. Article XII.B.19 also does state “In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting

aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.” There are no qualifiers on the word “suitable” in this code section and refers to the proposed park configuration and not the overall site area. If the City deems the area we proposed for the park and recreation area is not suitable, then the park fee applies.

Article XII.C.2.c(1) Compliance with Code Provisions

The subdivision does not comply with several zoning code provisions including street standards and required public improvements.

Per Article XII.C.2.c.(1):

“The proposed tentative subdivision plan complies with the applicable zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.”

Information demonstrating why the subdivision does not comply with this approval criterion is discussed in other sections of this statement including those related to Article III.E and Article III.F and summarized in Exhibit G – Code Analysis Summary.

The code section above refers to a subdivision needing to comply with “applicable ordinances”. Please also refer to a discussion of Comprehensive Plan policies at the end of this written statement.

Response: The proposed subdivision does comply with the City Code as discussed in the Planning Commission Decision and the City staff report.

Article XII.C.2.c(5) Orderly Transportation System

The subdivision does not contribute to the orderly development of the City’s transportation network and places an unsafe burden on narrow, substandard streets south of the subdivision.

Per Article XII.C.2.c(5):

“Proposal contributes to the orderly development of the City’s area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.”

The subdivision does not contribute to the orderly development of the City’s transportation system. The subdivision relies exclusively upon the new development being accessed from N Skinner and Coleman Streets. These two streets are substandard and do not have the minimum pavement width to safely accommodate additional traffic. The streets are narrow in places with widths as low as 12 feet and being shared by motor vehicles, bicyclists, and pedestrians. In addition, Condition #4 requires the applicant to increase the pavement width to 16 feet and prohibit any parking on the pavement. Condition #5 increases the parking restriction to a minimum of 20 feet in width, essentially removing parking from both sides of the streets.

According to the traffic study conducted for the applicant, 32% of the traffic from the subdivision will travel on East Locust to and from Willamette Street. Almost half of this section of East Locust has only 12 feet of pavement width.

The subdivision street layout does not provide for public street improvement to allow for the extension of E Van Duyn Street and Macy Street. The subdivision includes a new local street about 140 feet north and parallel to the existing section of E Van Duyn Street contrary to the need for orderly development. The use of Tract D for long-term open space prevents Macy Street from ever being extended. Tract D should have been dedicated as public ROW and improved as a street in alignment with Macy Street and of sufficient width to accommodate a bike/pedestrian connection to the school.

Response: The proposed subdivision does contribute to the orderly development by connecting to the two existing streets that were purposely stubbed to the property.

E. Van Duyn Street:

Article VIII.E.1a states “...City may require dedication of additional public right-of-way...”(emphasis added). The key word is “may”. The dedication of additional right-of-way is discretionary. The widening of E. Van Duyn Street is not essential to maintain satisfactory levels of existing and ultimate future traffic movement in the area as stated in the Traffic Impact Analysis prepared by Sandow Engineering. Any future extension of E. Van Duyn Street is problematic due to existing structures along the alignment. An exception to street alignments can be granted due to limitations of topography which includes existing structures. In addition, the proposed Sarah Street provides the connection between Skinner Street and Coleman Street, thus satisfying any connectivity issues.

Macy Street:

Tract D was set aside for the future extension of Macy Street. The applicant has offered to pay the full amount of the park fees to offset the potential impact of Tract D being used for future Macy Street right-of-way.

N. Skinner Street/ Coleman Street:

The current access points of Skinner Street and Coleman Street and their respective configuration have been reviewed by the City Engineer, Public Works Director, Fire Department and a traffic engineer. The access points have been determined to be satisfactory in providing proper ingress and egress to the site. Both streets will be designed and improved to the satisfaction of the City to ensure compliance with safety and transportation requirements..

Article XII.C.2.c(7) Adjacent Land Impacts / Public Safety / Access

The subdivision adversely affects development of adjoining land, creates public safety concerns, hampers public acquisition of open space for recreation needs, and hinders safe bicycle and pedestrian access to nearby commercial uses, the school and the Norma Pfeiffer Park.

Per Article XII.C.2.c(7):

“If the proposal involves the creation of a public street, all of the following criteria also apply:

- (aa) The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder of any adjoining land or access thereto.***
- (bb) The proposed partition [subdivision] will:***
 - 1. Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;***
 - 2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;***
 - 3. Not hamper the adequate provision of publicly owned open space for recreation needs.***
 - 4. The proposed partition [subdivision] provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. “Nearby” means uses within ¼ mile that can reasonably be expected to be used by***

pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.”

The subdivision adversely affects the access and future development of underdeveloped large lots immediately to the south of the subdivision. However, if E Van Duyn were extended east to Coleman St, it would eliminate the adverse effect.

The subdivision creates a significant safety concern for residents living south of the new development on narrow streets not designed or improved for the additional traffic. These streets includes N Skinner, E Locust and Coleman.

The subdivision does not provide direct bicycle or pedestrian access to nearby commercial areas, or the school, and adversely impacts bike and pedestrian safety along Norma Pfeiffer Park. However, if Macy St. were extended to the west edge of the subdivision, that would allow the City the option to complete a much more direct pedestrian access flowing west to the school and commercial areas.

The Planning Commission’s Final Order did not include findings addressing subsection (bb) above. City staff advised the Planning Commission that the provision was not applicable because it referred to a proposed “partition”. We believe reference to “partition” is based on a minor editing mistake or scrivener’s error. Subsection (bb) is under the main heading “Subdivisions (non phased)”. Furthermore, the sentence preceding sections (aa) and (bb) states the criteria are applicable “if the proposal involves creation of a public street,” which this proposal does, and most of the content of (bb) wouldn’t make sense for most partitions, but does make sense for a subdivision. It would be disingenuous to ignore subsection (bb) when it is clearly an applicable approval criterion for a subdivision.

Response: Any future extension of E. Van Duyn Street is problematic due to existing structures along the alignment. An exception to street alignments can be granted due to limitations of topography which includes existing structures. The creation of Sarah Street provides the connection between Skinner Street and Coleman Street.

Subsection (bb) does reference “partition” and to say the word is a typo and arbitrarily change the language of the code is improper.

Article X.C. Type III Procedures

The City did not provide proper legal notice per ORS 197.195(3) and Coburg Zoning Ordinance No. A-200-1, Article X.C.

At the Planning Commission level, appellants raised concerns regarding inadequate notice, confusion due to the applicant’s submittal of a revised subdivision plan after the initial public notice was mailed, and insufficient time to provide public testimony.

The Planning Commission received a request by the appellants to continue the June 17 Planning Commission public hearing. The request was denied. The Planning Commission closed the public hearing except for rebuttal testimony addressing one area of concern.

Please refer to Exhibit F – Facts Regarding Public Notice Procedures.

Compliance with Comprehensive Plan

The subdivision does not comply with the Coburg Comprehensive Plan including the need to provide for parks, a safe transportation system, and the preservation of existing neighborhoods, especially those with historic features.

Staff will correctly inform you that the Comprehensive Plan does not contain approval criteria, and thus cannot be used as the basis for “findings of fact.” Nonetheless it is of utmost relevance in providing context for making decisions regarding the development code approval criteria and should not be brushed off as irrelevant.

Key Plan policies applicable to the subdivision are listed below in ***bold italics*** followed by brief findings demonstrating the subdivision does not comply.

Developers of new subdivision shall be required to provide for the recreational needs of their residents as defined in the Subdivision Ordinance. (Goal 8: Recreational Needs, Policy 7)

According to the adopted City of Coburg Parks and Open Space Master Plan¹:

With a projected population of 3,327 by the year 2025, the analysis determined that the City would need an additional six acres of neighborhood park land, one acre of mini park land, and 26.6 acres of community park land. That translates into approximately two additional neighborhood parks, two to three additional mini parks, and a single community park.

The area north of the subdivision includes areas identified as desirable for a proposed new community park and a northside neighborhood park. Refer to Exhibit D – Coburg Proposed Parks and Open Spaces. The 10-acre subdivision is large enough to be the location for a mini park similar to the Jacob Spores Park.

¹ Adopted by Ordinance A-194.

The subdivision contains 4 Tracts set aside as non-buildable areas. Unfortunately, the two largest tracts (Tract C and Tract B) are needed for stormwater drainage and Tract D is needed as part of the extension of Macy Street. Tract A may be available for park and recreation use but due to the size and location has limited public visibility and options for park amenities. The Final Order does not provide sufficient findings demonstrating that the subdivision will provide for the recreational needs of new residents.

The City shall ensure that new housing is compatible with the small town, historic character of the community. (Goal 10: Housing, Policy 18)

The City shall promote livability and community in existing and future neighborhoods. (Goal 10: Housing, Policy 19)

The City shall encourage the preservation of existing housing, particularly housing with historic value and features. (Goal 10: Housing, Policy 23)

The three Plan policies above all address the desire to preserve the viability of existing neighborhoods, especially those with historic values. Significant portions of the proposed subdivision are immediately adjacent to areas with significant historic resources. Refer to Exhibit E – Coburg Zoning Overlay Districts. Proposed new development needs to be sensitive to the surrounding neighborhoods with efforts made to retain their livability or at least mitigate any potential adverse impacts.

Of utmost concern is the potential traffic impacts and uncertainty regarding future street paving improvements to N Skinner Street and N Coleman Street and the extent existing on-street parking will be prohibited. Further, traffic on N Skinner will funnel to E Locust, past Coburg's "Central Park," Norma Pfeiffer Park, with its heavy pedestrian traffic creating an unsafe conditions for pedestrians. It is imperative that the City Council consider how to safeguard the quality of existing housing, preserve historic resources, and promote pedestrian safety.

Develop a street network system that evenly distributes traffic throughout the community, lessening traffic impacts on residential streets, and identifying a system of arterials for moving people, goods, and services safely and efficiently... (Goal 12: Transportation, Policy 1)

Take a long-range view in approving street patterns for new development...Protect the function of existing and planned transportation systems...When making a land use decision, the City shall consider the impact on the existing and planned transportation facilities. (Goal 12: Transportation, Policy 2)

Establish a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other

significant activity areas...Align and interconnect new streets to reduce travel distance, promote the use of alternative modes, efficiently provide utilities and emergency services, and evenly disperse traffic. (Goal 12: Transportation, Policy 5)

Provide a transportation system that is safe, convenient, accessible, environmentally responsible, efficient, responsive to community needs, and considerate of neighborhood impacts, particularly in the National Historic District. (Goal 12: Transportation, Policy 46)

The four Plan policies above all address the need for a transportation system that recognizes all modes of travel and considers the impacts on existing and future neighborhoods.

According to the Coburg Transportation System Plan (TSP), local streets in Coburg are generally 16 to 20 feet wide with gravel or grass shoulders and no sidewalks. The adopted TSP establishes local street standards. Refer to Exhibit B – TSP Local Street Standards.

The Final Order approving the subdivision states there is sufficient public right-of-way (ROW) on N Skinner Street with Condition #4 requiring the applicant to increase the pavement width to 16 feet and establish pavement parking restrictions. However, the TSP classifies N Skinner as a Local Street which requires a minimum 45-foot public ROW. The portion of N Skinner abutting the subdivision only has a 30-foot public ROW.

The TSP classifies N Coleman north of Mill Street as Local Street and a “bike boulevard”. Although it contains a 50-foot ROW, Condition #4 will not result in a pavement width in compliance with city standards nor adequate for encouraging bikes to share the road with motor vehicles.

In north Coburg, the TSP contemplated a traditional street system with public streets being extended in both east-west and north-south directions concurrent with growth. The subdivision hinders east-west street connections and is not consistent with the TSP. Refer to Exhibit B – TSP Street Classifications and Future Street Plan.

The City shall promote land use and development patterns that sustain and improve quality of life, are compatible with mass transit, maintain the community’s identity, protect significant natural and historic resources, and meet the needs of existing and future residents for housing, employment, and parks and open spaces. (Goal 14: Urbanization, Land use and Development Patterns, Policy 39)

The Plan designates the subject property for residential development. The City Council has discretion on whether the subdivision appropriately balances competing city policies and addresses code standards. If the City Council believes conditions can be imposed

that will allow the subdivision to comply with the approval criteria, the conditions must be clear and objective.

In closing, this is not a case where the City Council can affirm the Planning Commission's decision. The Final Order adopted by the Planning Commission does not contain factual information demonstrating compliance with the code. The subdivision design needs to be changed beyond what can be done through clear and objective conditions of approval. An alternative subdivision design could comply with code standards.

The City Council can affirm the Planning Commission's decision since the Final Order does demonstrate compliance with the code. The code allows for variances due to a variety of conditions. Satisfying some code requirements created conditions allowing exceptions to other conditions. The proposed subdivision was design in collaboration with the City Planner, City Engineer, Public Works Director and the Fire Marshal. The finish product was the result of months of this collaboration to achieve a workable product. The proposed subdivision represents, as far as is practical, the best solution to meet the code requirements. We have yet to see an alternative design from the appellant that would even come close to complying with the code standards. We highly advise the City Council to confirm the Planning Commission's approval of the proposed subdivision.

Below are several paragraphs from a letter dated July 7, 2020 to the Planning Commission from Kelly Beckley. These paragraphs also articulate the need for the City Council to approve the proposed subdivision.

There is a general recognition in the Coburg Comprehensive Plan (Ordinance No. A-199-H), that there will be inevitable conflicts between various planning goals and regulations. The Plan states in relevant part "the City recognizes there are apparent conflicts and inconsistencies between and among some goals, objectives, and policies. When making decisions based on the Plan, not all of the goals, objectives, and policies can be met to the same degree in every instance. Use of the Plan requires a 'balancing' of its various components on a case-by-case basis, as well as a selection of those goals, objectives, and policies most pertinent to the issue at hand."

The proposed Coburg Creek Subdivision squarely meets every applicable ordinance and regulation including lot standards, street standards, required public improvements, and any special development standards. This is no mean fete. It is the result of careful and thoughtful planning. It is not an overstatement to say that BWCH has made Herculean efforts to address every planning goal in the Coburg Creek Subdivision. And, it has been successful in doing so.

Ms. Bishow, although acknowledging that there are many factors that may limit or even prevent the donation of land for park and recreation purposes, omits to mention the one major factor affecting the ability to donate land in a certain dimension or shape so that it may be deemed more suitable. That factor is the Development Code. The development

by law must meet many code requirements for minimum lot density, minimum and maximum lot width, minimum and maximum lot size, block lengths, existing street connectivity, minimum lot frontage, and future street connectivity, just to name a few. By the time these requirements are all factored in the layout is basically predetermined and does not leave the flexibility to donate land in a uniform square or rectangular configuration. The existing layout is extremely efficient and meets all these stringent and legally required code provisions. The development cannot be laid out in any other manner and still meet all of the Code requirements. Therefore, these many restricting factors also provide the legal basis for allowing for the payment of the park fee in lieu of donating what someone else might wish for as a more "suitable" piece of land.

We urge the City Council to reverse the Planning Commission and deny the proposed subdivision.

Please include the appellants on the interested parties list to receive mailed notice of the City Council's decision.

Thank you.

Sincerely,

Teresa Bishow

Teresa Bishow, AICP

cc: clients

Exhibits

- A. Coburg Zoning Map
- B. TSP Street Classification and Future Street Plan
- C. Coburg Street Design Standards
- D. Coburg Proposed Park and Open Space
- E. Coburg Zoning Overlay Districts
- F. Facts Regarding Public Notice Procedures
- G. Code Analysis Summary

From: Damien G <damieng@branchengineering.com>
Sent: Friday, June 5, 2020 9:49 AM
To: KERNEN Jeff
Cc: HARMON Brian
Subject: RE: SUB-01-20 Agency Referral

Jeff,

Here are a couple of things that can be added if you agree. Feel free to edit wording as needed. I will send anything else I come up with soon. thanks

Subdivision

Recommended condition of approval:

The design of the public streets and city utility infrastructure will be reviewed separately under a public improvement review process and is subject to modifications as determined through that process. Connection points, design details, and other detailed criteria will be subject to public standards and applicable codes.

TIA

Finding: Figures 9 & 10 illustrate safe stopping sight distance requirements for the proposed public streets. Both figures show utilizing private property for sight distance. The TIA also recommends prohibiting on-street parking in certain areas to accommodate sight distance.

Recommended Condition: The proposed site plan shall be adjusted to increase the length of the two curves to accommodate line of sight for stopping sight distance within the proposed public right of way, or permanent no-build easements shall be placed on the final plat to prohibit building within the sight distance areas.

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: KERNEN Jeff <Jeff.Kernen@ci.coburg.or.us>
Sent: Thursday, June 04, 2020 3:21 PM
To: Damien G <damieng@branchengineering.com>; HARMON Brian <brian.harmon@ci.coburg.or.us>
Subject: FW: SUB-01-20 Agency Referral

Brian and Damien-

Just a reminder about the subdivision materials. Any official response I would have to incorporate in my report for Planning Commission. I am aiming to complete that report on 6/9.

Thanks,

Jeff Kernen

Planning & Development Manager
City of Coburg
91136 N. Willamette St. | PO Box 8316
Coburg, OR 97408
P: **541-682-7858**

jeff.kernen@ci.coburg.or.us

www.coburgoregon.org



From: KERNEN Jeff

Sent: Monday, March 16, 2020 2:33 PM

To: HARMON Brian <brian.harmon@ci.coburg.or.us>; Damien G <damieng@branchengineering.com>; KEPPLER Peggy A (LCPW) <peggy.keppler@lanecountyor.gov>; ryoung@ci.junction-city.or.us

Subject: SUB-01-20 Agency Referral

Hello-

Attached is an agency referral with application details for a newly proposed subdivision in north Coburg. The referral and directions are pretty self-explanatory, but please contact me with any questions. As of this moment we are still carrying on with the planned public hearing on 4/15/20.

Thank you,

Jeff Kernen

Planning & Development Manager

City of Coburg

91136 N. Willamette St. | PO Box 8316

Coburg, OR 97408

P: **541-682-7858**

jeff.kernen@ci.coburg.or.us

www.coburgoregon.org



*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

ATTACHMENT D

AGENDA

Coburg Planning Commission Regular Session

June 17, 2020 at 7:00 p.m.
City Hall, 91136 N Willamette St.
Coburg, OR 97408

City Hall will have limited capacity; therefore, we recommend participating remotely if possible. The public is invited to watch live at coburgoregon.org

Public Testimony options-

Telephone - You will need to sign up with the City Recorder by June 17th at 3 PM, sammy.egbert@ci.coburg.or.us or 541-682-7852 to get a login in and scheduled time slot.

In Person – With limited seating seats will go to the citizens who sign up with City Recorder in the order received. Walk in and overflow plans are available.

Written Testimony – Submit to jeff.kernen@ci.coburg.or.us or 541-682-7858.

7:00p	1.	CALL MEETING TO ORDER	Chair Wood
7:00p	2.	ROLL CALL	Jeff Kernen
7:05p	3.	AGENDA REVIEW	Chair Wood
7:10p	4.	APPROVAL OF MINUTES – March 11, 2020	Chair Wood
7:15p	5.	PUBLIC TESTIMONY Five minute limit each unless extended time approved prior to meeting by Chair.	
7:20p	6.	COMMISSION BUSINESS Public Hearing • SUB-01-20 Wiechert Subdivision <i>Consider Approval</i>	Jeff Kernen
8:20p	7.	CITY UPDATES • City Administration Report <i>Information only</i>	Jeff Kernen
8:30p	8.	ADJOURNMENT	Chair Wood

The next regular meeting of the Coburg Planning Commission is scheduled for July 15 at 7:00pm at Coburg City Hall. If you need a disability accommodation to participate in this event, please notify the City of Coburg at least five days in advance. Call Coburg City Hall at 541-682-7852 or email sammy.egbert@ci.coburg.or.us to request reasonable accommodation or for more information.

COBURG PLANNING COMMISSION MEMBERS

Jonathan Derby
Seth Clark
Judith Behney
William Wood
Paul Thompson
John Marshall
Marissa Doyle

COUNCIL LIAISON: N/A

**CITY OF COBURG PLANNING
PO BOX 8316 Coburg, OR 97408**

**STAFF REPORT
Subdivision
SUB-01-20**

Report Date: June 10, 2020

I. BASIC DATA

Property Owners: Bruce Wiechert Custom Homes, Inc.
3073 Skyview Lane
Eugene, OR 97405

Applicant Consultant/Surveyor: The Favreau Group
Eugene, OR 97405

Assessors' Map Lot#: 16-03-28-00 Tax Lot 00501

Comprehensive Plan
Designation: Traditional Residential (TR)

Current Zoning: Traditional Residential (TR)

II. REQUEST

The applicant has requested a subdivision of one (1) legal lot into 50 legal lots of Assessors Map 16-03-28-00 Tax Lot 00501. The resulting subdivision would create 46 lots for single family dwellings, and set aside four lots for open space.

III. BACKGROUND

Assessors Map 16-03-28-00 Tax Lot 00501 is vacant and partially within the City limits. The applicant applied to Lane County to partition the lot at the City limits, making the resulting lot entirely within the City limits.

Tax Lot 00501



The parcel is zoned Traditional Residential, with a very small portion Traditional Medium Residential, and abuts other Traditional Residential properties in the west, south, and east. To the north property is zoned by Lane County Exclusive Farm Use 40 acre minimum (EFU 40).

Issues

Street Connections

The proposed subdivision requires the extension of two streets, N Skinner and N Coleman. N Skinner in particular is not constructed to a level that would accommodate two-way traffic or function well with more traffic. As part of the public improvement plan review and construction process, the applicant will make off-site improvements to the adjacent street(s).

Sight Lines

Per the City engineer's review of the Traffic Impact Analysis, there are a couple line of sight considerations that potentially affect two lots. Condition 3 in the Final Order explains how the applicant can solve this issue.

IV. APPROVAL CRITERIA AND ANALYSIS

Article X.II.C

2.c. Subdivisions (non-phased)

(1) General Approval Criteria. The City may approve, approve with conditions or deny a preliminary subdivision plan based on the following approval criteria:

- (1) *The proposed tentative subdivision plan complies with the applicable zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.*
- (2) *The proposed subdivision will not cause any existing improvements on existing or proposed lots to be inconsistent with applicable standards in this code.*
- (3) *Subdivisions abutting streets under control of an agency that is not the City shall comply with access management guidelines of the agency having jurisdiction over the street.*
- (4) *Development within the tentative subdivision plan can be adequately served by City infrastructure.*
- (5) *Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.*
- (6) *All applicable engineering design standards for streets, utilities, surface water management, and easements have been satisfied.*
- (7) *If the proposal involves the creation of a public street, all of the following criteria also apply:*
 - (aa) *The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto.*
 - (bb) *The proposed partition will:*
 1. *Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;*
 2. *Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;*
 3. *Not hamper the adequate provision of publicly owned open space for recreation needs.*
 4. *The proposed partition provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within 1/4 mile that can reasonably be expected to be used by pedestrians, and*

uses within 2 miles that can be reasonably expected to be used by bicyclists.

V. STAFF RECOMMENDATION

The request for the subdivision is approved subject to the following conditions:

CONDITION 1: Prior to final plat approval the applicant shall obtain partition approval at the City boundary from Lane County.

CONDITION 2: The design of the public streets and city utility infrastructure will be reviewed separately under a public improvement review process (PEPI) and is subject to modifications as determined through that process. Connection points, design details, and other detailed criteria will be subject to public standards and applicable codes.

CONDITION 3: The proposed site plan shall be adjusted to accommodate line of sight for stopping sight distance within the proposed public right of way by increasing the length of the two curves, or permanent no-build easements shall be placed on the final plat to prohibit building within the sight distance areas.

CONDITION 4: As part of the public improvements process, the applicant shall improve the offsite roadway access points to a minimum of two vehicle access lanes, or at least to fire access lane standards and requirements. Improvements shall include but not be limited to pavement widening pavement on-street parking restrictions.

FROM COBURG RURAL FIRE:

CONDITION 5: Any street improvements as part of the new subdivision or adjacent street connection improvements shall be a minimum of 20ft unobstructed width, 16ft travel surface and 13ft 6 inch vertical clearance.

Final Plat Submission Requirements, Article XII.D.2

Submittal Requirements.

Applications for approval of a final partition or subdivision plat shall be prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type I process, in accordance with ARTICLE X.B, and the following additional items:

- a. A final plat, including the information required by the City's Final Subdivision or Partition Plat application form, including all contiguous property under the same ownership as the subject property.*

b. Approval Criteria. A final plat shall be approved if the following criteria are met:

- (1) The final plat substantially conforms with the approved tentative plan.*
- (2) Conditions of approval imposed on the tentative plan have been met.*
- (3) The final plat dedicates to the City, free and clear of all liens and encumbrances and without any reservation or restriction other than reversionary rights upon vacation, all City infrastructure, if such dedication is required by a condition of approval.*
- (4) Public improvements required by this code or by a condition of approval have been completed or the applicant has provided a performance guarantee pursuant to ARTICLE XII.E.*
- (5) The City surveyor has approved the final plat for compliance with applicable platting requirements in accordance with state law.*

ATTACHMENTS:

- A.** Final order
- B.** Application materials (submitted 2/25/20, amended 5/22/20, 6/9/20, & 6/10/20)
- C.** Agency comment – City contract engineer
- D.** Agency comment – Lane County
- E.** Public comment – Parker (received 4/2/20)
- F.** Public comment – Weissbarth, Fuentes (received 4/2/20)
- G.** Public comment – Engebretson, Rux, Others (received 4/3/20)
- H.** Public comment – Wells (received 4/6/20)
- I.** Public comment – Engebretson, Rux, Coelho (received 4/6/20)
- J.** Public comment – Marr (received 4/20/20)
- K.** Public comment – McDonald (received 6/9/20)

ATTACHMENT A
FINAL ORDER
of the
COBURG PLANNING COMMISSION

SUB-01-20 Wiechert Subdivision

A. The Coburg Planning Commission finds the following:

1. The Coburg Planning Commission has reviewed all material relevant to the Wiechert Subdivision that has been submitted by the applicant and staff regarding this matter for Assessors Map 16-03-28-00 Tax Lot 00501, including the criteria, findings, and conclusions within the proposed final order and attached staff report.
2. On June 17, 2020 the Coburg Planning Commission reviewed the SUB-01-20 after giving the required notice as per O.R.S. 197.195(3) and Coburg Zoning Ordinance No. A-200-I, Article X.C.
3. On June 17, 2020 Planning Commission approved the Subdivision proposal SUB-01-20 after giving the required notice as per O.R.S. 197.195(3) and Coburg Zoning Ordinance No. A-200-I, Article X.C and acknowledging a 15 day appeal period. **The appeal period ends July 2, 2020.**

ARTICLE VII. DISTRICT REGULATIONS

District regulations are set forth in the following Schedule of District Regulations:

A. Traditional Residential District (TR)

1. Purpose: *The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.*

2. Uses and Structures

a. Permitted Principal Uses and Structures

1) Residential

(i) Single-family detached dwellings

(ii) Duplexes located on a corner parcel with each primary entry oriented to a different street

- (iii) *Group home, not to exceed five unrelated individuals*
 - (iv) *Manufactured homes on individual lots*
 - (v) *Residential Homes as defined by ORS 197.660-670*
 - (vi) *Residential Facilities, as defined by ORS 197.660-670, subject to locational standards in Section 11(b).*
 - (vii) *Cottage housing, subject to the standards in ARTICLE VIII.J.*
- (2) *Home Occupations as provided in Article VIII.O*
 - (3) *Public and Institutional*
 - (i) *Places of Worship subject to the locational standards in Section 11*
 - (ii) *Public and private schools subject to the locational standards in Section 11*
 - (4) *Bed and Breakfast Inns, subject to the locational standards in Section 11*
 - (5) *Child care center providing care to six or fewer children. Child care centers with 7-12 children are permitted subject to the locational standards in Section 11.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. The proposal meets this criterion.

b. *Permitted Accessory Uses and Structures*

- (1) *Accessory buildings and uses, such as garages, carports, or sheds, are permitted.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. No accessory uses or structures are proposed. These criteria are not applicable.

- (2) *One accessory dwelling unit as provided in ARTICLE VIII.K.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. No accessory dwellings are existing or proposed. This criterion is not applicable.

c. *Conditional Uses.* *The following uses require a conditional use permit under the procedure, criteria, and standards of Article XIII.*

- (1) *Boarding, lodging or rooming house*
- (2) *Child care center-providing care to thirteen or more children*
- (3) *Nursing homes*
- (4) *Public parks, playgrounds and community centers*
- (5) *Public and semi-public buildings*
- (6) *Public, private and parochial schools that do not meet the locational standards in Section 11*
- (7) *Places of worship that do not meet the locational standards in Section 11*
- (8) *Agricultural uses and crop cultivation subject to Nuisance Ordinance criteria and Section 10 requirements*
- (9) *Gardens and greenhouses for commercial purposes*
- (10) *Mixed-use development (a residential use with another permitted use or commercial use), subject to locational and design standards in Article VIII, Section M.*

d. Prohibited Uses

- (1) *All uses not listed as permitted, accessory or conditional.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. These criteria are not applicable.

3. Driveway Limitations in the Traditional Residential District

- a. *In the Traditional Residential District, driveways shall be limited to a maximum of one (1) per dwelling. One driveway shall be allowed for each unit of a duplex. A single driveway cannot be used by more than one dwelling.*

Exception: A single driveway can serve one dwelling in addition to an approved accessory dwelling unit.

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. These criteria are met.

4. Minimum Lot Requirements

- a. ~~*For properties not served by sanitary sewers, the minimum lot requirements shall be as follows:*~~

Number of	Sq. Ft./lot	Min. Width	Max. Lot
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Units			Coverage.
Single Family	10,000	50 ft. 55 ft. for corner lots	30%

b. For properties served by sanitary sewers, the minimum lot requirements shall be listed below:

Number of Units	Min. Sq. Ft./lot¹	Min. Width	Max. Lot Coverage
Single Family detached and Manufactured home on a lot Duplex	6,000	50 ft., 55 ft. for corner lots.	40%

c. The approval body may grant a 15% modification to the lot area and/or lot dimension standards, provided that:

- (1) The modification is necessary to address physical constraints, such as topography, existing development, significant trees, and other natural and built features; and
- (2) The overall density requirements of the subdivision are satisfied; and
- (3) Where the proposed subdivision abuts an existing subdivision with standard or larger than standard sized lots, the proposed lots abutting the lots in the existing subdivision shall be at least the minimum lot size for the proposed subdivision.

Where substandard lots abut standard or larger sized lots, the approval body may require screening or other transitions to provide a buffer between uses.

FINDING: The proposed subdivision meets the lot dimensions. The newly created lots are well over 6,000 square feet, and 50 feet in width. The proposal meets these criteria.

5. Residential Density Standards

The following density standards apply to all new development where sanitary sewer is available. The standards are intended to ensure efficient use of buildable lands and provide for a range of needed housing.

- a. The maximum density permitted on any parcel in the Traditional Residential District shall be 7.5 dwelling units per acre. The maximum density limitation does not apply to accessory dwelling units, cottage housing, or residential uses as part of a mixed-use development.
- b. When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 60 percent of

the maximum density (or 5.4 dwelling units per acre) is required. (Minimum density calculations are based on net density. See density calculations definition.) This standard does not apply to the following developments:

- (1) *Partitions;*
 - (2) *Subdivisions of parcels totaling 20,000 square feet or less;*
 - (3) *Lot line adjustments;*
 - (4) *Bed and Breakfast inns; and*
 - (5) *Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.*
- c. *The density standards may be averaged over more than one development phase (i.e., as in a master planned development).*
- d. *Duplexes used to comply with the density standard shall be so designated on the final subdivision plat.*

A minority portion of the existing lot is zoned Traditional Medium Residential (TMR). The rough area zoned TMR is equal to .59 acres.

FINDING: The proposal is for 46 lots. The area of the existing parcel after partition at the City limits is 10.83 acres, of which 0.59 acres is zoned Traditional Medium Residential (TMR). The remaining 10.24 acres is zoned Traditional Residential (TR).

FINDING: Minimum density is measured using Net Area. Per the definition of Net Area, the only portion of the parcel that shall not count towards the total density calculation is the land set aside for open space. Minimum density for TR is 4.5 units per acre, and TMR is 10.4 units per acre.

FINDING: The total Net Area after subtracting the proposed open space is 9.88 acres or roughly 91 percent of the total parcel.

FINDING: The total number of lots required to meet the combined minimum density for this subdivided parcel is 46 lots (Five (5) lots in TMR and 41 lots in TR). The proposal meets these criteria.

6. Minimum Yard Requirements.

a. Front yards

- (1) *Setbacks shall be a minimum of 15 feet, with the following exceptions:*
 - (i) *Garages, carports, and sheds shall be set back a minimum of 20 feet from the front property line and shall be set back a minimum of 5*

feet from the longest wall of the front façade of the house.

- (2) Steps are permitted within the front yard setback.
- (3) In any required front yard, no fence or wall shall be permitted that materially impedes vision across such yard above the height of 30 inches, and no hedge or other vegetation shall be permitted that materially impedes vision across such yard between the heights of 30 inches and 10 feet.
- (4) In the case of through lots, unless the prevailing front yard pattern on adjoining lots indicates otherwise, front yards shall be provided on all frontages. Where one of the front yards that would normally be required on a through lot is not in keeping with the prevailing yard pattern, the Planning Official may waive the requirement for the normal front yard and substitute, therefore, a special yard requirement which shall not exceed the average of the yards provided on adjacent lots.
- (5) In the case of corner lots that do not have reversed frontage, a front yard of the required depth shall be provided in accordance with the prevailing yard pattern and a second front yard of half the depth required generally for front yards in the district shall be provided on the other frontage.
- (6) In the case of the reversed frontage corner lots, a front yard of the required depth shall be provided on either frontage, and a second front yard of half the depth required generally for front yards in the district shall be provided on the other frontage.
- (7) In the case of corner lots with more than two frontages, the Planning Official shall determine the front yard requirements, subject to the following limitations: (1) At least one front yard shall be provided having the full depth required generally in the district; (2) No other front yard on such lots shall have less than half the full depth required generally.

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. The proposal meets these criteria.

- b. Side yard. Setbacks shall be seven feet from any property line, except:
 - (1) Corner lots shall have a side yard next to the street of 10 feet.
- c. Rear yard. Primary structures shall be set back not less than 10-feet from the rear property line. Accessory structures that require a building permit shall be set back not less than five feet from the rear property line.
- d. Schools. Schools shall provide and maintain setbacks of 50 feet from side and rear property lines, except on the street side of a corner lot where a setback of at least 25 feet shall be required. Alleys contiguous to or within the property being used for school purposes may be included in the required setback. This provision does not apply to residences used for home schooling.

- e. *All structures, including but not limited to buildings, fences, decks, and stairway, shall be a minimum of one foot from the Coburg Loop Path right-of-way.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. The proposal meets these criteria.

7. Maximum Height Standards

- a. *Residential Buildings. The maximum height shall be 35 feet.*
- b. *Accessory Buildings, including accessory dwellings. The maximum structural height shall be 15 feet. The maximum height may be 25 feet if a living unit is provided on the second floor.*
- c. *Garages. Garages shall not exceed the maximum height of the primary structure. Where an ADU is located above a garage, the maximum height may be 35 feet.*
- d. *All other buildings shall not exceed 35-feet.*
- e. *Mixed Use. The maximum height shall be 45 feet.*

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. The proposal meets these criteria.

8. Parking and Access Requirements

See ARTICLE VIII for parking and access requirements.

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. These criteria are not applicable.

9. Sign standards

See Sign Ordinance (A-155-A) and ARTICLE VIII for requirements.

FINDING: No signs are proposed. These criteria are not applicable.

10. Standards for Agriculture and Livestock Uses

- a. *The total maximum number of animals permitted on a lot shall be as follows. (Area computation may be utilized one time only for allowable animal count):*

Type of Animals Allowed	Minimum Square Feet Required	Square Feet per Animal Required
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Honey Bee Colonies (per hive)	10,000	10,000
Fowl (not including roosters), Rabbits	4,000	2,000; (maximum of 10 on 40,000 square feet)

FINDING: No agricultural and livestock uses are proposed. These criteria are not applicable.

11. Transition Use Locational Standards

- d. Applicability. This section applies to uses referenced in Section A (2) above.
- e. Locational standards. All buildings and uses subject to this section shall meet all of the following standards:
 - (1) Adjacent to the Central Business District or Highway Commercial District or Light Industrial, either by sharing a property line or across a street or alley;
 - (2) On at least one (1) collector or arterial street.

FINDING: These criteria are not applicable.

12. Compliance with Design Standards and Guidelines

- a. All uses, structures and development in this district are subject to the applicable design and development standards in Article VIII.

FINDING: The proposed subdivision supports future single-family dwellings on the newly created lots. The proposal meets these criteria.

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS

Subsections A-D Not Applicable

E. Streets, Alleys and Other Public Way Standards

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

a. *Dedication of Street Right-of-Way. City may require dedication of additional public right-of-way in order to meet street standards.*

b. *Street Design Standards for public streets and the current and future functional classification plan for all streets within Coburg, including those owned by Lane County.*

(i) *Street Design Standards Table VIII(E)(1)(b)(i)*

FINDING: City of Coburg Ordinance A-200-I contains Street Design Standards. Proposal includes appropriate dedication and draft design standards. Design requirements shall be part of the next step: Privately Engineered Public Improvements (PEPI). Proposals meets these

criteria.

CONDITION 2: The design of the public streets and city utility infrastructure will be reviewed separately under a public improvement review process (PEPI) and is subject to modifications as determined through that process. Connection points, design details, and other detailed criteria will be subject to public standards and applicable codes.

d. Landscaping. See ARTICLE VIII.H & I for standards.

e. Access and Spacing Requirements.

(1) When new approach roads are planned or constructed near the interchange, unless no alternative exists, the nearest intersection on a crossroad shall be no closer than 1,320 feet from the I-5 interchange. Measurement is taken from the ramp intersection or the end of a free flow ramp terminal merge lane taper.

FINDING: The proposal is not near the interchange. These criteria are not applicable.

f. Street Connectivity.

(1) No dead-end streets will be permitted, unless topographic or environmental constraints require a dead-end. If a street deadends, pedestrian and cyclist accessways must be provided. The dead-end must be a "hammer head" or equivalent design for emergency vehicle access and turn-around, and must be built to fire code.

FINDING: All street designs are approved by Coburg Rural Fire Chief. Future street connections are proposed should the property to the north develop at a later date. The street sections are minimal in length and do not support current development. Proposal meets these criteria.

(2) Streets that are planned to connect through when adjacent developments are constructed may temporarily dead-end, provided a "hammer head" or equivalent turn-around, built to fire code, is provided in the interim period.

FINDING: All street designs are approved by Coburg Rural Fire Chief. Future street connections are proposed should the property to the north develop at a later date. The street sections are minimal in length and do not support current development. Proposals meets these criteria.

(3) The City may require additional pedestrian and bike connections adjacent to new residential development.

FINDING: No additional pedestrian or bike connections are required. This criterion is not applicable.

2. Street trees shall be provided along streets according to the following standards and in compliance with City of Coburg Public Works Department recommended list of street trees.

a. Street trees are required for all new development, and shall be maintained by the adjacent property owner.

b. Tree wells at a minimum of five feet in width shall be installed next to the curb or edge of pavement.

c. *The minimum caliper or diameter breast height at planting shall be 2 inches, based on the American Association of Nurserymen Standards.*

d. *Trees shall be planted no more than 25 feet apart, except where this spacing would conflict with existing trees, retaining walls, curb cuts, utilities, or similar permanent physical barriers.*

e. *Plant species must be native or not require irrigation once established. Underground irrigation shall be provided for trees that are not drought-tolerant. If the plantings fail to survive or are otherwise not maintained in good condition, the property owner shall replace them with an equivalent species and size within 180 days.*

f. *The use of large canopy trees is encouraged.*

g. *Nothing contained herein shall be deemed to impose any liability upon the City, its officers, or employees, nor to relieve the owner of any private property from the duty to keep any tree or shrub upon his or her property or under his or her control from constituting a hazard or public nuisance.*

FINDING: Proposal addresses all street tree standards. Details shall be approved during PEPI process. Proposals meets these criteria.

3. *Additional Street Standards*

a. *Street and sidewalk design must be in compliance with American Association of State Highway and Transportation Officials (AASHTO) standards, National Association of City Transportation Officials (NACTO) standards, Manual on Uniform Traffic Control Devices (MUTCD), Oregon standard drawings and specifications, and City of Coburg standards.*

b. *Grades and curves.*

(1) Grades shall not exceed five percent on minor arterials, 10 percent on collector streets or 12 percent on other streets. Center line radii of curves shall not be less than 200 feet on minor arterials and collectors streets 100 feet on other streets, and shall be to an even 10 feet. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Official may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least one percent.

(2) A minimum required 100 foot tangent section at all intersections shall be required.

FINDING: Proposed grades and curves have some site distance issues. The curves may need to be adjusted. Proposal does not meet these criteria.

FINDING: Figures 9 & 10 illustrate safe stopping sight distance requirements for the proposed public streets. Both figures show utilizing private property for sight distance. The TIA also recommends prohibiting on-street parking in certain areas to accommodate sight distance.

CONDITION 3: The proposed site plan shall be adjusted to accommodate line of sight for stopping sight distance within the proposed public right of way by increasing the length of the

two curves, or permanent no-build easements shall be placed on the final plat to prohibit building within the sight distance areas.

c. Blocks.

(1) General. The length, width, and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.

(2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.

(3) Easements.

(i) Utility lines – Easements for water mains, electric lines or other public utilities shall be dedicated wherever necessary. The easements shall be at least 10 feet wide and centered on lot or parcel lines, except for utility pole tieback easements which may be reduced to six feet in width.

(ii) Water courses – if a tract is traversed by a water course such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.

FINDING: The proposal includes appropriate block lengths. All stormwater details shall be completed in the PEPI stage. Proposal meets these criteria.

d. Intersections of Streets, Alleys, and Paths.

(1) Angles. Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than 80 degrees unless there is a special intersection design. A minor arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80 degrees or which include a minor arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line. Ordinarily, intersection of more than two streets at any one point will not be approved.

FINDING: Proposed curves and angles have some site distance issues. The curves may need to be adjusted. See **CONDITION 3**. Proposal does not meet these criteria.

e. Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases they may be required. The control and disposal of the

land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Official.

FINDING: The proposal does not include reserve strips. Reserve strips are not necessary. These criteria are not applicable.

f. Public access ways. When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.

FINDING: The proposal does not include any public access ways, and the layout does not make public access way necessary. These criteria are not applicable.

g. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Official. All street signs and street lights shall be installed by the City and the cost of such installation and materials shall be assessed to the developer of the land division or partition.

FINDING: The proposal includes the extension of some street and new sections of existing street names. The applicant meets these criteria.

h. Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in "T" intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.

FINDING: Proposed street extensions are aligned as far as practical. The property presents some design issues because of its location. The proposal meets these criteria.

i. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.

FINDING: No additional right of way is necessary. However, the adjacent pavement of north Skinner Street is inadequate. These criteria shall be met in the PEPI process.

CONDITION 4: As part of the public improvements process, the applicant shall improve the offsite roadway access points to a minimum of two vehicle access lanes, or at least to fire access lane standards and requirements. Improvements shall include but not be limited to pavement widening pavement on-street parking restrictions.

j. Half Streets. Half streets, while generally not acceptable, may be approved where

essential to the reasonable development of the subdivision of partition when in conformity with the other requirements of these regulations and when the Planning Official finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be provided within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

FINDING: The proposal does not include any half streets. These criteria are not applicable.

k. Streets Adjacent to Railroad Right-of-way. Wherever the proposed land division contains or is adjacent to a rail road right -of-way, provision may be required for a street approximately parallel to and on each side of such right-of -way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.

FINDING: There is no railroad right of way adjacent to this development. These criteria are not applicable.

l. Marginal Access Streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Official may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a nonaccess reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

FINDING: The development does not abut or contain an existing or proposed arterial street. These criteria are not applicable.

m. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off -street parking and loading facilities are approved by the Planning Official. The corners of alley inter sections shall have a radius of not less than 12 feet

FINDING: The proposal does not contain alleys and there are none necessary. These criteria are not applicable.

F. Other Public Improvements

1. Applicability. The following requirements apply to all new construction or as specified otherwise. All public improvements must conform to city ordinances and policies, specifications, or standards.

2. Procedures. Public improvements installed by any person or entity that is not the City shall comply with the following procedures:

a. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the tentative plan of a subdivision or partition.

b. Improvement work shall not commence until after the City is notified, and if work is discontinued for any reason it shall not be resumed until after the City is notified.

c. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

d. Underground utilities installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities shall be placed to a length eliminating the necessity for disturbing the street improvements when service connections are made.

e. A map showing improvements as built shall be filed with the City upon completion of the improvements.

3. Specifications for Improvements. Public improvements and private streets shall also be consistent with public works design standards and standard specifications as adopted by the Public Works Director.

4. Dedications. As a condition of any development, the City may require dedication and improvement of public ways for automobile, bicycle and pedestrian use; easements for water, wastewater, and stormwater infrastructure; easements for utilities; dedication of open space; and dedication for other public purposes.

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

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

Water lines and fire hydrants serving each building site in a subdivision and connecting the subdivision to city mains shall be installed. The design shall take into account provisions for extension beyond the subdivision and adequately grid the city system.

If water mains are required to directly serve property outside the subdivision, the City will reimburse the subdivider an amount estimated to be the proportionate share of the cost for each connection made to the water mains by property owners outside the subdivision for a period of ten years from the time of installation of the mains. The actual amount shall be determined by the city at the time of approval of the plat, considering current construction costs.

7. Surface Drainage. Drainage facilities shall be provided within any new subdivision and connect the subdivision drainage to drainageways outside the subdivision. Design of the drainage system within the subdivision shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas.

8. Streets. Public streets, including alleys, within a subdivision and public streets adjacent but only partially within a subdivision shall be improved to City street standards in ARTICLE VIII. Catch basins shall be installed and connected to drainage tile leading to drainage ways. Upon completion of the street improvement, monuments shall be re-established and

protected in monument boxes at every public street intersection and all points of curvature and points of tangency of their centerlines.

FINDING: Applicant agrees to all improvement standards. Public improvement specifics shall be designed to City of Coburg standards and are part of the next phase, the PEPI process. See **CONDITIONS 2 & 4**. These criteria shall be met.

9. Sidewalks. Where required, sidewalks shall have a minimum paving width of five feet.

10. Bicycle routes. If appropriate to the extension of an existing or planned system of bicycle routes, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths.

11. Improvements in Partitions. The same improvements shall be installed to serve each building site of a partition as is required of a subdivision. However, if the City finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, the City shall except those improvements.

12. Other. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street light and cable television, shall be placed underground.

FINDING: Applicant agrees to all improvement standards. Public improvement specifics shall be designed to City of Coburg standards and are part of the next phase, the PEPI process. See **CONDITIONS 2 & 4**. These criteria shall be met.

Subsections G-Q Not Applicable

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

A. Purpose and Applicability

The purpose of this chapter is to:

- 1. Provide rules, regulations and standards governing the approval of subdivisions, partitions and lot line adjustments.*
- 2. Carry out the City's development pattern, as envisioned by the Comprehensive Plan.*
- 3. Encourage efficient use of land resources, full utilization of urban services, and transportation options.*
- 4. Promote the public health, safety and general welfare through orderly and efficient urbanization.*
- 5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards.*

6. *Encourage the conservation of energy resources.*
7. *Encourage multi-modal options and secure safety from fire, flood, pollution, and other hazards.*

FINDING: The proposed subdivision creates **46** newly defined lots for single family dwellings, and separate lots used for open space. The proposal is being processed as a Subdivision. The proposal meets the purpose of this section.

B. General Requirements

1. ***Subdivision and Partition Approval Through Two-step Process.***
Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation, according to the following two steps:
 - a. *The preliminary plat must be approved before the final plat can be submitted for approval consideration; and*
 - b. *The final plat must include all conditions of approval of the preliminary plat.*

FINDING: The proposed subdivision creates **46** newly defined lots for single family dwellings. The proposal is being processed as a Subdivision. The proposal meets the general requirements of this section.

2. ***Compliance With ORS Chapter 92.*** *All subdivision and partition proposals shall conform to state regulations in Oregon Revised Statute (ORS) Chapter 92, Subdivisions and Partitions.*

FINDING: Coburg Zoning Ordinance is in compliance with *Chapter 92, Subdivisions and Partitions*. The proposal meets these criteria.

3. ***Future Re-division Plan.*** *When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200 percent the minimum lot size allowed by the underlying land use district), the City shall require that the lots be of such size, shape, and orientation as to facilitate future re-division in accordance with the requirements of the land use district and this Code. A re-division plan shall be submitted for large lots identifying:*
 - a. *Potential future lot division(s), consistent with the density and lot size standards of Article VII;*
 - b. *Potential street right-of-way alignments to serve future development of the property and connect to adjacent properties, including existing or planned rights-of-way;*
 - c. *A disclaimer that the plan is a conceptual plan intended to show potential*

future development. It shall not be binding on the City or property owners, except as may be required through conditions of land division approval. For example, dedication and improvement of rights-of-way within the future plan area may be required to provide needed secondary access and circulation.

FINDING: Applicant's proposal includes lots with various sizes between 5,000 square feet and 11,719 square feet. These criteria are not applicable.

4. ***Flexible Lot Size.*** *Lot size requirements may be modified pursuant to Article VII.A.4.c, Article VII.B.3.c, or through approval of a Master Planned Development under Article XIV.*

FINDING: The proposal does not require lot size averaging. These criteria are not applicable.

5. ***Temporary Sales Office.*** *A temporary sales office in conjunction with a subdivision may be approved as set forth in Article XVIII.A, Temporary Uses.*

FINDING: The proposal does not include a sales office. These criteria are not applicable.

6. ***Flood Control and Drainage.*** *All subdivisions and partitions shall be designed based on the need to minimize the risk of flood damage. No new building lots shall be created entirely within a floodway. All new lots shall be buildable without requiring development within the floodway and, where possible, allow building outside of the flood fringe. Development in a 100-year flood plain shall comply with the National Flood Insurance Program and state building code requirements, including elevating structures above the base flood elevation. The applicant shall be responsible for obtaining floodplain development permit from the NFIP and the City of Coburg. See Coburg Floodplain Ordinance No A-195-A.*

Where a development site consists of one (1) or more acres or 25 or more lots, and is located in or near areas prone to inundation for which the base flood elevation has not been mapped, the applicant shall have the base flood elevation prepared by a qualified professional as part of the land division application. All subdivision and partition proposals shall have adequate surface water drainage facilities that reduce exposure to flood damage and improve water quality. Water quality or quantity control improvements may be required.

FINDING: The proposal does not include any necessary flood control steps. Any future development proposal shall address drainage requirements. Infrastructure details are part of the PEPI process following land use approval. These criteria are not applicable.

7. ***Need for Adequate Utilities.*** *All lots created through land division shall have adequate public utilities and facilities such as sewer, gas, electrical, and water systems. These systems shall be located and constructed to prevent or minimize flood damage, and to avoid impairment of the system and contamination from them during flooding.*

FINDING: Applicant agrees to all improvement standards. Public improvement specifics shall be designed to City of Coburg standards and are part of the next phase, the PEPI process. See **CONDITIONS 2 & 4**. These criteria shall be met.

8. ***Floodplain, Park, and Open Space Dedications.*** *Where land filling and/or development is allowed within or adjacent to regulatory flood plain and the Comprehensive Plan designates the subject flood plain for park, open space, or trail use, the City may require the dedication of sufficient open land area for a greenway and/or trail adjoining or within the flood plain for transportation, storm drainage/water quality, or park purposes in the public interest. When practicable, this area shall include portions at a suitable elevation for the construction of a multi-use pathway in accordance with the City's adopted trails plan or pedestrian and bikeway plans, as applicable. The City shall evaluate individual development proposals and determine whether the dedication of land is justified based on the development's impact to the park and/or trail system, or stormwater management requirements, consistent with and assist in obtaining any floodplain permit that may be required.*

FINDING: The proposal does not include any necessary floodplain development, parks, or open space. See subsection **19** below for Open Space dedication requirements. These criteria are not applicable.

9. ***Reserve Strips.*** *The City may require reserve strips be granted to the City for the purpose of controlling access to adjoining undeveloped properties.*

FINDING: The proposal does not include any necessary reserve strip. These criteria are not applicable.

10. ***Driveway and lane width.*** *The minimum width of all shared drives and lances shall be eight feet; the maximum width is 12 feet, except as required by the Uniform Fire Code.*

FINDING: The proposal does not include any proposed shared driveways or lanes. These criteria are not applicable.

11. ***Easement and improvement of drive lane.*** *The property owner shall record a 20 foot easement benefiting all properties that are to receive vehicle access. The drive lane shall be improved with an all-weather surface approved by the City. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.*

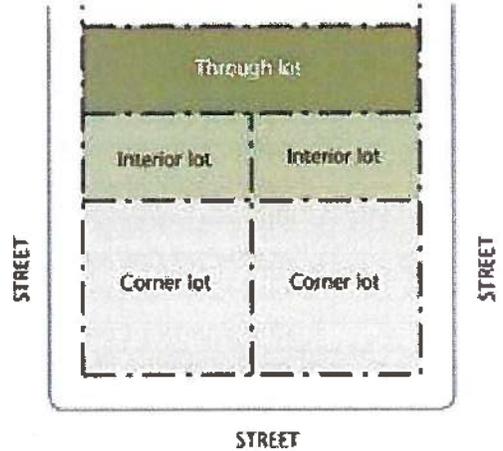
FINDING: The proposal does not include any drive lanes. These criteria are not applicable.

12. ***Maximum drive lane length.*** *The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared side drive, and 400 feet for a shared rear drive.*

FINDING: The proposal does not include any drive lanes. These criteria are not applicable.

13. Through Lots and Parcels.

- a. *Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement at least 10 feet wide and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatibles use. See graphic.*



FINDING: The proposal includes one through lot. No screening is necessary as the adjacent uses are compatible. These criteria are met.

14. Lot and Parcel Sidelines.

- a. *The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.*

FINDING: The proposal includes new lot lines that run at right angles to the street as far as is practicable. Only lot lines at the curved corners are slightly different. These criteria are met.

15. Drainage.

- a. *Where land in the subdivision or partition is or will be periodically subject to accumulations of surface water or is traversed by any water course, channel, stream or creek, the Planning Commission may require the applicant to provide for adequate unrestricted drainage over drainage land by dedicating to the public easements adequate for the draining needs of the area. Said easements shall be approved by the Planning Commission.*

FINDING: The proposal does not include any land subject to accumulations of surface water. These criteria are not applicable.

16. Grading of Building Sites. *Grading of building sites shall conform to the following standards unless adjusted through the variance procedure in ARTICLE XIX:*

- a. *Cut slopes shall not exceed one and one-half feet horizontally to one*

foot vertically.

- b. *Fill slopes shall not exceed two feet horizontally to one foot vertically.*
- c. *The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.*

FINDING: The proposal includes a grading plan which conforms slopes and soils outlined. These criteria are met.

17. Building Lines.

- a. *If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat.*

FINDING: The proposal does not include any necessary building setback lines. These criteria are not applicable.

18. Land for Public Use.

- a. *If the City has an interest in acquiring a portion of proposed subdivision for a public purpose, or if the City has been advised of such an interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to the subdivision.*

FINDING: The proposal does not require any portion of the subdivision beyond the open space requirements in subsection 19 below. These criteria are not applicable.

19. Park/Park Recreation Acquisitions.

- a. *Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.*

FINDING: The proposal includes setting aside four (4) separate parcels as open space. The total amount of the proposed open space is 41,345 sq ft, which exceeds the required amount. These criteria are met.

C. Tentative Approval

1. Partitions

- a. *Process. Applications for tentative partition plan review shall be processed as Type II applications in accordance with ARTICLE X.C.*

FINDING: The application is not a partition. This criterion is not applicable.

- b. *Submittal Requirements.*

- (1) *Applications for approval of a tentative partition plan shall be signed by the owner of the property, prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type II process, in accordance with ARTICLE X.C.2, and the following additional items:*
 - (i) *A tentative plan map, including the information required by the City's Tentative Partition Plan application form, including all contiguous property under the same ownership as the subject property.*
 - (ii) *A current (no older than six months prior to application submittal) preliminary title report.*

FINDING: The application is not a partition. This criterion is not applicable.

- c. *Approval Criteria.*

- (1) *General Approval Criteria. The City may approve, approve with conditions or deny a tentative partition plan based on the following approval criteria:*
 - (i) *The proposed tentative partition plan complies with the applicable zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.*

FINDING: The application is not a partition. This criterion is not applicable.

- (ii) *The proposed partition will not cause any existing improvements on existing or proposed parcels to be inconsistent with applicable standards in this code.*

FINDING: The application is not a partition. This criterion is not applicable.

- (iii) *Partitions abutting streets under control of an agency that is not the city shall comply with access management guidelines of the agency having jurisdiction over the street.*

FINDING: The application is not a partition. This criterion is not applicable.

- (iv) *Development within the tentative partition plan can be adequately served by City infrastructure.*

FINDING: The application is not a partition. This criterion is not applicable.

- (v) *Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the partition.*

FINDING: The application is not a partition. This criterion is not applicable.

- (vi) *All applicable engineering design standards for streets, utilities, surface water management, and easements have been satisfied.*

FINDING: The application is not a partition. This criterion is not applicable.

- (vii) *If the proposal involves the creation of a public street, all of the following criteria also apply:*

- (aa) *The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto.*

- (bb) *The proposed partition will:*

1. *Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;*
2. *Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;*
3. *Not hamper the adequate provision of publicly owned open space for recreation needs.*
4. *The proposed partition provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within 1/4 mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.*

FINDING: The application is not a partition. This criterion is not applicable.

- d. *Expiration. Tentative partition plan approval shall be effective for a period of one year from the date of approval. The preliminary plat shall lapse if a final plat has not been submitted within the one-year period, unless an extension, subject to the following criteria, is granted:*
- (1) *The applicant has submitted written intent to file a final plat within the one-year extension period;*
 - (2) *An extension of time will not prevent the lawful development of abutting properties;*
 - (3) *There have been no changes to the applicable Code provisions on which the approval was based. If such changes have occurred, a new preliminary plat application shall be required; and*
 - (4) *The extension request is made before expiration of the original approved plan.*
 - (5) *The applicant has not obtained a previous extension for the subject approval.*

FINDING: The application is not a partition. This criterion is not applicable.

2. Subdivisions (non-phased)

- a. *Process. Applications for tentative partition plan review shall be processed as Type III applications in accordance with ARTICLE X.D.*

FINDING: The applicant utilized the proper application process. This criterion is met.

- b. *Submittal Requirements.*

- (1) *Applications for approval of a tentative subdivision plan shall be prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type III process, in accordance with ARTICLE X.D.2, and the following additional items:*
 - (i) *A tentative plan map, including the information required by the City's Tentative Subdivision Plan application form, including all contiguous property under the same ownership as the subject property.*
 - (ii) *A current (no older than six months prior to application submittal) preliminary title report.*

FINDING: The applicant met the submittal requirements. This criterion is met.

- c. *Approval Criteria. (1) General Approval Criteria. The City may approve, approve with conditions or deny a tentative subdivision plan based on the following approval criteria:*

- (1) *The proposed tentative subdivision plan complies with the applicable*

zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.

- (2) The proposed subdivision will not cause any existing improvements on existing or proposed lots to be inconsistent with applicable standards in this code.*
- (3) Subdivisions abutting streets under control of an agency that is not the City shall comply with access management guidelines of the agency having jurisdiction over the street.*
- (4) Development within the tentative subdivision plan can be adequately served by City infrastructure.*
- (5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.*
- (6) All applicable engineering design standards for streets, utilities, surface water management, and easements have been satisfied.*
- (7) If the proposal involves the creation of a public street, all of the following criteria also apply:*
 - (aa) The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto.*
 - (bb) The proposed partition will:*
 - 1. Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;*
 - 2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;*
 - 3. Not hamper the adequate provision of publicly owned open space for recreation needs.*
 - 4. The proposed partition provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within 1/4 mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.*

FINDING: The applicant agrees with and addresses approval criteria and agrees to City infrastructure standards. These criteria are met.

- d. *Expiration. Tentative subdivision plan approval shall be effective for a period of one year from the date of approval. The preliminary plan shall lapse if a final plat has not been submitted within the one-year period, unless an extension, subject to the following criteria, is granted:*
 - (1) *The applicant has submitted written intent to file a final plat within the one-year extension period;*
 - (2) *An extension of time will not prevent the lawful development of abutting properties;*
 - (3) *There have been no changes to the applicable Code provisions on which the approval was based. If such changes have occurred, a new preliminary plat application shall be required; and*
 - (4) *The extension request is made before expiration of the original approved plan.*
 - (5) *The applicant has not obtained a previous extension for the subject approval.*

FINDING: The applicant is aware of the expiration timeframe. These criteria are met.

3. Subdivisions (phased)

- a. *Process. Applications for phased tentative subdivision plan review shall be processed as Type III applications in accordance with ARTICLE X.D. One tentative phased subdivision plan must be approved, with each individual phase receiving separate final plat approval.*
- b. *Submittal Requirements. Applications for approval of a phased tentative subdivision plan shall be prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type III process, in accordance with ARTICLE X.D.2, and the following additional items:*
 - (1) *The information required under ARTICLE X.II.C. 1b.*
 - (2) *Overall tentative subdivision plan shall include phase and unit sequence and a schedule for initiation of improvements and projected completion date.*
 - (3) *An overall facility development phasing plan that indicates the tentative boundaries of each phase, the sequencing of the phases, the tentative configuration of lots in each phase, and a plan (including proposed time schedule) for the construction of all required City infrastructure in each phase, including transportation and utility facilities plans that specify the traffic pattern plan for motor vehicles, bicycles, and pedestrians, water system plans, sewer system plans and utility plans.*
- c. *Approval Criteria*

- (1) *The tentative phased subdivision plan meets all of the criteria for tentative subdivision plan approval set forth in ARTICLE XII.C.2.c.*
 - (2) *Connectivity for streets and City utilities between each phase ensure the orderly and efficient construction of required public improvements among all phases.*
 - (3) *Each phase is substantially and functionally self-contained and self-sustaining with regard to required public improvements.*
 - (4) *Each phase is designed in such a manner that all phases support the infrastructure requirements for the phased subdivision as a whole.*
- d. *Expiration. The tentative phased subdivision plan approval shall lapse if a final plat for the first phase has not been submitted within one year of tentative plan approval, unless an extension, subject to the following criteria, is granted:*
- (1) *The applicant has submitted written intent to file a final plat within the one-year extension period;*
 - (2) *An extension of time will not prevent the lawful development of abutting properties;*
 - (3) *There have been no changes to the applicable Code provisions on which the approval was based. If such changes have occurred, a new preliminary plat application shall be required; and*
 - (4) *The extension request is made before expiration of the original approved plan.*
 - (5) *The applicant has not obtained a previous extension for the subject approval.*

Tentative approval for all remaining phases shall lapse if the final plat for each remaining phase has not been submitted within ten years of original tentative phased subdivision plan approval. No extension may be granted for phases after the first phase.

FINDING: The proposal is not for a phased subdivision. These criteria are not applicable.

D. Final Plat Approval (Partition and Subdivision)

1. **Process.** *Applications for final partition and subdivision review shall be processed as Type I applications in accordance with ARTICLE X.B.*

FINDING: The process shall be applied in the correct way. This criterion is met.

2. **Submittal Requirements.** *Applications for approval of a final partition or subdivision plat shall be prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type I process, in accordance with ARTICLE X.B, and the following additional items:*
 - a. *A final plat, including the information required by the City's Final Subdivision or Partition Plat application form, including all contiguous property under the same ownership as the subject property.*

FINDING: The applicant is aware of these requirements. These criteria are met.

- b. *Approval Criteria. A final plat shall be approved if the following criteria are met:*
 - (1) *The final plat substantially conforms with the approved tentative plan.*
 - (2) *Conditions of approval imposed on the tentative plan have been met.*
 - (3) *The final plat dedicates to the City, free and clear of all liens and encumbrances and without any reservation or restriction other than reversionary rights upon vacation, all City infrastructure, if such dedication is required by a condition of approval.*
 - (4) *Public improvements required by this code or by a condition of approval have been completed or the applicant has provided a performance guarantee pursuant to ARTICLE XII.E.*
 - (5) *The City surveyor has approved the final plat for compliance with applicable platting requirements in accordance with state law.*

FINDING: The applicant agrees with final plat approval criteria. These criteria are met.

E. Performance Guarantee

- 1. ***Performance Guarantee Required.*** *When a performance guarantee is required under ARTICLE XII.E, the subdivider/partitioner shall file an assurance of performance with the City supported by one of the following:*
 - a. *An irrevocable letter of credit executed by a financial institution authorized to transact business in the state of Oregon;*
 - b. *A surety bond executed by a surety company authorized to transact business in the state of Oregon which remains in force until the surety company is notified by the City in writing that it may be terminated; or*
 - c. *Cash.*
- 2. ***Determination of Sum.*** *The assurance of performance shall be for a sum determined by the City as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses.*
- 3. ***Itemized Improvement Estimate.*** *The developer shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.*
- 4. ***Agreement.*** *An agreement between the City and developer shall be recorded with the final plat. The agreement may be prepared by the City or prepared by the applicant as a letter. It shall not be valid until it is signed and dated by both the applicant and City Planning Official. The agreement shall*

contain all of the following:

- a. *The period within which all required improvements and repairs shall be completed;*
 - b. *A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant;*
 - c. *The improvement fees and deposits that are required;*
 - d. *An optional provision for the construction of the improvements in stages and for the extension of time under specific conditions therein stated in the contract.*
5. **When Subdivider Fails to Perform.** *In the event the developer fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit or letter of credit for reimbursement.*
6. **Termination of Performance Guarantee.** *The developer shall not cause termination of nor allow expiration of the guarantee without having first secured written authorization from the City.*

FINDING: The proposal includes public infrastructure improvements which require performance guarantees. The applicant shall meet these requirements during the PEPI phase. See **CONDITION 2.** These criteria shall be met.

F. Filing and Recording

1. **Filing Plat with County.** *Within 60 days of the City approval of the final plat, the applicant shall submit the final plat to Lane County for signatures of County officials as required by ORS Chapter 92.*
2. **Proof of Recording.** *Upon final recording with the County, the applicant shall submit to the City two paper copies of all sheets of the recorded final plat. This shall occur prior to the issuance of building permits for the newly created lots.*
3. **Prerequisites to Recording the Plat.**
 - a. *No plat shall be recorded unless all ad valorem taxes and all special assessments, fees, or other charges required by law to be placed on the tax roll have been paid in the manner provided by ORS Chapter 92;*
 - b. *No plat shall be recorded until it is approved by the County Surveyor in the manner provided by ORS Chapter 92.*

FINDING: The applicant is aware of recording requirements. These criteria are met.

G. Re-platting and Vacation of Plats.

1. **Re-platting and Vacations.** Any plat or portion thereof may be re-platted or vacated upon receiving an application signed by all of the owners as appearing on the deed.
2. **Procedure.** All applications for a re-plat or vacation shall be processed in accordance with the procedures and standards for a subdivision or partition (i.e., the same process used to create the plat shall be used to re-plat or vacate the plat), and ARTICLE XII.G The same appeal rights provided through the subdivision and partition process shall be afforded to the plat vacation process. (See ARTICLE X - Types of Applications and Review Procedures.) The road authority(ies) shall be notified of all applications for re-plats and plat vacations. See also ARTICLE XXIII Vacations.
3. **Basis for Denial.** A re-plat or vacation application may be denied if it abridges or destroys any public right in any of its public uses, improvements, streets or alleys; or if it fails to meet any applicable criteria. See ARTICLE XXIV.A.2.
4. **Recording of Vacations.** All approved plat vacations shall be recorded in accordance with ARTICLE XXIII, and the following procedures:
 - a. Once recorded, a re-plat or vacation shall operate to eliminate the force and effect of the plat prior to vacation; and
 - b. Vacations shall also divest all public rights in the streets, alleys and public grounds, and all dedications described on the plat.
5. **After Sale of Lots.** When lots have been sold, the plat may be vacated only in the manner herein, and provided that all of the owners of lots within the platted area consent in writing to the plat vacation.
6. **Street Requirement.** Except as prohibited by law (e.g., ORS 92.837, Manufactured Home Park), as a condition of plat vacation or re-plat approval, the City may require dedication of access ways, paths or trails in order to establish or maintain a safe, convenient and direct pedestrian and bicycle circulation system. Such requirements shall be coordinated with the applicable road authority.

FINDING: The proposal is not for a vacation or re-plat. These criteria are not applicable.

H. Property Line Adjustments

1. **Process.** Applications for property line adjustments shall be processed as

Type I applications in accordance with ARTICLE X.B.

2. Submittal Requirements. All applications for Property Line Adjustments shall be made on forms provided by the City and shall include information required for a Type I application, ARTICLE X.B. , and the following additional items:

- a. A preliminary property line map drawn to scale identifying 1) all existing and proposed property lines and dimensions, 2) footprints and dimensions of existing structures (including accessory structures) 3) location and dimensions of driveways and public and private streets within or abutting the existing properties; 4) the location of sensitive lands and significant vegetation; 5) existing fences and walls.
- b. A current (issued within one year of the date of the application) preliminary title report.
- c. Legal descriptions for each proposed parcel of land.
- d. Proposed property line adjustment deed(s).

3. Approval Criteria. The City Planning Official shall approve or deny a request for a property line adjustment based on the following criteria:

- a. **Parcel Creation.** No additional lot or parcel is created by the property line adjustment.
- b. **Lot Standards.** All lots or parcels created by the property line adjustment conform to the applicable lot standards of the land use districting, including but not limited to, lot area, dimensions, setbacks, and coverage
- c. No resulting lot or parcel falls completely within a flood hazard area or jurisdictional wetland.
- d. **Access and Road authority Standards.** All lots and parcels shall conform to applicable access requirements, including ARTICLE VIII.A.2, and all applicable road authority requirements. If a lot is nonconforming to any City or road authority standard, it shall not be made even less conforming by the property line adjustment.

4. Recording Property Line Adjustments.

- a. **Recording.** Upon the City's approval of the proposed property line adjustment, the applicant shall record the property line adjustment with Lane County within 60 days of approval (or the decision expires), and submit a copy of the recorded survey map to the City, to be filed with the approved application.
- b. **Time limit.** The applicant shall submit a copy of the recorded property line adjustment survey map to the City within 15 days of recording and

prior to the issuance of any building permits on the re-configured lots.

5. **Extension.** *The City shall, upon written request by the applicant and payment of the required fee, grant a written extension of the approval period not to exceed one year provided that:*
- a. *No changes are made to the original property line adjustment as approved by the City;*
 - b. *The applicant can show intent of recording the approved plan within the six month extension period;*
 - c. *There have been no changes in the applicable Code or plan provisions on which the approval was based. In the case where the property line adjustment conflicts with a code change, the extension shall be denied; and*
 - d. *The extension request is made before expiration of the original approved plan.*

FINDING: The proposal is not for a property line adjustment. These criteria are not applicable.

- **This approval by Planning Commission shall become final on the date this decision and supporting findings of fact are signed by the Chair, below. An appeal to Planning Commission's decision must be submitted to City Council within 15 days of the Planning Commission's decision becoming final.**
- **Within one year after approval of the tentative plan, the applicant shall cause the partition or the subdivision or any part thereof to be surveyed and a plat prepare in conformance with the tentative plan as approved. The applicant shall submit the original drawing, 3 prints and any supplementary information to the City Recorder. If the applicant wishes to proceed with the major partition or subdivision after the expiration of the one-year period following the approval of the tentative plan, the applicant must submit a new tentative plan and make any revision necessary to meet changed conditions.**

Signed this _____ day of _____ 2020

Chair, Coburg Planning Commission

TENTATIVE PLAT PROPOSAL

APPLICANT: Bruce Wiechert Custom Homes, Inc. **PHONE:** (541) 686-9458
SURVEYOR: Roberts Surveying Inc **PHONE:** (541) 345-1112
CIVIL ENGINEER: The Favreau Group **PHONE:** (541) 683-7048
DATE: February 12, 2020

Present Request:

This application requests Tentative Subdivision approval for subject tax lot. This application proposes to divide the subject property into 39 single family lots.

LOCATION: End of Coleman St. & Skinner St.
TAX LOT 17-03-08-00, Tax Lot 307

Part of: 18S3W1803033303100

CURRENT ZONING R1
SIZE 10.83 acres gross, 6.84 acres net

R-1/PD
COMPREHENSIVE PLAN
DESIGNATION Residential

ELECTRIC: Pacific Power
WATER City of Coburg

EWEB
GAS Northwest Natural Gas

STORM WATER/SANITARY City of Coburg
SEWER

ARTICLE VII. DISTRICT REGULATIONS

District regulations are set forth in the following Schedule of District Regulations:

A. Traditional Residential District (TR)

- 1. Purpose:** The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a

variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.

2. Uses and Structures

a. Permitted Principal Uses and Structures

(1) Residential

- (i) Single-family detached dwellings
- (ii) Duplexes located on a corner parcel with each primary entry oriented to a different street
- (iii) Group home, not to exceed five unrelated individuals
- (iv) Manufactured homes on individual lots
- (v) Residential Homes as defined by ORS 197.660-670
- (vi) Residential Facilities, as defined by ORS 197.660-670, subject to locational standards in Section 11(b).
- (vii) Cottage housing, subject to the standards in ARTICLE VIII.J.

(2) Home Occupations as provided in ARTICLE VIII.O.

(3) Public and Institutional

- (i) Places of Worship subject to the locational standards in Section 11.
- (ii) Public and private schools subject to the locational standards in Section 11.

(4) Bed and Breakfast Inns, subject to the locational standards in Section 11.

(5) Child care center providing care to six or fewer children. Child care centers with 7-12 children are permitted subject to the locational standards in Section 11.

RESPONSE: The proposal is for 39 single-family detached dwellings. The proposed subdivision meets the more restrictive of the Traditional Residential District or Traditional Medium Density, as shown below.

b. Permitted Accessory Uses and Structures

- (1) Accessory buildings and uses, such as garages, carports, or sheds, are permitted.
- (2) One accessory dwelling unit, as provided in ARTICLE VIII.K.

RESPONSE: No accessory uses or structures are being proposed at this time. These criteria are not applicable.

- c. Conditional Uses. The following uses require a conditional use permit under the procedure, criteria, and standards of ARTICLE XIII.
 - (1) Boarding, lodging or rooming house
 - (2) Child care center-providing care to thirteen or more children
 - (3) Nursing homes
 - (4) Public parks, playgrounds and community centers
 - (5) Public and semi-public buildings
 - (6) Public, private and parochial schools that do not meet the locational standards in Section 11
 - (7) Places of worship that do not meet the locational standards in Section 11
 - (8) Agricultural uses and crop cultivation subject to Nuisance Ordinance criteria and Section 10 requirements
 - (9) Gardens and greenhouses for commercial purposes
 - (10) Mixed-use development (a residential use with another permitted use or commercial use), subject to locational and design standards in Article VIII, Section M.

- d. Prohibited Uses
 - (1) All uses not listed as permitted, accessory, or conditional

RESPONSE: No conditional uses are being proposed at this time. These criteria are not applicable.

3. *Driveway Limitations in the Traditional Residential District*

- a. In the Traditional Residential District, driveways shall be limited to a maximum of one (1) per dwelling. One driveway shall be allowed for each unit of a duplex. A single driveway cannot be used by more than one dwelling.

Exception: A single driveway can serve one dwelling in addition to an approved accessory dwelling unit.

RESPONSE: One driveway is being proposed for each lot. The proposal meets this criterion.

4. *Minimum Lot Requirements*

- a. For properties not served by sanitary sewers, the minimum lot requirements shall be as follows:

Number of Units	Sq. Ft./lot	Min. Width	Max. Lot. Coverage.
Single Family Duplexes	10,000	50 ft., 55 ft. for corner lots	30%

- b. For properties served by sanitary sewers, the minimum lot requirements shall be as listed below:

Number of Units	Sq. Ft./lot	Min. Width	Max. Lot. Coverage.
Single Family detached and Manufactured home on a lot	6,000	50 ft.; 55 ft. for corner lots.	40%
Duplex	7,000	65 ft.	50%

- c. The approval body may grant a 15% modification to the lot area and/or lot dimension standards, provided that:
- (1) The modification is necessary to address physical constraints, such as topography, existing development, significant trees, and other natural and built features; and
 - (2) The overall density requirements of the subdivision are satisfied; and
 - (3) Where the proposed subdivision abuts an existing subdivision with standard or larger than standard sized lots, the proposed lots abutting the lots in the existing subdivision shall be at least the minimum lot size for the proposed subdivision.

Where substandard lots abut standard or larger sized lots, the approval body may require screening or other transitions to provide a buffer between uses.

RESPONSE: The proposed lots will be served by sanitary sewers and each lot meets the minimum lot requirements for the TRD and TMD. Each proposed lot exceeds 60 feet of frontage except for the lots that front the curves. The proposal meets these criteria.

Residential Density Standards

The following density standards apply to all new development where sanitary sewer is available. The standards are intended to ensure efficient use of buildable lands and provide for a range of needed housing.

- a. The maximum density permitted on any parcel in the Traditional Residential District shall be 7.5 dwelling units per acre. The maximum density limitation does not apply to accessory dwelling units, cottage housing, or residential uses as part of a mixed-use development.
- b. When lots are created through a land division, or site development is proposed for four or more dwelling units, a minimum density of 60 percent of the

maximum density (or 5.4 dwelling units per acre) is required. (Minimum density calculations are based on net density. See density calculations definition.) This standard does not apply to the following developments:

- (1) Partitions;
 - (2) Subdivisions of parcels totaling 20,000 square feet or less;
 - (3) Lot line adjustments;
 - (4) Bed and Breakfast inns; and
 - (5) Development on physically constrained sites, where lot configuration, access limitations, topography, significant trees, wetlands or other natural features prevent development at the minimum density.
- c. The density standards may be averaged over more than one development phase (i.e., as in a master planned development).
- d. Duplexes used to comply with the density standard shall be so designated on the final subdivision plat.

RESPONSE: The proposed subdivision is 39 lots on 6.84 net acres. There are 0.59 acres of Traditional Medium Density (TMD) and 6.25 net acres of Traditional Residential District (TRD). The minimum density for the TMD is 10.4 units per acre which is $0.59 \times 10.4 = 6.1$ units. The minimum density for the TRD is 4.5 units per acre which is $6.25 \times 4.5 = 28.1$ units. Therefore the minimum units required for the subject site is $6.1 + 28.1 = 34.2$ units. The proposal does meet the minimum residential density requirement with a total of 39 lots.

Minimum Yard Requirements.

a. Front yards.

- (1) Setbacks shall be a minimum of 15 feet, with the following exceptions:
 - (i) Garages, carports, and sheds shall be set back a minimum of 20 feet from the front property line and shall be set back a minimum of 5 feet from the longest wall of the front façade of the house.
- (2) Steps are permitted within the front yard setback.
- (3) In any required front yard, no fence or wall shall be permitted that materially impedes vision across such yard above the height of 30 inches, and no hedge or other vegetation shall be permitted that materially impedes vision across such yard between the heights of 30 inches and 10 feet.
- (4) In the case of through lots, unless the prevailing front yard pattern on adjoining lots indicates otherwise, front yards shall be provided on all

frontages. Where one of the front yards that would normally be required on a through lot is not in keeping with the prevailing yard pattern, the Planning Official may waive the requirement for the normal front yard and substitute, therefore, a special yard requirement which shall not exceed the average of the yards provided on adjacent lots.

- (5) In the case of corner lots that do not have reversed frontage, a front yard of the required depth shall be provided in accordance with the prevailing yard pattern and a second front yard of half the depth required generally for front yards in the district shall be provided on the other frontage.
- (6) In the case of the reversed frontage corner lots, a front yard of the required depth shall be provided on either frontage, and a second front yard of half the depth required generally for front yards in the district shall be provided on the other frontage.
- (7) In the case of corner lots with more than two frontages, the Planning Official shall determine the front yard requirements, subject to the following limitations: (1) At least one front yard shall be provided having the full depth required generally in the district; (2) No other front yard on such lots shall have less than half the full depth required generally.

b. Side yard setbacks shall be seven feet from any property line, except:

- (1) Corner lots shall have a side yard next to the street of 10 feet.

c. Rear yard. Primary structures shall be set back not less than 10 feet from the rear property line. Accessory structures that require a building permit shall be set back not less than five feet from the rear property line.

RESPONSE: There are no proposed structures as part of this proposal, but there are a number of possible structures that could be built on each of the lots. The proposal meets these criteria.

d. Schools. Schools shall provide and maintain setbacks of 50 feet from side and rear property lines, except on the street side of a corner lot where a setback of at least 25 feet shall be required. Alleys contiguous to or within the property being used for school purposes may be included in the required setback. This provision does not apply to residences used for home schooling.

e. All structures, including but not limited to buildings, fences, decks, and stairways, shall be a minimum of one foot from the Coburg Loop Path right-of-way.

RESPONSE: No school is proposed. The subject property is not adjacent to the Coburg Loop Path right-of-way. This criterion is not applicable.

7. *Maximum Height Standards*

- a. Residential Buildings. The maximum height shall be 35 feet.
- b. Accessory Buildings, including accessory dwellings. The maximum structural height shall be 15 feet. The maximum height may be 25 feet if a living unit is provided on the second floor.
- c. Garages. Garages shall not exceed the maximum height of the primary structure. Where an ADU is located above a garage, the maximum height may be 35 feet.
- d. All other buildings shall not exceed 35 feet.
- e. Mixed Use. The maximum height shall be 45 feet.

RESPONSE: There are no proposed structures as part of this proposal, but there are a number of possible structures that could be built on each of the lots that could meet the height standards requirements of subsection 7.a-d. above. The proposal meets these criteria.

8. *Parking and Access Requirements*

See ARTICLE VIII for parking and access requirements.

RESPONSE: The parking and access issues associated with this proposal are addressed in Subsection D.4 of ARTICLE X.II. Land Use Review and Site Design Review. The proposal does not include driveway widths that exceed the maximum allowed curb cut. The proposal does meet this criterion.

9. *Sign standards*

See Sign Ordinance and ARTICLE VIII for requirements.

RESPONSE: There are no sign proposals at this time including no subdivision monument sign. These criteria are not applicable.

10. *Standards for Agriculture and Livestock Uses*

- a. *The total maximum number of animals permitted on a lot shall be as follows. (Area computation may be utilized one time only for allowable animal count):*

Type of Animals Allowed	Minimum Square Feet Required	Square Feet per Animal Required
Honey Bee Colonies (per hive)	10,000	10,000
Fowl (not including roosters, Rabbits)	4,000	2,000;(maximum of 10 on 40,000 square feet)

RESPONSE: There are no proposed livestock uses. These criteria are not applicable.

11. **Locational Standards**

Buildings and uses subject to this section may be located only where they are:

- a. Adjacent to the Central Business District or Highway Commercial District or Light Industrial, either by sharing a property line or across a street or alley; and
- b. Abutting a collector or arterial street.

RESPONSE: The subject property is not adjacent to the Central Business District or Highway Commercial District or Light Industrial. The subject property does not abut a collector or arterial street. These criteria are not applicable.

12. **Compliance with Design Standards and Guidelines**

- a. All uses, structures and development in this district are subject to the applicable design and development standards in ARTICLE VIII.

RESPONSE: There are no structures associated with this proposal. These criteria are not applicable.

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS

RESPONSE: The proposed residential driveways are shown on the tentative map. These driveways were located to optimize intersection operations. No structures are proposed for this Major partition/subdivision; therefore the portion of this criteria for supplemental district regulations that refers to structures and on-site parking are not applicable to this tentative site plan

E. Streets, Alleys and Other Public Way Standards

1. **Improvements to City Streets shall conform to the standards as set forth in this section.**
 - a. **Dedication of Street Right-of-Way.** City may require dedication of additional public right-of-way in order to meet street standards.
 - b. **Street Design Standards** for public streets and the current and future functional classification plan for all streets within Coburg, including those owned by Lane County.

RESPONSE: The proposed project will be dedicating public streets. The proposed public streets shall have a 50-foot right-of-way with a 20-foot paved section. Parking and roadside ditched will be provided per the Street Design Standards Table VIII(E)(1)(b)(i).

- f. **Street Connectivity.**
 - (1) *No dead-end streets will be permitted, unless topographic or environmental constraints require a dead-end. If a street dead-ends, pedestrian and cyclist accessways must be provided. The dead-end must be a "hammer head" or equivalent design for emergency vehicle access and turn-around, and must be built to fire code.*
 - (2) *Streets that are planned to connect through when adjacent developments are constructed may temporarily dead-end, provided a "hammer head" or equivalent turn-around, built to fire code, is provided in the interim period.*
 - (3) *The City may require additional pedestrian and bike connections adjacent to new residential development.*

RESPONSE: Three streets are stubbed to the north for future development and provide for emergency vehicle turn-around.

1. Street trees shall be provided along streets according to the following standards and in compliance with City of Coburg Public Works Department recommended list of street trees.

- b. Street trees are required for all new development, and shall be maintained by the adjacent property owner.
- b. Tree wells at a minimum of five feet in width shall be installed next to the curb or edge of pavement.
- c. The minimum caliper or diameter breast height at planting shall be 2 inches, based on the American Association of Nurserymen Standards.
- d. Trees shall be planted no more than 25 feet apart, except where this spacing would conflict with existing trees, retaining walls, curb cuts, utilities, or similar permanent physical barriers.
- e. Plant species must be native or not require irrigation once established. Underground irrigation shall be provided for trees that are not drought-tolerant. If the plantings fail to survive or are otherwise not maintained in good condition, the property owner shall replace them with an equivalent species and size within 180 days.
- f. The use of large canopy trees is encouraged.
- g. Nothing contained herein shall be deemed to impose any liability upon the City, its officers, or employees, nor to relieve the owner of any private property from the duty to keep any tree or shrub upon his or her property or under his or her control from constituting a hazard or public nuisance.

RESPONSE: Street trees will be planted per this section.

Additional Street Standards

- a. Street and sidewalk design must be in compliance with American Association of State Highway and Transportation Officials (AASHTO) standards, National Association of City Transportation Officials (NACTO) standards, Manual on Uniform Traffic Control Devices (MUTCD), Oregon standard drawings and specifications, and City of Coburg standards.
- b. Grades and curves.
 - (1) *Grades shall not exceed five percent on minor arterials, 10 percent on collector streets or 12 percent on other streets. Center line radii of curves shall not be less than 200 feet on minor arterials and collector streets 100 feet on other streets, and shall be to an even 10 feet. Where existing conditions, particularly the topography,*

make it otherwise impractical to provide buildable sites, the Planning Official may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least one percent.

(2) A minimum required 100 foot tangent section at all intersections shall be required.

c. Blocks.

(1) General. The length, width, and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.

(2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.

(3) Easements.

(i) Utility lines – Easements for water mains, electric lines or other public utilities shall be dedicated wherever necessary. The easements shall be at least 10 feet wide and centered on lot or parcel lines, except for utility pole tieback easements which may be reduced to six feet in width.

(ii) Water courses – if a tract is traversed by a water course such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.

RESPONSE: Sidewalks are not proposed for this subdivision. Street grades do not exceed 10 percent. A minimum tangent section of 100 feet has been maintained. The proposed block sizes are just over 400 feet. The proposed utilities will be within the public right-of-way or in 10-foot minimum width easements. The site was designed to convey the storm runoff through the site via ditches and pipes to the Muddy Creek drainage canal.

d. Intersections of Streets, Alleys, and Paths.

(1) Angles. Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than 80 degrees unless there is a special intersection design. A minor arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80 degrees or

which include a minor arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line. Ordinarily, intersection of more than two streets at any one point will not be approved.

RESPONSE: All of the proposed street are considered local and the intersections are greater than 80 degrees.

- e. Reserve strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Official.

RESPONSE: Three reserve strips are proposed for the three stub streets to the north.

- f. Public access ways. When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.

RESPONSE: No public access ways are proposed or needed.

- g. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Official. All street signs and street lights shall be installed by the City and the cost of such installation and materials shall be assessed to the developer of the land division or partition.

RESPONSE: Existing street names were used for the streets that aligned with existing streets. Street name signs and street lights will be installed as a part of the street improvements.

- h. Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in "T" intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.
- i. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.

RESPONSE: The proposed street aligned with existing streets as well as possible. The distance between intersections exceeds 200 feet.

- k. **Streets Adjacent to Railroad Right-of-way.** Wherever the proposed land division contains or is adjacent to a rail road right -of-way, provision may be required for a street approximately parallel to and on each side of such right-of -way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.
- l. **Marginal Access Streets.** Where a land division abuts or contains an existing or proposed arterial street, the Planning Official may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- m. **Alleys.** Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off -street parking and loading facilities are approved by the Planning Official. The corners of alley inter sections shall have a radius of not less than 12 feet

RESPONSE: These do not apply.

F. Other Public Improvements

- 1. **Applicability.** The following requirements apply to all new construction or as specified otherwise. All public improvements must conform to city ordinances and policies, specifications, or standards.
- 2. **Procedures.** Public improvements installed by any person or entity that is not the City shall comply with the following procedures:
 - a. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the tentative plan of a subdivision or partition.
 - b. Improvement work shall not commence until after the City is notified, and if work is discontinued for any reason it shall not be resumed until after the City is notified.

- c. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.
- d. Underground utilities installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities shall be placed to a length eliminating the necessity for disturbing the street improvements when service connections are made.
- e. A map showing improvements as built shall be filed with the City upon completion of the improvements.

RESPONSE: Public Improvement Drawings will be prepared and submitted to the City for approval prior to any public improvement construction. As-Built plans will be prepared after construction.

- 3. **Specifications for Improvements.** Public improvements and private streets shall also be consistent with public works design standards and standard specifications as adopted by the Public Works Director.
- 4. **Dedications.** As a condition of any development, the City may require dedication and improvement of public ways for automobile, bicycle and pedestrian use; easements for water, wastewater, and stormwater infrastructure; easements for utilities; dedication of open space; and dedication for other public purposes.
- 5. **Sewage.** All buildings within the city limits must connect to the city sewer system.
- 6. **Water Supply.** All lots and parcels in any land division shall be served by the Coburg water system.

Water lines and fire hydrants serving each building site in a subdivision and connecting the subdivision to city mains shall be installed. The design shall take into account provisions for extension beyond the subdivision and adequately grid the city system.

If water mains are required to directly serve property outside the subdivision, the City will reimburse the subdivider an amount estimated to be the proportionate share of the cost for each connection made to the water mains by property owners outside the subdivision for a period of ten years from the time of installation of the mains. The actual amount shall be determined by the city at the time of approval of the plat, considering current construction costs.

7. **Surface Drainage.** Drainage facilities shall be provided within any new subdivision and connect the subdivision drainage to drainageways outside the subdivision. Design of the drainage system within the subdivision shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas.
8. **Streets.** Public streets, including alleys, within a subdivision and public streets adjacent but only partially within a subdivision shall be improved to City street standards in ARTICLE VIII. Catch basins shall be installed and connected to drainage tile leading to drainage ways. Upon completion of the street improvement, monuments shall be re-established and protected in monument boxes at every public street intersection and all points of curvature and points of tangency of their centerlines.

RESPONSE: Public Improvement Drawings will be prepared and submitted to the City for approval prior to any public improvement construction. All dedications will be through the final plat. The proposed streets, sewage, water and storm drain system designs will be submitted to the City for approval.

9. **Sidewalks.** Where required, sidewalks shall have a minimum paving width of five feet.
10. **Bicycle routes.** If appropriate to the extension of an existing or planned system of bicycle routes, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths.
11. **Improvements in Partitions.** The same improvements shall be installed to serve each building site of a partition as is required of a subdivision. However, if the City finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, the City shall except those improvements.
12. **Other.** The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street light and cable television, shall be placed underground.

RESPONSE: There are no sidewalks or bicycle routes proposed. All utilities will be placed underground.

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Sections:

- A. Purpose and Applicability
- B. General Requirements
- C. Tentative Approval
- D. Final Plat Approval
- E. Performance Guarantee
- F. Filing and Recording
- G. Re-platting and Vacation of Plats
- H. Property Line Adjustments

A. Purpose and Applicability

The purpose of this chapter is to:

1. Provide rules, regulations and standards governing the approval of subdivisions, partitions and lot line adjustments.
2. Carry out the City's development pattern, as envisioned by the Comprehensive Plan.
3. Encourage efficient use of land resources, full utilization of urban services, and transportation options.
4. Promote the public health, safety and general welfare through orderly and efficient urbanization.
5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards;
6. Encourage the conservation of energy resources.
7. Encourage multi-modal options and secure safety from fire, flood, pollution, and other hazards.

B. General Requirements

1. **Subdivision and Partition Approval Through Two-step Process.** Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation, according to the following two steps:
 - a. The preliminary plat must be approved before the final plat can be submitted for approval consideration; and
 - b. The final plat must include all conditions of approval of the preliminary plat.
2. **Compliance with ORS Chapter 92.** All subdivision and partition proposals shall

conform to state regulations in Oregon Revised Statute (ORS) Chapter 92, Subdivision and Partitions.

3. **Future Re-division Plan.** When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200 percent the minimum lot size allowed by the underlying land use district), the City shall require that the lots be of such size, shape, and orientation as to facilitate future re-division in accordance with the requirements of the land use district and this Code. A re-division plan shall be submitted for large lots identifying:
 - a. Potential future lot division(s), consistent with the density and lot size standards of ARTICLE VII;
 - b. Potential street right-of-way alignments to serve future development of the property and connect to adjacent properties, including existing or planned rights- of-way;
 - c. A disclaimer that the plan is a conceptual plan intended to show potential future development. It shall not be binding on the City or property owners, except as may be required through conditions of land division approval. For example, dedication and improvement of rights-of-way within the future plan area may be required to provide needed secondary access and circulation.
4. **Flexible Lot Size.** Lot size requirements may be modified pursuant to ARTICLE VII.A.4.c, ARTICLE VII.B.3.c, or through approval of a Master Planned Development under ARTICLE XIV.
5. **Temporary Sales Office.** A temporary sales office in conjunction with a subdivision may be approved as set forth in ARTICLE XVIII.A Temporary Uses.
6. **Flood Control and Drainage.** All subdivisions and partitions shall be designed based on the need to minimize the risk of flood damage. No new building lots shall be created entirely within a floodway. All new lots shall be buildable without requiring development within the floodway and, where possible, allow building outside of the flood fringe. Development in a 100-year flood plain shall comply with the National Flood Insurance Program and state building code requirements, including elevating structures above the base flood elevation. The applicant shall be responsible for obtaining floodplain development permit from the NFIP and the City of Coburg. See Coburg Floodplain Ordinance No A-195-A.

Where a development site consists of one (1) or more acres or 25 or more lots, and is located in or near areas prone to inundation for which the base flood elevation

has not been mapped, the applicant shall have the base flood elevation prepared by a qualified professional as part of the land division application. All subdivision and partition proposals shall have adequate surface water drainage facilities that reduce exposure to flood damage and improve water quality. Water quality or quantity control improvements may be required.

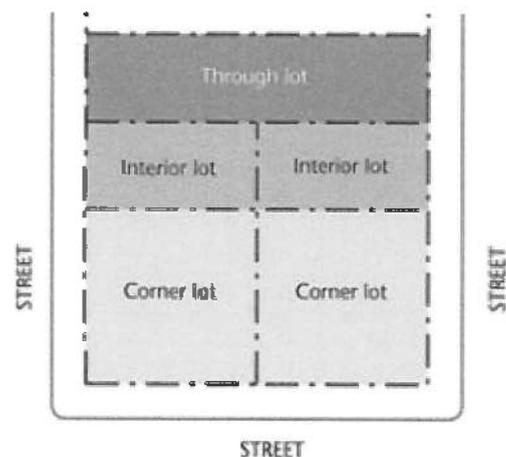
7. **Need for Adequate Utilities.** All lots created through land division shall have adequate public utilities and facilities such as sewer, gas, electrical, and water systems. These systems shall be located and constructed to prevent or minimize flood damage, and to avoid impairment of the system and contamination from them during flooding.
8. **Floodplain, Park, and Open Space Dedications.** Where land filling and/or development is allowed within or adjacent to regulatory flood plain and the Comprehensive Plan designates the subject flood plain for park, open space, or trail use, the City may require the dedication of sufficient open land area for a greenway and/or trail adjoining or within the flood plain for transportation, storm drainage/water quality, or park purposes in the public interest. When practicable, this area shall include portions at a suitable elevation for the construction of a multi-use pathway in accordance with the City's adopted trails plan or pedestrian and bikeway plans, as applicable. The City shall evaluate individual development proposals and determine whether the dedication of land is justified based on the development's impact to the park and/or trail system, or stormwater management requirements, consistent with and assist in obtaining any floodplain permit that may be required.
9. **Reserve Strips.** The City may require reserve strips be granted to the City for the purpose of controlling access to adjoining undeveloped properties.
10. **Driveway and lane width.** The minimum width of all shared drives and lanes shall be eight feet; the maximum width is 12 feet, except as required by the Uniform Fire Code.
11. **Easement and improvement of drive lane.** The property owner shall record a 20 foot easement benefiting all properties that are to receive vehicle access. The drive lane shall be improved with an all-weather surface approved by the City. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.

12. **Maximum drive lane length.** The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared side drive, and 400 feet for a shared rear drive.

RESPONSE: The applicant has prepared a tentative partition plan map with all information required by the Coburg Subdivision Ordinance. A final plat will conform to ORS Chapter 92. The lots sizes are such that further dividing is not possible. No modification of lot size is requested. The property is not in a flood hazard zone. Reserve strips are proposed at the north boundary line where the three stub streets terminate. There are no proposed common driveways.

13. **Through Lots and Parcels.**

- a. Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement at least 10 feet wide and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatibles use. See graphic.



14. **Lot and Parcel Sidelines.**

- a. The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

15. **Drainage.**

- a. Where land in the subdivision or partition is or will be periodically subject to accumulations of surface water or is traversed by any water course, channel, stream or creek, the Planning Commission may require the applicant to provide for adequate unrestricted drainage over drainage land by dedicating to the public easements adequate for the draining needs of the area. Said easements shall be approved by the Planning Commission.

16. **Grading of Building Sites.** Grading of building sites shall conform to the following standards unless adjusted through the variance procedure in ARTICLE XIX:

- a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically.
- b. Fill slopes shall not exceed two feet horizontally to one foot vertically.
- c. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.

RESPONSE: There are no through lots proposed and lot lines run at right angles as best possible. The proposed lots will be graded per the City code and drain to the proposed streets.

17. Building Lines.

- a. If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat.

18. Land for Public Use.

- a. If the City has an interest in acquiring a portion of proposed subdivision for a public purpose, or if the City has been advised of such an interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to the subdivision.

19. Park/Park Recreation Acquisitions.

- a. Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent of the gross sale price of each lot

in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.

RESPONSE: There are no special setback building lines. The proposed Tracts A, B, C, and D in the subdivision will be for Public Use and Park purposes.

C. Tentative Approval

2. **Subdivisions (non-phased)**

- a. Process. Applications for tentative partition plan review shall be processed as Type III applications in accordance with ARTICLE X.D.
- b. Submittal Requirements.
 - (1) Applications for approval of a tentative subdivision plan shall be prepared by a professional land surveyor, registered professional engineer, or a registered landscape architect, and shall contain all of the information required for a Type III process, in accordance with ARTICLE X.D.2, and the following additional items:
 - (i) A tentative plan map, including the information required by the City's Tentative Subdivision Plan application form, including all contiguous property under the same ownership as the subject property.
 - (ii) A current (no older than six months prior to application submittal) preliminary title report.

RESPONSE: The tentative map was prepared by a licensed civil engineer and contains all information required for a Type III process, in accordance with Article X.D.2, and contains all contiguous property under the same ownership. A current title report has been submitted with the application.

- c. Approval Criteria. (1) General Approval Criteria. The City may approve, approve with conditions or deny a tentative subdivision plan based on the following approval criteria:
 - (1) The proposed tentative subdivision plan complies with the applicable zoning code provisions and all other applicable ordinances and regulations, including but not limited to lot standards, street standards (ARTICLE VIII.E), required public improvements (ARTICLE VIII.F) and any special development standards.

RESPONSE: The proposed subdivision has been designed to comply with all City and County regulations.

- (2) The proposed subdivision will not cause any existing improvements on existing or proposed lots to be inconsistent with applicable standards in

this code.

- (3) Subdivisions abutting streets under control of an agency that is not the City shall comply with access management guidelines of the agency having jurisdiction over the street.

RESPONSE: There are no abutting streets under an agency that is not the City.

- (4) Development within the tentative subdivision plan can be adequately served by City infrastructure.

RESPONSE: There are existing water lines and sewer lines in Coleman St. and Skinner St., which are adequately sized to serve the proposed subdivision.

- (5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.

RESPONSE: The proposed streets in the subdivision will logically fill in the existing street patterns.

- (6) All applicable engineering design standards for streets, utilities, surface water management, and easements have been satisfied.

RESPONSE: The proposed public improvements will be reviewed and approved by the City Engineer prior to construction.

- (7) If the proposal involves the creation of a public street, all of the following criteria also apply:

- (aa) The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto.

RESPONSE: The proposed subdivision has stubbed streets to the north to logically develop the remaining vacant piece.

- (bb) The proposed partition will:

1. Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;
2. Provide adequate transportation systems, water supply, sewage disposal, drainage, and other public utilities;
3. Not hamper the adequate provision of publicly owned open space for recreation needs.
4. The proposed partition provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe,

convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. "Nearby" means uses within 1/4 mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.

- d. Expiration. Tentative subdivision plan approval shall be effective for a period of one year from the date of approval. The preliminary plan shall lapse if a final plat has not been submitted within the one-year period, unless an extension, subject to the following criteria, is granted:
- (1) The applicant has submitted written intent to file a final plat within the one-year extension period;
 - (2) An extension of time will not prevent the lawful development of abutting properties;
 - (3) There have been no changes to the applicable Code provisions on which the approval was based. If such changes have occurred, a new preliminary plat application shall be required; and
 - (4) The extension request is made before expiration of the original approved plan.
 - (5) The applicant has not obtained a previous extension for the subject approval.

RESPONSE: The proposed subdivision is anticipated to be constructed within a one year time frame.

DRAINAGE STUDY

JONES PLACE

FEBRUARY 11, 2020

SITE CHARACTERISTICS

The subject property is identified on County Assessor's Maps as 17-03-08-00 Tax Lot 307. The site is an open field and consists of about 10.9 acres.

EXISTING HYDROLOGY

The property generally drains to the northeast and into Muddy Creek.

PROPOSED HYDROLOGY

The proposed drainage system for the subdivision will consist of open roadside ditches and pipes to a proposed detention pond along the north property line. The detention pond will outflow to Muddy Creek. The proposed pond was sized using the TR-55-unit hydrograph storage indication method and the pond outflow was limited to pre-development flows.

The proposed detention pond has an overflow outlet at elevation 396.21. The proposed outlet will drain to Muddy Creek via a 24" storm drain laid at a slope of 0.5% and will flow 30% full. The 10-year pre-development peak flow is 4.72 c.f.s. and the 10-year post-development peak flow is 6.86 c.f.s. The total proposed 10-year routed peak flow to Muddy Creek is 2.41 c.f.s.

Attached are the following:

1. Pre-Development 10-year flow (TR-55)
2. Post-Development 10-year flow (TR-55)
3. Routed Post-Development 10-year Flow (TR-55)
4. Stage-Discharge Curve
5. Stage-Storage Curve
6. Hydrograph of 10-year Pre-development, 10-year Post-Development and 10-year Routed Storm
7. 24" Pipe Hydraulics

CONCLUSION

Based on my calculations and the proposed drainage system is sized properly and will provide the necessary flow control.



EXPIRES DEC. 31, 2021

A handwritten signature in black ink that reads "Anthony J. Favreau".

TR-55 Tabular Hydrograph Method
Input Summary

Description
 10 YR PRE-DEVELOPMENT
 Rainfall Distribution Type IA
 Ia/P Interpolation Off
 Total Area 10.9000 ac

 Peak Time 504.0000 min
 Peak Flow 4.7155 cfs

Given Input Data:

Subarea Description	D/S Subareas	Area (ac)	CN	Tc (min)	Tt (min)	Rainfall (in)
A		10.9000	76	30.0000	0.0000	4.5000

Support Data:

TR-55 Tabular Hydrograph Method
Input Summary

Description
 10 YR POST-DEVELOPMENT
 Rainfall Distribution Type IA
 Ia/P Interpolation Off
 Total Area 10.9000 ac

 Peak Time 504.0000 min
 Peak Flow 6.8612 cfs

Given Input Data:

Subarea Description	D/S Subareas	Area (ac)	CN	Tc (min)	Tt (min)	Rainfall (in)
A		10.9000	87	30.0000	0.0000	4.5000

Support Data:

Storage Indication Method

Given Input Data:

File
 Description
 Time increment . 6.0000 min

Input Files:

Pre-Dev Hydrograph curve .. C:\Users\The Favreau Group\OneDrive\DRAWINGS\COBURG JONES\hd\10 yr pre-dev.hdc
 Post-Dev Hydrograph curve . C:\Users\The Favreau Group\OneDrive\DRAWINGS\COBURG JONES\hd\10 yr post-dev.hdc
 Stage-Storage curve C:\Users\The Favreau Group\OneDrive\DRAWINGS\COBURG JONES\hd\pond c.ssc
 Stage-Discharge curve C:\Users\The Favreau Group\OneDrive\DRAWINGS\COBURG JONES\hd\pond c.sdc

Output Data:

Routed Peak Flow 2.4088 cfs
 Routed Peak Time 10.1000 min
 Pre-Developed Peak Flow .. 4.7155 cfs
 Pre-Developed Peak Time .. 504.0000 min
 Post-Developed Peak Flow . 6.8612 cfs
 Post-Developed Peak Time . 504.0000 min

Support Calculations:

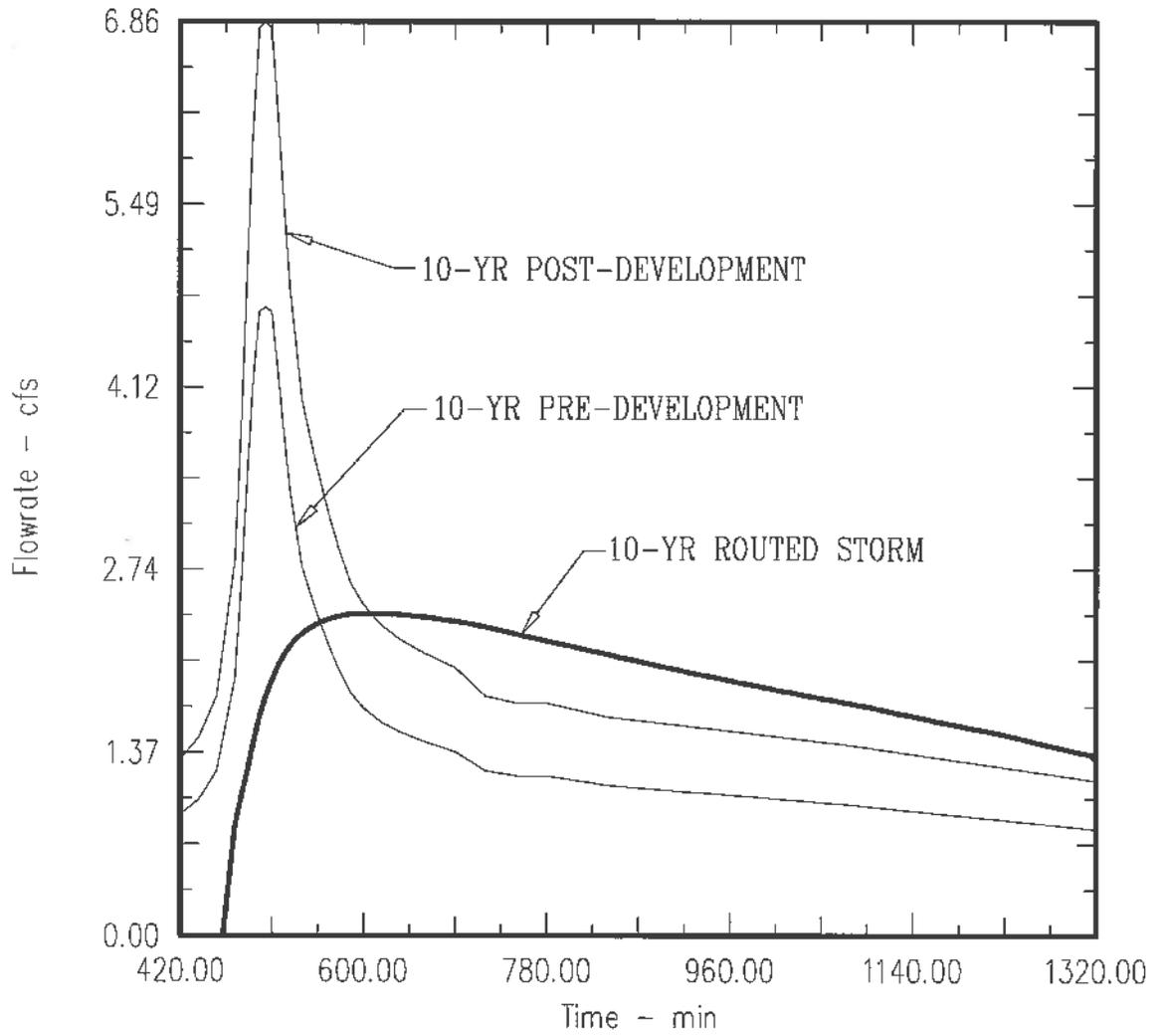
Time min	Inflow cfs	(I1+I2)/2 ft3	H1 ft	S1-(O1/2)T ft3	S2+(O2/2)T ft3	H2 ft	Outflow cfs
420.0000	1.3195	237.5040	0.0000	0.0000	237.5040	393.5752	0.0000
426.0000	1.3722	484.5081	393.5752	237.5040	722.0121	393.7125	0.0000
432.0000	1.4250	503.5084	393.7125	722.0121	1225.5205	393.8357	0.0000
438.0000	1.4778	522.5088	393.8357	1225.5205	1748.0293	393.9504	0.0000
444.0000	1.5834	551.0092	393.9504	1748.0293	2299.0385	394.0605	0.0000
450.0000	1.6889	589.0099	394.0605	2299.0385	2888.0484	394.1686	0.0000
456.0000	1.7945	627.0105	394.1686	2888.0484	3515.0589	394.2751	0.0000
462.0000	2.1287	706.1785	394.2751	3515.0589	4221.2374	394.3868	0.0000
468.0000	2.4630	826.5138	394.3868	4221.2374	5047.7512	394.4980	0.4051
474.0000	2.7973	946.8492	394.4980	4901.9221	5848.7713	394.5985	0.8204
480.0000	3.8001	1187.5199	394.5985	5553.4175	6740.9374	394.7097	1.0380
486.0000	4.9612	1577.0264	394.7097	6367.2629	7944.2893	394.8523	1.2202
492.0000	6.0695	1985.5333	394.8523	7505.0007	9490.5340	395.0232	1.4386
498.0000	6.8084	2318.0388	395.0232	8972.6349	11290.6738	395.2081	1.6292
504.0000	6.8612	2460.5412	395.2081	10704.1631	13164.7044	395.3870	1.7817
510.0000	6.8084	2460.5412	395.3870	12523.2753	14983.8165	395.5497	1.9063
516.0000	6.1751	2337.0391	395.5497	14297.5528	16634.5920	395.6900	2.0137

522.0000	5.4890	2099.5352	395.6900	15909.6775	18009.2127	395.8017	2.0992
528.0000	4.8556	1862.0312	395.8017	17253.5123	19115.5434	395.8885	2.1656
534.0000	4.4334	1672.0280	395.8885	18335.9363	20007.9643	395.9566	2.2177
540.0000	4.0112	1520.0255	395.9566	19209.5837	20729.6091	396.0111	2.2592
546.0000	3.8001	1406.0236	396.0111	19916.2915	21322.3150	396.0547	2.2924
552.0000	3.5889	1330.0223	396.0547	20497.0565	21827.0788	396.0919	2.3206
558.0000	3.4042	1258.7711	396.0919	20991.6511	22250.4222	396.1223	2.3438
564.0000	3.2195	1192.2700	396.1223	21406.6541	22598.9241	396.1472	2.3627
570.0000	3.0612	1130.5189	396.1472	21748.3448	22878.8638	396.1672	2.3779
576.0000	2.9028	1073.5180	396.1672	22022.8135	23096.3314	396.1827	2.3897
582.0000	2.7709	1021.2671	396.1827	22236.0310	23257.2981	396.1942	2.3985
588.0000	2.6389	973.7663	396.1942	22393.8517	23367.6180	396.2020	2.4040
594.0000	2.5598	935.7657	396.2020	22502.1877	23437.9534	396.2069	2.4066
600.0000	2.4806	907.2652	396.2069	22571.5609	23478.8261	396.2098	2.4082
606.0000	2.4278	883.5148	396.2098	22611.8745	23495.3893	396.2109	2.4088
612.0000	2.3750	864.5145	396.2109	22628.2110	23492.7255	396.2107	2.4087
618.0000	2.3223	845.5142	396.2107	22625.5836	23471.0978	396.2092	2.4079
624.0000	2.2871	829.6806	396.2092	22604.2519	23433.9324	396.2067	2.4065
630.0000	2.2519	817.0137	396.2067	22567.5949	23384.6086	396.2032	2.4046
636.0000	2.2167	804.3468	396.2032	22518.9459	23323.2928	396.1989	2.4020
642.0000	2.1903	793.2633	396.1989	22458.5566	23251.8198	396.1938	2.3982
648.0000	2.1639	783.7631	396.1938	22388.4805	23172.2436	396.1881	2.3938
654.0000	2.1375	774.2630	396.1881	22310.4595	23084.7225	396.1819	2.3891
660.0000	2.1111	764.7628	396.1819	22224.6489	22989.4117	396.1751	2.3839
666.0000	2.0900	756.2127	396.1751	22131.2009	22887.4135	396.1678	2.3784
672.0000	2.0689	748.6125	396.1678	22031.1961	22779.8086	396.1601	2.3725
678.0000	2.0478	741.0124	396.1601	21925.6942	22666.7067	396.1520	2.3664
684.0000	2.0267	733.4123	396.1520	21814.8027	22548.2150	396.1436	2.3600
690.0000	2.0056	725.8122	396.1436	21698.6268	22424.4390	396.1348	2.3532
696.0000	1.9634	714.4120	396.1348	21577.2699	22291.6819	396.1253	2.3460
702.0000	1.9211	699.2117	396.1253	21447.1074	22146.3191	396.1149	2.3381
708.0000	1.8789	684.0115	396.1149	21304.5855	21988.5970	396.1036	2.3296
714.0000	1.8367	668.8112	396.1036	21149.9459	21818.7571	396.0912	2.3202
720.0000	1.7945	653.6109	396.0912	20983.4971	21637.1081	396.0779	2.3100
726.0000	1.7839	644.1108	396.0779	20805.5076	21449.6184	396.0641	2.2995
732.0000	1.7734	640.3107	396.0641	20621.7952	21262.1059	396.0503	2.2890
738.0000	1.7628	636.5107	396.0503	20438.0604	21074.5711	396.0365	2.2785
744.0000	1.7523	632.7106	396.0365	20254.3037	20887.0143	396.0227	2.2680
750.0000	1.7417	628.9105	396.0227	20070.5255	20699.4360	396.0089	2.2575
756.0000	1.7417	627.0105	396.0089	19886.7262	20513.7367	395.9950	2.2470
762.0000	1.7417	627.0105	395.9950	19704.8099	20331.8204	395.9812	2.2365
768.0000	1.7417	627.0105	395.9812	19526.6747	20153.6852	395.9677	2.2262
774.0000	1.7417	627.0105	395.9677	19352.2555	19979.2660	395.9544	2.2161
780.0000	1.7417	627.0105	395.9544	19181.4858	19808.4963	395.9415	2.2061
786.0000	1.7311	625.1105	395.9415	19014.2893	19639.3998	395.9286	2.1963
792.0000	1.7206	621.3104	395.9286	18848.7310	19470.0414	395.9158	2.1865
798.0000	1.7100	617.5103	395.9158	18682.9162	19300.4265	395.9029	2.1766
804.0000	1.6995	613.7103	395.9029	18516.8504	19130.5606	395.8897	2.1665
810.0000	1.6889	609.9102	395.8897	18350.6290	18960.5392	395.8763	2.1563
816.0000	1.6784	606.1102	395.8763	18184.2816	18790.3918	395.8630	2.1461

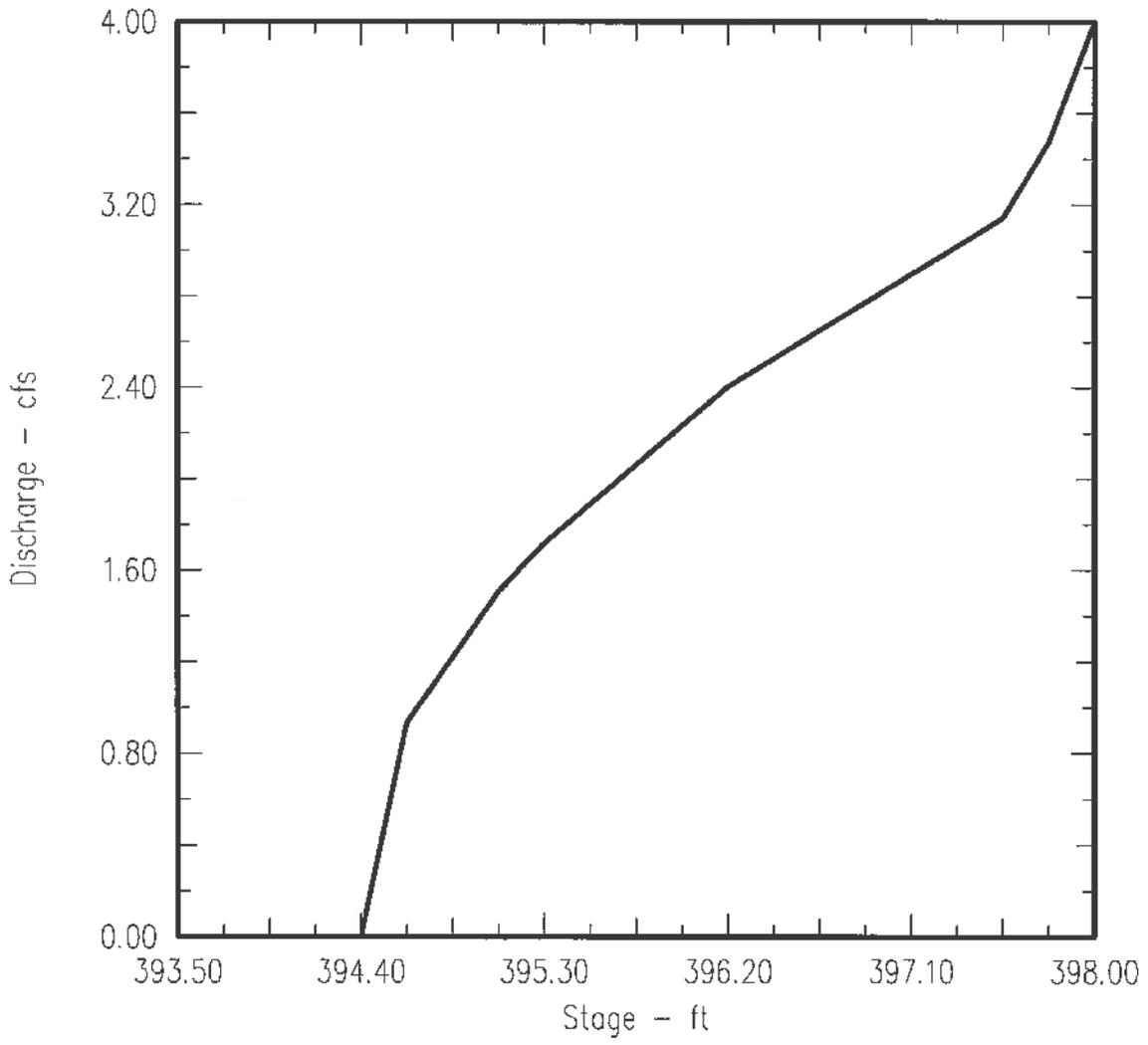
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828.0000	1.6572	598.5100	395.8496	17851.2195	18449.7295	395.8363	2.1256
834.0000	1.6467	594.7100	395.8363	17684.5099	18279.2199	395.8229	2.1154
840.0000	1.6361	590.9099	395.8229	17517.6849	18108.5948	395.8095	2.1051
846.0000	1.6309	588.0599	395.8095	17350.7469	17938.8067	395.7961	2.0948
852.0000	1.6256	586.1598	395.7961	17184.6631	17770.8230	395.7825	2.0844
858.0000	1.6203	584.2598	395.7825	17020.4321	17604.6919	395.7690	2.0741
864.0000	1.6150	582.3598	395.7690	16858.0124	17440.3721	395.7557	2.0639
870.0000	1.6097	580.4597	395.7557	16697.3635	17277.8232	395.7425	2.0538
876.0000	1.6045	578.5597	395.7425	16538.4459	17117.0056	395.7294	2.0438
882.0000	1.5992	576.6597	395.7294	16381.2209	16957.8806	395.7165	2.0340
888.0000	1.5939	574.7596	395.7165	16225.6507	16800.4103	395.7038	2.0242
894.0000	1.5886	572.8596	395.7038	16071.6983	16644.5579	395.6908	2.0143
900.0000	1.5834	570.9596	395.6908	15919.4130	16490.3726	395.6779	2.0044
906.0000	1.5781	569.0595	395.6779	15768.7925	16337.8521	395.6651	1.9946
912.0000	1.5728	567.1595	395.6651	15619.7984	16186.9579	395.6524	1.9849
918.0000	1.5675	565.2595	395.6524	15472.3931	16037.6525	395.6399	1.9753
924.0000	1.5622	563.3594	395.6399	15326.5397	15889.8991	395.6275	1.9658
930.0000	1.5570	561.4594	395.6275	15182.2025	15743.6619	395.6152	1.9564
936.0000	1.5517	559.5594	395.6152	15039.3463	15598.9057	395.6031	1.9471
942.0000	1.5464	557.6593	395.6031	14897.9370	15455.5964	395.5907	1.9377
948.0000	1.5411	555.7593	395.5907	14758.0303	15313.7896	395.5784	1.9282
954.0000	1.5359	553.8593	395.5784	14619.6207	15173.4800	395.5662	1.9189
960.0000	1.5306	551.9592	395.5662	14482.6725	15034.6318	395.5541	1.9097
966.0000	1.5253	550.0592	395.5541	14347.1507	14897.2099	395.5422	1.9005
972.0000	1.5200	548.1592	395.5422	14213.0211	14761.1803	395.5304	1.8915
978.0000	1.5147	546.2591	395.5304	14080.2503	14626.5094	395.5186	1.8825
984.0000	1.5095	544.3591	395.5186	13948.8058	14493.1649	395.5071	1.8736
990.0000	1.5042	542.4591	395.5071	13818.6558	14361.1149	395.4954	1.8647
996.0000	1.4989	540.5591	395.4954	13689.8150	14230.3741	395.4836	1.8557
1002.0000	1.4936	538.6590	395.4836	13562.3238	14100.9828	395.4719	1.8468
1008.0000	1.4884	536.7590	395.4719	13436.1485	13972.9075	395.4604	1.8379
1014.0000	1.4831	534.8590	395.4604	13311.2565	13846.1155	395.4489	1.8292
1020.0000	1.4778	532.9589	395.4489	13187.6159	13720.5748	395.4376	1.8205
1026.0000	1.4725	531.0589	395.4376	13065.1955	13596.2544	395.4264	1.8119
1032.0000	1.4672	529.1589	395.4264	12943.9651	13473.1240	395.4153	1.8034
1038.0000	1.4620	527.2588	395.4153	12823.8950	13351.1539	395.4043	1.7950
1044.0000	1.4567	525.3588	395.4043	12704.9565	13230.3153	395.3931	1.7865
1050.0000	1.4514	523.4588	395.3931	12587.1921	13110.6508	395.3819	1.7779
1056.0000	1.4461	521.5587	395.3819	12470.6175	12992.1762	395.3708	1.7694
1062.0000	1.4409	519.6587	395.3708	12355.2021	12874.8608	395.3598	1.7610
1068.0000	1.4356	517.7587	395.3598	12240.9159	12758.6745	395.3489	1.7526
1074.0000	1.4303	515.8586	395.3489	12127.7297	12643.5883	395.3382	1.7444
1080.0000	1.4250	513.9586	395.3382	12015.6152	12529.5738	395.3275	1.7362
1086.0000	1.4184	511.8211	395.3275	11904.5446	12416.3657	395.3169	1.7281
1092.0000	1.4118	509.4460	395.3169	11794.2597	12303.7058	395.3063	1.7200
1098.0000	1.4052	507.0710	395.3063	11684.5088	12191.5798	395.2956	1.7111
1104.0000	1.3986	504.6960	395.2956	11575.5876	12080.2836	395.2848	1.7010
1110.0000	1.3920	502.3209	395.2848	11467.9335	11970.2544	395.2741	1.6910
1116.0000	1.3854	499.9459	395.2741	11361.5050	11861.4509	395.2635	1.6811

1122.0000	1.3788	497.5708	395.2635	11256.2619	11753.8328	395.2531	1.6713
1128.0000	1.3722	495.1958	395.2531	11152.1656	11647.3614	395.2427	1.6616
1134.0000	1.3656	492.8208	395.2427	11049.1784	11541.9991	395.2325	1.6520
1140.0000	1.3591	490.4457	395.2325	10947.2641	11437.7098	395.2224	1.6426
1146.0000	1.3525	488.0707	395.2224	10846.3875	11334.4582	395.2123	1.6332
1152.0000	1.3459	485.6956	395.2123	10746.5147	11232.2104	395.2024	1.6239
1158.0000	1.3393	483.3206	395.2024	10647.6129	11130.9335	395.1922	1.6144
1164.0000	1.3327	480.9456	395.1922	10549.7556	11030.7012	395.1821	1.6049
1170.0000	1.3261	478.5705	395.1821	10452.9408	10931.5113	395.1720	1.5955
1176.0000	1.3195	476.1955	395.1720	10357.1329	10833.3283	395.1621	1.5862
1182.0000	1.3129	473.8204	395.1621	10262.2975	10736.1180	395.1522	1.5770
1188.0000	1.3063	471.4454	395.1522	10168.4016	10639.8470	395.1425	1.5679
1194.0000	1.2997	469.0704	395.1425	10075.4131	10544.4835	395.1328	1.5588
1200.0000	1.2931	466.6953	395.1328	9983.3011	10449.9964	395.1233	1.5499
1206.0000	1.2865	464.3203	395.1233	9892.0356	10356.3559	395.1138	1.5410
1212.0000	1.2799	461.9452	395.1138	9801.5879	10263.5331	395.1044	1.5322
1218.0000	1.2733	459.5702	395.1044	9711.9300	10171.5002	395.0949	1.5233
1224.0000	1.2667	457.1952	395.0949	9623.0993	10080.2945	395.0853	1.5144
1230.0000	1.2601	454.8201	395.0853	9535.1235	9989.9436	395.0758	1.5055
1236.0000	1.2535	452.4451	395.0758	9447.9721	9900.4171	395.0663	1.4937
1242.0000	1.2469	450.0700	395.0663	9362.6844	9812.7544	395.0571	1.4819
1248.0000	1.2403	447.6950	395.0571	9279.2635	9726.9585	395.0481	1.4704
1254.0000	1.2337	445.3200	395.0481	9197.6192	9642.9391	395.0393	1.4591
1260.0000	1.2271	442.9449	395.0393	9117.6654	9560.6103	395.0306	1.4480
1266.0000	1.2205	440.5699	395.0306	9039.3204	9479.8903	395.0221	1.4372
1272.0000	1.2139	438.1948	395.0221	8962.5063	9400.7011	395.0138	1.4265
1278.0000	1.2073	435.8198	395.0138	8887.1490	9322.9688	395.0056	1.4161
1284.0000	1.2007	433.4448	395.0056	8813.1780	9246.6228	394.9975	1.4057
1290.0000	1.1941	431.0697	394.9975	8740.5752	9171.6449	394.9892	1.3952
1296.0000	1.1875	428.6947	394.9892	8669.3836	9098.0783	394.9811	1.3849
1302.0000	1.1809	426.3196	394.9811	8599.5321	9025.8517	394.9732	1.3747
1308.0000	1.1743	423.9446	394.9732	8530.9529	8954.8975	394.9654	1.3648
1314.0000	1.1677	421.5696	394.9654	8463.5818	8885.1513	394.9578	1.3550
1320.0000	0.0000	210.1910	394.9578	8397.3578	8607.5488	394.9273	1.3160

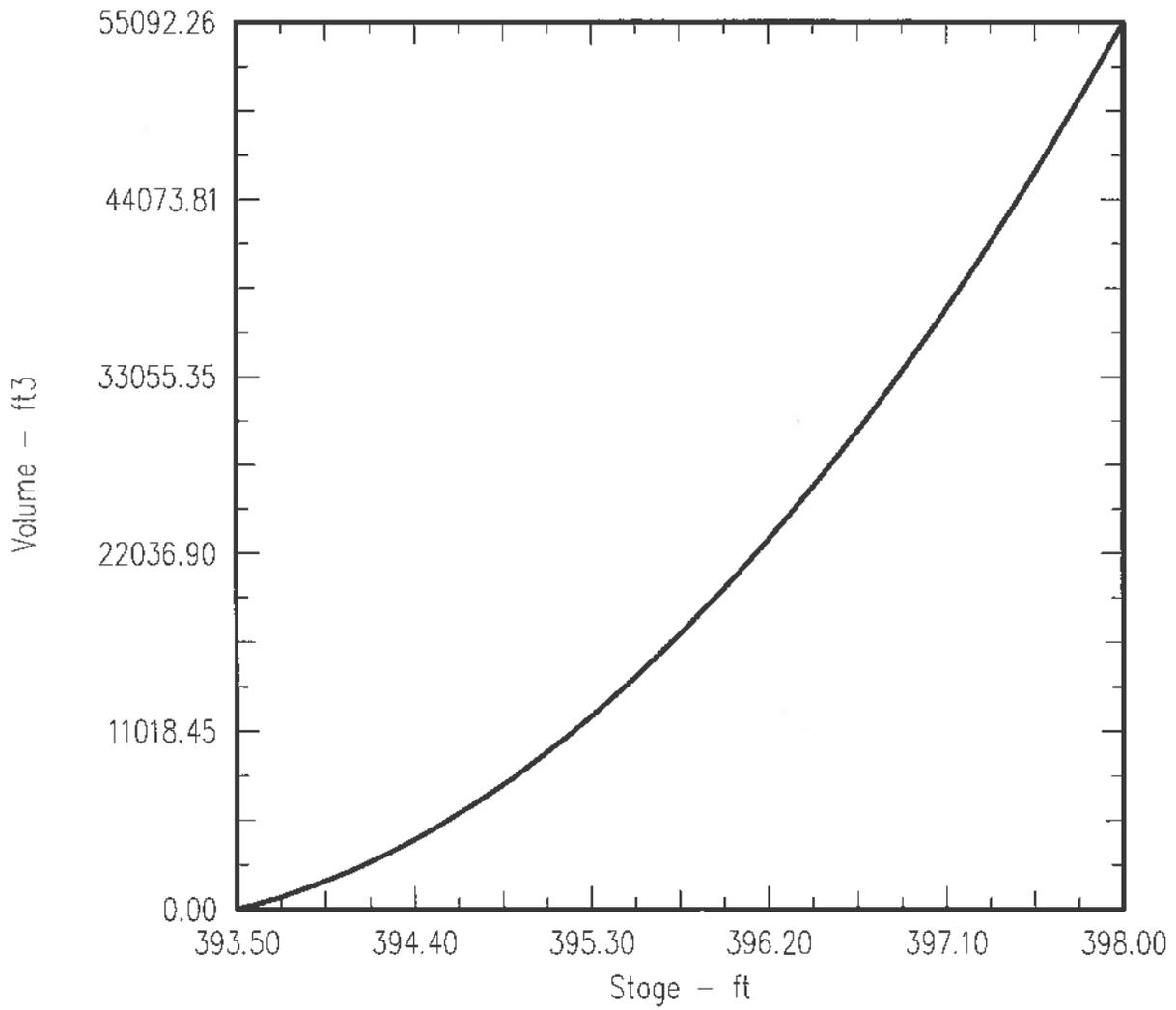
Multiple Hydrographs
Peak Flow 6.8612 cfs - Time 30240.0000 min



Stage-Discharge Curve
Peak Flow 6.8612 cfs - Time 30240.0000 min



Stage-Storage Curve
Peak Flow 6.8612 cfs - Time 30240.0000 min



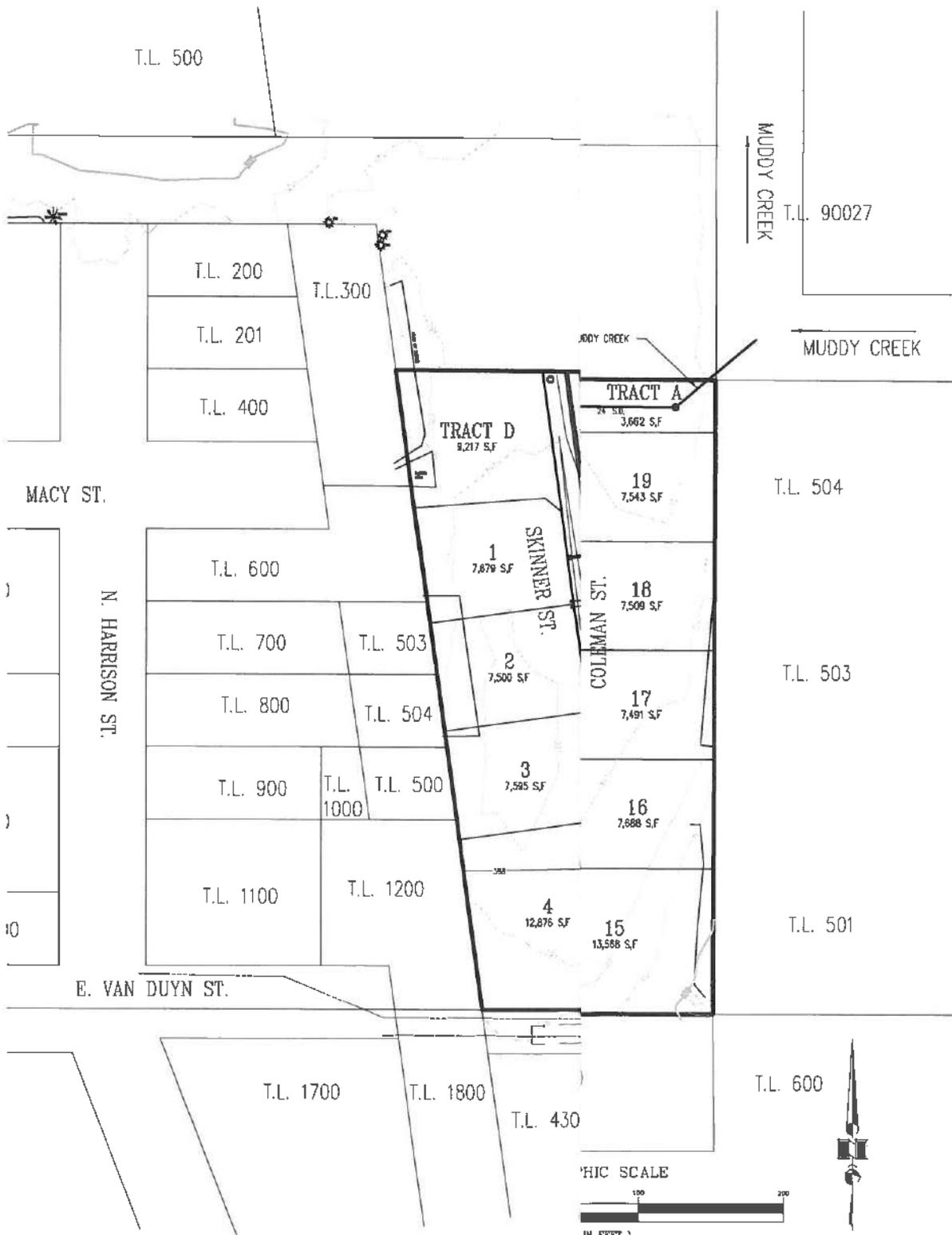
Manning Pipe Calculator

Given Input Data:

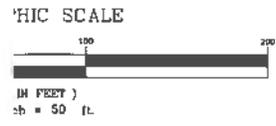
Shape	Circular
Solving for	Depth of Flow
Diameter	2.0000 ft
Flowrate	2.4100 cfs
Slope	0.0050 ft/ft
Manning's n	0.0130

Computed Results:

Depth	0.5247 ft
Area	3.1416 ft ²
Wetted Area	0.6572 ft ²
Wetted Perimeter	2.1509 ft
Perimeter	6.2832 ft
Velocity	3.6669 fps
Hydraulic Radius	0.3056 ft
Percent Full	26.2328 %
Full flow Flowrate	15.9965 cfs
Full flow velocity	5.0918 fps



AREA CALCULATIONS:
 TOTAL AREA: 471,885 S.F.
 TOTAL OPEN SPACE: 43,228 S.F. (TRACTS A, B & C)



HYDROLOGY MAP FOR JONES PROPERTY		CITY OF COBURG PUBLIC WORKS DEPARTMENT	
APPROVED: _____ DESIGNED: _____ CHECKED: _____	DATE: _____ TAX MAP 17-03-08-00 TAX LOT 307		
DRAWN: _____ DATE: 02-03-20			
NO. _____ DESCRIPTION _____ REVISIONS			
PLANS PREPARED BY: THE FAVREAU GROUP CIVIL ENGINEERING 3750 NORWICH AVE. EUGENE, OR 97406 (541) 683-7048	 ANTHONY J. FAVREAU EXPIRES DEC. 31, 2021		
SHEET 1 OF 1			



PRELIMINARY TITLE REPORT

FAVREAU GROUP
ATTN: TONY FAVREAU
EMAIL: favreagroup@msn.com

February 12, 2020
Report No: 0315544
Your No: --
Owner: BRUCE WIECHERT CUSTOM HOMES INC

PRELIMINARY REPORT ONLY

We are prepared to issue 2006 (6/17/06) ALTA title insurance policy(ies) of OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, in the usual form insuring the title to the land described as follows:

(A T T A C H E D)

Vestee:
BRUCE WIECHERT CUSTOM HOMES, INC.
an Oregon Corporation

Estate: FEE SIMPLE

DATED AS OF: FEBRUARY 6, 2020 at 8:00 A.M.

Schedule B of the policy(ies) to be issued will contain the following general and special exceptions unless removed prior to issuance:

GENERAL EXCEPTIONS (Standard Coverage Policy Exceptions):

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

No liability is assumed hereunder until policy has been issued and full policy premium has been paid.

MAIN OFFICE
811 WILLAMETTE ST.
EUGENE, OREGON 97401
PH: (541)687-2233 * FAX: (541)485-0307

FLORENCE OFFICE
715 HWY 101 * FLORENCE, OREGON 97439
MAILING: PO BOX 508 * FLORENCE, OREGON 97439
PH: (541) 997-8417 * FAX: (541)997-8246

VILLAGE PLAZA OFFICE
4750 VILLAGE PLAZA LOOP SUITE 100
EUGENE, OREGON 97401
PH: (541) 653-8622 * FAX: (541) 844-1626

5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SPECIAL EXCEPTIONS:

6. As disclosed by the tax rolls, the premises herein described have been zoned or classified for farm use. At any time that said land is disqualified for such use, the property will be subject to additional taxes or penalties and interest.
7. City liens, if any, as levied by the City of Coburg, for which no search was made.
8. Rights of the public in and to that portion lying within streets, roads and highways.
9. Power line easement, including the terms and provisions thereof, granted to Mountain States Power Company, by instrument recorded May 19, 1926, Reception No. B148 P495, Lane County Oregon Deed Records.
10. Power line easement, including the terms and provisions thereof, granted to Pacific Power and Light Co., by instrument recorded September 30, 1959, Reception No. 1959-079624, Lane County Oregon Deed Records.
11. Easement, including the terms and provisions thereof, granted Emerald People's Utility District, by instrument recorded October 25, 1988, Reception No. 1988-044742, Lane County Official Records.
12. Reservation, including the terms and provisions thereof, in deed from Southern Pacific Transportation Company, a Delaware corporation, to Irwin C. Whitaker and Helen P. Whitaker, husband and wife, recorded November 12, 1987, Reception No. 1987-049932, Lane County Official Records.
13. Right-of-Way Easement, including the terms and provisions thereof, granted Pacificorp, a corporation, d.b.a. Pacific Power and Light Company, its successors and assigns, by instrument recorded September 7, 1995, Reception No. 1995-050174, Lane County Official Records.
14. Right of Way Easement, including the terms and provisions thereof, granted the Emerald People's Utility District and its successors and assigns, by instrument recorded March 29, 1999, Reception No. 1999-0027700, Lane County Official Records.
15. Farm Use and Forest Management Easement, including the terms and provisions thereof, recorded May 16, 2014, Reception No. 2014-017978, Lane County Deeds and Records.
16. A survey of the subject property prepared by Roberts Surveying, Inc., Kent Baker, Surveyor, Project No. 2018-SURVEY-003, dated January 12, 2018, discloses;
 - a) Encroachments of fence along Westerly, Southerly and Easterly boundary lines.
 - b) Encroachment of concrete along Southerly boundary line.Any claim rising thereby and any other matters as set forth on the above referenced survey are hereby excepted.
17. The effect if any of Declaration of Property Line Adjustments recorded July 27, 2018, Reception No. 2018-034905, and recorded November 6, 2018, Reception No. 2018-051734, as Irwin C. Whitaker, Trustee of the Irwin C. Whitaker Revocable Trust dated April 8, 1991, did not join in the declaration of property line adjustments.

Order No. 0315544

Page 3

NOTE: Taxes, Account No. 1897717, Assessor's Map No. 16 03 28, #501, Code 4-59, 2019-2020, in the amount of \$227.68, PAID IN FULL.

Taxes, Account No. 1897725, Assessor's Map No. 16 03 28, #501, Code 4-38, 2019-2020, in the amount of \$73.78, PAID IN FULL.

NOTE: A judgment search has been made on the above named Vestee(s), and we find NONE except as set forth above.

This report is preliminary to the issuance of a policy of title insurance and shall become null and void unless a policy is issued and the full premium paid.

Cascade Title Co.

kb: Title Officer: KURT BEATY

PROPERTY DESCRIPTION

A unit of land located in the Southwest 1/4 of Section 28, Southeast 1/4 of Section 29 and the Northwest 1/4 of Section 33, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows: Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the Southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon; Thence along the Southerly line of said Donation Land Claim No. 61, South 89° 50' 27" East 1583.83 feet to a point, said point being the intersection of the Southerly line of Donation Land Claim No. 61, with the Easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07° 42' 16" West 0.12 feet; said point also marks the point of beginning of this unit of land; Thence leaving the Southerly line of Donation Land Claim No. 61 and run along the Easterly line of the Old Southern Pacific Railroad right-of-way, North 07° 42' 16" West 545.13 feet to a point, said point being the intersection of the Easterly line of the Old Southern Pacific Railroad right-of-way with the Easterly projection of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07° 42' 16" West 0.06 feet; Thence leaving the Easterly line of the Old Southern Pacific Railroad right-of-way and run along the Northerly boundary of MACY'S SECOND ADDITION TO COBURG and its Easterly projection, North 89° 50' 27" West 530.80 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the Westerly right-of-way line of Willamette Street; Thence along the Northerly extension of the Westerly right-of-way line of Willamette Street, North 00° 09' 33" East 60.00 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence run parallel with and 60.00 feet Northerly of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, South 89° 50' 27" East 461.94 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence continuing South 89° 50' 27" East 1191.41 feet, parallel with and 600.00 feet Northerly of the Southerly line of Donation Land Claim No. 61 to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of the Donation Land Claim No. 61 in a North-South direction as surveyed in County Survey File No. 16369; Thence along the 1/2 line of Donation Land Claim No. 61, South 00° 19' 04" West 600.00 feet to a point; said point being the intersection of the 1/2 line of Donation Land Claim No. 61 with the Southerly line of Donation Land Claim No. 61, said point also being referenced by a 3/4 inch iron pipe which bears South 1.19 feet and West 0.18 feet and a 3/4 inch iron pipe which bears South 0.45 feet and West 0.36 feet; Thence along the Southerly line of Donation Land Claim No. 61, North 89° 50' 27" West 1046.31 feet to the point of beginning, all in Lane County, Oregon.



Lane County Clerk
 Lane County Deeds & Records
 2020-006119
 02/06/2020 01:58:55 PM
 RPR-DEED Cnt=1 SIn=9 CASHIER 06 2pages
 \$10.00 \$11.00 \$10.00 \$61.00 \$92.00

TITLE NO. 0315544
 ESCROW NO. VP19-1218B SP
 TAX ACCT. NO. 1897725 and 1897717
 MAP/TAX LOT NO. 16-03-28-00-00501

GRANTOR

CBB, LLC

GRANTEE

BRUCE WIECHERT CUSTOM HOMES, INC.
 3073 SKYVIEW LANE
 EUGENE, OR 97405

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

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

BARGAIN AND SALE DEED

CBB, LLC, an Oregon Limited Liability Company, Grantor,

conveys to

BRUCE WIECHERT CUSTOM HOMES, INC., an Oregon Corporation, 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:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300 (Definitions for ORS 195.300 to 195.336), 195.301 (Legislative findings) AND 195.305 (Compensation for restriction of use of real property due to land use regulation) TO 195.336 (Compensation and Conservation Fund) AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. 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 (Definitions for ORS 92.010 to 92.192) OR 215.010 (Definitions), 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 (Definitions for ORS 30.930 to 30.947), AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300 (Definitions for ORS 195.300 to 195.336), 195.301 (Legislative findings) AND 195.305 (Compensation for restriction of use of real property due to land use regulation) TO 195.336 (Compensation and Conservation Fund) AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is other.

Dated this 6 day of February, 2020.

CBB, LLC

BY: [Signature]
 CORY HATFIELD, MEMBER

State of Oregon
 County of Lane

This instrument was acknowledged before me on February 6, 2020 by CORY HATFIELD, MEMBER of CBB, LLC.



[Signature]
 (Notary Public for Oregon)
 My commission expires 12-29-21

Exhibit "A"

A unit of land located in the Southwest 1/4 of Section 28, Southeast 1/4 of Section 29 and the Northwest 1/4 of Section 33, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows: Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the Southwest corner of the Issac Van Duhn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon; Thence along the Southerly line of said Donation Land Claim No. 61, South 89° 50' 27" East 1583.83 feet to a point, said point being the intersection of the Southerly line of Donation Land Claim No. 61, with the Easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07° 42' 16" West 0.12 feet; said point also marks the point of beginning of this unit of land; Thence leaving the Southerly line of Donation Land Claim No. 61 and run along the Easterly line of the Old Southern Pacific Railroad right-of-way, North 07° 42' 16" West 545.13 feet to a point, said point being the intersection of the Easterly line of the Old Southern Pacific Railroad right-of-way with the Easterly projection of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07° 42' 16" West 0.06 feet; Thence leaving the Easterly line of the Old Southern Pacific Railroad right-of-way and run along the Northerly boundary of MACY'S SECOND ADDITION TO COBURG and its Easterly projection, North 89° 50' 27" West 530.80 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the Westerly right-of-way line of Willamette Street; Thence along the Northerly extension of the Westerly right-of-way line of Willamette Street, North 00° 09' 33" East 60.00 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence run parallel with and 60.00 feet Northerly of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, South 89° 50' 27" East 461.94 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence continuing South 89° 50' 27" East 1191.41 feet, parallel with and 600.00 feet Northerly of the Southerly line of Donation Land Claim No. 61 to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of the Donation Land Claim No. 61 in a North-South direction as surveyed in County Survey File No. 16369; Thence along the 1/2 line of Donation Land Claim No. 61, South 00° 19' 04" West 600.00 feet to a point; said point being the intersection of the 1/2 line of Donation Land Claim No. 61 with the Southerly line of Donation Land Claim No. 61, said point also being referenced by a 3/4 inch iron pipe which bears South 2.19 feet and West 0.18 feet and a 3/4 inch iron pipe which bears South 0.45 feet and West 0.36 feet; Thence along the Southerly line of Donation Land Claim No. 61, North 89° 50' 27" West 1046.31 feet to the point of beginning, all in Lane County, Oregon.

LEGAL (SP)

3545
BOOK
148

WITNESS my hand and Notarial Seal the day and year first above written.
My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY BASEMENT

74065

Ella V. Macy)
to)
Mountain States Power Company)
) Filed for Record May 19, 1926, 2:47 o'clock P.M.
) R. S. Bryson, County Clerk.
) By L. M. Bryson, Deputy.

ANCHOR AND GUY BASEMENT

THIS INDENTURE WITNESSETH That, we Ella V. Macy and his wife, for and in consideration of the sum of \$50.00 to us paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege, and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in Lane County, Oregon.

(3) Three poles as surveyed and as indicated.

and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, State of Oregon, to-wit:

Part - S&E, 1 of Sec. 32 Twp. 16 South Range 3 W. W. M.

N1/2.

Additional Consideration.

The Company shall at any and all times be liable for damage of any kind to fences or crops, during course of construction, operation or maintenance. A tree known as the "Hone Fir" shall not be disturbed in any way.

and the said Mountain States Power Company, its successors and assigns, for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures and equipment thereon and over the same as above provided, and the right to trim any trees necessary to keep the wires on said poles, fixtures, and equipment clear.

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the Presence Of:

Ella V. Macy (SEAL)

R. G. Sipe
George Taylor

STATE OF OREGON) SS
COUNTY OF LANE)

On this, the 13th day of May, 1926, personally came before me, a Notary Public in and for the State of Oregon, the within named Ella V. Macy, and his wife, to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that she executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.
My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY BASEMENT

74066

Frank B. Harlow, et ux)
to)
Mountain States Power Company)
) Filed for Record May 19, 1926, 2:49 o'clock P. M.
) R. S. Bryson, County Clerk.
) By L. M. Bryson, Deputy.

ANCHOR AND GUY BASEMENT

THIS INDENTURE WITNESSETH That, we Frank B. Harlow and his wife, for and in consideration of the sum of \$1.00 to us paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in County, Oregon,

Nine poles and overhead wires as now surveyed and located

and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, State of Oregon, to-wit:

Part of Sec. 9 Twp. 17 So. Range 3 W. W. M.

Additional consideration.

Felling and trimming trees.

Company to use diligence in felling trees and clearing brush. To fall trees for the best

convenience for sawing and working up by grantor.

Company is liable at any and all times for damage to fences and crops during construction operation and maintenance of said line.

And the said Mountain States Power Company, its successors and assigns, for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures and equipment thereon and over the same as above provided, and the right to trim any trees necessary to keep the wires on said poles, fixtures and equipment clear.

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the presence of:

Frank B. Harlow (SEAL)
Mrs. Frank B. Harlow

R. C. Sipe
W. E. Glover
STATE OF OREGON)
COUNTY OF LANE) SS

On this, the 13th day of May, 1926, personally came before me, a Notary Public in and for the State of Oregon, the within named Frank B. Harlow and his wife to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.

My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY BASEMENT

74067

Edward W. Feeder) Filed for Record May 19, 1926, 2:48 o'clock P.M.
to) R. S. Bryson, County Clerk.
Mountain States Power Company) By L. M. Bryson, Deputy.

ANCHOR AND GUY BASEMENT

THIS INDENTURE WITNESSETH, That, we Edward W. Feeder and his wife for and in consideration of the sum of \$17.50 to me paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege, and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in Lane County, Oregon.

One (1) anchor rod 4 feet inside fence line as now in place and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, State of Oregon, to-wit:

Part of E $\frac{1}{2}$ of Section 30 Twp. 16 South Range 3 W. W. M.

And the said Mountain States Power Company, its successors and assigns for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures ~~and equipment~~ thereon and over the same as above provided, ~~and the right to trim any trees necessary to keep the wires on said poles, fixtures and equipment clear.~~

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the Presence Of:

Edward W. Feeder (SEAL)

R. C. Sipe
George Taylor
STATE OF OREGON)
COUNTY OF LANE) SS

On this, the 13th day of May, 1926 personally came before me, a Notary Public in and for the State of Oregon, the within named Edward W. Feeder and his wife to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.

My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

Book 148

WITNESS my hand and Notarial Seal the day and year first above written.
My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY BASEMENT

74065

Ella V. Macy) Filed for Record May 19, 1926, 2:47 o'clock P.M.
to) R. S. Bryson, County Clerk.
Mountain States Power Company) By L. M. Bryson, Deputy.

ANCHOR AND GUY BASEMENT

THIS INDENTURE WITNESSETH That, we Ella V. Macy, and ~~her wife~~; for and in consideration of the sum of \$80.00 to me paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege, and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in Lane County, Oregon.

(3) Three poles as surveyed and as indicated.
and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, State of Oregon, to-wit:

Part - S. & E. 1 of Sec. 32 Twp. 16 South Range 3 W. W. M.
N.E.

Additional Consideration.

The Company shall at any and all times be liable for damage of any kind to fences or crops, during course of construction, operation or maintenance. A tree known as the "Lone Fir" shall not be disturbed in any way.

And the said Mountain States Power Company, its successors and assigns, for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures and equipment thereon and over the same as above provided, and the right to trim any trees necessary to keep the wires on said poles, fixtures, and equipment clear.

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the Presence Of: Ella V. Macy (SEAL)
R. C. Sipe
George Taylor

STATE OF OREGON)
SS
COUNTY OF LANE)

On this, the 13th day of May, 1926, personally came before me, a Notary Public in and for the State of Oregon, the within named Ella V. Macy, ~~and her wife~~, to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that she executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.
My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY BASEMENT

74066

Frank B. Harlow, et ux) Filed for Record May 19, 1926, 2:49 o'clock P. M.
to) R. S. Bryson, County Clerk.
Mountain States Power Company) By L. M. Bryson, Deputy.

ANCHOR AND GUY BASEMENT

THIS INDENTURE WITNESSETH That, we Frank B. Harlow and ~~his wife~~, for and in consideration of the sum of \$1200 to me paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in ~~County~~, Oregon.

Nine poles and overhead wires as now surveyed and located
and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, State of Oregon, to-wit:

Part of Sec. 9 Twp. 17 So. Range 3 W. W. M.

Additional consideration.

Felling and trimming trees.
Company to use diligence in felling trees and clearing brush; To fall trees for the best

Book 1418

convenience for sawing and working up by grantor.
Company is liable at any and all times for damage to fences and crops during construction operation and maintenance of said line.

And the said Mountain States Power Company, its successors and assigns, for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures and equipment thereon and over the same as above provided, and the right to trim any trees necessary to keep the wires on said poles, fixtures and equipment clear.

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the presence of:

Frank B. Harlow (SEAL)
Mrs. Frank B. Harlow

R. G. Sipe
W. E. Clover
STATE OF OREGON)
COUNTY OF LANE) SS

On this, the 13th day of May, 1926, personally came before me, a Notary Public in and for the State of Oregon, the within named Frank B. Harlow ~~not a known person~~ to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.

My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

ANCHOR AND GUY EASEMENT

74067

Edward W. Feeder)
to)
Mountain States Power Company)
Filed for Record May 19, 1926, 2:48 o'clock P.M.
R. S. Bryson, County Clerk.
By L. M. Bryson, Deputy.

ANCHOR AND GUY EASEMENT

THIS INDENTURE WITNESSETH, That, we Edward W. Feeder and his wife for and in consideration of the sum of \$17.50 to us paid, receipt whereof is hereby acknowledged, do hereby bargain, sell, grant, and convey unto Mountain States Power Company, a Delaware corporation duly authorized to transact business and hold property in the State of Oregon, and unto its successors and assigns, the right, privilege, and easement to erect and maintain in connection with its electric transmission lines, and or electric distribution system in Lane County, Oregon.

One (1) anchor rod 4 feet inside fence line as now in place and the necessary and convenient wires and guy fixtures thereto and therefor, the same to be located, placed and set upon the following described premises belonging to the undersigned in Lane County, States of Oregon, to-wit:

Part of E 1/2 of Section 30 Twp. 14 South Range 3 W. W. M.

And the said Mountain States Power Company, its successors and assigns for the purpose aforesaid, is fully authorized and empowered to enter upon the above premises for the purpose of constructing and maintaining its said poles, wires, fixtures and equipment thereon and over the same as above provided, and the right to trim any trees necessary to keep the wires on said poles, fixtures and equipment clear.

TO HAVE AND TO HOLD the above mentioned rights, privileges and easements unto the said Mountain States Power Company, its successors and assigns, perpetually and forever.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 13th day of May 1926.

Done in the Presence Of:

Edward W. Feeder (SEAL)

R. G. Sipe
George Taylor
STATE OF OREGON)
COUNTY OF LANE) SS

On this, the 13th day of May, 1926 personally came before me, a Notary Public in and for the State of Oregon, the within named Edward W. Feeder ~~not a known person~~ to me personally known to be the identical person described in, and who executed the foregoing instrument, and acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein named.

WITNESS my hand and Notarial Seal the day and year first above written.

My Commission Expires Jan. 24, 1930
Notarial Seal.

George Taylor
Notary Public for Oregon.

-GER-

79624

RIGHT OF WAY EASEMENT

(INDIVIDUAL)

For value received the undersigned Grantor Van Macy, unmarried

do hereby grant to PACIFIC POWER & LIGHT COMPANY, corporation, its successors and assigns, the Grantee, an easement or right of way for an electric transmission and distribution line of one or more wires and all necessary or desirable appurtenances including poles and cross-arms, wires, towers, poles, props, guys and other supports and the right to place all or any part of such line in underground conduits at or near the location and along the general course now located and staked out by the Grantee, and upon the following described real property in Lane County, State of Oregon

A portion of the NW 1/4 and of the NE 1/4 of the NW 1/4 of Sec. 33, T15S, R3E, W.M., being more specifically described in the Deed to Grantor recorded in Vol. 315, Page 247 of the Deed Records of said County. The said pole line to begin approximately 170' west of the east boundary line of the above described property and thence runs east to the east boundary line and within 10' of the south boundary line of the above described property. If a street opens and it necessitates relocation of the above line, the Pacific Power & Light Company will do so.

Together with the right of ingress and egress over the adjacent lands of the Grantor for the purpose of constructing, reconstructing, stringing new wires on, maintaining and removing such line and appurtenances, and exercising other rights hereby granted.

All such rights hereunder shall cease if and when such line shall have been abandoned.

Dated this 22nd day of June, 1959

(Seal)

Van Macy

(Seal)

STATE OF Oregon) as
COUNTY OF Lane)

On this 22nd day of June, 1959, personally appeared before me, a notary public in and for said State, the within named Van Macy, UNMARRIED to me known to be the identical person described therein and who executed the foregoing instrument, and acknowledged to me that she executed the same freely and voluntarily for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year above written.



called Clifford W. Anderson
Notary Public for Oregon
residing at Cottage Corners therein
My commission expires Nov. 15, 1959

79624

RIGHT OF WAY EASEMENT

44260 - Macy

PACIFIC POWER & LIGHT COMPANY

34457

RECEIVED FOR RECORD THIS 19th day of June 1959

State of Oregon
Clifford W. Anderson, Notary Public
My commission expires Nov. 15, 1959

1959 SEP 30 PM 4 51

REC 140 '59 D

Clifford W. Anderson
Notary Public for Oregon

PACIFIC POWER & LIGHT COMPANY
RIGHT OF WAY AGENT
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

10201

CUSTOMER COPY

15
10

Return to: 9550174

PACIFIC POWER
P.O. Box 248
Aibany, Oregon 97321

JUNCTION CITY
48170-01021890

Grantors: Irwin C. Whitaker
Helen P. Whitaker
(Husband & Wife)

RIGHT-OF-WAY EASEMENT
(Individual)

3094SEP.07'95H07REC 15.00
3094SEP.02'95H07EFUND 10.00

For value received the undersigned, (Grantor), (whether singular or plural), does hereby grant to PACIFICORP, a corporation, d.b.a. Pacific Power and Light Company, its successors and assigns, (Grantee), an easement and right-of-way, ten (10) feet in width, for an underground electric distribution line of one or more conductors and all necessary or desirable appurtenances (including but not limited to the right to install conduits, surface or subsurface mounted transformers, surface mounted connection boxes and meter cabinets) over, under, across and along the following described real property in Lane County, State of Oregon, to wit:

The Northeast Quarter (NE 1/4) of the Northeast Quarter (NE 1/4) of the Northeast Quarter (NE 1/4) of Section 32, Township 16 South, Range 3 West, Willamette Meridian. All being North of W. Van Duyn Street and a part of the West Half (W 1/2) of the Isaac and Sarah Van Duyn D.L.C.

The location and course of said easement and right-of-way are approximately as shown on the sketch attached as Exhibit "A" and by this reference made a part hereof.

Together with the right of ingress and egress over the adjacent lands of the Grantor in order to install, maintain, repair, replace, rebuild, operate and patrol the underground electric power lines and appurtenances, and to exercise all other rights herein granted.

Grantor shall have the right to use the lands subject to the above described easement and right-of-way for all purposes not inconsistent with the uses and purposes herein set forth; provided that Grantor shall not build or erect any structure upon said easement and right-of-way without the prior written consent of Grantee.

All rights hereunder shall cease if and when such line shall have been abandoned.

9550174

Dated this 15th day of June 1995.

Irwin C. Whitaker (seal) Helen P. Whitaker (seal)
Irwin C. Whitaker
(Husband & Wife) Helen P. Whitaker

STATE OF OREGON
COUNTY OF LANE

On this 15th day of June, 1995, personally appeared before me a notary public in and for said State, the within named IRWIN C. WHITAKER & HELEN P. WHITAKER

_____ to me known to be the identical persons described therein and who executed the foregoing instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year above written.



Janice D. Fox
Notary Public for OREGON
Residing at: Springfield, OR
My Commission expires: 7-28-97

9550174



LEGEND	
○	POLE
---	UNDERGROUND PRIMARY ELECTRICAL CIRCUIT IN ONE 3" SCH 40 PVC CONDUIT
□	PAD MOUNTED TRANSFORMER
---	UNDERGROUND SERVICE ELECTRICAL CIRCUITS IN 2" SCH 40 PVC CONDUITS

FACILITIES COVERED BY THIS EASEMENT.

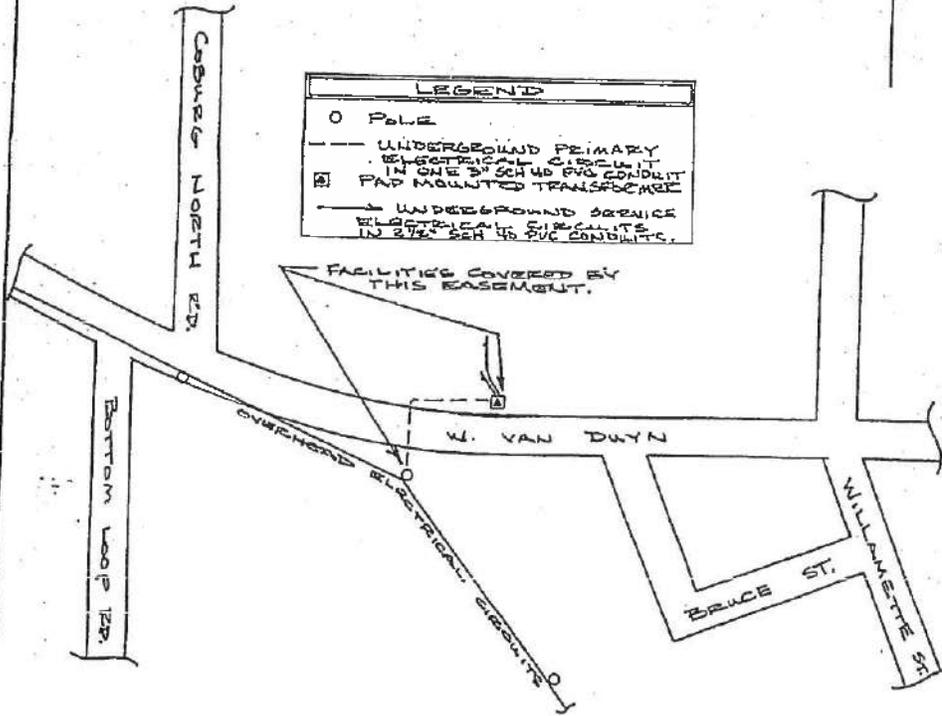


EXHIBIT 'A'

FOR RIGHT OF WAY EASEMENT COVERING UNDERGROUND ELECTRICAL CIRCUITS AND PAD MOUNTED TRANSFORMER FROM

DISTRICT JUNCTION CITY		
NAME <u>DALE JONES</u>	RC NO	48170
LOCATION <u>COLUMBIA, OREGON</u>	ER NO	611
MAP NO <u>13-16-03-32</u>	WO	01021890
DRAWN <u>E. W. SUTT</u> , 4-22-95		

PACIFIC POWER & LIGHT COMPANY

E R SKETCH

SCALE 1" = 200' ±

FORM 2783 REV. 5/87

9550174

INDEXED

State of Oregon
County of Lane — ss.
I, the County Clerk, in and for the said
County, do hereby certify that the within
instrument was received for record at

7 SEP 95 11: 41

Reel **2094R**

Lane County OFFICIAL Records
Lane County Clerk

By: David A. Suckard
County Clerk

After Recording Return to:

Dale + Carole Jones
32529 W. Van Duzyn
Colang, OR 97108



01434204201400179780020023

\$52.00

05/16/2014 01:20:52 PM

RPR-ESMT Cnt=1 Stn=15 CASHIER 11

\$10.00 \$10.00 \$11.00 \$21.00

FARM USE AND FOREST MANAGEMENT EASEMENT

Grantor(s) Dale + Carole Jones

print name(s)

is/are the owner(s) of real property as described on Exhibit "A", attached hereto. In accordance with the conditions set forth in the decision of the Lane County Land Management Division dated 4-28-14 approving Planning Action PA # 13-05655, for Assessor's Map and Tax Lot 165-03W-28 #500 Grantor(s) hereby grant(s) to the owner(s), (Grantees), of all property zoned for farm or forest use, a perpetual non-exclusive farm use and forest practices management easement as follows:

1. The Grantor(s), the heirs, successors, and assignees acknowledge by the granting of this easement that the above described property is situated in a farm or forest zone in Lane County, Oregon, and may be subjected to conditions resulting from farm use or commercial forests operations on lands zoned for farm or forest use. Such operations may include farm use as defined in ORS 215.203 and management and harvesting of timber, disposal of slash, reforestation, application of chemicals, road construction and maintenance, and other accepted and customary forest management activities conducted in accordance with Federal and State Laws. Said farm use and forest management activities ordinarily and necessarily produce noise, dust, odors, smoke and other conditions, which may conflict with Grantor's use of Grantor's property for residential purposes, and Grantor(s) hereby give(s) an easement to the property owners of lands zoned for farm or forest use for the resultant impact on Grantors property caused by the farm use or forest management activities on such lands.
2. Grantor(s) shall comply with all restrictions and conditions for maintaining residences in farm and forest zones that may be required by State, Federal, and local land use laws and regulations. Grantor(s) will comply with all fire safety regulations developed by the Oregon Department of Forestry for residential development within a forest zone.

This easement is appurtenant to all property zoned for farm or forest use, and shall bind the heirs, successors, and assignees of Grantor(s), and shall endure for the benefit of the owners of lands zoned for farm or forest use, their heirs, successors, and assignees. The grantees, their heirs, successors, and assignees are hereby expressly granted the right of third party enforcement of this easement.

Dale Jones
Grantor Signature

Carole Jones
Grantor Signature

IN WITNESS WHEREOF, the Grantor(s) has/have executed this easement on May 16, 2014
(date)

State of OREGON
County of Lane

Signed or attested before me on May 16th, 2014

by Dale Jones and Carole Jones
(Name of Grantor)

Kari L. Rogers
Signature of Notary

My commission expires: October 30, 2015

Recording Label Here



EXHIBIT A

Tax lot 500 of map 165-03W-28 is described in the deed recorded on Book 315, Page 247 (Whitaker to Macy), signed on 3/26/1946. It is lawfully divided by TL 1100, which is also a Legal Lot, having been described in the deed recorded on Book N, Page 507 (Van Duyn to Oregon Railway Company Ltd.), signed on 9/2/1881.

The subject parcel is composed of 72 +/- acres and lies West of tax lot 1100.



After Recording Return to
And Send Tax Statement to:
Dale & Carole Jones
P.O. Box 8346
Coburg, Oregon 97408

DECLARATION OF PROPERTY LINE ADJUSTMENT

The party to this Declaration of Property Line Adjustment is: Dale Jones and Carole Jones.

WHEREAS:

- A) The true consideration for this conveyance and adjustment is other than money, the receipt of which is hereby acknowledged.
- B) **Dale Jones and Carole Jones**, are the current owners of 2 adjoining units of land, said units of land are referred to herein as Property #1 and Property #2.
- C) **Dale Jones and Carole Jones** wish to enter into a Declaration of Property Line Adjustment Agreement to move the property line separating Property #1 and Property #2. This declaration is set forth to comply with Lane County Land Use Regulations and the provisions of ORS 92.010(7)(b); ORS 92.010(11); ORS 92.060(7) through (10); ORS 92.190(4) and all other applicable statutes.

NOW, THEREFORE:

- 1) Property #1 prior to this Declaration of Property Line Adjustment is known as Lane County Assessors Map No. 16-03-28-00, Tax Lot #1100.
- 2) The reference to the legal description of Property #1 prior to this Declaration of Property Line Adjustment is contained in Bargain and Sale Deed recorded January 27, 2014, Reception No. 2014-002745, Lane County Deeds and Records in Lane County, Oregon (Parcel 1).
- 3) Property #2 prior to this Declaration of Property Line Adjustment is known as the east portion of Lane County Assessors Map No. 16-03-28-00, Tax Lot #500.
- 4) The reference to the legal description of Property #2 prior to this Declaration of Property Line Adjustment is contained in Bargain and Sale Deed recorded January 27, 2014, Reception No. 2014-002745, Lane County Deeds and Records in Lane County, Oregon (the easterly portion of Parcel 11).

5) The legal description of Property #1, following this Declaration of Property Line Adjustment is as follows:

See attached Exhibit "A"

6) The legal description of Property #2, following this Declaration of Property Line Adjustment is as follows:

See attached Exhibit "B"

7) The portion of the legal description which depicts the new common boundary line between Property #1 and Property #2 is shown on attached Exhibit "D" and described as follows:

See attached Exhibit "C"

1. The Recitals above are incorporated herein.
2. Disclosure required by ORS 93.040(1) and (2).

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, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. 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 OF 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, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 20 TO 7, CHAPTER 8, OREGON LAWS 2010.

This is the 1st adjustment of 2 adjustments.

Attachments: Exhibits A through D

- Exhibit A: Property #1 after property line adjustment
- Exhibit B: Property #2 after property line adjustment
- Exhibit C: Described newly adjusted property line
- Exhibit D: Diagram of Property #1 and Property #2 showing adjusted property line and final configuration

Dale Jones
Dale Jones

7-27-2018
Date

Carole Jones
Carole Jones

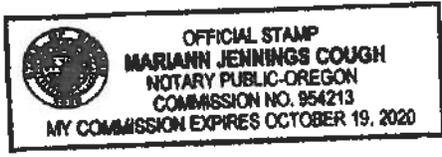
7-27-2018
Date

STATE OF OREGON)
County of Lane) s.s.

On this 27 day of July, 2018, personally appeared before me the above named Dale Jones, and acknowledged to me that the forgoing instrument be his voluntary act and deed.

Mariann Jennings Cough
Notary Public for Oregon

Oct. 19, 2020
My commission expires



STATE OF OREGON)
County of Lane) s.s.

On this 27 day of July, 2018, personally appeared before me the above named Carole Jones, and acknowledged to me that the forgoing instrument be her voluntary act and deed.

Mariann Jennings Cough
Notary Public for Oregon

Oct. 19, 2020
My commission expires

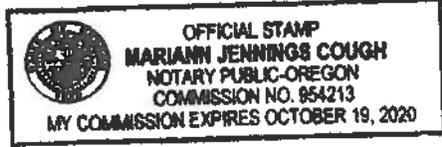


EXHIBIT "A"
(PROPERTY #1 DESCRIPTION AFTER ADJUSTMENT)

A unit of land located in the Southwest 1/4 of Section 28 and the Southeast 1/4 of Section 29, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, North 89°50'27" West 60.57 feet to the northeast corner of Lot 4, Block 2 of MACY'S SECOND ADDITION TO COBURG, said northeast corner of Lot 4 lies on the westerly line of the Old Southern Pacific Railroad right-of-way, said northeast corner of Lot 4 is also referenced by a 5/8 inch iron rebar which bears North 50°48'40" West 0.13 feet;

Thence along the westerly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 60.57 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar marks the POINT OF BEGINNING of this unit of land;

Thence continuing along the westerly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 2089.85 feet to the intersection of the westerly line of the Old Southern Pacific Railroad right-of-way with the northerly line of Donation Land Claim No. 61;

Thence leaving the westerly line of the Old Southern Pacific Railroad right-of-way and run along the northerly line of Donation Land Claim No. 61, South 89°49'06" East 1483.08 feet to a point, said point being on the 1/2 line of Donation Land Claim No. 61 in a north-south direction as surveyed in County Survey File No. 16369, said point also being referenced by a 5/8" inch iron rebar with red plastic cap stamped "RM ROBERTS SURV. INC." which bears South 00°19'04" West 10.00 feet;

(Continue on next page)

(continued from previous page)

Thence leaving northerly line of Donation Land Claim No. 61 and run along the 1/2 line of Donation Land Claim No. 61, South 00°19'04" West 2069.63 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence leaving the 1/2 line of Donation Land Claim No. 61 and run parallel with and 600.00 feet northerly of the southerly line of Donation Land Claim No. 61, North 89°50'27" West 1191.41 feet to the point of beginning, all in Lane County, Oregon and containing 63.54 acres of land, more or less.

EXHIBIT "B"
(PROPERTY #2 DESCRIPTION AFTER ADJUSTMENT)

A unit of land located in the Southwest 1/4 of Section 28 and the Northwest 1/4 of Section 33, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet; said point also marks the **POINT OF BEGINNING** of this unit of land;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, North 89°50'27" West 60.57 feet to the northeast corner of Lot 4, Block 2 of MACY'S SECOND ADDITION TO COBURG, said northeast corner of Lot 4 lies on the westerly line of the Old Southern Pacific Railroad right-of-way, said northeast corner of Lot 4 is also referenced by a 5/8 inch iron rebar which bears North 50°48'40" West 0.13 feet;

Thence along the westerly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 60.57 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.",

Thence leaving the westerly line of the Old Southern Pacific Railroad right-of-way and run parallel with and 600.00 feet northerly of the southerly line of Donation Land Claim No. 61, South 89°50'27" East 1191.41 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of Donation Land Claim No. 61 in a north-south direction as surveyed in County Survey File No. 16369;

Thence along the 1/2 line of Donation Land Claim No. 61, South 00°19'04" West 600.00 feet to a point; said point being the intersection of the 1/2 line of Donation Land Claim No. 61 with the southerly line of Donation Land Claim No. 61, said point also being referenced by a 3/4 inch

(Continue on next page)

(continued from previous page)

iron pipe which bears South 1.19 feet and West 0.18 feet and a 3/4 inch iron pipe which bears South 0.45 feet and West 0.36 feet;

Thence along the southerly line of Donation Land Claim No. 61, North 89°50'27" West 1046.31 feet to the point of beginning, all in Lane County, Oregon and containing 15.08 acres of land, more or less.

EXHIBIT "C"
(DESCRIPTION OF NEWLY ADJUSTED PROPERTY LINE)

A new common property line located in the Southwest 1/4 of Section 28, Township 16 South, Range 3 West of the Willamette Meridian, said line being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, North 89°50'27" West 60.57 feet to the northeast corner of Lot 4, Block 2 of MACY'S SECOND ADDITION TO COBURG, said northeast corner of Lot 4 lies on the westerly line of the Old Southern Pacific Railroad right-of-way, said northeast corner of Lot 4 is also referenced by a 5/8 inch iron rebar which bears North 50°48'40" West 0.13 feet;

Thence along the westerly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 60.57 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar marks the **POINT OF BEGINNING** of this new common property line;

Thence leaving the westerly line of the Old Southern Pacific Railroad right-of-way and run parallel with and 600.00 feet northerly of the southerly line of Donation Land Claim No. 61, South 89°50'27" East 1191.41 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of Donation Land Claim No. 61 in a north-south direction as surveyed in County Survey File No. 16369, said iron rebar marks the point of terminus of this new common property line, located in the Lane County, Oregon.

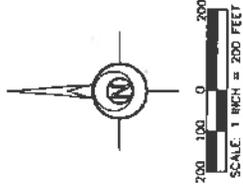
EXHIBIT "D"

LANE COUNTY SURVEYORS OFFICE
 C.S. FILE NO. _____
 FILE DATE _____

LEGEND

- MONUMENTS FOUND AS DESCRIBED IN MONUMENT INFORMATION
- MONUMENTS FOUND: 5/8" IRON REBAR WITH YELLOW PLASTIC CAP STAMPED "LANE COUNTY RW" SET IN CSF 350333 - 35242 AND SHOWN IN REFERENCE 1
- MONUMENTS SET: 5/8" X 30" ROD REBAR WITH YELLOW PLASTIC CAP STAMPED "ROBERTS SURV. INC."
- △ COMPUTED POINT, NOTHING FOUND OR SET
- DEWOTES LINE NOT TO SCALE
- CSF COUNTY SURVEY FILE
- LPPN LAND PARTITION PLAT NO.
- TL TAX LOT
- REPRESENTS A FOUND MONUMENT
- REPRESENTS A COMPUTED POINT
- NFS NOT TO SCALE
- REF REFERENCE

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
DALE KENT BAKER
 #59685
 RENEWS: 12-31-2019



NARRATIVE
 THE PURPOSE OF THIS SURVEY IS TO ESTABLISH THE NEW COMMON PROPERTY LINE BETWEEN PROPERTY #1 AND PROPERTY #2 AS SET FORTH IN PARAGRAPHS 1 AND 2 OF THE ADJUSTING DECLARATION AND RECORDS XX, 2018 RECEIPTION NO. 2018-XXXXXX, LANE COUNTY DEEDS & RECORDS, AND APPROVED THROUGH LANE COUNTY PLANNING ACTION 509 18-00X.
 THE BOUNDARY LINES OF PROPERTY #1 AND PROPERTY #2 WERE ESTABLISHED IN CSF 44220. THE NEW COMMON PROPERTY LINE WAS MONUMENTED AS PER THE ABOVE MENTIONED DECLARATION OF PROPERTY LINE ADJUSTMENT.
 THIS SURVEY WAS PERFORMED USING A NIKON DTM 632 TOTAL STATION AND SUPPORTING EQUIPMENT.

NOTES:
 1) MEASURED BEARINGS AND DISTANCES ARE THE SAME AS DATA OF RECORD UNLESS OTHERWISE SHOWN.
 2) MONUMENT INFORMATION IS ON SHEET 1.

REFERENCES:
 () CSF 44220 BY K. BAKER FILED JANUARY 24, 2016.
 () DECLARATION OF PROPERTY LINE ADJUSTMENT RECORDED XXXX XX, 2018, RECEIPTION NO. 2018-XXXXXX, LANE COUNTY DEEDS & RECORDS.



PROPERTY LINE ADJUSTMENT SURVEY
 (FINAL CONFIGURATION)
 CLIENT: DALE & CAROLE JONES
 DRAWN BY: KB
 DATE: JULY 12, 2018
 REVISION DATE:
 JOB NO. 2018-PL-004
 SHEET 2 OF 2

Roberts Surveying, Inc.
 P.O. Box 7155
 Springfield, Oregon 97475
 Bus (541) 346-1112

After Recording Return to
And Send Tax Statement to:
Dale & Carole Jones
P.O. Box 8346
Coburg, Oregon 97408



\$147.00

01753000201800517340090090

11/06/2018 11:03:10 AM

RPR-DEED Cnt=1 Stn=15 CASHIER 01
\$45.00 \$20.00 \$11.00 \$61.00 \$10.00

DECLARATION OF PROPERTY LINE ADJUSTMENT DEED

The party to this Declaration of Property Line Adjustment is: Dale Jones and Carole Jones.

WHEREAS:

- A) The true consideration for this conveyance and adjustment is other than money, the receipt of which is hereby acknowledged.
- B) **Dale Jones and Carole Jones**, are the current owners of 2 adjoining units of land, said units of land are referred to herein as Property #1 and Property #2.
- C) **Dale Jones and Carole Jones** wish to enter into a Declaration of Property Line Adjustment Agreement to move the property line separating Property #1 and Property #2. This declaration is set forth to comply with Lane County Land Use Regulations and the provisions of ORS 92.010(7)(b); ORS 92.010(11); ORS 92.060(7) through (10); ORS 92.190(4) and all other applicable statutes.

NOW, THEREFORE:

- 1) Property #1 prior to this Declaration of Property Line Adjustment is known as Lane County Assessor's Map No. 16-03-28-00, Tax Lot #500.
- 2) The reference to the legal description of Property #1 prior to this Declaration of Property Line Adjustment is contained in Bargain and Sale Deed recorded January 27, 2014, Reception No. 2014-002745, Lane County Deeds and Records in Lane County, Oregon (the westerly portion of Parcel 11).
- 3) Property #2 prior to this Declaration of Property Line Adjustment is known as Lane County Assessor's Map No. 16-03-28-00, Tax Lot #501.
- 4) The reference to the legal description of Property #2 prior to this Declaration of Property Line Adjustment is contained in Declaration of Property Line Adjustment recorded July 27, 2018, Reception No. 2018-034905, Lane County Deeds and Records in Lane County, Oregon (referenced as Property 2).

5) The legal description of Property #1, following this Declaration of Property Line Adjustment is as follows:

See attached Exhibit "A"

6) The legal description of Property #2, following this Declaration of Property Line Adjustment is as follows:

See attached Exhibit "B"

7) The portion of the legal description which depicts the new common boundary line between Property #1 and Property #2 is shown on attached Exhibit "D" and described as follows:

See attached Exhibit "C"

1. The Recitals above are incorporated herein.
2. Disclosure required by ORS 93.040(1) and (2).

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, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. 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 OF 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, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 20 TO 7, CHAPTER 8, OREGON LAWS 2010.

This is the 2nd adjustment of 2 adjustments.

Attachments: Exhibits A through D

- Exhibit A: Property #1 after property line adjustment
- Exhibit B: Property #2 after property line adjustment
- Exhibit C: Described newly adjusted property line
- Exhibit D: Diagram of Property #1 and Property #2 showing adjusted property line and final configuration

EXHIBIT "A"
(PROPERTY #1 DESCRIPTION AFTER ADJUSTMENT)

A unit of land located in the Southwest 1/4 of Section 28, the Southeast 1/4 of Section 29 and the northeast 1/4 of Section 32, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the northerly boundary of MACY'S SECOND ADDITION TO COBURG and its easterly projection, North 89°50'27" West 530.80 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the westerly right-of-way line of Willamette Street, said iron rebar marks the POINT OF BEGINNING of this unit of land;

Thence along the westerly right-of-way line of Willamette Street, South 00°09'33" West 492.57 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence South 43°09'09" West 23.81 feet to a point on the northerly right-of-way of Coburg Road;

Thence along the northerly right-of-way of Coburg Road the following bearings and distances: North 89°49'54" West 98.75 feet; thence along the arc of a of a 3310.83 foot radius curve to the left with a central angle of 5°32'35" (the long chord which bears South 87°23'48" West 320.18 feet) and a curve distance of 320.31 feet; thence South 84°37'31" West 36.66 feet; thence South 89°55'38" West 65.90 feet; thence along the arc of a of a 456.04 foot radius curve to the right with a central angle of 32°22'38" (the long chord which bears North 79°11'10" West 254.29 feet) and a curve distance of 257.70 feet; thence North 62°59'51" West 180.63 feet to a point, said point being the intersection of the northerly right-of-way of Coburg Road with the

(Continue on next page)

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easterly right-of-way of Coburg Road (North), said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "LANE COUNTY RW" which bears North 62°59'51" West 0.14 feet;

Thence along the easterly right-of-way of Coburg Road (North), North 00°14'06" East 2531.26 feet to a point, said point being the intersection of the easterly right-of-way of Coburg Road (North) and the northerly line of Donation Land Claim No. 61, said point being referenced by a 1-1/2 inch iron bolt which bears South 89°49'06" East 0.18 feet;

Thence leaving the easterly right-of-way of Coburg Road (North) and run along the northerly line of Donation Land Claim No. 61, South 89°49'06" East 1120.92 feet to a point, said point being intersection of the northerly line of Donation Land Claim No. 61 with the westerly line of the Old Southern Pacific Railroad right-of-way;

Thence leaving the northerly line of Donation Land Claim No. 61 and run along the westerly line of the Old Southern Pacific Railroad right-of-way, South 07°42'16" East 2089.85 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence leaving the westerly line of the Old Southern Pacific Railroad right-of-way and run parallel with and 60.00 feet northerly of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, North 89°50'27" West 461.94 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence along the northerly extension of the westerly right-of-way line of Willamette Street, South 00°09'33" West 60.00 feet to the point of beginning, all in Lane County, Oregon and containing 74.41 acres of land, more or less.

EXHIBIT "B"
(PROPERTY #2 DESCRIPTION AFTER ADJUSTMENT)

A unit of land located in the Southwest 1/4 of Section 28, Southeast 1/4 of Section 29 and the Northwest 1/4 of Section 33, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet; said point also marks the **POINT OF BEGINNING** of this unit of land;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the northerly boundary of MACY'S SECOND ADDITION TO COBURG and its easterly projection, North 89°50'27" West 530.80 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the westerly right-of-way line of Willamette Street;

Thence along the northerly extension of the westerly right-of-way line of Willamette Street, North 00°09'33" East 60.00 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence run parallel with and 60.00 feet northerly of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, South 89°50'27" East 461.94 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."

Thence continuing South 89°50'27" East 1191.41 feet, parallel with and 600.00 feet northerly of the southerly line of Donation Land Claim No. 61 to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of Donation Land Claim No. 61 in a north-south direction as surveyed in County Survey File No. 16369;

(Continue on next page)

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Thence along the 1/2 line of Donation Land Claim No. 61, South 00°19'04" West 600.00 feet to a point; said point being the intersection of the 1/2 line of Donation Land Claim No. 61 with the southerly line of Donation Land Claim No. 61, said point also being referenced by a 3/4 inch iron pipe which bears South 1.19 feet and West 0.18 feet and a 3/4 inch iron pipe which bears South 0.45 feet and West 0.36 feet;

Thence along the southerly line of Donation Land Claim No. 61, North 89°50'27" West 1046.31 feet to the point of beginning, all in Lane County, Oregon and containing 15.72 acres of land, more or less.

EXHIBIT "C"
(DESCRIPTION OF NEWLY ADJUSTED PROPERTY LINE)

A new common property line located in the Southwest 1/4 of Section 28 and Southeast 1/4 of Section 29, Township 16 South, Range 3 West of the Willamette Meridian, said line being more particularly described as follows:

Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon;

Thence along the southerly line of said Donation Land Claim No. 61, South 89°50'27" East 1583.83 feet to a point, said point being the intersection of the southerly line of Donation Land Claim No. 61 with the easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07°42'16" West 0.12 feet;

Thence leaving the southerly line of Donation Land Claim No. 61 and run along the easterly line of the Old Southern Pacific Railroad right-of-way, North 07°42'16" West 545.13 feet to a point, said point being the intersection of the easterly line of the Old Southern Pacific Railroad right-of-way with the easterly projection of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07°42'16" West 0.06 feet;

Thence leaving the easterly line of the Old Southern Pacific Railroad right-of-way and run along the northerly boundary of MACY'S SECOND ADDITION TO COBURG and its easterly projection, North 89°50'27" West 530.80 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the westerly right-of-way line of Willamette Street, said iron rebar marks the **POINT OF BEGINNING** of this new common property line;

Thence along the northerly extension of the westerly right-of-way line of Willamette Street, North 00°09'33" East 60.00 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.";

Thence run parallel with and 60.00 feet northerly of the northerly boundary of MACY'S SECOND ADDITION TO COBURG, South 89°50'27" East 461.94 feet to a 5/8" inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC, said iron rebar marks the point of terminus of this new common property line, located in the Lane County, Oregon.



Lane County Clerk
 Lane County Deeds & Records
 2019-046262
 10/15/2019 12:04:51 PM
 RPR-DEED Cnt=1 Stn=1 CASHIER 05 2pages \$92.00
 \$10.00 \$11.00 \$10.00 \$61.00

TITLE NO. 0315544
 ESCROW NO. VP19-1218A SP
 TAX ACCT. NO. 1897725
 TAX ACCT. NO. 1897717
 MAP/TAX LOT NO. 16-03-28-00-00501
 MAP/TAX LOT NO. 16-03-28-00-00501

GRANTOR

CAROLE IRENE JONES, Successor Trustee of the IRWIN C. WHITAKER REVOCABLE TRUST, dated April 8, 1991, DALE JONES and CAROLE JONES

GRANTEE

DALE JONES and CAROLE JONES
 P.O. BOX 8346
 EUGENE, OR 97408

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

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

BARGAIN AND SALE DEED

CAROLE IRENE JONES, Successor Trustee of the IRWIN C. WHITAKER REVOCABLE TRUST, dated April 8, 1991 and DALE JONES and CAROLE JONES, Grantor,

conveys to

DALE JONES and CAROLE JONES, as tenants by the entirety, 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:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300 (Definitions for ORS 195.300 to 195.336), 195.301 (Legislative findings) AND 195.305 (Compensation for restriction of use of real property due to land use regulation) TO 195.336 (Compensation and Conservation Fund) AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. 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 (Definitions for ORS 92.010 to 92.192) OR 215.010 (Definitions), 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 (Definitions for ORS 30.930 to 30.947), AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300 (Definitions for ORS 195.300 to 195.336), 195.301 (Legislative findings) AND 195.305 (Compensation for restriction of use of real property due to land use regulation) TO 195.336 (Compensation and Conservation Fund) AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is to correct vesting.

Dated this 14 day of October, 2019.

Carole Irene Jones trustee
 CAROLE IRENE JONES, Successor Trustee of the
 IRWIN C. WHITAKER REVOCABLE TRUST, dated
 April 8, 1991

Dale Jones
 DALE JONES

Carole Jones
 CAROLE JONES

State of Oregon
 County of Lane

This instrument was acknowledged before me on October 14, 2019 by CAROLE IRENE JONES, Successor Trustee of the IRWIN C. WHITAKER REVOCABLE TRUST, dated April 8, 1991 and DALE JONES and CAROLE JONES.

(Notary Public for Oregon)
My commission expires 12-20-21



EXHIBIT A - LEGAL DESCRIPTION

A unit of land located in the Southwest 1/4 of Section 28, Southeast 1/4 of Section 29 and the Northwest 1/4 of Section 33, Township 16 South, Range 3 West of the Willamette Meridian, said unit of land being more particularly described as follows: Commencing at a 2-1/2 inch Lane County Surveyor's Office brass cap dated 1989 marking the Southwest corner of the Issac Van Duyn Donation Land Claim No. 61, located in Section 32, Township 16 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon; Thence along the Southerly line of said Donation Land Claim No. 61, South 89° 50' 27" East 1583.83 feet to a point, said point being the intersection of the Southerly line of Donation Land Claim No. 61, with the Easterly line of the Old Southern Pacific Railroad right-of-way, said point being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "CASWELL PLS 494" which bears North 07° 42' 16" West 0.12 feet; said point also marks the point of beginning of this unit of land; Thence leaving the Southerly line of Donation Land Claim No. 61 and run along the Easterly line of the Old Southern Pacific Railroad right-of-way, North 07° 42' 16" West 545.13 feet to a point, said point being the intersection of the Easterly line of the Old Southern Pacific Railroad right-of-way with the Easterly projection of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, as platted and recorded in Book 3, Page 26, Lane County Oregon Plat Records, said point also being referenced by a 5/8 inch iron rebar with yellow plastic cap stamped "SKINNER & ASSOC INC" which bears North 07° 42' 16" West 0.06 feet; Thence leaving the Easterly line of the Old Southern Pacific Railroad right-of-way and run along the Northerly boundary of MACY'S SECOND ADDITON TO COBURG and its Easterly projection, North 89° 50' 27" West 530.80 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC.", said iron rebar lies on the Westerly right-of-way line of Willamette Street; Thence along the Northerly extension of the Westerly right-of-way line of Willamette Street, North 00° 09' 33" East 60.00 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence run parallel with and 60.00 feet Northerly of the Northerly boundary of MACY'S SECOND ADDITION TO COBURG, South 89° 50' 27" East 461.94 feet to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC."; Thence continuing South 89° 50' 27" East 1191.41 feet, parallel with and 600.00 feet Northerly of the Southerly line of Donation Land Claim No. 61 to a 5/8 inch iron rebar with yellow plastic cap stamped "ROBERTS SURV. INC." located on the 1/2 line of the Donation Land Claim No. 61 in a North-South direction as surveyed in County Survey File No. 16369; Thence along the 1/2 line of Donation Land Claim No. 61, South 00° 19' 04" West 600.00 feet to a point; said point being the intersection of the 1/2 line of Donation Land Claim No. 61 with the Southerly line of Donation Land Claim No. 61, said point also being referenced by a 3/4 inch iron pipe which bears South 1.19 feet and West 0.18 feet and a 3/4 inch iron pipe which bears South 0.45 feet and West 0.36 feet; Thence along the Southerly line of Donation Land Claim No. 61, North 89° 50' 27" West 1046.31 feet to the point of beginning, all in Lane County, Oregon.

COBURG CREEK SUBDIVISION

Eugene, Oregon

May 21, 2020

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW
ENGINEERING

Traffic Impact Analysis

COBURD CREEK SUBDIVISION



RENEWAL 06 / 30 / 18

Kelly Sandow PE

Eugene, Oregon
May 21, 2020

**SANDOW
ENGINEERING**
160 Madison Street, Suite A
Eugene Oregon 97402
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project # 5840

EXECUTIVE SUMMARY

This report provides the Traffic Impact Analysis and findings prepared for the proposed Coburg Creek Subdivision development located north of the terminus of Coleman Street and Skinner Street in Coburg, Oregon . The subject site is located on Assessor's Map 16-03-28-00 tax lot 501. The 4.76-acre parcel is zoned E-2 Residential. The applicant is proposing the development of 39 single-family homes. The proposal includes street connections to Skinner Street and Coleman Street for access.

The analysis evaluates the transportation impacts as per the City of Coburg criteria, evaluating adjacent roadway and intersection operation with the addition of development traffic for the year of opening and 5 years into the future.

The following report 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.
- The addition of development traffic does not substantially increase queuing conditions.
- Skinner Street and Coleman Street, while narrower than City street standards, can operate safely and efficiently with the additional traffic added from the development.
- Skinner Street and Coleman Street can operate safely and efficiently for firetrucks and emergency vehicle use.
- The line of sight for a vehicle traveling southbound on Coleman Street around the curve towards Sarah Street can be met as long as obstructions such as buildings, fences, and vehicle parking are not allowed along the inside of the curve.
- The internal site curvature of Skinner Street and Coleman Street should have a restriction for no on-street parking to ensure the line of sight is continues to be met.

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1.0 BACKGROUND

1.1 SITE INFORMATION

This report provides the Traffic Impact Analysis and findings prepared for the proposed Coburg Creek Subdivision development located north of the terminus of Coleman St and Skinner St in Coburg, Oregon. The subject site is located on Assessor's Map 16-03-28-00 tax lot 501. The 4.76-acre parcel is zoned E-2 Residential. The applicant is proposing the development of 39 single-family homes. The proposed use is allowed under the existing zoning. The proposal includes street connections to Skinner Street and Coleman Street for access.

1.2 ANALYSIS SCOPE

The traffic study is performed in accordance with the City of Coburg standards and criteria. Appendix B contains the Scope of Work. A turning movement/intersection analysis was performed for the adjacent intersections anticipated to be most impacted by the development. The following intersections are included in the study:

- E Locust St @ N Skinner St
- N Skinner St @ E Mill St
- N Coleman St @ E Mill St

The operational analysis was performed at the study area intersections for the weekday PM peak hour(4-6 PM). The operational analysis is performed for the following conditions:

- Existing conditions, the year 2020
- Year of completion, the year 2022, with and without the proposed development
- Five-year planning horizon, the year 2027, with and without the proposed development

Evaluation of N Skinner St and N Coleman St was focusing on:

- Street width for 2-way vehicle use
- Street width for emergency access

Evaluation of internal roadway curvature for sight distance.

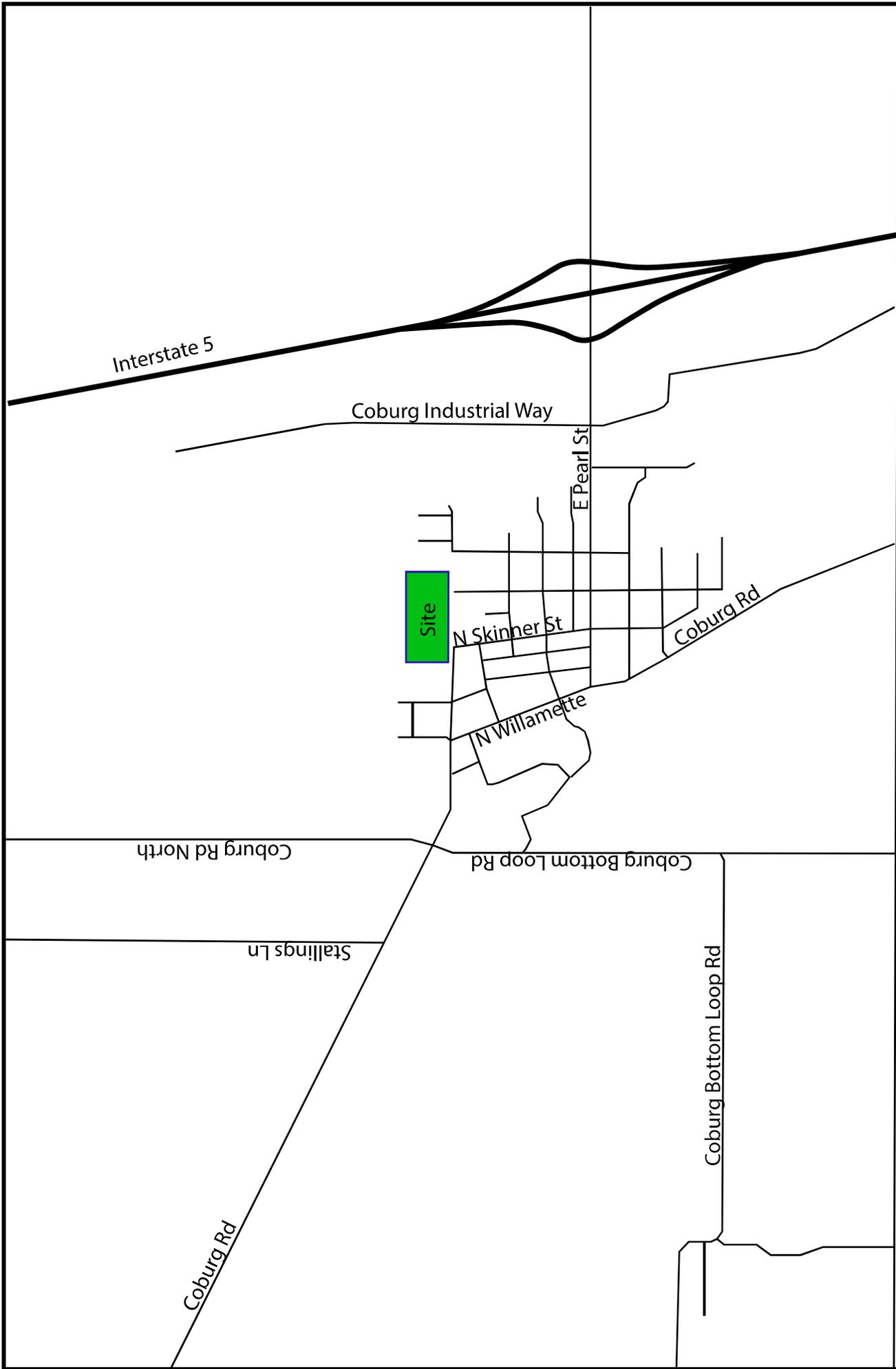
2.0 EXISTING ROADWAY CONDITIONS

2.1 STREET NETWORK

Streets included within the study are N Skinner St, N Coleman St, E Mill St, and E Locust St. The roadway characteristics within the study area are included in Table 1. Figure 1 provides a map of the site location and study area. Figure 2 illustrates the study area intersection geometry and access control.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	N Skinner St	N Coleman St	E Mill St	E Locust St
Jurisdiction	City of Coburg	City of Coburg	City of Coburg	City of Coburg
Functional Classification	Local/Collector	Local	Collector	Collector
Lanes per Direction	1	1	1	1
Center Left Turn lane	None	None	None	None
Restrictions in the Median	None	None	None	None
Bikes Lanes Present	None	None	None	None
Sidewalks Present	None	None	None	None
Transit Route	None	None	None	None
On-Street Parking	Yes	Yes	Yes	Yes
Vertical or Horizontal Sight Limitations	None	None	None	None



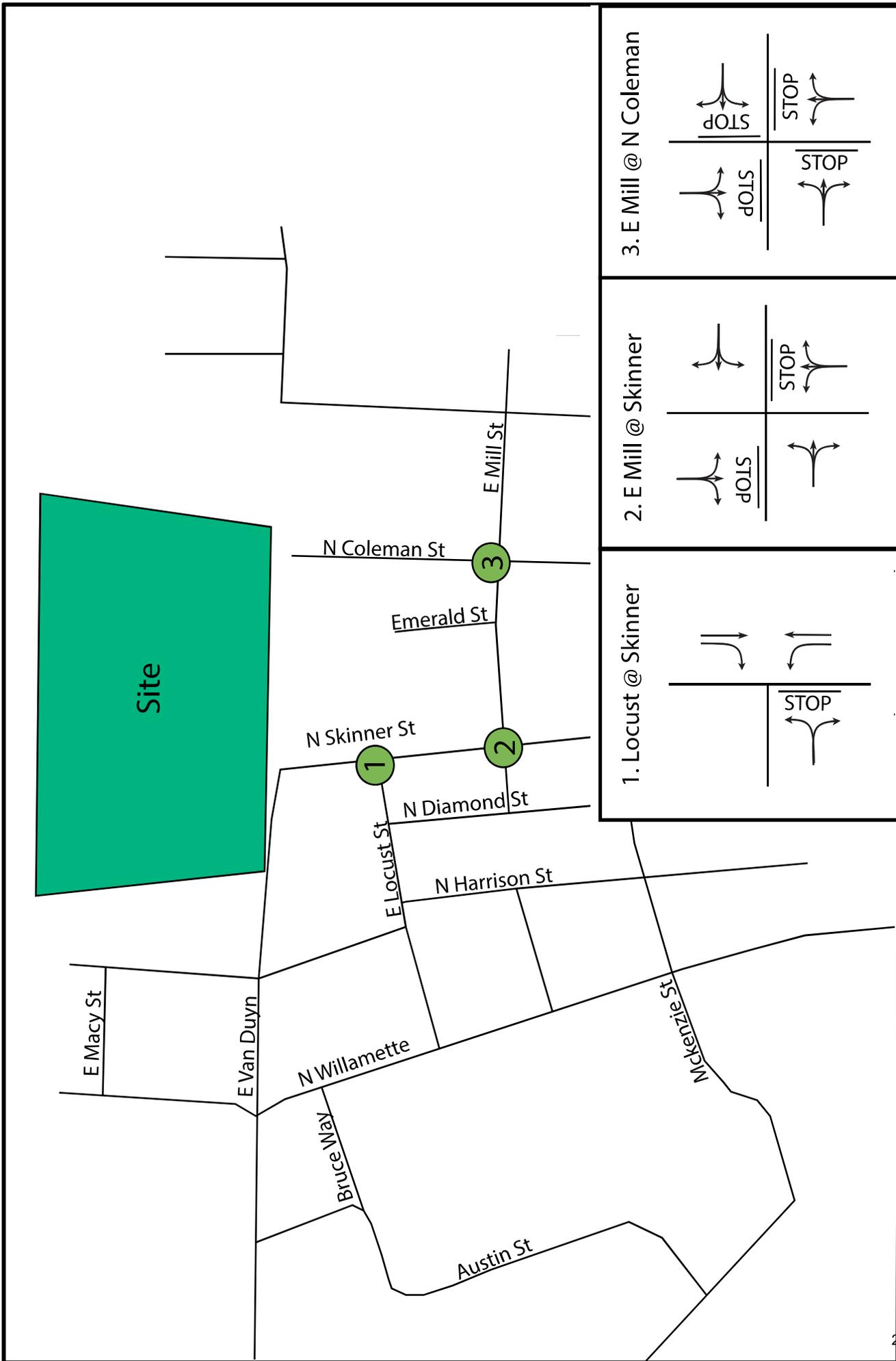


Figure 2 : Intersection Control and Lane Configuration

Coburg Creek Subdivision

3.0 DEVELOPMENT TRIP GENERATION AND DISTRIBUTION

The development is proposed as 39 single-family houses. The vehicle trips generated to this site are estimated using the ITE Trip Generation Manual 10th Edition. The closest ITE Land Use to the proposed development is ITE Land Use Code 210- Single Family Detached Housing. The PM peak hour development trips are provided in Table 3 .

TABLE 3: TRIP GENERATION-PEAK HOUR

ITE Land Use	Size	Trip Generation					
		Rate	Trips	%IN	%OUT	IN	OUT
PM Peak Hour Trips							
210- Single Family Housing	39	*Eqn1	41	63%	27%	26	15

*Eqn1= $\ln(t)=0.96\ln(x)+0.20$

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:

- 32% to/from Locust to Willamette St
- 22% to Skinner to Mill St
- 46% to Coleman to Mill St

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

4.0 BACKGROUND TRAFFIC VOLUMES

4.1 INTERSECTION COUNTS

As part of the analysis, PM peak hour turning movement counts were collected at the intersections of E Locust at N Skinner, E Mill at N Skinner and N Coleman at E Mill. Traffic counts were performed for the weekday peak period of 4:00 PM to 6:00 PM. The turning movement counts illustrate that the peak of the count period occurred between 4:00 PM and 5:00 PM.

The traffic volumes are included in Appendix C.

4.2 VOLUME ADJUSTMENT

The traffic counts were verified for accuracy by comparing the traffic volumes along and turning into Coleman and Skinner with the number of homes along the roadways. Skinner has 8 homes north of Locust and there were 13 trips accessing this section of roadway in the PM peak hour. Skinner has 4 homes that use Skinner between Locust and Mill and there were 6 vehicles accessing

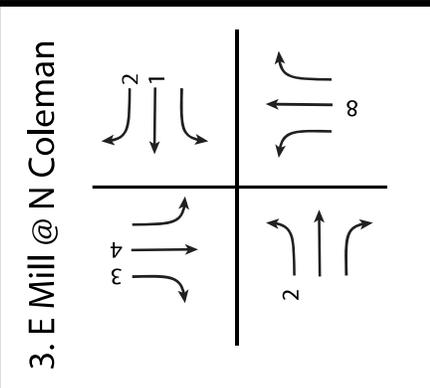
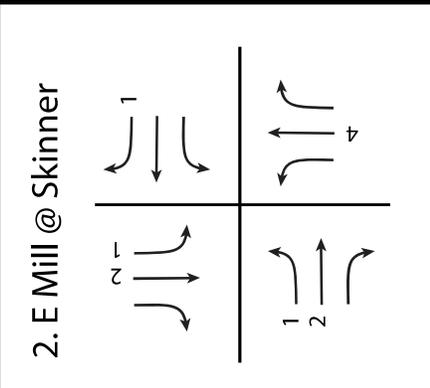
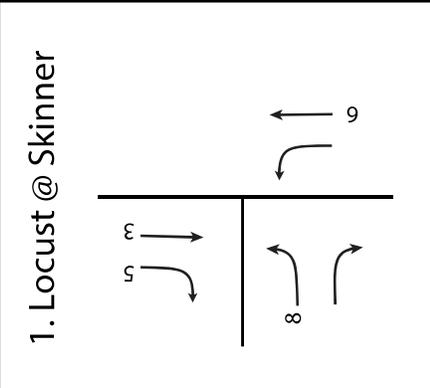
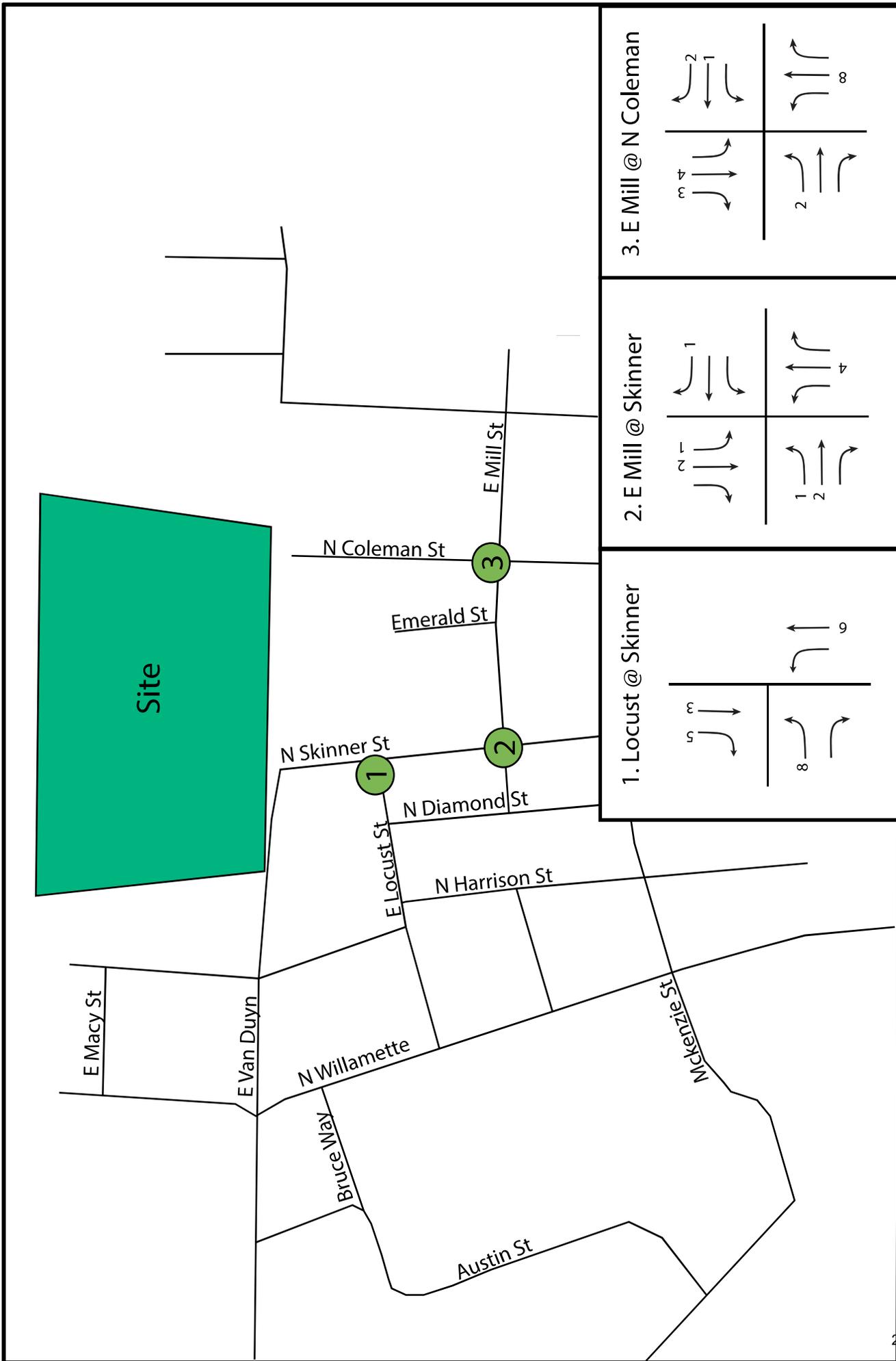
this section of roadway in the PM peak hour. Coleman has 10 homes that access Coleman north of Mill, and there were 6 vehicles accessing this section of roadway in the PM peak hour. The levels of traffic volumes are consistent with what is anticipated for the number of homes on each section of the roadway. Therefore, the traffic counts were determined to be valid for this analysis.

4.3 FUTURE YEAR BACKGROUND VOLUMES

The proposed site development is projected to be completed by the year 2022. Consistent with the traffic impact analysis criteria, the intersections were evaluated for the year of completion, the year 2022, and a 5-year planning horizon, the year 2027. To account for naturally occurring traffic increased between the count year and the future analysis year, an annual growth rate was applied. The growth rate was determined using the population forecast projections for Coburg from the Lane County Coordinated Population Forecast 2015 through 2065 from the Population Research Center at Portland State University. The forecast illustrates a 2020 population of 1,083 and a 2025 population of 1,151. This equates to approximately 1.3% per year of growth. The 1.3% per year was applied to the year 2020 volumes to estimate the year 2022 and the year 2027 background volumes.

4.4 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. Figures 4 illustrates the year 2020 background traffic volumes for the peak hour. Figure 5 illustrates the year 2021 PM peak hour traffic volumes, Figure 6 illustrates the year 2021 PM Peak hour volumes with the development, Figure 7 illustrates the year 2027 PM peak hour traffic volumes, and Figure 8 illustrates the year 2027 PM Peak hour volumes with the development,



Coburg Creek Subdivision

Figure 3 : PM Peak Hour Development Trips

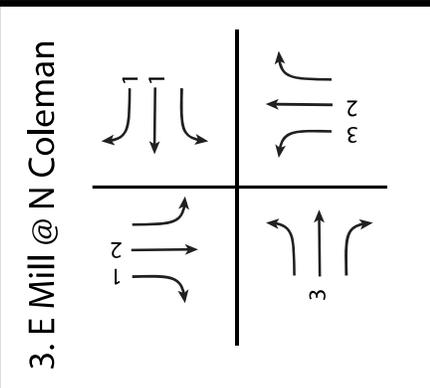
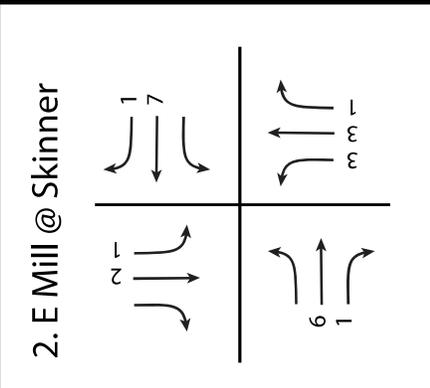
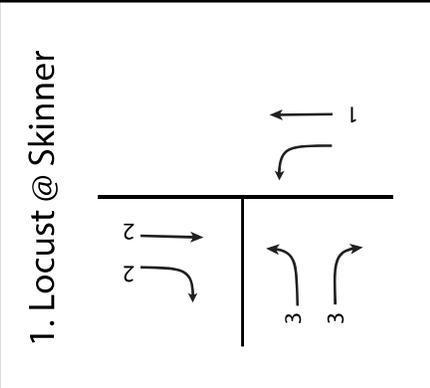
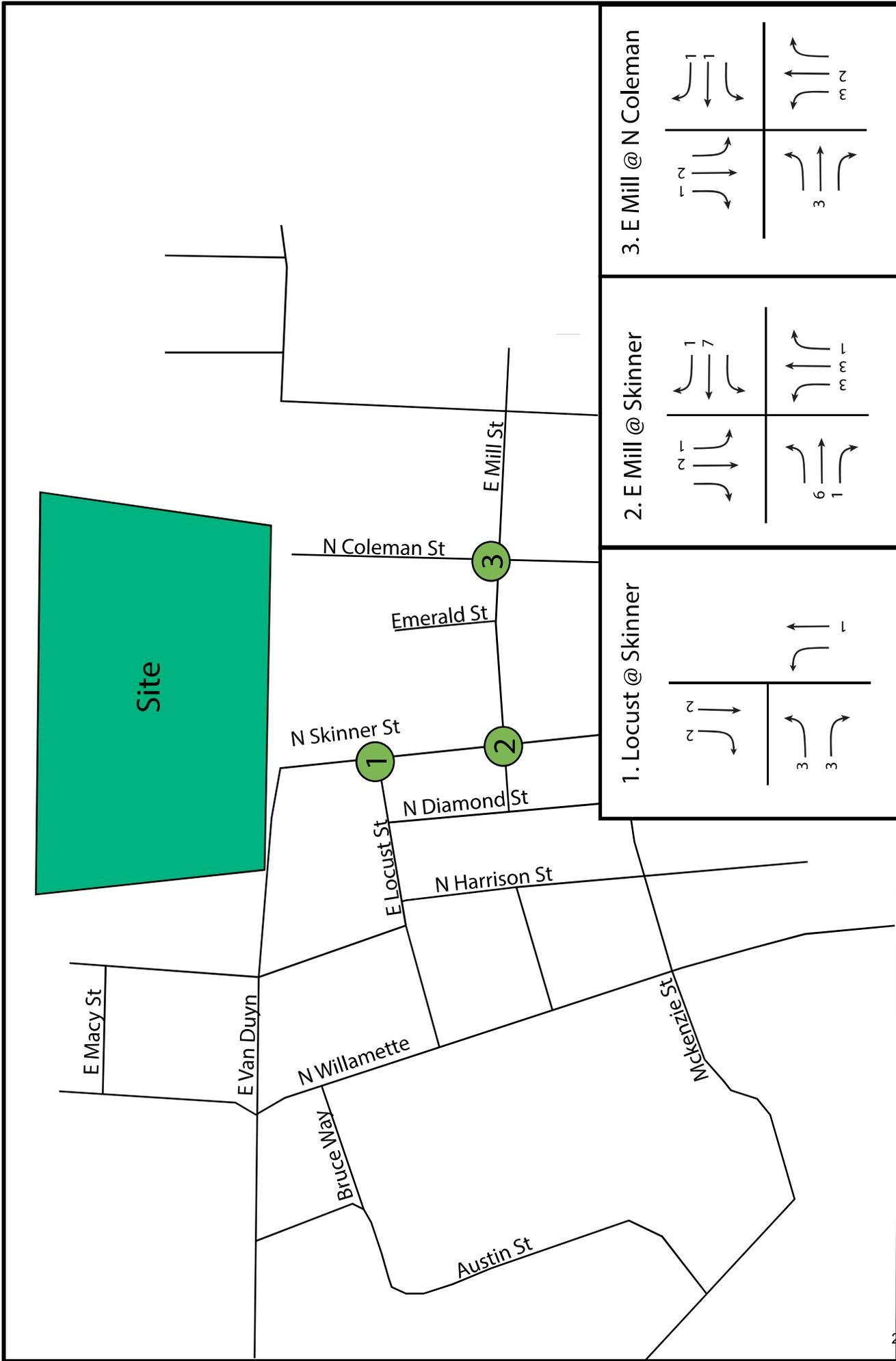
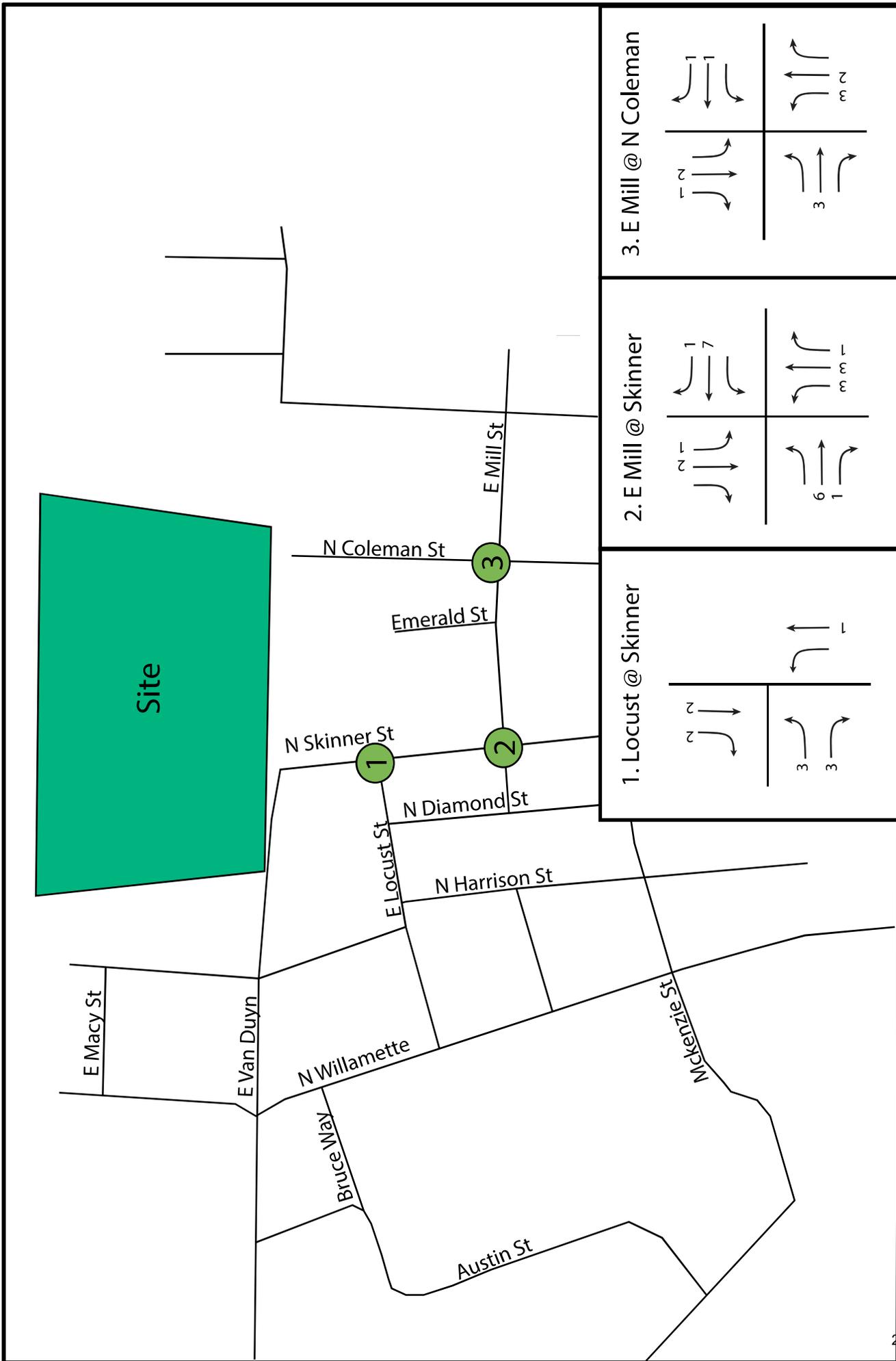


Figure 4: 2020 Existing Peak Hour Traffic Volumes



Coburg Creek Subdivision

Figure 5 : 2022 PM Peak Hour Background Traffic Volumes

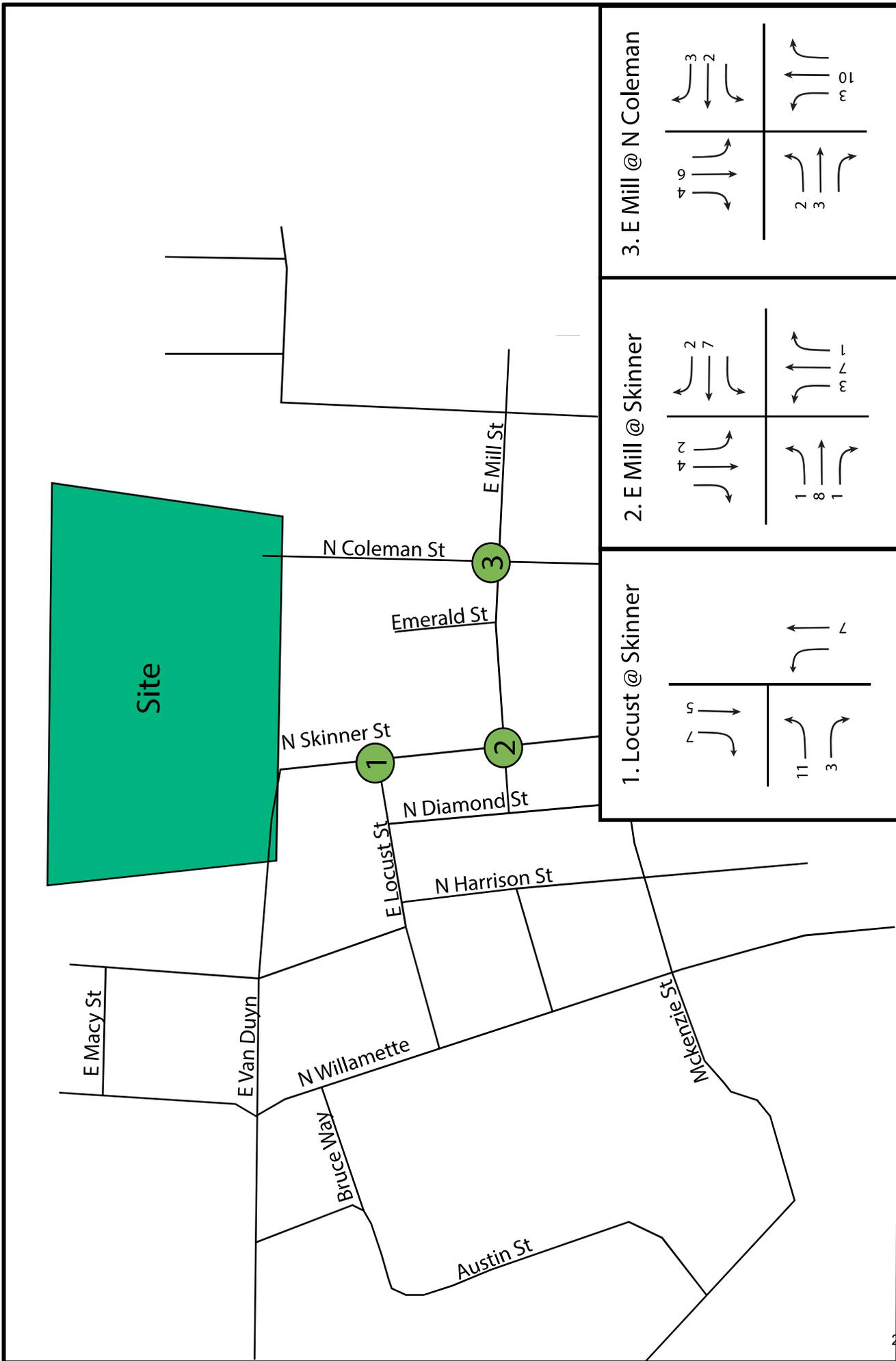
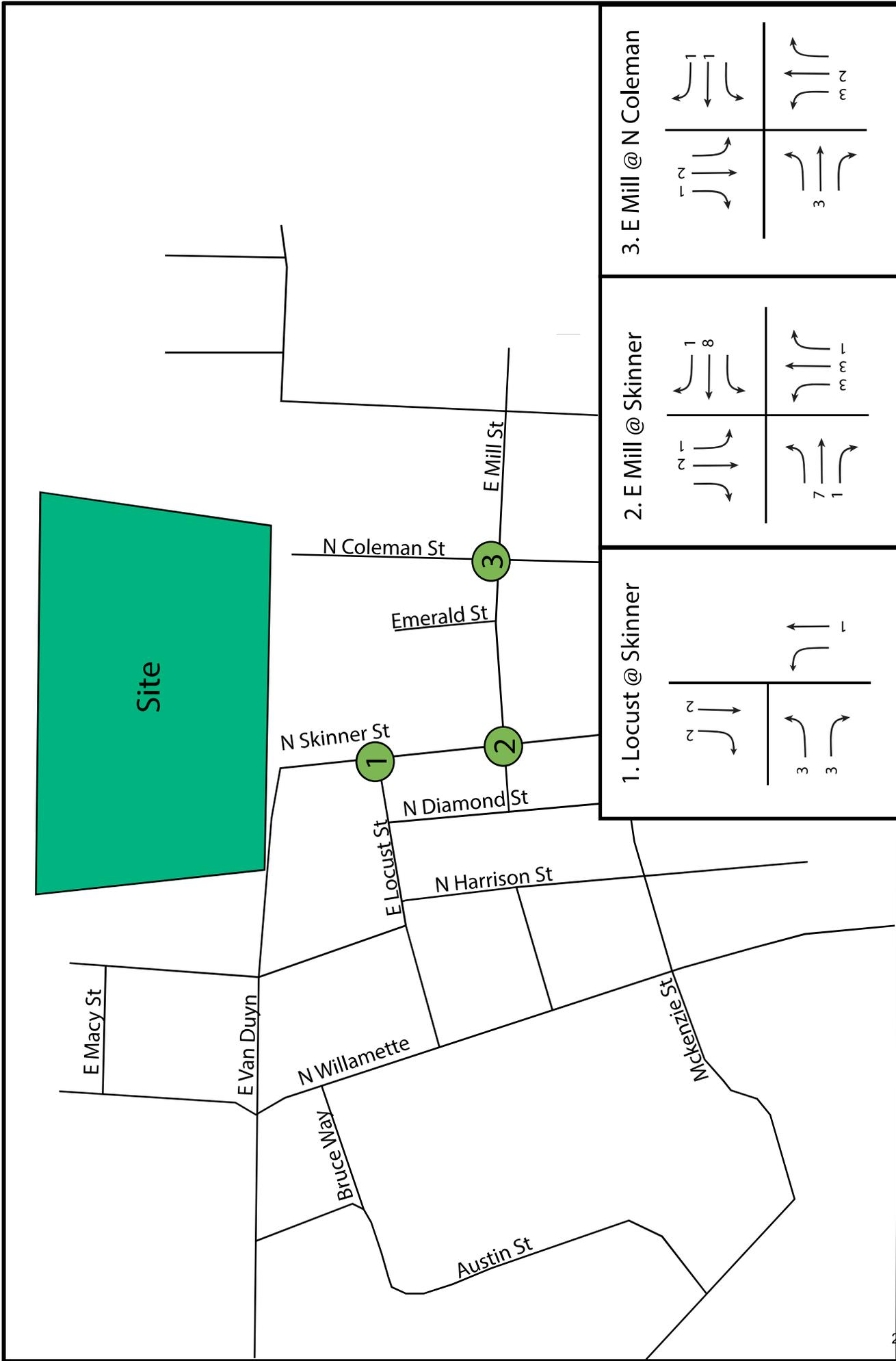


Figure 6: 2022 PM Peak Hour Traffic Volumes With Development

Coburg Creek Subdivision



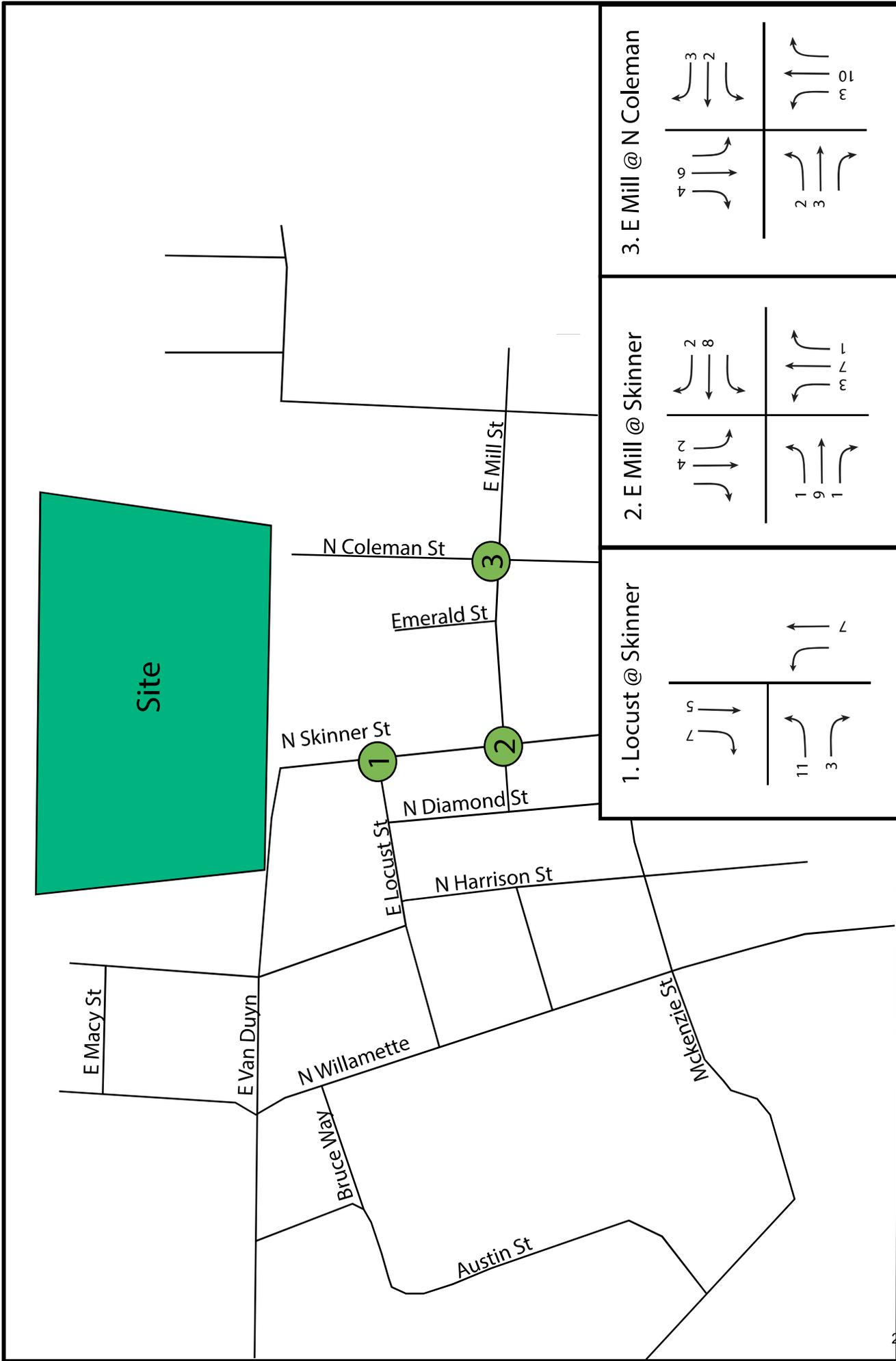


Figure 8 : 2027 PM Peak Hour Traffic Volumes With Development

Coburg Creek Subdivision

5.0 INTERSECTION ANALYSIS

5.1 PERFORMANCE MEASURES

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

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

The LOS criteria, as defined by the Highway Capacity Manual, for signalized intersections, are provided in Table 4.

TABLE 4: 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

5.2 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Year 2020, 2022, and 2027 conditions during the PM peak hours. The intersection evaluation was performed using Synchro 10. The results are shown in Table 5. The SYNCHRO outputs are provided in Appendix D.

TABLE 5: INTERSECTION PERFORMANCE: WEEKDAY AM AND PM PEAK HOUR

Intersection	Mobility Standard LOS	2020 Background	2022 Background	2022 Build	2027 Background	2027 Build
Locust St @ Skinner St	D	A	A	A	A	A
Skinner St @ Mill St	D	A	A	A	A	A
Coleman St @ Mill St	D	A	A	A	A	A

As illustrated in Table 5 the additional if development trips do not impact the operation of the studied intersections.

6.0 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 6 for the year 2020 and Table 7 for the year 2022 and year 2027 PM peak hour conditions. 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 6: INTERSECTION QUEUING: THE YEAR 2020 WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2020 Background (Feet)	
				Average	95 th percentile
Locust St @ Skinner St	EB	LTR	150	25	25
	NB	LTR	280	0	0
	SB	LTR	250	0	0
Skinner St @ Mill St	EB	LTR	140	0	0
	NB	LTR	280	25	50
	SB	LTR	280	25	25
	WB	LTR	250	0	0
Coleman @ Mill St	EB	LTR	180	25	25
	NB	LTR	290	25	25
	SB	LTR	500	25	25
	WB	LTR	320	25	25

TABLE 7: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2022 Background (Feet)		2022 Build (Feet)		2027 Background (Feet)		2027 Build (Feet)	
				Average	95 th percentile	Average	95 th percentile	Average	95 th percentile	Average	95 th percentile
				Locust St @ Skinner St	EB	LTR	150	25	50	25	50
NB	LTR	280	0		0	0	0	0	0	0	0
SB	LTR	250	0		0	0	0	0	0	0	0
Skinner St @ Mill St	EB	LTR	140	0	0	0	0	0	0	0	0
	NB	LTR	280	25	50	25	50	25	50	25	50
	SB	LTR	280	25	25	25	25	25	25	25	25
	WB	LTR	250	0	0	0	0	0	0	0	0
Coleman @ Mill St	EB	LTR	180	25	25	25	25	25	25	25	25
	NB	LTR	290	25	25	25	25	25	25	25	50
	SB	LTR	500	25	25	25	25	25	25	25	50
	WB	LTR	320	25	25	25	25	25	25	25	25

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

7.0 SKINNER ST AND COLEMAN ST

Skinner Street is classified as a Local Street within the Transportation System Plan. It is 14-16 feet in width with on-street parking available on both sides. The width is narrower than the City street standards of 20 feet minimum. While the existing width is less than the City standard the added traffic volume of 22 peak hour development trip can be handled on the roadway given there is ample opportunity to treat the street at a queuing style street and a vehicle can pull over to allow for the passing of an oncoming vehicle. The existing width is sufficient to allow for safe firetruck access.

Coleman Street is classified as a Local Street within the Transportation System Plan. It is 14-16 feet in width with on-street parking available on both sides. The width is narrower than the City street standards of 20 feet minimum. While the existing width is less than the City standard the added traffic volume of 19 peak hour development trip can be handled on the roadway given there is ample opportunity to treat the street at a queuing style street and a vehicle can pull over to allow for the passing of an oncoming vehicle. The existing width is sufficient to allow for safe firetruck access.

There are examples of narrow local streets at newer subdivisions within the City of Eugene (West of Candlelight Drive). These streets are built with 18 feet of roadway (curb to curb) and parking is allowed on one side. This results in 10 feet of roadway for 2-way travel. Vehicles utilize these roadways by pulling into the parking area to allow an oncoming car to pass. While it slows down travel time, there is no safety issue with this type of operation. As stated above, while the existing street widths do not meet the standards, they can operate safely and efficiently as long as there is opportunity to pull into parking areas to allow vehicles to pass.

8.0 INTERNAL ROADWAYS

The internal roadway curvature at Skinner Street in the southwest corner and Coleman Street in the southeast corner were evaluated for the line of sight for vehicles traveling on the roadway to around the corners, specifically as it relates the intersections with Sarah Street. A vehicle traveling on Skinner Street or Coleman Street northbound into the development and stopped at Sarah Street needs to have sufficient line of sight to observe a vehicle traveling around the corner in order to judge a sufficient gap to turn safely onto Sara Street. Additionally, there needs to be sufficient line of sight to allow a driver traveling south on Skinner Street or Coleman Street sufficient length to perceive and react to a vehicle stopped at the intersection.

The line of sight evaluations follows the Stopping Sight Distance recommendations within the MUTCD. The MUTCD Stopping Sight Distance considers the length of the distance traversed by a

vehicle when a stationary object is perceived with the roadway. This distance considers the distance traversed to perceive and react to the object and the distance traversed during braking (considering a non-panic breaking). The stopping sight distance is calculated based on roadway speed. While most streets within Coburg have a travel speed of less than 25 mph, the basic rule of 25 mph for a residential neighborhood was assumed for this calculation. Based on a 25 mph speed, the stopping sight distance is 155 feet. This means that a vehicle traveling on the roadway needs to see at a minimum of 155 feet in order to perceive and react to a stationary object in the roadway.

Both intersections and curves were evaluated for stopping sight distance. Figure 9 provides an illustration of the intersection of Skinner St at Sara St and Figure 10 provides an illustration of the intersection of Coleman St and Sara St. As illustrated in Figure 9, there is sufficient clear line of sight for a vehicle traveling north on Skinner St at Sarah St to perceive an oncoming vehicle from the left and judge the appropriate gap in traffic. Additionally, there is sufficient line of sight for a vehicle traveling south on Skinner St/Sarah St to see a vehicle stopped to turn onto Skinner Street at Skinner St.

The intersection of Coleman St at Sarah Street has the ability to have sufficient sight distance available. However, the line of sight cuts into the inside property. It is recommended that this area be clear of any structures that would block the line of sight, including buildings, fences and parked cars.

Additionally, it is recommended that both curves be designated as no parking on both the inside and outside of the curve to preserve the line of sight.

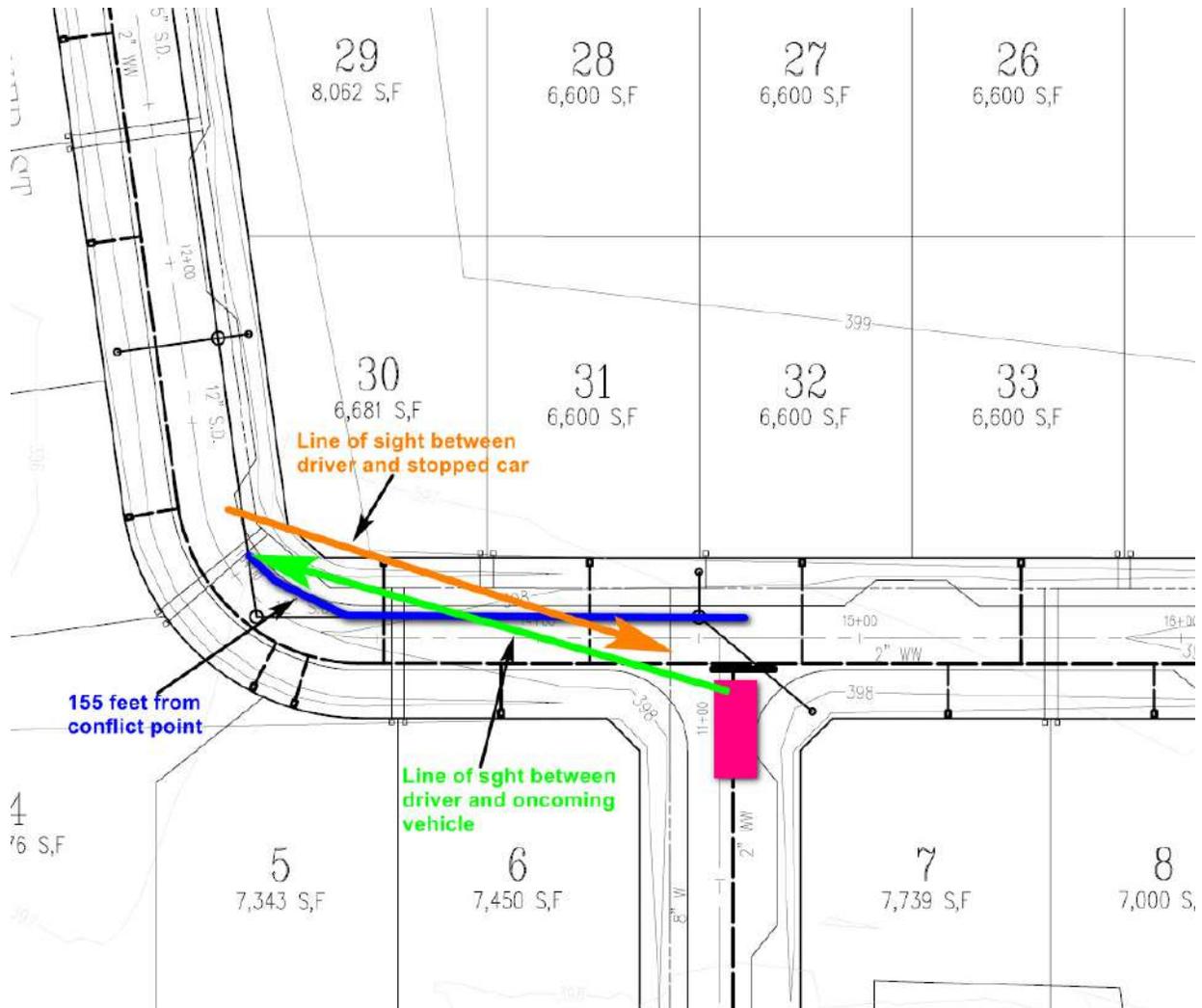


FIGURE 9 – SKINNER ST AT SARA ST SIGHT DISTANCE

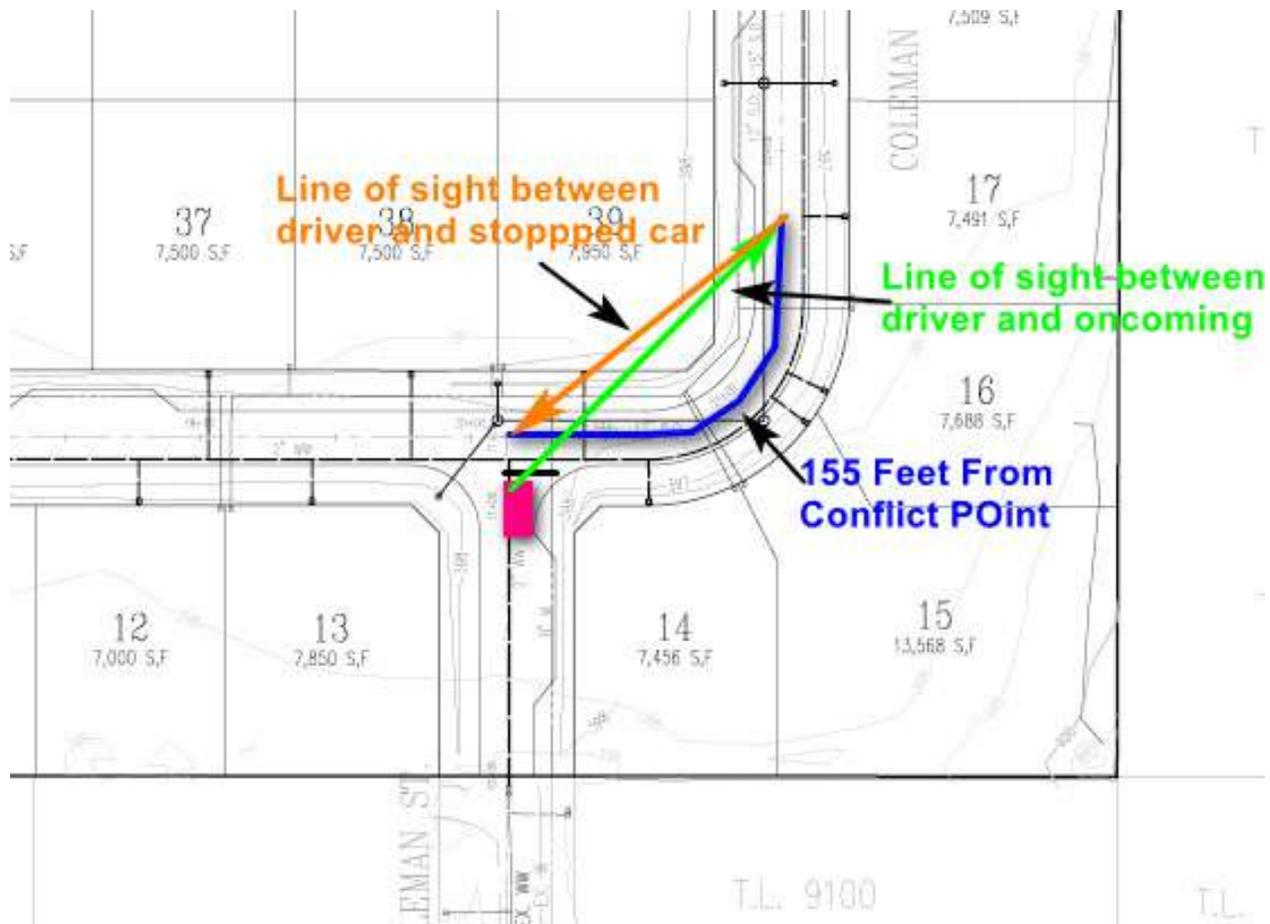


FIGURE 10 – SKINNER AT SARA SIGHT DISTANCE

9.0 CONCLUSION

This report provides the Traffic Impact Analysis and findings prepared for the proposed Coburg Creek Subdivision development located north of the terminus of Coleman Street and Skinner Street in Coburg, Oregon . The subject site is located on Assessor's Map 16-03-28-00 tax lot 501. The 4.76-acre parcel is zoned E-2 Residential. The applicant is proposing the development of 39 single-family homes. The proposal includes street connections to Skinner Street and Coleman Street for access.

FINDINGS

- All studied intersections operate within the mobility standards with and without the development traffic.
- The addition of development traffic does not substantially increase queuing conditions.
- Skinner Street and Coleman Street, while narrower than City street standards, can operate safely and efficiently with the additional traffic added from the development.

- Skinner Street and Coleman Street can operate safely and efficiently for firetrucks and emergency vehicle use.
- The line of sight for a vehicle traveling southbound on Coleman Street around the curve towards Sarah Street can be met as long as obstructions such as buildings, fences, and vehicle parking are not allowed along the inside of the curve.
- The internal site curvature of Skinner Street and Coleman Street should have a restriction for no on-street parking to ensure the line of sight is continues to be met.

Coburg Creek Subdivison



PLANS PREPARED BY:
THE FAVREAU GROUP
 CIVIL ENGINEERING
 3750 NORWICH AVE.
 EUGENE, OR 97408 (541) 683-7048

SHEET 2 OF 3

CONCEPTUAL GRADING & UTILITIES
 FOR
JONES PROPERTY
 CITY OF COBURG
 PUBLIC WORKS DEPARTMENT
 TAX MAP 17-03-08-00
 TAX LOT 307
 DATE _____
 APPROVED _____
 DESIGNED _____
 CHECKED _____ DATE 02-12-20
 REVISIONS



Coburg Creek Subdivision

kellysandow@sandowengineering.com

From: KERNEN Jeff <Jeff.Kernen@ci.coburg.or.us>
Sent: Thursday, May 21, 2020 11:15 AM
To: Damien G; kellysandow@sandowengineering.com
Subject: RE: Coburg Creek Subdivision

Kelly and Damien-

Yes, that is what my understanding is.

FYI, Lane County declined to comment on this referral.

Jeff

From: Damien G <damieng@branchengineering.com>
Sent: Thursday, May 21, 2020 11:08 AM
To: kellysandow@sandowengineering.com; KERNEN Jeff <Jeff.Kernen@ci.coburg.or.us>
Subject: RE: Coburg Creek Subdivision

Kelly,

Thank you. That is consistent with our discussion.

I don't think anything will be required from them related to traffic, but you might double check with Lane County since they will receive a referral from the city on this.

Have a nice day,

Damien

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: kellysandow@sandowengineering.com <kellysandow@sandowengineering.com>
Sent: Thursday, May 21, 2020 10:40 AM
To: Damien G <damieng@branchengineering.com>; 'KERNEN Jeff' <Jeff.Kernen@ci.coburg.or.us>
Subject: Coburg Creek Subdivision

Jeff and Damien, my apologies, I had drafted this email and I just saw that it was sitting in my draft folder, that I must have hit save instead of send.

Thanks for the call on the Coburg Creek Subdivision to discuss the scope of work for the TIA. Based on our conversation the following is the proposed scope of work;

- Evaluation of the PM Peak hour 4-6 PM

- Evaluation of the following intersections:
 - Locust/Skinner
 - Skinner/Mill
 - Coleman/Mill
- Traffic counts can be taken now but will be adjusted for reasonable increases to represent typical traffic prior to the Covid lockdowns
- Study to include an evaluation of safety of Skinner, Coleman, and Locust for the additional traffic which will include fire/Emergency access.
- Evaluation of internal site roadway curvature for sight distance

Thank you,

Kelly

KELLY SANDOW PE

SANDOWENGINEERING

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Email: kellysandow@sandowengineering.com

Office: 160 Madison St. Suite A Eugene, Oregon 97402

Web: sandowengineering.com

Oregon DBE/WBE/ESB Certified: #8760

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

Coburg Creek Crossing

Intersection: 1: N Skinner St @ N Locust		City: Coburg, OR																										
Counter: Sandow Engineering		Date: 5.14.2020																										
Total of All Vehicles																												
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume		Hourly Volume			Pedestrians										
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Approach Total	Approach Total	Approach Total	Approach Total	SB	WB	NB	EB					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:30	1	1	0	0	0	0	0	1	0	0	0	0	3	0	1	4	7	0	3	0	0	0	0	0				
16:45	1	1	0	0	0	0	0	0	0	0	0	2	0	0	2	4	11	1	1	1	1	1	0	0				
17:00	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	14	0	0	0	0	0	0	0				
17:15	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	15	0	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9	0	0	0	0	0	0	0	0				
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6	0	0	0	0	0	0	0				
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	2	2	2	0	0				
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	2	2	2	0	0				
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	2	2	2	0	0				
Count Period Total	3	3	0	0	0	0	0	1	0	0	0	7	3	0	0	17				12	6	6	6	0				
PM Peak Hour Count Summary																												
Peak Volumes	Southbound			Westbound			Northbound			Eastbound			Approach		Approach		Approach		Approach		SB		WB		NB		EB	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	SB	WB	NB	EB			
PHF	0.50	0.50	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	4	2	2	2	0	0	0	
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

1: N Skinner St @ N Locust
Pedestrians and Cars

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left		
4:00 PM	0			1			1			0			0	
4:15 PM	0			0			0			0			0	
4:30 PM	2	1	1	0			0	1		0		1	7	
4:45 PM	1	1	1	1			1			0		2	4	11
5:00 PM	0	1	1	0			0			0		1	3	14
5:15 PM	0			0			0			0		1	1	15
5:30 PM	0			0			0			0		1	1	9
5:45 PM	0			0			0			0		1	1	6
6:00 PM	0			0			0			0		0	0	3
6:15 PM	0			0			0			0		0	0	2
Total	3	3	3	2	0	0	2	0	1	0	0	7		
Peak Hour	3	2	2	2	0	0	2	0	1	0	0	3	11	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM													0	
4:15 PM													0	
4:30 PM													0	
4:45 PM													0	
5:00 PM													0	
5:15 PM													0	
5:30 PM													0	
5:45 PM													0	
6:00 PM													0	
6:15 PM													0	
Total	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

Bikes

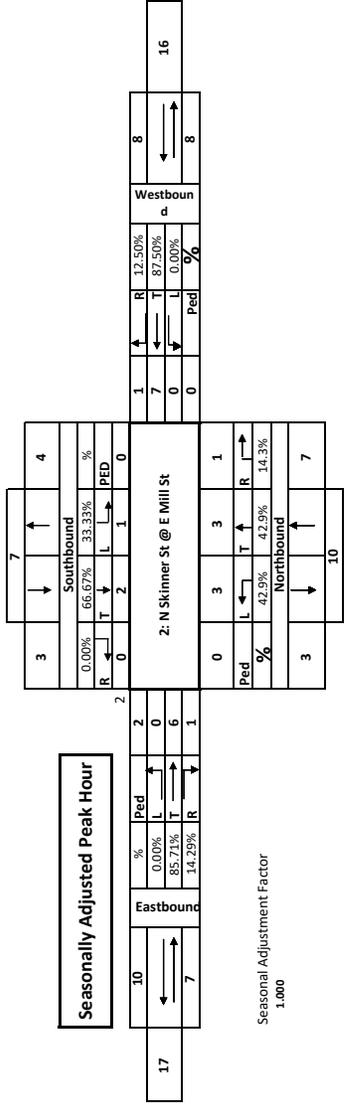
Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM													0	0	0	0
4:15 PM													0	0	0	0
4:30 PM	1												1	0	0	0
4:45 PM													0	0	0	0
5:00 PM													0	0	0	0
5:15 PM													0	0	0	0
5:30 PM													0	0	0	0
5:45 PM													0	0	0	0
6:00 PM													0	0	0	0
6:15 PM													0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Pedestrians

Time Period	NE		NW		SW		SE		SB	WB	NB	EB
	Left	Right	Left	Right	Left	Right	Left	Right				
4:00 PM	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	1	1	0	0	2	0	0	0
4:45 PM	1	1	0	0	1	1	1	1	1	1	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	2	2	2	2	3	2	2	2
Peak Hour	0	1	1	2	2	2	2	2	3	2	2	2

Intersection: 2: N Skinner St @ E Mill St		City: Coburg, OR																		
Counter: Sandow Engineering		Date: 5.13.2020																		
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	SB	WB	NB
16:00	0	1	1	2	0	2	0	2	0	3	1	4	0	2	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0
16:30	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	1	0	1	0	3	0	3	1	0	1	2	1	3	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	4	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0
17:30	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	1	8	2	1	1	4	3	0	0	14	0	0	0	0	0	0
Count Period Total	0	3	1	4	1	1	1	3	1	4	3	1	1	14	0	0	0	0	0	10
PM Peak Hour Count Summary																				
Peak Volumes	Southbound			Westbound			Northbound			Eastbound			Pedestrians			SB	WB	NB	EB	
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left					Approach
PHF	0.00	0.50	0.25	0.38	0.25	0.58	0.00	0.67	0.25	0.25	0.75	0.44	0.25	0.50	0.00	0.44	0	0	0	2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Seasonally Adjusted Peak Hour



2: N Skinner St @ E Mill St
Pedestrians and Cars

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left		
4:00 PM	0	1	1	0	2		0	3	1	1	2		10	
4:15 PM	0			0			0		1		1		2	
4:30 PM	0			0	1		0			0	1		3	
4:45 PM	0	1		0	3		0	1	1	0	1		10	25
5:00 PM	0			0		1	0			0	4		5	20
5:15 PM	0			0		1	0			2	2		3	21
5:30 PM	0	1		0	1		0		1	0	1		3	21
5:45 PM	0			0			0	1		0	1		2	13
6:00 PM	0			0			0			0			0	8
6:15 PM	0			0			0			0			0	5
Total	0	3	1	0	1	2	0	1	4	3	14	0		
Peak Hour	0	2	1	0	1	0	0	1	3	3	6	0	25	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM													0	
4:15 PM													0	
4:30 PM													0	
4:45 PM													0	0
5:00 PM													0	
5:15 PM													0	
5:30 PM													0	
5:45 PM													0	
6:00 PM													0	
6:15 PM													0	
Total	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

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM													0	0	0	0
4:15 PM													0	0	0	0
4:30 PM													0	0	0	0
4:45 PM													0	0	0	0
5:00 PM													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
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

Pedestrians

Time Period	NE		NW		SW		SE		SB	WB	NB	EB
	Left	Right	Left	Right	Left	Right	Left	Right				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	3	0	0	0	0	4
Peak Hour	0	0	0	0	1	1	1	0	0	0	0	2

Intersection: 3: N Coleman St @ E Mill St		City: Coburg, OR															
Counter: Sandow Engineering		Date: 5.19.2020															
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			SB	WB	NB
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total	1	2	0	1	1	2	0	1	1	3	5	0	2	3	0	0	0
PM Peak Hour Count Summary																	
Peak Volumes	Southbound			Westbound			Northbound			Eastbound			Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	SB	WB	NB	EB	
PHF	0.25	0.50	0.00	0.75	0.25	0.25	0.00	0.50	0.00	0.25	0.38	0.31	0	0.75	0.00	0.75	
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

3: N Coleman St @ E Mill St
Pedestrians and Cars

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left	Peds	Thru	Left		
4:00 PM	0	1		0			0			0	1		2	
4:15 PM	0			0	1		0	2		0			5	
4:30 PM	0	1		0	1		0			0	1		3	
4:45 PM	0	1		0			0	1		0	1		3	13
5:00 PM	0			0			0			0			2	13
5:15 PM	0			0	1		0	1		0			2	10
5:30 PM	0			0			0			0	1		3	10
5:45 PM	0			0			0			0			0	7
6:00 PM	0			0			0			0			0	5
6:15 PM	0			0			0			0			0	3
Total	0	2	0	0	2	0	0	3	5	0	3	0	0	0
Peak Hour	0	1	2	0	1	1	0	0	2	3	0	0	0	13

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM													0	
4:15 PM													0	
4:30 PM													0	
4:45 PM													0	0
5:00 PM													0	
5:15 PM													0	
5:30 PM													0	
5:45 PM													0	
6:00 PM													0	
6:15 PM													0	
Total	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

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM													0	0	0	0
4:15 PM													0	0	0	0
4:30 PM													0	0	0	0
4:45 PM													0	0	0	0
5:00 PM													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
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

Pedestrians

Time Period	NE		NW		SW		SE		SB	WB	NB	EB
	Left	Right	Left	Right	Left	Right	Left	Right				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0											
Peak Hour	0											

Coburg Creek Crossing

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	1	1	3	2	0	0	2	1
Future Vol, veh/h	0	3	0	0	1	1	3	2	0	0	2	1
Peak Hour Factor	0.25	0.25	0.25	0.25	0.75	0.25	0.38	0.25	0.25	0.25	0.50	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	0	0	1	4	8	8	0	0	4	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	6.7	7.1	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	0%	0%
Vol Thru, %	40%	100%	50%	67%
Vol Right, %	0%	0%	50%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	3	2	3
LT Vol	3	0	0	0
Through Vol	2	3	1	2
RT Vol	0	0	1	1
Lane Flow Rate	16	12	5	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.013	0.005	0.008
Departure Headway (Hd)	4.057	3.945	3.65	3.743
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	910	983	960
Service Time	2.062	1.955	1.662	1.75
HCM Lane V/C Ratio	0.018	0.013	0.005	0.008
HCM Control Delay	7.1	7	6.7	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	0	7	1	3	3	1	1	2	0
Future Vol, veh/h	0	6	1	0	7	1	3	3	1	1	2	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	25	58	25	75	25	25	25	50	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	4	0	12	4	4	12	4	4	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	20	0	0	34	34	18	36	34	14
Stage 1	-	-	-	-	-	-	18	18	-	14	14	-
Stage 2	-	-	-	-	-	-	16	16	-	22	20	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1615	-	-	1609	-	-	978	863	1066	975	863	1072
Stage 1	-	-	-	-	-	-	1006	884	-	1011	888	-
Stage 2	-	-	-	-	-	-	1009	886	-	1002	883	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1615	-	-	1603	-	-	971	860	1062	961	860	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	860	-	961	860	-
Stage 1	-	-	-	-	-	-	1002	880	-	1011	888	-
Stage 2	-	-	-	-	-	-	1004	886	-	985	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	916	1615	-	-	1603	-	-	908
HCM Lane V/C Ratio	0.022	-	-	-	-	-	-	0.009
HCM Control Delay (s)	9	0	-	-	0	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	0	1	2	2
Future Vol, veh/h	3	3	0	1	2	2
Conflicting Peds, #/hr	5	3	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	25	25	25	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	12	0	4	4	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	18	12	11	0	0
Stage 1	9	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	1005	1074	1621	-	-
Stage 1	1019	-	-	-	-
Stage 2	1019	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	999	1068	1616	-	-
Mov Cap-2 Maneuver	999	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	1016	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1616	-	1040	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	11	0	1	1	4	3	2	0	0	2	1
Future Vol, veh/h	3	11	0	1	1	4	3	2	0	0	2	1
Peak Hour Factor	0.25	0.75	0.25	0.25	0.25	0.25	0.38	0.25	0.25	0.25	0.50	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	15	0	4	4	16	8	8	0	0	4	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.7	7.2	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	21%	17%	0%
Vol Thru, %	40%	79%	17%	67%
Vol Right, %	0%	0%	67%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	14	6	3
LT Vol	3	3	1	0
Through Vol	2	11	1	2
RT Vol	0	0	4	1
Lane Flow Rate	16	27	24	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.03	0.024	0.008
Departure Headway (Hd)	4.114	4.002	3.594	3.8
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	897	998	942
Service Time	2.132	2.014	1.609	1.821
HCM Lane V/C Ratio	0.018	0.03	0.024	0.008
HCM Control Delay	7.2	7.1	6.7	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	7	25	1	3	3	1	1	2	0
Future Vol, veh/h	0	6	1	7	25	1	3	3	1	1	2	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	25	58	25	75	25	25	25	50	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	4	28	43	4	4	12	4	4	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	20	0	0	121	121	18	123	121	45
Stage 1	-	-	-	-	-	-	18	18	-	101	101	-
Stage 2	-	-	-	-	-	-	103	103	-	22	20	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1573	-	-	1609	-	-	859	773	1066	856	773	1031
Stage 1	-	-	-	-	-	-	1006	884	-	910	815	-
Stage 2	-	-	-	-	-	-	908	814	-	1002	883	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1603	-	-	841	756	1062	831	756	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	756	-	831	756	-
Stage 1	-	-	-	-	-	-	1002	880	-	910	800	-
Stage 2	-	-	-	-	-	-	887	799	-	985	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.7	9.5	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	820	1573	-	-	1603	-	-	792
HCM Lane V/C Ratio	0.024	-	-	-	0.017	-	-	0.01
HCM Control Delay (s)	9.5	0	-	-	7.3	0	-	9.6
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	0	1	2	2
Future Vol, veh/h	3	3	0	1	2	2
Conflicting Peds, #/hr	5	3	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	25	25	25	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	12	0	4	4	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	18	12	11	0	0
Stage 1	9	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	1005	1074	1621	-	-
Stage 1	1019	-	-	-	-
Stage 2	1019	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	999	1068	1616	-	-
Mov Cap-2 Maneuver	999	-	-	-	-
Stage 1	1016	-	-	-	-
Stage 2	1016	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1616	-	1040	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	0	0	2	3	3	10	0	0	6	4
Future Vol, veh/h	2	3	0	0	2	3	3	10	0	0	6	4
Peak Hour Factor	0.25	0.75	0.25	0.25	0.25	0.25	0.38	0.25	0.25	0.25	0.50	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	4	0	0	8	12	8	40	0	0	12	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	6.8	7.3	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	40%	0%	0%
Vol Thru, %	77%	60%	40%	60%
Vol Right, %	0%	0%	60%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	5	5	10
LT Vol	3	2	0	0
Through Vol	10	3	2	6
RT Vol	0	0	3	4
Lane Flow Rate	48	12	20	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.014	0.02	0.029
Departure Headway (Hd)	4.024	4.128	3.682	3.753
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	866	970	955
Service Time	2.037	2.159	1.713	1.772
HCM Lane V/C Ratio	0.054	0.014	0.021	0.029
HCM Control Delay	7.3	7.2	6.8	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	0.1

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	1	0	7	2	3	7	1	2	4	0
Future Vol, veh/h	1	8	1	0	7	2	3	7	1	2	4	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	25	58	25	75	25	25	25	50	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	16	4	0	12	8	4	28	4	8	8	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	24	0	0	50	50	22	58	48	16
Stage 1	-	-	-	-	-	-	30	30	-	16	16	-
Stage 2	-	-	-	-	-	-	20	20	-	42	32	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1609	-	-	1604	-	-	955	845	1061	944	847	1069
Stage 1	-	-	-	-	-	-	992	874	-	1009	886	-
Stage 2	-	-	-	-	-	-	1004	883	-	978	872	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1609	-	-	1598	-	-	943	839	1057	915	841	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	943	839	-	915	841	-
Stage 1	-	-	-	-	-	-	985	868	-	1006	886	-
Stage 2	-	-	-	-	-	-	995	883	-	940	866	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	9.3	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	870	1609	-	-	1598	-	-	876
HCM Lane V/C Ratio	0.041	0.002	-	-	-	-	-	0.018
HCM Control Delay (s)	9.3	7.2	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	3	0	7	5	7
Future Vol, veh/h	11	3	0	7	5	7
Conflicting Peds, #/hr	5	3	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	25	25	25	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	12	0	28	10	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	53	23	27	0	0
Stage 1	20	-	-	-	-
Stage 2	33	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	960	1060	1600	-	-
Stage 1	1008	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	954	1054	1595	-	-
Mov Cap-2 Maneuver	954	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	992	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	981	-	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	1	1	3	2	0	0	2	1
Future Vol, veh/h	0	3	0	0	1	1	3	2	0	0	2	1
Peak Hour Factor	0.25	0.75	0.25	0.25	0.25	0.25	0.75	0.50	0.25	0.25	0.50	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	0	0	4	4	4	4	0	0	4	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	6.7	7.1	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	0%	0%
Vol Thru, %	40%	100%	50%	67%
Vol Right, %	0%	0%	50%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	3	2	3
LT Vol	3	0	0	0
Through Vol	2	3	1	2
RT Vol	0	0	1	1
Lane Flow Rate	8	4	8	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.004	0.008	0.008
Departure Headway (Hd)	4.047	3.933	3.631	3.727
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	914	990	965
Service Time	2.05	1.94	1.637	1.731
HCM Lane V/C Ratio	0.009	0.004	0.008	0.008
HCM Control Delay	7.1	7	6.7	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	1	0	8	1	3	3	1	1	2	0
Future Vol, veh/h	0	7	1	0	8	1	3	3	1	1	2	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	25	58	25	75	25	25	25	50	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	4	0	14	4	4	12	4	4	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	22	0	0	38	38	20	40	38	16
Stage 1	-	-	-	-	-	-	20	20	-	16	16	-
Stage 2	-	-	-	-	-	-	18	18	-	24	22	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1612	-	-	1607	-	-	972	858	1064	969	858	1069
Stage 1	-	-	-	-	-	-	1004	883	-	1009	886	-
Stage 2	-	-	-	-	-	-	1006	884	-	999	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1601	-	-	965	855	1060	955	855	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	965	855	-	955	855	-
Stage 1	-	-	-	-	-	-	1000	879	-	1009	886	-
Stage 2	-	-	-	-	-	-	1001	884	-	982	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1612	-	-	1601	-	-	902
HCM Lane V/C Ratio	0.022	-	-	-	-	-	-	0.009
HCM Control Delay (s)	9	0	-	-	0	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	3	1	10	2	2
Future Vol, veh/h	3	3	1	10	2	2
Conflicting Peds, #/hr	5	3	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	38	25	25	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	8	4	40	4	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	62	12	11	0	0
Stage 1	9	-	-	-	-
Stage 2	53	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	949	1074	1621	-	-
Stage 1	1019	-	-	-	-
Stage 2	975	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	940	1068	1616	-	-
Mov Cap-2 Maneuver	940	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	972	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1616	-	987	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	0	3	2	0	3	10	0	0	6	4
Future Vol, veh/h	2	3	0	3	2	0	3	10	0	0	6	4
Peak Hour Factor	0.25	0.75	0.25	0.25	0.25	0.25	0.38	0.25	0.25	0.25	0.50	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	4	0	12	8	0	8	40	0	0	12	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.3	7.3	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	40%	60%	0%
Vol Thru, %	77%	60%	40%	60%
Vol Right, %	0%	0%	0%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	5	5	10
LT Vol	3	2	3	0
Through Vol	10	3	2	6
RT Vol	0	0	0	4
Lane Flow Rate	48	12	20	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.014	0.023	0.029
Departure Headway (Hd)	4.024	4.128	4.162	3.753
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	865	859	953
Service Time	2.043	2.162	2.194	1.778
HCM Lane V/C Ratio	0.054	0.014	0.023	0.029
HCM Control Delay	7.3	7.2	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	0.1

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	1	0	8	2	3	7	1	2	4	0
Future Vol, veh/h	1	9	1	0	8	2	3	7	1	2	4	0
Conflicting Peds, #/hr	0	0	4	8	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	25	58	25	75	25	25	25	50	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	18	4	0	14	8	4	28	4	8	8	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	30	0	0	58	58	28	62	56	18
Stage 1	-	-	-	-	-	-	36	36	-	18	18	-
Stage 2	-	-	-	-	-	-	22	22	-	44	38	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1607	-	-	1596	-	-	944	837	1053	938	839	1066
Stage 1	-	-	-	-	-	-	985	869	-	1006	884	-
Stage 2	-	-	-	-	-	-	1002	881	-	975	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1584	-	-	928	828	1045	908	830	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	928	828	-	908	830	-
Stage 1	-	-	-	-	-	-	974	859	-	1003	884	-
Stage 2	-	-	-	-	-	-	993	881	-	937	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	9.4	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	858	1607	-	-	1584	-	-	867
HCM Lane V/C Ratio	0.042	0.002	-	-	-	-	-	0.018
HCM Control Delay (s)	9.4	7.2	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	3	0	7	5	7
Future Vol, veh/h	11	3	0	7	5	7
Conflicting Peds, #/hr	5	3	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	25	25	25	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	12	0	28	10	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	53	23	27	0	0
Stage 1	20	-	-	-	-
Stage 2	33	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	960	1060	1600	-	-
Stage 1	1008	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	954	1054	1595	-	-
Mov Cap-2 Maneuver	954	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	992	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	981	-	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Coburg Creek Crossing

Intersection: 3: N Coleman & E Mill St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	22	18	31	24
Average Queue (ft)	9	5	7	6
95th Queue (ft)	31	24	28	26
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	6	12	16	24
Average Queue (ft)	0	1	2	1
95th Queue (ft)	5	9	13	12
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	22	25	31	24
Average Queue (ft)	2	2	3	2
95th Queue (ft)	15	14	18	16
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Skinner St & E Mill St, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	24
Average Queue (ft)	15	9
95th Queue (ft)	40	32
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	12
Average Queue (ft)	3	1
95th Queue (ft)	19	9
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, All Intervals

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	24
Average Queue (ft)	6	3
95th Queue (ft)	26	17
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Skinner St & Locust St, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	11
95th Queue (ft)	33
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

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

Intersection: 3: N Coleman & E Mill St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	33	31	31	31
Average Queue (ft)	16	21	15	7
95th Queue (ft)	41	44	39	27
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, Interval #2

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	28	30	12
Average Queue (ft)	8	2	1
95th Queue (ft)	29	14	7
Link Distance (ft)	430	585	703
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N Coleman & E Mill St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	33	31	31	31
Average Queue (ft)	10	5	5	2
95th Queue (ft)	33	24	23	14
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Skinner St & E Mill St, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	29
Average Queue (ft)	16	6
95th Queue (ft)	40	25
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	12
Average Queue (ft)	2	1
95th Queue (ft)	15	9
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, All Intervals

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	29
Average Queue (ft)	5	2
95th Queue (ft)	24	14
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Skinner St & Locust St, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	13
95th Queue (ft)	36
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	17
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

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

Intersection: 3: N Coleman & E Mill St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	22	36	31	35
Average Queue (ft)	6	17	20	14
95th Queue (ft)	24	45	44	40
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, Interval #2

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	23	30	25
Average Queue (ft)	3	2	4
95th Queue (ft)	18	16	22
Link Distance (ft)	430	585	703
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N Coleman & E Mill St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	36	36	35
Average Queue (ft)	4	4	6	7
95th Queue (ft)	19	22	28	28
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Skinner St & E Mill St, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	39	30
Average Queue (ft)	21	9
95th Queue (ft)	47	32
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	29
Average Queue (ft)	4	2
95th Queue (ft)	21	14
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, All Intervals

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	39	30
Average Queue (ft)	8	4
95th Queue (ft)	31	20
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Skinner St & Locust St, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	23
95th Queue (ft)	47
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	43
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

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

Intersection: 3: N Coleman & E Mill St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	5	31	31	30
Average Queue (ft)	0	5	11	9
95th Queue (ft)	0	24	36	31
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, Interval #2

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	28	31	24
Average Queue (ft)	2	4	1
95th Queue (ft)	14	21	11
Link Distance (ft)	430	585	703
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N Coleman & E Mill St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	31	31	31
Average Queue (ft)	2	1	6	3
95th Queue (ft)	12	11	25	18
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Skinner St & E Mill St, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	35	29
Average Queue (ft)	17	7
95th Queue (ft)	43	27
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, Interval #2

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	518
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Skinner St & E Mill St, All Intervals

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	35	29
Average Queue (ft)	6	2
95th Queue (ft)	27	13
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Skinner St & Locust St, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	13
95th Queue (ft)	35
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	11
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

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

Intersection: 3: N Coleman & E Mill St, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	31	46	36
Average Queue (ft)	9	17	24	22
95th Queue (ft)	31	42	52	46
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	22	12	12	31
Average Queue (ft)	2	1	1	4
95th Queue (ft)	12	7	7	20
Link Distance (ft)	430		585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: N Coleman & E Mill St, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	31	46	36
Average Queue (ft)	3	5	6	8
95th Queue (ft)	18	23	28	31
Link Distance (ft)	430	542	585	703
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Skinner St & E Mill St, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	29
Average Queue (ft)	22	11
95th Queue (ft)	44	34
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	27
Average Queue (ft)	3	2
95th Queue (ft)	17	15
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Skinner St & E Mill St, All Intervals

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	30
Average Queue (ft)	7	4
95th Queue (ft)	29	21
Link Distance (ft)	518	273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Skinner St & Locust St, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Skinner St & Locust St, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	710
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

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

SANDOW ENGINEERING

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

TECH MEMO

TO: City of Coburg

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: 6.10.2020

RE: Coburg Creek TIA- Addendum



This Tech Memo provides an addendum to the Coburg Creek TIA provided by Sandow Engineering dated May 21, 2020. The TIA was prepared under the previously proposed development scenario of 39 single-family homes. Since the submission of the TIA, the development proposal has been modified to 46 single-family homes.

Using the ITE Trip Generation information, the 46 single-family homes are anticipated to generate 48 PM Peak Hour trips with 30 entering and 18 exiting trips. This is 7 more vehicle trips than what was analyzed in the TIA. Following the Trip Distribution assumptions in the TIA of:

- 32% to/from Locust-Willamette
- 22% to Skinner-Mill St
- 46% to Coleman-Mill St

Based on this distribution, the added trips are:

- 2 to Locust
- 1 to Skinner
- 3 to Mill St

As demonstrated in the TIA, the Level of Service is at LOS A for all intersections. The minor addition of trips will not significantly impact the intersection operation or result in vehicle levels on the roadway that are inconsistent with the findings in the TIA.

Therefore, the additional 7 homes will not result in levels of traffic inconsistent with the finding and recommendations within the TIA.

ATTACHMENT C

KERNEN Jeff

From: Damien G <damieng@branchengineering.com>
Sent: Friday, June 5, 2020 9:49 AM
To: KERNEN Jeff
Cc: HARMON Brian
Subject: RE: SUB-01-20 Agency Referral

Jeff,

Here are a couple of things that can be added if you agree. Feel free to edit wording as needed. I will send anything else I come up with soon. thanks

Subdivision

Recommended condition of approval:

The design of the public streets and city utility infrastructure will be reviewed separately under a public improvement review process and is subject to modifications as determined through that process. Connection points, design details, and other detailed criteria will be subject to public standards and applicable codes.

TIA

Finding: Figures 9 & 10 illustrate safe stopping sight distance requirements for the proposed public streets. Both figures show utilizing private property for sight distance. The TIA also recommends prohibiting on-street parking in certain areas to accommodate sight distance.

Recommended Condition: The proposed site plan shall be adjusted to increase the length of the two curves to accommodate line of sight for stopping sight distance within the proposed public right of way, or permanent no-build easements shall be placed on the final plat to prohibit building within the sight distance areas.

DAMIEN GILBERT, P.E. Principal
BRANCH ENGINEERING, INC.
541.746.0637

From: KERNEN Jeff <Jeff.Kernen@ci.coburg.or.us>
Sent: Thursday, June 04, 2020 3:21 PM
To: Damien G <damieng@branchengineering.com>; HARMON Brian <brian.harmon@ci.coburg.or.us>
Subject: FW: SUB-01-20 Agency Referral

Brian and Damien-

Just a reminder about the subdivision materials. Any official response I would have to incorporate in my report for Planning Commission. I am aiming to complete that report on 6/9.

Thanks,

Jeff Kernen
Planning & Development Manager
City of Coburg
91136 N. Willamette St. | PO Box 8316
Coburg, OR 97408
P: 541-682-7858

jeff.kernen@ci.coburg.or.us

www.coburgoregon.org



From: KERNEN Jeff

Sent: Monday, March 16, 2020 2:33 PM

To: HARMON Brian <brian.harmon@ci.coburg.or.us>; Damien G <damieng@branchengineering.com>; KEPPLER Peggy A (LCPW) <peggy.keppler@lanecountyor.gov>; ryoung@ci.junction-city.or.us

Subject: SUB-01-20 Agency Referral

Hello-

Attached is an agency referral with application details for a newly proposed subdivision in north Coburg. The referral and directions are pretty self-explanatory, but please contact me with any questions. As of this moment we are still carrying on with the planned public hearing on 4/15/20.

Thank you,

Jeff Kernen

Planning & Development Manager

City of Coburg

91136 N. Willamette St. | PO Box 8316

Coburg, OR 97408

P: 541-682-7858

jeff.kernen@ci.coburg.or.us

www.coburgoregon.org



*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

ATTACHMENT D

KERNEN Jeff

From: BAUDER Jared W <jared.bauder@lanecountyor.gov>
Sent: Monday, March 30, 2020 9:36 AM
To: KERNEN Jeff
Subject: FW: REFERRAL - 509-PA19-05949 - JONES/WIECHERT/FAVREAU
Attachments: 20200320121356980.pdf

Hello,

Lane County Transportation Planning did not have any comments on this proposal since it is not an a county road. Can you please disseminate the attached referral notice to the appropriate City staff to provide me with Transportation Planning Comments and conditions?

Sincerely,

Jared Bauder | Planner, CFM
Land Management Division | Lane County Public Works Customer Service Center
3050 N Delta Hwy. | Eugene, OR 97408
Office: 541.682.6949 | Fax: 541.682.3947 Website :
<https://gcc02.safelinks.protection.outlook.com/?url=www.lanecounty.org%2Fplanning&data=02%7C01%7CJeff.Kernen%40ci.coburg.or.us%7C83b04bee85194ca2ae0308d7d4c86fe5%7C1f3fe06af0fd4c74a30e3111adaf4b6e%7C0%7C0%7C637211829972755424&data=9lxWmiefNV45C8qG30DUJW3DctchR%2BsdCUExZasp8YQ%3D&reserved=0>

-----Original Message-----

From: WOLLES Amber N
Sent: Friday, March 20, 2020 12:13 PM
To: DANISH Colleen M.J.; Lisa Erkert; TURK Jeff R; Lanaya Blakely; EHLERS George; MATHISON Jay; BLOMME' Mikeal Jay; GREEN Lori M; STANKA Danielle E; VARTANIAN Sasha L; MAKIN Deanna M; PAUGH Jennifer A; Kristina Deschaine
Cc: BAUDER Jared W
Subject: REFERRAL - 509-PA19-05949 - JONES/WIECHERT/FAVREAU

Amber Wolles
Lane County Land Management Division
3050 N Delta Hwy
Eugene OR 97408
P: 541-682-6917 | F: 541-682-3947
amber.wolles@lanecountyor.gov

***Permit payments can be made online at: https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Faca-oregon.accela.com%2Flane_co%2F&data=02%7C01%7CJeff.Kernen%40ci.coburg.or.us%7C83b04bee85194ca2ae0308d7d4c86fe5%7C1f3fe06af0fd4c74a30e3111adaf4b6e%7C0%7C0%7C637211829972755424&data=C7aMJR6p%2BXU09rJUzfg%2ByDoy77CB4Nh6IUG9shE2mPE%3D&reserved=0

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

ATTACHMENT E

Received by
City of Coburg
APR 09 2020

Property Owner Testimony

Re: City of Coburg Land Use Proposal Application number: SUB-01-20; Request: Subdivision – 39 new lots; Property Location: Assessor’s Map 16-03-28-00 Tax Lot 00501
March 28, 2020

To whom it may concern:

Inserted below are several criteria from the City of Coburg Development Code, which are pertinent to the proposed subdivision:

ARTICLE VII. DISTRICT REGULATIONS

A. Traditional Residential District (TR)

1. Purpose: *The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.*

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS Public access ways.

E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

f. Public access ways. *When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.*

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

(5) Proposal contributes to the orderly development of the City’s area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within adjacent to the subdivision.

The tentative site map of the proposed 39 lot subdivision currently reflects only two ingress/egress points, both at the south side of the property. These proposed connections to two existing City of Coburg streets, namely N. Coleman and N. Skinner Streets, will increase the traffic flow on the existing northern-most block of N. Coleman, eastern-most block of E. Locust, and northern-most block of N. Skinner by roughly 200% to 400% (2 to 4 times). The aforementioned streets and blocks are all located in Coburg’s historic traditional residential core.

This level of increase in traffic will degrade the livable, small town and historic character of the traditional Coburg core, which among other things, is characterized by light to moderate vehicle traffic. The level of increase is also detrimental to safety, given the multi-modal (cars, bikes, pedestrians) use of N. Coleman, N. Skinner, and E. Locust. In particular, E. Locust, situated on the north edge of the community’s primary City park, is heavily traveled by bikes and pedestrians. The proposal is also detrimental to the orderly development of the City’s transportation network of roads, in that there are

proposed connections to only two streets in the City's network, whereas there are at least two additional City streets extending from the proposed subdivision to the southwest and west.

Thus, in order to comply with the criteria set forth in the code, the current design needs to be modified. One such needed modification is to designate additional street connections in order to dilute the new traffic across Coburg's current residential street network. Disbursing traffic more evenly will lessen the impact to any one individual block or street.

The most feasible additional current street connections include W. Van Duyn and Macy Streets, to the southwest and west of the proposed subdivision. These connections would require Coburg to reverse prior decisions regarding right of way access, however, in order to protect the character of and safe and orderly traffic throughout the traditional residential district and park blocks as a whole, the City should pursue this.

Further to the traffic resulting directly from this current subdivision application, the proposed site map indicates future street connections on the north side of the property to potential future subdivisions, but still only indicates connections to the existing Coburg street network at N. Skinner and N. Coleman. In other words, this proposal, on its face, indicates the potential to bring additional subdivisions online that all feed only N. Skinner (to E. Locust and the park) and N. Coleman. This would result in an increase to traffic on the aforementioned streets by 4 to 8 times if a second 40 home subdivision were added, 8 to 16 times for a third, and so on.

While a traffic increase of 2 to 4 times is detrimental to the historic core's character, safety, and orderly traffic network, the potential future traffic from additional subdivisions would devastate it. Thus, to comply with the code, the site plan would need to be modified to recognize and mitigate the potential for future through traffic.

Given the significant magnitude of potential traffic as described above, the modification needs to require an explicit notation on the site plan indicating the intention for a future connection between the streets proposed within the subdivision, and the probable future street network, if/when it comes online, which includes extensions of N. Harrison and N. Willamette Streets. This probable future street network to the north and northwest of the historic Coburg residential core, is envisioned to come online, as triggered by a land use application to subdivide and/or develop land located either to the north of this current proposed site plan, and/or other currently-developed land on the north side of Coburg.

Finally, in the interest of safety, either as a part of this land use application, or on its own, the City of Coburg should install traffic calming on the streets most impacted by this land use proposal. The City should consult with nearby property owners to align on the traffic calming that is most suitable and desirable for each street block where calming is deemed appropriate.

In addition to the Coburg Development Code language inserted at the beginning of this testimony, the additional code language inserted below is also pertinent to the proposed land use application and corroborates the aforementioned arguments in favor of for modifying the proposal.

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS *Public access ways.*
E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

f. Public access ways. When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adapted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.

F. Other Public Improvements

4. Dedications. *As a condition of any development, the City may require dedication and improvement of public ways for automobile, bicycle and pedestrian use; easements for water, wastewater, and stormwater infrastructure; easements for utilities; dedication of open space; and dedication for other public purposes.*

ARTICLE XI. LAND USE REVIEW AND SITE DESIGN REVIEW

C. Land Use Review Procedure and Approval Criteria

4. The Planning Official or Commission must also consider the following criteria:

g. That, based on anticipated traffic generation, adequate additional transportation improvements must be provided by the development in order to promote traffic safety and reduce traffic congestion, including but not limited to right-of-way and road improvements. Consistent with the Transportation System Plan, consideration shall be given to the need and feasibility of widening and improving abutting streets and also to the necessity for such additional requirements as lighting, traffic-calming techniques, sidewalks and other pedestrian ways, bikeways, and turn and deceleration/acceleration lanes.

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Purpose and Applicability

The purpose of this chapter is to:

- 3. Encourage efficient use of land resources, full utilization of urban services, and transportation options.**
- 4. Promote the public health, safety and general welfare through orderly and efficient urbanization.**
- 5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards;**

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

(5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.

Respectfully,

Scott and Jayme parker
91180 N. Coleman Street
Coburg, Oregon 97408

ATTACHMENT F

Received by
City of Coburg
APR 02 2020

April 2, 2020

To whom it may concern,

Below, please find our urgent concerns regarding the Wiechert plan, preceded by corresponding excerpts from the Jones narrative responses.

p. 16: 3,4,5

"3. Encourage efficient use of land resources, full utilization of urban services, and transportation options. 4. Promote the public health, safety and general welfare through orderly and efficient urbanization. 5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards"

We feel strongly that the plan for only two collector streets does not encourage efficient use of transportation options. A substantial increase of through-traffic in a currently quiet residential neighborhood will degrade the quality of life for current residents. (3), The plan does not promote the safety and general welfare through efficient urbanization: E. Locust St. is heavily used by pedestrians and bikers, and the increase in auto traffic will be dangerous. This is currently a street without sidewalks. (4). The plan does not provide adequate transportation. The existing roads currently serve very few residents. The plan will vastly increase the traffic, changing the character of our neighborhood dramatically and negatively. The plan is simply not adequate. The proximity of Skinner to Coburg Rd. makes it inevitable that Skinner become the main thoroughfare to the new development. The planned access through Coleman requires a longer route through the neighborhood, with a couple of stop signs. These conditions will discourage use of Coleman, as opposed to the Locust/ Skinner route. (5)

It is imperative that plans to dramatically increase traffic include traffic-speed mitigation. We suggest 15 mph to be reasonable given the increasing number of children in our neighborhood. Residents of effected neighborhoods should have input in advance of further development.

p.17: B

"b. Potential street right-of-way alignments to serve future development of the property and connect to adjacent properties, including existing or planned rights- of-way"

The alignment of planned streets does not serve future development, based on existing rights of way. Additional feeder streets are needed (Van Duyn, and Macy Streets are most likely candidates, especially in view of future developments). What is the legal status of the city having vacating these streets? The developer's plan includes stub streets to hook up to further future development. Perhaps this development of parcel 1 should be postponed until such time as the urban growth boundary is increased to include the parcel 2, allowing the

development to be accessed through N. Willamette St. This would distribute the traffic load more evenly throughout the residential core area.

p.22: 5

5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.

The plan of using only two collectors does not contribute to an orderly expansion of existing public access adjacent to the subdivision. Routing 39 households, averaging at least two cars/ household/ day through our neighborhood is not an orderly development. The city park is a major pedestrian facility. Traffic speed and numbers around the city park and including E. Locust have been steadily increasing as commuters avoid the heavy congestion on Willamette St. The addition of a potential 80 or 90 cars per day will surely exacerbate this, degrading the safety and utility of an important city asset.

Thank you for your consideration,

Martin Weissbarth

Analee Fuentes

The image shows two handwritten signatures in black ink. The top signature is for Martin Weissbarth, written in a cursive style. The bottom signature is for Analée Fuentes, also in cursive. The signatures are positioned to the right of the typed names.

ATTACHMENT G

Received by
City of Coburg
APR 03 2020

Property Owner Testimony

Re: City of Coburg Land Use Proposal Application number: SUB-01-20; Request: Subdivision - 39 new lots; Property Location: Assessor's Map 16-03-28-00 Tax Lot 00501
March 28, 2020

To whom it may concern:

Inserted below are several criteria from the City of Coburg Development Code, which are pertinent to the proposed subdivision:

ARTICLE VII. DISTRICT REGULATIONS

A. Traditional Residential District (TR)

1. Purpose: *The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.*

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS Public access ways.

E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

f. *Public access ways. When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.*

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

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detrimental to the orderly development of the City's transportation network of roads, in that there are proposed connections to only two streets in the City's network, whereas there are at least two additional City streets extending from the proposed subdivision to the southwest and west.

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Given the significant magnitude of potential traffic as described above, the modification needs to require an explicit notation on the site plan indicating the intention for a future connection between the streets proposed within the subdivision, and the probable future street network, if/when it comes online, which includes extensions of N. Harrison and N. Willamette Streets. This probable future street network to the north and northwest of the historic Coburg residential core, is envisioned to come online, as triggered by a land use application to subdivide and/or develop land located either to the north of this current proposed site plan, and/or other currently-developed land on the north side of Coburg.

Finally, in the interest of safety, either as a part of this land use application, or on its own, the City of Coburg should install traffic calming on the streets most impacted by this land use proposal. The City should consult with nearby property owners to align on the traffic calming that is most suitable and desirable for each street block where calming is deemed appropriate.

In addition to the Coburg Development Code language inserted at the beginning of this testimony, the additional code language inserted below is also pertinent to the proposed land use application and corroborates the aforementioned arguments in favor of for modifying the proposal.

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E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

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4. Dedications. *As a condition of any development, the City may require dedication and improvement of public ways for automobile, bicycle and pedestrian use; easements for water, wastewater, and stormwater infrastructure; easements for utilities; dedication of open space; and dedication for other public purposes.*

ARTICLE XI. LAND USE REVIEW AND SITE DESIGN REVIEW

C. Land Use Review Procedure and Approval Criteria

4. The Planning Official or Commission must also consider the following criteria:

g. That, based on anticipated traffic generation, adequate additional transportation improvements must be provided by the development in order to promote traffic safety and reduce traffic congestion, including but not limited to right-of-way and road improvements. Consistent with the Transportation System Plan, consideration shall be given to the need and feasibility of widening and improving abutting streets and also to the necessity for such additional requirements as lighting, traffic-calming techniques, sidewalks and other pedestrian ways, bikeways, and turn and deceleration/acceleration lanes.

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Purpose and Applicability

The purpose of this chapter is to:

- 3. Encourage efficient use of land resources, full utilization of urban services, and transportation options.**
- 4. Promote the public health, safety and general welfare through orderly and efficient urbanization.**
- 5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards;**

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

(5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.

Respectfully,

Cathy Engebretson and Daniel Rux
32703 E Locust Street
Coburg, Oregon 97408

**Michelle Shattuck
32695 E. Locust St.
Coburg, OR 97408**

**Dale & Cecilia Kast
32687 E. Locust St.
Coburg, OR 97408**

**Andrew Hughes
91173 N. Skinner
Coburg, OR 97408**

**Justin & Danielle Purdy
32669 E. Dixon St.
Coburg, OR 97408**

**Thomas & Jessica Rotter
91049 N. Harrison St.
Coburg, OR 97408**

**Elizabeth Jaqua
91046 S. Skinner St.
Coburg, OR 97408**

Received by
City of Coburg
APR 03 2020

ATTACHMENT H

Property Owner Testimony

Re: City of Coburg Land Use Proposal Application number: SUB-01-20; Request: Subdivision – 39 new lots; Property Location: Assessor's Map 16-03-28-00 Tax Lot 00501

April 3, 2020

To whom it may concern:

We are Peggy and Alan Wells. We live at 32668 E. Locust St. in Coburg and will be directly affected by development of this proposed sub-division.

In our comments below, we will refer to the following sections of the City of Coburg land development code.

ARTICLE VII. DISTRICT REGULATIONS

A. Traditional Residential District (TR)

1. Purpose: *The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.*

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS Public access ways.

E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

f. Public access ways. When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

(5) Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.

The following are our comments and suggestions.....

1. No Traffic Study was submitted as part of the sub-division application therefore, it is impossible to assess the impact this increase in traffic will have on the community. The comments below are best assessments from having lived in the community for over 10 years on E. Locust Street, which will be directly affected by development of the sub-division.

2. The tentative site plan of the proposed 39 lot subdivision currently reflects only two access points, both at the south side of the property. These access points connect to two existing City of Coburg streets, N. Coleman and N. Skinner Streets. Although there is no Traffic Study to review, logically, people who will live in the subdivision heading south will use N. Skinner or N. Coleman to access Pearl St. and then to I-5 or Coburg Rd. Residents heading north will likely use the N. Skinner access, then head west on E. Locust St. which will allow access to N. Willamette St. Traffic will, therefore, increase substantially on N. Coleman, N. Skinner and E. Locust. None of these streets are currently improved to allow for such an increase in traffic. The currently developed streets are too narrow, and there are no sidewalks or bike lanes for pedestrians and bicycles. Further, southbound traffic on N. Willamette St. will, at times, be backed up when cars are turning left on to E. Locust St. off N. Willamette St. This is already an issue during busy times of the day and will be made worse with the new traffic resulting from the new subdivision. Lastly, E. Locust St. forms the north end of Norma Pfeiffer Park, which is constantly used by citizens of Coburg for recreation.

3. Even without the benefit of having a traffic study, it is likely the increased traffic will degrade the livable, small town character, especially within the historic district of Coburg, (see Article VII above) which among other things, is characterized by light to moderate vehicle traffic. The level of increased traffic is also detrimental to safety, given the multi-modal (cars, bikes, pedestrians) use of N. Coleman, N. Skinner, and E. Locust. In particular, E. Locust, situated on the north edge of the community's primary City park, is heavily traveled by bikes and pedestrians, and there is no sidewalk for people using the Park to use to avoid this increase in traffic.

4. The proposal is also detrimental to the orderly development of the City's transportation network of roads, (see Article XII above) in that there are accesses to only two inadequately improved streets in the City's network, whereas there are at least two additional City streets extending from the proposed subdivision to the southwest and west.

Thus, in order to comply with the criteria set forth in the code, and to provide the least intrusive and safest access to the proposed sub-division, the current design needs to be modified.

The applicant needs to designate additional street connections in order to dilute the new traffic across Coburg's current residential street network. Disbursing traffic more evenly will lessen the impact to any one individual block or street.

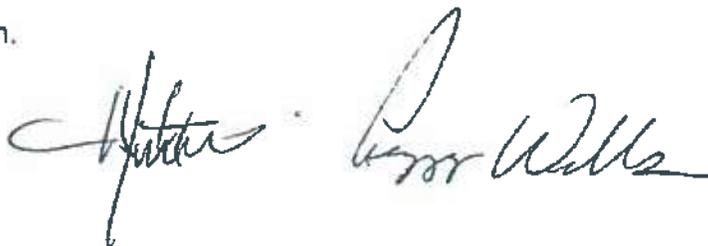
The most feasible additional current street connections include W. Van Duyn and / or Macy Streets, to the southwest and west of the proposed subdivision. These connections would require either Coburg to reverse prior decisions regarding right of way access and / or the applicant negotiating a transaction with the owners of the properties affected to purchase or legally allow additional access points to the proposed subdivision. This is important, in order to protect the character of and safe and orderly traffic through the traditional residential district and Park blocks as a whole. The City and applicant should pursue this.

Further to the traffic resulting directly from this current subdivision application, the proposed site map indicates future street connections on the north side of the property to potential future subdivisions, but still only indicates connections to the existing Coburg street network at N. Skinner and N. Coleman. The City and applicant need to Amend the land development code REQUIRING future subdivision development adjacent to the proposed subdivision, to extend N. Harrison St. and N. Willamette St.

Finally, in the interest of safety, either as a part of this land use application, or on its own, the City of Coburg should install traffic calming on the streets most impacted by this land use proposal. The City should consult with nearby property owners to align on the traffic calming that is most suitable and desirable for each street block where calming is deemed appropriate.

To the Applicant.....we understand how the issues noted above can be, at times, costly and time consuming. We are willing to help with making contacts and assisting where we can. Please contact us if interested.

Thank you for your consideration.



Peggy & Alan Wells
32668 E. Locust St.
Coburg, OR 97408
(541) 990-9613

ATTACHMENT I

Received by
City of Coburg
APR 06 2020

Property Owner Testimony

Re: City of Coburg Land Use Proposal Application number: SUB-01-20; Request: Subdivision – 39 new lots; Property Location: Assessor's Map 16-03-28-00 Tax Lot 00501
March 28, 2020

To whom it may concern:

Inserted below are several criteria from the City of Coburg Development Code, which are pertinent to the proposed subdivision:

ARTICLE VII. DISTRICT REGULATIONS

A. Traditional Residential District (TR)

1. Purpose: *The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.*

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS *Public access ways.*

E. Streets, Alleys and Other Public Way Standards

3. Additional Street Standards

f. Public access ways. *When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways to connect cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other public areas, of such design, width and location as reasonably required to facilitate public use.*

ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

C. Tentative Approval

2. Subdivisions (non-phased)

c. Approval Criteria.

(5) *Proposal contributes to the orderly development of the City's area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.*

The tentative site map of the proposed 39 lot subdivision currently reflects only two ingress/egress points, both at the south side of the property. These proposed connections to two existing City of Coburg streets, namely N. Coleman and N. Skinner Streets, will increase the traffic flow on the existing northern-most block of N. Coleman, eastern-most block of E. Locust, and northern-most block of N. Skinner by roughly 200% to 400% (2 to 4 times). The aforementioned streets and blocks are all located in Coburg's historic traditional residential core.

This level of increase in traffic will degrade the livable, small town and historic character of the traditional Coburg core, which among other things, is characterized by light to moderate vehicle traffic. The level of increase is also detrimental to safety, given the multi-modal (cars, bikes, pedestrians) use of N. Coleman, N. Skinner, and E. Locust. In particular, E. Locust, situated on the north edge of the community's primary City park, is heavily traveled by bikes and pedestrians. The proposal is also detrimental to the orderly development of the City's transportation network of roads, in that there are

proposed connections to only two streets in the City's network, whereas there are at least two additional City streets extending from the proposed subdivision to the southwest and west.

Thus, in order to comply with the criteria set forth in the code, the current design needs to be modified. One such needed modification is to designate additional street connections in order to dilute the new traffic across Coburg's current residential street network. Disbursing traffic more evenly will lessen the impact to any one individual block or street.

The most feasible additional current street connections include W. Van Duyn and Macy Streets, to the southwest and west of the proposed subdivision. These connections would require Coburg to reverse prior decisions regarding right of way access, however, in order to protect the character of and safe and orderly traffic throughout the traditional residential district and park blocks as a whole, the City should pursue this.

Further to the traffic resulting directly from this current subdivision application, the proposed site map indicates future street connections on the north side of the property to potential future subdivisions, but still only indicates connections to the existing Coburg street network at N. Skinner and N. Coleman. In other words, this proposal, on its face, indicates the potential to bring additional subdivisions online that all feed only N. Skinner (to E. Locust and the park) and N. Coleman. This would result in an increase to traffic on the aforementioned streets by 4 to 8 times if a second 40 home subdivision were added, 8 to 16 times for a third, and so on.

While a traffic increase of 2 to 4 times is detrimental to the historic core's character, safety, and orderly traffic network, the potential future traffic from additional subdivisions would devastate it. Thus, to comply with the code, the site plan would need to be modified to recognize and mitigate the potential for future through traffic.

Given the significant magnitude of potential traffic as described above, the modification needs to require an explicit notation on the site plan indicating the intention for a future connection between the streets proposed within the subdivision, and the probable future street network, if/when it comes online, which includes extensions of N. Harrison and N. Willamette Streets. This probable future street network to the north and northwest of the historic Coburg residential core, is envisioned to come online, as triggered by a land use application to subdivide and/or develop land located either to the north of this current proposed site plan, and/or other currently-developed land on the north side of Coburg.

Finally, in the interest of safety, either as a part of this land use application, or on its own, the City of Coburg should install traffic calming on the streets most impacted by this land use proposal. The City should consult with nearby property owners to align on the traffic calming that is most suitable and desirable for each street block where calming is deemed appropriate.

In addition to the Coburg Development Code language inserted at the beginning of this testimony, the additional code language inserted below is also pertinent to the proposed land use application and corroborates the aforementioned arguments in favor of modifying the proposal.

ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS *Public access ways.*

F. Other Public Improvements

4. Dedications. *As a condition of any development, the City may require dedication and improvement of public ways for automobile, bicycle and pedestrian use; easements for water, wastewater, and stormwater infrastructure; easements for utilities; dedication of open space; and dedication for other public purposes.*

ARTICLE XI. LAND USE REVIEW AND SITE DESIGN REVIEW

C. Land Use Review Procedure and Approval Criteria

4. The Planning Official or Commission must also consider the following criteria:

g. That, based on anticipated traffic generation, adequate additional transportation improvements must be provided by the development in order to promote traffic safety and reduce traffic congestion, including but not limited to right-of-way and road improvements. Consistent with the Transportation System Plan, consideration shall be given to the need and feasibility of widening and improving abutting streets and also to the necessity for such additional requirements as lighting, traffic-calming techniques, sidewalks and other pedestrian ways, bikeways, and turn and deceleration/acceleration lanes.

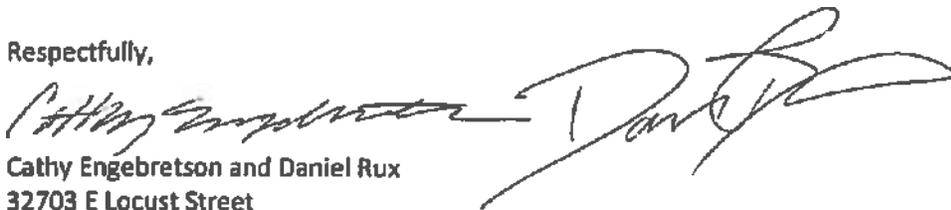
ARTICLE XII. LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Purpose and Applicability

The purpose of this chapter is to:

- 3. Encourage efficient use of land resources, full utilization of urban services, and transportation options.**
- 4. Promote the public health, safety and general welfare through orderly and efficient urbanization.**
- 5. Provide adequate light and air, prevent overcrowding of land, and provide for adequate transportation, water supply, sewage, fire protection, pollution control, surface water management, and protection against natural hazards;**

Respectfully,



Cathy Engebretson and Daniel Rux
32703 E Locust Street
Coburg, Oregon 97408

*Kera + Paul Coelms
91153 N. Skinner St.
Coburg, OR 97408*

ATTACHMENT J**Written testimony re: SUB-01-20**

Sandy Marr <srm2828@gmail.com>

Mon 4/20/2020 3:16 PM

To: KERNEN Jeff <Jeff.Kernen@ci.coburg.or.us>

James and Sandra Marr
91188 N Coleman St
Coburg OR 97408
541-485-1801

To: Coburg Planning Commission

Date: April 20, 2020

RE: Notice of Land Use Proposal, SUB-01-20

We are submitting the following comments as part of the public testimony in regard to the above Land Use Proposal:

Comment 1:

We would like consideration given to locating a street, multi-use path, or right-of-way along the south edge of the future subdivision for the following reason: We own property on N. Coleman Street which is located on the south edge of the proposed subdivision. There are overhead electric powerlines, telephone lines, and cable lines that run east and west along this property line. These overhead lines run approximately 300' to 400' and the only access to these lines, which serve multiple homes and includes at least two transformers, is by way of the field via N. Coleman Street.

Our concern is that, as planned, the proposed subdivision will butt up against this property line and will effectively block access by bucket truck to all of the overhead lines. Access to these lines by bucket truck is important for both outage restoration and line maintenance such as tree trimming. Tree trimming, which is an essential part of outage prevention, would be virtually impossible in this area without the use of a bucket truck. Furthermore, in order to repair outages or perform routine line maintenance, Pacific Power will have to walk in to access their facilities through homeowner's backyards. (As an aside, if you look at an aerial photo of the area you will see our driveway parallels these powerlines and may appear to provide some access. Unfortunately, our asphalt driveway is not strong enough to support even small bucket trucks.)

On Tuesday, February 25th we spoke with Derrick Westover who works for Bruce Wiechert Custom Homes about this issue and of our concerns. He stated that access to utility infrastructure must be allowed but not necessarily for bucket trucks and that power companies can do what they need to do without trucks. While this may be true, it would make it much more difficult for them to restore power, causing longer outage times. Especially with having two transformers on these power poles, if these transformers blow and have to be replaced, the linemen will be required to carry these through the backyards of homeowners. Also, restoring downed powerlines is a much more difficult and longer process without the use of a bucket truck. Having worked for an electric utility for 27 years, I know that during outages these more difficult areas to get to are prioritized at a lower level possibly causing longer outage times.

We have been in contact with Pacific Power, the utility that serves this area, and on March 24th they sent representatives to take a look at the situation. They too expressed concern about a lack of access

via bucket truck and would like an access of 15' or so. While it appears that there may not be a formal easement in place, this infrastructure is likely covered by prescriptive rights because of its age (this infrastructure has been in place for over 30 years).

One of the Pacific Power representatives, Sachin (Field Operations Manager), said he would try to make contact with the developer to discuss this issue.

Mr. Westover further said that there are other areas of Coburg where access to powerlines serving individual homes does not come off a main street or an alley and therefore does not have access by bucket truck. We personally have not found this to be the case. After walking throughout most of Coburg, we found no other situation similar to this. Every home we saw had access to their powerlines either by a main road or an alley, serviceable by bucket trucks. In the south part of town for example, there are at least two alleys (running east and west) that provide access to individual home's powerlines. And in the northwest part of town, near E Locust and Willamette, another alley provides access to powerlines serving a row of houses north of the store.

We have never been concerned with this situation before now because when we built our home over 30 years ago, we were assured by the then head of Coburg Public works that when the adjacent property to our north got developed, a city street would be located along this property line. In any case, it is just common sense to provide access to utility infrastructure.

We are asking that consideration be given to including some type of easement, right-of-way, or possibly a street that is wide enough to allow a bucket truck to access these electric, phone, and cable lines. Locating a street and/or a multi-use path along the south edge of the future subdivision ensures continued, good access by bucket truck to this infrastructure.

Comment 2:

In regard to the open or green space which the city requests be included in new developments, we would like consideration given to some other options:

1. The possibility of using multi-use paths around the perimeter of the new subdivision. Our understanding is that the current plan for the open space is to locate a small park at the northeast corner of the subdivision. But open space in the newer "Hatfield" subdivision was achieved with the use of a multi-use path and there are many advantages to this:

- > Multi-use paths have a much broader appeal to more people than the proposed open space
- > A multi-use path would provide more year-round use than the proposed open space
- > Many people already use the field for walking and we have seen school children use this as a shortcut to get to school. This would provide a safer option for them.

We have noticed so many people using the new path near the "Hatfield" subdivision, as well as the new path near the Hayden subdivision. These provide a safe place for walkers, joggers, bikers, families with children, and people with pets. These are wonderful additions to any community because it gets people moving and contributes to a healthier, more active community.

2. The possibility of relocating the proposed open space from the northeast corner of the subdivision to the south end. That, in conjunction with even a short multi-use path, could provide better access to the powerlines located there.

In speaking with Mr Westover, he expressed concern that this could end up being an unsightly alley. But what we are proposing is not an alley (although we are sure many new homeowners would consider it an advantage to live next to an alley), but a multi-use path similar to many of the other wonderful paths here in Coburg.

Please consider the use of a street, multi-use path, relocation of the open space to the south end of the subdivision, or some combination of the three as this would not only fulfill the open space requirement in a way that would benefit many people in the community, year-round, but also provide essential access by bucket truck to the existing utility infrastructure located there.

copy: Bruce Wiechert

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

ATTACHMENT K

April 10, 2020

Jared Bauder
Land Management Division
3050 N. Delta Hwy
Eugene, OR 97408

Re: 509-PA19-05949

Dear Mr. Bauder,

We are writing in opposition of the application for Bruce Wiechert-Bruce Wiechert Custom Home Inc, file number 509-PA19-05949.

Our Coburg home is located on the N.E. corner at 32673 E. Locust Street across the street from the Norma Pfeiffer Park. My wife has owned the property for 20 years and raised our son there. It is a truly wonderful area and we have loved the quiet, peaceful and safe neighborhood. Currently our house is being rented while we reside in the Santa Clara area of Eugene. We plan to move back to Coburg when we both 'retire' in late 2021.

The idea of increased traffic on Locust Street is truly horrifying when we know the numbers of people that walk dogs, ride bikes, jog, picnic, and not to forget all the beautiful events that the park hosts, such as the Coburg Car Classic, Golden Years, and the hugely attended Antique Fair to name just a few.

As a community, the residents who live around the park (Locust Street runs along the north end) are cooperative and hospitable to those events. However, we join with the residents in protest to using our streets to access this new development. It is not surprising that Coburg is growing, it seems everyone wants to live in Coburg. We don't blame them.

Please, re-evaluate where and how the new citizens of this development will access their streets. Keep the streets around the park safe with minimal disruption to the quality of life for the current residents.

Sincerely,

Michael & Vilma McDonald
Owners
32673 E. Locust Street
Coburg, OR 97408
541-517-3070

COBURG PLANNING COMMISSION MONTHLY REPORTS



TOPIC: City Administrator's Report

Meeting Date: June 17, 2020

Staff Contact: Anne Heath, City Administrator

Contact: 541-682-7871, anne.heath@ci.coburg.or.us

The following is an overview of important activities during the month of May, general administration, and upcoming work to be done. The information in this report is compiled by the City Administrator and Department Directors.

GENERAL ADMINISTRATION

- **Well Property Purchase.** The City has contracted with a real estate representative to provide consulting for a formal offer for the well property. The draft offer was received on Tuesday, June 2nd. Staff are reviewing the documents and will make recommended changes and then forward to the property owner to begin negotiation. Final offer will be reviewed by the City Council in an executive Session, hopefully in July.
- **I-5 Bore.** We have received conditional approval from the Oregon Health Authority and Business Oregon to proceed. Staff has again been in contact with the business owner that needs to sign an easement for the west side of the freeway. They have assured us that they will take care of it in a timely fashion.
- **Grant Funding for Robert Road Maintenance and Repairs** – As applied for and granted, the City will be performing maintenance and repair work on Roberts Road. This is part of a transportation grant that is specific to these kinds of roads. A RFP was issued for this work on Friday with it likely taking place in the summer months.
- **Johnny Diamond Park** – Is taking shape quickly. Sidewalks have been poured and the structure and natural play areas are under construction. It is anticipated that the park will be completed in late July or early August with a grand opening around labor day.
- **High Speed Internet – Fiber in City** – The Fiber Consortium is moving forward with one provider to negotiate a lease for the lines to Coburg. The City owns an empty conduit on the I-5 bridge and so are researching the requirements for use of the conduit in the

event that it can be used to get the fiber to the other side of the freeway for the future employment lands.

- **Cyber Security** – With the cyber security policy adopted the City applied for and was accepted for Cyber Security Insurance. Next step is to update our Cyber Security recovery plan within the City Emergency plan which is pretty limited. Staff is working with IT to develop the plan quickly.
- **Finance Director** – A letter of hire has been issued to the top candidate for the Finance Director. Pending a background check and reference check the new Finance Director will begin working at the City in the first week of July.
- **Declaration of Emergency** – The City has continued to renew the declaration of Emergency so long as the County remains under a declaration. This is standard for all regional cities within the County. During this time, we are working together to identify opportunities for funding for local businesses, and recovery efforts for the community as a whole.
- **Community Fund Disbursement** – The business round of the application process was completed and \$30,500 was awarded to local businesses. The Individual round closed on June 1, and the selection committee is meeting on June 3 to make awards. It is anticipated that up to \$5,000 will be awarded to individuals in the community.
- **Community Build Out Scenario** - This project kicked off in late May with a conference call with Urban Collaborative, the Mayor and City Staff. A timeline is being developed in order to engage the community in a survey, community meetings, and other ways to provide needed information as to how the Community would like to see Coburg grow. The final timeline will be shared with City Council as soon as the staff receive it.
- **Bike Jumps on the Booth Kelly Trail** –City staff were notified of bike jumps being built on the Booth Kelly Trail. The Public Works Director went and investigated and found that dirt jumps were built both on City property, and on the property of the neighboring farmers. City staff have discussed this with both the parents and the youth involved. The youth have taken down the jumps on the City side of the slough. However, they have not on the other side. The City has no jurisdiction on that side. Public Works are checking the path daily and making sure no new jumps have been constructed. City Administrator contacted CIS to discuss this issue. Because the City gave no permission for these jumps to be built, and we have notified the families that they can't build jumps in the area, the parents would be responsible parties for not monitoring of their children, and the City may claim recreation immunity if someone were to sue due to an injury sustained while utilizing the non-approved improvements. Best case solution

would be for the young families to begin working with the Park Committee to try to develop bike areas for older youth in the community.

Upcoming Meetings

Heritage Committee – June 10, Cancelled due to Covid-19

Park Tree Committee – June 6th

Planning Commission – June 17th

City Hall Closed – Independence Day – July 3

Heritage Committee – July 8

City Council – July 14

DEPARTMENTS AND OPERATIONS

City Recorder/Administration

- Part time administrative staff is back from being out on furlough due to COVID-19.
- Erin is working on utility billing, limited income assistance, COVID-19 utility billing relief, assisting Anne with accounts payable, daily deposits.
- **Recruitment!** City is accepting applications for Historical Committee. This Committee has not met since February as they only have two active members. Please help spread the word!
- iPads will be distributed at the end of June. July 14, 2020 City Council Meeting will have electronic Council packets, agendas. I am meeting and training with MuniCode two times a week on the implementation of the meeting and agenda management software for this transition.
- COVID-19 tasks
 - Continue to update the community using City website and social media on the Administrative Orders regarding the State of Emergency.
- Looking at cost and option to continue recording and broadcasting City Council meeting.
- Noxious vegetation enforcement administration started June 1.

Finance – No Report this month. A finance report will be completed through May 31, 2020 for the July meeting

Planning

- **Regional Transportation | CLMPO**
 - Metropolitan Policy Committee (MPC) – May
 - UPWP & MTIP approval, Letter of support for Coos Bay Grant
 - MPO Technical Advisory Sub-Committee (TASC) – May
 - RTP update, Funding application discussion
 - Transportation Policy Committee (TPC) – May
 - RTP/CMP/ITS Plan update, TO update, Application review & rec
 - Transportation Options Advisory Committee (TOAC) – May
 - Jurisdictional Check ins, Funding Apps update
 - Safe Lane Transportation Coalition – May
 - Oregon Friendly Driver workshop, Veneta letter of support
- **Long Range Planning | Special Projects**
 - Coburg Loop Path Segment 3 – Complete, waiting on overruns/invoices
 - Coburg Loop Path Segment 4 – Survey work
 - Transportation System Plan – Project kick off, Modeling work
 - Build Out – Background work, kicked off

- **Historic Preservation**
 - CLG grant work ongoing: Historic Resources Survey draft soon

Land Use Applications

- **Building**
 - 5 Structural/Plumbing/Mechanical/Electrical Permits (May)
- **Land Use Final Approval**
 - PA-02-19 – Highway Commercial Development Code Amendments – Final Approval
 - SR-04-17 – Ponsse Equipment Wash Site Review, Huntley Ct. – Final Approval, Extended
 - VR-01-19 – Tamburrini Design Standard Modification on N Skinner – Final Approval
 - SR-01-20 – Leach Change of Use/Site Review on Delaney/Willamette – Final Approval
 - LLA-02-19 – Pudewell Lot Line Adjustment on S Skinner – Final Approval
- **Land Use Tentative Approval**
 - SUB-03-18 – Rogers Partition, Mill St/N Harrison St. – Tentative Approval, Extended
 - SUB-01-19 – Blystone Partition on N Coleman – Tentative Approval
- **Land Use Pending Action**
 - SUB-01-20 – Wiechert Subdivision north of Coleman & Skinner – Pending

Public Works

- **Streets and ROW.**
 - **Pot Holes**
 - Repaired a large hole on Roberts rd.
 - **Right of Ways**
 - A lot of our time is being spent mowing and maintaining the Right of Ways. This will be ongoing until those areas die off.
- **Water Utility**
 - **Meters**
 - Crews are still working on wrapping up switching out the larger commercial meters.
 - **Emergency Repair**
 - Repaired a water main on Indian Dr.
- **Sewer Utility**
 - **Collections**
 - Inspected 5 sites
 - Called out 7 times
 - Pumped one of the larger tanks.
- **Parks**
 - **Johnny Diamond Park**
 - Project is still going good. We have been working with the Parks and Tree Committee on ideas for the swing set. We have settled on an idea and they should be built in June.
 - **Mowing**

- Mowing season has started.
 - Parks
 - Crews have painted some of the play structures at the playground.
 - Purchased new mower.
- Misc.
 - Locates
 - 12 Locates
 - Fleet Servicing**
 - We had the engine in the Ford F-350 replaced and new tires installed.

Municipal Court

- **May 2020 Activity Measures:**
 - Citations (Crimes and Violations)
 - New Citations for May 5, 2020 Court Date: 5
Court Date Cancelled due to COVID-19
 - **May 2020 Receipts Including Collections,**
 - **Total Fines:** \$13,072.55 (total monies taken in for the month, nothing deducted),
compared to \$17,723.14 in May of 2019
 - **Net Fines:** \$ 6,595.00 (City share only, NOT including collections),
compared to \$14,504.00 in May of 2019
 - **May 2020 Professional Credit Service Collections:**
 - **Total Collection Revenue:** \$ 6,477.55
compared to \$3,219.14 in May of 2019
 - **Turned over to collection:** \$ 0
compared to \$7,301.00 in May of 2019

Comparisons should only be considered when viewing the year-to-date amounts as court dates are not consistently held on the same dates each month, nor is there consistent cases presented to the court.

Other Information:

- **Upcoming Court Date: June 2, 2020 & June 23, 2020- Regular Court Sessions**
- **Jury Trial Scheduled for July 23, 2020**
- **Court office re-opened to public on May 20, 2020 and first court appearances will take place on June 2, 2020 following COVID-19 closures.**
- **No past dues or collection action processed due to COVID-19**

Police Department

- Officers investigated a serious assault early Mother's Day morning. Several subjects were highly intoxicated at a birthday party when one subject assaulted another. The suspect sliced the victim's throat from one side to the other coming within a ¼ inch of his artery. The victim called 911 as he was bleeding heavily from his throat. Other partygoers rushed the victim to Sacred Heart hospital saving his life. The suspect was identified, interviewed and arrested for Assault I a Class A felony. The suspect is currently in custody at the Lane County Jail.
- Officer investigated three thefts from the Truck and Travel. A team of three people worked in concert to commit several thefts at the truck stop. The investigation is ongoing
- Officer took a suicidal female into custody. The female tried to light herself and her tent on fire because she wanted to die. The female was transported to the University District Hospital for evaluation
- Officers took a report of an unlawful entry into a motor vehicle. Misc. items were stolen
- Officers used the CHETT program to buy \$15 for fuel for a male at the truck stop
- Officers investigated a non-injury motor vehicle accident where a subject ran into an unknown object and fled the scene. The vehicle was abandoned in Coburg.
- Officers returned a found wallet to the owner who lives in Harrisburg
- Officer investigated a call of graffiti to Norma Phiefer Park
- Officers took a report for a stolen vehicle. The vehicle was later located and returned to the owner
- Officers were contacted by a resident to check the serial number of a \$500 Stihl backpack blower he had purchased through a private party. The serial number came back as stolen out of Salem Police Department. The property was returned to its rightful owner
- Officer took a female into custody for a peace officer hold for making suicidal statement. The female was transported to the University District Hospital for evaluation
- Officer investigated a call of criminal mischief graffiti to the IOOF
- Officers arrested a male for DUII. The driver was issued citations for DUII and reckless driving
- Officers took a burglary report. A resident had some power tools stolen. A suspect has been identified and an arrest warrant is being issued
- Officer investigated a theft at the Truck and Travel. An ex-employee who worked at the Aurora Truck and Travel committed several thefts. The suspect has been identified. An arrest warrant is pending.

ATTACHMENT E

AGENDA

Coburg Planning Commission Regular Session

July 15, 2020 at 7:00 p.m.
City Hall, 91136 N Willamette St.
Coburg, OR 97408

City Hall will have limited capacity; therefore, we recommend participating remotely if possible. The public is invited to watch live at coburgoregon.org

Public Testimony options-

Telephone - You will need to sign up with the City Recorder by July 15th at 3 PM, sammy.eqbert@ci.coburg.or.us or 541-682-7852 to get a login in and scheduled time slot.

In Person – With limited seating, seats will go to the citizens who sign up with City Recorder in the order received. Walk in and overflow plans are available.

7:00p	1.	CALL MEETING TO ORDER	Chair Wood
7:00p	2.	ROLL CALL	Jeff Kernen
7:05p	3.	AGENDA REVIEW	Chair Wood
7:10p	4.	APPROVAL OF MINUTES – March 11, 2020 & June 17, 2020	Chair Wood
7:15p	5.	PUBLIC TESTIMONY Five minute limit each unless extended time approved prior to meeting by Chair.	
7:20p	6.	COMMISSION BUSINESS Deliberation • SUB-01-20 Wiechert Subdivision <i>Consider Approval</i>	Jeff Kernen
8:20p	7.	CITY UPDATES • City Administration Report <i>Information only</i>	Jeff Kernen
8:30p	8.	ADJOURNMENT	Chair Wood

The next regular meeting of the Coburg Planning Commission is scheduled for August 19 at 7:00pm at Coburg City Hall. If you need a disability accommodation to participate in this event, please notify the City of Coburg at least five days in advance. Call Coburg City Hall at 541-682-7852 or email sammy.eqbert@ci.coburg.or.us to request reasonable accommodation or for more information.

COBURG PLANNING COMMISSION MEMBERS

Jonathan Derby
Seth Clark
Judith Behney
William Wood
Paul Thompson
John Marshall
Marissa Doyle

COUNCIL LIAISON: N/A

**CITY OF COBURG PLANNING
PO BOX 8316 Coburg, OR 97408**

**STAFF REPORT - Supplement
Subdivision
SUB-01-20**

Report Date: July 8, 2020

I. BASIC DATA

Property Owners: Bruce Wiechert Custom Homes, Inc.
3073 Skyview Lane
Eugene, OR 97405

Applicant Consultant/Surveyor: The Favreau Group
Eugene, OR 97405

Assessors' Map Lot#: 16-03-28-00 Tax Lot 00501

Comprehensive Plan
Designation: Traditional Residential (TR)

Current Zoning: Traditional Residential (TR)

II. REQUEST

The applicant has requested a subdivision of one (1) legal lot into 50 legal lots of Assessors Map 16-03-28-00 Tax Lot 00501. The resulting subdivision would create 46 lots for single family dwellings, and set aside four lots for open space.

III. BACKGROUND

Assessors Map 16-03-28-00 Tax Lot 00501 is vacant and partially within the City limits. The applicant applied to Lane County to partition the lot at the City limits, making the resulting lot entirely within the City limits.

At their June 17, 2020 meeting the Planning Commission closed the public hearing, but left the record open for the applicant to provide more details related to suitability of the open space proposed.

Open Public Record:

The applicant had until 6/24/20 to submit details, the public was given until 7/1/20 to submit response, with the applicant having an opportunity to respond by 7/7/20.

The City received the applicant's details, three written public responses, and an applicant response. These materials are included as attachments to this staff report supplement.

IV. NEXT STEPS

The Planning Commission left the record open specifically to ask the applicant to submit more information to show how the proposed open space is suitable. The applicant did not change the layout and proposed open space, but instead chose a different option to meet the code requirements. Per the applicant's response, they propose paying into a public land acquisition fund.

From the Coburg Zoning Code (Ord. A-200-I):

Article XII.B.19. Park/Recreation Acquisitions.

a. Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.

The applicant's proposal more than meets the code's requirements, because they not only propose to pay into a public land fund but also still provide open space. In addition, the applicant provided a conceptual layout of the proposed open space.

Deliberation.

The Planning Commission chose to leave the record open until 7/7/20 and scheduled deliberation for 7/15/20 at 7pm.

The Planning Commission can:

- Approve the subdivision request
- Approve the subdivision request amended with additional conditions.
- Deny the subdivision request. The Planning Commission must craft findings to support the denial.

ATTACHMENTS:

- A. Applicant detail response (received 6/18/20)
- B. Public comment – Godfrey (received 6/30/20)
- C. Public comment – Bishow (received 6/30/20)
- D. Public comment – Chandler (received 6/30/20)
- E. Applicant Rebuttal (received 7/7/20)

Att A

KERNEN Jeff

From: ANTHONY J FAVREAU <favreaugroup@msn.com>
Sent: Thursday, June 18, 2020 4:25 PM
To: KERNEN Jeff
Cc: wiecherthomes@comcast.net; Derrick Westover
Subject: Coburg Creek Park/Park Recreation Acquisitions.

Jeff,

Below is our proposal for the Park/Park Recreation Acquisitions section of the Code.

19. Park/Park Recreation Acquisitions.

- a. Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.

Response: The applicant is proposing to pay into a public land acquisition fund to satisfy the park and recreation requirement as allowed by this code section. In addition, the applicant will dedicate and deed to the City of Coburg Tracts A – D as shown on the tentative map.

Let me know if you have any questions.

Thanks,

Tony Favreau
541-683-7048

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

KERNEN Jeff

From: Mike Godfrey <gman1818@comcast.net>
Sent: Tuesday, June 30, 2020 4:05 PM
To: KERNEN Jeff
Cc: gman1818@comcast.net
Subject: Coburg Creek Subdivision

Hi Jeff

Re: Coburg Creek Subdivision

I wanted to state my support for the above proposed subdivision.

The applicant has already sufficiently provided an amount of land for parks and open spaces to meet the code requirements. Now that the applicant has proposed paying the full amount of the park fee to the City in addition to the deeding of the required amount of land to the City this completely fulfills the code requirement without any question. This is an absolute win for the City to receive land plus the large sums of money that will be provided to the City for all park projects throughout the City.

The applicant, Bruce Wiechert Custom Homes, Inc., has an excellent reputation for honesty and integrity. They are very highly regarded in the home building community. They will provide severely needed housing and will provide an excellent addition to the businesses of the City of Coburg and to the greater community at large.

Sincerely
Mike Godfrey

Sent from my iPad

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****



PLANNING & DEVELOPMENT SERVICES
375 West 4th Ave., Suite 204
P.O. Box 50721
Eugene, OR 97405
541-514-1029
teresa@bishowconsulting.com

June 30, 2020

City of Coburg Planning Commission
P.O. Box 8316
Coburg, OR 97408

Sent Via E-mail: jeff.kernen@ci.coburg.or.us

Dear Planning Commissioners,

RE: SUB-01-20 WEICHERT SUBDIVISION – REBUTTAL TESTIMONY

Please accept this rebuttal testimony regarding the applicant's proposal on how to address the Park/Park Acquisitions section of the code. This rebuttal testimony is submitted on behalf of:

Alan and Peggy Wells, 32668 East Locust Street, Coburg, OR
Dale Kast, 32687 East Locust Street, Coburg, OR
Cathy Engebretson, 32703 East Locust, Coburg, OR
Patrick & Virginia Banks, 91140 Austin St., Coburg, OR
Scott & Jayme Parker, 91180 N. Coleman St., Coburg, OR
Analee Fuentes & Martin Weissbarth, 91163 N. Diamond St., Coburg, OR
Michael & Vilma McDonald, 32673 E. Locust St., Coburg, OR
Michelle Shattuck, 32685 E. Locust St., Coburg, OR
Kelly & Erik Hughes, 91189 N. Water St., Coburg, OR
Andrew Hughes, 91173 N Skinner St., Coburg, OR
Kim and David Fitch, 32666 E. Locust St., Coburg, OR
Pat Cramer, 91157 N. Diamond Street Coburg, OR
Robert Valdez & Elise Leister, 32657 E. Locust St., Coburg OR
Danielle Purdy, 32669 West Dixon, Coburg, OR
Alison Cramer, P.O. Box 8289, 91099 N Skinner St., Coburg, OR
Elizabeth and Thomas (Tyson) Kidder, 91165 N Skinner St., Coburg, OR
Paul and Keli Coelho, 91153 N Skinner St., Coburg, OR
Tom and Tammi Tamburrini, 91180 N Skinner St., Coburg, OR
Becky Wheeler, 91167 N Miller St., Coburg, OR
Jason and Hilary Aaron, 32717 E Delaney, Coburg, OR
Edward and Susan Wojakowski, 32756 E Mill St, Coburg, OR

According to Article XII.B.19 Park/Park Acquisitions,

- a. *Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first. (Emphasis mine.)*

The applicant proposes to satisfy the above standard by paying into a public land acquisition fund skipping the step of first determining that no area in the subdivision is suitable for park and recreation purposes. This standard requires land to be dedicated to the public for park and recreation use concurrent with the approval of the subdivision. The standard provides a fee payment option only, *"In the event no such area is suitable for park and recreation purposes"*.

The applicant's original proposal was to dedicate 4 Tracts to the public in hopes of satisfying the above standard. The Planning Commission received public testimony from a few of my clients and the Coburg Parks and Tree Committee raising a concern regarding the suitability of the Tracts for park and recreation purposes. The Planning Commission granted the applicant seven days to provide a written response. The applicant could have provided further details showing how the 4 Tracts could serve park and recreation uses along with other functions such as stormwater drainage or proposed an alternative area to be dedicated to the public. The applicant did neither.

The Planning Commission should reject the applicant's proposal on how to address the Park/Park Acquisitions standard.

We acknowledge there are circumstances that might prevent any area in a proposed subdivision from being suitable for park and recreation use. Factors might include: 1) presence of toxic or hazardous soils, 2) irregular shaped lot, 3) planned industrial use incompatible for a public park, or 4) known high value wetlands or archeological resources requiring protection. In this case, there are none of these physical or legal constraints. The site is over 10 acres in size providing design flexibility, the land is relatively flat and does not contain any known hazardous soils, wetlands, or archeological resources. In addition, the proposed subdivision is for residential use and residents will directly benefit by the future public park and recreation uses.

The applicant has not provided a basis for being able to opt out of dedicating a suitable area for park and recreation use. The code text does not provide the subdivider an automatic exception to the requirement for land dedication.

The Planning Commission may be concerned about relying upon non-compliance with one standard as the basis for the applicant needing to revise the subdivision design. **The proposed subdivision also does not comply with Article XII.B.13 Through Lots and Parcels.** This code section states:

"Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation."

The proposed subdivision has frontage on approximately 280 feet on E Van Duyn street. The proposed street layout will create "through lots" labeled as lots 6, 7, and 8 on the Tentative Plan dated June 9, 2020. Since "through lots" are prohibited, a revised subdivision design is required.

In addition, the proposed extension of N Skinner Street north of E Van Duyn Street will create a "T" intersection. **The proposed subdivision is not in compliance with Article VIII.E.3.h. Alignment.** This code section states:

*"Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in "T" intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet."
(Emphasis mine)*

The proposed "T" intersection of N Skinner and Sarah Street is only 90 feet from the existing intersection of N Skinner and E Van Duyn Street. **The proposed subdivision also does not comply with code requirements to improve the portion of E Van Duyn Street adjacent to the site nor does it comply with the block standards.** These are blatant violations of the code and require a change to the subdivision design.

The applicant submitted revised plans dated June 9, 2020 for a 46 lot subdivision. At the June 17th public hearing, at least one request was made to continue the public hearing. The Planning Commission decided to close the public hearing and limited continuance of the record to the applicant's response regarding the Park/Park Acquisition standard. Community members were then limited to rebuttal testimony and thus provided an insufficient opportunity to review the revised plans and provide comments.

In closing, this is not a case where the Planning Commission can approve the subdivision with a few conditions. The subdivision does not comply with several code standards and needs to be substantially changed. We urge the Planning Commission to reject the applicant's proposal to sidestep the dedication of land for parks and recreation use and deny the subdivision.

Please include the list of people above on the interested parties list to receive mailed notice of the Planning Commission's decision.

Thank you.

Sincerely,

Teresa Bishow

Teresa Bishow

cc: clients

KERNEN Jeff

From: Chris Chandler <sealchan@yahoo.com>
Sent: Tuesday, June 30, 2020 7:18 PM
To: EGBERT Sammy; KERNEN Jeff
Subject: In support of the attached letter sent by Teresa Bishow...
Attachments: Bishow Testimony PC 063020 Rebuttal Final.pdf

I have written the following and attached a letter which I support but on which my name was not included due to late notice of its existence. After reviewing it I came to the conclusion that I supported it and I wish to provide the following as my own feedback.

Per a recent post on Facebook I became aware of a plan for a 46 unit sub-division that may threaten one of Coburg's best resources...pedestrian friendly streets. As a new resident of the Coburg Crossings neighborhood I quickly came to the opinion that even to traverse in my car across town I should use Pearl and Willamette as much as possible as my wife and I so enjoy the ability to casually stroll through the neighborhood.

My understanding of this new sub-division is that entry to it would be had via Skinner and Coleman. This would make the optimal path for those who would live in the new neighborhood through the heart of the residential blocks and could seriously degrade the pedestrian friendly aspect. I have noticed that there is a manageable but significantly greater amount of traffic on Miller. This is perhaps due to the modest number of additional homes that connect via Sarah Lane. I couldn't imagine how crowded the traffic would feel on Skinner and Coleman with 46 additional homes.

My feeling is that prior to adding any additional homes to the Coburg grid there should be an effort to afford protection to the pedestrian friendliness of Coburg's existing neighborhoods. Perhaps this would require delaying the development project until a new higher traffic street could be provided. In any case, I am not aware of any benefit that expanding Coburg at the sacrifice of its tranquil pedestrian neighborhoods would provide. the fact that Coburg does not have sidewalks should all but require that we protect that aspect by minimizing vehicle traffic through residential blocks.

Thank you for requesting and taking my feedback.

Chris Chandler
32950 E McKenzie Street

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BECKLEY & BONS, P.C.

KELLY R. BECKLEY
of counsel
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CONNOR K.R. BECKLEY
cbeckley@beckley-law.com

ATTORNEYS AT LAW

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P.O. BOX 11098
EUGENE, OR 97440-3298

541-683-0888
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July 7, 2020

HAND DELIVERED and SENT VIA EMAIL TO: jeff.kernen@ci.coburg.or.us

City of Coburg
Planning Commission
P.O. Box 8316
Coburg, OR 97408

Re: Application No.: SUB-01-20
Applicant: Bruce Wiechert Custom Homes, Inc.
Property Location: Assessor's Map 16-03-28-00
Tax Lot: 00501

Dear Planning Commissioners:

Introduction

I represent Bruce Wiechert Custom Homes, Inc. ("BWCH") and its principal Bruce Wiechert. BWCH has submitted a Subdivision Request under the above number to subdivide one legal lot into fifty (50) legal lots. The proposed subdivision would create forty-six (46) single family home lots, as well as four (4) lots for park lands/open space.

Background

The original subdivision request proposed thirty-nine (39) buildable lots. Due to the residential density standards contained in the Coburg Development Code, the number of lots was increased from thirty-nine (39) to forty-six (46).

The City of Coburg Planning Department issued a Staff Report dated June 10, 2020. Planning Staff recommended the subdivision be approved subject to five (5) conditions. Those conditions have all been addressed.

BWCH's understanding is that the Planning Commission will be meeting July 15, 2020 at 7:00 p.m. to consider three (3) issues. Those issues were raised by rebuttal testimony submitted by Ms. Teresa Bishow of Bishow Consulting in a letter dated June 30, 2020. In turn, the three (3) issues are addressed in this letter. They are parklands and open spaces, through lots, and street alignments in the proposed subdivision.

Documents Enclosed

Enclosed for your consideration, please find:

1. Exhibit 1 - Tech Memo of Sandow Engineering dated June 10, 2020. This Memo supplements the Coburg Creek Subdivision Traffic Impact Analysis dated May 21, 2020. In effect, the Tech Memo updates the Traffic Impact Analysis to verify that increasing the subdivision from thirty-nine (39) to forty-six (46) single family home sites does not result in traffic inconsistent with the original findings and recommendations in the Traffic Impact Analysis. Additionally, the Public Works Department, Fire Department, and Planning Department have all approved the street alignment and traffic impacts.
2. Exhibit 2 - Coburg Creek Tentative Subdivision Public Comment Response dated July 3, 2020 authored by Anthony J. Favreau, Professional Engineer, The Favreau Group, LLC. The Response concludes that the Coburg Creek Subdivision meets the Coburg Planning Code in all respects.
3. Exhibit 3 - DLA Landscape Designs' schematic proposal for lots A, B, C, and D. This is offered to show a proposed design for these open areas.

Recognition of Conflicting Goals

There is a general recognition in the Coburg Comprehensive Plan (Ordinance No. A-199-H), that there will be inevitable conflicts between various planning goals and regulations. The Plan states in relevant part "the City recognizes there are apparent conflicts and inconsistencies between and among some goals, objectives, and policies. When making decisions based on the Plan, not all of the goals, objectives, and policies can be met to the same degree in every instance. Use of the Plan requires a 'balancing' of its various components on a case-by-case basis, as well as a selection of those goals, objectives, and policies most pertinent to the issue at hand."

In this case, the proposed Coburg Creek Subdivision squarely meets every applicable ordinance and regulation including lot standards, street standards, required public improvements, and any special development standards. This is no mean feat. It is the result of careful and thoughtful planning. It is not an overstatement to say that BWCH has made Herculean efforts to address every planning goal in the Coburg Creek Subdivision. And, it has been successful in doing so.

Parklands / Park Acquisitions

The City of Coburg Development Code at Article XII.B.19 requires that "within or adjacent to a subdivision of land into ten or more lots, a parcel of land of not less than 6% of the gross area of the subdivision shall be set aside and dedicated to the public..." by the developer for purposes of parks and recreation use. In this case, the proposed subdivision includes four (4) parcels, namely parcels A, B, C, and D, which total 8.76% of the gross area of the subdivision. As pointed out by

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www.beckley-law.com

Anthony J. Favreau in his attached Comment Response, the Code only requires 6% to be set aside and dedicated to the public. In addition to the four (4) parcels which BWCH proposes as parks and open spaces, BWCH is agreeing to pay the public land acquisition fee of one percent (1%) of the sales price of the forty-six (46) lots. In effect, BWCH is agreeing to meet both provisions of the City of Coburg Development Code which are stated in the alternative. In addition, BWCH's landscape architect has prepared a preliminary design for the open spaces. The design created at BWCH's expense is attached and is offered as a conceptual design for an effective use of the parkland that provides a walking path with exercise stations, benches, and a children's play area. This conceptual design clearly illustrates just one example of how the four tracts could be used in a very desirable manner for park and recreation purposes.

Ms. Bishow, although acknowledging that there are many factors that may limit or even prevent the donation of land for park and recreation purposes, omits to mention the one major factor affecting the ability to donate land in a certain dimension or shape so that it may be deemed more suitable. That factor is the Development Code. The development by law must meet many code requirements for minimum lot density, minimum and maximum lot width, minimum and maximum lot size, block lengths, existing street connectivity, minimum lot frontage, and future street connectivity, just to name a few. By the time these requirements are all factored in the layout is basically predetermined and does not leave the flexibility to donate land in a uniform square or rectangular configuration. The existing layout is extremely efficient and meets all these stringent and legally required code provisions. The development cannot be laid out in any other manner and still meet all of the Code requirements. Therefore, these many restricting factors also provide the legal basis for allowing for the payment of the park fee in lieu of donating what someone else might wish for as a more "suitable" piece of land.

The four tracts of land to be donated can be developed into an attractive and beneficial community asset for recreational purposes as illustrated in the attached conceptual designs from the Landscape Architect. In the alternative, the code allows the payment of the park fee for this very situation where compliance with all the code sections, given the exact configuration of the land and connecting streets, prevents an alternative design. As stated previously BWCH is, in effect, agreeing to meet both provisions of the City of Coburg Development Code.

Through Lots

The proposed subdivision contains three (3) through lots as defined in Article XII.B.13; namely, lots 6, 7, and 8. For the reasons set forth in the attached Comment Response authored by Anthony Favreau, the proposed Coburg Creek Subdivision meets the City of Coburg Development Code exception to overcome specific disadvantages of topography and "orientation." This is the case because of E. Van Duyn Street's location and length which means the street acts more as a common driveway than a street. The street terminates at the property's Western boundary. As stated in Mr. Favreau's Comment Response, BWCH is willing to provide a reserve strip along E. Van Duyn Street to prevent dual access to lots 6, 7, and 8 if that is the desire of the Planning Commission.

Alignment

City of Coburg Development Code Article VIII.E.3.h reads in pertinent part “as far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in ‘T’ intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet.” As pointed out in Mr. Favreau’s attached response, the distance between the center line of E. Van Duyn Street and Sarah Street is 140 feet. Ms. Bishow’s rebuttal testimony of June 20, 2020 at Page 3, states that the proposed “T” intersection of N. Skinner and Sarah Street is only ninety (90) feet from the existing intersection of N. Skinner and E. Van Duyn Street. She is mistaken. Note further, that the language of Article VIII regarding alignment states “as far as is practical.” Due to the density requirements, a different design is simply impractical.

Conclusion

BWCH is a developer with a proven track record. It has the expertise and staff to develop Coburg Creek Subdivision in a manner consistent with the Coburg Comprehensive Plan and the Coburg Development Code. Its thoughtful approach to planning this addition to Coburg is evident and is consistent with its previous work as a long-time, trusted, local developer and builder.

For the reasons stated above and in the Staff Report of the City of Coburg Planning Department dated June 10, 2020, the Planning Commission should approve this subdivision. All of the Code requirements and Planning Goals have been met. In the case of parks and open lands, BWCH has more than met the requirements by going the extra mile in demonstrating its commitment to a quality development.

Very truly yours,

BECKLEY & BONS, P.C.

s/ Kelly R. Beckley

Kelly R. Beckley

KRB/mab

Enclosures

cc: Client

SANDOWENGINEERING

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

TECH MEMO

TO: City of Coburg
FROM: Kelly Sandow P.E.
Sandow Engineering
DATE: 6.10.2020
RE: Coburg Creek TIA- Addendum



This Tech Memo provides an addendum to the Coburg Creek TIA provided by Sandow Engineering dated May 21, 2020. The TIA was prepared under the previously proposed development scenario of 39 single-family homes. Since the submission of the TIA, the development proposal has been modified to 46 single-family homes.

Using the ITE Trip Generation information, the 46 single-family homes are anticipated to generate 48 PM Peak Hour trips with 30 entering and 18 exiting trips. This is 7 more vehicle trips than what was analyzed in the TIA. Following the Trip Distribution assumptions in the TIA of:

- 32% to/from Locust-Willamette
- 22% to Skinner-Mill St
- 46% to Coleman-Mill St

Based on this distribution, the added trips are:

- 2 to Locust
- 1 to Skinner
- 3 to Mill St

As demonstrated in the TIA, the Level of Service is at LOS A for all intersections. The minor addition of trips will not significantly impact the intersection operation or result in vehicle levels on the roadway that are inconsistent with the findings in the TIA.

Therefore, the additional 7 homes will not result in levels of traffic inconsistent with the finding and recommendations within the TIA.

**COBURG CREEK TENTATIVE SUBDIVISION
PUBLIC COMMENT RESPONSE**

APPLICANT: Bruce Wiechert Custom Homes, Inc. **PHONE:** (541) 686-9458

SURVEYOR: Roberts Surveying Inc **PHONE:** (541) 345-1112

CIVIL ENGINEER: The Favreau Group, LLC **PHONE:** (541) 683-7048
Anthony J. Favreau, PE

DATE: July 3, 2020

Article XII.B.19 Park/Park Acquisitions,

- a. *Within or adjacent to a subdivision of land into 10 or more lots, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation use. In the event no such area is suitable for park and recreation purposes, or for a subdivision of land into less than 10 lots, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to one percent ARTICLE XII 140 Coburg Development Code of the gross sale price of each lot in the subdivision, which sum of money shall be paid at the time each lot is developed or sold, whichever occurs first.*

Response: The proposed Coburg Creek Tentative Subdivision meets this code section for the following reasons:

1. **The proposed area set aside and to be dedicated to the public for park and recreation use is 41,345 square feet which is 8.76 percent of the gross area of the subdivision. The code only requires six percent to be set aside and dedicated to the public, thus satisfying the City of Coburg's Development Code.**
2. **The applicant will also pay a public land acquisition fee as described in the code section above for the entire subdivision area to remedy any question whether the area set aside and to be dedicated to the public for park and recreation use is suitable for park and recreation purposes, also satisfying the City of Coburg's Development Code.**
3. **The proposed tentative subdivision has been designed to meet all of the City of Coburg's Development Code including but not limited to:**
 - a. **Minimum density**
 - b. **Minimum lot width**
 - c. **Minimum lot size**
 - d. **Minimum block length**
 - e. **Minimum lot frontage**

- f. Street connectivity
 - g. Future street connectivity
 - h. Stormwater detention
4. Setting aside more land to be dedicated to the public for park and recreation use by removing a lot and adding it to the current open space, would reduce the overall net density of the proposed subdivision and would not meet the City of Coburg's Development Code for minimum density.
 5. The current proposal meets or exceeds every part of the City of Coburg's Development Code and should be approved as submitted.

Article XII.B.13 Through Lots and Parcels:

"Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation."

Response: The proposed Coburg Creek Tentative Subdivision meets this code section for the following reasons:

1. The exception to overcome the specific disadvantage of orientation applies to this property because of E. Van Duyn Street's short length of street and its location. This portion of street acts more of a common driveway than a street since it terminates at the property's west boundary.
2. Using this street as the only access to several lots will require a site plan revision that will reduce the lot count and therefore be in conflict with the minimum density requirements.
3. The applicant is willing to provide a reserve strip along E. Van Duyn Street to prevent dual access to lots 6 – 8.

Article VIII.E3.h Alignment:

"Alignment. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof, staggered street alignment resulting in "T" intersections shall, whenever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 125 feet."

Response: The proposed Coburg Creek Tentative Subdivision meets this code section for the following reasons:

1. The distance between the centerline of E. Van Duyn Street and Sarah Street is 140 feet, which is in compliance with the City of Coburg's Development Code.

The Planning Commission acted with the advise of the City Attorney and allowed the appropriate time frames as allowed by law. The community members were also given sufficient time to review the one issue and prepare any rebuttal. The proposed tentative subdivision meets all of the City of Coburg's Development Code and therefore must be approved.

ATTACHMENT F



ATTACHMENT G

Kelli and Paul Coelho
91153 N Skinner Street
Coburg, OR 97408

8/12/2020

Re: WEICHERT SUBDIVISION (SUB-01-20) – APPEAL

City of Coburg City Council -

My husband and I are submitting this letter to voice our concerns regarding the recent approval of the Wiechert (Coburg Creek) Subdivision (SUB-01-20). We have been residents of Coburg for over 11 years and chose our home's location because of the small-town feel and quiet neighborhood. We are concerned with the Planning Commission decision to approve the Weichert Subdivision as submitted without a more thorough review of potential code violations and consideration of the impact this will have on the current resident's safety and quality of life in Coburg. Please include this email in the public comments for the upcoming Public Hearing on August 20th, 2020.

Paul and I support the Appeal Statement from Bishow Consulting dated July 27th, 2020. The Appeal Statement clearly outlines six (6) major concerns and eighteen code violations. We support all six (6) major concerns included in the Appeal as we support our neighbors and more specifically because our home is located at 91153 N Skinner Street. I have included two (2) of the major concerns in the Appeal Statement that greatly affect our residence and quality of life in Coburg.

- Exclusive use of N Skinner and Coleman Streets to handle all traffic from the subdivision and the Planning Commission's Conditions #4 and #5 restricting parking on these streets.
- City determination that the subdivision shall meet minimum residential density requirements when the site has significant access limitations.

In closing, Paul and I support growth in Coburg, and we understand that Bruce Weichert Custom Homes, Inc. has a good reputation. However, we are dissatisfied with the approval of the Weichert Subdivision, as written, with no regard to the code violations and further consideration/response for the major concerns included in the Appeal Statement.

Sincerely,



Kelli Coelho

EGBERT Sammy

From: Patricia Cramer <muchtwodo@live.com>
Sent: Wednesday, August 12, 2020 3:34 PM
To: EGBERT Sammy; HHearley@lcog.org
Subject: Appeal of Wiechert Subdivision application

I'm writing in support of the Appeal of the Wiechert Subdivision application, and to voice my disagreement with the Planning Commission decision. Please include this email in the public comments for the upcoming Public Hearing on Aug. 20, 2020.

My main concern is increased vehicular traffic next to the Park and possible danger to the citizens and others who use that area. Pedestrians, vehicles, bicyclists, dogwalkers, and others use the loop around the park many times a day. Also, if Skinner, Locust and Diamond are closed as they are for several town events each year, I don't think the residents will appreciate waiting when they are blocked for a parade. Let's keep these streets for people.

Thank you for reconsidering this decision.

Patricia Cramer
N. Diamond Street

Sent from [Mail](#) for Windows 10

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EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 12:46 PM
To: Dave Fitch
Cc: EGBERT Sammy
Subject: RE: Wiechert Subdivision Appeal

Mr. Finch,

Thank you for your comment. It has been received.

From: Dave Fitch <davefitch11@gmail.com>
Sent: August 11, 2020 9:59 PM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Wiechert Subdivision Appeal

I'm writing in support of the Appeal of the Wiechert Subdivision application, and to voice my disagreement with the Planning Commission decision. Please include this email in the public comments for the upcoming Public Hearing on August 20th, 2020. Sincerely, David Fitch 32666 E. Locust Street, Coburg, Or

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EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 12:47 PM
To: Kim and Dave Fitch
Cc: EGBERT Sammy
Subject: RE: Appeal of Weichart proposal

Kim,

Thank you for your comment. It has been received.

Henry

-----Original Message-----

From: Kim and Dave Fitch <fkim4444@me.com>
Sent: August 11, 2020 10:20 PM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Cc: sammy.egbert@lcog.org
Subject: Appeal of Weichart proposal

I am writing to support the Appeal of the Wiechart Subdivision application. I do not agree with the Planning Commision's decision to allow it to move forward, despite non compliance with Coburg Codes. Please include this email in the public comments for the upcoming Public Hearing on August 20th.

I am not in disagreement with Wiechart homes building a subdivision in Coburg, I have lived in coburg for 17 years, and can see why others would like to live here. I live on Locust street, number 32666. It's a historic bungalow that used to belong to Thelma Cross. We have enjoyed stories of her as a Piano teacher in Coburg, and thought it kismet when we bought this home that my husband would continue to teach Piano out of our home. He has had many Coburg children. Our home is near Norma Pfeiffer park. We watch children, people walking their dogs, and couples enjoying an evening stroll. It's safe because the people who live here know to be careful as there are no sidewalks, and people are slow and wait to pass each other. There is plenty of our old town charm to share, but the City Council should not allow this subdivision to move forward without modifying their plans.

The exclusive use of N Skinner and Coleman streets to handle all the traffic from 40+ homes, and restrictive parking on these streets. What will happen during the construction? What will the street be like after a few years of heavy construction vehicles using these two streets as main access? There are many code violations listed in the appeal I'm supporting, and I'm sure Wiechart homes can follow these guidelines that our own city has made, and still build their beautiful subdivision. Like I stated before, there is room in Coburg for growth, but we don't want a builder to see the loveliness of Coburg, be attracted to build here, and then ruin what is essentially the heart of this town because of their own financial gain. Let's please ask them to resubmit their plans after addressing all NINETEEN code violations.

Thank you for considering,

Kim Fitch
32666 E Locust

Sent from my iPad

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EGBERT Sammy

From: Erik Hughes <ehughes54@comcast.net>
Sent: Wednesday, August 12, 2020 12:57 PM
To: HHearley@lcog.org
Cc: EGBERT Sammy
Subject: Appeal of Wiechert Subdivision

I'm writing in support of the Appeal of the Wiechert Subdivision application, and to voice my disagreement with the Planning Commission decision. Please include this email in the public comments for the upcoming Public Hearing on Aug. 20, 2020."

My husband and I feel that the Planning Commission made a haste decision and if given additional time to review the concerns outlined in the appeal will see that many of these issues can be adequately addressed and a more appropriate solution will come to light.

We are especially concerned about the impact the increased traffic on N Skinner and Locus will have for the safety of children frequenting Norma Pfeiffer Park. Our son just recently purchased and resides at 91173 N Skinner.

Thank you for your time and consideration.

Kelly and Erik Hughes
91189 N Water
Coburg, OR. 97408

Sent from my iPhone

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EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 12:52 PM
To: Dale Kast
Cc: EGBERT Sammy
Subject: RE: Weichert subdivision

Thank you for the email, Dale.

Please refer to our staff report, which will be available August 13 by the end of the day.

Respectfully,

Henry

-----Original Message-----

From: Dale Kast <djskast@comcast.net>
Sent: August 11, 2020 2:57 PM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Weichert subdivision

Hello Henry I spoke to yesterday this is Dale Kast of Kast Construction, Inc. I discussed with you if the subdivision needed two access by code and you said no. We discussed that North Skinner abutted the subdivision and that's why we assume Jeff want that access used by his interpretation of the code. I feel the code states any street improvements needs to have a 45' row by code. What is your interpretation of the code on the abutting and street improvement width in the code. I also told you that Bruce Wiechert and his engineer Tony don't want that access just Jeff forced them on his interpretation of the code. I know we were hoping for Connectivity Thru Macy and Van Duyn but at this time we have not been successful in purchasing those accesses. We hope to have more discussion soon with those owners again thou. Can you please respond back on North skinner access?

Dale

Sent from my iPhone

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

August 12, 2020

City Council
Planning Commission
All Concerned Parties
Coburg, Oregon 97408

Re: Wiechert Custom Homes, Application Number Sub-01-20

Dear City Council Members,

I am writing on behalf of myself, my husband, my mother (who lives on N. Harrison) and son (who is living in our home, located on 23673 E. Locust Street), we have been residents of Coburg for about 20 years.

It is wonderful to see Coburg flourishing and growing with new businesses and new residential areas. Our concern for the Wiechert sub-division is about the added traffic to the streets around the Norma Pfeiffer Park. The proposed entry points for the Wiechert homes on N. Skinner and N. Coleman are truly inadequate to accommodate the number of vehicles each household will most likely have, that is 2 cars per family.

With the increase in traffic, even those of us who have lived here for a while, you find the path of least traffic flow and take those streets to avoid being stuck either on Willamette/Coburg Rd or Pearl Street. That will be the case for the residents of this new development during peak traffic hours. Imagine your children's safety being now a big concern. Or, your nice walk or bike ride around the park now means you risk life and limb to avoid being hit by a speeding mom trying to get her kids to baseball practice??

Truly, you can find it in your powers to ask this developer to install a singular entry to this development that uses a portion of the field that is parallel to Macy Street?

Thanks for taking the time to read and consider our concerns for our town.

Sincerely, Vilma McDonald

Michael and Vilma McDonald
32673 E. Locust Street

Carmen Cruz
91181 N. Harrison St

Daniel Halstead
32673 E. Locust Street

EGBERT Sammy

From: Brandon Parks <bparks8@msn.com>
Sent: Wednesday, August 12, 2020 2:18 PM
To: HHearley@lcog.org
Cc: EGBERT Sammy
Subject: House Subdivision

To Whom It May Concern,

We are at 91181 N Skinner here in Coburg.

We are also wanting to appeal to the building of the new subdivision plans. We have in our contract when we built that the road there would be different then is what is presented and recorded in our easement during our build. We are also concerned about the traffic. We have little kids and I work at Coburg Community Charter School and there are many kids who ride on our road close to the park and that's a scary blind spot at E Locust and North Skinner already...

I'm hoping they will use the original road plans and can look at our paperwork too. We are so disappointed that the original plans and organization of Coburg and building and what is allowed and what isn't turns out so wonky.

However, we know Bruce has wonderful house builds and we love his reputation of being an honest builder.

We are hoping that the plans we were shown in our house build making our neighbors house having a thru road so we can fence up and they can have access there instead will be the true plan. Not thru traffic On North Skinner with all the "park kids from the corner" being car targets...

Thanks for reading and hoping right thing done

Jamie and Brandon Parks

Sent from my iPhone

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EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 11:41 AM
To: EGBERT Sammy
Subject: FW: Appeal - Weichert

-----Original Message-----

From: Michelle Shattuck <michellekshattuck60@icloud.com>
Sent: August 11, 2020 6:35 PM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Appeal - Weichert

I am a Coburg resident who lives on Locust Street. I am one of many who want to see more road access to the future development here in Coburg.

Our town is a very special place to live. I have lived here for over 30 years. I chose to live here because of the "small town" feel, friendly people and living at a slower pace.

We value our safety and ability to walk, ride and drive safely thru our neighborhoods. Increasing our population and car traffic through new developments need to be planned carefully.

I understand that there are many rules and regulations that are required for new development.

Are these being followed?

We need to look at more accessible roadways to the development to preserve our quality of living here in Coburg.

It seems the builder might be open to this idea.

I don't oppose the development,

I oppose the lack of road access and

how it will impact our community.

Thank you,

Michelle Shattuck

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EGBERT Sammy

From: Mark Stringfield <markstringfield@comcast.net>
Sent: Wednesday, August 12, 2020 9:00 AM
To: EGBERT Sammy
Subject: Wiechert Subdivision in Coburg

To Whom It May Concern,

I have been in the building industry for over 30 years and have worked closely with Wiechert Custom Homes for many of those years. I have found them to be a wonderful company to work with and feel the 46 lot subdivision would be great for city of Coburg. The amount of jobs they would be providing over the next several years is something this region needs. Not only the jobs, but the many customers this subdivision would bring in to help support local family businesses that are the staple of Coburg. Furthermore, Wiechert Custom Homes would also be increasing the tax base for Coburg as well as providing quality homes at a time when new affordable housing is needed.

Please feel free to contact me with any questions.
Thank you for your time.

Mark Stringfield
Gene Stringfield Building Materials Company

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EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 11:42 AM
To: EGBERT Sammy
Subject: FW: Subdivision

From: Chris Surbaugh <crazymodeler@gmail.com>
Sent: August 12, 2020 10:51 AM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Subdivision

Hi: I am writing in support of efforts to mitigate the impacts of the proposed subdivision. The access to this proposed project should not be through existing city streets especially connected to the city park. This is where small children learn to ride their bicycles. Commuter traffic has no right to be funneled around or near our city park. This project needs it's own access not impacting the Norma Pfeiffer Park.

Chris Surbaugh
91125 N. Diamond St.

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EGBERT Sammy

From: Chris Surbaugh <crazymodeler@gmail.com>
Sent: Wednesday, August 12, 2020 11:00 AM
To: EGBERT Sammy
Subject: Subdivision

Hi Sammy: Let me be clear no subdivision traffic routed around the city park. This is where small children learn to ride their bicycles to be confronted by commuters. I don't think so. This subdivision needs it's own dedeed access not endangering children.

Chris Surbaugh
91125 N. Diamond

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EGBERT Sammy

From: Amy Thompson <amy@amythompsonhomes.com>
Sent: Saturday, August 8, 2020 6:38 PM
To: EGBERT Sammy
Subject: Hearing on Wiechert development in Coburg

Dear City of Coburg,

I am writing in support of the Bruce Wiechert housing development in the city of Coburg. As a long-time real estate agent in Lane County, I have worked with many builders and I can say without any hesitation that the crew at Wiechert Construction is the best. They are professional, diligent, conscientious, and they build a beautiful, quality home. We are in desperate need of housing right now and any responsible builder that can provide relief to the severe shortage is welcome, especially when it is a quality builder like Bruce and his team.

Additionally, with the uncertainty in the current economy, I think it is vital that we find ways to contribute to the employment opportunities in our local community. This project will also bring revenue to many of the businesses in the Coburg area, both during and after the construction. And, it is my understanding that Bruce Wiechert Construction will be providing park land and paying into the park fund which benefits all of the citizens in the community.

It is for these reasons, and many more, that I feel it is vital to allow this high-quality housing development and wonderful new neighborhood to come to life.
Thank you, Amy Thompson

Amy Thompson *
Licensed Principal Broker
541.517.1873
www.amythompsonhomes.com

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[Oregon Initial Agency Disclosure Pamphlet](#)

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EGBERT Sammy

From: Martin Weissbarth <mweissba@hotmail.com>
Sent: Tuesday, August 11, 2020 5:26 PM
To: HHearley@lcog.org; EGBERT Sammy
Subject: appeal support letter
Attachments: N Skinner. Cones at 16 ft. Mid-sized pick up and compact pick up.jpeg; N skinner. Cones at 16 ft. 2 compact cars and bike.jpeg; N Coleman.Cones at 20 ft. 2 compact cars.jpeg; Screen Shot 2020-07-17 at 1.42.08 PM.png

We are writing to express support for the appeal of the Wiechert approval, and to request particular attention to two of the code analysis items from the appeal:

1. The subdivision does not contribute to the orderly development of the city's transportation network and places an unsafe burden on narrow substandard streets south of the subdivision.

Article XII.C.2.c(5) Orderly Transportation System

Per Article XII.C.2.c(5):

“Proposal contributes to the orderly development of the City’s area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.”

The subdivision does not contribute to the orderly development of the City’s transportation system. The subdivision relies exclusively upon the new development being accessed from N Skinner and Coleman Streets. **These two streets are substandard and do not have the minimum pavement width to safely accommodate additional traffic. The streets are narrow in places with widths as low as 12 feet and being shared by motor vehicles, bicyclists, and pedestrians. In addition, Condition #4 requires the applicant to increase the pavement width to 16 feet and prohibit any parking on the pavement. Condition #5 increases the parking restriction to a minimum of 20 feet in width, essentially removing parking from both sides of the streets.**

The subdivision street layout does not provide for public street improvement to allow for the extension of E Van Duyn Street and Macy Street. The subdivision includes a new local street about 140 feet north and parallel to the existing section of E Van Duyn Street contrary to the need for orderly development. The use of Tract D for long-term

open space prevents Macy Street from ever being extended. Tract D should have been dedicated as public ROW and improved as a street in alignment with Macy Street and of sufficient width to accommodate a bike/pedestrian connection to the school.

As approved, N. Skinner, north of the intersection with Locust will be widened to 16 ft. Attached photos 1 and 2 clearly illustrate the inadequacy of this width for 2-way vehicle traffic, much less for additional pedestrian/bike use. N. Skinner is designated as a local access street, and according to code for new streets is required to have a 10 ft. minimum per lane of traffic (See attachment 4). So, the approved plan falls short of code width by 4 ft. Similarly, N. Coleman, which was approved for 20 ft. width, will barely accommodate safe 2-way traffic (attached photo 3). A common-sense evaluation of this plan shows it to be unsafe.

2. Per Article XII.C.2.c(7):

“If the proposal involves the creation of a public street, all of the following criteria also apply:

(aa) The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder of any adjoining land or access thereto.

(bb) The proposed partition [subdivision] will:

1. Not result in significant risk of fire, flood, geological hazards, or other public health and safety concerns;
2. **Provide adequate transportation systems**, water supply, sewage disposal, drainage, and other public utilities;

3. **Not hamper the adequate provision of publicly owned open space for recreation needs.**

4. The proposed partition [subdivision] provides direct bicycle and pedestrian access to nearby and adjacent residential areas, transit stops, neighborhood activity centers, commercial areas, and employment and industrial areas, and provides safe, convenient and direct transit circulation, provided the City makes findings to demonstrate consistency with constitutional requirements. “Nearby” means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within 2 miles that can be reasonably expected to be used by bicyclists.”

The subdivision adversely affects the access and future development of underdeveloped large lots immediately to the south of the subdivision.

The subdivision creates a significant safety concern for residents living south of the new development on narrow streets not designed or improved for the additional traffic.

The subdivision does not provide direct bicycle or pedestrian access to nearby commercial areas, or the school, and adversely impacts bike and pedestrian safety along Norma Pfeiffer Park.

The Planning Commission’s Final Order did not address the above standard

Planning commission approval was based in part on a traffic study that projected 30% of the new subdivision vehicle traffic would use N. Skinner, and 70% would use N. Coleman. We believe that this is incorrect, and that the bulk of traffic will use E. Locust and N. Skinner because they are closer to the main roads through town, and have less stop signs. Traffic quantity and speed will also increase on N. Diamond, seriously degrading pedestrian use around the park, Coburg's primary public space. The traffic study conclusion used to support approval was not realistic, and the study should be reevaluated.

Each section of the Coburg development code is preceded by purpose statements setting forth the goals of the section. Over and over is specified the goal of preserving the small-town character of the residential core neighborhoods. For example: (bolding is mine)

ARTICLE II. PURPOSE The several purposes of this Code are to encourage the most appropriate use of land; **conserve and stabilize the value of property**; aid in the rendering of fire and police protection; provide adequate open space for light and air; **lessen congestion on streets; promote orderly growth in the city**; prevent undue concentrations of population; implement the comprehensive plan; facilitate adequate provision for community utilities and facilities such as water, sewage disposal, transportation, schools, parks and other public requirements; and promote the public health, safety, convenience and general welfare.

ARTICLE VII. DISTRICT REGULATIONS District regulations are set forth in the following Schedule of District Regulations: A. Traditional Residential District (TR) 1. Purpose: **The Traditional Residential District is intended to provide a livable neighborhood environment, preserve the small town and historic character of the traditional core of Coburg**, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.

ARTICLE VII B. Traditional Medium Residential District (TMR) 1. Purpose: The Traditional Medium Residential District is intended to provide for medium density housing in a livable neighborhood environment, **preserve the small town and historic character of the traditional core of Coburg**, ensure architectural compatibility, and provide for a variety of residential housing choices and other associated uses as determined to be desirable and/or necessary.

ARTICLE VII C. Central Business District (C-1) 1. Purpose. The Central Business District is intended to preserve and enhance the downtown area as the historic heart of the community. Coburg's downtown is the community's central location for commercial services, civic functions and mixed use. **The district regulations are intended to ensure the downtown reflects the small town and historic character of Coburg, and provides an attractive, pedestrian-oriented setting.**

ARTICLE VII L. Design Standards and Guidelines 1. Purpose The design standards in this section are intended to ensure that new development contributes to the overall livability of the community by: a. Preserving and enhancing the small town and historic character of the Coburg;
c. Providing a physical setting that is safe and inviting for walking and other pedestrian activity;

We see the Wiechert plan as being in violation of both the specific code criteria cited (the letter of the law), and the very important development code purpose statements (the intent of the law), and ask that the approval be reversed. As planned, this subdivision will permanently degrade the quality and character of our community. Please require that the developer meet the code criterion. Please require that the proposed development preserve the small-time and historic character of Coburg. Thank you for your consideration, this is so important for the future of our town.

Analee Fuentes
Martin Weissbarth
91163 N. Diamond St.
Coburg

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Table VIII(E)(1)(b)(i): Coburg Street Design Standards

Functional Class	Min. ROW Width	Travel Lanes	Planter with Street Trees or Swale with Street Trees	On-Street Parking	Sidewalks, Curbs and Gutters	Soft Shoulder	Bicycle Lanes
Alley	16'	12' min. paved width	none	Prohibited	None	None	None
Local Access	45'	10' min., 12' max.	Swale - 4' min., 8' max., both sides	Max: 2 per 100 f.f., Min: 2 per 200 f.f.	None	3' min., 5' max., orta side min. (striped)	None
Highway Commercial and Industrial Local Street	51'	11' min., 12' max.	Planter- 6' min.	7', one side	5' min. sidewalk; curb and gutter both sides,	None	None
Collector	55'	11' min., 12' max.	Planter - 4' min., 8' max., both sides	7' min., if required	5' min. sidewalk; curb and gutter both sides,	None	Required in Commercial and Industrial Zones and per the City's TSP and Parks and Open Space Master Plan. If required, 5' min.
Coburg Loop Off-road Paths	16'	10' min., paved width	None	N/A	N/A	2' gravel, each side	N/A

** Note: these design standards are proposed for Coburg-owned facilities. Lane County owns and operates several collector and arterial streets within Coburg and Lane County Street Standards apply to these county owned facilities*





EGBERT Sammy

From: HEARLEY Henry O <HHEARLEY@Lcog.org>
Sent: Wednesday, August 12, 2020 12:49 PM
To: Ed/Susan
Cc: EGBERT Sammy
Subject: RE: Appeal of the Wiechert Subdivision application

Thank you. I have received your comment.

Henry

From: Ed/Susan <edsuwoj@q.com>
Sent: August 12, 2020 12:09 PM
To: HEARLEY Henry O <HHEARLEY@Lcog.org>
Subject: Appeal of the Wiechert Subdivision application

I'm writing in support of the Appeal of the Wiechert Subdivision application, and to voice my disagreement with the Planning Commission decision. Please include this email in the public comments for the upcoming Public Hearing on Aug. 20, 2020. Also, the access to the development is poor and needs a street layout redesign. Ed and Susan Wojakowski, 32756 E Mill St, Coburg OR 97408 541-485-3576

*****WARNING: This email has been sent from OUTSIDE the City of Coburg. Please proceed with caution*****

**Public Comments (1 of 2) regarding Appealed Land Use Decision, SUB-01-20
For Public Hearing before Coburg City Council, Aug 20, 2020
Submitted by: Cathy Engebretson, 32703 E Locust St, Coburg Oregon
Submittal date: Aug 12, 2020**

To Coburg City Council:

Although I am a cosigner of the official appeal, which sets forth technical arguments, please accept this supplemental testimony from me, personally, in which I hope to add some background, and clarify why I feel it necessary to bring this before City Council. Also, I'm not aware whether City Council will receive information from the Planning Commission process, so please excuse me if I'm repeating some points.

What this is not

Although I'm supporting an appeal of the approval of this land use application, I would like to make clear I respect the applicant and the applicant's staff and consultants and I have no reason to believe they are not acting with integrity. My objections - and I've heard my fellow appellants and townsfolk say this as well - are not with the applicant, nor to housing being built on this parcel. I'm simply advocating for modifications to the proposal, that will make the street network work better for Coburg in the long run.

Although I am expressing concerns (please see my "Process, Procedures" additional memo) regarding the process followed by the previous planning staff and with this decision by the Planning Commission, this is in no way meant to be a criticism of their overall efforts. Land use planning is complex, our Planning Commissioners are volunteers, and I appreciate their willingness to work on what are often difficult and contentious issues, on behalf of us all. Also, staff has a difficult task, often ending up "in the middle" of debates.

We have the secret recipe. We just need to follow it.

People sometimes wonder why some of Coburg's planning code is different than "everywhere else." While I'm the first to admit some of our code needs work (as is also the case everywhere else), there are some deliberate differences. Coburg has coveted qualities most communities lost decades ago. Coburg doesn't do it like everyone else, because everyone else doesn't have what Coburg's got!

People *love* Coburg. It's like stepping back in time. Neighbors know one another. People walk through the quiet residential streets like it's one big path system. This didn't happen accidentally, and it will slip through our fingers unless we diligently protect it. We have a lot to lose and that's why citizens are so engaged.

What does Coburg have that's so special? When it comes to the transportation network, the historic residential core of Coburg has a traditional street grid: short, narrow blocks with many intersections, making a web-like network. It's an old school town design. This disperses vehicle traffic very evenly, so more residents than not live on quiet streets. When traffic is funneled and bottlenecked onto just a few streets, as has become the common pattern elsewhere, residents on the "funnel" end up on the losing end. With a robust network of small streets, residents love to walk and ride bikes around town; this leads to meeting neighbors, eyes on the street for safety, and better physical and mental

health. Charming neighborhoods with quiet streets are one of the top things home buyers will have in mind when shopping for homes in Coburg.

This doesn't have to be just another subdivision. It can be a neighborhood. You'll know it's a success when people say, "It looks like it's always been here!" All we need to do is simulate what's already here.

If we don't take the added care to ensure Coburg's unique characteristics are carried forward in new developments - including zooming out and carefully considering the street network - we will lose those special qualities forever.

We only have right now to get this right.

We have the secret recipe. We just need to follow it.

It's not just about traffic, it's about traffic flow - the transportation system and street layout – and this is different than Hatfield Estates and Hayden Homes:

Unlike two other residential subdivisions recently completed in Coburg, which have direct or virtually-direct access to arterial streets (i.e. busy through streets – Pearl and Willamette, aka Coburg Road), this subdivision can only be accessed from narrow, very low traffic, residential streets, in the historic core of Coburg. That brings complexity to this application that was not encountered with the other two and warrants additional mitigating solutions. This decision on the street network will impact the community lifetimes into the future, so it's appropriate to take time now to do the best we can to integrate this new neighborhood into the community network.

While the number of vehicles sited in the applicant's traffic study may not turn any heads, the percentage increase in traffic should. Whereas 30 to 60 homes might only contribute, what, 1% to 4% or so more traffic on arterials (Pearl and Willamette/Coburg Road), this proposal will increase traffic on Skinner, Locust and Coleman by 200% to 400%. This warrants additional care.

The applicant's traffic study points out N. Skinner and E. Locust are so narrow in parts that when oncoming cars approach one another, one must pull over to let the other pass. This works okay for the small number of homes served now, but are we certain this is adequate to accommodate 46 additional homes, with minimal improvements?

The Planning Commission Conditions of Approval #4 and #5 for improvements to Coleman and Skinner were an afterthought and raise more questions rather than being clear. Further, there was almost no discussion by the Planning Commission (save for one Commissioner) as to their presumed effectiveness in solving any issue, and to add insult to injury, the Conditions seem to eliminate parking.

These are all valid concerns when thinking about the current subdivision. The issues are more concerning when we look to the future. What if the UGB expansion to the north is delayed indefinitely? We've been talking about the UGB expanding to the north for *at least* 20 years and counting. What if the traffic flow proves problematic? The design approved by the Planning Commission eliminates a potential relief connection to the existing Macy Street to the west of the subdivision by placing a "Tract D" in the way, instead of putting a street there. Short-sited and could be fixed very simply.

Now, what if the UGB does expand north? Are we to settle for all new traffic from the countless new homes to just funnel down Skinner to Locust and down Coleman, compounding the problems? Given past city decisions relinquishing chunks of public street right of way (although well-intentioned at the time), and the decision just last month by the Planning Commission (not unanimous) which refused to even *discuss* resident concerns about connectivity, it's hard to have faith the City will ever provide east-west connections to alleviate the prospective deluge of traffic moving south through the historic Coburg residential core, and primary public park area (Norma Pfeiffer park).

Rather than brushing aside reasonable concerns from affected property owners, the Planning Commission should have proposed modifications to the site plan to leave open options for additional street connections, and should have discussed how to improve Coleman and Skinner so the City isn't stuck making costly changes to these streets down the road when they should have had the developer make intelligent improvements from the start.

Unique circumstances warrant unique solutions (exceptions)

I understand some suggestions from appellants may sound a bit unusual to land use planning professionals, such as the suggestion to extend Macy St to the edge of the subdivision. I'd like to further address this particular suggestion.

Our appeal puts forth several different ways the City can require this, legally and ethically, while still meeting all other code criteria and/or leveraging alternate approval tracks. Not only that, but the applicant has indicated open mindedness on this item.

Arguments have been made that may appear to refute this suggestion, such as the finding by engineering that the proposed two accesses to the south (Skinner, Coleman) are adequate. While they may be considered adequate from the perspective of physics, and while single point of access may be the norm "everywhere else," they are not adequate from the perspective of Coburg's Development Code, Transportation System Plan, and Comprehensive Plan.

Again, Coburg's old school residential street pattern is something we're trying to preserve, and that is where Coburg's requirements differ from conventional subdivision design.

So, while this suggestion may seem unusual, also unusual to this specific site are:

- Lane County was persuaded to create a ***new non-conforming County parcel***, which I can only assume is very rare. This has led to the unusual circumstance in which no vehicle access whatsoever can ingress/egress onto that county parcel, except for farm equipment. (Unless applicant can convince County to make an exception, which is typically not easy, plus land use lobbying groups would likely quash anyway).
- Because this non-conforming County parcel happens to abut the entire north boundary of the subdivision, we have the unusual circumstance where access from the north is not possible – **severe access constraint** – and **unique** in that it would rarely apply to any other land use application brought before the City.

- The other unusual circumstance are the short chunks of public right of way just to the west of the subdivision, that were relinquished by the city into private ownership. This is also a unique access constraint that wouldn't apply to most land use applications.

Note in the Process and Procedures discussion I submitted, that unique situations make good reasoning for exceptions. The City can and should do this.

In closing, City Council should recognize that Coburg's code purposefully requires a different approach in some regards, than many jurisdictions, in order to maintain Coburg's precious character. There are unique circumstances with this parcel that warrant modifications. Council should use their authority to require changes to make this application the best it can be.

Thank you for your time and consideration.

Sincerely,

Cathy Engebretson

**Public Comments regarding Appealed Land Use Decision, SUB-01-20
For Public Hearing before Coburg City Council, Aug 20, 2020
Submitted by: Cathy Engebretson, 32703 E Locust St, Coburg Oregon
Submittal date: Aug 12, 2020**

Process, Procedures for Land Use Planning Decisions

I've received a lot of questions recently as to how the process works for land use decisions that come before the Planning Commission. Please allow me to outline the decision-making process, to the best of my recollection, from the 10 years I served on Coburg's Planning Commission. The rules apply to decisions before a Planning Commission or for an appeal to a City Council.

I'm also inserting concerns I observed specific to the recent land use decision by the Coburg Planning Commission regarding the subdivision application SUB-01-20. These are in *blue, italic font*.

An important aspect of my concern with the decision, is what feels like a lack of transparency, and deviation from the standard process. Following proper process and procedures for Land Use Planning is arguably just as important as following the code itself.

At its simplest it works like this:

- If an application meets 100% of the applicable code criteria, the Planning Commission must approve the application.
- If an application does not meet even one applicable code criteria, the Planning Commission must deny the application. Even if the applicant meets 99 out of 100 code criteria, technically, the Planning Commission must deny. It is not up to the staff or the developer, or even the Planning Commission. Those are the rules.

If an application is denied by the Planning Commission, per Coburg's code, the applicant is not allowed to re-apply for a similar land use for a whole year from the date of denial. This discourages applicants from submitting faulty proposals simply to see if they can get away with it. Applicants do have the option of withdrawing their application before it's denied, and in that case they are allowed to re-work and resubmit on their own timeline.

Besides the basics mentioned above, there are a few processes by which the Planning Commission can grant exceptions to specific code criteria. Consideration of exceptions are required to follow the **formal process** and can only be granted by a majority vote of the Planning Commission, **not** by staff or the applicant. Staff or applicant can recommend actions, but not make decisions.

Through the Planning Commission public hearing and deliberation process for SUB-01-20, it appeared as if exceptions to code criteria were made in an informal manner; in many cases with seemingly no disclosure at all to the public, or the Planning Commission, of either the decision itself to grant the exception, nor the basis for granting it. (Please request a copy of the staff report from the Planning Commission hearing and contrast to the land use consultant's report that I and my fellow appellants submitted, for examples of code conflicts and concerns not raised before the Planning Commission). While I assume this was unintentional, it gave the appearance of sweeping issues under the rug.

Briefly those are:

- Granting a Variance to specific code criteria.
- Placing specific Conditions on an application, which require changes to the application that have to be met before the application receives final approval. The changes are such that they bring the non-conforming part of the application into compliance with the code.
- For large developments, the applicant has the option to choose a different track than just meeting all the code criteria outright. That process is called the Master Planned Development process, and it is a more flexible process.
- It is not uncommon for an application to appear to not to meet one or two code criteria, but where arguments are presented to the Planning Commission, which they might find sufficient to explain how the code criteria are being met, even if it doesn't appear that way at first reading.

The applicant asserts it was very difficult to meet all the code criteria and thus, they had no choice but to overlook or downplay some of the criteria in order to meet others. One problem is, the applicant had the option to go the Master Planned Development track (more flexible), but declined to do so. Instead, they chose the track that requires meeting all the code.

In a bit more detail:

1. VariANCES: there's a high bar to meet in order to qualify for a variance. For one, the site has to have some specific circumstance that makes it unique among all other sites. Also, the specific code that isn't met must be called out, and justification as to how the site is unique and for granting the variance must be spelled out by the Planning Commission on the public record, and then voted up or down. *Not just not mentioned.*
2. Conditions: the Planning Commission might find there is some very simple change an applicant could make to their site plan that would bring them into compliance with all the code criteria; however, for this to be feasible, it needs to be very simple, because it has to be spelled out in the written approval, and it can't be a change that would create a domino effect, or it simply isn't an option to go this route.
3. Master Planned Development: It is not uncommon for large development projects, especially ones that are infilling in between existing development, to have troubles meeting all the code criteria. Maybe they're meeting 95% but are getting stuck on the last 5%. For example, maybe they've met the 40' or 50' minimum lot width requirement, and maybe they don't have any through lots, but they're having trouble meeting the density or minimum lot size requirements.
 - a. It is not acceptable to just say, that's close enough. Not an option.
 - b. That's where this other process is useful. It allows the Planning Commission more leeway to grant exceptions to code criteria, and also on the other side of the coin, it gives the Planning Commission more leeway to place requirements on the application that are not spelled out in the code.
 - c. All the requirements still must be in alignment with the Comprehensive Plan, as well as basic property rights laws, of course.
4. Arguments explaining how code criteria is met, when it is questionable at "face value:" often arguments are made to the Planning Commission to explain how criteria are met, when it's not obvious. The Planning Commission must carefully consider those, and feel comfortable approving the same argument under the same or similar circumstances for future applications. In other words, these set precedents, so Planning Commissioners need to be careful to spell out

the specific circumstances under which they would allow that argument in the future, or they will inadvertently water down the code. Again, these types of decisions should only be made by the Planning Commission and should most certainly be spelled out in the public record. *Not just determined by staff and not mentioned.*

I lost a lot of sleep through the years on Planning Commission, trying to think of a reasonable argument to demonstrate how a relatively benign application met code, and could be approved, and vice versa. In many cases, I had to make a decision that wouldn't have been my first choice. It is frustrating to observe a decision on a major land use decision for Coburg, with such minimal justification in the Planning Commission Approval, of several code conflicts.

In conclusion, if 100% of code criteria are not met, a Planning Commission or Appellant body has no choice but to deny the application, to apply conditions that are clear and bring it into compliance, to grant a variance, or to provide a prudent explanation (that will not impeded future decisions) of how the code is met even if it doesn't seem that way at first reading. Alternatively, an applicant can withdraw their application, make some tweaks and resubmit, or if it's difficult to meet the code, then an application that qualifies, should go with the Master Planned Development process.

Thank you for your time and consideration.

Sincerely,

Cathy Engebretson



August 10, 2020

APPLICANT/OWNER: Bruce Wiechert Custom Homes
AGENT: Anthony J. Favreau
MAP & TAX LOT: 16-03-28-00-00501
BASE ZONE: Exclusive Farm Use Zone (E-40)
PROPOSAL: **A REQUEST FOR TYPE II (DIRECTOR) APPROVAL OF A TENTATIVE PARTITION PURSUANT TO LANE CODE 13.050, 13.060, AND 16.212(9)(n). SPECIFICALLY THE PROPOSAL IS TO DIVIDE THE +/- 16 ACRE SUBJECT PROPERTY ALONG THE URBAN GROWTH BOUNDARY LINE, WITH PROPOSED PARCEL 1 ZONED TMR AND TR AT +/- 11.4 ACRES AND LOCATED ENTIRELY INSIDE THE CITY OF COBURG UGB, AND PARCEL 2 ZONED E-40 AT +/- 4.6 ACRES AND LOCATED ENTIRELY OUTSIDE COBURG'S UGB.**

Thank you for the opportunity to review and comment on this proposal. Please accept the following comments from Lane County Transportation Planning.

COMMENTS FROM LANE COUNTY TRANSPORTATION PLANNING

CONDITIONS

Lane County Transportation Planning (TP) recommends the following conditions of approval:

- Provide opportunity for Lane County Transportation Planning to comment on the zone change and subsequent subdivision proposal.
- Provide a Traffic Impact Analysis prior to the zone change approval confirming that the proposed development does not create any safety or operational impacts to Coburg Road.

For informational purposes as applicable to potential development:

- In accordance with Lane Manual Chapter 15.515, stormwater runoff generated by new development must not be directed to the Lane County road right-of-way or into any Lane County drainage facility, including roadside ditches.

FINDINGS

The subject property ("property") is proposed to take access from Coleman Street and Skinner Street. Coleman Street and Skinner Street are under the jurisdiction of the City of Coburg. Although insignificant impacts are expected on the nearby county roads, particularly Coburg Rd-N Willamette St by the partition proposal, TP anticipates impacts to the county roads when a subdivision is created on parcel 1. In addition, when a zone change is proposed, Lane Code requires a Traffic Impact Analysis as specified below. The applicant should contact TP for a scope of traffic study.

Lane Code 15.697: Traffic Impact Analysis Requirements

- (1) A traffic impact analysis may be required as part of a complete land use application if the proposal is expected to involve one or more of the following:
- c. Any plan amendment proposal, unless waived by the County Engineer as specified below;

At the time of zone change, a Traffic Impact Analysis will be required.

Lane Manual 15.515: Drainage

In accordance with Lane Manual 15.515, stormwater runoff from private property must not be directed to the Lane County road right-of-way or into any Lane County drainage facility, including roadside ditches. Ditches adjacent to County roads are designed solely to accommodate stormwater runoff generated by roadways themselves.

ATTACHMENT H

Table VIII(E)(1)(b)(i): Coburg Street Design Standards

Functional Class	Min. ROW Width	Travel Lanes	Planter with Street Trees or Swale with Street Trees	On-Street Parking	Sidewalks, Curbs and Gutters	Soft Shoulder	Bicycle Lanes
Alley	16'	12' min. paved width	none	Prohibited	None	None	None
Local Access	45'	10' min., 12' max.	Swale - 4' min., 8' max., both sides	Max: 2 per 100 l.f., Min: 2 per 200 l.f.	None	3' min., 5' max., one side min. (striped)	None
Highway Commercial and Industrial Local Street	51'	11' min., 12' max.	Planter- 6' min.	7', one side	5' min. sidewalk; curb and gutter both sides,	None	None
Collector	55'	11' min., 12' max.	Planter - 4' min., 8' max., both sides	7' min., if required	5' min. sidewalk; curb and gutter both sides,	None	Required in Commercial and Industrial Zones and per the City's TSP and Parks and Open Space Master Plan. If required, 5' min.
Coburg Loop Off-road Paths	16'	10' min., paved width	None	N/A	N/A	2' gravel, each side	N/A

** Note: these design standards are proposed for Coburg-owned facilities. Lane County owns and operates several collector and arterial streets within Coburg and Lane County Street Standards apply to these county owned facilities*