

CITY OF KEIZER MISSION STATEMENT
*KEEP CITY GOVERNMENT COSTS AND SERVICES TO A MINIMUM BY PROVIDING CITY SERVICES TO THE
COMMUNITY IN A COORDINATED, EFFICIENT, AND LEAST COST FASHION*

AGENDA
KEIZER CITY COUNCIL
REGULAR SESSION

Monday, July 17, 2017

7:00 p.m.

**Robert L. Simon Council Chambers
Keizer, Oregon**

1. CALL TO ORDER

2. ROLL CALL

3. FLAG SALUTE

4. SPECIAL ORDERS OF BUSINESS

5. COMMITTEE REPORTS

- a. Volunteer Coordinating Committee Recommendations for Appointments to Keizer
Public Arts Commission and Keizer Points of Interest Committee**

6. PUBLIC TESTIMONY

*This time is provided for citizens to address the Council on any matters other than those
on the agenda scheduled for public hearing.*

7. PUBLIC HEARINGS

- a. The Pour House Saloon Liquor License – Change of Ownership**
- b. Keizer Development Code Text Amendment – Allowance of Gasoline Stations Within
the Chemawa/River Road Restriction Area**
- c. Major Amendment to Keizer Station Area B Master Plan**
- d. ORDINANCE – Imposing a Police Services Fee
RESOLUTION - Establishing the City of Keizer Police Services Fee**
- e. ORDINANCE – Imposing a Parks Services Fee
RESOLUTION – Establishing the City of Keizer Parks Services Fee**

8. ADMINISTRATIVE ACTION

- a. Request for Allowance of Additional Concerts at Keizer Rotary Amphitheatre**
- b. RESOLUTION – Approving 2017 Salary Survey and Implementing Changes**

- c. **RESOLUTION** – Authorization for Supplemental Budget – 2017 Salary Survey and Parks Matching Grant
- d. **RESOLUTION** – Establishing the Amount of the Sewer System Development Charge for Wastewater Treatment Facilities; Repealing R2016-2701

9. CONSENT CALENDAR

- a. Report on Disbursement of Petty Cash Funds Fiscal Year 2017
- b. Approval of June 12, 2017 Special Session Minutes
- c. Approval of June 19, 2017 Regular Session Minutes

10. COUNCIL LIAISON REPORTS

11. OTHER BUSINESS

This time is provided to allow the Mayor, City Council members, or staff an opportunity to bring new or old matters before the Council that are not on tonight's agenda.

12. WRITTEN COMMUNICATIONS

To inform the Council of significant written communications.

13. AGENDA INPUT

August 7, 2017

7:00 p.m. City Council Regular Session

August 14, 2017

5:45 p.m. – City Council Work Session

August 21, 2017

7:00 p.m. City Council Regular Session

14. ADJOURNMENT

The City of Keizer is committed to providing equal access to all public meetings and information per the requirements of the ADA and Oregon Revised Statutes (ORS). The Keizer Civic Center is wheelchair accessible. If you require any service that furthers inclusivity to participate, please contact the Office of the City Recorder at least 48 business hours prior to the meeting by email at davist@keizer.org or phone at (503)390-3700 or (503)856-3412. Most regular City Council meetings are streamed live through the City's website and cable-cast on Comcast Channel 23 within the Keizer City limits. Thank you for your interest in the City of Keizer.

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, MMC
CITY RECORDER**

**SUBJECT: VOLUNTEER COORDINATING COMMITTEE RECOMMENDATIONS FOR
APPOINTMENT**

ISSUE:

The Volunteer Coordinating Committee met on June 15th to review applications and interview candidates for openings on two City committees. The Committee is recommending the following applicants for appointments:

- Keizer Public Arts Commission – **Suesann Abdelrasul**, Position #2; and **Beth Melendy**, Position #5; terms expiring June 30, 2020.
- Keizer Points of Interest Committee – **Crizalise Tamayo**, Position #2; term expiring November 30, 2019.

RECOMMENDATION:

It is recommended the City Council accept the Volunteer Coordinating Committee recommended appointments.

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS C. EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, MMC
CITY RECORDER**

**SUBJECT: THE POUR HOUSE SALOON – LIQUOR LICENSE APPLICATION -
CHANGE OF OWNERSHIP**

BACKGROUND:

On June 23, 2017 the City received an application for a change of ownership for the liquor license for The Pour House Saloon located at 4820 River Road, Keizer, Oregon. The Oregon Liquor Control Commission requires a new application when changing ownership, location, or license type. As required by Keizer Ordinance a public hearing was scheduled; notice was published and mailed to all property owners within 200 feet of the proposed establishment. As of this date, no response has been received from the property owners. Upon completion of a background check on the new owners, the Keizer Police Department reported there was no reason to recommend denial of this application.

RECOMMENDATION:

It is recommended the public hearing be opened to allow testimony and upon completion the hearing be closed. It is further recommended the Council recommend approval of the application for a change of ownership under the guidelines as established by ORS 471.178 and the Ordinances of the City of Keizer. This recommendation shall then be forwarded to the Oregon Liquor Control Commission for final approval.



OREGON LIQUOR CONTROL COMMISSION LIQUOR LICENSE APPLICATION

Application is being made for:

LICENSE TYPES

- ☒ Full On-Premises Sales (\$402.60/yr)
☒ Commercial Establishment
☐ Caterer
☐ Passenger Carrier
☐ Other Public Location
☐ Private Club
☐ Limited On-Premises Sales (\$202.60/yr)
☐ Off-Premises Sales (\$100/yr)
☐ with Fuel Pumps
☐ Brewery Public House (\$252.60)
☐ Winery (\$250/yr)
☐ Other: _____

ACTIONS

- ☒ Change Ownership
☐ New Outlet
☐ Greater Privilege
☐ Additional Privilege
☐ Other _____

90-DAY AUTHORITY

☒ Check here if you are applying for a change of ownership at a business that has a current liquor license, or if you are applying for an Off-Premises Sales license and are requesting a 90-Day Temporary Authority

APPLYING AS:

- ☐ Limited Partnership ☐ Corporation ☒ Limited Liability Company ☐ Individuals

CITY AND COUNTY USE ONLY

Date application received: 6/23/17

The City Council or County Commission:

(name of city or county)

recommends that this license be:

☐ Granted ☐ Denied

By: _____
 (signature) (date)

Name: _____

Title: _____

OLCC USE ONLY

Application Rec'd by: [Signature]

Date: 6/23/17

90-day authority: ☒ Yes ☐ No

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① TOBI VENTURES LLC ③ _____

② _____ ④ _____

2. Trade Name (dba): THE POUR HOUSE SALOON

3. Business Location: 4820 RIVER RD. N. KEIZER MARION OR 97303
 (number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: 349 SE SCHMIDT DR DALLAS OR 97338
 (PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: _____
 (phone) (fax)

6. Is the business at this location currently licensed by OLCC? ☒ Yes ☐ No

7. If yes to whom: THE POUR HOUSE SALOON LLC Type of License: FOP

8. Former Business Name: THE POUR HOUSE SALOON

9. Will you have a manager? ☐ Yes ☒ No Name: _____
 (manager must fill out an Individual History form)

10. What is the local governing body where your business is located? CITY OF KEIZER
 (name of city or county)

11. Contact person for this application: TODD KEYS 360-200-2076
 (name) (phone number(s))

349 SE SCHMIDT DR DALLAS OR 97338 todd_keys@yahoo.com
 (address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① [Signature] MEMBER Date 6/6/17 ③ _____

② _____ Date _____ ④ _____

JUN 13 2017

SALEM REGIONAL OFFICE



OREGON LIQUOR CONTROL COMMISSION BUSINESS INFORMATION

Please Print or Type

Applicant Name: TOBI VENTURES LLC Phone: 360-200-2076

Trade Name (dba): THE POUR HOUSE SALOON

Business Location Address: 4820 RIVER RD N.

City: KEIZER OR ZIP Code: 97303

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 7AM to 2:30 AM
Monday 7AM to 2:30 AM
Tuesday 7AM to 2:30 AM
Wednesday 7AM to 2:30 AM
Thursday 7AM to 2:30 AM
Friday 7AM to 2:30 AM
Saturday 7AM to 2:30 AM

Outdoor Area Hours:

Sunday 7AM to 2:30 AM
Monday 7AM to 2:30 AM
Tuesday 7AM to 2:30 AM
Wednesday 7AM to 2:30 AM
Thursday 7AM to 2:30 AM
Friday 7AM to 2:30 AM
Saturday 7AM to 2:30 AM

The outdoor area is used for:

☒ Food service Hours: 7AM to 2:30 AM
☒ Alcohol service Hours: 7AM to 2:30 AM
☐ Enclosed, how _____

The exterior area is adequately viewed and/or supervised by Service Permittees.

(Investigator's Initials)

Seasonal Variations: ☐ Yes ☒ No If yes, explain: _____

ENTERTAINMENT

Check all that apply:

- | | |
|--|--|
| ☐ Live Music | ☐ Karaoke |
| ☐ Recorded Music | ☒ Coin-operated Games |
| ☐ DJ Music | ☒ Video Lottery Machines |
| ☐ Dancing | ☐ Social Gaming |
| ☐ Nude Entertainers | ☒ Pool Tables |
| | ☐ Other: _____ |

DAYS & HOURS OF LIVE OR DJ MUSIC

~~Sunday 7AM to 2:30 AM
Monday 7AM to 2:30 AM
Tuesday 7AM to 2:30 AM
Wednesday 7AM to 2:30 AM
Thursday 7AM to 2:30 AM
Friday 7AM to 2:30 AM
Saturday 7AM to 2:30 AM~~

SEATING COUNT

Restaurant: 38 Outdoor: 6
Lounge: 8 Other (explain): COUCH AREA 19 + 5 lottery
Banquet: _____ Total Seating: 73

OLCC USE ONLY

Investigator Verified Seating: ____ (Y) ____ (N)

Investigator Initials: _____

Date: _____

I understand if my answers are not true and complete, the OLCC may deny my license application.

Applicant Signature: [Signature] Date: 6/9/17

1-800-452-OLCC (6522)

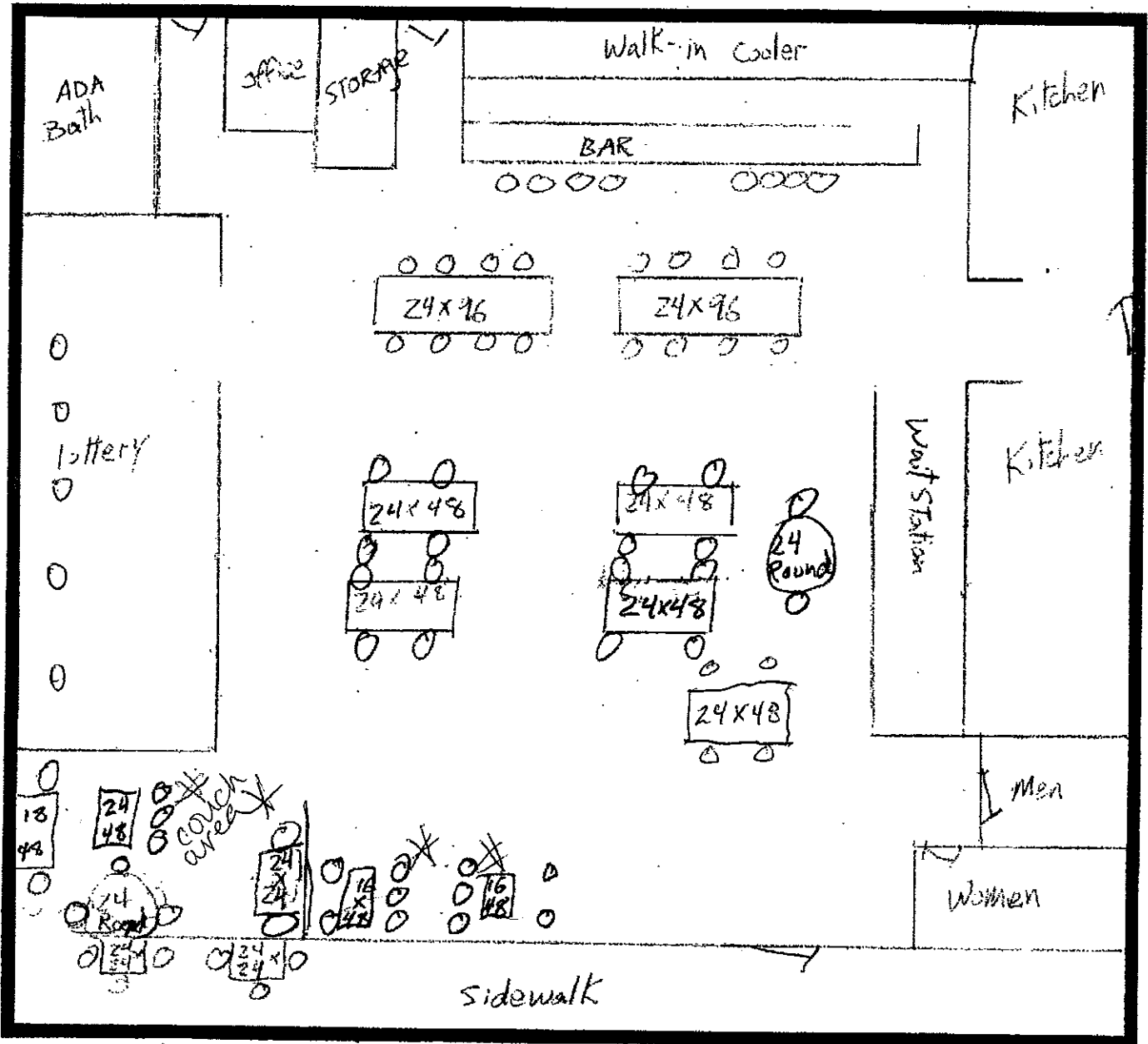
www.oregon.gov/olcc

(rev. 12/07)



OREGON LIQUOR CONTROL COMMISSION
FLOOR PLAN

- Your floor plan must be submitted on this form.
- Use a separate Floor Plan Form for each level or floor of the building.
- The floor plan(s) must show the specific areas of your premises (e.g. dining area, bar, lounge, dance floor, video lottery room, kitchen, restrooms, outside patio and sidewalk cafe areas.)
- Include all tables and chairs (see example on back of this form). Include dimensions for each table if you are applying for a Full On-Premises Sales license.



TOBI VENTURES

Applicant Name

THE POUR HOUSE SALOON

Trade Name (dba):

KEIZER 97303

City and ZIP Code

#1

.....OLCC USE ONLY.....
MINOR POSTING ASSIGNMENT(S)

Date:

6/23/17

Initials:

8

1-800-452-OLCC (6522)

www.oregon.gov/olcc

(rev. 09/12)

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

THROUGH: CHRIS EPPLEY, CITY MANAGER
NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR

FROM: SHANE WITHAM, SENIOR PLANNER

SUBJECT: Proposed text amendment relating to the allowance of gasoline service stations within the Chemawa/River Road restriction area

Attachments:

- 1. Section 2.110 (Commercial Mixed Use) – draft**
- 2. Safeway Attorney (Seth King) Email and Attachment – Dated June 29, 2017**
- 3. Keizer Fire District Letter –Dated May 16, 2017**
- 4. PC packet from April 12, 2017**
- 5. PC packet from March 15, 2017**

ISSUE:

The proposed revisions to the Keizer Development Code (KDC) relate to the allowance of gasoline service stations within the Chemawa/River Road restriction area. The Planning Commission held a public hearing on March 15, 2017 that was carried forward to April 12, 2017 to consider the proposed changes. The public hearing was closed on April 12, 2017 and Planning Commission voted in favor (4 - 2) of the proposed text amendment—with no allowance for a convenience store.

DISCUSSION:

At the February 6, 2017 City Council meeting, Safeway submitted a request to initiate the Text Amendment process to allow a “Gasoline Service Station” as an accessory use to a “grocery supermarket” in the Commercial Mixed Use (CM) zone. After reviewing the information submitted by Safeway, and taking into consideration the bigger picture of the Use Restriction Area as a whole, staff proposed a text amendment to allow a gasoline service station subject to a Conditional Use Permit (CUP) approval process, subject to specific criteria. At the March 15, 2017 Planning Commission meeting (a special meeting to hear the matter), testimony was received regarding the proposed text amendment. Planning Commission carried forward the public hearing to April 12, 2017 at the request of Safeway to allow for additional information and testimony to be provided regarding their desire to have accessory retail sales as a part of the gasoline service station operation.

At the April 12, 2017 meeting, written testimony was received from Safeway requesting an extension to allow them more time to submit information regarding accessory retail sales. Additionally, testimony was received from the Keizer Fire District requesting an extension to the public hearing to allow them additional time to meet with Safeway representatives to discuss traffic issues. Ultimately, the Planning Commission closed the public hearing, forwarding a

recommendation to City Council for consideration to allow gasoline sales but not convenience retail. Staff offers the following input on the two issues raised at the April 12, 2017 meeting:

- **Safeway – Retail Accessory sales:** Safeway provided testimony at the March 15, 2017 meeting regarding their desire to have accessory retail sales as a part of the operation of the gasoline service station. In addition, Safeway has provided an email from its attorney, Seth King, dated June 29, 2017 to Shannon Johnson with proposed revisions to the Keizer fuel center text amendment. The staff report (dated April 4, 2017) for the April 12, 2017 Planning Commission meeting details why staff does not recommend allowing retail sales. Staff's opinion on this matter has not changed. Depending on Council's direction, it may be appropriate to allow some flexibility for minimal retail items to be sold. For example, allowance of individual drink/food dispensers is common though *not* universal.
- **Keizer Fire District – Traffic Impacts:** The Keizer Fire District (Chief Cowan) provided testimony at both hearings opposing the text amendment due to concerns over traffic impacts and the effects a gasoline service station may have on operational control at the Keizer Fire District. A letter (dated May 16, 2017) was received from Joe Van Meter, President of the Keizer Fire District Board re-affirming the Keizer Fire District's opposition to the proposed amendment. The District rightly points out that the traffic analysis submitted for consideration, does not specifically address the traffic impacts on the Fire District's operations. Staff has attempted to address the concerns raised by the Keizer Fire District by adding language to the requirements found in Section 2.110.04.C.7 which states, "...Traffic analysis must address the operational needs of the Keizer Fire District." The intent with this language is that, as a part of the CUP process, there may be some specific mitigations, such as a new signal at the Fire Station driveway entrance, which would address the concerns of the fire district. Staff appreciates the concerns expressed by the Keizer Fire District, and wants to be certain traffic impacts are appropriately mitigated. The CUP process gives the City the ability to review proposals thoroughly and require appropriate mitigation measures as needed.

RECOMMENDATION:

That the City Council open the public hearing to consider the proposed text amendment and direct staff to prepare an ordinance with findings to adopt the proposed revisions.

2.110 COMMERCIAL MIXED USE (CM)

2.110.01 Purpose

The Commercial Mixed Use (CM) zone is the primary commercial zone within the City. The zone is specifically designed to promote development that combines commercial and residential uses. This zone will support transit use, provide new housing opportunities while allowing a full range of commercial retail, service and office uses. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk. Parking may be shared between residential and commercial uses. Clusters of residential and commercial uses around landscaping features or parking areas can occur and are encouraged. The Commercial Mixed Use zone is suitable for the Commercial Plan designation. (5/98)

2.110.02 Permitted Uses

The following uses, when developed under the applicable development standards in the Zoning Ordinance, are permitted in the CM zone:

- A. **One or more buildings with one or more dwelling units** or guest rooms, and/or, one or more other uses allowed in this section on a lot. (5/98)
- B. **Residential homes** and facilities. (5/98)
- C. **Day care facility** for 17 or more children consistent with state regulations, including Family day care provider for 16 or fewer children consistent with state regulations. (4/16)
- D. **Public parks, playgrounds, community clubs** including swimming, tennis and similar recreational facilities, and other public and semi-public uses. (5/98)
- E. **Landscape** counseling and planning (0781). (5/98)
- F. **Offices** for any use listed in SIC Division C - Construction. (5/98)
- G. **Commercial printing** (275). (5/98)
- H. **Transportation, Communication and Utilities.** (5/98)
 - 1. **Public utility** structures and buildings. (5/98)
 - 2. **Post office** (43). (5/98)
 - 3. **Travel agency** (4722). (5/98)
 - 4. **Communications** (48). (5/98)

I. **Retail Trade.** (5/98)

1. **Building materials, hardware, retail nurseries, and garden supply** (52), BUT EXCLUDING mobile home dealers (527). (5/98)
2. **General merchandise stores** (53). (5/98)
3. **Food stores** (54). (5/98)
4. **Automobile, recreational vehicle or trailer sales** (55), BUT EXCLUDING gasoline service stations (554). (5/98)
5. **Apparel and accessory stores** (56). (5/98)
7. **Furniture, home furnishings, and equipment stores** (57). (5/98)
8. **Eating and drinking places** (58) except as provided in Section 2.110.05, below. (5/98)
9. **Miscellaneous retail** (59), BUT EXCLUDING fuel and ice dealers (598). (5/98)
10. **Electrical and lighting shops and office machines and equipment stores.** (5/98)

J. **Business, Professional and Social Services.** (5/98)

1. **Finance, insurance and real estate** (60, 61, 62, 63, 64, 65, 67). (5/98)
2. **Hotels, motels and tourist courts** (701). (5/98)
3. **Organization hotels and lodging houses** on membership basis (704). (5/98)
4. **Personal services** (72) BUT EXCLUDING industrial launderers (7218). (5/98)
5. **Business services** (73) BUT EXCLUDING disinfecting and exterminating services (7342). (5/98)
6. **Parking lots** (7523) except as provided in Section 2.110.05, below. (5/98)
7. **Miscellaneous repair services** (76). (5/98)
8. **Motion pictures** (78), BUT EXCLUDING drive-ins (7838). (5/98)
9. **Amusement and recreation** (79), BUT EXCLUDING golf courses (7992) and amusement parks (7996). (5/98)

10. **Health services** (80), BUT EXCLUDING hospitals (806). (5/98)
 11. **Legal services** (81). (5/98)
 12. **Elementary and secondary schools** (8211). (5/98)
 13. **Correspondence schools and vocational schools** (824). (5/98)
 14. **Schools and educational services** not elsewhere classified (829). (5/98)
 15. **Social services** (83). (5/98)
 16. **Museums, art galleries, botanical and zoological gardens** (84). (5/98)
 17. **Membership organizations** (86). (5/98)
 18. **Miscellaneous services** (89). (5/98)
 19. **Pet Grooming** (6/01)
- K. **Public Administration** (91 - 97). (5/98)
- L. **Child foster home** for five or fewer children as a secondary use. (6/99)

2.110.03 Special Permitted Uses

The following uses, when developed under the applicable development standards in the Ordinance and special development requirements, are permitted in the CM zone:

- A. **Partitions**, subject to the provisions in Section 2.310. (5/98)
- B. **Subdivision**, subject to the provisions in Section 2.310. (5/98)
- C. **Planned unit development**, subject to the provisions in Section 2.311. (5/98)
- D. **Accessory structures and uses** prescribed in Section 2.203. (5/98)
- E. **Transit Facilities** (Section 2.305). (05/09)
- F. The following **special uses** subject to the applicable standards in Section 2.4:
 1. **Shared housing facilities** (Section 2.403). (5/98)

2. **Zero side yard dwelling units** (Section 2.404). (5/98)
3. **Home occupations** (Section 2.407). (5/98)
4. **Bed and breakfast establishments** (Section 2.408). (5/98)
5. **Residential sales offices** (Section 2.409). (5/98)
6. **Public golf course** (7992) or membership recreation club having golf course (7997) (Section 2.410). (5/98)
7. **Boat and RV storage area** (Section 2.411) except as provided in Section 2.110.05, below. (5/98)
8. **House of Worship** (Section 2.423). (5/98)
9. **Recreational vehicle storage space** (Section 2.413) except as provided in Section 2.110.05, below. (5/98)
10. **Veterinary services** (074) (Section 2.414). (5/98)
11. **Funeral service and crematories** (726) (Section 2.415). (5/98)
12. **Used Merchandise Store** (Section 2.417)
13. **Adult entertainment business** (Section 2.418). (5/98)
14. **Service stations** (554) (Section 2.419) except as provided in Section 2.110.05, below. (5/98)
15. **Recreational vehicle parks** (7033) (Section 2.412) except as provided in Section 2.110.05, below. (5/98)
16. **Automobile services** (75) (Section 2.420) except as provided in Section 2.110.05, below. (5/98)
17. **Manufacturing and Assembly Facilities** (Section 2.421). (5/98)
18. **Wireless Telecommunications Facilities** (Section 2.427). (5/98)
19. **Medical Marijuana Facilities** (Section 2.433) (10/14)
20. **Marijuana Retailer** (Section 2.433) (1/16)
21. **Mobile Food Vendor** (Section 2.434) (9/16)

2.110.04 Conditional Uses

The following uses may be permitted subject to obtaining a conditional use permit:

- A. **Craft Industries**, subject to the provisions in Section 2.421. (5/98)
- B. Transit Station (Section 2.429). (05/09)
- C. Gasoline service stations (554) located in the Chemawa/River Rd restriction area described in Section 2.110.05.C. subject to the following requirements:
 - 1. May only sell fuel related products such as gasoline and oil. Propane sales are not allowed. No service, repair functions, or accessory sales of other merchandise is allowed.
 - 2. Subject to the provisions in Section 2.419.
 - 3. Must be accessory to a **Food store(54)** use. The primary Food Store use must be a minimum of 15,000 square feet in area.
 - 4. Must be setback more than 100 feet from adjacent public streets, and must provide pedestrian oriented amenities on the entire site.
 - 5. Must provide screening and buffering to adjacent residential uses, and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right of way or adjacent properties.
 - 6. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.
 - 7. Comply with all applicable requirements and standards, including, but not limited to KDC 2.301.04 (Traffic Impact Analysis) and ~~any~~all mitigations required by such section. Traffic analysis must address the operational needs of the Keizer Fire District.

2.110.05 Use Restrictions

No permitted or special permitted use shall in any way involve any of the following:

- A. Farm Use. (5/98)
- B. The rendering, processing, or cleaning of animals, fish, seafoods, fowl, poultry, fruits, vegetables, or dairy products for wholesale use. (5/98)
- C. The following uses are prohibited from any property fronting on River Road or Chemawa Road in the following area: the west side of River Road between 5119 River Road on the north and Janet Avenue extended on the south; the east side of River Road between Claggett Street on the north and James Avenue on the south; and either side of Chemawa Road between Elizabeth Street on the west and Bailey Road on the east; and (2) Any property contained within the Area B as described in the Keizer Station Plan. This prohibition does not apply to any business facility, legally established as

of the date of the adoption of this Ordinance, which as of that date has drive-through window facilities. (12/03)

1. Gasoline service stations (554)^{-(5/98)} except as provided in Section 2.110.04.C
 2. Drive-Through windows or car service associated with eating and drinking places (58). (5/98)
 3. Vehicle sales and secondary repair. (5/98)
 4. Public utility structures and buildings. (5/98)
 5. Recreational vehicle parks (7033). (5/98)
 6. Automobile parking not associated with an allowed use (752). (5/98)
 7. Automotive Dealers (55). (5/98)
 8. Automotive rental and leasing, without drivers (751). (5/98)
 9. Automotive repair shops (753). (5/98)
 10. Automotive services, except repair (754). (5/98)
 11. Utilities - secondary truck parking and material storage yard. (5/98)
- D. A limitation of the total floor area of specified uses applies to all of Area B – Retail Service Center of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in Sections 2.110.02 (I) and 2.110.03 (E)(12) – (14). This maximum floor area is set forth in the Keizer Station Plan, however this maximum floor area may change as part of an approved master plan or amended master plan. (06/10)

2.110.06 Dimensional Standards

A. Minimum Lot Dimension and Height Requirements

DIMENSION	Single Family	Duplex or Multi-Family	Commercial	Mixed Use
Lot Size	4,000 sq. ft. (1)	6,000 sq. ft. (2)	None (3)	None (3)
Average Width	40 feet	50 feet	None	None
Average Depth	70 feet	80 feet	None	None
Maximum Height	35 feet	50 feet	50 feet	50 feet

- (1) *A single family dwelling attached on one side has a minimum lot area of 3500 square feet, and a single family dwelling attached on both sides has a minimum lot area of 3000 square feet. (5/98)*
- (2) *Multi-family development must comply with the density standard in Section 2.110.07. (5/98)*
- (3) *Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in Section 2.110.07. (5/98)*

B. Minimum Yard Setback Requirements

SETBACKS	Single Family or Duplex	Multi-Family	Commercial	Mixed Use
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet (1)	(3)	(3)	(3)
Rear	(2)	(3)	(3)	(3)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (5)	20 feet (5)	20 feet (5)	20 feet (5)

- (1) *Zero side yard dwelling units are subject to the setback provisions in Section 2.404. (5/98)*
- (2) *The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home. (5/98)*
- (3) *The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet. (5/98)*
- (4) *Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from*

- the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street. (5/98)*
- (5) *The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks. (5/98)*

2.110.07 Development Standards

All development in the CM Zone shall comply with the applicable provisions of this Ordinance. The following includes referenced items as well as additional development requirements. If a conflict exists with a specific standard found in this section and a standard found elsewhere in this Ordinance, the standard in this section shall govern. (5/98)

- A. Off-street parking:
1. Parking shall be as specified in Section 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard. (5/98)
 2. No off-street parking is required for uses above the ground floor. (5/98)
 3. The off-street parking requirement for residential uses is one space per unit. (5/98)
 4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)
- B. Subdivisions and Partitions. Land divisions shall be reviewed in accordance with the provisions of Section 2.310. (5/98)
- C. Yards and Lots. Yards and lots shall conform to the standards of Section 2.312. (5/98)
- D. Signs. Signs shall conform to the requirements of Section 2.308. (5/98)

E. Accessory Structures: Accessory structures shall conform to requirements in Section 2.313. (5/98)

F. Storage, Trash, and Service Functions: Storage areas, trash, recycling, utilities and other service functions shall be located within the main structure if possible. If any of the above functions are located outside the main structure, the area containing the function must be screened with a solid, durable structure that is architecturally related to the building. (5/98)

D. Landscaping-General: All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in Section 2.309.

1. The minimum landscaped area requirements shall be as follows:

Commercial development:	10%
Mixed commercial and residential development:	15%
Residential development:	20%

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan. (12/03)

H. Landscaping-Parking Lots: One tree shall be provided for every eight parking spaces in parking lots. The trees shall be dispersed throughout the parking lot in minimum four by four foot planters located between parking spaces. (5/98)

I. Lot Coverage: The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)

	<u>Max.</u>	<u>Min</u>
Commercial development:	90%	50%
Mixed commercial and residential development:	85%	50%
Residential development:	80%	50%

J. Density: The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the following: (5/98)

1. No more than 50% of the property shall be occupied. The occupied area shall include all buildings, accessory structures, driveways, parking and required landscaping. (5/98)

2. The remaining undeveloped portion of the property shall be in one contiguous piece. Access to a public street, in conformance with Ordinance requirements, shall be available. The undeveloped portion shall have sufficient width and depth to be developed for additional residential, or commercial, uses. (5/98)

2.110.08 Design Standards

All development in the CM Zone shall comply with the applicable design standards described below:

- A. Building Design Standards. Primary buildings shall comply with the following design standards: (5/98)
 1. Design Standards - Unless specifically modified by provisions in this Section, buildings located within the CM zone shall comply with the following standards: (5/98)
 - a. Single family homes shall comply with the design standards in Section 2.314. (5/98)
 - b. Multi-family buildings and non-residential structures shall comply with the provisions in Section 2.315 – Development Standards. (4/12)

Harms, Tammie

From: Johnson, Shannon
Sent: Tuesday, July 11, 2017 1:28 PM
To: Harms, Tammie
Subject: FW: Safeway Revisions to Draft Fuel Center Text Amendment
Attachments: Safeway Draft Revisions to Fuel Center Text Amendment.pdf

From: King, Seth J. (Perkins Coie) [mailto:sking@perkinscoie.com]
Sent: Thursday, June 29, 2017 4:18 PM
To: Johnson, Shannon <JohnsonS@keizer.org>; Witham, Shane <WithamS@keizer.org>; Brown, Nate <brownn@keizer.org>
Cc: Todd Paradis (Todd.Paradis@albertsons.com) <Todd.Paradis@albertsons.com>
Subject: Safeway Revisions to Draft Fuel Center Text Amendment

Thanks for your patience while Safeway has reviewed and revised the City of Keizer's draft text amendment pertaining to fuel centers. We have attached Safeway's proposed revision, which would permit sales of non-fuel-related merchandise at the fuel center site, provided such sales are limited to 450 square feet in area (does not count back office, storage, or restroom) and provided they are limited to items that would typically be sold in the on-site grocery store. Please review and let us know if this revision is something that City Planning staff can support.

We're happy to discuss further with you. Thank you.

Seth King | Perkins Coie LLP
PARTNER
1120 N.W. Couch Street Tenth Floor
Portland, OR 97209-4128
D. +1.503.727.2024
M. +1.503.944.9380
E. sking@perkinscoie.com

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

SAFEWAY'S PROPOSED REVISIONS TO KEIZER FUEL CENTER TEXT AMENDMENT

6/29/2017

2.110.04 Conditional Uses

The following uses may be permitted subject to obtaining a conditional use permit:

- A. Craft Industries, subject to the provisions in Section 2.421. (5/98)
- B. Transit Station (Section 2.429). (05/09)
- C. Gasoline Service stations (554) located in the Chemawa/River Rd. restriction area described in Section 2.110.05.C. subject to the following requirements:
 - 1. May only sell fuel related products such as gasoline and oil and non-fuel-related products typically for sale in the primary Food Store use, provided such non-fuel-related sales area does not exceed 450 square feet at the Gasoline Service station site. No service, or repair functions, ~~or accessory sales of other merchandise is~~ allowed.
 - 2. Subject to the provisions in Section 2.419.
 - 3. Must be accessory to a **Food Store (54)** use. The primary Food Store use must be a minimum of 15,000 square feet in area.
 - 4. Must be setback more than 100 feet from adjacent public streets, and must provide pedestrian oriented amenities on the entire site.
 - 5. Must provide screening and buffering to adjacent residential uses, and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right of way or adjacent properties.
 - 6. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.
 - 7. Comply with all applicable requirements and standards, including not limited KDC 2.301.04 (Traffic Impact Analysis) and any all mitigations required by such section.



KEIZER FIRE DISTRICT

May 16, 2017

The Honorable Mayor Cathy Clark
Keizer City Council
990 Chemawa Road NE
Keizer, Oregon 97307

RE: Proposed Text Amendment to Keizer Building Code regarding building zoning restriction overlay of Chemawa and River Road intersection. (Proposed Safeway Fueling Station)

Dear Mayor Clark & Keizer City Council,

The proposed fueling station at Safeway has us concerned. While they have conducted a limited traffic survey, (Traffic Impact Analysis), it glaringly omits the fact there is a fire station across the street. They show crash data review in which entry points to Safeway exceed the Critical Crash Rate onto River Road. Our Fire Chief provided testimony for the Keizer Planning Commission on March 15th and again on April 12th to go on record with our concerns. Safeway staff was going to provide a review of their proposal at our April Board Meeting, but cancelled and asked for an extension with the planning commission on the proposal, until after May 2017. The proposed text amendment was approved by the planning commission to go before the City Council for consideration.

We remain adamant that this proposal is not in the best interest of the city. We must maintain our emergency response capability at all times, including both responding and returning to the station to maintain operational readiness. Please vote, "No" on the proposed text amendment.

On behalf of the Keizer Fire District Board,

A handwritten signature in black ink, appearing to read "Joe Van Meter".

Joe Van Meter, Board President



Committed to Excellence – Dedicated to Service
www.keizerfire.com

From: Brown, Nate
To: Wednesday, April 05, 2017 4:59 PM
Garry Whalen; Hersch Sangster; Jerry Crane; Jim Jacks; Jim Jacks; Joshua Eggleston; Kyle Juran; Lockhart, Debbie; Marlene Parsons; Michael DeBlasi; Johnson, Shannon; Harms, Tammie
Cc: Witham, Shane; Jeff Cowan; Lawyer, Bill
Subject: Planning Commission Packet
Attachments: RestrictionArea-April PC mtg.pdf; 04-12-17.pdf; SafewayLtr to City of Keizer Planning Commission-April4-requesting conti....pdf

Please review the attached materials for the continued hearing. We have included a supplemental staff report addressing the testimony received in the previous meeting (just after the Agenda and Minutes in the 04-12-17.pdf document above) and a map showing the boundary of the overlay area. We have tried to be thorough but brief, which is no easy task.

Safeway has also submitted a letter asking that the hearing be continued until the May meeting which you should be familiar with.

Remember, this is a text amendment so there isn't a site plan to review. The drawings shown in the last meeting were simply an effort to visualize what kind of aesthetic impact this proposal would create, but it isn't subject to any kind of review in this process—except to illustrate what kinds of general mitigations the allowance of this use would need to address in the KDC.

Please feel free to contact me or Shane with any questions.

As always, thank you for your service and the work you do.

TO: PLANNING COMMISSION
THRU: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: SHANE WITHAM, SENIOR PLANNER

DATE: April 4, 2017

SUBJECT: Continuance of March 15, 2017 Hearing regarding proposed text amendment relating to the allowance of gasoline service stations within the Chemawa/River Road restriction area.

ATTACHMENTS:

- **Planning Commission Packet from March 15th meeting.**
- **Map showing restriction area boundary**

DISCUSSION:

At the March 15, 2017 Planning Commission meeting, testimony was received regarding a proposed text amendment to Section 2.110 to allow a gasoline service station as a conditional use within the Chemawa/River Road restriction area, subject to specific requirements. At the request of the Safeway team, the hearing was continued to allow for additional testimony regarding their desire to allow a “convenience store” in conjunction with a gasoline service station. Their testimony at the March 15th meeting indicated they agreed with the proposed text amendment with the exception of **Section 2.110.04.C.1** – which limits retail sales to only “fuel related products such as gasoline and oil” and prohibits “accessory sales of other merchandise.”

Staff feels the provision to limit convenience retail is necessary to ensure the gasoline service station truly functions as another department of the grocery store, and is only accessory to the main use of the property as Safeway’s initial letter (dated January 31, 2017) to Council asserted. Their letter made a compelling argument that an *“accessory fuel station is treated like another department of the supermarket...”* and that an accessory fuel station results in vehicle trip consolidation and combined shopping opportunities. The letter also pointed out that a proposed amendment would not be inconsistent with the original intent to prohibit gasoline service stations in the CM zone because, *“Gasoline service stations typically offer an array of vehicle repair and maintenance services, plus the incidental sale of batteries, tires and other automobile accessories, all of which create a greater destination use and more potential for additional traffic and noise than a fuel station that only sells fuel related products such as gasoline and oil.”* Staff found Safeway’s logic to be sound and therefore proposed the language found in Section 2.110.04.C.1 which proposes limiting sales to “fuel related products such as gasoline and oil.” This language was directly quoted from Safeway’s initial request to Council and was intended to ensure that any proposed gasoline service station be limited to fueling and be developed accessory to a Food Store use in order to maximize opportunities for consolidating trips and to limit the greater destination use of a stand-alone gasoline service station. This limited aspect, coupled with mitigations as proposed are primarily why staff believes the proposed recommendation can be supported.

Staff is concerned that if allowances are made for a convenience store to be developed in conjunction with the gasoline service station, it would cease to be accessory to the main grocery store use. Items proposed to be sold in the convenience store would also be sold in the grocery

store, so while it would clearly be convenient for a customer who had come primarily to purchase gasoline to grab an impulse item or “rapid consumable”, the existence of the convenience store would not benefit the customer who was consolidating shopping trips by purchasing fuel as an accessory function of a planned trip to the grocery store. The end result would be another gasoline service station developed similarly to the other stations in Keizer which all (but one) have convenience stores associated with them.

Safeway’s original request stated the grocery industry has evolved and many grocery supermarkets are now developed with fuel stations. Staff has reviewed the other grocery/fuel store combinations in the Salem/Keizer area and has found that none of them have convenience stores associated with them. Costco has no outside sales, while Fred Meyer on Market Street and Safeway on S. Commercial both have small kiosks that are located under the existing canopy, and sell a very limited variety of merchandise. So to assert that a convenience store is necessary to be successful in the marketplace is not currently demonstrated here in our region.

Testimony was received from Chief Cowan of the Keizer Fire District who urged Planning Commission to take no action. He cited concerns regarding traffic safety impacts and specifically the impact to the Keizer Fire District. Staff had proposed language regarding traffic impacts with the intent to address any concerns, but based on Chief Cowan’s testimony, Planning Commission may wish to modify or strengthen the existing proposed language addressing transportation concerns.

Testimony was received from Adam Wittenberg, Pam Rushing, and Peter Thomas who all voiced support for the proposal, and requested that Planning Commission lift the restrictions on drive thru windows associated with eating and drinking establishments as well. Their testimony generally cited economic development factors as a reason to eliminate or modify the restriction area altogether, and felt that lifting the restrictions would be good for business. While staff acknowledges the validity of their testimony (and agrees economic development goals should help shape policy discussions), it is premature to make a broad policy decision at this time, a mere few months before the commencement of a process to take a bigger look at the restriction area as a whole. This look at the bigger context is precisely what the City is undertaking with the TGM grant project, which will have a robust public involvement process to engage stakeholders.

CONCLUSION:

Ultimately, staff felt that because of the limited “accessory” nature of this proposal, together with the other mitigating factors, the proposed text amendment could be warranted. If the gasoline service station use was to be allowed outright, or if additional modifications to the restriction area were to be proposed, at that point staff would feel it would be most appropriate to hold off on the proposal altogether. Staff is recommending that any proposal for a gasoline service station within the Chemawa/River Rd restriction area be subject to Conditional Use Permit approval, and be allowed only as an accessory use to a Food Store, with no convenience store allowance.

RECOMMENDATION:

Staff recommends the Planning Commission consider the proposal and forward a recommendation to the City Council to adopt the proposed text language.

2.110 COMMERCIAL MIXED USE (CM)

2.110.01 Purpose

The Commercial Mixed Use (CM) zone is the primary commercial zone within the City. The zone is specifically designed to promote development that combines commercial and residential uses. This zone will support transit use, provide new housing opportunities while allowing a full range of commercial retail, service and office uses. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk. Parking may be shared between residential and commercial uses. Clusters of residential and commercial uses around landscaping features or parking areas can occur and are encouraged. The Commercial Mixed Use zone is suitable for the Commercial Plan designation. (5/98)

2.110.02 Permitted Uses

The following uses, when developed under the applicable development standards in the Zoning Ordinance, are permitted in the CM zone:

- A. **One or more buildings with one or more dwelling units** or guest rooms, and/or, one or more other uses allowed in this section on a lot. (5/98)
- B. **Residential homes** and facilities. (5/98)
- C. **Day care facility** for 17 or more children consistent with state regulations, including Family day care provider for 16 or fewer children consistent with state regulations. (4/16)
- D. **Public parks, playgrounds, community clubs** including swimming, tennis and similar recreational facilities, and other public and semi-public uses. (5/98)
- E. **Landscape** counseling and planning (0781). (5/98)
- F. **Offices** for any use listed in SIC Division C - Construction. (5/98)
- G. **Commercial printing** (275). (5/98)
- H. **Transportation, Communication and Utilities.** (5/98)
 - 1. **Public utility** structures and buildings. (5/98)
 - 2. **Post office** (43). (5/98)
 - 3. **Travel agency** (4722). (5/98)
 - 4. **Communications** (48). (5/98)

I. **Retail Trade.** (5/98)

1. **Building materials, hardware, retail nurseries, and garden supply** (52), BUT EXCLUDING mobile home dealers (527). (5/98)
2. **General merchandise stores** (53). (5/98)
3. **Food stores** (54). (5/98)
4. **Automobile, recreational vehicle or trailer sales** (55), BUT EXCLUDING gasoline service stations (554). (5/98)
5. **Apparel and accessory stores** (56). (5/98)
7. **Furniture, home furnishings, and equipment stores** (57). (5/98)
8. **Eating and drinking places** (58) except as provided in Section 2.110.05, below. (5/98)
9. **Miscellaneous retail** (59), BUT EXCLUDING fuel and ice dealers (598). (5/98)
10. **Electrical and lighting shops and office machines and equipment stores.** (5/98)

J. **Business, Professional and Social Services.** (5/98)

1. **Finance, insurance and real estate** (60, 61, 62, 63, 64, 65, 67). (5/98)
2. **Hotels, motels and tourist courts** (701). (5/98)
3. **Organization hotels and lodging houses** on membership basis (704). (5/98)
4. **Personal services** (72) BUT EXCLUDING industrial launderers (7218). (5/98)
5. **Business services** (73) BUT EXCLUDING disinfecting and exterminating services (7342). (5/98)
6. **Parking lots** (7523) except as provided in Section 2.110.05, below. (5/98)
7. **Miscellaneous repair services** (76). (5/98)
8. **Motion pictures** (78), BUT EXCLUDING drive-ins (7838). (5/98)
9. **Amusement and recreation** (79), BUT EXCLUDING golf courses (7992) and amusement parks (7996). (5/98)

10. **Health services** (80), BUT EXCLUDING hospitals (806). (5/98)
11. **Legal services** (81). (5/98)
12. **Elementary and secondary schools** (8211). (5/98)
13. **Correspondence schools and vocational schools** (824). (5/98)
14. **Schools and educational services** not elsewhere classified (829). (5/98)
15. **Social services** (83). (5/98)
16. **Museums, art galleries, botanical and zoological gardens** (84). (5/98)
17. **Membership organizations** (86). (5/98)
18. **Miscellaneous services** (89). (5/98)
19. **Pet Grooming** (6/01)

K. **Public Administration** (91 - 97). (5/98)

L. **Child foster home** for five or fewer children as a secondary use. (6/99)

2.110.03 Special Permitted Uses

The following uses, when developed under the applicable development standards in the Ordinance and special development requirements, are permitted in the CM zone:

- A. **Partitions**, subject to the provisions in Section 2.310. (5/98)
- B. **Subdivision**, subject to the provisions in Section 2.310. (5/98)
- C. **Planned unit development**, subject to the provisions in Section 2.311. (5/98)
- D. **Accessory structures and uses** prescribed in Section 2.203. (5/98)
- E. **Transit Facilities** (Section 2.305). (05/09)
- F. The following **special uses** subject to the applicable standards in Section 2.4:
 1. **Shared housing facilities** (Section 2.403). (5/98)

2. **Zero side yard dwelling units** (Section 2.404). (5/98)
3. **Home occupations** (Section 2.407). (5/98)
4. **Bed and breakfast establishments** (Section 2.408). (5/98)
5. **Residential sales offices** (Section 2.409). (5/98)
6. **Public golf course** (7992) or membership recreation club having golf course (7997) (Section 2.410). (5/98)
7. **Boat and RV storage area** (Section 2.411) except as provided in Section 2.110.05, below. (5/98)
8. **House of Worship** (Section 2.423). (5/98)
9. **Recreational vehicle storage space** (Section 2.413) except as provided in Section 2.110.05, below. (5/98)
10. **Veterinary services** (074) (Section 2.414). (5/98)
11. **Funeral service and crematories** (726) (Section 2.415). (5/98)
12. **Used Merchandise Store** (Section 2.417)
13. **Adult entertainment business** (Section 2.418). (5/98)
14. **Service stations** (554) (Section 2.419) except as provided in Section 2.110.05, below. (5/98)
15. **Recreational vehicle parks** (7033) (Section 2.412) except as provided in Section 2.110.05, below. (5/98)
16. **Automobile services** (75) (Section 2.420) except as provided in Section 2.110.05, below. (5/98)
17. **Manufacturing and Assembly Facilities** (Section 2.421). (5/98)
18. **Wireless Telecommunications Facilities** (Section 2.427). (5/98)
19. **Medical Marijuana Facilities** (Section 2.433) (10/14)
20. **Marijuana Retailer** (Section 2.433) (1/16)
21. **Mobile Food Vendor** (Section 2.434) (9/16)

2.110.04 Conditional Uses

The following uses may be permitted subject to obtaining a conditional use permit:

- A. **Craft Industries**, subject to the provisions in Section 2.421. (5/98)
- B. Transit Station (Section 2.429). (05/09)
- C. Gasoline service stations (554) located in the Chemawa/River Rd restriction area described in Section 2.110.05.C. subject to the following requirements:
 - 1. May only sell fuel related products such as gasoline and oil. No service, repair functions, or accessory sales of other merchandise is allowed.
 - 2. Subject to the provisions in Section 2.419.
 - 3. Must be accessory to a **Food store(54)** use. The primary Food Store use must be a minimum of 15,000 square feet in area.
 - 4. Must be setback more than 100 feet from adjacent public streets, and must provide pedestrian oriented amenities on the entire site.
 - 5. Must provide screening and buffering to adjacent residential uses, and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right of way or adjacent properties.
 - 6. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.
 - 7. Comply with all applicable requirements and standards, including, but not limited KDC 2.301.04 (Traffic Impact Analysis) and any all mitigations required by such section.

2.110.05 Use Restrictions

No permitted or special permitted use shall in any way involve any of the following:

- A. Farm Use. (5/98)
- B. The rendering, processing, or cleaning of animals, fish, seafoods, fowl, poultry, fruits, vegetables, or dairy products for wholesale use. (5/98)
- C. The following uses are prohibited from any property fronting on River Road or Chemawa Road in the following area: the west side of River Road between 5119 River Road on the north and Janet Avenue extended on the south; the east side of River Road between Claggett Street on the north and James Avenue on the south; and either side of Chemawa Road between Elizabeth Street on the west and Bailey Road on the east; and (2) Any property contained within the Area B as described in the Keizer Station Plan. This prohibition does not apply to any business facility, legally established as

of the date of the adoption of this Ordinance, which as of that date has drive-through window facilities. (12/03)

1. Gasoline service stations (554)^(5/98) except as provided in Section 2.110.04.C
 2. Drive-Through windows or car service associated with eating and drinking places (58). (5/98)
 3. Vehicle sales and secondary repair. (5/98)
 4. Public utility structures and buildings. (5/98)
 5. Recreational vehicle parks (7033). (5/98)
 6. Automobile parking not associated with an allowed use (752). (5/98)
 7. Automotive Dealers (55). (5/98)
 8. Automotive rental and leasing, without drivers (751). (5/98)
 9. Automotive repair shops (753). (5/98)
 10. Automotive services, except repair (754). (5/98)
 11. Utilities - secondary truck parking and material storage yard. (5/98)
- D. A limitation of the total floor area of specified uses applies to all of Area B – Retail Service Center of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in Sections 2.110.02 (I) and 2.110.03 (E)(12) – (14). This maximum floor area is set forth in the Keizer Station Plan, however this maximum floor area may change as part of an approved master plan or amended master plan. (06/10)

2.110.06 Dimensional Standards

A. Minimum Lot Dimension and Height Requirements

DIMENSION	Single Family	Duplex or Multi-Family	Commercial	Mixed Use
Lot Size	4,000 sq. ft. (1)	6,000 sq. ft. (2)	None (3)	None (3)
Average Width	40 feet	50 feet	None	None
Average Depth	70 feet	80 feet	None	None
Maximum Height	35 feet	50 feet	50 feet	50 feet

- (1) *A single family dwelling attached on one side has a minimum lot area of 3500 square feet, and a single family dwelling attached on both sides has a minimum lot area of 3000 square feet. (5/98)*
- (2) *Multi-family development must comply with the density standard in Section 2.110.07. (5/98)*
- (3) *Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in Section 2.110.07. (5/98)*

B. Minimum Yard Setback Requirements

SETBACKS	Single Family or Duplex	Multi-Family	Commercial	Mixed Use
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet (1)	(3)	(3)	(3)
Rear	(2)	(3)	(3)	(3)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (5)	20 feet (5)	20 feet (5)	20 feet (5)

- (1) *Zero side yard dwelling units are subject to the setback provisions in Section 2.404. (5/98)*
- (2) *The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home. (5/98)*
- (3) *The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet. (5/98)*
- (4) *Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from*

- the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street. (5/98)*
- (5) *The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks. (5/98)*

2.110.07 Development Standards

All development in the CM Zone shall comply with the applicable provisions of this Ordinance. The following includes referenced items as well as additional development requirements. If a conflict exists with a specific standard found in this section and a standard found elsewhere in this Ordinance, the standard in this section shall govern. (5/98)

- A. Off-street parking:
1. Parking shall be as specified in Section 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard. (5/98)
 2. No off-street parking is required for uses above the ground floor. (5/98)
 3. The off-street parking requirement for residential uses is one space per unit. (5/98)
 4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)
- B. Subdivisions and Partitions. Land divisions shall be reviewed in accordance with the provisions of Section 2.310. (5/98)
- C. Yards and Lots. Yards and lots shall conform to the standards of Section 2.312. (5/98)
- D. Signs. Signs shall conform to the requirements of Section 2.308. (5/98)

E. Accessory Structures: Accessory structures shall conform to requirements in Section 2.313. (5/98)

F. Storage, Trash, and Service Functions: Storage areas, trash, recycling, utilities and other service functions shall be located within the main structure if possible. If any of the above functions are located outside the main structure, the area containing the function must be screened with a solid, durable structure that is architecturally related to the building. (5/98)

D. Landscaping-General: All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in Section 2.309.

1. The minimum landscaped area requirements shall be as follows:

Commercial development:	10%
Mixed commercial and residential development:	15%
Residential development:	20%

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan. (12/03)

H. Landscaping-Parking Lots: One tree shall be provided for every eight parking spaces in parking lots. The trees shall be dispersed throughout the parking lot in minimum four by four foot planters located between parking spaces. (5/98)

I. Lot Coverage: The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)

	<u>Max.</u>	<u>Min</u>
Commercial development:	90%	50%
Mixed commercial and residential development:	85%	50%
Residential development:	80%	50%

J. Density: The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the following: (5/98)

1. No more than 50% of the property shall be occupied. The occupied area shall include all buildings, accessory structures, driveways, parking and required landscaping. (5/98)

2. The remaining undeveloped portion of the property shall be in one contiguous piece. Access to a public street, in conformance with Ordinance requirements, shall be available. The undeveloped portion shall have sufficient width and depth to be developed for additional residential, or commercial, uses. (5/98)

2.110.08 Design Standards

All development in the CM Zone shall comply with the applicable design standards described below:

- A. Building Design Standards. Primary buildings shall comply with the following design standards: (5/98)
 1. Design Standards - Unless specifically modified by provisions in this Section, buildings located within the CM zone shall comply with the following standards: (5/98)
 - a. Single family homes shall comply with the design standards in Section 2.314. (5/98)
 - b. Multi-family buildings and non-residential structures shall comply with the provisions in Section 2.315 – Development Standards. (4/12)

CITY COUNCIL MEETING: February 6, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND COUNCIL MEMBERS

FROM: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

**SUBJECT: INITIATION OF TEXT AMMENDMENT PROCESS TO
CONSIDER ALLOWING GASOLINE SERVICE STATIONS
IN THE CHEMAWA USE RESTRICTION AREA.**

BACKGROUND:

Safeway has submitted a request (attachment A) to the City Council to initiate a Text Amendment process to allow “Gasoline Service Station” as an allowed use under certain circumstances in the use restrictions of the Commercial Mixed-use (CM) zone in the Keizer Development Code (KDC). The request suggests a specific avenue of how to accomplish this, namely, to add an allowance that gasoline could be established only as an accessory use to existing “grocery supermarkets”. They have also provided a suggested development plan and a traffic analysis for Council’s consideration.

The use restrictions in the KDC were specifically established even before their establishment in the KDC by ordinance (Ord# 95-333). These restrictions have a very long history and importance in the City of Keizer. The originally stated purpose of these restrictions was “...to create a thriving economic center based on eliminating the negative design elements characteristic of strip commercial areas. The uniqueness of a shopping area based on attracting pedestrian traffic and not catering to automobile oriented uses is anticipated to encourage economic development.” Further, the aesthetic improvements of eliminating the relative unsightly nature of service stations was also reportedly a consideration.

Rather than discuss specific site plan development and the most effective manner in which to change the specific language of the KDC, the basic policy question of the allowance of the use and the fundamental nature of the appropriateness of the use restrictions in today’s economic environment should be addressed. The property owner maintains that the nature of the grocery business has changed, and has committed to city staff that the purpose and intent of the KDC can still be maintained through specific limitations and mitigations that they are willing to construct.

Staff feels that by initiating the Text Amendment process, the Council can have a full discussion about all of the issues surrounding the policy decision. The text amendment process would be the vehicle to examine the specific policy issues. By initiating the process, Council does not make any commitment or promise as to the outcome. The Council may choose to not adopt the amendment and that decision cannot be appealed.

If the Council chooses to initiate, staff would examine the specific proposal, make a recommendation on the merits of the proposal to the Planning Commission, which in turn would make a recommendation to the City Council. At that point, Council itself would evaluate the proposal and then make their policy decision.

The proponents are more than willing to appear before the Council to advocate their position. Staff, however, feels that to initiate the process, to ask does the Council even wish to discuss the matter—should be more appropriately based on the overall policy questions rather than the specifics of the Safeway plan. Consequently, staff requested that Safeway not appear at tonight's meeting.

RECOMMENDATION.

Staff recommends the Keizer City Council adopt the attached Resolution initiating the Text Amendment Process to examine the merits and or restrictions of whether or not to allow Gasoline Service Stations under certain circumstances in the CM zone of the KDC.

Mark D. Whitlow
MWhitlow@perkinscoie.com
D. (503) 727-2073
F. (503) 346-2073

January 31, 2017

Keizer City Council
c/o Nate Brown, Planning Director
Community Development Department
City of Keizer
PO Box 21000
Keizer, OR 97307-1000

**Re: Petition for Initiation of Legislative Amendments to Development Code
Amendment of Commercial Mixed Use (CM) Zone**

Dear Nate:

This office represents Safeway Inc. ("Safeway"), the owner of the existing Safeway grocery supermarket (termed "Food Store" in the Keizer Development Code) at the intersection of Chemawa and River Road in Keizer, Oregon. The site is zoned Commercial Mixed Use (CM) in an area which prohibits gasoline service stations, but Safeway would like to investigate the potential to develop a fuel station in conjunction with the existing grocery supermarket. As discussed in more detail below, there is a market need for this type of one-stop shopping and a transportation need to combine and consolidate vehicle trips to buy groceries and fuel. There is also a public need to promote economic development and support local businesses seeking to grow and expand in line with the operational profile of other supermarkets in the industry. This petition represents an opportunity to meet these various needs for the benefit of the community.

Request

Safeway hereby petitions the City Council pursuant to Keizer Development Code ("KDC") 3.111 to request the initiation of a text amendment to amend the CM zone standards to find a limited way to allow fuel stations in conjunction with grocery supermarkets as an exception to the prohibition against gasoline service stations in the zone. Safeway also proposes to work with staff to develop a desirable site plan for the fuel station's use and development to ensure that the size and scale of the fuel station complements the site and the adjacent areas. A proposed site plan is attached.

Benefits

There are many benefits associated with this request. Initiation of the proposed legislative text amendments will allow the City's development code standards to better reflect the changing

conditions of the grocery industry and of customer shopping patterns. The grocery industry has evolved since the time that the KDC was adopted. Many grocery supermarkets are now developed with fuel stations that allow those supermarkets to sell gasoline to supermarket customers while they are on the supermarket site buying groceries. The accessory fuel station is treated like another department of the supermarket, except that it is outside the store, but still linked with the store's cash register for cross-over purchasing discounts. Safeway employees will operate the fuel station.

There is both a market need and a transportation need to allow the vehicle trip consolidation opportunity presented by major grocery supermarkets offering accessory fuel stations. The combination of trips to buy groceries and fuel captures customers on site for cross-shopping opportunities of the most frequently shopped for items. That maximizes the efficient utilization of land by getting more shopping needs satisfied in one trip at one location. The combined shopping opportunity does not significantly increase traffic, but, rather, gets more use out of existing traffic. A current traffic study is attached.

There is also a public need to support existing businesses and allow their expansion and growth without having to relocate to a new location. The support of local businesses is a central component of the economic development policies of Keizer's Comprehensive Plan. See Keizer Comprehensive Plan Section III.C.4. The proposed amendment would allow grocery supermarkets in the CM zone to also add fuel, in keeping with the operational profile of other grocery supermarkets in the industry. Further, the addition of fuel to the Safeway site would prompt the related upgrade of the site's access and internal circulation, as an additional benefit.

The proposed amendment is not inconsistent with the original intent to prohibit gasoline service stations in the CM zone. Gasoline service stations typically offer an array of vehicle repair and maintenance services, plus the incidental sale of batteries, tires and other automobile accessories, all of which create a greater destination use and more potential for additional traffic and noise than a fuel station that only sells fuel related products such as gasoline and oil.

In summary, the proposed legislative amendment allows economic growth, increased shopping opportunities in a single trip, and a more efficient utilization of land, without a significant increase in traffic.

Legislative Process

Once staff, the Planning Commission or City Council initiates this legislative text amendment to the KDC, Safeway will prepare a narrative statement setting forth the specific language of the proposed text amendment and addressing the criteria for approval of a text amendment pursuant to KDC Section 3.111.04. In accordance with KDC Section 3.111.02, this proposed text amendment will be reviewed under Type IV procedures as specified in KDC Section 3.203,

Keizer City Council
January 31, 2017
Page 3

which include hearings before the Planning Commission and City Council. We understand there are several specific legislative issues that would need to be addressed and we are fully prepared to work with staff, the Planning Commission and the City Council to find the ideal solution.

Post Amendment Design Review

Assuming that the City Council approves a legislative amendment to allow the addition of fuel stations to existing grocery supermarkets in the CM zone, Safeway or any other existing supermarket operator in the CM zone would then need to apply for and satisfy the site plan review criteria in order to develop a fuel station in the zone. The legislative text amendment will only remove the use prohibition in the zone, with any proposed fuel stations then needing to apply for site plan approval to develop.

Thank you for your consideration of this proposal. Please feel free to contact me with any questions or if you require additional information.

Very truly yours,



Mark D. Whitlow

MDW:sv

Enclosure

cc: Shannon Johnson
Chris Miles, Safeway Inc.



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

March 26, 2013

Project #: 13343

Diane Phillips
Safeway, Inc.
PO Box 523
Clackamas, OR 97015

RE: #1516 Keizer Fueling Station Preliminary Transportation Impact Assessment

Dear Diane,

This letter documents the initial findings and recommendations of a preliminary transportation impact assessment prepared for the proposed development of a fueling station located within the Safeway site at the River Road N and Chemawa Road NE intersection in Keizer, Oregon. This study was prepared for Safeway's internal due-diligence assessment purposes. Additional study intersections and analysis may be required in conjunction with the site plan application process and the City of Keizer's development review process.

Based on our preliminary analysis, the primary findings and recommendations are as follows:

- The study intersections operate acceptably under 2013 weekday AM and PM peak hour traffic conditions.
- The study intersections are forecast to continue to operate acceptably under 2015 future AM and PM peak hour traffic conditions.
- The proposed fueling facility is estimated to generate 340 daily trips, including 20 total AM peak hour trips and 30 total PM peak hour trips.
- With the addition of peak hour site-generated traffic, the study intersections continue to operate acceptably.
- Queuing along Chemawa Road NE blocks the western right-in/right-out only site driveway and is expected to continue to do so in the future. The main site driveway in front of the store is not blocked by queues and is not expected to be.
- Queuing along River Road N routinely blocks the northern left-in/right-in/right-out only site driveway and sporadically blocks the southern full movement driveway. The southern full movement driveway is expected to continue to accommodate left-turns in and out but will be blocked during portions of the peak 15 minutes of the weekday PM peak hour by 95th percentile queues.
- Operations at the south driveway on River Road N could be enhanced by reconstructing the driveway to improve the entry grade (the existing driveway has a relatively steep entry,

causing most drivers to slow entering and exiting and causing some vehicle undersides to contact and scrape the driveway pavement).

In addition to addressing the items above, this letter highlights some of the opportunities and constraints associated with two potential fuel pad locations on the Safeway site. Information is provided in the following order:

- Safeway Fuel Trip Generation Estimate
- Intersection Operations (existing, background without fuel, and total traffic with fuel)
- Queuing analysis
- Crash data review
- Fuel pad location opportunities and constraints

SAFeway FUEL TRIP GENERATION

Trip generation estimates were developed based on trip rates found in the standard reference manual *Trip Generation, Ninth Edition* published by the Institute of Transportation Engineers (ITE) (ITE, Reference 1). The internal and pass-by trip rates applied were determined based on information provided in ITE's *Trip Generation Manual* (ITE, Reference 2). Table 1 summarizes the daily, weekday AM, and weekday PM peak hour trips.

Table 1: Trip Generation Estimate

Land Use	ITE Code	# Fueling Stations	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Gasoline/Service Station w/Conv. Market	945	8	1,300	80	40	40	110	55	55
Internal Trips (36%)*			(470)	(30)	(15)	(15)	(40)	(20)	(20)
Pass-By Trips (62% a.m., 56% p.m.)			(490)	(30)	(15)	(15)	(40)	(20)	(20)
Net New Trips			340	20	10	10	30	15	15

*Reflects 36% internal trip reduction measured at other Safeway fuel sites.

INTERSECTION OPERATIONS

Operations of each of the five site driveways and the signalized River Road N/Chemawa Road NE intersection were reviewed as documented below.

Analysis Methodology and Operating Standards

The level of service (LOS) and queuing analysis described in this report was performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (HCM, Reference 3). To ensure that the analyses were based on a reasonable worst-case scenario, the peak 15-minute flow rates were used in the LOS evaluation of the study intersection. Thus, the LOS analysis reflects conditions that are likely to occur for only 15 minutes out of each average peak hour. Traffic conditions during typical weekday hours are expected to operate under better conditions than those described in this report.

The City of Keizer's operational standards govern the intersection in this analysis. For signalized intersections and unsignalized intersections in the City of Keizer, LOS "D" and LOS "E" are considered to be the minimum acceptable levels, respectively (Keizer, Reference 4).

Figure 1 illustrates the existing lane configurations and traffic control devices. Figures 2, 3, 4, and 5 summarize existing traffic conditions, forecast year 2015 background, and 2015 total traffic conditions at the study intersections during the weekday AM and PM peak hours, respectively.

Existing Conditions

Weekday AM and PM peak hour turn movement counts were conducted at the study intersections on February 20, 2013 between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m.

All intersections were found to operate acceptably as shown in Figure 2.

Background Conditions

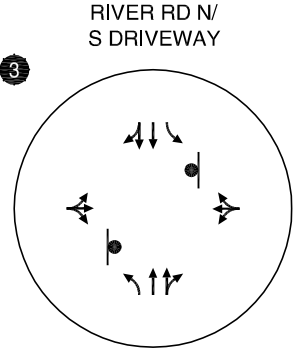
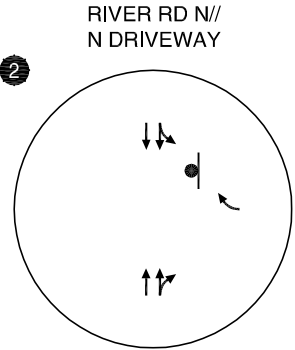
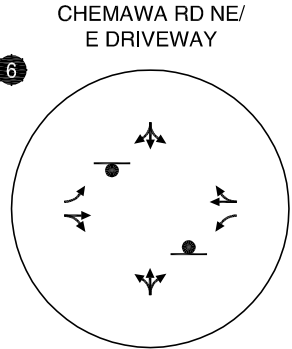
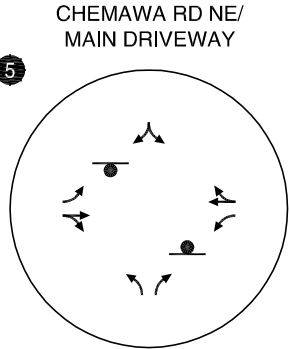
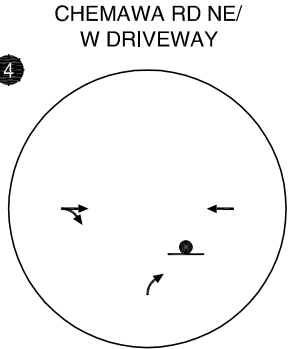
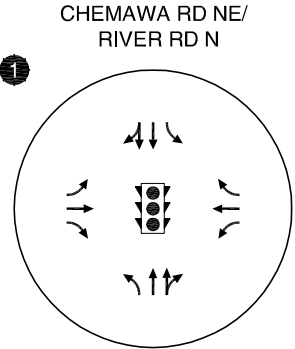
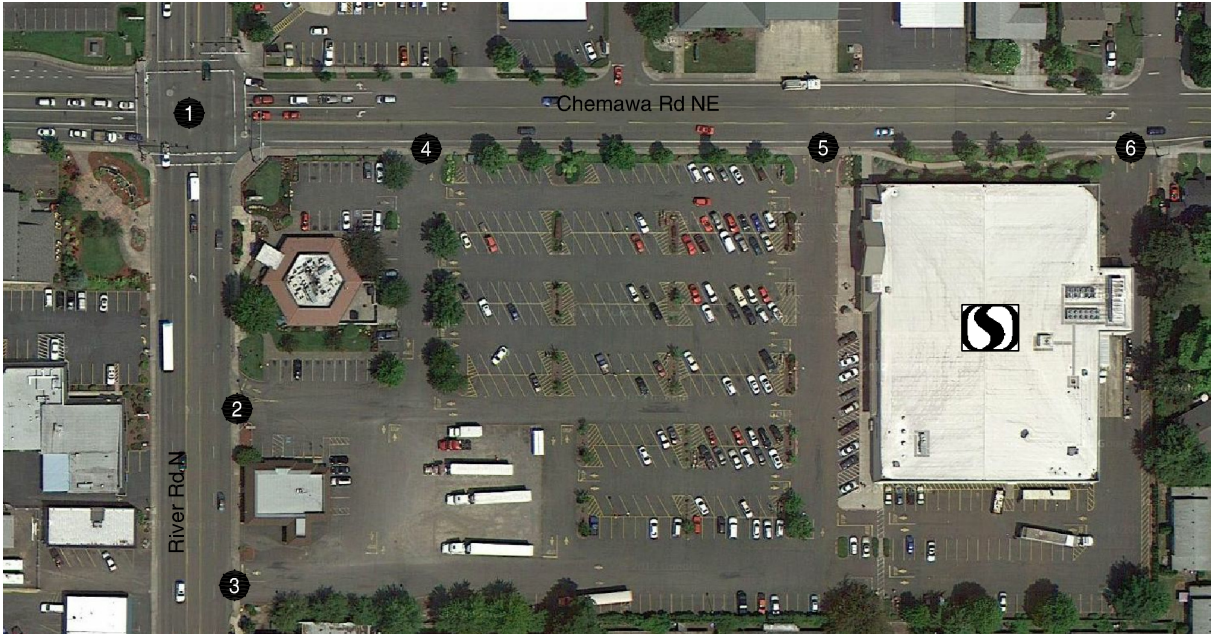
A preliminary 2015 future conditions assessment was prepared assuming two percent annual growth in the study area based on historical growth patterns. Note that the City may identify additional in-process development in conjunction with the formal site plan application.

All of the study intersections were found to operate acceptably as shown in Figure 3.

Total Traffic Conditions

Future conditions assuming development of the fuel pad site were prepared by assigning the anticipated site-generated traffic to the study intersections following existing turn movement patterns in the site vicinity. The year 2015 background traffic volumes for the weekday AM and PM peak hours were added to the site-generated traffic to arrive at the total traffic volumes.

All of the study intersections were found to operate acceptably as shown in Figures 4 and 5.

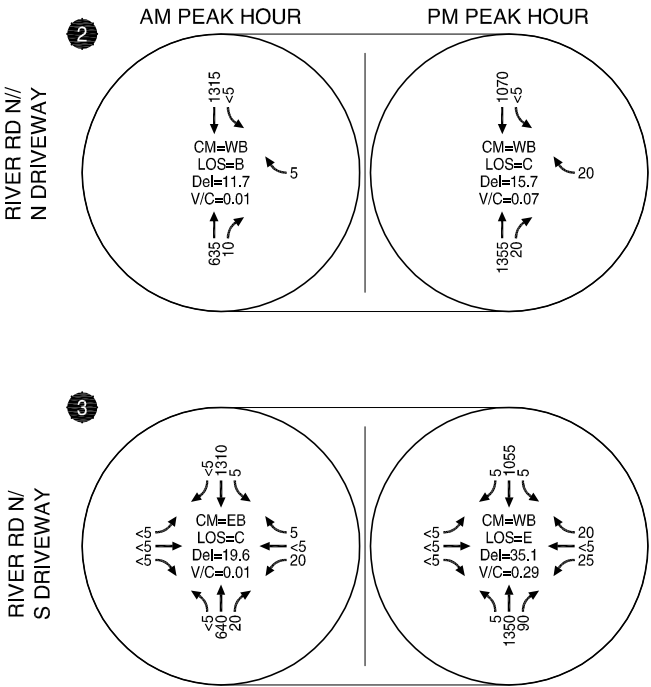
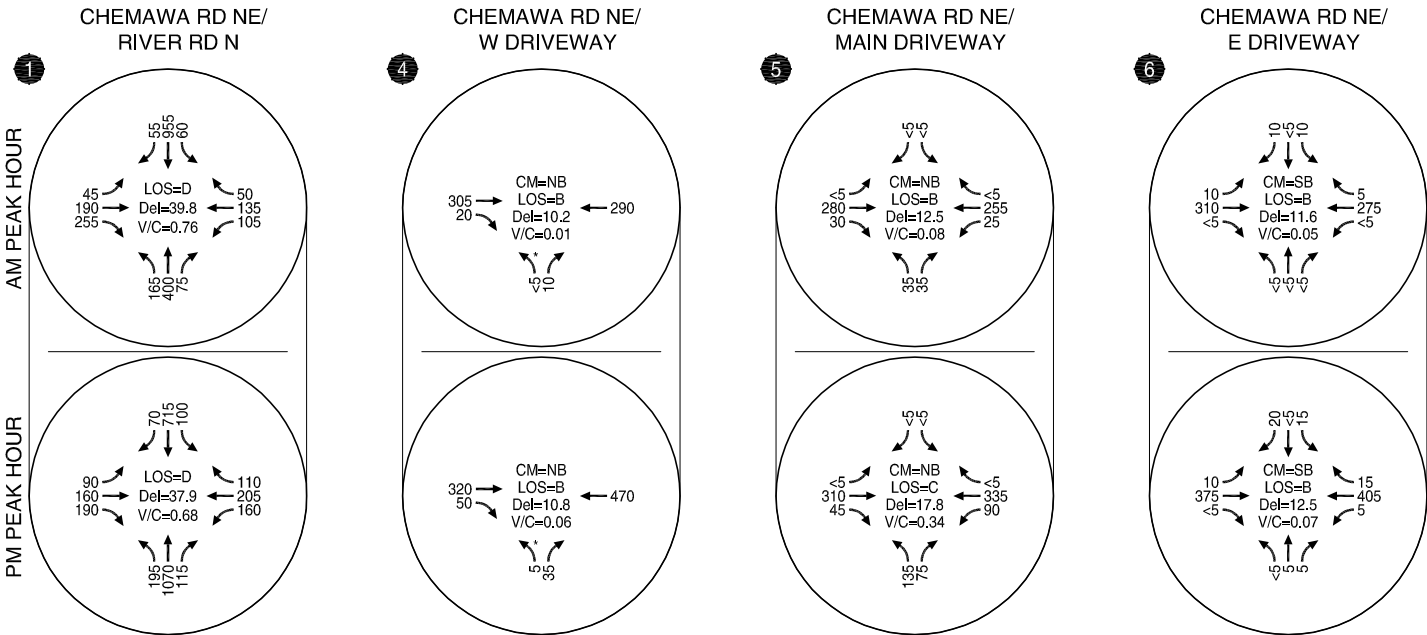


LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES
KEIZER, OREGON

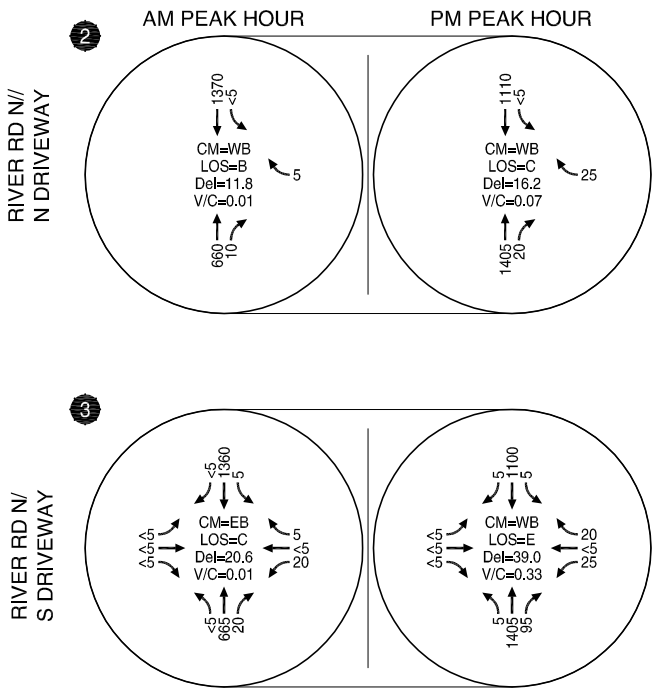
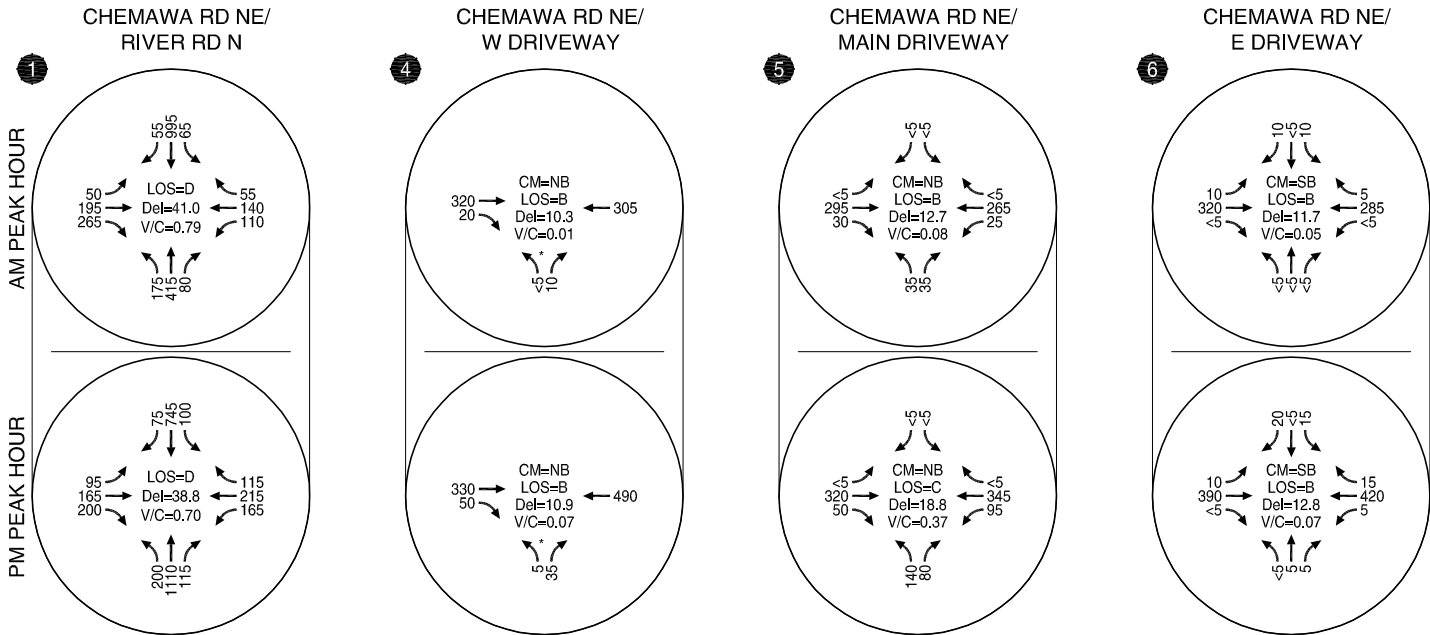
FIGURE
1



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

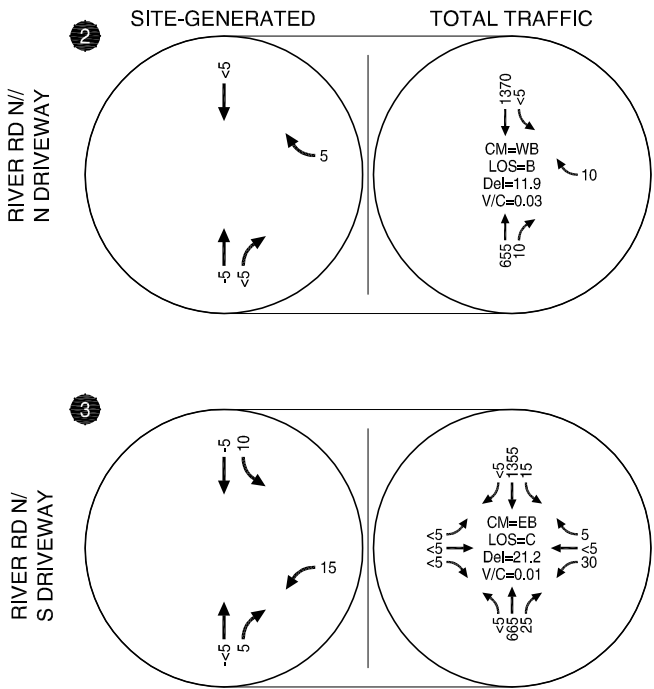
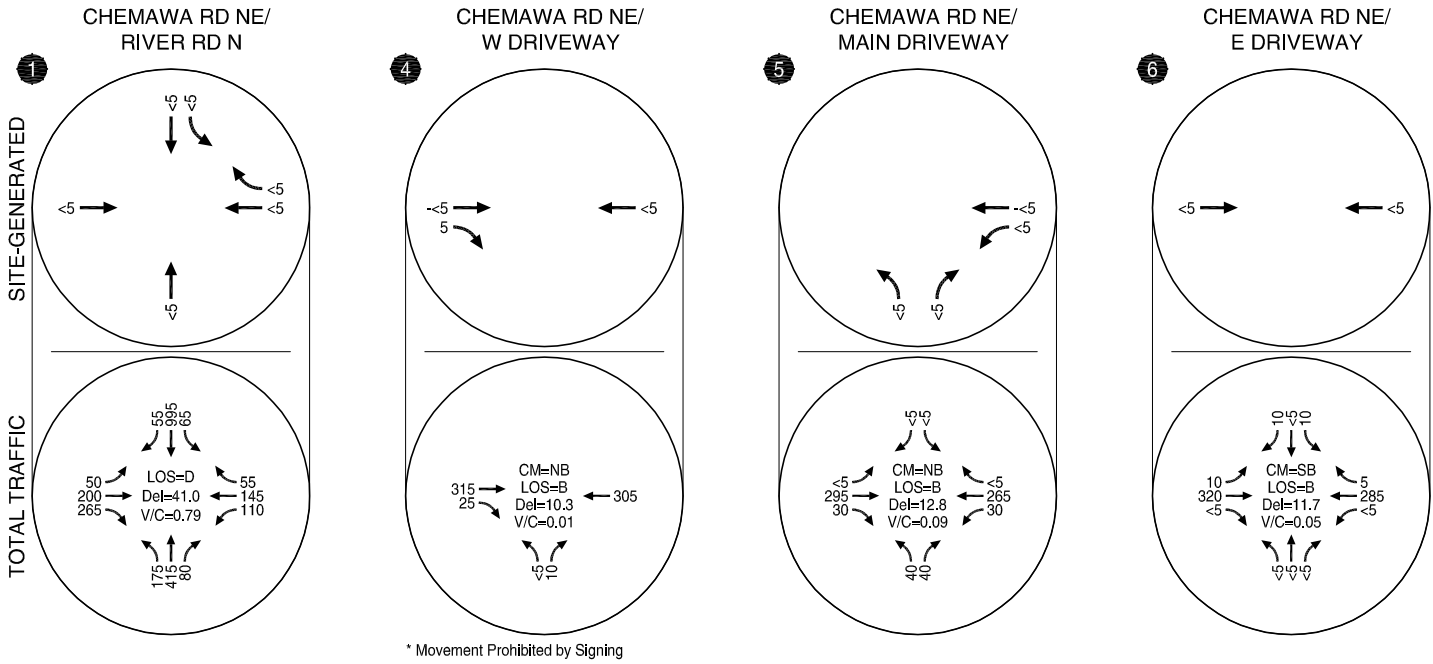
EXISTING TRAFFIC CONDITIONS, WEEKDAY AM & PM PEAK HOURS
KEIZER, OREGON



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 BACKGROUND TRAFFIC CONDITIONS, WEEKDAY AM & PM PEAK HOURS
KEIZER, OREGON



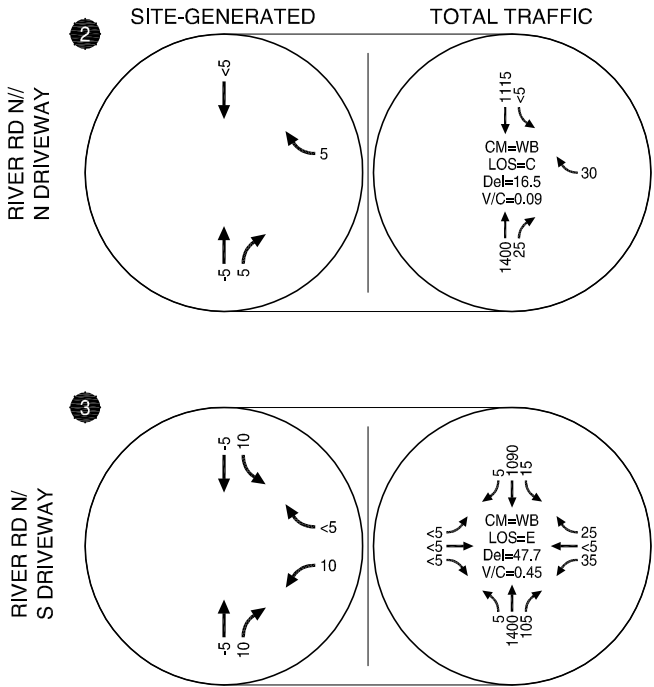
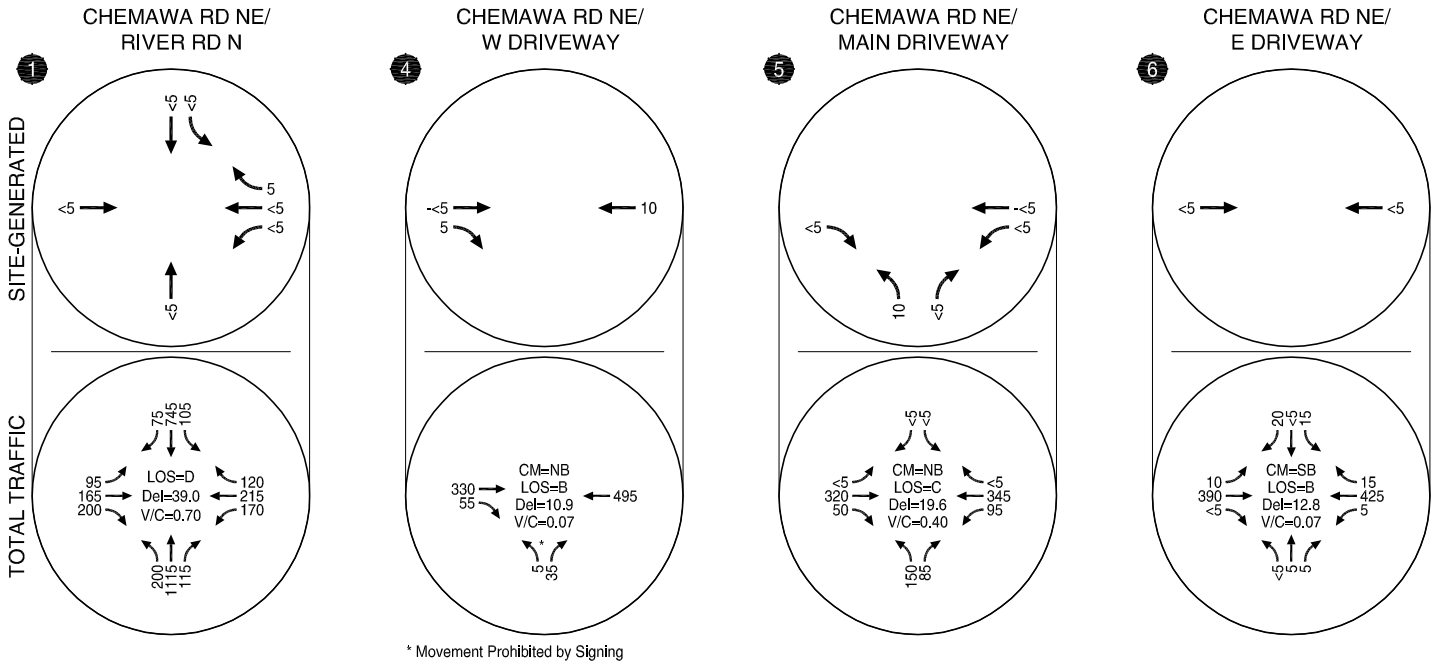
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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Note: Negative Volume Reflect Pass-By Trips.

SITE-GENERATED AND 2015 TOTAL TRAFFIC CONDITIONS, WEEKDAY AM PEAK HOUR
KEIZER, OREGON

FIGURE
4



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Note: Negative Volume Reflect Pass-By Trips.

SITE-GENERATED AND 2015 TOTAL TRAFFIC CONDITIONS, WEEKDAY PM PEAK HOUR
KEIZER, OREGON

QUEUING ANALYSIS

Existing and forecast future 95th percentile queues were estimated along the site frontage to assess their potential impact on site driveway operations. Specifically, a Synchro analysis was conducted to identify projected queue lengths at the Chemawa Road NE and River Road N intersection, and the subsequent impact to site driveway access and operations.

Figure 6 illustrates the existing and 2015 estimated 95th percentile queue lengths, rounded to the nearest 25 feet, relative to the location of the site driveways. As shown, the estimated queues for both the existing and 2015 estimated conditions extend beyond the west driveway on Chemawa Road NE and the north driveway on River Road N during the AM peak, and beyond the south driveway on River Road N and west driveway on Chemawa Road NE during the PM peak. Note that the west driveway on Chemawa Road NE is currently signed to prohibit left-turns in or out of the driveway. Some vehicles were observed to make left-turns in and out despite the signing prohibiting the left-turn movement.

The queuing results indicate that the two site driveways on River Road N will be blocked intermittently during the PM peak hour. The condition is consistent with other driveways on the corridor. The City of Keizer may choose to implement raised median treatments at the west site driveway on Chemawa Road NE or the north site driveway on River Road N to enforce the existing driveway turn movement restrictions. While feasible, raised median treatments could impact neighboring properties pending their location and design.

AM PEAK HOUR



PM PEAK HOUR



LEGEND

-  SITE DRIVEWAYS
-  EXISTING QUEUES
-  2015 ESTIMATED QUEUES WITH SAFEWAY FUEL

**EXISTING & 2015 ESTIMATED 95TH PERCENTILE QUEUES
KEIZER, OREGON**

**FIGURE
6**

CRASH DATA REVIEW

The crash histories of the study intersection and site driveways were reviewed in an effort to identify potential intersection safety issues. Collision records were obtained from the Oregon Department of Transportation (ODOT) for the most recent five-year period from January 2007 through December 2011. A summary of the collision data is provided in Table 2.

Table 2: Intersection Collision Histories

Intersection	Number of Crashes	Crash Type				Crash Severity	
		Rear-End	Turning	Angle	Other	PDO ¹	Injury
River Road N/ Chemawa Road NE	20	14	3	1	2	11	9
River Road N/ S Driveway	3	0	3	0	0	1	2
River Road N/ N Driveway	3	1	2	0	0	3	0
Chemawa Road NE/ W Driveway	6	1	5	0	0	5	0
Chemawa Road NE/ Main Driveway	0	-	-	-	-	-	-
Chemawa Road NE/ E Driveway	0	-	-	-	-	-	-

¹PDO: Property Damage Only

Based on the collision review, the collisions that occurred at the site driveways were generally a result of illegal turning movements or were attributed to reckless driving rather than site driveway design. Per the ODOT crash reports, the following documents the causes for the collisions reported in the five-year period:

- Two of the three reported collisions at the south driveway on River Road N occurred at the site driveway, and were caused by left-turning vehicles that did not yield right-of-way to northbound through vehicles.
- The two reported turning collisions at the north driveway on River Road N were attributed to illegal turn movements from the driveway, including left-turn and through movements.
- Three of the six collisions reported at the west driveway on Chemawa Road NE occurred at the site driveway. Two of these were collisions between a bicycle and a vehicle, and one of which the bicycle was traveling in the wrong direction. The other collision was due to an illegal left-turning movement from the site driveway.

FUEL PAD LOCATION OPPORTUNITIES AND CONSTRAINTS

We understand that Safeway is considering two potential locations on-site for the fuel station; the existing vacant pad site in the south central portion of the site and within the parking field along the Chemawa Road NE frontage site. Attachment “A” illustrates the multimodal access paths depending on the fueling station placement, and also shows the potential queuing patterns of vehicles waiting for fueling pumps. Table 3 below summarizes key opportunities and constraints associated with the two potential locations from a transportation perspective.

Table 3: Benefits and Considerations to Pad Site Location

Consideration	Chemawa Road NE Frontage Site	Vacant Pad Site
Impact to Safeway Store Parking	Relative to vacant pad site, this site would displace the most existing Safeway customer parking. Queues waiting to fuel would also potentially block customer parking spaces.	Least impact to existing Safeway customer parking – engages an area currently being used for non-Safeway truck parking.
Impact to Safeway Store Entry Operations	Location would add fuel related vehicular traffic directly in front of Safeway store entry, increasing interaction with Safeway customers pushing shopping carts to and from the store.	Least impact for interactions store shoppers/customer vehicles destined to/from Safeway fuel.
Impact to Safeway Main Chemawa Road NE Driveway Operations	Relative to the vacant pad site, this location results in more vehicles and queuing at the Chemawa Road NE site driveway.	This location results in less impact to the Main Chemawa Road NE driveway relative to the Chemawa Road NE frontage site.
Fuel Delivery Truck Access Implications	Allows for truck entry on Chemawa Road NE or River Road N, requires exit to Chemawa Road NE with left-turn internal to Safeway parking lot and left-turn exit to Chemawa Road NE. Requires fuel truck navigation through customer parking areas and truck passing across main store front through pedestrian area.	Allows for truck entry on Chemawa Road NE, exit to River Road N with all right-turns. Minimal navigation through customer parking areas required.
Queue Storage for Vehicles Waiting to Fuel	Allows limited storage space for vehicle in queue waiting to fuel. As a result, vehicles anticipated to queue in the parking aisle may cause additional friction and interaction between vehicles in queue and other vehicles and pedestrians.	Allows adequate queue storage for vehicles waiting to fuel. In addition, the vacant pad site is located away from the Safeway main entrance, thus minimizing possible interactions between Safeway-only customers and fueling customers.

Site Access

Based on our review, the following potential improvements and recommendations to site access were identified:

- The City may require the west access be further modified to enforce existing turn movement restrictions through provision of a raised median treatment on Chemawa Road NE.
- The City will likely require Safeway to restrict existing movements at the north driveway on River Road N to right-in/right out (eliminate left-in). The existing queues from the intersection prohibit southbound left-in movements during the peak hours.

- The south driveway on River Road N has potential sight distance issues associated with on-site vegetation. In addition, the driveway grading results in entering and exiting vehicles slowing abnormally and turning wide. Exhibit 1 illustrates the potential sight distance and grading issues with the driveway. This condition could be improved by trimming and maintaining the existing vegetation to improve sight distance, and by reconstructing the driveway to minimize the grade differential between the roadway and the parking aisle.

Exhibit 1: Sight Distance and Grading Issues at South Driveway on River Road N



We trust this letter adequately assesses the preliminary transportation impacts associated with the proposed development of a fueling station at the Safeway site in Keizer, OR. Please contact us if you have any questions or comments regarding the contents of this letter or of the analysis completed.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, P.E.
Principal Engineer

Anais Malinge
Transportation Analyst

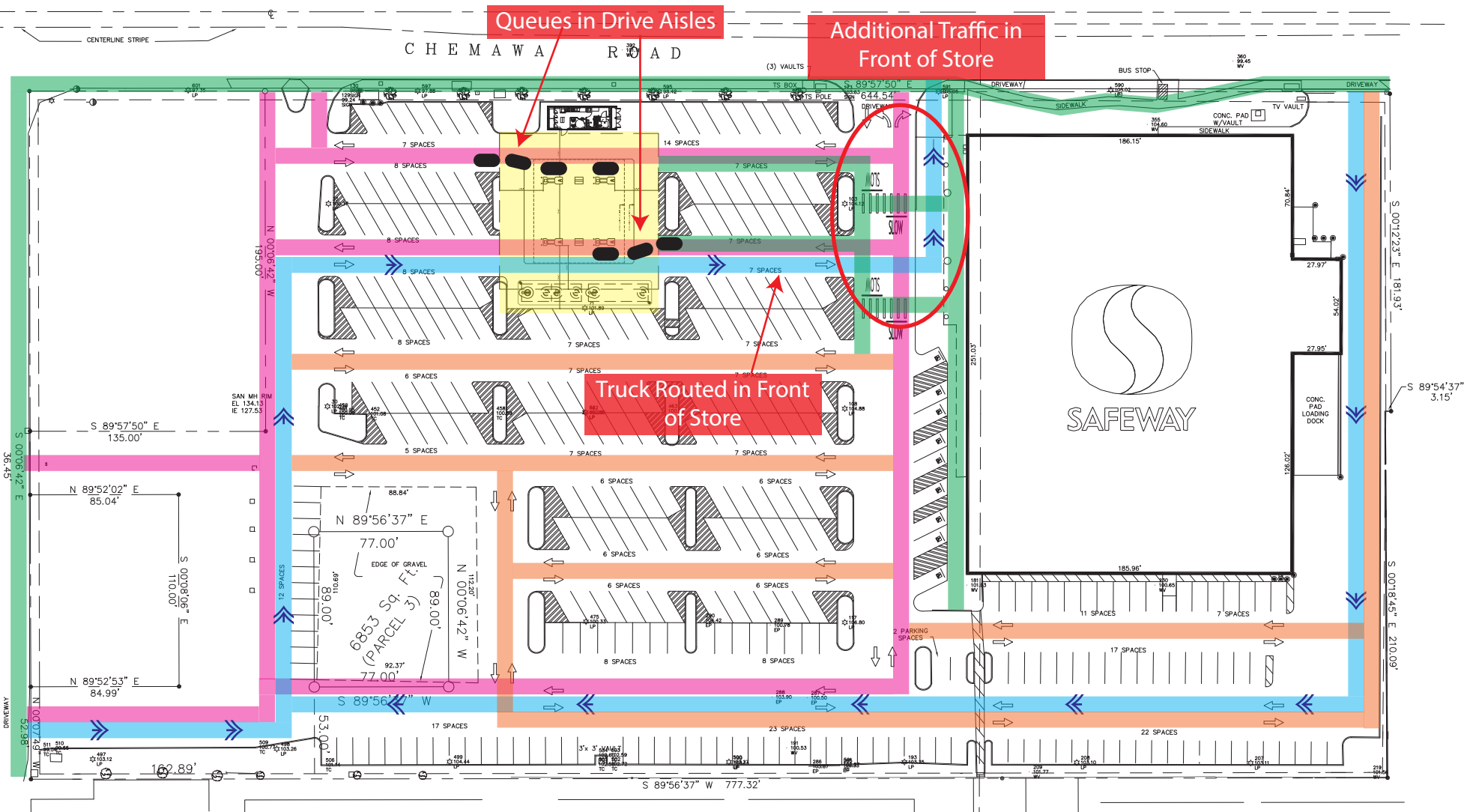
REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, Ninth Edition*. 2012.
2. Institute of Transportation Engineers. *Trip Generation Handbook, Second Edition*. 2012
3. Transportation Research Board 2000. *Highway Capacity Manual*. 2000.
4. City of Keizer. *Transportation System Plan*. 2007.

ATTACHMENTS

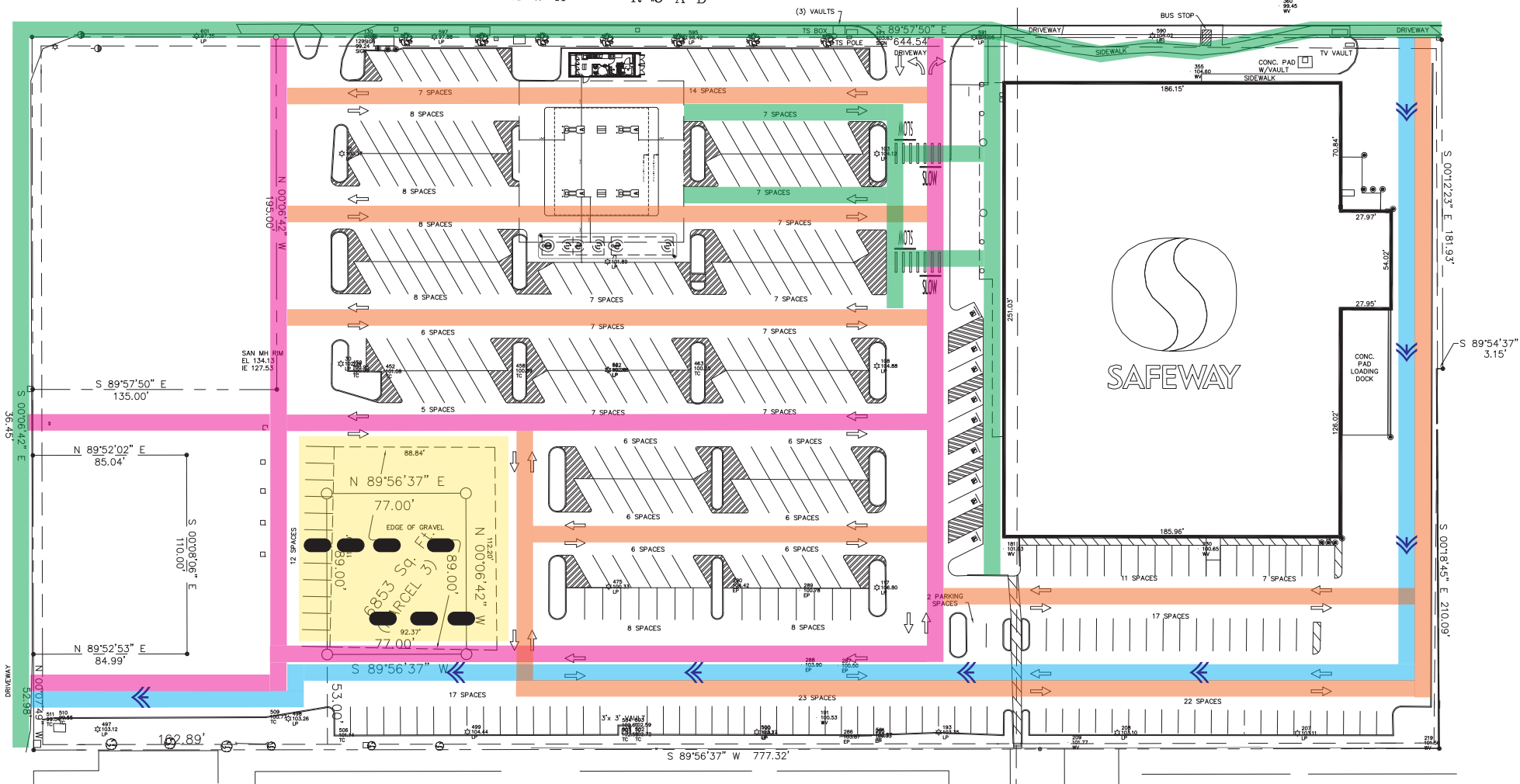
Attachment A: Fueling Station Pad Site Circulation Analysis

Attachment A Fueling Station Pad Site
Circulation Analysis



-  Delivery Truck Path
-  Pedestrian Path (Sidewalk)
-  Primary Vehicle Circulation
-  Secondary Vehicle Circulation
-  Fueling Vehicle in Queue

C H E M A W A R O A D



-  Delivery Truck Path
-  Pedestrian Path (Sidewalk)
-  Primary Vehicle Circulation
-  Secondary Vehicle Circulation
-  Fueling Vehicle in Queue

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-2748

4
5 INITIATING LEGISLATIVE AMENDMENTS TO THE KEIZER
6 DEVELOPMENT CODE TO CONSIDER AMENDING SECTIONS TO
7 ALLOW FUELING STATIONS OR GASOLINE SERVICE STATIONS
8 IN THE RIVER ROAD/CHEMAWA ROAD AREA
9

10 WHEREAS, Safeway Inc. has petitioned the City Council to initiate a text
11 amendment to amend the CM zone standards to allow fueling stations in conjunction
12 with existing grocery supermarkets;

13 WHEREAS, the City Council of the City of Keizer considers it necessary and
14 appropriate to initiate the legislative amendment process to review and possibly revise
15 certain portions of the Keizer Development Code in connection with such petition;

16 NOW, THEREFORE,

17 BE IT RESOLVED that pursuant to KDC 3.111.02 and 3.203.01, the City
18 Council of the City of Keizer hereby initiates the legislative amendment process to
19 review the Keizer Development Code and determine possible amendments to allow
20 gasoline service station or fueling station with certain conditions or restrictions in the
21 River Road/Chemawa Road area. Other amendments may be reviewed and adopted as
22 well.

23 BE IT FURTHER RESOLVED that planning staff is directed to send appropriate
24 notice to the Department of Land Conservation and Development and any other affected
25 agencies and jurisdictions in a manner appropriate and necessary under state law.

1 Planning staff is delegated the authority to draft proposed text amendments for notice
2 purposes.

3 BE IT FURTHER RESOLVED that staff is directed to schedule the matter for
4 public hearings before the Planning Commission and City Council as provided in state
5 and local law.

6 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
7 upon the date of its passage.

8 PASSED this 6th day of February, 2017.

9
10 SIGNED this 6th day of February, 2017.

11

12

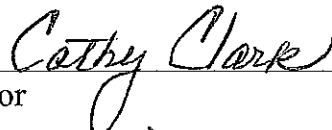
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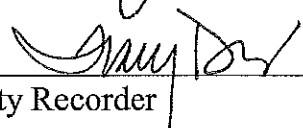
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Mayor


City Recorder



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

February 28, 2017

Project #: 21098

Nate Brown
City of Keizer
Community Development
PO Box 21000
Keizer, OR 97307

RE: Keizer Safeway Fuel Center Transportation Impact Assessment

Dear Nate,

This letter documents the findings and recommendations of a transportation impact assessment prepared for the proposed fueling station within the existing Safeway site southwest of the River Road N/ Chemawa Road NE intersection in Keizer.

Based on our analysis, the primary study findings are as follows:

- From a regulatory perspective, the River Road N/Chemawa Road intersection and the site driveways satisfy City operating standards under 2017 weekday AM and PM peak hour traffic conditions.
 - While operating standards are met, field observations found that:
 - Traffic queuing along the site frontage (particularly northbound along River Road N) results in lengthy delays leaving the site during peak periods;
 - On-site circulation at the main Chemawa Road site driveway could be improved for vehicles and pedestrians by reconstructing the driveway to provide a wider entry, reducing the vertical “bump” at the curb, and re-configuring the first parking lot drive aisle and pedestrian crossing area within the site; and
 - While the west driveway on Chemawa Road NE and the north driveway on River Road N are currently signed to prohibit left-turns entering or exiting the Safeway site, vehicles were observed to turn left at both locations. Measures to address these issues are recommended within this report.
- The member-based cost savings realized by customers at a Safeway Fuel station results in fewer site trips than a stand-alone fuel station.
 - Based on studies of other Safeway sites, 36 percent of the peak hour trips to and from the fuel site will be made by customers already shopping at the Safeway store.

- In addition to these “internal” trips, roughly 50 percent of the 64 percent remaining vehicle trips will be made by drivers who visit the fuel site as part of their regular commute and simply “pass-by” to purchase fuel as a function of convenience.
- After accounting for pass-by and diverted trips, the proposed fuel facility is estimated to generate 626 net new daily trips, including 40 AM net new peak hour trips (20 vehicles entering and exiting the site) and 52 net new PM peak hour trips (26 vehicles entering and exiting the site).
- With the addition of peak hour site-generated traffic, the study intersections are forecast to continue to satisfy City operating standards under 2019 future weekday AM and PM peak hour traffic conditions.
 - The main site driveway in front of the store is not blocked by east-west queues along Chemawa Road NE today and is not expected to be in the future.
 - Queuing along River Road N routinely blocks the northern right-in/right-out only site driveway and sporadically blocks the southern full movement driveway.
 - The southern full movement driveway along River Road N is expected to continue to accommodate left-turns in and out but is expected to be blocked during portions of the peak 15 minutes of the weekday PM peak hour by 95th percentile queues.

Our analysis led to the following recommendations:

- Widen and reconstruct the main site access to improve driveway operations and reduce the potential for westbound left-turns at the west (right-in/right-out) site driveway on Chemawa Road NE. These improvements would include:
 - Regrading the driveway to reduce the vertical dip that results in a “bump” entering the driveway;
 - Restrict turn movements to the existing on-site parking aisle closest to the site entry (improving operations at the main access);
 - Add width to the inbound travel lane to improve the ingress movement;
 - Add vehicle storage to the left- and right-turn lanes leaving the site;
 - Reconstruct the pedestrian crossing and ramps; and
 - Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.
- Reconstruct the north right-in/right-out driveway on River Road N to:
 - Provide an improved raised median design and new signage to better restrict left turns into and out of the access;
 - Improve the pedestrian crossing of the driveway; and

- Reduce the vertical dip that results in a “bump” entering the driveway.
- Reconstruct the southern site driveway on River Road N to:
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.

To the extent practical, we recommend reconstruction of each driveway be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*.

- It is further recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

SCOPE OF THE REPORT

This analysis determines the transportation-related impacts associated with the proposed Safeway Fuel. The study intersections were determined based on a review of existing travel patterns, *Keizer Development Code* Section 2.301.04 and direction provided by City staff. As such, the report addresses the following transportation issues:

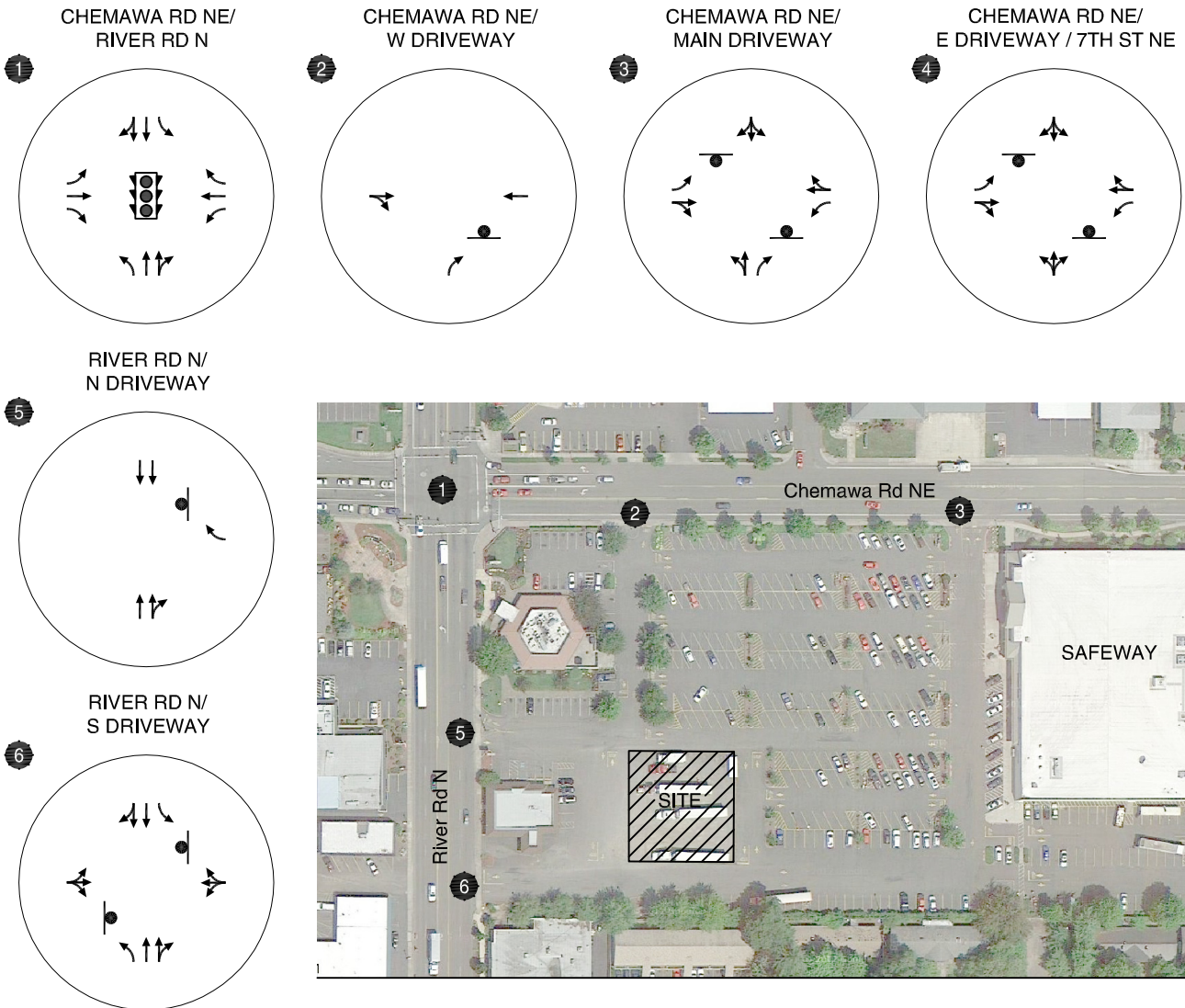
- Trip generation estimates for the proposed development;
- Intersection operations under existing conditions as well as under future year 2019 conditions without and with the proposed fuel center;
- Suggested driveway improvements;
- Study intersection crash history review;
- Intersection sight distance review; and,
- Conclusions and recommendations.

Study Intersections

The signalized Chemawa Road NE/River Road N and five existing site driveways illustrated in Figure 1 were studied.

Analysis Periods

Weekday AM and PM peak hour traffic conditions were modeled at the study intersections under existing and year 2019 conditions.



-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Lane Configurations
and Traffic Control Devices
Keizer, Oregon

Figure
1

SAFEWAY FUEL TRIP GENERATION

Trip generation estimates for the proposed fueling facility were developed based on trip rates found in the standard reference manual *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE, Reference 1).

Safeway Club members (a no-cost membership opportunity offered to all Safeway customers) are able to receive cost savings on fuel purchases. As a result, many Safeway customers shop at the Safeway store and also purchase fuel while on-site. Based on studies of other Safeway sites¹, 36 percent of the peak hour trips to and from the fuel site are made by customers already shopping at the Safeway store (these trips are referred to as internal trips). Consequently, fewer off-site trips are generated by a typical Safeway fuel compared to a stand-alone gas station.

In addition to the internal trips, roughly 50 percent of the remaining vehicle trips will be made by drivers who visit the fuel site as part of their regular commute and simply “pass-by” to purchase fuel as a function of convenience. Table 1 summarizes the daily, weekday AM, and weekday PM peak hour trips.

Table 1: Trip Generation Estimate

Land Use	ITE Code	# Fueling Stations	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Gasoline/Service Station w/Conv. Market	945	12	1,954	122	61	61	162	81	81
Internal Trips (36%)*			(702)	(44)	(22)	(22)	(58)	(29)	(29)
Pass-By Trips (50%)			(626)	(38)	(19)	(19)	(52)	(26)	(26)
Net New Trips			626	40	20	20	52	26	26

*Reflects 36% internal trip reduction measured at other Safeway fuel sites.

INTERSECTION CAPACITY & QUEUING ANALYSIS

Operations of each of the five site driveways and the signalized River Road N/Chemawa Road NE intersection were reviewed as documented below. Attachment A includes the analysis worksheets.

Analysis Methodology and Operating Standards

The level of service (LOS) and queuing analysis described in this report was performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (HCM, Reference 2). To ensure that the analyses were based on a reasonable worst-case scenario, the peak 15-minute flow rates were

¹ *Safeway Gas Station – Internalization and Pass-by Survey Results* prepared by Heffron Transportation, Inc., April 2001.

used in the LOS evaluation of the study intersection. Thus, the LOS analysis reflects conditions that are likely to occur for only 15 minutes out of each average peak hour. Traffic conditions during typical weekday hours are expected to operate under better conditions than those described in this report.

The City of Keizer's operational standards govern the intersections in this analysis. For signalized intersections and unsignalized intersections in the City of Keizer, LOS "D" and LOS "E" are considered to be the minimum acceptable levels, respectively (Reference 3).

Figure 1 illustrates the existing lane configurations and traffic control devices at the study intersections. Note that the west driveway on Chemawa Road NE and the north driveway on River Road N are currently signed to prohibit left-turns into or out of the driveway. Some vehicles were observed to make left-turns in and out of these two driveways despite the signing prohibiting the left-turn movements.

Existing Conditions

Weekday AM and PM peak hour turn movement counts were conducted at the study intersections on Wednesday, February 15, 2017 between 7:00 and 9:00 AM and 4:00 and 6:00 PM while school was in-session. Attachment B includes the traffic counts. All intersections were found to operate acceptably during the weekday AM and PM peak hours, as shown in Figure 2 and Figure 3, respectively.

Background Conditions

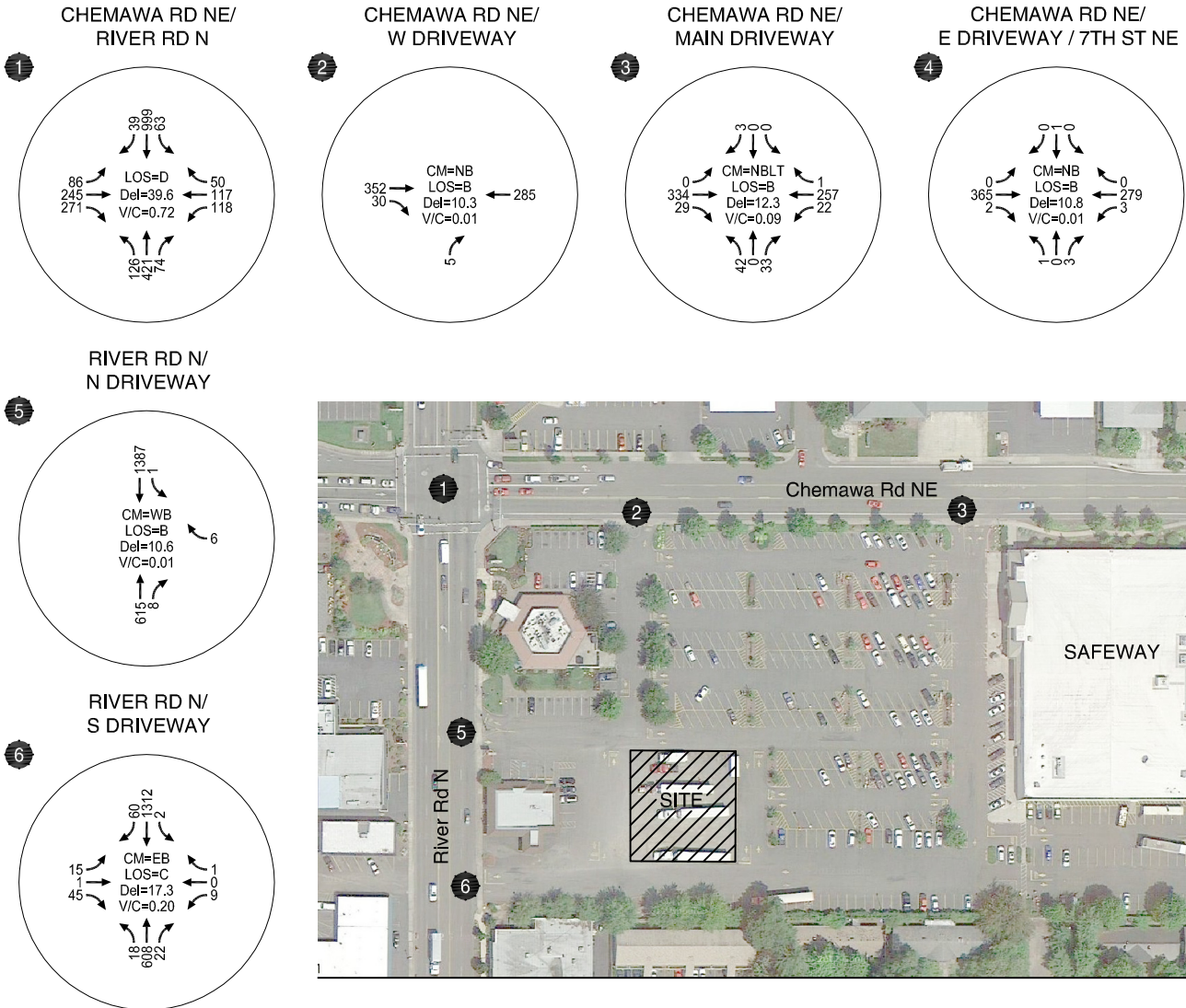
A 2019 future conditions assessment was prepared assuming two percent annual growth in the study area based on historical growth patterns, as well as in-process traffic from the proposed Herber Family Apartments located on the west side of Verda Lane between Chemawa Road NE and Dearborn Avenue.

All of the study intersections are projected to continue operating acceptably during the weekday AM and PM peak hours, as shown in Figure 4 and Figure 5, respectively. Note that the existing left-turn movements recorded at the two right-in/right-out only site driveways were assumed to re-route to the next closest site driveway allowing left-turns.

Total Traffic Conditions

Future conditions, assuming development of the Safeway fuel site, were prepared by assigning the anticipated site-generated traffic to the study intersections following existing turn movement patterns in the site vicinity. The assignment of site-generated and pass-by trips during the weekday AM and PM peak hours is shown in Figure 6 and Figure 7, respectively.

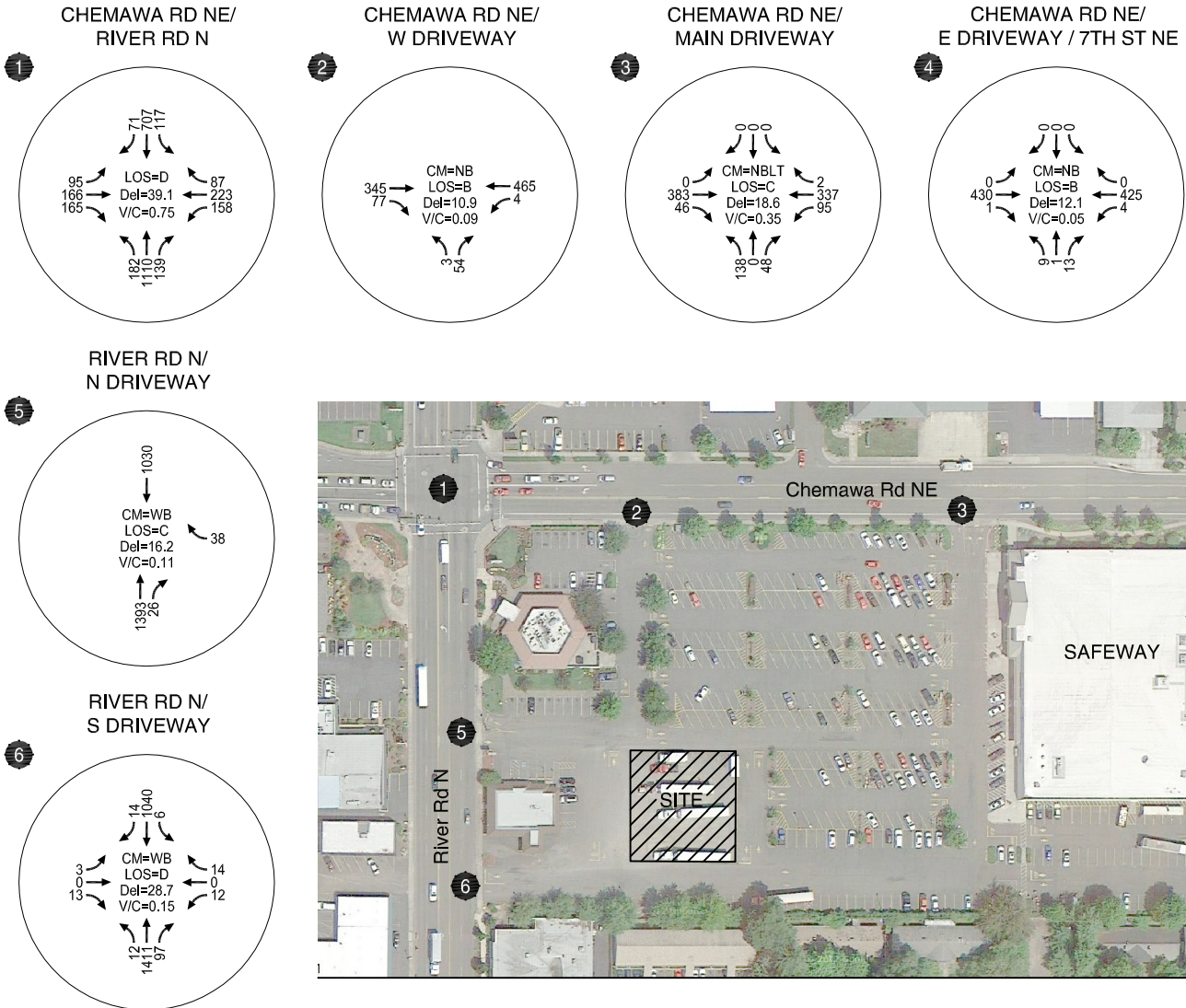
The year 2019 background traffic volumes for the weekday AM and PM peak hours were added to the site-generated traffic to arrive at the year 2019 total traffic volumes. These total traffic volumes also reflect the assumed re-routing of illegal left-turn movements from the two right-in/right-out driveways to the nearest full-access driveways on Chemawa Road NE and River Road N.



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

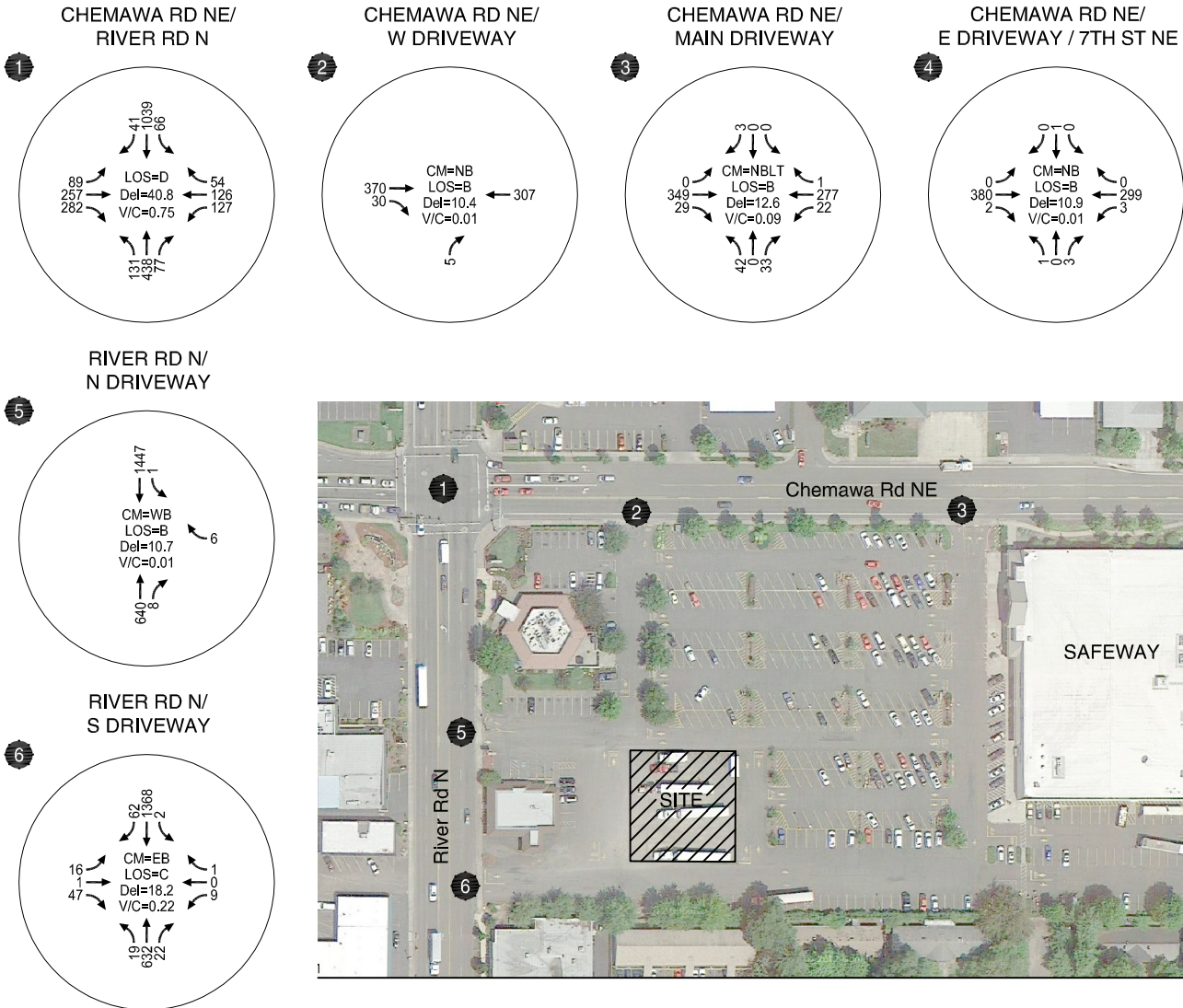
Figure
 2



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

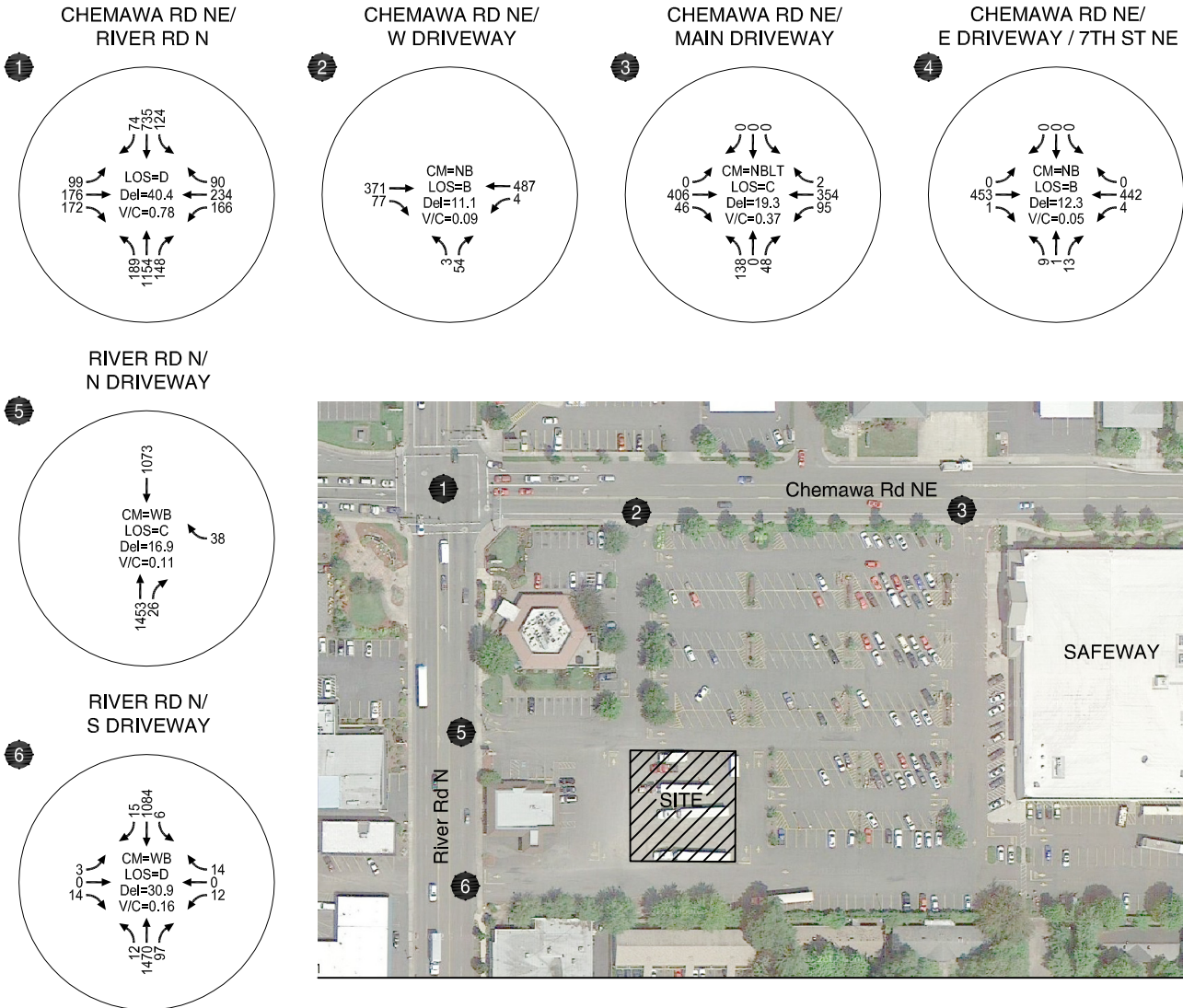
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CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Background Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

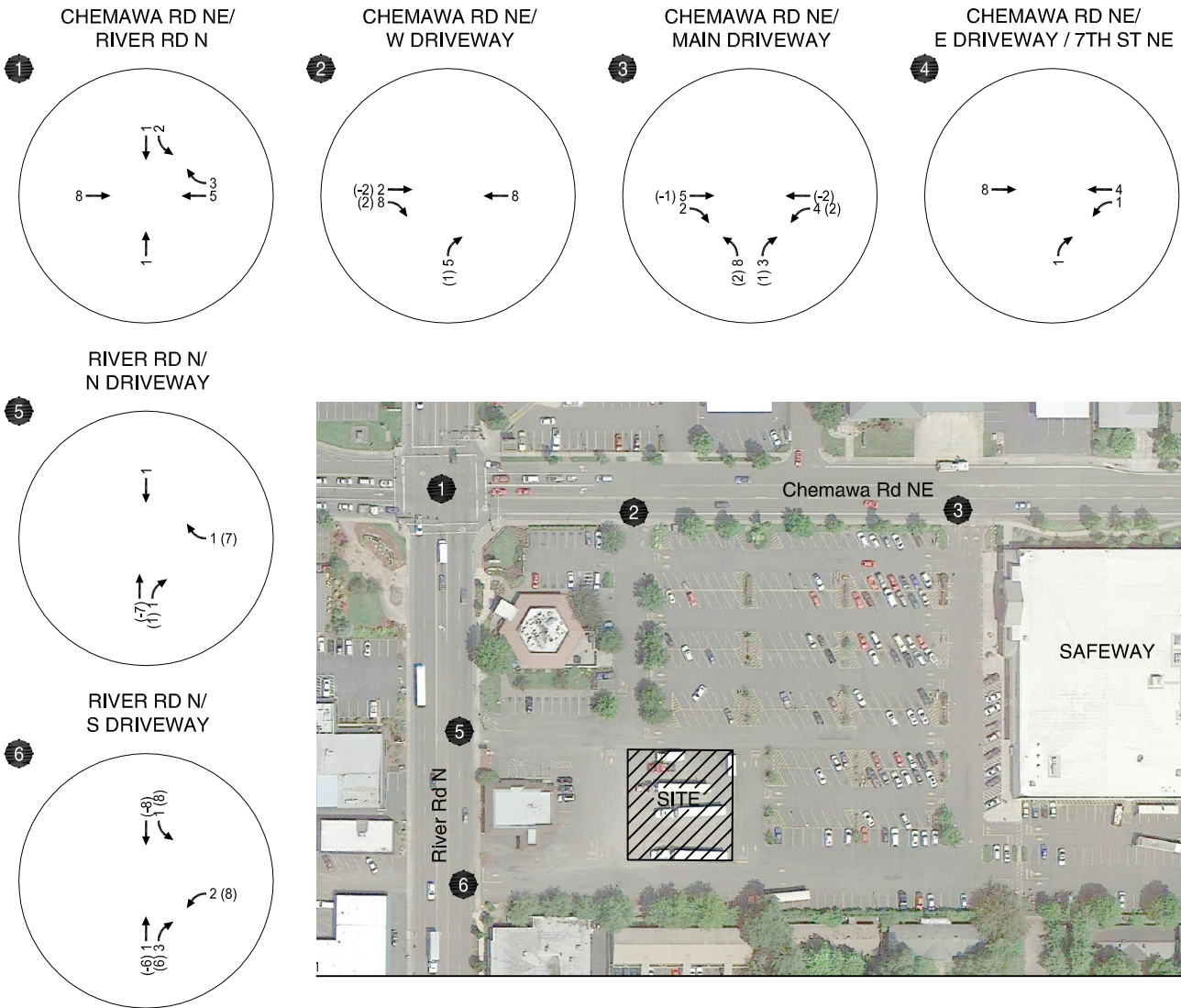
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CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
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Year 2019 Background Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

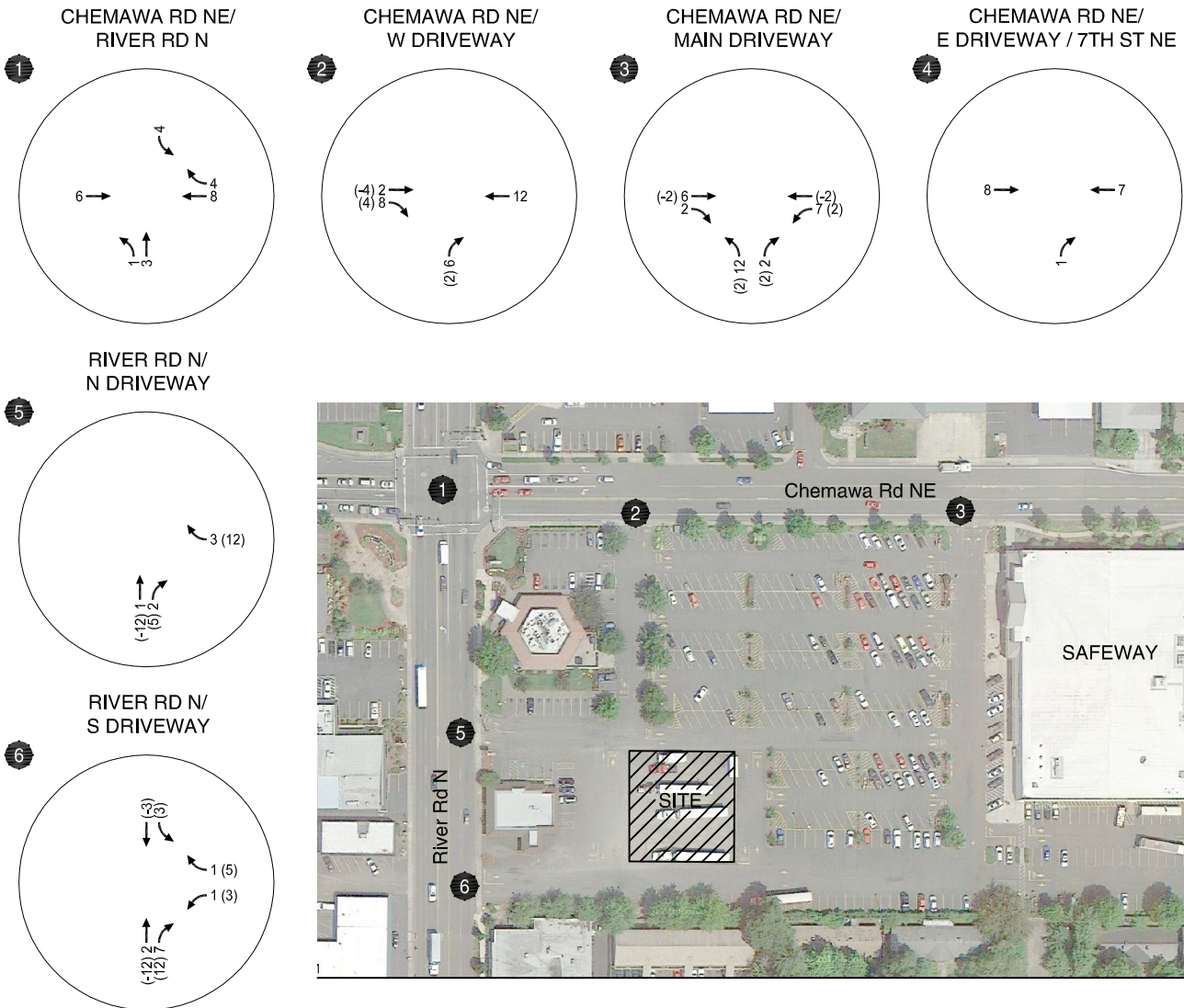
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 5



XX = SITE-GENERATED TRIPS
(XX) = PASS-BY TRIPS

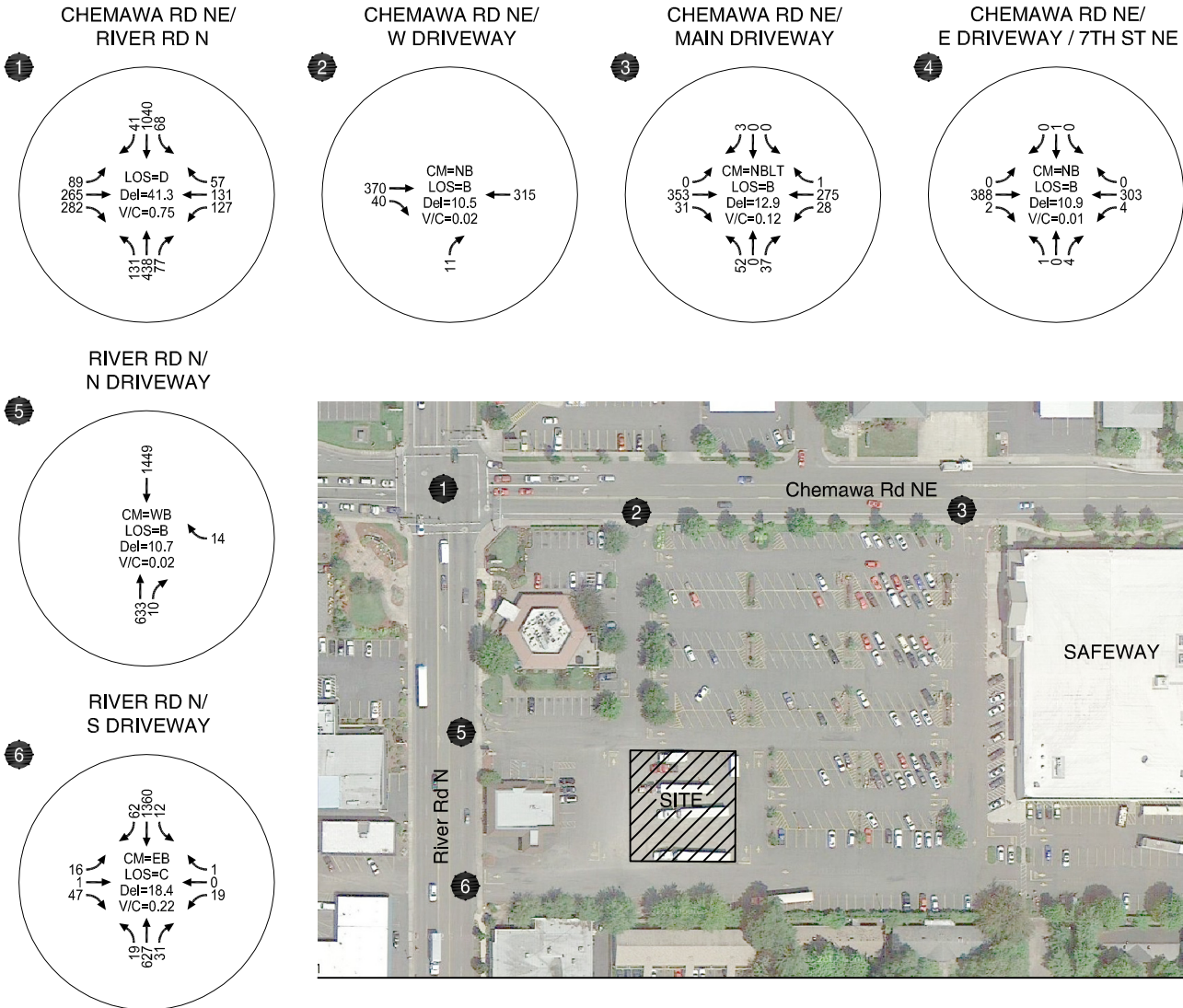
Site-Generated Trips
Weekday AM Peak Hour
Keizer, Oregon

Figure
6



Site-Generated Trips
 Weekday PM Peak Hour
 Keizer, Oregon

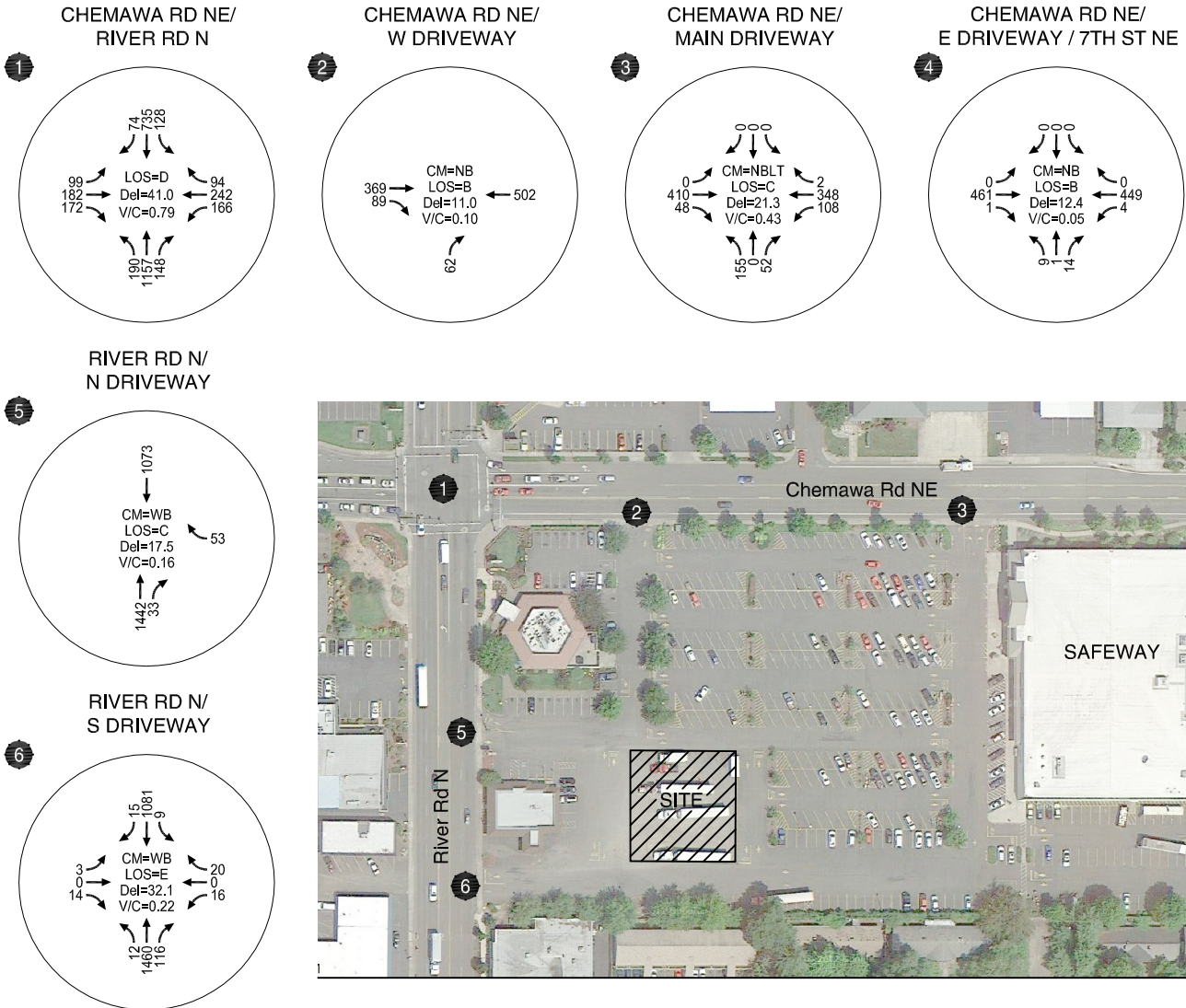
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CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Total Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

Figure
 8



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
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 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Total Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

Figure
 9

All of the study intersections are projected to continue operating acceptably during the weekday AM and PM peak hours, as shown in Figure 8 and Figure 9, respectively.

Queuing Analysis

Projected queue lengths were reviewed at the signalized Chemawa Road NE/River Road N intersection and their impact to site driveway access and operations was considered. Figure 10 illustrates the existing 95th-percentile queue lengths, and Figure 11 illustrates the estimated 95th percentile queue lengths under 2019 total traffic conditions, rounded to the nearest 25 feet, relative to the location of the site driveways. The figures show the left-turn and through-movement queues on the northbound and westbound approaches of the Chemawa Road NE/River Road N intersection.

As shown, the existing and projected westbound queues for the 2019 total traffic conditions extend beyond the west driveway on Chemawa Road NE during the weekday AM peak hour, and the northbound queues extend beyond the both driveways on River Road N and west driveway on Chemawa Road NE during the weekday PM peak hour.

Field observations confirmed that the River Road N driveways are routinely blocked by northbound queues under existing peak hour conditions. Drivers exiting the site to turn left onto River Road N were observed to routinely wait for northbound queues on River Road N to clear and many drivers were observed to use the center left-turn lane on River Road N to complete their turns. The proposed fuel center will result in additional vehicles entering and leaving the site, resulting in an incremental increase in delay and on-site queuing. We also reviewed projected future on-site 95th percentile queues at each of the site driveways, as shown in Table 2.

Table 2: Year 2019 Site Driveway Projected 95th Percentile Queues

ID	Intersection	Movement	95 th Percentile Queue (feet)		
			AM Peak Hour	PM Peak Hour	Available Storage
2	Chemawa Road NE West Site Access	Northbound right	25	25	25 ¹
3	Chemawa Road NE Center Access	Northbound left	25	75	25 ¹
		Northbound right	25	25	25 ¹
4	Chemawa Road NE East (Loading) Access	Northbound left/right	25	25	50
5	River Road N North Access	Westbound right	25	25	50 ²
6	River Road N South Access	Westbound left/right	25	25	15 ²

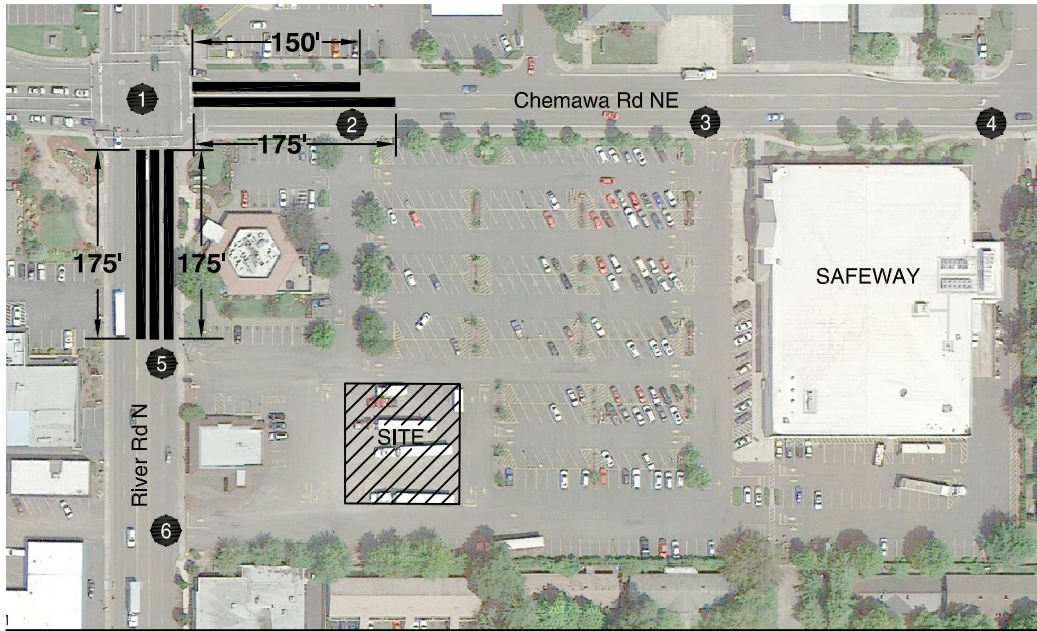
¹ Distance shown to first internal drive aisle, additional storage available on-site

² Distance shown to first parking stall on-site, additional storage available on-site

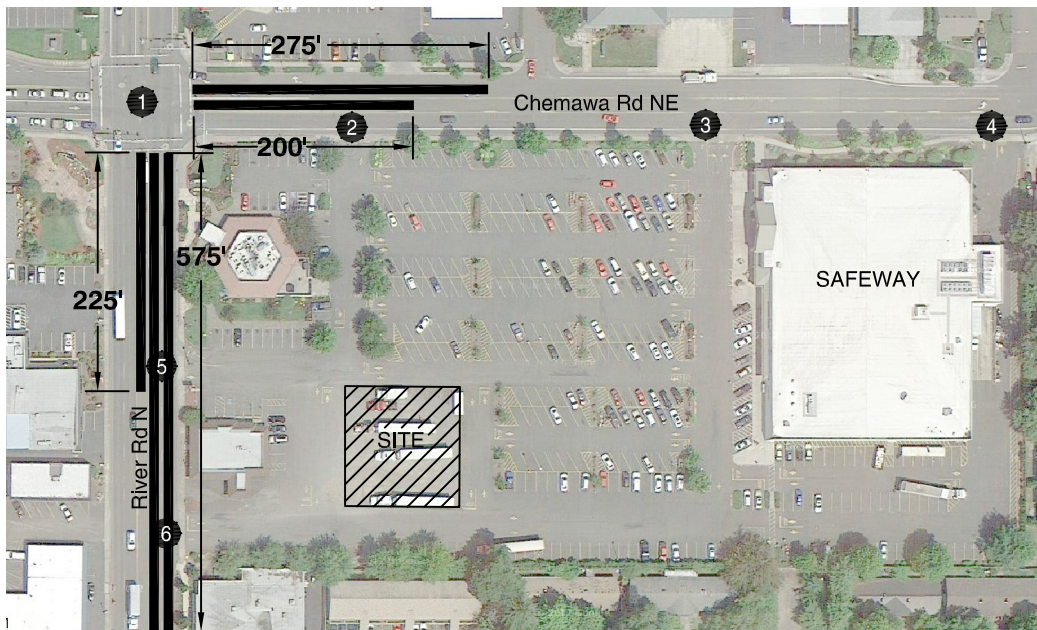
As shown in Table 2, queues departing the main (center) site driveway on Chemawa Drive NE are expected to continue to back past the first internal parking lot drive aisle, especially during the



AM PEAK HOUR



PM PEAK HOUR

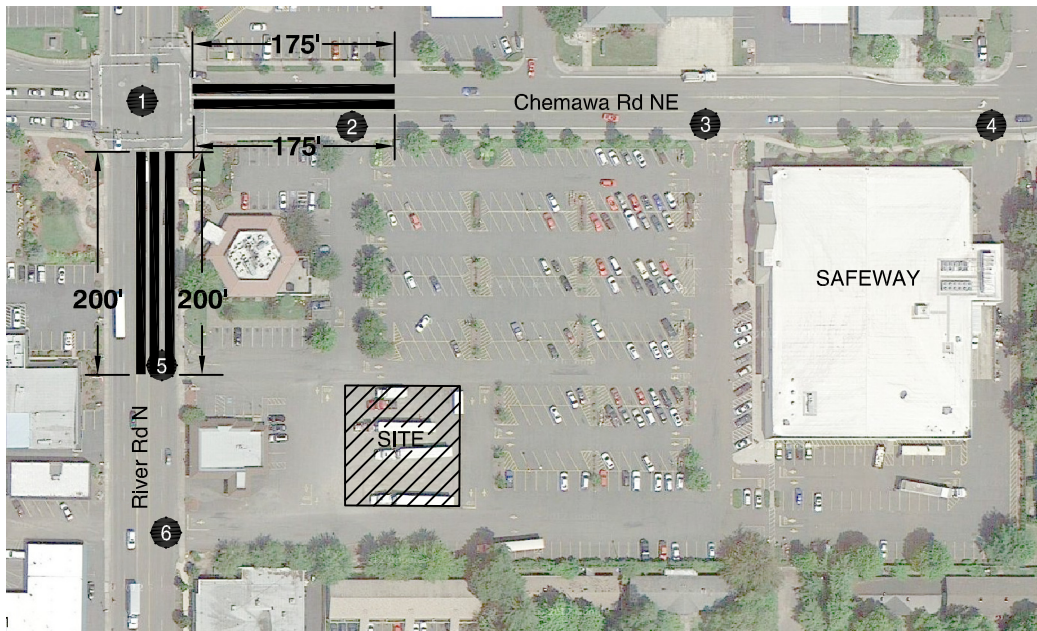


Existing Traffic 95th-percentile Queues
Weekday AM and PM Peak Hours
Keizer, Oregon

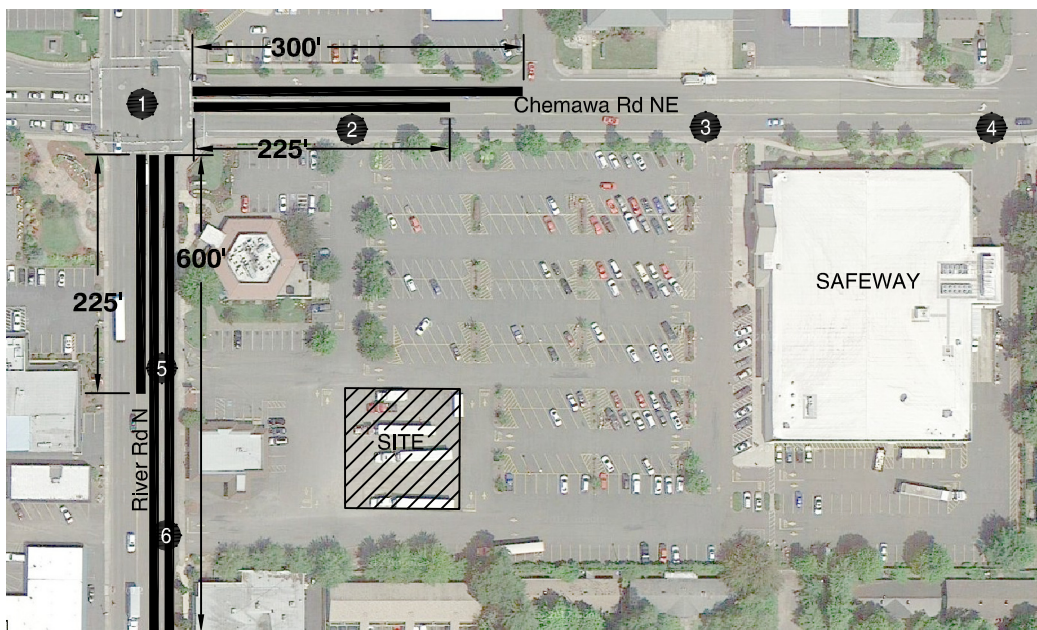
Figure
10



AM PEAK HOUR



PM PEAK HOUR



Year 2019 Total Traffic 95th-percentile Queues
Weekday AM and PM Peak Hours
Keizer, Oregon

Figure
11

weekday PM peak hour. The queuing results in congestion at the site driveway that can delay inbound vehicle turns and complicate on-site circulation. As a result, changes are recommended at the driveway to address queuing and other operational considerations described later in this report.

CRASH DATA REVIEW

The crash history of the signalized Chemawa Road NE/River Road N intersection and the site driveways was reviewed in an effort to identify potential intersection safety issues. Collision records were obtained from the Oregon Department of Transportation (ODOT) for the most recent five-year period from January 2010 through December 2014. A summary of the collision data is provided in Table 3.

Table 3: Crash Data Summary, January 1, 2010 to December 31, 2014

Intersection	Crash Severity		Crash Type					Total Crashes
	Injury	PDO*	Rear End	Turning	Angle	Sideswipe	Pedestrian	
Chemawa Road NE/River Road N	13	11	17	5	0	1	1	24
Chemawa Road NE/West Safeway Driveway	1	1	1	1	0	0	0	2
Chemawa Road NE/Center Safeway Driveway	1	5	1	5	0	0	0	6
Chemawa Road NE/East Safeway Driveway	0	0	0	0	0	0	0	0
River Road N/North Safeway Driveway	0	1	0	1	0	0	0	1
River Road N/South Safeway Driveway	0	1	0	0	1	0	0	1

*Property Damage Only

Crash Rate expressed per million entering vehicles

Per the ODOT crash reports, none of the reported driveway collisions appeared to be related to illegal left turns into or out of the site driveways with restricted turn movements. Four of the six crashes that occurred at the central (full access) driveway on Chemawa Road NE occurred when a car pulled out of the driveway in front of a car going eastbound or westbound on Chemawa Road NE.

Critical Crash Rate

Critical crash rates were calculated for each of the study intersections following the analysis methodology presented in ODOT's *SPR 667 Assessment of Statewide Intersection Safety Performance* (Reference 4). SPR 667 provided average crash rates at a variety of intersection configurations in Oregon based on the number of approaches and traffic control types. The average crash rate represents the approximate number of crashes that are "expected" at a study intersection. This average crash rate is used to calculate the critical crash rate for each study intersection, based on the *Highway Safety Manual* methodology (Reference 5). The critical crash rate serves as a threshold for further analysis.

Table 4 summarizes the critical crash rate for each intersection and compares those values to the observed crash rate.

Table 4: Intersection Crash Rate Assessment

Location	Total Crashes	Critical Crash Rate by Intersection	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate > Critical Crash Rate ¹ ?
Chemawa Road NE/River Road N	24	0.49	0.41	0.41	No
Chemawa Road NE/West Safeway Driveway	2	0.16	0.23	0.12	No
Chemawa Road NE/Center Safeway Driveway	6	0.22	0.23	0.31	Yes
Chemawa Road NE/East Safeway Driveway	0	0.16	0.24	0.00	No
River Road N/North Safeway Driveway	2	0.14	0.41	0.02	No
River Road N/South Safeway Driveway	1	0.21	0.41	0.02	No

¹Critical crash rate by intersection type or volume

Crash Rates expressed per million entering vehicles

As shown in Table 4, the observed crash rate at the center Safeway driveway on Chemawa Road NE exceeds the critical crash rate and suggests that additional review is appropriate. Potential improvements at the Safeway driveway identified through this subsequent review are discussed in the next section. Attachment C includes the crash data from ODOT.

SITE DRIVEWAY IMPROVEMENTS

Several potential driveway modifications have been identified based on the driveway capacity and queuing analysis described above and field observations made in February 2017. Based on our review, we recommend the improvements described below be made at the existing site driveways in conjunction with the proposed fuel station development. Reconstruction of the driveways should be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*. Current pedestrian accessibility standards should also be met with the reconstructed driveways.

Chemawa Road NE Main Site Access

The existing main site driveway on Chemawa Road NE offers a relatively short queuing distance on-site before reaching the first internal parking drive aisle. As a result, two vehicles queued leaving the site can routinely block the drive aisle. This is shown in Photo 1. Further, the main store entry door is located relatively close to Chemawa Road NE and results in pedestrians crossing the main drive aisle relatively close to Chemawa Road NE. There is also a vertical drop at the driveway entry that causes a bump that drivers slow for when entering. With the “bump” and a narrow inbound travel lane, drivers routinely make slow turning maneuvers to and from the entry.

Photo 1. Chemawa Road NE Main Drive Aisle Facing into Safeway Site



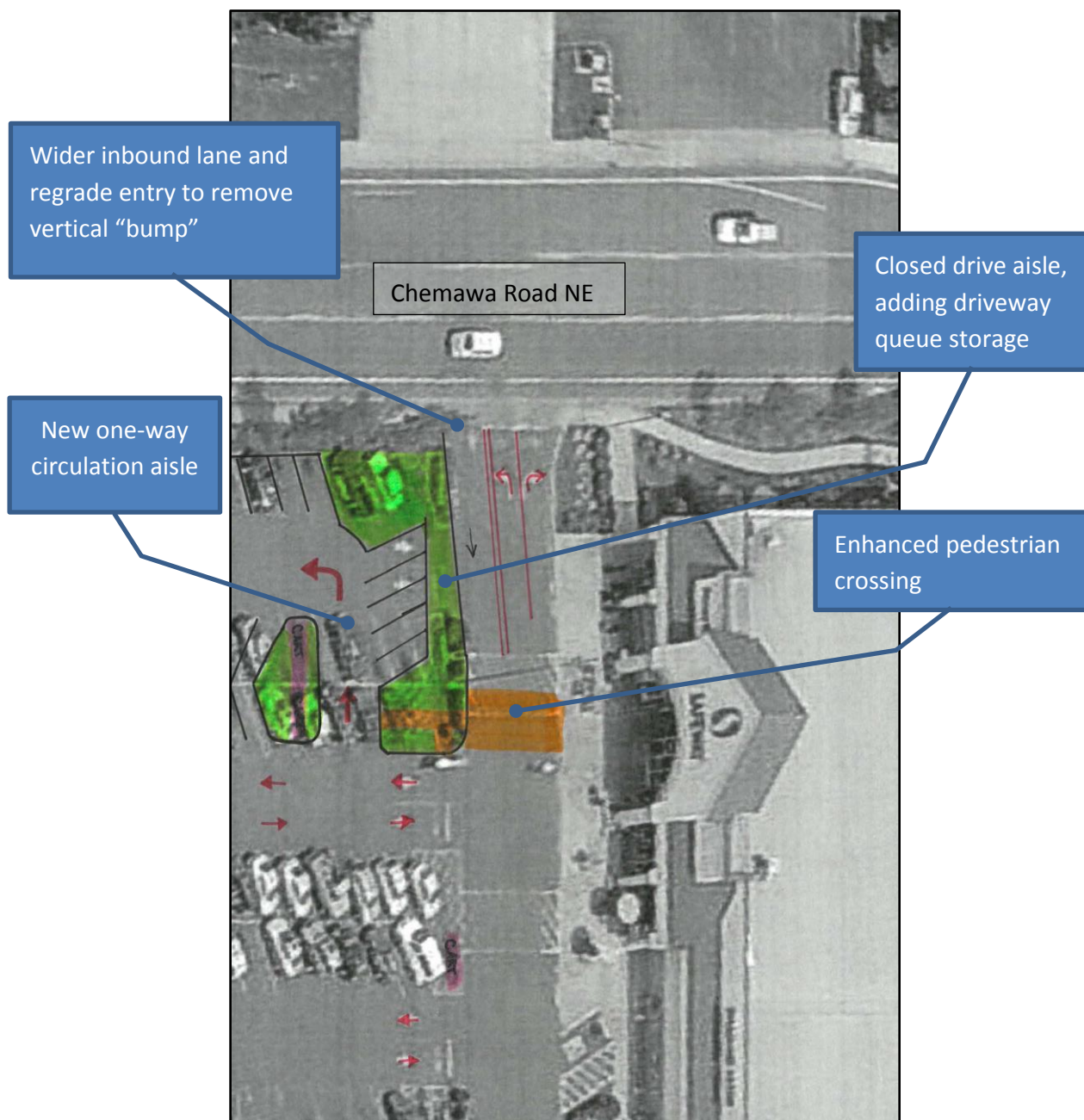
Given the above considerations, we recommend widening and reconstructing the main site access on Chemawa Road NE to:

- Regrade the driveway to reduce the “bump” entering the driveway;
- Restrict turn movements to the existing on-site northern-most east-west parking aisle closest to the site entry (improving operations at the main access);
- Add width to the inbound travel lane to improve the ingress movement;
- Add vehicle storage to the left- and right-turn lanes leaving the site;
- Reconstruct the pedestrian crossing and ramps; and
- Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.

Improving the main site access is expected to result in improved driveway operations and may result in fewer westbound left-turns at the right-in/right-out site driveway on Chemawa Road NE.

Exhibit 1 illustrates the driveway widening and reconstruction concept.

Exhibit 1. Chemawa Road Widening and Reconfiguration Concept



River Road N North Site Access

As previously described, some drivers were observed to complete southbound left-turns into the River Road N north site access. This access driveway is shared with other tenants on the site and the southbound left-turn drivers were not necessarily traveling to Safeway. Given the anticipated increase in site trip generation, we recommend reconstructing and resigning the driveway to better communicate to drivers that left-turns are not allowed. A new raised island could be provided at the intersection along with new no left-turn/right-turn only signage. The reconstructed driveway should provide appropriate pedestrian accessibility.

River Road N South Site Access

The existing southern site driveway is shared also with other tenants on the site and currently has a vertical drop at the driveway entry (some vehicles scrape the pavement) as shown in Photo 2. The vertical dip causes both entering and exiting drivers to slow and the driveway design is not desirable for pedestrian crossing/accessibility. We recommend the driveway approach be reconstructed to reduce the vertical dip and to provide appropriate pedestrian accessibility.

Photo 2. Vehicle Departing Southern Site Access (facing north along River Road N)



Vertical dip in driveway

INTERSECTION SIGHT DISTANCE

It is recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

SUMMARY

Based on our analysis, the Chemawa Road NE/River Road N intersection and the site driveways are expected to continue to satisfy City of Keizer intersection operating standards after construction of the proposed Safety Fuel Center.

Based on the analysis and findings presented in this report, we recommend the following improvements be provided in conjunction with development of the proposed Safeway Fuel Center.

- Widen and reconstruct the main site access to improve driveway operations and reduce the potential for westbound left-turns at the west (right-in/right-out) site driveway on Chemawa Road NE. These improvements would include:
 - Regrading the driveway to reduce the vertical dip that results in a “bump” entering the driveway;
 - Restrict turn movements to the existing on-site parking aisle closest to the site entry (improving operations at the main access);
 - Add width to the inbound travel lane to improve the ingress movement;
 - Add vehicle storage to the left- and right-turn lanes leaving the site;
 - Reconstruct the pedestrian crossing and ramps; and
 - Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.
- Reconstruct the north right-in/right-out driveway on River Road N to:
 - Provide an improved raised median design and new signage to better restrict left turns into and out of the access;
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.
- Reconstruct the southern site driveway on River Road N to:
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.

To the extent practical, we recommend reconstruction of each driveway be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*.

- It is further recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

We trust this letter adequately assesses the transportation impacts associated with the proposed Keizer Safeway Fuel Center. Please contact us if you have any questions or comments regarding the contents of this letter or of the analysis completed.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer

Chris Brehmer, P.E.
Principal Engineer

Zachary Bugg

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Engineer



REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, Ninth Edition*. 2012.
2. Transportation Research Board 2000. *Highway Capacity Manual*. 2000.
3. City of Keizer. *Transportation System Plan*. 2007.
4. Oregon Department of Transportation. *SPR 667 Assessment of Statewide Intersection Safety Performance*. June 2011.
5. American Association of State Highway and Transportation Officials. *Highway Safety Manual*. 2010.

ATTACHMENTS

Attachment A: Traffic Analysis Worksheets

Attachment B: Turning Movement Counts

Attachment C: Crash Data

Attachment A Traffic Analysis Worksheets

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	245	271	118	117	50	126	421	74	63	999	39
Future Volume (vph)	86	245	271	118	117	50	126	421	74	63	999	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3482	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3482	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	272	301	131	130	56	140	468	82	70	1110	43
RTOR Reduction (vph)	0	0	243	0	0	45	0	9	0	0	2	0
Lane Group Flow (vph)	96	272	58	131	130	11	140	541	0	70	1151	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.2	22.0	22.0	12.7	24.5	24.5	13.4	71.9		6.9	65.4	
Effective Green, g (s)	10.2	22.0	22.0	12.7	24.5	24.5	13.4	71.9		6.9	65.4	
Actuated g/C Ratio	0.08	0.17	0.17	0.10	0.19	0.19	0.10	0.55		0.05	0.50	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	134	312	260	171	347	284	178	1809		92	1751	
v/s Ratio Prot	0.06	c0.15		c0.07	0.07		c0.08	0.17		0.04	c0.33	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.72	0.87	0.22	0.77	0.37	0.04	0.79	0.30		0.76	0.66	
Uniform Delay, d1	58.5	52.6	46.6	57.2	46.1	43.1	56.9	15.6		60.7	24.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.1	21.8	0.2	16.7	0.2	0.0	18.7	0.4		27.7	1.9	
Delay (s)	72.5	74.4	46.8	73.9	46.3	43.1	75.6	16.0		88.5	25.9	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		61.7			57.1			28.1			29.5	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			39.6				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			70.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰		↰
Traffic Volume (veh/h)	352	30	0	285	0	5
Future Volume (Veh/h)	352	30	0	285	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	391	33	0	317	0	6
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			TWLT		
Median storage veh				2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			433		734	416
vC1, stage 1 conf vol					416	
vC2, stage 2 conf vol					317	
vCu, unblocked vol			254		605	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1124		592	688
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	424	317	6			
Volume Left	0	0	0			
Volume Right	33	0	6			
cSH	1700	1700	688			
Volume to Capacity	0.25	0.19	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.3			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			30.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/24/2017

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	0	334	29	22	257	1	42	0	33	0	0	3			
Future Volume (Veh/h)	0	334	29	22	257	1	42	0	33	0	0	3			
Sign Control	Free			Free			Stop			Stop					
Grade	0%			0%			0%			0%					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Hourly flow rate (vph)	0	380	33	25	292	1	48	0	38	0	0	3			
Pedestrians								6	7						
Lane Width (ft)								12.0	16.0						
Walking Speed (ft/s)								4.0	4.0						
Percent Blockage								1	1						
Right turn flare (veh)															
Median type	TWLTL			TWLTL											
Median storage veh	2			2											
Upstream signal (ft)	603														
pX, platoon unblocked				0.86				0.86	0.86	0.86	0.86	0.86			
vC, conflicting volume	300				419				748	752	402	768			
vC1, stage 1 conf vol							402	402				350			
vC2, stage 2 conf vol							345	350				418			
vCu, unblocked vol	300				250				630	635	231	653			
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1			
tC, 2 stage (s)							6.1	5.5				6.1			
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5			
p0 queue free %	100				98				91	100	95	100			
cM capacity (veh/h)	1263				1142				539	510	700	503			
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1								
Volume Total	0	413	25	293	48	38	3								
Volume Left	0	0	25	0	48	0	0								
Volume Right	0	33	0	1	0	38	3								
cSH	1700	1700	1142	1700	539	700	554								
Volume to Capacity	0.00	0.24	0.02	0.17	0.09	0.05	0.01								
Queue Length 95th (ft)	0	0	2	0	7	4	0								
Control Delay (s)	0.0	0.0	8.2	0.0	12.3	10.4	11.5								
Lane LOS				A	B		B								
Approach Delay (s)	0.0				11.5				11.5						
Approach LOS				B			B								
Intersection Summary															
Average Delay				1.5											
Intersection Capacity Utilization				36.1%	ICU Level of Service				A						
Analysis Period (min)				15											

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	365	2	3	279	0	1	0	3	0	1	0						
Future Volume (Veh/h)	0	365	2	3	279	0	1	0	3	0	1	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88						
Hourly flow rate (vph)	0	415	2	3	317	0	1	0	3	0	1	0						
Pedestrians				6			6											
Lane Width (ft)				12.0			12.0											
Walking Speed (ft/s)				4.0			4.0											
Percent Blockage				1			1											
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	915																	
pX, platoon unblocked				0.88			0.88			0.88	0.88	0.88						
vC, conflicting volume	317				423				746	745	428	747	746	317				
vC1, stage 1 conf vol							422			422	323			323				
vC2, stage 2 conf vol							324			323	424			423				
vCu, unblocked vol	317				280				646	645	286	647	646	317				
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5	6.1			5.5				
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100				100				100	100	100	100	100	100				
cM capacity (veh/h)	1255				1137				542	518	662	539	516	728				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1												
Volume Total	0	417	3	317	4	1												
Volume Left	0	0	3	0	1	0												
Volume Right	0	2	0	0	3	0												
cSH	1700	1700	1137	1700	628	516												
Volume to Capacity	0.00	0.25	0.00	0.19	0.01	0.00												
Queue Length 95th (ft)	0	0	0	0	0	0												
Control Delay (s)	0.0	0.0	8.2	0.0	10.8	12.0												
Lane LOS				A	B													
Approach Delay (s)	0.0				10.8	12.0												
Approach LOS				B		B												
Intersection Summary																		
Average Delay				0.1														
Intersection Capacity Utilization				31.1%	ICU Level of Service				A									
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/24/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	6	615	8	1	1387
Future Volume (Veh/h)	0	6	615	8	1	1387
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	683	9	1	1541
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.75					
vC, conflicting volume	1462	348			694	
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	772					
vCu, unblocked vol	959	348			694	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	416	653			909	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	455	237	515	1027	
Volume Left	0	0	0	1	0	
Volume Right	7	0	9	0	0	
cSH	653	1700	1700	909	1700	
Volume to Capacity	0.01	0.27	0.14	0.00	0.60	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			42.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/24/2017

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	15	1	45	9	0	1	18	608	22	2	1312	60					
Future Volume (Veh/h)	15	1	45	9	0	1	18	608	22	2	1312	60					
Sign Control	Stop			Stop			Free			Free							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84					
Hourly flow rate (vph)	18	1	54	11	0	1	21	724	26	2	1562	71					
Pedestrians	1			2						1							
Lane Width (ft)	12.0			12.0						12.0							
Walking Speed (ft/s)	4.0			4.0						4.0							
Percent Blockage	0			0						0							
Right turn flare (veh)																	
Median type							TWLTL			TWLTL							
Median storage veh)							2			2							
Upstream signal (ft)										315							
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75										
vC, conflicting volume	2008	2396	818	1620	2419	378	1634				752						
vC1, stage 1 conf vol	1602	1602		781	781												
vC2, stage 2 conf vol	406	794		840	1638												
vCu, unblocked vol	1684	2199	104	1170	2229	378	1188				752						
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1						
tC, 2 stage (s)	6.5	5.5		6.5	5.5												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2						
p0 queue free %	88	99	92	96	100	100	95				100						
cM capacity (veh/h)	154	178	705	299	157	624	448				865						
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3									
Volume Total	73	12	21	483	267	2	1041	592									
Volume Left	18	11	21	0	0	2	0	0									
Volume Right	54	1	0	0	26	0	0	71									
cSH	366	312	448	1700	1700	865	1700	1700									
Volume to Capacity	0.20	0.04	0.05	0.28	0.16	0.00	0.61	0.35									
Queue Length 95th (ft)	18	3	4	0	0	0	0	0									
Control Delay (s)	17.3	17.0	13.4	0.0	0.0	9.2	0.0	0.0									
Lane LOS	C	C	B				A										
Approach Delay (s)	17.3	17.0	0.4				0.0										
Approach LOS	C	C															
Intersection Summary																	
Average Delay	0.7																
Intersection Capacity Utilization	48.5%			ICU Level of Service					A								
Analysis Period (min)	15																

Queues

1: River Road N & Chemawa Rd NE

02/24/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	272	301	131	130	56	140	550	70	1153
v/c Ratio	0.72	0.87	0.60	0.77	0.37	0.15	0.78	0.30	0.68	0.66
Control Delay	85.2	79.0	11.1	84.1	48.6	0.8	84.1	17.0	90.3	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	79.0	11.1	84.1	48.6	0.8	84.1	17.0	90.3	28.5
Queue Length 50th (ft)	80	222	6	109	95	0	117	127	59	380
Queue Length 95th (ft)	136	#367	91	172	158	0	181	187	109	541
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			200			100		180	
Base Capacity (vph)	257	333	517	262	359	384	267	1839	134	1751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.82	0.58	0.50	0.36	0.15	0.52	0.30	0.52	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	166	165	158	223	87	182	1110	139	117	707	71
Future Volume (vph)	95	166	165	158	223	87	182	1110	139	117	707	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3500		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3500		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	171	170	163	230	90	188	1144	143	121	729	73
RTOR Reduction (vph)	0	0	151	0	0	77	0	6	0	0	4	0
Lane Group Flow (vph)	98	171	19	163	230	13	188	1281	0	121	798	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.1	14.7	14.7	14.2	18.8	18.8	16.9	73.3		11.3	67.7	
Effective Green, g (s)	10.1	14.7	14.7	14.2	18.8	18.8	16.9	73.3		11.3	67.7	
Actuated g/C Ratio	0.08	0.11	0.11	0.11	0.14	0.14	0.13	0.56		0.09	0.52	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	138	210	172	197	274	227	230	1973		156	1809	
v/s Ratio Prot	0.05	0.09		c0.09	c0.12		c0.11	c0.37		0.07	0.23	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.71	0.81	0.11	0.83	0.84	0.06	0.82	0.65		0.78	0.44	
Uniform Delay, d1	58.5	56.3	51.8	56.7	54.1	48.0	55.0	19.5		58.1	19.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.3	20.0	0.1	22.9	18.9	0.0	18.8	1.7		19.4	0.8	
Delay (s)	71.9	76.3	51.9	79.6	73.0	48.0	73.8	21.2		77.5	20.2	
Level of Service	E	E	D	E	E	D	E	C		E	C	
Approach Delay (s)		65.8			70.6			27.9			27.7	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			39.1				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰		↱
Traffic Volume (veh/h)	345	77	4	465	3	54
Future Volume (Veh/h)	345	77	4	465	3	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	356	79	4	479	3	56
Pedestrians					8	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			443		890	404
vC1, stage 1 conf vol					404	
vC2, stage 2 conf vol					487	
vCu, unblocked vol			340		831	297
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	92
cM capacity (veh/h)			1114		523	677
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	435	483	59			
Volume Left	0	4	3			
Volume Right	79	0	56			
cSH	1700	1114	667			
Volume to Capacity	0.26	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.1	10.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	383	46	95	337	2	138	0	48	0	0	0						
Future Volume (Veh/h)	0	383	46	95	337	2	138	0	48	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
Hourly flow rate (vph)	0	403	48	100	355	2	145	0	51	0	0	0						
Pedestrians	3			3			2			3								
Lane Width (ft)	12.0			12.0			12.0			16.0								
Walking Speed (ft/s)	4.0			4.0			4.0			4.0								
Percent Blockage	0			0			0			0								
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	603																	
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93						
vC, conflicting volume	360			453			987			989	432	1016	1012	362				
vC1, stage 1 conf vol							429			429		559	559					
vC2, stage 2 conf vol							558			560		457	453					
vCu, unblocked vol	360			378			950			952	355	981	977	362				
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5		6.1	5.5					
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100			91			65			100	92	100	100	100				
cM capacity (veh/h)	1206			1110			409			405	644	359	376	683				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1											
Volume Total	0	451	100	357	145	51	0											
Volume Left	0	0	100	0	145	0	0											
Volume Right	0	48	0	2	0	51	0											
cSH	1700	1700	1110	1700	409	644	1700											
Volume to Capacity	0.00	0.27	0.09	0.21	0.35	0.08	0.00											
Queue Length 95th (ft)	0	0	7	0	39	6	0											
Control Delay (s)	0.0	0.0	8.6	0.0	18.6	11.1	0.0											
Lane LOS			A			C	B	A										
Approach Delay (s)	0.0		1.9		16.6		0.0											
Approach LOS					C		A											
Intersection Summary																		
Average Delay				3.7														
Intersection Capacity Utilization				51.7%			ICU Level of Service			A								
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Volume (veh/h)	0	430	1	4	425	0	9	1	13	0	0	0							
Future Volume (Veh/h)	0	430	1	4	425	0	9	1	13	0	0	0							
Sign Control	Free			Free			Stop			Stop									
Grade	0%			0%			0%			0%									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95							
Hourly flow rate (vph)	0	453	1	4	447	0	9	1	14	0	0	0							
Pedestrians					9					9									
Lane Width (ft)					12.0					12.0									
Walking Speed (ft/s)					4.0					4.0									
Percent Blockage					1					1									
Right turn flare (veh)																			
Median type	TWLTL			TWLTL															
Median storage veh	2			2															
Upstream signal (ft)	915																		
pX, platoon unblocked				0.97				0.97	0.97	0.97	0.97	0.97							
vC, conflicting volume	447				463				918	918	472	932							
vC1, stage 1 conf vol							462	462				455							
vC2, stage 2 conf vol							455	455				476							
vCu, unblocked vol	447				429				899	899	438	913							
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1							
tC, 2 stage (s)							6.1	5.5				6.1							
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5							
p0 queue free %	100				100				98	100	98	100							
cM capacity (veh/h)	1124				1097				462	457	594	449							
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1													
Volume Total	0	454	4	447	24	0													
Volume Left	0	0	4	0	9	0													
Volume Right	0	1	0	0	14	0													
cSH	1700	1700	1097	1700	531	1700													
Volume to Capacity	0.00	0.27	0.00	0.26	0.05	0.00													
Queue Length 95th (ft)	0	0	0	0	4	0													
Control Delay (s)	0.0	0.0	8.3	0.0	12.1	0.0													
Lane LOS				A				B											
Approach Delay (s)	0.0				0.1				12.1	0.0									
Approach LOS							B												
Intersection Summary																			
Average Delay				0.3															
Intersection Capacity Utilization				35.3%	ICU Level of Service				A										
Analysis Period (min)				15															

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/24/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	38	1393	26	0	1030
Future Volume (Veh/h)	0	38	1393	26	0	1030
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	39	1436	27	0	1062
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.86					
vC, conflicting volume	1992	742			1474	
vC1, stage 1 conf vol	1460					
vC2, stage 2 conf vol	531					
vCu, unblocked vol	1827	742			1474	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	174	359			459	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	957	506	531	531	
Volume Left	0	0	0	0	0	
Volume Right	39	0	27	0	0	
cSH	359	1700	1700	1700	1700	
Volume to Capacity	0.11	0.56	0.30	0.31	0.31	
Queue Length 95th (ft)	9	0	0	0	0	
Control Delay (s)	16.2	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	16.2	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			49.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	13	12	0	14	12	1411	97	6	1040	14
Future Volume (Veh/h)	3	0	13	12	0	14	12	1411	97	6	1040	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	13	12	0	14	12	1455	100	6	1072	14
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1864	2685	552	2100	2642	786	1093			1563		
vC1, stage 1 conf vol	1098	1098		1537	1537							
vC2, stage 2 conf vol	766	1587		563	1105							
vCu, unblocked vol	1682	2635	160	1956	2585	786	788			1563		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	90	100	96	98			98		
cM capacity (veh/h)	221	140	738	116	149	323	720			351		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	16	26	12	970	585	6	715	371				
Volume Left	3	12	12	0	0	6	0	0				
Volume Right	13	14	0	0	100	0	0	14				
cSH	514	177	720	1700	1700	351	1700	1700				
Volume to Capacity	0.03	0.15	0.02	0.57	0.34	0.02	0.42	0.22				
Queue Length 95th (ft)	2	13	1	0	0	1	0	0				
Control Delay (s)	12.2	28.7	10.1	0.0	0.0	15.4	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.2	28.7	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			52.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

1: River Road N & Chemawa Rd NE

02/24/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	171	170	163	230	90	188	1287	121	802
v/c Ratio	0.71	0.81	0.53	0.83	0.84	0.28	0.82	0.65	0.78	0.44
Control Delay	84.6	83.9	13.3	87.4	78.5	6.5	81.0	23.3	88.4	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	83.9	13.3	87.4	78.5	6.5	81.0	23.3	88.4	22.4
Queue Length 50th (ft)	82	143	0	136	190	0	156	381	101	214
Queue Length 95th (ft)	139	215	65	210	273	30	228	565	165	340
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			100			50		180	
Base Capacity (vph)	213	286	378	256	338	372	408	1980	208	1813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.60	0.45	0.64	0.68	0.24	0.46	0.65	0.58	0.44
Intersection Summary										

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	257	282	127	126	54	131	438	77	66	1039	41
Future Volume (vph)	89	257	282	127	126	54	131	438	77	66	1039	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	286	313	141	140	60	146	487	86	73	1154	46
RTOR Reduction (vph)	0	0	234	0	0	48	0	10	0	0	2	0
Lane Group Flow (vph)	99	286	79	141	140	12	146	563	0	73	1198	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	22.8	22.8	13.4	25.8	25.8	13.9	70.3		7.0	63.4	
Effective Green, g (s)	10.4	22.8	22.8	13.4	25.8	25.8	13.9	70.8		7.0	63.9	
Actuated g/C Ratio	0.08	0.18	0.18	0.10	0.20	0.20	0.11	0.54		0.05	0.49	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	137	323	269	180	366	299	185	1781		94	1711	
v/s Ratio Prot	0.06	c0.16		c0.08	c0.08		c0.08	0.17		0.04	c0.34	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.72	0.89	0.29	0.78	0.38	0.04	0.79	0.32		0.78	0.70	
Uniform Delay, d1	58.4	52.3	46.6	56.9	45.2	42.1	56.6	16.3		60.7	25.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.7	23.3	0.2	18.3	0.2	0.0	18.3	0.5		29.8	2.4	
Delay (s)	73.1	75.6	46.8	75.2	45.4	42.1	74.9	16.8		90.5	28.0	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		62.3			57.1			28.6			31.6	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			40.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			72.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↗		↗
Traffic Volume (veh/h)	370	30	0	307	0	5
Future Volume (Veh/h)	370	30	0	307	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	411	33	0	341	0	6
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			TWLT		
Median storage veh)				2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			453		778	436
vC1, stage 1 conf vol					436	
vC2, stage 2 conf vol					341	
vCu, unblocked vol			267		649	247
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1103		573	671
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	444	341	6			
Volume Left	0	0	0			
Volume Right	33	0	6			
cSH	1700	1700	671			
Volume to Capacity	0.26	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.4			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			31.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/24/2017

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Volume (veh/h)	0	349	29	22	277	1	42	0	33	0	0	3							
Future Volume (Veh/h)	0	349	29	22	277	1	42	0	33	0	0	3							
Sign Control	Free			Free			Stop			Stop									
Grade	0%			0%			0%			0%									
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88							
Hourly flow rate (vph)	0	397	33	25	315	1	48	0	38	0	0	3							
Pedestrians								6	7										
Lane Width (ft)								12.0	16.0										
Walking Speed (ft/s)								4.0	4.0										
Percent Blockage								1	1										
Right turn flare (veh)																			
Median type	TWLTL			TWLTL															
Median storage veh	2			2															
Upstream signal (ft)	603																		
pX, platoon unblocked				0.86				0.86	0.86	0.86	0.86	0.86							
vC, conflicting volume	323			436				788	792	420	808	808	322						
vC1, stage 1 conf vol							420	420			372	372							
vC2, stage 2 conf vol							368	373			435	436							
vCu, unblocked vol	323			258				668	674	238	691	693	322						
tC, single (s)	4.1			4.1				7.1	6.5	6.2	7.1	6.5	7.2						
tC, 2 stage (s)							6.1	5.5			6.1	5.5							
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	4.2						
p0 queue free %	100			98				91	100	94	100	100	99						
cM capacity (veh/h)	1238			1124				521	496	686	486	480	535						
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1												
Volume Total	0	430	25	316	48	38	3												
Volume Left	0	0	25	0	48	0	0												
Volume Right	0	33	0	1	0	38	3												
cSH	1700	1700	1124	1700	521	686	535												
Volume to Capacity	0.00	0.25	0.02	0.19	0.09	0.06	0.01												
Queue Length 95th (ft)	0	0	2	0	8	4	0												
Control Delay (s)	0.0	0.0	8.3	0.0	12.6	10.6	11.8												
Lane LOS			A			B	B	B											
Approach Delay (s)	0.0			0.6			11.7			11.8									
Approach LOS					B		B												
Intersection Summary																			
Average Delay			1.5																
Intersection Capacity Utilization			36.8%		ICU Level of Service				A										
Analysis Period (min)			15																

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	380	2	3	299	0	1	0	3	0	1	0						
Future Volume (Veh/h)	0	380	2	3	299	0	1	0	3	0	1	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88						
Hourly flow rate (vph)	0	432	2	3	340	0	1	0	3	0	1	0						
Pedestrians				6			6											
Lane Width (ft)				12.0			12.0											
Walking Speed (ft/s)				4.0			4.0											
Percent Blockage				1			1											
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	915																	
pX, platoon unblocked				0.87			0.87			0.87	0.87	0.87						
vC, conflicting volume	340				440		786		785	445	787	786	340					
vC1, stage 1 conf vol							439		439	346		346						
vC2, stage 2 conf vol							346		346	441		440						
vCu, unblocked vol	340				287		683		682	293	684	683	340					
tC, single (s)	4.1				4.1		7.1		6.5	6.2	7.1	6.5	6.2					
tC, 2 stage (s)							6.1		5.5	6.1		5.5						
tF (s)	2.2				2.2		3.5		4.0	3.3	3.5	4.0	3.3					
p0 queue free %	100				100		100		100	100	100	100	100					
cM capacity (veh/h)	1230				1119		525		504	650	522	502	707					
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1												
Volume Total	0	434	3	340	4	1												
Volume Left	0	0	3	0	1	0												
Volume Right	0	2	0	0	3	0												
cSH	1700	1700	1119	1700	614	502												
Volume to Capacity	0.00	0.26	0.00	0.20	0.01	0.00												
Queue Length 95th (ft)	0	0	0	0	0	0												
Control Delay (s)	0.0	0.0	8.2	0.0	10.9	12.2												
Lane LOS				A	B		B											
Approach Delay (s)	0.0				10.9	12.2												
Approach LOS				B		B												
Intersection Summary																		
Average Delay				0.1														
Intersection Capacity Utilization				31.9%	ICU Level of Service				A									
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/24/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	6	640	8	1	1447
Future Volume (Veh/h)	0	6	640	8	1	1447
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	711	9	1	1608
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						202
pX, platoon unblocked	0.73					
vC, conflicting volume	1524	362			722	
vC1, stage 1 conf vol	718					
vC2, stage 2 conf vol	806					
vCu, unblocked vol	983	362			722	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	404	639			888	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	474	246	537	1072	
Volume Left	0	0	0	1	0	
Volume Right	7	0	9	0	0	
cSH	639	1700	1700	888	1700	
Volume to Capacity	0.01	0.28	0.14	0.00	0.63	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			44.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/24/2017

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	16	1	47	9	0	1	19	632	22	2	1368	62					
Future Volume (Veh/h)	16	1	47	9	0	1	19	632	22	2	1368	62					
Sign Control	Stop			Stop			Free			Free							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84					
Hourly flow rate (vph)	19	1	56	11	0	1	23	752	26	2	1629	74					
Pedestrians	1			2						1							
Lane Width (ft)	12.0			12.0						12.0							
Walking Speed (ft/s)	4.0			4.0						4.0							
Percent Blockage	0			0						0							
Right turn flare (veh)																	
Median type							TWLTL			TWLTL							
Median storage (veh)							2			2							
Upstream signal (ft)										315							
pX, platoon unblocked	0.73	0.73	0.73	0.73	0.73		0.73										
vC, conflicting volume	2095	2497	852	1688	2521	392	1704			780							
vC1, stage 1 conf vol	1671	1671		813	813												
vC2, stage 2 conf vol	424	826		875	1708												
vCu, unblocked vol	1763	2313	65	1207	2345	392	1229			780							
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1							
tC, 2 stage (s)	6.5	5.5		6.5	5.5												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2							
p0 queue free %	87	99	92	96	100	100	95			100							
cM capacity (veh/h)	141	166	725	286	143	611	420			845							
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3									
Volume Total	76	12	23	501	277	2	1086	617									
Volume Left	19	11	23	0	0	2	0	0									
Volume Right	56	1	0	0	26	0	0	74									
cSH	349	299	420	1700	1700	845	1700	1700									
Volume to Capacity	0.22	0.04	0.05	0.29	0.16	0.00	0.64	0.36									
Queue Length 95th (ft)	20	3	4	0	0	0	0	0									
Control Delay (s)	18.2	17.5	14.1	0.0	0.0	9.3	0.0	0.0									
Lane LOS	C	C	B				A										
Approach Delay (s)	18.2	17.5	0.4				0.0										
Approach LOS	C	C															
Intersection Summary																	
Average Delay	0.7																
Intersection Capacity Utilization	50.1%			ICU Level of Service					A								
Analysis Period (min)	15																

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	176	172	166	234	90	189	1154	148	124	735	74
Future Volume (vph)	99	176	172	166	234	90	189	1154	148	124	735	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	181	177	171	241	93	195	1190	153	128	758	76
RTOR Reduction (vph)	0	0	156	0	0	79	0	6	0	0	4	0
Lane Group Flow (vph)	102	181	21	171	241	14	195	1337	0	128	830	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	15.2	15.2	14.7	19.5	19.5	17.4	72.0		11.6	66.2	
Effective Green, g (s)	10.4	15.2	15.2	14.7	19.5	19.5	17.4	72.0		11.6	66.2	
Actuated g/C Ratio	0.08	0.12	0.12	0.11	0.15	0.15	0.13	0.55		0.09	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	142	217	178	204	285	235	236	1937		161	1769	
v/s Ratio Prot	0.06	0.10		c0.09	c0.13		c0.11	c0.38		0.07	0.24	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.72	0.83	0.12	0.84	0.85	0.06	0.83	0.69		0.80	0.47	
Uniform Delay, d1	58.4	56.2	51.4	56.5	53.8	47.4	54.8	20.9		58.0	20.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	22.3	0.1	23.9	19.3	0.0	19.6	2.0		21.8	0.9	
Delay (s)	71.8	78.5	51.5	80.4	73.1	47.4	74.4	23.0		79.8	21.5	
Level of Service	E	E	D	F	E	D	E	C		E	C	
Approach Delay (s)		66.6			70.8			29.5			29.2	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			40.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			79.0%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱		↱
Traffic Volume (veh/h)	371	77	4	487	3	54
Future Volume (Veh/h)	371	77	4	487	3	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	382	79	4	502	3	56
Pedestrians					8	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			469		940	430
vC1, stage 1 conf vol					430	
vC2, stage 2 conf vol					510	
vCu, unblocked vol			362		881	318
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	91
cM capacity (veh/h)			1087		505	654
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	461	506	59			
Volume Left	0	4	3			
Volume Right	79	0	56			
cSH	1700	1087	645			
Volume to Capacity	0.27	0.00	0.09			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.1	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	11.1			
Approach LOS			B			
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		Err%	ICU Level of Service	H		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	406	46	95	354	2	138	0	48	0	0	0						
Future Volume (Veh/h)	0	406	46	95	354	2	138	0	48	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
Hourly flow rate (vph)	0	427	48	100	373	2	145	0	51	0	0	0						
Pedestrians	3			3			2			3								
Lane Width (ft)	12.0			12.0			12.0			16.0								
Walking Speed (ft/s)	4.0			4.0			4.0			4.0								
Percent Blockage	0			0			0			0								
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	603																	
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93						
vC, conflicting volume	378			477			1029			1031	456	1058	1054	380				
vC1, stage 1 conf vol							453			453		577	577					
vC2, stage 2 conf vol							576			578		481	477					
vCu, unblocked vol	378			395			991			994	373	1023	1018	380				
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5		6.1	5.5					
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100			91			63			100	92	100	100	100				
cM capacity (veh/h)	1188			1086			396			394	625	345	364	668				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1											
Volume Total	0	475	100	375	145	51	0											
Volume Left	0	0	100	0	145	0	0											
Volume Right	0	48	0	2	0	51	0											
cSH	1700	1700	1086	1700	396	625	1700											
Volume to Capacity	0.00	0.28	0.09	0.22	0.37	0.08	0.00											
Queue Length 95th (ft)	0	0	8	0	41	7	0											
Control Delay (s)	0.0	0.0	8.7	0.0	19.3	11.3	0.0											
Lane LOS			A			C	B	A										
Approach Delay (s)	0.0		1.8		17.2		0.0											
Approach LOS					C		A											
Intersection Summary																		
Average Delay				3.7														
Intersection Capacity Utilization				52.9%			ICU Level of Service			A								
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations																						
Traffic Volume (veh/h)	0	453	1	4	442	0	9	1	13	0	0	0										
Future Volume (Veh/h)	0	453	1	4	442	0	9	1	13	0	0	0										
Sign Control	Free			Free			Stop			Stop												
Grade	0%			0%			0%			0%												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95										
Hourly flow rate (vph)	0	477	1	4	465	0	9	1	14	0	0	0										
Pedestrians				9			9															
Lane Width (ft)				12.0			12.0															
Walking Speed (ft/s)				4.0			4.0															
Percent Blockage				1			1															
Right turn flare (veh)																						
Median type	TWLTL			TWLTL																		
Median storage veh	2			2																		
Upstream signal (ft)	915																					
pX, platoon unblocked				0.96			0.96			0.96	0.96	0.96										
vC, conflicting volume	465			487			960			960	496	974	960	465								
vC1, stage 1 conf vol							486			486	473		473									
vC2, stage 2 conf vol							473			473	500		487									
vCu, unblocked vol	465			444			936			936	452	951	937	465								
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2								
tC, 2 stage (s)							6.1			5.5	6.1		5.5									
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3								
p0 queue free %	100			100			98			100	98	100	100	100								
cM capacity (veh/h)	1107			1073			448			444	578	434	442	602								
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1																
Volume Total	0	478	4	465	24	0																
Volume Left	0	0	4	0	9	0																
Volume Right	0	1	0	0	14	0																
cSH	1700	1700	1073	1700	515	1700																
Volume to Capacity	0.00	0.28	0.00	0.27	0.05	0.00																
Queue Length 95th (ft)	0	0	0	0	4	0																
Control Delay (s)	0.0	0.0	8.4	0.0	12.3	0.0																
Lane LOS			A			A																
Approach Delay (s)	0.0			0.1			12.3	0.0														
Approach LOS					B	A																
Intersection Summary																						
Average Delay			0.3																			
Intersection Capacity Utilization			36.5%	ICU Level of Service					A													
Analysis Period (min)			15																			

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/24/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	38	1453	26	0	1073
Future Volume (Veh/h)	0	38	1453	26	0	1073
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	39	1498	27	0	1106
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						202
pX, platoon unblocked	0.85					
vC, conflicting volume	2076	774			1536	
vC1, stage 1 conf vol	1522					
vC2, stage 2 conf vol	553					
vCu, unblocked vol	1911	774			1536	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	162	343			435	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	999	526	553	553	
Volume Left	0	0	0	0	0	
Volume Right	39	0	27	0	0	
cSH	343	1700	1700	1700	1700	
Volume to Capacity	0.11	0.59	0.31	0.33	0.33	
Queue Length 95th (ft)	10	0	0	0	0	
Control Delay (s)	16.9	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	16.9	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			51.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	14	12	0	14	12	1470	97	6	1084	15
Future Volume (Veh/h)	3	0	14	12	0	14	12	1470	97	6	1084	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	14	12	0	14	12	1515	100	6	1118	15
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	1940	2792	576	2184	2749	816	1140			1623		
vC1, stage 1 conf vol	1144	1144		1597	1597							
vC2, stage 2 conf vol	796	1647		587	1152							
vCu, unblocked vol	1754	2755	150	2041	2705	816	813			1623		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	89	100	95	98			98		
cM capacity (veh/h)	210	130	740	107	139	308	695			332		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	26	12	1010	605	6	745	388				
Volume Left	3	12	12	0	0	6	0	0				
Volume Right	14	14	0	0	100	0	0	15				
cSH	512	165	695	1700	1700	332	1700	1700				
Volume to Capacity	0.03	0.16	0.02	0.59	0.36	0.02	0.44	0.23				
Queue Length 95th (ft)	3	14	1	0	0	1	0	0				
Control Delay (s)	12.3	30.9	10.3	0.0	0.0	16.0	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.3	30.9	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			54.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	265	282	127	131	57	131	438	77	68	1040	41
Future Volume (vph)	89	265	282	127	131	57	131	438	77	68	1040	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	294	313	141	146	63	146	487	86	76	1156	46
RTOR Reduction (vph)	0	0	233	0	0	50	0	10	0	0	2	0
Lane Group Flow (vph)	99	294	80	141	146	13	146	563	0	76	1200	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	23.5	23.5	13.4	26.5	26.5	13.9	69.5		7.1	62.7	
Effective Green, g (s)	10.4	23.5	23.5	13.4	26.5	26.5	13.9	70.0		7.1	63.2	
Actuated g/C Ratio	0.08	0.18	0.18	0.10	0.20	0.20	0.11	0.54		0.05	0.49	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	137	333	277	180	376	307	185	1761		95	1692	
v/s Ratio Prot	0.06	c0.16		c0.08	c0.08		c0.08	0.17		0.04	c0.34	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.72	0.88	0.29	0.78	0.39	0.04	0.79	0.32		0.80	0.71	
Uniform Delay, d1	58.4	51.9	46.0	56.9	44.7	41.6	56.6	16.7		60.7	26.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.7	22.4	0.2	18.3	0.2	0.0	18.3	0.5		34.9	2.5	
Delay (s)	73.1	74.3	46.2	75.2	45.0	41.6	74.9	17.2		95.7	28.7	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		61.7			56.5			28.9			32.7	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			41.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			72.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/27/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	370	40	0	315	0	11
Future Volume (Veh/h)	370	40	0	315	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	411	44	0	350	0	12
Pedestrians						9
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						1
Right turn flare (veh)						
Median type	None		TWLTL			
Median storage veh)			2			
Upstream signal (ft)	216					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			464		792	442
vC1, stage 1 conf vol					442	
vC2, stage 2 conf vol					350	
vCu, unblocked vol			274		662	247
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1091		567	667
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	455	350	12			
Volume Left	0	0	0			
Volume Right	44	0	12			
cSH	1700	1700	667			
Volume to Capacity	0.27	0.21	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.5			
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.5			
Approach LOS				B		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			32.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/27/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	353	31	28	275	1	52	0	37	0	0	3	
Future Volume (Veh/h)	0	353	31	28	275	1	52	0	37	0	0	3	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	401	35	32	313	1	59	0	42	0	0	3	
Pedestrians								6	7				
Lane Width (ft)								12.0	16.0				
Walking Speed (ft/s)								4.0	4.0				
Percent Blockage								1	1				
Right turn flare (veh)													
Median type	TWLTL			TWLTL									
Median storage veh	2			2									
Upstream signal (ft)	603												
pX, platoon unblocked				0.85			0.85			0.85	0.85	0.85	0.85
vC, conflicting volume	321				442			804			810	424	828
vC1, stage 1 conf vol							424			424	384		384
vC2, stage 2 conf vol							380			385	443		442
vCu, unblocked vol	321				262			686			692	241	713
tC, single (s)	4.1				4.1			7.1			6.5	6.2	7.1
tC, 2 stage (s)							6.1			5.5	6.1		5.5
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5
p0 queue free %	100				97			88			100	94	100
cM capacity (veh/h)	1241				1117			512			488	682	472
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1						
Volume Total	0	436	32	314	59	42	3						
Volume Left	0	0	32	0	59	0	0						
Volume Right	0	35	0	1	0	42	3						
cSH	1700	1700	1117	1700	512	682	537						
Volume to Capacity	0.00	0.26	0.03	0.18	0.12	0.06	0.01						
Queue Length 95th (ft)	0	0	2	0	10	5	0						
Control Delay (s)	0.0	0.0	8.3	0.0	12.9	10.6	11.7						
Lane LOS				A	B			B	B				
Approach Delay (s)	0.0				0.8	12.0			11.7				
Approach LOS							B	B					
Intersection Summary													
Average Delay				1.7									
Intersection Capacity Utilization				39.5%	ICU Level of Service			A					
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/27/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	388	2	4	303	0	1	0	4	0	1	0		
Future Volume (Veh/h)	0	388	2	4	303	0	1	0	4	0	1	0		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		
Hourly flow rate (vph)	0	441	2	5	344	0	1	0	5	0	1	0		
Pedestrians				6			6							
Lane Width (ft)				12.0			12.0							
Walking Speed (ft/s)				4.0			4.0							
Percent Blockage				1			1							
Right turn flare (veh)														
Median type	TWLTL			TWLTL										
Median storage veh	2			2										
Upstream signal (ft)	915													
pX, platoon unblocked				0.87			0.87			0.87	0.87	0.87		
vC, conflicting volume	344			449			802			802	454	806	803	344
vC1, stage 1 conf vol							448			448	354		354	
vC2, stage 2 conf vol							354			354	452		449	
vCu, unblocked vol	344			297			702			701	303	706	702	344
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1			5.5	6.1		5.5	
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100			100	99	100	100	100
cM capacity (veh/h)	1226			1109			517			497	642	511	494	703
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1								
Volume Total	0	443	5	344	6	1								
Volume Left	0	0	5	0	1	0								
Volume Right	0	2	0	0	5	0								
cSH	1700	1700	1109	1700	617	494								
Volume to Capacity	0.00	0.26	0.00	0.20	0.01	0.00								
Queue Length 95th (ft)	0	0	0	0	1	0								
Control Delay (s)	0.0	0.0	8.3	0.0	10.9	12.3								
Lane LOS			A		B		B							
Approach Delay (s)	0.0			0.1			10.9	12.3						
Approach LOS					B		B							
Intersection Summary														
Average Delay				0.1										
Intersection Capacity Utilization				32.4%		ICU Level of Service				A				
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/27/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	633	10	0	1449
Future Volume (Veh/h)	0	14	633	10	0	1449
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	16	703	11	0	1610
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.73					
vC, conflicting volume	1516	359			716	
vC1, stage 1 conf vol	710					
vC2, stage 2 conf vol	805					
vCu, unblocked vol	962	359			716	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	408	642			892	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	16	469	245	805	805	
Volume Left	0	0	0	0	0	
Volume Right	16	0	11	0	0	
cSH	642	1700	1700	1700	1700	
Volume to Capacity	0.02	0.28	0.14	0.47	0.47	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			43.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/27/2017

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	16	1	47	19	0	1	19	627	31	12	1360	62								
Future Volume (Veh/h)	16	1	47	19	0	1	19	627	31	12	1360	62								
Sign Control	Stop			Stop			Free			Free										
Grade	0%			0%			0%			0%										
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84								
Hourly flow rate (vph)	19	1	56	23	0	1	23	746	37	14	1619	74								
Pedestrians	1			2						1										
Lane Width (ft)	12.0			12.0						12.0										
Walking Speed (ft/s)	4.0			4.0						4.0										
Percent Blockage	0			0						0										
Right turn flare (veh)																				
Median type							TWLTL			TWLTL										
Median storage veh)							2			2										
Upstream signal (ft)										315										
pX, platoon unblocked	0.73	0.73	0.73	0.73	0.73		0.73													
vC, conflicting volume	2106	2516	848	1706	2534	394	1694			785										
vC1, stage 1 conf vol	1685	1685		812	812															
vC2, stage 2 conf vol	421	831		894	1722															
vCu, unblocked vol	1773	2336	46	1225	2361	394	1208			785										
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1										
tC, 2 stage (s)	6.5	5.5		6.5	5.5															
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2										
p0 queue free %	86	99	92	92	100	100	95			98										
cM capacity (veh/h)	137	161	743	283	139	609	426			841										
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3												
Volume Total	76	24	23	497	286	14	1079	614												
Volume Left	19	23	23	0	0	14	0	0												
Volume Right	56	1	0	0	37	0	0	74												
cSH	344	290	426	1700	1700	841	1700	1700												
Volume to Capacity	0.22	0.08	0.05	0.29	0.17	0.02	0.63	0.36												
Queue Length 95th (ft)	21	7	4	0	0	1	0	0												
Control Delay (s)	18.4	18.5	13.9	0.0	0.0	9.4	0.0	0.0												
Lane LOS	C	C	B				A													
Approach Delay (s)	18.4	18.5	0.4				0.1													
Approach LOS	C	C																		
Intersection Summary																				
Average Delay	0.9																			
Intersection Capacity Utilization	49.9%			ICU Level of Service					A											
Analysis Period (min)	15																			

Queues

1: River Road N & Chemawa Rd NE

02/27/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	294	313	141	146	63	146	573	76	1202
v/c Ratio	0.72	0.88	0.61	0.78	0.39	0.16	0.79	0.32	0.72	0.71
Control Delay	85.1	78.6	13.2	83.8	47.8	1.4	83.9	17.9	93.5	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	78.6	13.2	83.8	47.8	1.4	83.9	17.9	93.5	31.0
Queue Length 50th (ft)	83	237	20	118	104	0	122	142	64	426
Queue Length 95th (ft)	139	#421	115	183	175	4	188	194	#118	576
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			200			100		180	
Base Capacity (vph)	257	341	515	262	377	398	267	1789	134	1693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.86	0.61	0.54	0.39	0.16	0.55	0.32	0.57	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	182	172	166	242	94	190	1157	148	128	735	74
Future Volume (vph)	99	182	172	166	242	94	190	1157	148	128	735	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	188	177	171	249	97	196	1193	153	132	758	76
RTOR Reduction (vph)	0	0	156	0	0	82	0	6	0	0	4	0
Lane Group Flow (vph)	102	188	21	171	249	15	196	1340	0	132	830	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	15.6	15.6	14.7	19.9	19.9	17.5	71.3		11.9	65.7	
Effective Green, g (s)	10.4	15.6	15.6	14.7	19.9	19.9	17.5	71.3		11.9	65.7	
Actuated g/C Ratio	0.08	0.12	0.12	0.11	0.15	0.15	0.13	0.55		0.09	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	142	223	183	204	290	240	238	1919		165	1756	
v/s Ratio Prot	0.06	0.10		c0.09	c0.13		c0.11	c0.38		0.07	0.24	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.72	0.84	0.12	0.84	0.86	0.06	0.82	0.70		0.80	0.47	
Uniform Delay, d1	58.4	56.0	51.0	56.5	53.7	47.1	54.7	21.5		57.9	20.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	23.2	0.1	23.9	20.8	0.0	19.2	2.1		22.4	0.9	
Delay (s)	71.8	79.2	51.2	80.4	74.4	47.1	74.0	23.6		80.3	21.8	
Level of Service	E	E	D	F	E	D	E	C		F	C	
Approach Delay (s)		67.0			71.3			30.0			29.8	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			41.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			79.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/27/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰		↰
Traffic Volume (veh/h)	369	89	0	502	0	62
Future Volume (Veh/h)	369	89	0	502	0	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	380	92	0	518	0	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			472		944	426
vC1, stage 1 conf vol					426	
vC2, stage 2 conf vol					518	
vCu, unblocked vol			360		884	309
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	90
cM capacity (veh/h)			1091		506	663
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	472	518	64			
Volume Left	0	0	0			
Volume Right	92	0	64			
cSH	1700	1700	663			
Volume to Capacity	0.28	0.30	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			35.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/27/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	410	48	108	348	2	155	0	52	0	0	0	
Future Volume (Veh/h)	0	410	48	108	348	2	155	0	52	0	0	0	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0	432	51	114	366	2	163	0	55	0	0	0	
Pedestrians	3			3			2			3			
Lane Width (ft)	12.0			12.0			12.0			16.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	0			0			0			0			
Right turn flare (veh)													
Median type	TWLTL			TWLTL									
Median storage veh	2			2									
Upstream signal (ft)	603												
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93	
vC, conflicting volume	371				485			1056			1058	462	1088
vC1, stage 1 conf vol							460			460	598		598
vC2, stage 2 conf vol							597			599	490		485
vCu, unblocked vol	371				403			1021			1023	378	1055
tC, single (s)	4.1				4.1			7.1			6.5	6.2	7.1
tC, 2 stage (s)							6.1			5.5	6.1		5.5
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5
p0 queue free %	100				89			57			100	91	100
cM capacity (veh/h)	1195				1078			382			381	620	327
													349
													674
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1						
Volume Total	0	483	114	368	163	55	0						
Volume Left	0	0	114	0	163	0	0						
Volume Right	0	51	0	2	0	55	0						
cSH	1700	1700	1078	1700	382	620	1700						
Volume to Capacity	0.00	0.28	0.11	0.22	0.43	0.09	0.00						
Queue Length 95th (ft)	0	0	9	0	52	7	0						
Control Delay (s)	0.0	0.0	8.7	0.0	21.3	11.4	0.0						
Lane LOS				A	C	B	A						
Approach Delay (s)	0.0				18.8			0.0					
Approach LOS							A						
Intersection Summary													
Average Delay				4.3									
Intersection Capacity Utilization				55.7%			ICU Level of Service			B			
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/27/2017

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	0	461	1	4	449	0	9	1	14	0	0	0				
Future Volume (Veh/h)	0	461	1	4	449	0	9	1	14	0	0	0				
Sign Control	Free			Free			Stop			Stop						
Grade	0%			0%			0%			0%						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	0	485	1	4	473	0	9	1	15	0	0	0				
Pedestrians				9			9									
Lane Width (ft)				12.0			12.0									
Walking Speed (ft/s)				4.0			4.0									
Percent Blockage				1			1									
Right turn flare (veh)																
Median type	TWLTL			TWLTL												
Median storage veh	2			2												
Upstream signal (ft)	915															
pX, platoon unblocked				0.96			0.96			0.96	0.96	0.96				
vC, conflicting volume	473			495			976			976	504	990	976	473		
vC1, stage 1 conf vol							494			494	481		481			
vC2, stage 2 conf vol							481			481	510		495			
vCu, unblocked vol	473			455			954			954	463	970	955	473		
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2		
tC, 2 stage (s)							6.1			5.5	6.1		5.5			
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3		
p0 queue free %	100			100			98			100	97	100	100	100		
cM capacity (veh/h)	1099			1066			442			439	571	427	437	595		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1										
Volume Total	0	486	4	473	25	0										
Volume Left	0	0	4	0	9	0										
Volume Right	0	1	0	0	15	0										
cSH	1700	1700	1066	1700	511	1700										
Volume to Capacity	0.00	0.29	0.00	0.28	0.05	0.00										
Queue Length 95th (ft)	0	0	0	0	4	0										
Control Delay (s)	0.0	0.0	8.4	0.0	12.4	0.0										
Lane LOS			A		B		A									
Approach Delay (s)	0.0			0.1	12.4		0.0									
Approach LOS					B		A									
Intersection Summary																
Average Delay			0.3													
Intersection Capacity Utilization			36.9%		ICU Level of Service					A						
Analysis Period (min)			15													

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/27/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	53	1442	33	0	1073
Future Volume (Veh/h)	0	53	1442	33	0	1073
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	55	1487	34	0	1106
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.85					
vC, conflicting volume	2068	772			1532	
vC1, stage 1 conf vol	1515					
vC2, stage 2 conf vol	553					
vCu, unblocked vol	1900	772			1532	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	84			100	
cM capacity (veh/h)	163	344			436	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	55	991	530	553	553	
Volume Left	0	0	0	0	0	
Volume Right	55	0	34	0	0	
cSH	344	1700	1700	1700	1700	
Volume to Capacity	0.16	0.58	0.31	0.33	0.33	
Queue Length 95th (ft)	14	0	0	0	0	
Control Delay (s)	17.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	17.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			50.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	14	16	0	20	12	1460	116	9	1081	15
Future Volume (Veh/h)	3	0	14	16	0	20	12	1460	116	9	1081	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	14	16	0	21	12	1505	120	9	1114	15
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	1944	2804	574	2188	2751	820	1136			1633		
vC1, stage 1 conf vol	1146	1146		1597	1597							
vC2, stage 2 conf vol	798	1657		591	1154							
vCu, unblocked vol	1757	2769	144	2044	2707	820	806			1633		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	85	100	93	98			97		
cM capacity (veh/h)	205	127	745	107	139	306	699			329		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	37	12	1003	622	9	743	386				
Volume Left	3	16	12	0	0	9	0	0				
Volume Right	14	21	0	0	120	0	0	15				
cSH	509	169	699	1700	1700	329	1700	1700				
Volume to Capacity	0.03	0.22	0.02	0.59	0.37	0.03	0.44	0.23				
Queue Length 95th (ft)	3	20	1	0	0	2	0	0				
Control Delay (s)	12.3	32.1	10.2	0.0	0.0	16.3	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.3	32.1	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			55.3%		ICU Level of Service				B			
Analysis Period (min)			15									

Queues

1: River Road N & Chemawa Rd NE

02/27/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	188	177	171	249	97	196	1346	132	834
v/c Ratio	0.72	0.85	0.52	0.84	0.86	0.29	0.83	0.70	0.80	0.47
Control Delay	84.3	86.2	12.8	88.4	79.8	7.8	80.7	25.7	90.1	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	86.2	12.8	88.4	79.8	7.8	80.7	25.7	90.1	24.0
Queue Length 50th (ft)	85	157	0	143	205	0	163	430	110	235
Queue Length 95th (ft)	142	234	66	219	#311	37	235	606	178	360
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			100			50		180	
Base Capacity (vph)	213	286	384	256	340	374	408	1927	208	1761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.66	0.46	0.67	0.73	0.26	0.48	0.70	0.63	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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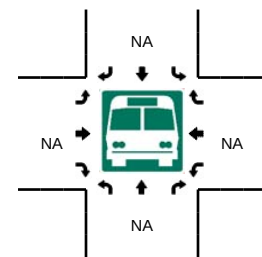
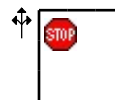
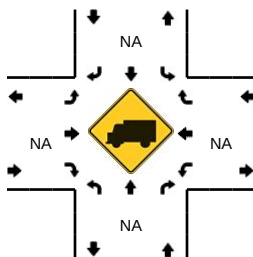
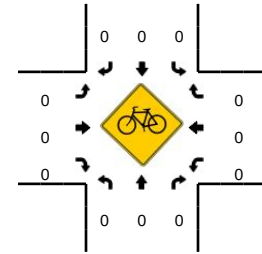
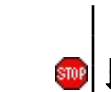
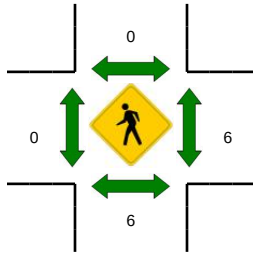
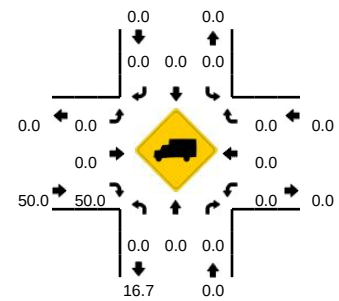
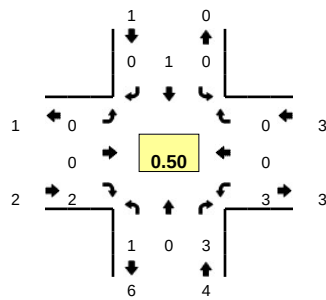
Attachment B Turning Movement Counts

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LOCATION: 7th Ave NE/Safeway East Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224701
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

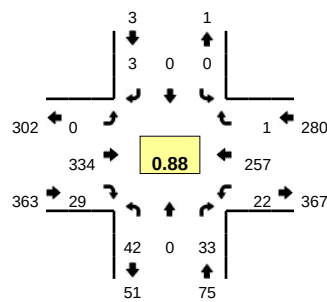


5-Min Count Period Beginning At	7th Ave NE/Safeway East Dwy (Northbound)				7th Ave NE/Safeway East Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3	
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	12
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	10
8:35 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:50 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	8	0	0	0	0	0	0	0	4	0	8	0	0	0	20	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		20				0				0				20			40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

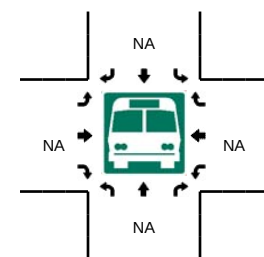
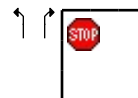
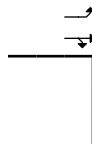
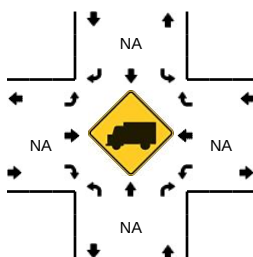
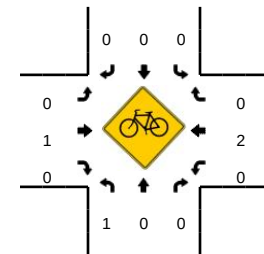
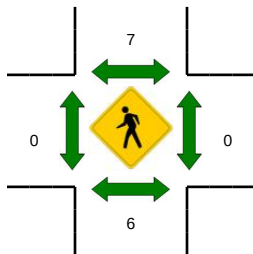
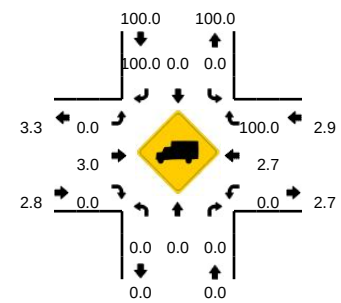
Comments:

LOCATION: Safeway Center Dwy -- Chemawa Rd NE
CITY/STATE: Keizer, OR

QC JOB #: 14224703
DATE: Wed, Feb 15 2017



Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:05 AM -- 7:20 AM



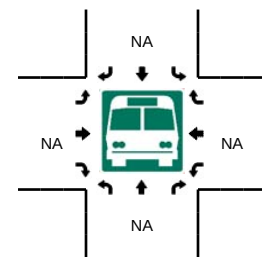
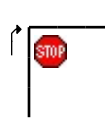
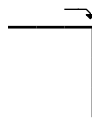
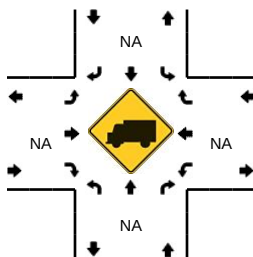
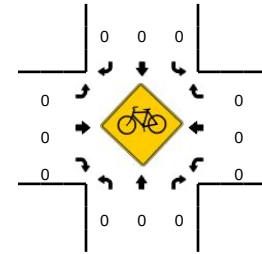
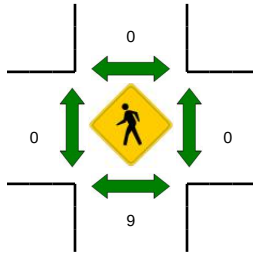
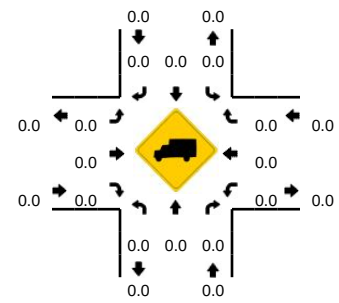
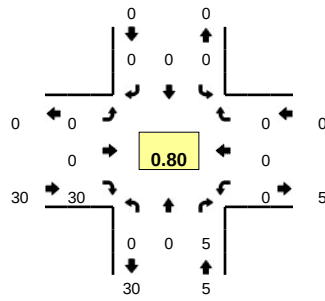
5-Min Count Period Beginning At	Safeway Center Dwy (Northbound)				Safeway Center Dwy (Southbound)				Chemawa Rd NE (Eastbound)				Chemawa Rd NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	2	0	0	0	0	0	0	12	0	0	2	32	0	0	48	
7:05 AM	4	0	5	0	0	0	1	0	0	38	0	0	4	30	0	0	82	
7:10 AM	1	0	0	0	0	0	0	0	0	20	1	0	0	36	0	0	58	
7:15 AM	1	0	5	0	0	0	2	0	0	34	1	0	2	19	0	0	64	
7:20 AM	0	0	2	0	0	0	0	0	0	38	2	0	2	24	0	0	68	
7:25 AM	4	0	1	0	0	0	0	0	0	31	2	0	1	14	0	0	53	
7:30 AM	7	0	1	0	0	0	0	0	0	24	7	0	5	25	0	0	69	
7:35 AM	2	0	3	0	0	0	0	0	0	25	4	0	1	17	0	0	52	
7:40 AM	6	0	1	0	0	0	0	0	0	32	2	0	0	25	0	0	66	
7:45 AM	4	0	2	0	0	0	0	0	0	23	0	0	2	20	0	0	51	
7:50 AM	6	0	3	0	0	0	0	0	0	23	4	0	1	15	0	0	52	
7:55 AM	0	0	7	0	0	0	0	0	0	22	2	0	2	19	1	0	53	716
8:00 AM	7	0	3	0	0	0	0	0	0	24	4	0	2	13	0	0	53	721
8:05 AM	4	0	2	0	0	0	0	0	0	21	2	0	1	20	0	0	50	689
8:10 AM	4	0	3	0	0	0	0	0	0	13	2	0	2	20	0	0	44	675
8:15 AM	4	0	3	0	0	0	0	0	0	19	1	0	1	13	0	0	41	652
8:20 AM	2	0	1	0	0	0	0	0	0	24	0	0	2	18	0	0	47	631
8:25 AM	4	0	2	0	0	0	0	0	0	24	2	0	1	23	1	0	57	635
8:30 AM	3	0	2	0	0	0	0	0	0	16	0	0	1	10	0	0	32	598
8:35 AM	4	0	2	0	0	0	0	0	0	19	2	0	1	15	0	0	43	589
8:40 AM	3	0	0	0	0	0	0	0	0	14	2	0	3	16	0	0	38	561
8:45 AM	2	0	1	0	0	0	0	0	0	10	1	0	2	18	0	0	34	544
8:50 AM	3	0	2	0	0	0	0	0	0	27	1	0	7	31	0	0	71	563
8:55 AM	4	0	2	0	0	0	0	0	0	26	1	0	1	27	0	0	61	571
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	0	40	0	0	0	12	0	0	368	8	0	24	340	0	0	816	
Heavy Trucks	0	0	0		0	0	12		0	8	0		0	0	0		20	
Pedestrians		4				20				0				0			24	
Bicycles	1	0	0		0	0	0		0	0	0		0	1	0		2	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Safeway West Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224705
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:10 AM -- 7:25 AM



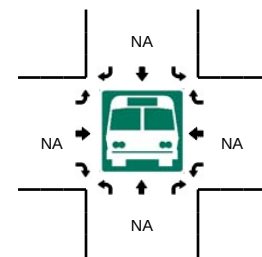
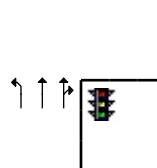
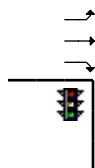
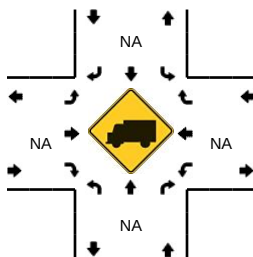
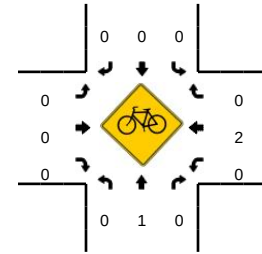
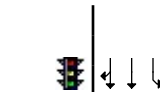
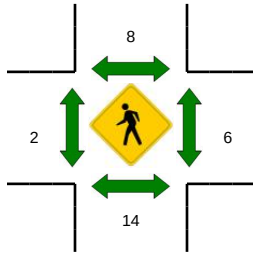
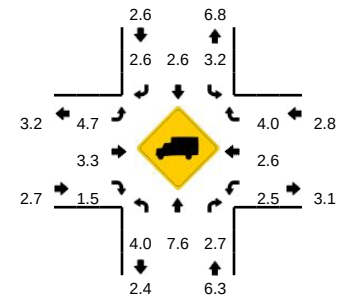
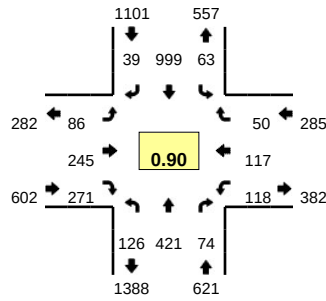
5-Min Count Period Beginning At	Safeway West Dwy (Northbound)				Safeway West Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:05 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:10 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:20 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	
7:25 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:40 AM	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:50 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:55 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	32
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	35
8:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	36
8:10 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4	35
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	36
8:20 AM	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	4	36
8:25 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	35
8:35 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	37
8:40 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	35
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	39
8:50 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	42
8:55 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	42
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
	0	0	4	0	0	0	0	0	0	0	40	0	0	0	0	0	44	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4				0				0				0				4	
	0	0	0		0	0	0		0	0	0		0	0	0		0	
Stopped Buses																		

Comments:

LOCATION: River Rd N -- Chemawa Rd N
CITY/STATE: Keizer, OR

QC JOB #: 14224707
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM



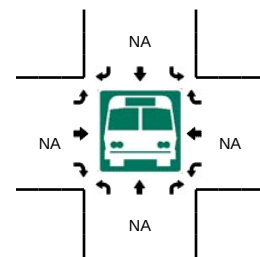
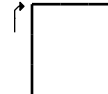
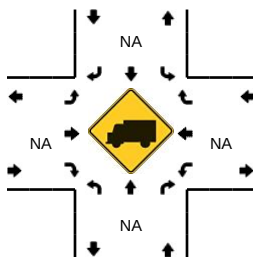
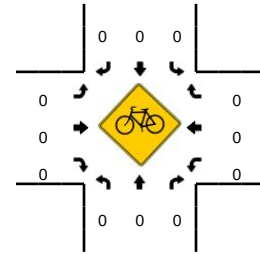
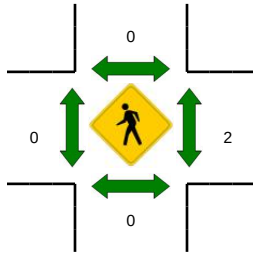
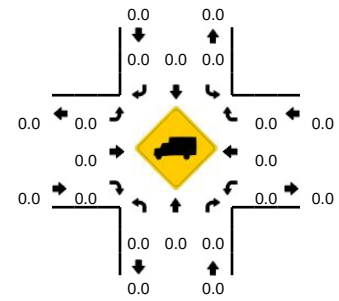
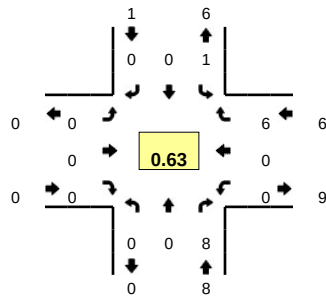
5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Chemawa Rd N (Eastbound)				Chemawa Rd N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	27	2	0	2	59	7	0	8	10	18	0	7	17	4	0	173	
7:05 AM	14	27	5	0	5	57	9	0	4	31	26	0	12	23	4	0	217	
7:10 AM	23	28	6	0	3	64	7	0	10	14	24	0	7	24	4	0	214	
7:15 AM	12	31	7	0	4	69	7	0	9	25	21	0	4	9	6	0	204	
7:20 AM	4	23	6	0	4	80	1	0	14	32	33	0	8	12	3	0	220	
7:25 AM	6	44	7	0	5	88	2	0	9	20	28	0	8	7	3	0	227	
7:30 AM	5	36	6	0	4	96	3	0	7	21	22	0	10	2	7	0	219	
7:35 AM	8	18	4	0	6	85	2	0	7	20	21	0	14	11	2	0	198	
7:40 AM	12	40	4	0	6	112	0	0	6	25	25	0	11	11	5	0	257	
7:45 AM	9	49	5	0	3	113	5	0	3	17	18	0	13	4	3	0	242	
7:50 AM	8	48	9	0	5	84	0	0	8	16	22	0	16	5	6	0	227	
7:55 AM	14	34	6	0	7	77	2	0	6	13	13	0	9	5	2	0	188	2586
8:00 AM	11	43	9	0	11	74	1	0	3	11	18	0	6	4	5	0	196	2609
8:05 AM	8	42	7	0	4	69	1	0	0	15	10	0	6	13	6	0	181	2573
8:10 AM	4	38	2	0	7	61	1	0	1	9	14	0	5	8	8	0	158	2517
8:15 AM	9	52	6	0	9	53	2	0	6	6	8	0	6	6	3	0	166	2479
8:20 AM	5	50	9	0	6	49	2	0	4	9	11	0	8	6	2	0	161	2420
8:25 AM	7	38	8	0	5	50	2	0	8	9	10	0	6	12	3	0	158	2351
8:30 AM	8	40	9	0	2	59	4	0	5	5	10	0	6	5	5	0	158	2290
8:35 AM	7	29	5	0	6	68	5	0	2	9	7	0	7	9	6	0	160	2252
8:40 AM	11	41	5	0	5	65	2	0	4	9	17	0	9	5	5	0	178	2173
8:45 AM	7	45	5	0	3	70	2	0	10	8	18	0	5	4	7	0	184	2115
8:50 AM	6	29	11	0	5	47	5	0	4	12	12	0	10	19	6	0	166	2054
8:55 AM	7	60	8	0	4	67	8	0	5	9	17	0	3	14	5	0	207	2073
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	116	548	72	0	56	1236	20	0	68	232	260	0	160	80	56	0	2904	
Heavy Trucks	0	48	4	0	0	24	4	0	4	12	4	0	8	8	0	0	116	
Pedestrians	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: River Rd N -- Safeway North Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224709
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:20 AM -- 7:35 AM



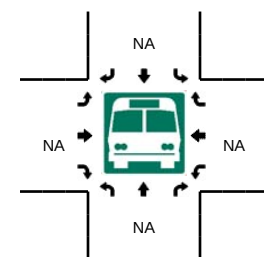
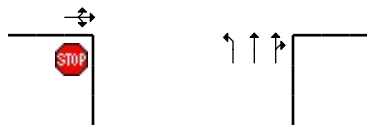
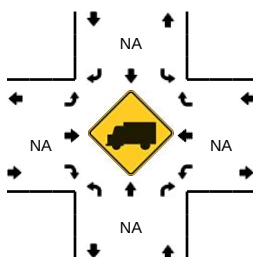
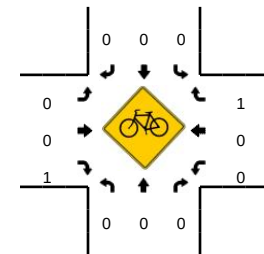
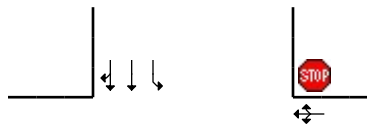
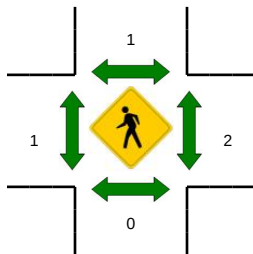
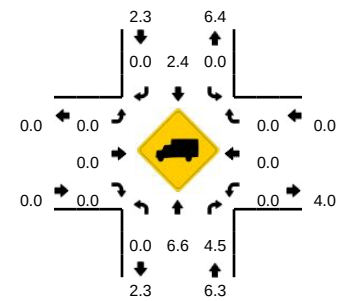
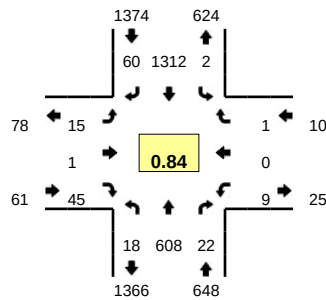
5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway North Dwy (Eastbound)				Safeway North Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	17
8:20 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	4	20
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
8:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	18
8:55 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	20	0	0	0	0	0	0	0	0	0	0	0	4	0	24	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: River Rd N -- Safeway South Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224711
DATE: Wed, Feb 15 2017

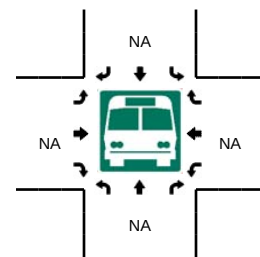
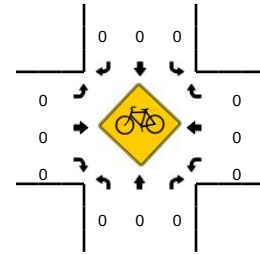
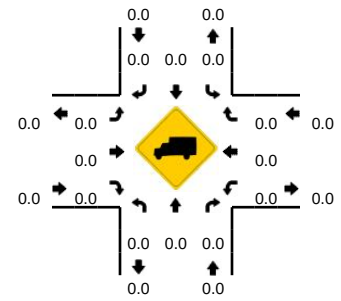
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM



5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway South Dwy (Eastbound)				Safeway South Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	41	2	0	0	84	5	0	3	0	5	0	2	0	0	0	147	
7:05 AM	2	57	4	0	0	92	2	0	1	0	7	0	0	0	0	0	165	
7:10 AM	1	46	2	0	0	85	5	0	0	0	4	0	0	0	0	0	143	
7:15 AM	1	45	0	0	0	94	4	0	3	0	2	0	1	0	0	0	150	
7:20 AM	4	38	0	0	0	114	6	0	2	0	0	0	0	0	1	0	165	
7:25 AM	2	54	2	0	0	116	7	0	1	1	3	0	1	0	0	0	187	
7:30 AM	2	48	1	0	0	113	10	0	0	0	6	0	0	0	0	0	180	
7:35 AM	0	47	2	0	0	121	6	0	1	0	8	0	0	0	0	0	185	
7:40 AM	1	44	3	0	0	138	6	0	1	0	5	0	2	0	0	0	200	
7:45 AM	2	57	4	0	1	134	7	0	0	0	4	0	2	0	0	0	211	
7:50 AM	2	69	2	0	0	128	3	0	4	0	3	0	0	0	0	0	211	
7:55 AM	1	56	1	0	1	91	4	0	2	0	0	0	1	0	0	0	157	2101
8:00 AM	0	47	1	0	0	86	0	0	0	0	3	0	2	0	0	0	139	2093
8:05 AM	3	56	4	0	1	83	8	0	2	0	1	0	1	0	0	0	159	2087
8:10 AM	4	46	3	0	0	81	4	0	1	0	3	0	1	1	0	0	144	2088
8:15 AM	0	69	1	0	0	66	1	0	3	1	2	0	1	0	1	0	145	2083
8:20 AM	1	57	0	0	0	60	7	0	2	0	4	0	0	0	0	0	131	2049
8:25 AM	1	58	2	0	0	61	0	0	2	0	5	0	1	0	0	0	130	1992
8:30 AM	2	49	1	0	0	73	4	0	2	0	0	0	0	0	0	0	131	1943
8:35 AM	0	41	0	0	0	73	4	0	2	0	2	0	2	0	0	0	124	1882
8:40 AM	0	57	4	0	1	90	4	0	0	0	3	0	0	0	0	0	159	1841
8:45 AM	2	62	1	0	0	84	4	0	2	0	4	0	2	0	0	0	161	1791
8:50 AM	1	48	4	0	0	70	3	0	1	0	1	0	1	0	1	0	130	1710
8:55 AM	1	75	2	0	2	78	3	0	0	0	4	0	0	0	0	0	165	1718
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	680	36	0	4	1600	64	0	20	0	48	0	16	0	0	0	2488	
Heavy Trucks	0	48	4	0	0	40	0	0	0	0	0	0	0	0	0	0	92	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

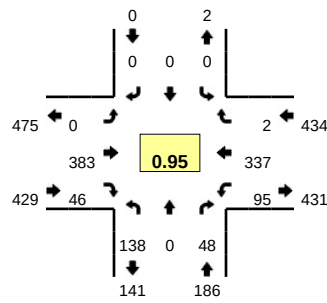
QC JOB #: 14224702
DATE: Wed, Feb 15 2017



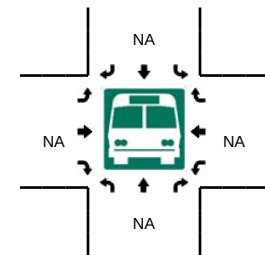
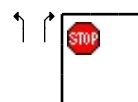
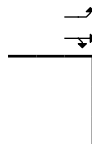
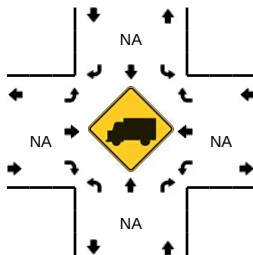
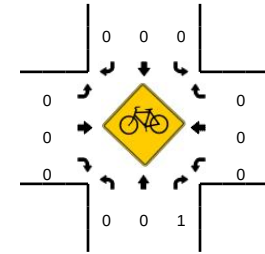
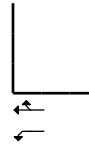
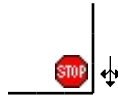
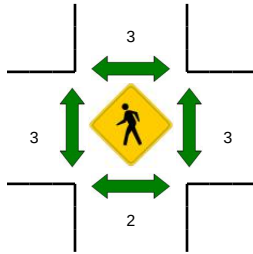
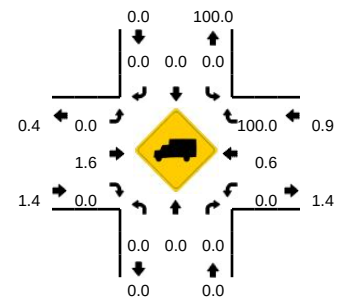
Comments:

LOCATION: Safeway Center Dwy -- Chemawa Rd NE
CITY/STATE: Keizer, OR

QC JOB #: 14224704
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

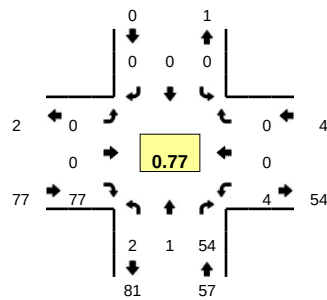


5-Min Count Period Beginning At	Safeway Center Dwy (Northbound)				Safeway Center Dwy (Southbound)				Chemawa Rd NE (Eastbound)				Chemawa Rd NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	0	3	0	0	0	0	0	0	26	7	0	10	27	0	0	84	
4:05 PM	17	0	7	0	0	0	0	0	0	29	5	0	3	16	0	0	77	
4:10 PM	18	0	3	0	0	0	0	0	0	25	4	0	5	28	0	0	83	
4:15 PM	8	0	3	0	0	0	0	0	0	31	9	0	7	33	0	0	91	
4:20 PM	10	0	5	0	0	0	0	0	0	18	2	0	5	28	0	0	68	
4:25 PM	12	0	7	0	0	0	0	0	0	26	4	0	5	27	0	0	81	
4:30 PM	11	0	7	0	0	0	0	0	0	24	3	0	10	32	0	0	87	
4:35 PM	12	0	4	0	0	0	0	0	0	24	6	0	3	37	0	0	86	
4:40 PM	5	0	4	0	0	0	0	0	0	29	2	0	9	31	0	0	80	
4:45 PM	14	0	4	0	0	0	0	0	0	32	1	0	7	35	0	0	93	
4:50 PM	15	0	4	0	0	0	0	0	0	39	7	0	2	26	0	0	93	
4:55 PM	9	0	3	0	0	0	0	0	0	36	4	0	11	27	0	0	90	1013
5:00 PM	13	0	7	0	0	0	0	0	0	27	4	0	1	30	1	0	83	1012
5:05 PM	12	0	7	0	0	0	0	0	0	27	2	0	8	15	0	0	71	1006
5:10 PM	7	0	4	0	0	0	0	0	0	33	4	0	8	32	1	0	89	1012
5:15 PM	14	0	3	0	0	0	0	0	0	26	7	0	9	28	0	0	87	1008
5:20 PM	10	0	2	0	0	0	0	0	0	40	5	0	9	29	0	0	95	1035
5:25 PM	12	0	4	0	0	0	0	0	0	29	4	0	10	30	0	0	89	1043
5:30 PM	10	0	2	0	0	0	0	0	0	30	3	0	15	26	0	0	86	1042
5:35 PM	17	0	4	0	0	0	0	0	0	35	3	0	6	28	0	0	93	1049
5:40 PM	18	0	6	0	0	0	0	0	0	37	8	0	8	20	0	0	97	1066
5:45 PM	15	0	7	0	0	0	0	0	0	15	3	0	5	37	0	0	82	1055
5:50 PM	12	0	9	0	0	0	2	0	0	33	3	0	9	23	0	0	91	1053
5:55 PM	12	0	8	0	0	0	0	0	0	26	8	0	3	23	0	0	80	1043
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	152	0	44	0	0	0	0	0	0	428	48	0	80	352	0	0	1104	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	4	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

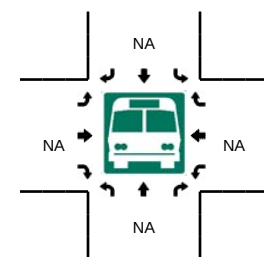
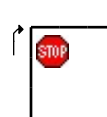
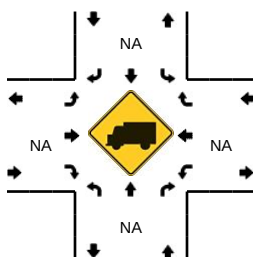
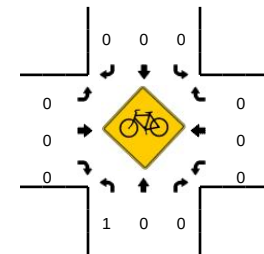
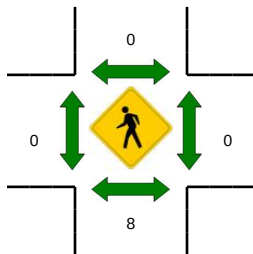
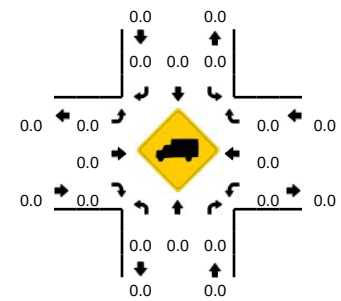
Comments:

LOCATION: Safeway West Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224706
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

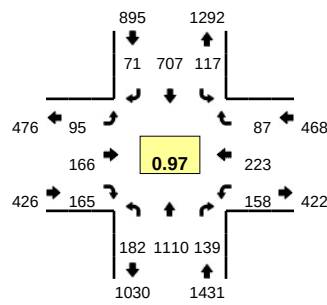


5-Min Count Period Beginning At	Safeway West Dwy (Northbound)				Safeway West Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	5	0	0	0	0	0	0	0	8	0	0	0	0	0	14	
4:05 PM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	5	
4:10 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	
4:15 PM	0	0	7	0	0	0	0	0	0	0	2	0	1	0	0	0	10	
4:20 PM	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	7	
4:25 PM	1	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	10	
4:30 PM	0	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	11	
4:35 PM	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	11	
4:40 PM	0	0	9	0	0	0	0	0	0	0	5	0	0	0	0	0	14	
4:45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	
4:50 PM	0	1	4	0	0	0	0	0	0	0	2	0	0	0	0	0	7	
4:55 PM	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	8	105
5:00 PM	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	8	99
5:05 PM	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0	12	106
5:10 PM	1	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	10	112
5:15 PM	1	0	4	0	0	0	0	0	0	0	11	0	1	0	0	0	17	119
5:20 PM	0	0	7	0	0	0	0	0	0	0	5	0	1	0	0	0	13	125
5:25 PM	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0	15	130
5:30 PM	0	0	4	0	0	0	0	0	0	0	10	0	2	0	0	0	16	135
5:35 PM	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0	14	138
5:40 PM	1	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	11	135
5:45 PM	0	0	3	0	0	0	0	0	0	0	7	0	1	0	0	0	11	142
5:50 PM	0	0	8	0	0	0	0	0	0	0	10	0	0	0	0	0	18	153
5:55 PM	0	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	9	154
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	68	0	0	0	0	0	0	0	100	0	8	0	0	0	180	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

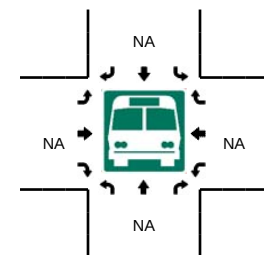
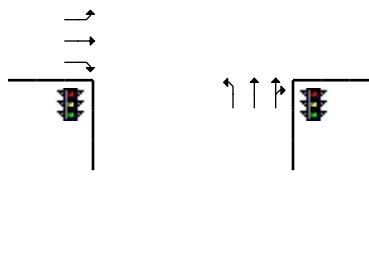
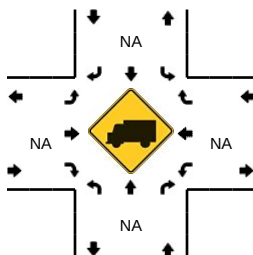
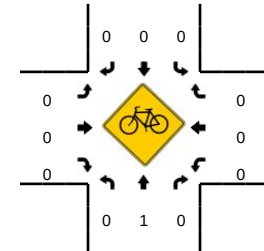
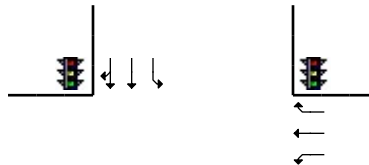
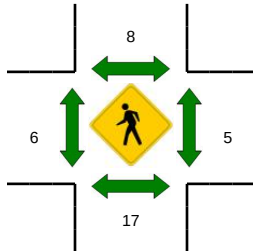
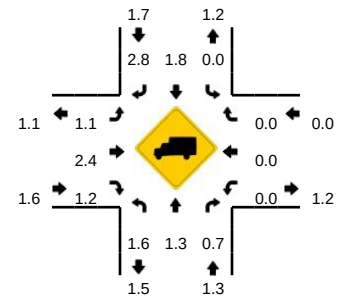
Comments:

LOCATION: River Rd N -- Chemawa Rd N
CITY/STATE: Keizer, OR

QC JOB #: 14224708
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

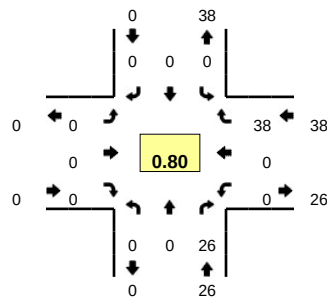


5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Chemawa Rd N (Eastbound)				Chemawa Rd N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	69	12	0	13	61	7	0	8	12	18	0	17	21	12	0	267	
4:05 PM	9	83	16	0	8	76	5	0	11	9	14	0	7	14	5	0	257	
4:10 PM	15	96	10	0	9	57	4	0	4	8	11	0	14	13	9	0	250	
4:15 PM	14	79	9	0	11	46	12	0	8	17	20	0	20	23	5	0	264	
4:20 PM	12	104	8	0	8	55	4	0	8	11	13	0	15	14	6	0	258	
4:25 PM	12	84	10	0	12	50	5	0	8	3	6	0	9	14	6	0	219	
4:30 PM	16	60	5	0	8	55	4	0	10	11	12	0	14	17	15	0	227	
4:35 PM	25	76	5	0	5	61	4	0	6	13	20	0	15	19	9	0	258	
4:40 PM	13	95	14	0	5	85	5	0	8	10	17	0	11	19	2	0	284	
4:45 PM	20	77	11	0	7	47	5	0	11	16	13	0	15	15	9	0	246	
4:50 PM	12	70	15	0	8	60	6	0	6	16	16	0	11	31	12	0	263	
4:55 PM	15	108	11	0	14	81	3	0	4	11	11	0	10	15	5	0	288	3081
5:00 PM	16	78	7	0	6	38	7	0	8	17	8	0	22	16	9	0	232	3046
5:05 PM	13	83	6	0	11	59	4	0	9	20	22	0	11	17	9	0	264	3053
5:10 PM	21	108	12	0	9	67	5	0	7	10	18	0	8	12	8	0	285	3088
5:15 PM	14	110	11	0	11	48	2	0	8	17	8	0	12	13	11	0	265	3089
5:20 PM	13	88	10	0	8	47	11	0	8	16	13	0	15	26	6	0	261	3092
5:25 PM	17	108	13	0	13	59	4	0	6	9	12	0	12	24	3	0	280	3153
5:30 PM	15	98	14	0	13	65	9	0	4	11	7	0	11	13	6	0	266	3192
5:35 PM	13	87	15	0	12	51	10	0	16	13	20	0	20	22	7	0	286	3220
5:40 PM	17	78	15	0	11	35	6	0	7	15	9	0	13	11	7	0	224	3160
5:45 PM	21	98	9	0	4	74	5	0	11	10	10	0	9	17	10	0	278	3192
5:50 PM	8	69	13	0	13	54	2	0	9	14	14	0	14	12	7	0	229	3158
5:55 PM	18	79	8	0	11	44	8	0	10	17	16	0	6	30	10	0	257	3127
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	1172	168	0	152	700	92	0	104	132	156	0	172	236	64	0	3328	
Heavy Trucks	4	16	0		0	16	8		0	0	0		0	0	0		44	
Pedestrians		20				8				4				4			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

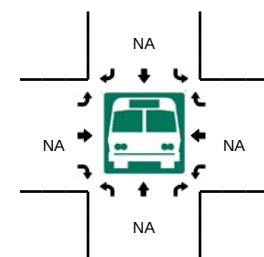
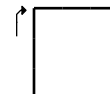
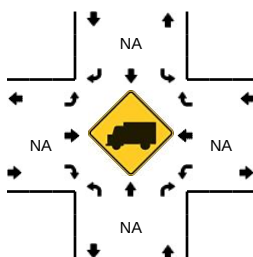
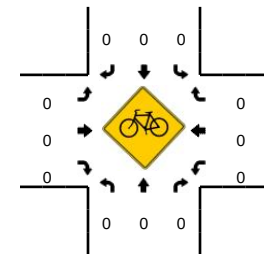
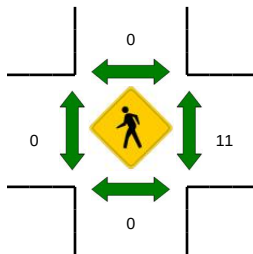
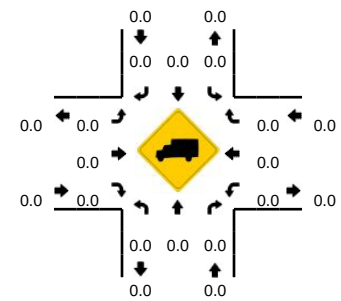
Comments:

LOCATION: River Rd N -- Safeway North Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224710
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

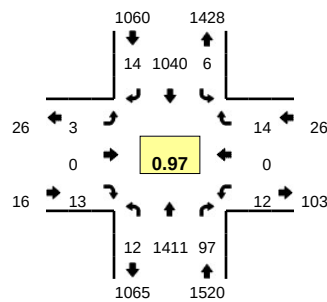


5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway North Dwy (Eastbound)				Safeway North Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	
4:05 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	6	
4:10 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	
4:30 PM	0	0	7	0	1	0	0	0	0	0	0	0	0	0	5	0	13	
4:35 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	5	0	8	
4:40 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	6	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
4:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
4:55 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	68
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	64
5:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	63
5:10 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	6	62
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	9	69
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	71
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	71
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	65
5:35 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	7	64
5:40 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	61
5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	64
5:50 PM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	8	69
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	69
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	28	0	0	0	0	0	0	0	0	0	0	0	52	0	80	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

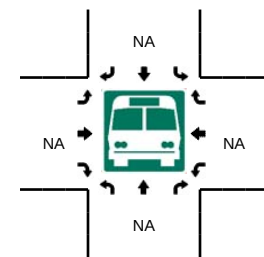
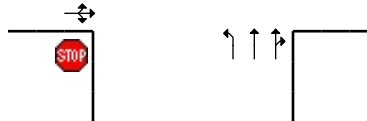
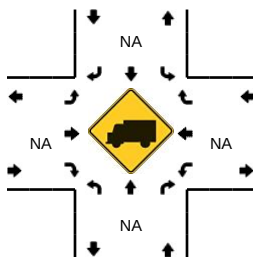
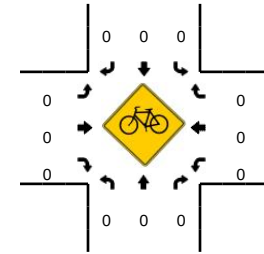
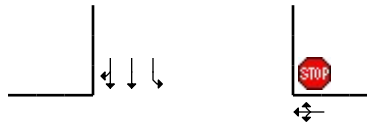
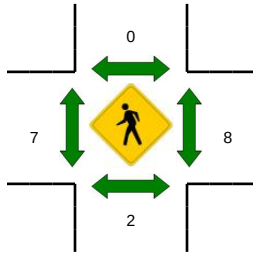
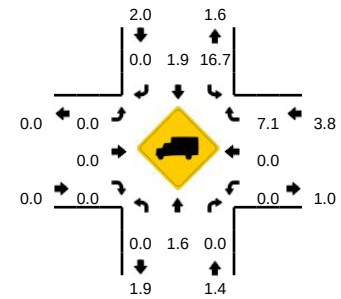
Comments:

LOCATION: River Rd N -- Safeway South Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224712
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM



5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway South Dwy (Eastbound)				Safeway South Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	100	10	0	0	105	1	0	2	0	1	0	1	0	3	0	224	
4:05 PM	1	101	7	1	0	100	0	0	1	0	0	0	0	0	0	0	211	
4:10 PM	2	128	9	0	0	83	2	0	2	0	3	0	2	0	2	0	233	
4:15 PM	2	109	11	0	1	86	2	0	1	0	1	0	0	0	4	0	217	
4:20 PM	0	107	9	0	1	80	1	0	0	0	0	0	0	0	1	0	199	
4:25 PM	0	103	11	0	0	67	1	0	1	0	0	0	0	0	2	0	185	
4:30 PM	1	91	6	0	2	80	1	0	0	0	0	0	0	0	1	0	182	
4:35 PM	2	109	9	0	0	95	1	0	0	0	1	0	0	0	2	0	219	
4:40 PM	1	114	8	0	1	109	2	0	0	0	1	0	1	0	1	0	238	
4:45 PM	2	113	8	0	1	78	2	0	0	0	3	0	0	0	5	0	212	
4:50 PM	1	96	5	0	0	89	1	0	2	0	0	0	2	0	0	0	196	
4:55 PM	1	131	6	0	0	91	2	0	0	0	1	0	1	0	0	0	233	2549
5:00 PM	0	108	7	0	0	69	1	0	0	0	4	0	1	0	0	0	190	2515
5:05 PM	3	113	10	0	1	97	0	0	0	0	0	0	1	0	1	0	226	2530
5:10 PM	2	118	11	0	1	92	2	0	0	0	1	0	2	0	2	0	231	2528
5:15 PM	0	139	7	0	1	70	1	0	1	0	0	0	0	0	0	0	219	2530
5:20 PM	0	120	11	0	0	81	1	0	0	0	2	0	0	0	4	0	219	2550
5:25 PM	0	113	8	0	1	83	0	0	0	0	0	0	2	0	0	0	207	2572
5:30 PM	0	134	5	0	0	88	1	0	0	0	0	0	0	0	1	0	229	2619
5:35 PM	2	112	11	0	0	93	1	0	0	0	1	0	2	0	0	0	222	2622
5:40 PM	1	108	10	0	1	67	0	0	0	0	2	0	3	0	2	0	194	2578
5:45 PM	0	123	6	0	1	86	0	0	0	0	2	0	0	0	5	0	223	2589
5:50 PM	0	108	5	0	1	84	2	0	0	0	0	0	0	0	1	0	201	2594
5:55 PM	0	89	5	0	1	68	1	0	0	0	0	0	3	0	1	0	168	2529
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	1480	112	0	12	1036	12	0	4	0	4	0	12	0	12	0	2704	
Heavy Trucks	0	20	0		0	20	0		0	0	0		0	0	0		40	
Pedestrians		8				0				12				12			32	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Attachment C Crash Data

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N Chemawa Rd & N River Rd

January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE KILLED		TOTAL PEOPLE INJURED		TRUCKS		DRY SURF		WET SURF		DAY	DARK	INTER-SECTION RELATED	INTER-SECTION OFF-ROAD
YEAR: 2014																				
REAR-END	0	4	0	0	4	0	5	0	4	0	3	1	4	0	0					
TURNING MOVEMENTS	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0					
2014 TOTAL	0	4	1	0	5	0	5	0	5	0	4	1	5	0	0					
YEAR: 2013																				
REAR-END	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0					
2013 TOTAL	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0					
YEAR: 2012																				
REAR-END	0	2	2	0	4	0	3	0	3	1	4	0	4	0	0					
TURNING MOVEMENTS	0	2	0	0	2	0	3	0	1	1	1	1	2	0	0					
2012 TOTAL	0	4	2	0	6	0	6	0	4	2	5	1	6	0	0					
YEAR: 2011																				
REAR-END	0	1	4	0	5	0	3	1	5	0	5	0	5	0	0					
TURNING MOVEMENTS	0	1	1	0	2	0	3	0	1	1	2	0	2	0	0					
2011 TOTAL	0	2	5	0	7	0	6	1	6	1	7	0	7	0	0					
YEAR: 2010																				
PEDESTRIAN	0	1	0	0	1	0	1	0	0	1	1	0	1	0	0					
REAR-END	0	2	1	0	3	0	4	0	3	0	3	0	3	0	0					
SIDESWIPE - OVERTAKING	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0					
2010 TOTAL	0	3	2	0	5	0	5	0	4	1	5	0	5	0	0					
FINAL TOTAL	0	13	11	0	24	0	22	1	20	4	22	2	24	0	0					

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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

CDS360

2/15/2017

CITY OF KEIZER, MARION COUNTY

N Chemawa Rd & N River Rd
January 1, 2010 through December 31, 2014

SER#	INVEST UNLOC?	P E D	A U L D C S	R L G C S L	S W H R K	DATE	DAY/TIME	FC	DISTNC	CITY STREET	FIRST STREET	SECOND STREET	INTERSECTION	SEQ #	RD CHART	DIRECT	LOC	INT-TYP	(MEDIAN)	LEGS	(#LANES)	CONTL	TRF	SIGNAL	N	OFF-ROAD	WTHR	SURF	CRASH	COLL TYP	SVRTY	VEH TYPE	OWNER	TLR QTY	MOVE	FROM	TO	P#	TYPE	INJ	SVRTY	E	X	RES	A	S	PED	LOC	ERROR	ACTN	EVENT	CAUSE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
00460	CITY	No	N	N	N	N	02/11/2010	14		CHEMAWA RD N		RIVER RD N	1		INTER	N	06		CROSS	0			TRF	SIGNAL	N		N	CLD	S-1STOP	REAR	INJ	01	NONE	0	PSNGR	PRVTE	N	S	01	DRVR	NONE	22	M	OR-Y	052,016,026	000	013	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000</

CITY OF KEIZER, MARION COUNTY

N Chemawa Rd & N River Rd

January 1, 2010 through December 31, 2014

[illegible]

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

N Chemawa Rd from N River Rd to 7th Ave
January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION OFF- ROAD
YEAR: 2014													
TURNING MOVEMENTS	0	1	1	2	0	1	0	0	2	1	1	0	0
2014 TOTAL	0	1	1	2	0	1	0	0	2	1	1	0	0
YEAR: 2013													
REAR-END	0	1	0	1	0	1	0	0	0	1	0	1	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	1	2	3	0	0	1
2013 TOTAL	0	1	3	4	0	1	0	1	2	4	0	1	1
YEAR: 2012													
REAR-END	0	1	0	1	0	3	0	1	0	1	0	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	0	0
2012 TOTAL	0	1	1	2	0	3	0	1	1	2	0	0	0
YEAR: 2011													
REAR-END	0	1	0	1	0	3	0	1	0	1	0	0	0
2011 TOTAL	0	1	0	1	0	3	0	1	0	1	0	0	0
YEAR: 2010													
REAR-END	0	1	0	1	0	1	0	0	1	1	0	1	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	0	0
TURNING MOVEMENTS	0	0	3	3	0	0	0	1	2	2	1	1	0
2010 TOTAL	0	1	4	5	0	1	0	2	3	4	1	2	1
FINAL TOTAL	0	5	9	14	0	9	0	5	8	12	2	1	2

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

CITY OF KEIZER, MARION COUNTY										N Chemawa Rd from N River Rd to 7th Ave January 1, 2010 through December 31, 2014												
SER#	INVEST UNLOC?	S P E D E A U C O I L G H R D C S L K	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION	SEQ #	RD CHAR DIRECT LOC	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFF-RD RNDBT DRVMY	WTHR SURF LIGHT	CRASH COLL TYP SVRTY	SPLC USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVR	A G E X RES	LOC ERROR	ACTN EVENT	CAUSE	
00355	NONE	N N N	02/05/2013 Tue 3P -123	16 I 35.00	CHEMAWA RD N RIVER RD N	1	STRGHT E	(NONE)	Y UNKNOWN	N UNK N UNK N DAY	N UNK REAR INJ	S-1STOP	01 NONE PRVTE PSNGR CAR	0 STRGHT E W	01	DRVR	NONE	00 F	OR-Y OR<25	026	000	07
	No	44 59 48.88					06	(04)					02 NONE PRVTE PSNGR CAR	0 STOP E W		01	DRVR	INJC	51 F	OR-Y OR<25	000	07
01969	NONE	N N N	06/20/2011 Mon 1P -123	16 I 35.08	CHEMAWA RD N RIVER RD N	1	ALLEY E	(NONE)	N UNKNOWN	N CLR N DRY N DAY	S-OTHER REAR INJ	01 NONE PRVTE PSNGR CAR	0 STRGHT W E	01	DRVR	INJC	37 F	OR-Y OR>25	042	000	07	
	No	44 59 48.88					07	(02)				02 NONE PRVTE PSNGR CAR	0 TURN-R W S		02	PSNG	INJC	16 F	000	000	00	
02948	NONE	N N N	09/05/2010 Sun 4P -123	16 I 28.67	CHEMAWA RD N RIVER RD N	1	ALLEY E	(NONE)	N UNKNOWN	Y CLR N DRY N DAY	BIKE TURN PDO	01 NONE PRVTE PSNGR CAR	0 TURN-R W S		01	DRVR	INJC	56 M	OR-Y OR<25	000	00	
	No	44 59 48.84					07	(02)				02 NONE PRVTE PSNGR CAR	0 TURN-L W N		01	DRVR	INJC	21 M	08	000	00	
00561	NONE	N N N	02/18/2014 Tue 7A -123	16 I 33.29	CHEMAWA RD N RIVER RD N	1	ALLEY E	(NONE)	N L-TURN REF	N CLD N WET N DAY	O-1 L-TURN TURN INJ	01 NONE PRVTE PSNGR CAR	0 STRGHT E W		01	DRVR	NONE	39 F	OR-Y OR<25	027	019	
	No	44 59 48.87					07	(03)				02 NONE PRVTE PSNGR CAR	0 TURN-L W N		02	PSNG	NO<S	04 M	000	000	00	
02386	NONE	N N N	07/22/2010 Thu 1P -123	16 I 34.50	CHEMAWA RD N RIVER RD N	1	STRGHT E	(NONE)	N R-TURN ALL	N CLR N DRY N DAY	S-STRGHT SS-O PDO	01 NONE PRVTE PSNGR CAR	0 STRGHT E W		01	DRVR	INJC	19 F	OR-Y OR<25	000	00	
	No	44 59 48.88					08	(04)				02 NONE PRVTE PSNGR CAR	0 TURN-L W N		01	DRVR	INJC	19 F	OR-Y OR<25	000	00	
04620	NONE	N N N	12/23/2013 Mon 1P -123	16 I 28.52	CHEMAWA RD N RIVER RD N	1	ALLEY E	(NONE)	N STOP SIGN	Y CLD N WET N DAY	S-1TURN TURN PDO	01 NONE PRVTE PSNGR CAR	0 TURN-R S E		01	DRVR	NONE	65 F	OR-Y OR<25	006	018	
	No	44 59 48.84					08	(02)				02 NONE PRVTE PSNGR CAR	0 TURN-R S E		01	DRVR	NONE	65 F	OR-Y OR<25	000	08	

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION OFF- ROAD
YEAR: 2014													
REAR-END	0	2	4	6	0	6	0	5	0	6	0	1	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	0	2	2	0	0	0
2014 TOTAL	0	4	5	9	0	8	0	6	2	9	0	1	0
YEAR: 2013													
ANGLE	0	0	1	1	0	0	0	0	1	1	0	0	0
REAR-END	0	1	2	3	0	1	0	1	2	3	0	2	0
2013 TOTAL	0	1	3	4	0	1	0	1	3	4	0	2	0
YEAR: 2012													
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0
2012 TOTAL	0	1	1	2	0	1	0	2	0	2	0	1	0
YEAR: 2011													
REAR-END	0	1	1	2	0	1	0	1	1	2	0	1	0
2011 TOTAL	0	1	1	2	0	1	0	1	1	2	0	1	0
YEAR: 2010													
ANGLE	0	0	1	1	0	0	0	1	0	1	0	0	0
REAR-END	0	1	5	6	0	1	1	2	4	4	2	4	0
2010 TOTAL	0	1	6	7	0	1	1	3	4	5	2	4	0
FINAL TOTAL	0	8	16	24	0	12	1	13	10	22	2	9	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

CITY OF KEIZER, MARION COUNTY

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

S P E I N V E S T I G A T I O N S E Q #	D A T E R A N G E	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCIN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- (#LANES)	OFF-RT RNDT	WTHR SURF	CRASH TYP COLL TYP	SPCL USE OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A S E L I C I N S	PED LOC ERR	ACTN EVENT	CAUSE
00235	N N N	01/24/2011 14 Mon 8A 155 44 59 47.36 -123 1 35.91	RIVER RD N CHEMAWA RD N 1	STRGHT S 07	(NONE) (04)	N UNKNOWN	N CLR N DRY N DAY	S-ISTOP REAR PDO	01 NONE 0 STRGHT PRVTE N S PSNGR CAR	02 NONE 0 STOP PRVTE N S PSNGR CAR	01	DRVR	NONE	36 F OR-Y OR<25	000	011 000	00 00
04428	N N N	12/11/2014 14 Thu 10A 163 44 59 47.01 -123 1 35.92	RIVER RD N CHEMAWA RD N 1	ALLEY S 07	(NONE) (04)	N UNKNOWN	N CLD N WET N DAY	ANGL-OTH TURN INJ	01 NONE 0 TURN-L PRVTE W N PSNGR CAR	02 NONE 0 STRGHT PRVTE N S PSNGR CAR	01	DRVR	NONE	63 F OR-Y OR<25	001,007	018 000	08 00 08
01841	N N N	06/14/2010 14 Mon 12P 200 44 59 46.90 -123 1 35.90	RIVER RD N CHEMAWA RD N 1	ALLEY S 07	(NONE) (04)	N NONE	N CLR N DRY N DAY	ANGL-OTH ANGL PDO	01 NONE 0 STRGHT PRVTE E W PSNGR CAR	02 NONE 0 STRGHT PRVTE S N PSNGR CAR	01	DRVR	NONE	43 M OR-Y OR>25	028	018 000	02 00 02
01882	N N N	06/08/2014 14 Sun 1P 200 44 59 46.55 -123 1 35.92	RIVER RD N CHEMAWA RD N 1	STRGHT S 07	(NONE) (04)	N NONE	N CLR N DRY N DAY	S-ISTOP REAR INJ	01 NONE 0 STRGHT PRVTE N S PSNGR CAR	02 NONE 0 STOP PRVTE N S PSNGR CAR	01	DRVR	NONE	93 F OR-Y OR<25	043,026	000 000	07 00 07
02426	N N N	07/21/2014 14 Mon 11A 250 44 59 46.11 -123 1 35.91	RIVER RD N CHEMAWA RD N 1	STRGHT S 07	(NONE) (04)	N NONE	N CLR N DRY N DAY	S-STRGHT SS-O PDO	01 NONE 0 STRGHT PRVTE N S PSNGR CAR	02 NONE 0 STOP PRVTE N S PSNGR CAR	01	DRVR	NONE	77 M OR-Y OR<25	045	000 000	13 00 13

CITY OF KEIZER, MARION COUNTY

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

SER#	INVEST UNLOC?	S D R S W			CITY STREET		RD CHAR DIRECT	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD SURF	WTHR	CRASH COLL SVRTY	SPL USE	MOVE FROM	P#	FRTC INJ SVR	A S E LICNS	LOC ERROR	ACTN EVENT	CAUSE		
		E L G H R	D A Y	O C DATE	FC	DISTNC															INTERSECTION	SEQ #
00690	NONE	N	N	N	03/06/2013	14	RIVER RD N	STRGHT	Y	N	CLD	S-1STOP	0	01	NONE	0	STRGHT	013	000	27,07		
No	44 59 47.06	-123	1	35.91	Wed 5P	152	CHEMAWA RD N 1	S 08	UNKNOWN	N	WET	REAR	PRVTE	S N	01	DRVR	NONE	16 M	OR-Y	016,026	000	27,07
02470	NONE	N	N	N	07/26/2012	16	RIVER RD N	ALLEY	N	N	CLR	ANGL-OTH	0	01	NONE	0	TURN-R	018	000	02		
No	44 59 46.62	-123	1	35.90	Thu 5P	180	CHEMAWA RD N 1	S 08	STOP SIGN	N	DRY	TURN	PRVTE	E N	01	DRVR	NONE	72 F	OR-Y	028	000	02
00937	NONE	N	N	N	03/29/2010	14	RIVER RD N	STRGHT	Y	N	RAIN	S-1STOP	0	01	NONE	0	STRGHT	000	000	07		
No	44 59 46.89	-123	1	35.90	Mon 5P	200	CHEMAWA RD N 1	S 08	UNKNOWN	N	WET	REAR	PRVTE	S N	01	DRVR	NONE	00 M	OR-Y	026	000	07
00029	CITY	Y	N	N	N	01/03/2012	14	RIVER RD N	STRGHT	Y	N	CLD	S-OTHER	0	01	NONE	0	STRGHT	000	32,01		
No	44 59 46.93	-123	1	35.90	Tue 4P	200	CHEMAWA RD N 1	S 08	UNKNOWN	N	DRY	REAR	PRVTE	S N	01	DRVR	NONE	16 M	OR-Y	052,042	000	32,01
00565	CITY	N	N	N	N	02/22/2013	14	RIVER RD N	ALLEY	N	N	RAIN	ANGL-OTH	0	01	NONE	0	STRGHT	018	000	02	
No	44 59 44.98	-123	1	35.89	Fri 11A	346	CHEMAWA RD N 1	S 08	NONE	N	WET	ANGL	PRVTE	E W	01	DRVR	NONE	17 F	OR-Y	028	000	02

CITY OF KEIZER, MARION COUNTY

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

SER#	INVEST UNLOC?	P E L G R D C S L K	S W	DATE	FC	CITY STREET		INT-TYP (MEDIAN) (LEGS) (#LANES)	RD CHAR DIRECT	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVMY	WTHR SURE LIGHT	CRASH TYP COLL TYP SVRTY	SACL USE		MOVE FROM TO	P#	PRTC INJ SVRTY	A S G E LICNS X RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
						FIRST STREET	SECOND STREET							V#	VEH TYPE									
03345	N N N	10/06/2010	14	Wed 3P	200	RIVER RD N	CHURCHDALE AVE NE 1	(NONE) (04)	STRGHT N 08	Y UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR PDO	01 NONE 0 STRGHT PRVTE S N PSNGR CAR	01	DRVR NONE	75	F OR-Y	000			007	00		
																			OR<25		000	00		

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC..
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC..
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC.. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY TO PEDESTRIAN
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OFN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LYSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GRLL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRGL PYMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHER CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION	
	CODE	DESCRIPTION
01		RURAL PRINCIPAL ARTERIAL - INTERSTATE
02		RURAL PRINCIPAL ARTERIAL - OTHER
06		RURAL MINOR ARTERIAL
07		RURAL MAJOR COLLECTOR
08		RURAL MINOR COLLECTOR
09		RURAL LOCAL
11		URBAN PRINCIPAL ARTERIAL - INTERSTATE
12		URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14		URBAN PRINCIPAL ARTERIAL - OTHER
16		URBAN MINOR ARTERIAL
17		URBAN MAJOR COLLECTOR
18		URBAN MINOR COLLECTOR
19		URBAN LOCAL
78		UNKNOWN RURAL SYSTEM
79		UNKNOWN RURAL NON-SYSTEM
98		UNKNOWN URBAN SYSTEM
99		UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION	
	CODE	DESCRIPTION
0		MAINLINE STATE HIGHWAY
1		COULET
3		FRONTAGE ROAD
6		CONNECTION
8		HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
1	KILL		FATAL INJURY
2	INJA		INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB		NON-INCAPACITATING INJURY
4	INJC		POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI		DIED PRIOR TO CRASH
7	NO<5		NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
0	UNK		UNKNOWN
1	DAY		DAYLIGHT
2	DLIT		DARKNESS - WITH STREET LIGHTS
3	DARK		DARKNESS - NO STREET LIGHTS
4	DAWN		DAWN (TWILIGHT)
5	DUSK		DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
0	NONE		NO MEDIAN
1	RSDMD		SOLID MEDIAN BARRIER
2	DIVMD		EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION	
	CODE	LONG DESCRIPTION
0		REGULAR MILEAGE
T		TEMPORARY
Y		SPUR
Z		OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

SHORT			LONG DESCRIPTION
CODE	DESC		
0	UNK		UNKNOWN
1	STRGHT		STRAIGHT AHEAD
2	TURN-R		TURNING RIGHT
3	TURN-L		TURNING LEFT
4	U-TURN		MAKING A U-TURN
5	BACK		BACKING
6	STOP		STOPPED IN TRAFFIC
7	PRKD-P		PARKED - PROPERLY
8	PRKD-I		PARKED - IMPROPERLY

PEDESTRIAN LOCATION CODE TRANSLATION LIST

LONG DESCRIPTION	
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE

ROAD CHARACTER CODE TRANSLATION LIST

SHORT		LONG DESCRIPTION
CODE	DESC	
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

SHORT			LONG DESCRIPTION
CODE	DESC		
0	CCC		UNKNOWN OCCUPANT TYPE
1	DRVR		DRIVER
2	PSENGR		PASSENGER
3	PED		PEDESTRIAN
4	CONV		PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW		PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE		PEDALCYCLIST
7	BTOW		PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD		OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK		UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

SHORT DESC			LONG DESCRIPTION
CODE	SHORT DESC		
000	NONE		NO CONTROL
001	TRF SIGNAL		TRAFFIC SIGNALS
002	FLASHHCN-R		FLASHING BEACON - RED (STOP)
003	FLASHHCN-A		FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN		STOP SIGN
005	SLOW SIGN		SLOW SIGN
006	REG-SIGN		REGULATORY SIGN
007	YIELD		YIELD SIGN
008	WARNING		WARNING SIGN
009	CURVE		CURVE SIGN
010	SCHL X-ING		SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFRCR/FLAG		POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE		BRIDGE GATE - BARRIER
013	TEMP-BARR		TEMPORARY BARRIER
014	NO-PASS-ZN		NO PASSING ZONE
015	ONE-WAY		ONE-WAY STREET
016	CHANNEL		CHANNELIZATION
017	MEDIAN BAR		MEDIAN BARRIER
018	PILOT CAR		PILOT CAR
019	SP PED SIG		SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK		CROSSBUCK
021	THR-GN-SIG		THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG		LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG		RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG		WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN		CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE		FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRRD SGNL		SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP		SPECIAL RR STOP SIGN
029	ILUM GRD X		ILLUMINATED GRADE CROSSING
037	RAMP METER		METERED RAMPS
038	RUMBLE STR		RUMBLE STRIP
090	L-TURN REF		LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL		RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL		EMERGENCY SIGNS OR FLARES
093	ACCEL LANE		ACCELERATION OR DECELERATION LANES
094	R-TURN PRO		RIGHT TURN PROHIBITED ON RED AFTER STOPPING

095 BUS STPSGN BUS STOP SIGN AND RED LIGHTS
099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

KEIZER SAFEWAY FUEL CENTER TRANSPORTATION IMPACT ASSESSMENT FOR TEXT AMMENDMENT CASE NO. 2017-04

PUBLIC WORKS DEPARTMENT REVIEW

The Fuel Center Transportation Impact Assessment has been prepared for a proposed fueling station within the existing Safeway site southwest of the River Road N/Chemawa Road NE/N intersection in Keizer. The assessment is a summary of existing traffic and pedestrian activities at the site and estimates of future traffic impacts after the development of a fueling station. The assessment analyses 5 separate driveways to and from the site. Two of the driveways are “right in, right out” and the other three driveways allow full left and right turns.

EXISTING CONDITIONS

The Assessment provides a detailed analysis of the existing conditions, including driveway construction that does not allow for a smooth flow of traffic into or out of the site. The two right in, right out driveways are not constructed adequately to control the movement as designed and a few vehicles make left turns where left turns are prohibited. The main entrance to the Safeway building does not have adequate lanes for the stacking that occurs during peak traffic periods. Some interior drive aisles are designed in such a way that traffic backs up in the drive aisles due to vehicles stacking waiting to make a left turn onto Chemawa Road. New traffic counts at the five intersections have been provided for periods of peak traffic flows.

RECOMMENDATIONS

The Assessment contains recommendations to solve current traffic issues at the site as well as mitigate for increased traffic from the proposed fueling station. New construction for the two right in, right out driveways has been recommended to improve drivability as well as to discourage left turns. New construction is proposed for the southerly driveway on River Road to improve drivability and the pedestrian crossing.

Major changes at the main entrance to the Safeway building have been recommended that include reconstruction of the driveway to provide a wider entry, reduce the vertical “bump” at the curb and reconfiguring the first parking lot drive aisle and pedestrian crossing area within the site.

PUBLIC WORKS DEPARTMENT FINDINGS

The Public Works Department finds that the Transportation Impact Assessment adequately studies the existing conditions and makes recommendations that will mitigate the increased traffic in and through the site from the proposed fueling station.

The existing main entrance driveway width exceeds the standard width for a commercial driveway as specified in the City of Keizer Design Standards. The proposed modification of the driveway will require a small increase in the current width which is acceptable to the Public Works Department.

All plans for the proposed improvements shall be reviewed by the Public Works Department for compliance with the City of Keizer Design Standards.

Storm water detention and treatment for all additional impervious surfaces shall be required.

Additional pedestrian and traffic control devices, storm water control and other design criteria that may be required will be reviewed for adequacy when preliminary engineering plans have been submitted as part of a Development Permit or Land Use Application.

KEIZER SAFEWAY FUEL CENTER TRANSPORTATION IMPACT ASSESSMENT FOR TEXT AMMENDMENT CASE NO. 2017-04

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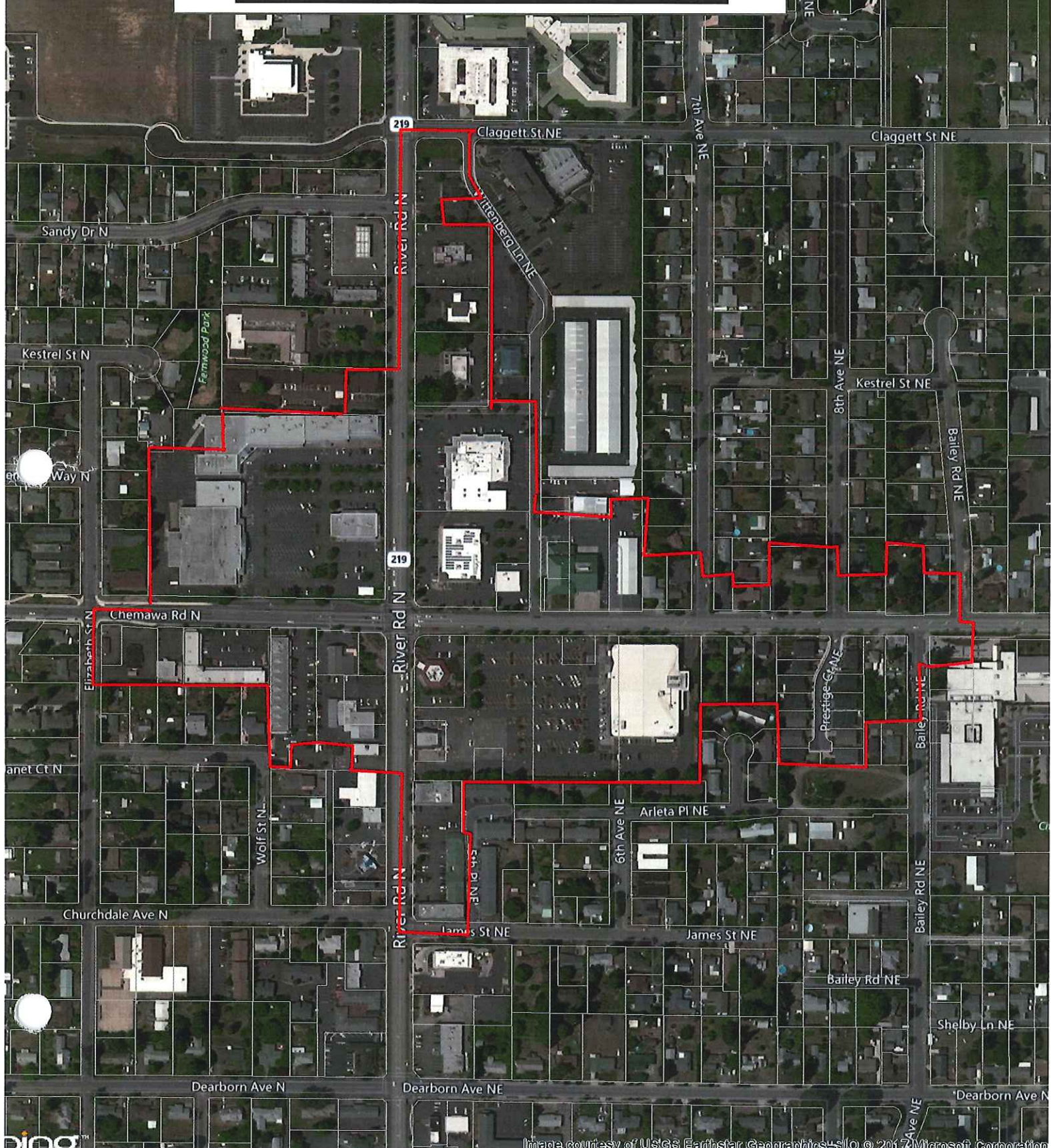
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Chemawa/River Rd Restriction Area



April 4, 2017

Seth J. King
sking@perkinscoie.com
D. +1.503.727.2024
F. +1.503.346.2024

VIA EMAIL ONLY

Mr. Hersch Sangster, Chair
City of Keizer Planning Commission
Keizer Civic Center
930 Chemawa Rd NE
Keizer, OR 97303

**Re: City of Keizer Proposed Text Amendments Relating to Fuel Centers in the
Commercial Mixed Use Zone - Request for Continuance**

Dear Chair Sangster and Members of the Planning Commission:

This office represents Safeway, Inc. ("Safeway"), the original petitioner requesting a text amendment to the Keizer Development Code to allow a fuel center in conjunction with a grocery supermarket in the Commercial Mixed Use zone ("Text Amendment").

Safeway requests that the Planning Commission continue its consideration of the Text Amendment to its May meeting or such later date when the Planning Commission's agenda can accommodate the item.

As you recall, the Planning Commission previously granted a continuance to allow Safeway the opportunity to conduct research and analysis about the issue of merchandise sales at its fuel centers. Safeway has conducted its research and analysis and is awaiting formal corporate direction on how to proceed in responding to this issue at this site. Although Safeway had originally hoped to receive that direction by April 12, it will not occur until after meetings scheduled for later in April.

Safeway appreciates the Planning Commission's patience and courtesies. If the Planning Commission grants the requested continuance, Safeway looks forward to presenting further testimony to the Planning Commission at the continued hearing date.

In the event the Planning Commission declines Safeway's continuance request and decides to make a final recommendation on the Text Amendment at the April meeting,

Mr. Hersch Sangster, Chair

April 4, 2017

Page 2

Safeway requests that the Planning Commission strike the proposed total prohibition on all "accessory sales of other merchandise," as it is inconsistent with the purpose of the Commercial Mixed Use zoning district, and it arbitrarily and adversely affects the value of any fuel center Safeway might develop on its property. Again, Safeway anticipates being able to provide additional commentary and potential alternatives if the Planning Commission grants a continuance.

I have asked City staff to place a copy of this letter before you and to include a copy in the official record for this matter. Thank you in advance for allowing the time for a full and fair consideration of this important policy issue.

Very truly yours,



Seth J. King

SJK

cc: Mr. Shannon Johnson (via email)
Mr. Nate Brown (via email)
Mr. Shane Witham (via email)
Client (via email)
Mr. Mark Whitlow (via email)

Harms, Tammie

From: Brown, Nate
To: Thursday, April 06, 2017 2:41 PM
Garry Whalen; Hersch Sangster; Jerry Crane; Jim Jacks; Jim Jacks; Joshua Eggleston; Kyle Juran; Lockhart, Debbie; Marlene Parsons; Michael DeBlasi; Johnson, Shannon; Harms, Tammie
Cc: Witham, Shane; Jeff Cowan; Lawyer, Bill
Subject: ADDITIONAL Planning Commission Packet---Additions
Attachments: Safeway PC memo March15 meeting.doc

Sorry, for the email strafing, Legal is telling me that since we reference the original staff report, I need to also include it with the packet. So here is the original staff report (which you have already read) in addition to the stuff that is prepared for this continued meeting.

TO: PLANNING COMMISSION
THRU: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: SHANE WITHAM, SENIOR PLANNER

DATE: March 7, 2017

SUBJECT: Proposed text amendments relating to the allowance of gasoline service stations within the Chemawa/River Road restriction area.

Attachments:

- **Section 2.110 (Commercial Mixed Use) – draft**
- **Staff Report and attachments from February 6, 2017 Council Meeting**
- **Council Resolution #R2017-2748**
- **Updated Transportation Impact Assessment (dated Feb 28, 2017)**

DISCUSSION:

At the February 6, 2017 City Council meeting, Safeway submitted a request to initiate the Text Amendment process to allow a “Gasoline Service Station” as an accessory use to a “grocery supermarket” in the Commercial Mixed Use (CM) zone. Currently, this use is prohibited in the Chemawa/River Road restriction area, as described in Section 2.110.05 *Use Restrictions* of the Keizer Development Code (KDC). The staff report from the February 6, 2017 City Council meeting, Safeway’s request and supporting information, as well as the resultant council adopted Resolution (R2017-2748) initiating the Text Amendment process, are attached for your reference (attachment A).

As was addressed in the February 6, 2017 staff report, it is the opinion of staff that it is most appropriate to look at the broader, overall policy questions surrounding the Chemawa/River Rd use restriction area and list of prohibited uses to determine what, if any action should be taken, as opposed to taking only a finite look at a use-specific proposal for Safeway. Staff feels this broad view approach would ensure the greatest equity throughout the restriction area and by answering the relevant policy related questions at the onset; it would determine what standards and allowances are appropriate within the restriction area and City as a whole. This approach would ultimately guide whether amendments to the KDC are appropriate and whether additional considerations should be made.

However, as staff began crafting an appropriate recommendation for Planning Commission to consider based upon these broader policy questions, it became clear this larger discussion cannot adequately be addressed without additional information and work being done, including extensive public involvement. As you know, the City is currently embarking upon a TGM grant process for the development of revitalization area plans that will directly affect the Chemawa/River Rd area. This process will be ongoing over the course of the next year or more and will include public outreach, as well as considerations of the overall projected growth patterns and transportation and infrastructure impacts that are expected. With these considerations in mind, staff has come to the conclusion it would be premature to consider broad policy changes at this time, and feels it is most appropriate to delay the larger

discussion until after completion of the grant process, or that most likely, they will be considered as a part of the revitalization area plan process. Therefore, the proposal for your consideration is not necessarily what staff would consider as the ideal approach, but due to the City's commitment to consider Safeway's proposal, along with the ability to appropriately mitigate and process the future development of a gasoline service station on the site, staff feels the recommended text amendment represents an acceptable option, and demonstrates consistency with the goals for development within the restriction area.

Staff has identified the following four options for Planning Commission to consider in response to Safeway's request and Council Resolution (R2017-2748). Staff is recommending that Planning Commission move a recommendation of Option 4 forward for Council consideration. Listed below are the four identified options along with a brief discussion of each, for your consideration:

1. Make no change to the KDC/take no action:

Discussion: This would allow the revitalization area grant process to fully guide the discussion and determine appropriate changes to the restriction area. It would retain any and all options for redevelopment, without encumbering the site with improvements that could impede future pedestrian oriented development. However, taking no action clearly impacts Safeway's desire to provide additional services to shoppers and impedes economic development to a certain extent. It also would delay any possible change to address Safeway's request for a significant amount of time, since the grant process is just getting underway, and it is not expected to be completed for at least a year or more. Most compelling is the fact that taking no action does not address the specific request, or consider the merits of the Safeway proposal. Staff feels that while taking no action is an option, it is not the most responsive approach.

2. Eliminate Chemawa/River restriction area completely:

Discussion: This approach would simply lift the existing prohibitions within the restriction area. The argument can be made the restriction area is mostly built out or has been re-developed since the creation of the prohibited use areas, and therefore the restriction has served its purpose over the past 20 years of existence. It may be an advantage with the revitalization area grant process to have a clean slate with no pre-conceived notions or barriers encumbering the dialogue that is to happen. Some point to the recently allowed interpretation at Schoolhouse Square allowing a drive thru coffee shop to be moved from elsewhere on the site as an example the restriction area is no longer necessary. Wider sidewalks and pedestrian oriented amenities are being provided along the frontage of the property, as well as creation of storefront windows which are consistent with a downtown feel. Eliminating the restriction area would provide the greatest equity city wide, since there would be no special prohibitions on uses based solely on a geographic area, and instead would be tied to the underlying zone.

This approach, however, would only be advisable if the decision were predicated on the greater policy discussion of why the restrictions were established in the first place. The restriction area was created to address issues relating to transportation impacts and safety, aesthetics, pedestrian orientation, and economic development goals. Since the revitalization area grant process will specifically look at growth and transportation impacts, it would be premature to simply eliminate the restriction area prior to going through the grant process and public engagement activities associated with it. If the restriction area is eliminated carte blanche, there is a likely possibility of lost opportunities. It is envisioned the grant process may result in greater restrictions, revisions to existing area plans, possible different zoning designations or overlay districts, or even performance based standards that will govern future redevelopment.

3. Text Amendment as proposed by Safeway:

Discussion: Safeway's request to Council proposes to amend the KDC to allow a gasoline service station as an accessory use to a grocery supermarket. This approach represents a streamlined and simple process that is very specific to one or possibly two properties within the restriction area. This proposal does not fully address the policy issues established with the restricted area or provide equity city/area wide. It would rely on non-binding commitments for providing appropriate mitigations needed to address the identified goals and objectives of adopted plans since no additional process would be required outside of the building permit approval process. Though Safeway is a good community partner, a more binding and reliable process to require mitigations would be necessary.

4. Text amendment as proposed by Staff:

Discussion: Staff is proposing a text amendment similar to the Safeway proposal, with the major exception being the accessory use is only to be allowed subject to Conditional Use Permit approval. The CUP process provides a vehicle to ensure appropriate mitigation measures be required. It requires additional land use approval process with an appeal period which ensures transparency and full review of concerns and issues associated with the proposed development plan. It allows for Safeway's economic development goals to be pursued without greater lost opportunities for pedestrian/non-automobile oriented development throughout the restriction area. It requires policy considerations of the restriction area as applied to the specific request, which we feel is appropriate considering the site and goals and policies of the restriction area.

CONCLUSION:

Staff is recommending that any proposal for a gasoline service station within the Chemawa/River Rd restriction area be subject to Conditional Use Permit approval. This process is to be heard by staff. The specific draft text amendment language to Section 2.110 (attachment B) is included for your consideration.

This proposed language will allow Safeway to move forward with their proposal, but not in an outright permitted manner while still keeping the general intent of the use restrictions. Through the CUP process, appropriate mitigation measures will be required to ensure the intent and purpose of the goals and policies within the restriction area can be met. The following mitigation measures and conditions have been identified by staff, in conjunction with the Public Works Department, Keizer Fire District, and Police Department to ensure development of a gasoline service station addresses the issues of transportation impacts and safety, aesthetics and pedestrian orientation:

- Provide 6' wide, separated sidewalks and stamped concrete crosswalks along River Rd and Chemawa Rd frontage.
- Provide enhanced parking lot landscaping in order to provide additional screening and buffering of the gas station development.
- Provide traffic control improvements on site to help guide vehicles efficiently and safely, and to avoid stacking/queuing onto public streets.
- Require greater setbacks to keep auto uses away from street frontages and retain ability for future pedestrian oriented development. Proposed setback of 100 feet or more.
- Requirement of TIA and implement mitigation measures as appropriate. Safeway has provided a revised traffic study which will be analyzed by the City's Traffic Engineer to ensure traffic impacts and safety concerns are adequately addressed.

RECOMMENDATION:

That the Planning Commission consider the proposal and forward a recommendation to the City Council it be adopted.

Harms, Tammie

From: Brown, Nate
Sent: Thursday, April 06, 2017 11:53 AM
To: Garry Whalen; Hersch Sangster; Jerry Crane; Jim Jacks; Jim Jacks; Joshua Eggleston; Kyle Juran; Lockhart, Debbie; Marlene Parsons; Michael DeBlasi; Johnson, Shannon; Harms, Tammie
Cc: Witham, Shane; Jeff Cowan; Lawyer, Bill
Subject: RE: Planning Commission Packet---Additions
Attachments: Fire District Keizer Planning Commission Report March 15 2017 (002).docx; Fire District testimony March Meeting.pdf; email from Jaquie Moir.pdf

Sorry, I failed to attach the record information submitted by Chief Cowan and an email from Jaquie Moir which is also part of the record.

From: Brown, Nate
Sent: Wednesday, April 05, 2017 4:59 PM
To: 'Garry Whalen' <garryw.1@comcast.net>; 'Hersch Sangster' <MHSang@aol.com>; Jerry Crane <thatfoodguy@gmail.com>; 'Jim Jacks' <jimjay03@netzero.net>; 'Jim Jacks' <jjacks@mwvcog.org>; Joshua Eggleston <joshuadeggleston@gmail.com>; 'Kyle Juran' <kyle@remodelkeizer.com>; Lockhart, Debbie <LockhartD@keizer.org>; Marlene Parsons <ParsonsM@keizer.org>; 'Michael DeBlasi' <michaeldeblasi@yahoo.com>; 'Shannon Johnson' <johnsons@keizer.org>; Tammie Harms <harmst@keizer.org>
Cc: Witham, Shane <WithamS@keizer.org>; 'Jeff Cowan' <chief@keizerfire.com>; Lawyer, Bill <LawyerB@keizer.org>
Subject: Planning Commission Packet

Please review the attached materials for the continued hearing. We have included a supplemental staff report addressing the testimony received in the previous meeting (just after the Agenda and Minutes in the 04-12-17.pdf document above) and a map showing the boundary of the overlay area. We have tried to be thorough but brief, which is no easy task.

Safeway has also submitted a letter asking that the hearing be continued until the May meeting which you should be familiar with.

Remember, this is a text amendment so there isn't a site plan to review. The drawings shown in the last meeting were simply an effort to visualize what kind of aesthetic impact this proposal would create, but it isn't subject to any kind of review in this process—except to illustrate what kinds of general mitigations the allowance of this use would need to address in the KDC.

Please feel free to contact me or Shane with any questions.

As always, thank you for your service and the work you do.

Keizer Planning Commission Report Proposed Gas Station in Keizer Safeway

March 15, 2017

Introduction: Jeff Cowan Keizer Fire Chief Friday begins my 10th year here. St Patrick's Day is a great commemoration for my 36 year career.

I am here tonight to provide our concerns about a proposed addition of a gas station at the Keizer Safeway.

- It's important to note that we have not spent 10 minutes officially talking about this and I have not seen a plan for the proposal.
- River Road Traffic and the Chemawa Intersection has me concerned about exceeding safety and traffic flow abilities all the time. The memorial on the corner of Chemawa and River is a sad reminder that all you have to do is step off a curb to get one in your honor. The Safeway entrance on Chemawa on Chemawa road is dangerous just ask one of our Keizer Police officers... It has not been a year since his accident last summer in front of our station.
- A proposed fueling station in the parking lot is a dismay to me as just this Monday, the parking lot was full at 4:30 pm with people dashing in amongst moving vehicles, I don't know how a gas station will make that better.

Traffic Impact Analysis: Kittelson & Associates Transportation Engineers

- Feb 28, 2017 Report evaluation of the current and proposed addition of the fueling station has a serious glaring omission: It is silent to the fire station across the street. The evaluation only reviews the parking lot to the perimeter of the parking lot and stops there.
- The methodology is a 2000 standard based on a 2007 transportation plan.
- Table 4, Page 19, shows that the entrances on to River Road exceed Critical Crash Rate safety.
- Peak Traffic is greater than the ninety fifth percentile (>95%) at the entrances onto River Road.

- The parking lot photos from elevated views are not realistic and are deceiving in the parking lot size, depth, and occupancy of vehicles. They do not show real time or peak time views. They are simply illustrations.

Keizer Fire District Response Data:

- Keizer Fire District responds out of our station about 15 times a day... some days more... some less. Entering the intersection onto River Road, the three lanes facing west, in emergency response mode, the lanes are typically full and our emergency vehicles face traffic in the on-coming lane as it is the only method that allows it. The intersection is at maximum to allow emergency response vehicles through.
- For every response out... There is a return trip to the station which requires our vehicles to sit in the peak traffic back up which we have already identified is at the ninety fifth percentile. (>95%) during peak hours.
- Safeway itself generates 20 calls a year on average and Shari's adds another 6. (26 calls per year, 5 year average). Emergency Response in an already full parking lot is a problem for responders.

Summary:

In summary, I have not spent 10 minutes talking with the city or anyone regarding this project. I have not seen a plan or proposal. The discussion was brought to our attention by the activity of the planning commission. I asked for a copy of the traffic survey and reviewed it. Our primary concern is emergency response and the safety to our Keizer citizens.

From: moirsdn@aol.com
To: [Brown, Nate](#); [Witham, Shane](#)
Subject: PC Meeting
Date: Friday, March 24, 2017 5:14:26 PM

Nate & Shane

I watched PC meeting regarding Safeway and the gas station issue. PC members wanted to know about the old old gas station that

was where Keizer Corner is----well they had leaky tanks and DEQ shut area after the station as gone.

Next to where Bouchers is we had a Contaminated dirt pile for years until DEQ finally authorized the dirt pile removed. The gas station went away as I recall when river road was originally widened. Under the County's watch, long before K was incorporated. I would be happy to discuss with you or Shane my memory where the gas station & safeway are concerned. It is scary when I hear you all say none of you were here when things happened. The other source I would recommend would be Jim Keller or Jerry McGee. If you want me to tell you what I remember or know just let me know.

I can also tell you some of the Council's thinking when I was active. Guess that is why I have gray hair!!!!



Jacque

From: [Jeff Cowan](#)
To: [Brown, Nate](#)
Subject: RE: Safeway supplemental staff report
Date: Thursday, March 23, 2017 11:03:14 AM
Attachments: [Keizer Planning Commission Report March 15, 2017.docx](#)

Hi Nate,

Simply put...

- There is not a sufficient traffic impact study.
- There is not a sufficient traffic engineering remedy.
- There is not enough scientific data to evaluate the impacts to egress, and in fact shows failing intersections.
- The information is silent to the impact to emergency response for the Fire Station.
- There has not been a sufficient staff review and discussion.
- The Fire District is a separate public safety entity whose only concern is emergency response and public safety.
- The Fire District has not seen a plan or proposal at this time. We are working conceptually only.

Chief Cowan

From: Brown, Nate [<mailto:brownn@keizer.org>]
Sent: Wednesday, March 22, 2017 4:10 PM
To: Jeff Cowan
Subject: Safeway supplemental staff report

Chief,

As we are working on the supplemental staff report we would like to address the District's concerns specifically. Right now I'm not exactly sure what your concerns are other than the fact that they didn't provide any analysis specific to the potential conflict with the Fire apparatus for any additional trips in their report. Could you help me out by giving me an email that expresses the specifics of your concerns if this doesn't capture what your testimony was directed at? It seemed like you were reading from some written material, if so this would be helpful to include. I could then reference this in my information.

Thanks.

3.103 CONDITIONAL USE PERMITS

3.103.01 Process

Conditional Use Permit applications shall be reviewed in accordance with the Type I-B review procedures specified in Section 3.202.02. (2/01)

3.103.02 Application and Fee

An application for a Conditional Use Permit shall be filed with the City and accompanied by the appropriate fee. It shall be the applicant's responsibility to submit a complete application that addresses the review criteria of this Section. (2/01)

3.103.03 Criteria for Approval

Conditional Use Permits shall be approved if the applicant provides evidence substantiating that all the requirements of this Ordinance relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria: (5/98)

- A. The use is listed as a conditional use in the underlying district. (5/98)
- B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features. (5/98)
- C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use. (5/98)
- D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district. (5/98)
- E. The proposal satisfies any applicable goals and policies of the Comprehensive Plan which apply to the proposed use. (5/98)

3.103.04 Conditions

Upon review of those criteria, the findings may be considered to impose specific conditions of approval. The effective date of a conditional use may be limited. (2/01)

3.103.05 Transfer of a Conditional Use

Unless otherwise provided in the final decision granting this conditional use, any conditional use granted shall run with the land, and shall automatically transfer to any new owner or occupant subject to all conditions of approval. (5/98)

3.103.06 Other Conditional Use Actions

- A. Signs. Pursuant to Section 2.308.09 certain types of signs require Conditional Use approval. A sign conditional use contains specific decision criteria which is found in Section 2.308.08. The Conditional Use request for signs is subject to a Type I-B review process with appeals to the Hearings Officer. (2/01)
- B. Floodplain Development Permit. Pursuant to Section 2.122.06 certain types of floodplain development requires Conditional Use approval. A floodplain conditional use contains specific decision criteria which is found in Section 2.122.06. The Conditional Use request is subject to a Type I-B review process with appeals to the Hearings Officer. (2/01)
- C. Greenway Development Permit. Pursuant to Section 2.121.04 certain types of Greenway activities require Conditional Use approval. A Greenway conditional use contains specific decision criteria which is found in Section 2.121.04. The Conditional Use requests are subject to a Type I-B review process with appeals to the Hearings Officer. (2/01)

TO: PLANNING COMMISSION
THRU: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: SHANE WITHAM, SENIOR PLANNER

DATE: March 7, 2017

SUBJECT: Proposed text amendments relating to the allowance of gasoline service stations within the Chemawa/River Road restriction area.

Attachments:

- **Section 2.110 (Commercial Mixed Use) – draft**
- **Staff Report and attachments from February 6, 2017 Council Meeting**
- **Council Resolution #R2017-2748**
- **Updated Transportation Impact Assessment (dated Feb 28, 2017)**

DISCUSSION:

At the February 6, 2017 City Council meeting, Safeway submitted a request to initiate the Text Amendment process to allow a “Gasoline Service Station” as an accessory use to a “grocery supermarket” in the Commercial Mixed Use (CM) zone. Currently, this use is prohibited in the Chemawa/River Road restriction area, as described in Section 2.110.05 *Use Restrictions* of the Keizer Development Code (KDC). The staff report from the February 6, 2017 City Council meeting, Safeway’s request and supporting information, as well as the resultant council adopted Resolution (R2017-2748) initiating the Text Amendment process, are attached for your reference (attachment A).

As was addressed in the February 6, 2017 staff report, it is the opinion of staff that it is most appropriate to look at the broader, overall policy questions surrounding the Chemawa/River Rd use restriction area and list of prohibited uses to determine what, if any action should be taken, as opposed to taking only a finite look at a use-specific proposal for Safeway. Staff feels this broad view approach would ensure the greatest equity throughout the restriction area and by answering the relevant policy related questions at the onset; it would determine what standards and allowances are appropriate within the restriction area and City as a whole. This approach would ultimately guide whether amendments to the KDC are appropriate and whether additional considerations should be made.

However, as staff began crafting an appropriate recommendation for Planning Commission to consider based upon these broader policy questions, it became clear this larger discussion cannot adequately be addressed without additional information and work being done, including extensive public involvement. As you know, the City is currently embarking upon a TGM grant process for the development of revitalization area plans that will directly affect the Chemawa/River Rd area. This process will be ongoing over the course of the next year or more and will include public outreach, as well as considerations of the overall projected growth patterns and transportation and infrastructure impacts that are expected. With these considerations in mind, staff has come to the conclusion it would be premature to consider broad policy changes at this time, and feels it is most appropriate to delay the larger

discussion until after completion of the grant process, or that most likely, they will be considered as a part of the revitalization area plan process. Therefore, the proposal for your consideration is not necessarily what staff would consider as the ideal approach, but due to the City's commitment to consider Safeway's proposal, along with the ability to appropriately mitigate and process the future development of a gasoline service station on the site, staff feels the recommended text amendment represents an acceptable option, and demonstrates consistency with the goals for development within the restriction area.

Staff has identified the following four options for Planning Commission to consider in response to Safeway's request and Council Resolution (R2017-2748). Staff is recommending that Planning Commission move a recommendation of Option 4 forward for Council consideration. Listed below are the four identified options along with a brief discussion of each, for your consideration:

1. Make no change to the KDC/take no action:

Discussion: This would allow the revitalization area grant process to fully guide the discussion and determine appropriate changes to the restriction area. It would retain any and all options for redevelopment, without encumbering the site with improvements that could impede future pedestrian oriented development. However, taking no action clearly impacts Safeway's desire to provide additional services to shoppers and impedes economic development to a certain extent. It also would delay any possible change to address Safeway's request for a significant amount of time, since the grant process is just getting underway, and it is not expected to be completed for at least a year or more. Most compelling is the fact that taking no action does not address the specific request, or consider the merits of the Safeway proposal. Staff feels that while taking no action is an option, it is not the most responsive approach.

2. Eliminate Chemawa/River restriction area completely:

Discussion: This approach would simply lift the existing prohibitions within the restriction area. The argument can be made the restriction area is mostly built out or has been re-developed since the creation of the prohibited use areas, and therefore the restriction has served its purpose over the past 20 years of existence. It may be an advantage with the revitalization area grant process to have a clean slate with no pre-conceived notions or barriers encumbering the dialogue that is to happen. Some point to the recently allowed interpretation at Schoolhouse Square allowing a drive thru coffee shop to be moved from elsewhere on the site as an example the restriction area is no longer necessary. Wider sidewalks and pedestrian oriented amenities are being provided along the frontage of the property, as well as creation of storefront windows which are consistent with a downtown feel. Eliminating the restriction area would provide the greatest equity city wide, since there would be no special prohibitions on uses based solely on a geographic area, and instead would be tied to the underlying zone.

This approach, however, would only be advisable if the decision were predicated on the greater policy discussion of why the restrictions were established in the first place. The restriction area was created to address issues relating to transportation impacts and safety, aesthetics, pedestrian orientation, and economic development goals. Since the revitalization area grant process will specifically look at growth and transportation impacts, it would be premature to simply eliminate the restriction area prior to going through the grant process and public engagement activities associated with it. If the restriction area is eliminated carte blanche, there is a likely possibility of lost opportunities. It is envisioned the grant process may result in greater restrictions, revisions to existing area plans, possible different zoning designations or overlay districts, or even performance based standards that will govern future redevelopment.

3. Text Amendment as proposed by Safeway:

Discussion: Safeway's request to Council proposes to amend the KDC to allow a gasoline service station as an accessory use to a grocery supermarket. This approach represents a streamlined and simple process that is very specific to one or possibly two properties within the restriction area. This proposal does not fully address the policy issues established with the restricted area or provide equity city/area wide. It would rely on non-binding commitments for providing appropriate mitigations needed to address the identified goals and objectives of adopted plans since no additional process would be required outside of the building permit approval process. Though Safeway is a good community partner, a more binding and reliable process to require mitigations would be necessary.

4. Text amendment as proposed by Staff:

Discussion: Staff is proposing a text amendment similar to the Safeway proposal, with the major exception being the accessory use is only to be allowed subject to Conditional Use Permit approval. The CUP process provides a vehicle to ensure appropriate mitigation measures be required. It requires additional land use approval process with an appeal period which ensures transparency and full review of concerns and issues associated with the proposed development plan. It allows for Safeway's economic development goals to be pursued without greater lost opportunities for pedestrian/non-automobile oriented development throughout the restriction area. It requires policy considerations of the restriction area as applied to the specific request, which we feel is appropriate considering the site and goals and policies of the restriction area.

CONCLUSION:

Staff is recommending that any proposal for a gasoline service station within the Chemawa/River Rd restriction area be subject to Conditional Use Permit approval. This process is to be heard by staff. The specific draft text amendment language to Section 2.110 (attachment B) is included for your consideration.

This proposed language will allow Safeway to move forward with their proposal, but not in an outright permitted manner while still keeping the general intent of the use restrictions. Through the CUP process, appropriate mitigation measures will be required to ensure the intent and purpose of the goals and policies within the restriction area can be met. The following mitigation measures and conditions have been identified by staff, in conjunction with the Public Works Department, Keizer Fire District, and Police Department to ensure development of a gasoline service station addresses the issues of transportation impacts and safety, aesthetics and pedestrian orientation:

- Provide 6' wide, separated sidewalks and stamped concrete crosswalks along River Rd and Chemawa Rd frontage.
- Provide enhanced parking lot landscaping in order to provide additional screening and buffering of the gas station development.
- Provide traffic control improvements on site to help guide vehicles efficiently and safely, and to avoid stacking/queuing onto public streets.
- Require greater setbacks to keep auto uses away from street frontages and retain ability for future pedestrian oriented development. Proposed setback of 100 feet or more.
- Requirement of TIA and implement mitigation measures as appropriate. Safeway has provided a revised traffic study which will be analyzed by the City's Traffic Engineer to ensure traffic impacts and safety concerns are adequately addressed.

RECOMMENDATION:

That the Planning Commission consider the proposal and forward a recommendation to the City Council it be adopted.

2.110 COMMERCIAL MIXED USE (CM)

2.110.01 Purpose

The Commercial Mixed Use (CM) zone is the primary commercial zone within the City. The zone is specifically designed to promote development that combines commercial and residential uses. This zone will support transit use, provide new housing opportunities while allowing a full range of commercial retail, service and office uses. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk. Parking may be shared between residential and commercial uses. Clusters of residential and commercial uses around landscaping features or parking areas can occur and are encouraged. The Commercial Mixed Use zone is suitable for the Commercial Plan designation. (5/98)

2.110.02 Permitted Uses

The following uses, when developed under the applicable development standards in the Zoning Ordinance, are permitted in the CM zone:

- A. **One or more buildings with one or more dwelling units** or guest rooms, and/or, one or more other uses allowed in this section on a lot. (5/98)
- B. **Residential homes** and facilities. (5/98)
- C. **Day care facility** for 17 or more children consistent with state regulations, including Family day care provider for 16 or fewer children consistent with state regulations. (4/16)
- D. **Public parks, playgrounds, community clubs** including swimming, tennis and similar recreational facilities, and other public and semi-public uses. (5/98)
- E. **Landscape** counseling and planning (0781). (5/98)
- F. **Offices** for any use listed in SIC Division C - Construction. (5/98)
- G. **Commercial printing** (275). (5/98)
- H. **Transportation, Communication and Utilities.** (5/98)
 - 1. **Public utility** structures and buildings. (5/98)
 - 2. **Post office** (43). (5/98)
 - 3. **Travel agency** (4722). (5/98)
 - 4. **Communications** (48). (5/98)

I. **Retail Trade.** (5/98)

1. **Building materials, hardware, retail nurseries, and garden supply** (52), BUT EXCLUDING mobile home dealers (527). (5/98)
2. **General merchandise stores** (53). (5/98)
3. **Food stores** (54). (5/98)
4. **Automobile, recreational vehicle or trailer sales** (55), BUT EXCLUDING gasoline service stations (554). (5/98)
5. **Apparel and accessory stores** (56). (5/98)
7. **Furniture, home furnishings, and equipment stores** (57). (5/98)
8. **Eating and drinking places** (58) except as provided in Section 2.110.05, below. (5/98)
9. **Miscellaneous retail** (59), BUT EXCLUDING fuel and ice dealers (598). (5/98)
10. **Electrical and lighting shops and office machines and equipment stores.** (5/98)

J. **Business, Professional and Social Services.** (5/98)

1. **Finance, insurance and real estate** (60, 61, 62, 63, 64, 65, 67). (5/98)
2. **Hotels, motels and tourist courts** (701). (5/98)
3. **Organization hotels and lodging houses** on membership basis (704). (5/98)
4. **Personal services** (72) BUT EXCLUDING industrial launderers (7218). (5/98)
5. **Business services** (73) BUT EXCLUDING disinfecting and exterminating services (7342). (5/98)
6. **Parking lots** (7523) except as provided in Section 2.110.05, below. (5/98)
7. **Miscellaneous repair services** (76). (5/98)
8. **Motion pictures** (78), BUT EXCLUDING drive-ins (7838). (5/98)
9. **Amusement and recreation** (79), BUT EXCLUDING golf courses (7992) and amusement parks (7996). (5/98)

10. **Health services** (80), BUT EXCLUDING hospitals (806). (5/98)
11. **Legal services** (81). (5/98)
12. **Elementary and secondary schools** (8211). (5/98)
13. **Correspondence schools and vocational schools** (824). (5/98)
14. **Schools and educational services** not elsewhere classified (829). (5/98)
15. **Social services** (83). (5/98)
16. **Museums, art galleries, botanical and zoological gardens** (84). (5/98)
17. **Membership organizations** (86). (5/98)
18. **Miscellaneous services** (89). (5/98)
19. **Pet Grooming** (6/01)

K. **Public Administration** (91 - 97). (5/98)

L. **Child foster home** for five or fewer children as a secondary use. (6/99)

2.110.03 Special Permitted Uses

The following uses, when developed under the applicable development standards in the Ordinance and special development requirements, are permitted in the CM zone:

- A. **Partitions**, subject to the provisions in Section 2.310. (5/98)
- B. **Subdivision**, subject to the provisions in Section 2.310. (5/98)
- C. **Planned unit development**, subject to the provisions in Section 2.311. (5/98)
- D. **Accessory structures and uses** prescribed in Section 2.203. (5/98)
- E. **Transit Facilities** (Section 2.305). (05/09)
- F. The following **special uses** subject to the applicable standards in Section 2.4:
 1. **Shared housing facilities** (Section 2.403). (5/98)

2. **Zero side yard dwelling units** (Section 2.404). (5/98)
3. **Home occupations** (Section 2.407). (5/98)
4. **Bed and breakfast establishments** (Section 2.408). (5/98)
5. **Residential sales offices** (Section 2.409). (5/98)
6. **Public golf course** (7992) or membership recreation club having golf course (7997) (Section 2.410). (5/98)
7. **Boat and RV storage area** (Section 2.411) except as provided in Section 2.110.05, below. (5/98)
8. **House of Worship** (Section 2.423). (5/98)
9. **Recreational vehicle storage space** (Section 2.413) except as provided in Section 2.110.05, below. (5/98)
10. **Veterinary services** (074) (Section 2.414). (5/98)
11. **Funeral service and crematories** (726) (Section 2.415). (5/98)
12. **Used Merchandise Store** (Section 2.417)
13. **Adult entertainment business** (Section 2.418). (5/98)
14. **Service stations** (554) (Section 2.419) except as provided in Section 2.110.05, below. (5/98)
15. **Recreational vehicle parks** (7033) (Section 2.412) except as provided in Section 2.110.05, below. (5/98)
16. **Automobile services** (75) (Section 2.420) except as provided in Section 2.110.05, below. (5/98)
17. **Manufacturing and Assembly Facilities** (Section 2.421). (5/98)
18. **Wireless Telecommunications Facilities** (Section 2.427). (5/98)
19. **Medical Marijuana Facilities** (Section 2.433) (10/14)
20. **Marijuana Retailer** (Section 2.433) (1/16)
21. **Mobile Food Vendor** (Section 2.434) (9/16)

2.110.04 Conditional Uses

The following uses may be permitted subject to obtaining a conditional use permit:

- A. **Craft Industries**, subject to the provisions in Section 2.421. (5/98)
- B. Transit Station (Section 2.429). (05/09)
- C. Gasoline service stations (554) located in the Chemawa/River Rd restriction area described in Section 2.110.05.C. subject to the following requirements:
 - 1. May only sell fuel related products such as gasoline and oil. No service, repair functions, or accessory sales of other merchandise is allowed.
 - 2. Subject to the provisions in Section 2.419.
 - 3. Must be accessory to a **Food store(54)** use. The primary Food Store use must be a minimum of 15,000 square feet in area.
 - 4. Must be setback more than 100 feet from adjacent public streets, and must provide pedestrian oriented amenities on the entire site.
 - 5. Must provide screening and buffering to adjacent residential uses, and must mitigate the aesthetic impacts of on-site stacking and queuing visible from any public right of way or adjacent properties.
 - 6. Employ access management and control standards as appropriate to eliminate and/or reduce conflicts.
 - 7. Comply with all applicable requirements and standards, including, but not limited KDC 2.301.04 (Traffic Impact Analysis) and any all mitigations required by such section.

2.110.05 Use Restrictions

No permitted or special permitted use shall in any way involve any of the following:

- A. Farm Use. (5/98)
- B. The rendering, processing, or cleaning of animals, fish, seafoods, fowl, poultry, fruits, vegetables, or dairy products for wholesale use. (5/98)
- C. The following uses are prohibited from any property fronting on River Road or Chemawa Road in the following area: the west side of River Road between 5119 River Road on the north and Janet Avenue extended on the south; the east side of River Road between Claggett Street on the north and James Avenue on the south; and either side of Chemawa Road between Elizabeth Street on the west and Bailey Road on the east; and (2) Any property contained within the Area B as described in the Keizer Station Plan. This prohibition does not apply to any business facility, legally established as

of the date of the adoption of this Ordinance, which as of that date has drive-through window facilities. (12/03)

1. Gasoline service stations (554)-^(5/98) except as provided in Section 2.110.04.C
 2. Drive-Through windows or car service associated with eating and drinking places (58). ^(5/98)
 3. Vehicle sales and secondary repair. ^(5/98)
 4. Public utility structures and buildings. ^(5/98)
 5. Recreational vehicle parks (7033). ^(5/98)
 6. Automobile parking not associated with an allowed use (752). ^(5/98)
 7. Automotive Dealers (55). ^(5/98)
 8. Automotive rental and leasing, without drivers (751). ^(5/98)
 9. Automotive repair shops (753). ^(5/98)
 10. Automotive services, except repair (754). ^(5/98)
 11. Utilities - secondary truck parking and material storage yard. ^(5/98)
- D. A limitation of the total floor area of specified uses applies to all of Area B – Retail Service Center of the Keizer Station Plan. A maximum total floor area shall apply to the uses identified in Sections 2.110.02 (I) and 2.110.03 (E)(12) – (14). This maximum floor area is set forth in the Keizer Station Plan, however this maximum floor area may change as part of an approved master plan or amended master plan. ^(06/10)

2.110.06 Dimensional Standards

A. Minimum Lot Dimension and Height Requirements

DIMENSION	Single Family	Duplex or Multi-Family	Commercial	Mixed Use
Lot Size	4,000 sq. ft. (1)	6,000 sq. ft. (2)	None (3)	None (3)
Average Width	40 feet	50 feet	None	None
Average Depth	70 feet	80 feet	None	None
Maximum Height	35 feet	50 feet	50 feet	50 feet

- (1) *A single family dwelling attached on one side has a minimum lot area of 3500 square feet, and a single family dwelling attached on both sides has a minimum lot area of 3000 square feet. (5/98)*
- (2) *Multi-family development must comply with the density standard in Section 2.110.07. (5/98)*
- (3) *Parcel size shall be adequate to contain all structures within the required yard setbacks and, where applicable, comply with residential density standards in Section 2.110.07. (5/98)*

B. Minimum Yard Setback Requirements

SETBACKS	Single Family or Duplex	Multi-Family	Commercial	Mixed Use
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet (1)	(3)	(3)	(3)
Rear	(2)	(3)	(3)	(3)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (5)	20 feet (5)	20 feet (5)	20 feet (5)

- (1) *Zero side yard dwelling units are subject to the setback provisions in Section 2.404. (5/98)*
- (2) *The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home. (5/98)*
- (3) *The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet. (5/98)*
- (4) *Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from*

- the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street. (5/98)*
- (5) *The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks. (5/98)*

2.110.07 Development Standards

All development in the CM Zone shall comply with the applicable provisions of this Ordinance. The following includes referenced items as well as additional development requirements. If a conflict exists with a specific standard found in this section and a standard found elsewhere in this Ordinance, the standard in this section shall govern. (5/98)

- A. Off-street parking:
1. Parking shall be as specified in Section 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard. (5/98)
 2. No off-street parking is required for uses above the ground floor. (5/98)
 3. The off-street parking requirement for residential uses is one space per unit. (5/98)
 4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)
- B. Subdivisions and Partitions. Land divisions shall be reviewed in accordance with the provisions of Section 2.310. (5/98)
- C. Yards and Lots. Yards and lots shall conform to the standards of Section 2.312. (5/98)
- D. Signs. Signs shall conform to the requirements of Section 2.308. (5/98)

E. Accessory Structures: Accessory structures shall conform to requirements in Section 2.313. (5/98)

F. Storage, Trash, and Service Functions: Storage areas, trash, recycling, utilities and other service functions shall be located within the main structure if possible. If any of the above functions are located outside the main structure, the area containing the function must be screened with a solid, durable structure that is architecturally related to the building. (5/98)

D. Landscaping-General: All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in Section 2.309.

1. The minimum landscaped area requirements shall be as follows:

Commercial development:	10%
Mixed commercial and residential development:	15%
Residential development:	20%

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan. (12/03)

H. Landscaping-Parking Lots: One tree shall be provided for every eight parking spaces in parking lots. The trees shall be dispersed throughout the parking lot in minimum four by four foot planters located between parking spaces. (5/98)

I. Lot Coverage: The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows: (5/98)

	<u>Max.</u>	<u>Min</u>
Commercial development:	90%	50%
Mixed commercial and residential development:	85%	50%
Residential development:	80%	50%

J. Density: The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the following: (5/98)

1. No more than 50% of the property shall be occupied. The occupied area shall include all buildings, accessory structures, driveways, parking and required landscaping. (5/98)

2. The remaining undeveloped portion of the property shall be in one contiguous piece. Access to a public street, in conformance with Ordinance requirements, shall be available. The undeveloped portion shall have sufficient width and depth to be developed for additional residential, or commercial, uses. (5/98)

2.110.08 Design Standards

All development in the CM Zone shall comply with the applicable design standards described below:

- A. Building Design Standards. Primary buildings shall comply with the following design standards: (5/98)
 1. Design Standards - Unless specifically modified by provisions in this Section, buildings located within the CM zone shall comply with the following standards: (5/98)
 - a. Single family homes shall comply with the design standards in Section 2.314. (5/98)
 - b. Multi-family buildings and non-residential structures shall comply with the provisions in Section 2.315 – Development Standards. (4/12)

CITY COUNCIL MEETING: February 6, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND COUNCIL MEMBERS

FROM: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

**SUBJECT: INITIATION OF TEXT AMMENDMENT PROCESS TO
CONSIDER ALLOWING GASOLINE SERVICE STATIONS
IN THE CHEMAWA USE RESTRICTION AREA.**

BACKGROUND:

Safeway has submitted a request (attachment A) to the City Council to initiate a Text Amendment process to allow “Gasoline Service Station” as an allowed use under certain circumstances in the use restrictions of the Commercial Mixed-use (CM) zone in the Keizer Development Code (KDC). The request suggests a specific avenue of how to accomplish this, namely, to add an allowance that gasoline could be established only as an accessory use to existing “grocery supermarkets”. They have also provided a suggested development plan and a traffic analysis for Council’s consideration.

The use restrictions in the KDC were specifically established even before their establishment in the KDC by ordinance (Ord# 95-333). These restrictions have a very long history and importance in the City of Keizer. The originally stated purpose of these restrictions was “...to create a thriving economic center based on eliminating the negative design elements characteristic of strip commercial areas. The uniqueness of a shopping area based on attracting pedestrian traffic and not catering to automobile oriented uses is anticipated to encourage economic development.” Further, the aesthetic improvements of eliminating the relative unsightly nature of service stations was also reportedly a consideration.

Rather than discuss specific site plan development and the most effective manner in which to change the specific language of the KDC, the basic policy question of the allowance of the use and the fundamental nature of the appropriateness of the use restrictions in today’s economic environment should be addressed. The property owner maintains that the nature of the grocery business has changed, and has committed to city staff that the purpose and intent of the KDC can still be maintained through specific limitations and mitigations that they are willing to construct.

Staff feels that by initiating the Text Amendment process, the Council can have a full discussion about all of the issues surrounding the policy decision. The text amendment process would be the vehicle to examine the specific policy issues. By initiating the process, Council does not make any commitment or promise as to the outcome. The Council may choose to not adopt the amendment and that decision cannot be appealed.

If the Council chooses to initiate, staff would examine the specific proposal, make a recommendation on the merits of the proposal to the Planning Commission, which in turn would make a recommendation to the City Council. At that point, Council itself would evaluate the proposal and then make their policy decision.

The proponents are more than willing to appear before the Council to advocate their position. Staff, however, feels that to initiate the process, to ask does the Council even wish to discuss the matter—should be more appropriately based on the overall policy questions rather than the specifics of the Safeway plan. Consequently, staff requested that Safeway not appear at tonight's meeting.

RECOMMENDATION.

Staff recommends the Keizer City Council adopt the attached Resolution initiating the Text Amendment Process to examine the merits and or restrictions of whether or not to allow Gasoline Service Stations under certain circumstances in the CM zone of the KDC.

Mark D. Whitlow
MWhitlow@perkinscoie.com
D. (503) 727-2073
F. (503) 346-2073

January 31, 2017

Keizer City Council
c/o Nate Brown, Planning Director
Community Development Department
City of Keizer
PO Box 21000
Keizer, OR 97307-1000

**Re: Petition for Initiation of Legislative Amendments to Development Code
Amendment of Commercial Mixed Use (CM) Zone**

Dear Nate:

This office represents Safeway Inc. ("Safeway"), the owner of the existing Safeway grocery supermarket (termed "Food Store" in the Keizer Development Code) at the intersection of Chemawa and River Road in Keizer, Oregon. The site is zoned Commercial Mixed Use (CM) in an area which prohibits gasoline service stations, but Safeway would like to investigate the potential to develop a fuel station in conjunction with the existing grocery supermarket. As discussed in more detail below, there is a market need for this type of one-stop shopping and a transportation need to combine and consolidate vehicle trips to buy groceries and fuel. There is also a public need to promote economic development and support local businesses seeking to grow and expand in line with the operational profile of other supermarkets in the industry. This petition represents an opportunity to meet these various needs for the benefit of the community.

Request

Safeway hereby petitions the City Council pursuant to Keizer Development Code ("KDC") 3.111 to request the initiation of a text amendment to amend the CM zone standards to find a limited way to allow fuel stations in conjunction with grocery supermarkets as an exception to the prohibition against gasoline service stations in the zone. Safeway also proposes to work with staff to develop a desirable site plan for the fuel station's use and development to ensure that the size and scale of the fuel station complements the site and the adjacent areas. A proposed site plan is attached.

Benefits

There are many benefits associated with this request. Initiation of the proposed legislative text amendments will allow the City's development code standards to better reflect the changing

conditions of the grocery industry and of customer shopping patterns. The grocery industry has evolved since the time that the KDC was adopted. Many grocery supermarkets are now developed with fuel stations that allow those supermarkets to sell gasoline to supermarket customers while they are on the supermarket site buying groceries. The accessory fuel station is treated like another department of the supermarket, except that it is outside the store, but still linked with the store's cash register for cross-over purchasing discounts. Safeway employees will operate the fuel station.

There is both a market need and a transportation need to allow the vehicle trip consolidation opportunity presented by major grocery supermarkets offering accessory fuel stations. The combination of trips to buy groceries and fuel captures customers on site for cross-shopping opportunities of the most frequently shopped for items. That maximizes the efficient utilization of land by getting more shopping needs satisfied in one trip at one location. The combined shopping opportunity does not significantly increase traffic, but, rather, gets more use out of existing traffic. A current traffic study is attached.

There is also a public need to support existing businesses and allow their expansion and growth without having to relocate to a new location. The support of local businesses is a central component of the economic development policies of Keizer's Comprehensive Plan. See Keizer Comprehensive Plan Section III.C.4. The proposed amendment would allow grocery supermarkets in the CM zone to also add fuel, in keeping with the operational profile of other grocery supermarkets in the industry. Further, the addition of fuel to the Safeway site would prompt the related upgrade of the site's access and internal circulation, as an additional benefit.

The proposed amendment is not inconsistent with the original intent to prohibit gasoline service stations in the CM zone. Gasoline service stations typically offer an array of vehicle repair and maintenance services, plus the incidental sale of batteries, tires and other automobile accessories, all of which create a greater destination use and more potential for additional traffic and noise than a fuel station that only sells fuel related products such as gasoline and oil.

In summary, the proposed legislative amendment allows economic growth, increased shopping opportunities in a single trip, and a more efficient utilization of land, without a significant increase in traffic.

Legislative Process

Once staff, the Planning Commission or City Council initiates this legislative text amendment to the KDC, Safeway will prepare a narrative statement setting forth the specific language of the proposed text amendment and addressing the criteria for approval of a text amendment pursuant to KDC Section 3.111.04. In accordance with KDC Section 3.111.02, this proposed text amendment will be reviewed under Type IV procedures as specified in KDC Section 3.203,

Keizer City Council
January 31, 2017
Page 3

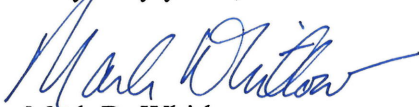
which include hearings before the Planning Commission and City Council. We understand there are several specific legislative issues that would need to be addressed and we are fully prepared to work with staff, the Planning Commission and the City Council to find the ideal solution.

Post Amendment Design Review

Assuming that the City Council approves a legislative amendment to allow the addition of fuel stations to existing grocery supermarkets in the CM zone, Safeway or any other existing supermarket operator in the CM zone would then need to apply for and satisfy the site plan review criteria in order to develop a fuel station in the zone. The legislative text amendment will only remove the use prohibition in the zone, with any proposed fuel stations then needing to apply for site plan approval to develop.

Thank you for your consideration of this proposal. Please feel free to contact me with any questions or if you require additional information.

Very truly yours,



Mark D. Whitlow

MDW:sv

Enclosure

cc: Shannon Johnson
Chris Miles, Safeway Inc.





KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

March 26, 2013

Project #: 13343

Diane Phillips
Safeway, Inc.
PO Box 523
Clackamas, OR 97015

RE: #1516 Keizer Fueling Station Preliminary Transportation Impact Assessment

Dear Diane,

This letter documents the initial findings and recommendations of a preliminary transportation impact assessment prepared for the proposed development of a fueling station located within the Safeway site at the River Road N and Chemawa Road NE intersection in Keizer, Oregon. This study was prepared for Safeway's internal due-diligence assessment purposes. Additional study intersections and analysis may be required in conjunction with the site plan application process and the City of Keizer's development review process.

Based on our preliminary analysis, the primary findings and recommendations are as follows:

- The study intersections operate acceptably under 2013 weekday AM and PM peak hour traffic conditions.
- The study intersections are forecast to continue to operate acceptably under 2015 future AM and PM peak hour traffic conditions.
- The proposed fueling facility is estimated to generate 340 daily trips, including 20 total AM peak hour trips and 30 total PM peak hour trips.
- With the addition of peak hour site-generated traffic, the study intersections continue to operate acceptably.
- Queuing along Chemawa Road NE blocks the western right-in/right-out only site driveway and is expected to continue to do so in the future. The main site driveway in front of the store is not blocked by queues and is not expected to be.
- Queuing along River Road N routinely blocks the northern left-in/right-in/right-out only site driveway and sporadically blocks the southern full movement driveway. The southern full movement driveway is expected to continue to accommodate left-turns in and out but will be blocked during portions of the peak 15 minutes of the weekday PM peak hour by 95th percentile queues.
- Operations at the south driveway on River Road N could be enhanced by reconstructing the driveway to improve the entry grade (the existing driveway has a relatively steep entry,

causing most drivers to slow entering and exiting and causing some vehicle undersides to contact and scrape the driveway pavement).

In addition to addressing the items above, this letter highlights some of the opportunities and constraints associated with two potential fuel pad locations on the Safeway site. Information is provided in the following order:

- Safeway Fuel Trip Generation Estimate
- Intersection Operations (existing, background without fuel, and total traffic with fuel)
- Queuing analysis
- Crash data review
- Fuel pad location opportunities and constraints

SAFeway FUEL TRIP GENERATION

Trip generation estimates were developed based on trip rates found in the standard reference manual *Trip Generation, Ninth Edition* published by the Institute of Transportation Engineers (ITE) (ITE, Reference 1). The internal and pass-by trip rates applied were determined based on information provided in ITE's *Trip Generation Manual* (ITE, Reference 2). Table 1 summarizes the daily, weekday AM, and weekday PM peak hour trips.

Table 1: Trip Generation Estimate

Land Use	ITE Code	# Fueling Stations	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Gasoline/Service Station w/Conv. Market	945	8	1,300	80	40	40	110	55	55
Internal Trips (36%)*			(470)	(30)	(15)	(15)	(40)	(20)	(20)
Pass-By Trips (62% a.m., 56% p.m.)			(490)	(30)	(15)	(15)	(40)	(20)	(20)
Net New Trips			340	20	10	10	30	15	15

*Reflects 36% internal trip reduction measured at other Safeway fuel sites.

INTERSECTION OPERATIONS

Operations of each of the five site driveways and the signalized River Road N/Chemawa Road NE intersection were reviewed as documented below.

Analysis Methodology and Operating Standards

The level of service (LOS) and queuing analysis described in this report was performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (HCM, Reference 3). To ensure that the analyses were based on a reasonable worst-case scenario, the peak 15-minute flow rates were used in the LOS evaluation of the study intersection. Thus, the LOS analysis reflects conditions that are likely to occur for only 15 minutes out of each average peak hour. Traffic conditions during typical weekday hours are expected to operate under better conditions than those described in this report.

The City of Keizer's operational standards govern the intersection in this analysis. For signalized intersections and unsignalized intersections in the City of Keizer, LOS "D" and LOS "E" are considered to be the minimum acceptable levels, respectively (Keizer, Reference 4).

Figure 1 illustrates the existing lane configurations and traffic control devices. Figures 2, 3, 4, and 5 summarize existing traffic conditions, forecast year 2015 background, and 2015 total traffic conditions at the study intersections during the weekday AM and PM peak hours, respectively.

Existing Conditions

Weekday AM and PM peak hour turn movement counts were conducted at the study intersections on February 20, 2013 between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m.

All intersections were found to operate acceptably as shown in Figure 2.

Background Conditions

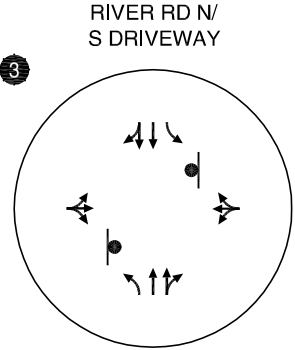
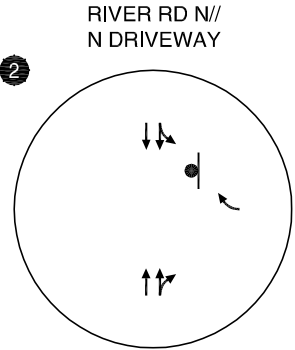
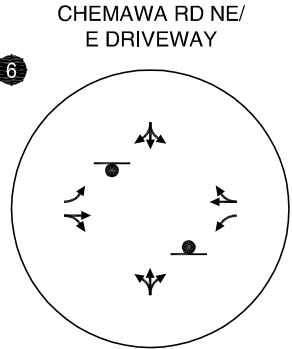
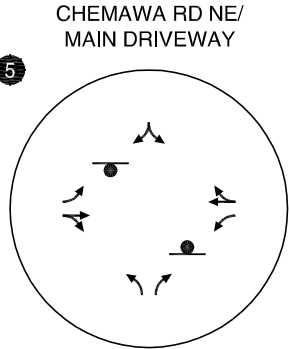
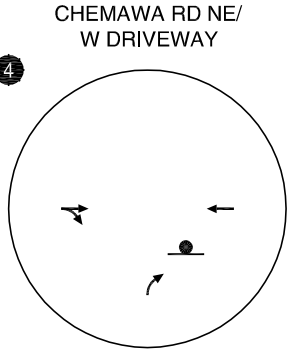
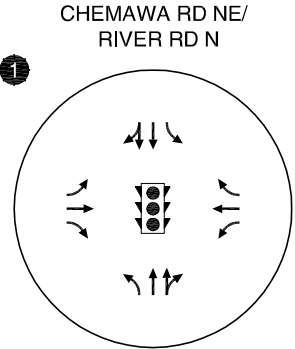
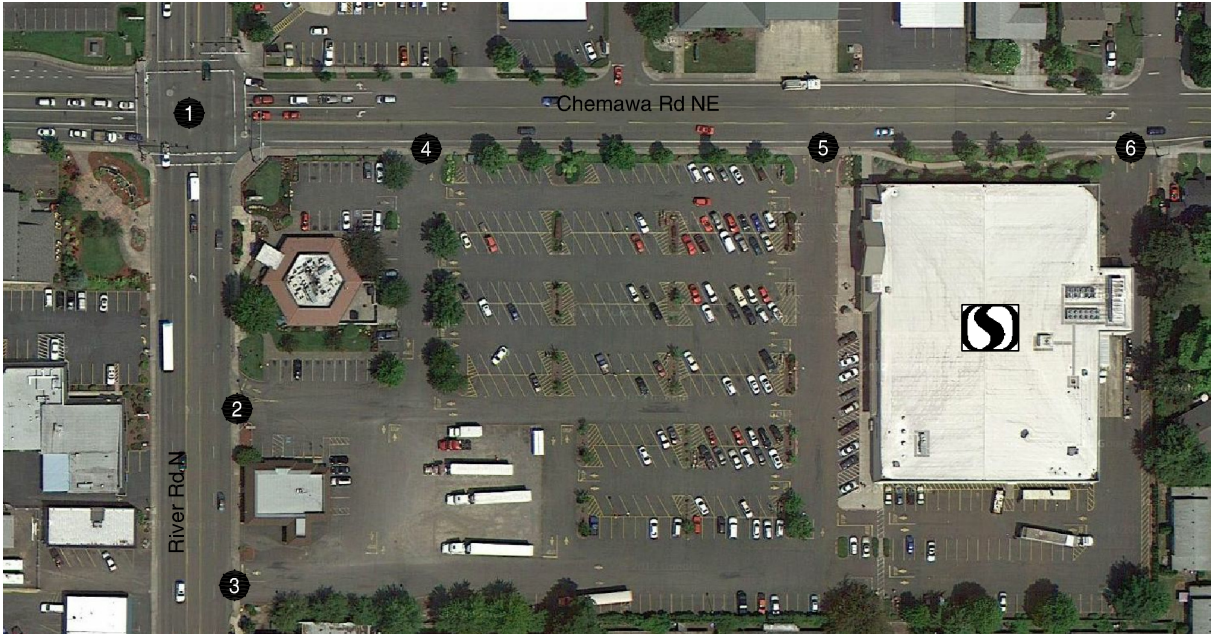
A preliminary 2015 future conditions assessment was prepared assuming two percent annual growth in the study area based on historical growth patterns. Note that the City may identify additional in-process development in conjunction with the formal site plan application.

All of the study intersections were found to operate acceptably as shown in Figure 3.

Total Traffic Conditions

Future conditions assuming development of the fuel pad site were prepared by assigning the anticipated site-generated traffic to the study intersections following existing turn movement patterns in the site vicinity. The year 2015 background traffic volumes for the weekday AM and PM peak hours were added to the site-generated traffic to arrive at the total traffic volumes.

All of the study intersections were found to operate acceptably as shown in Figures 4 and 5.

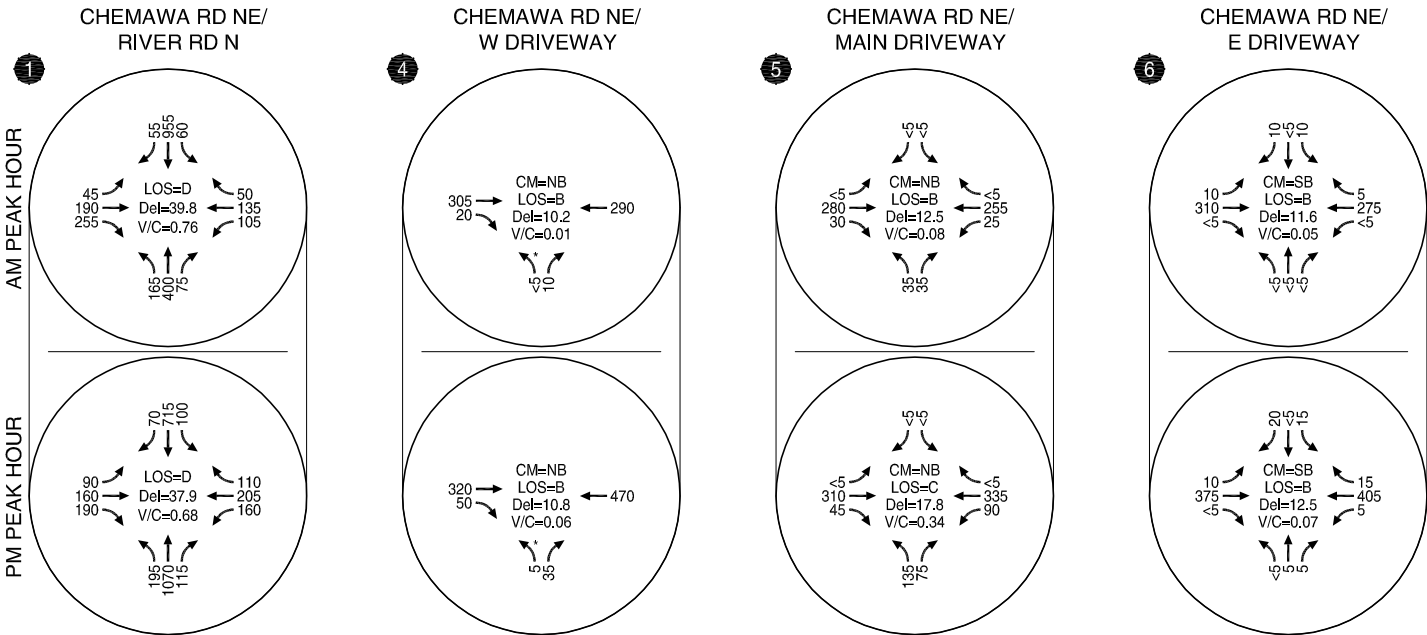


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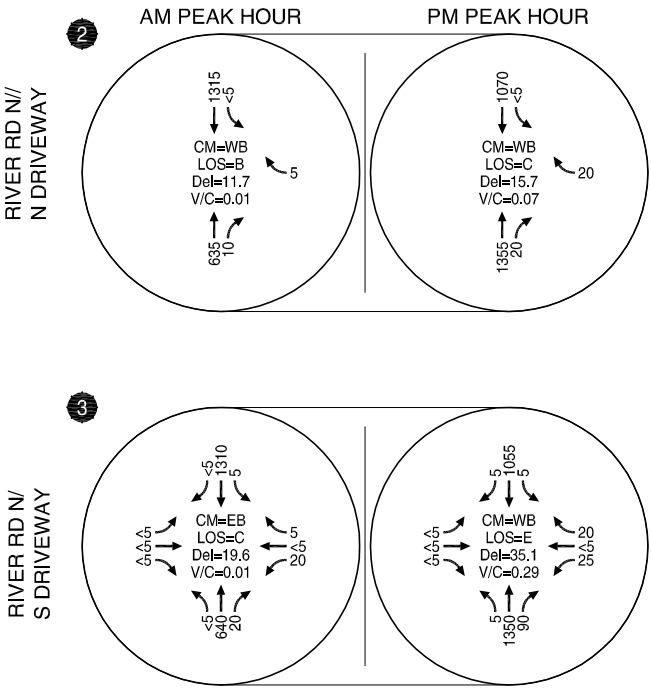
-  - STOP SIGN
-  - TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES
KEIZER, OREGON

FIGURE
1



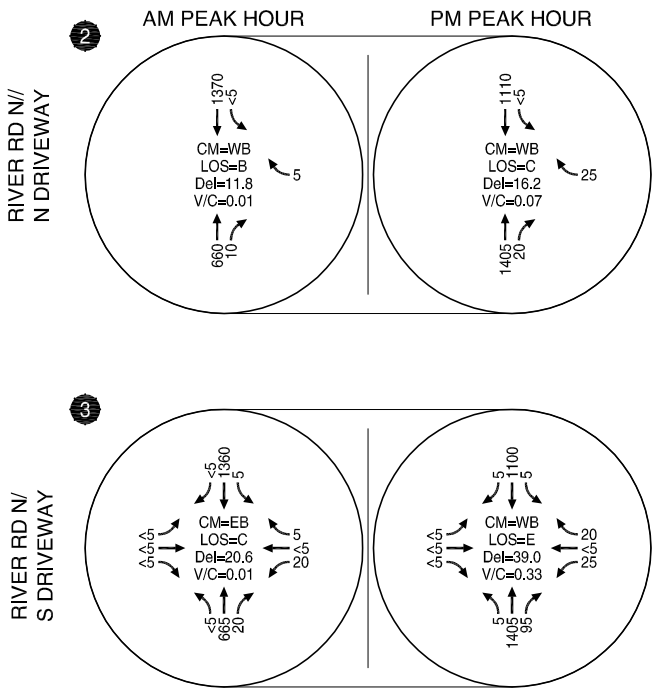
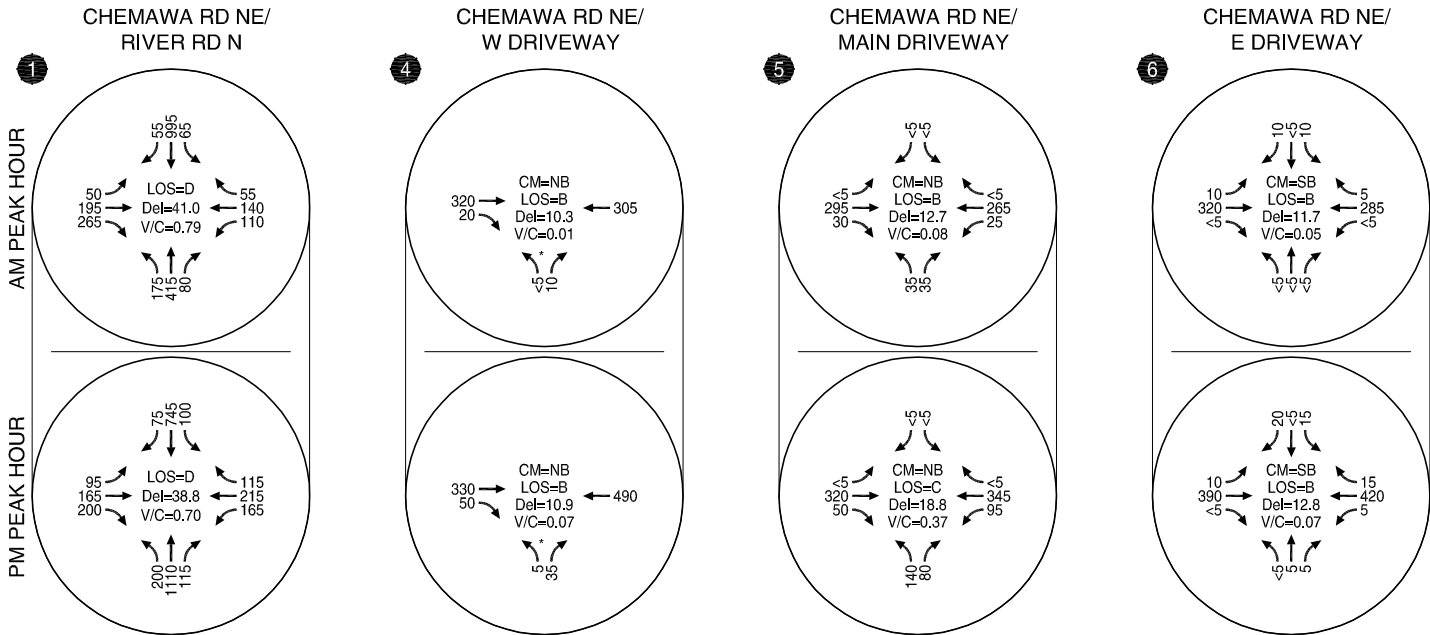
* Movement Prohibited by Signing



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

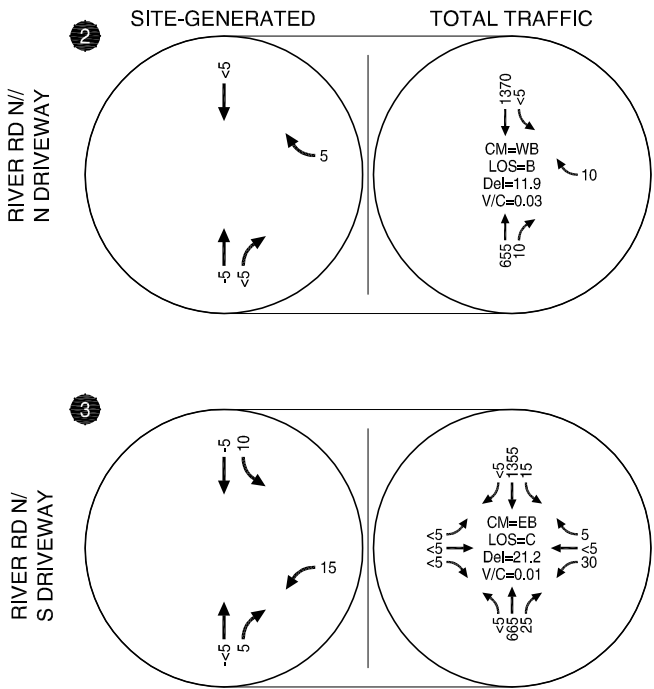
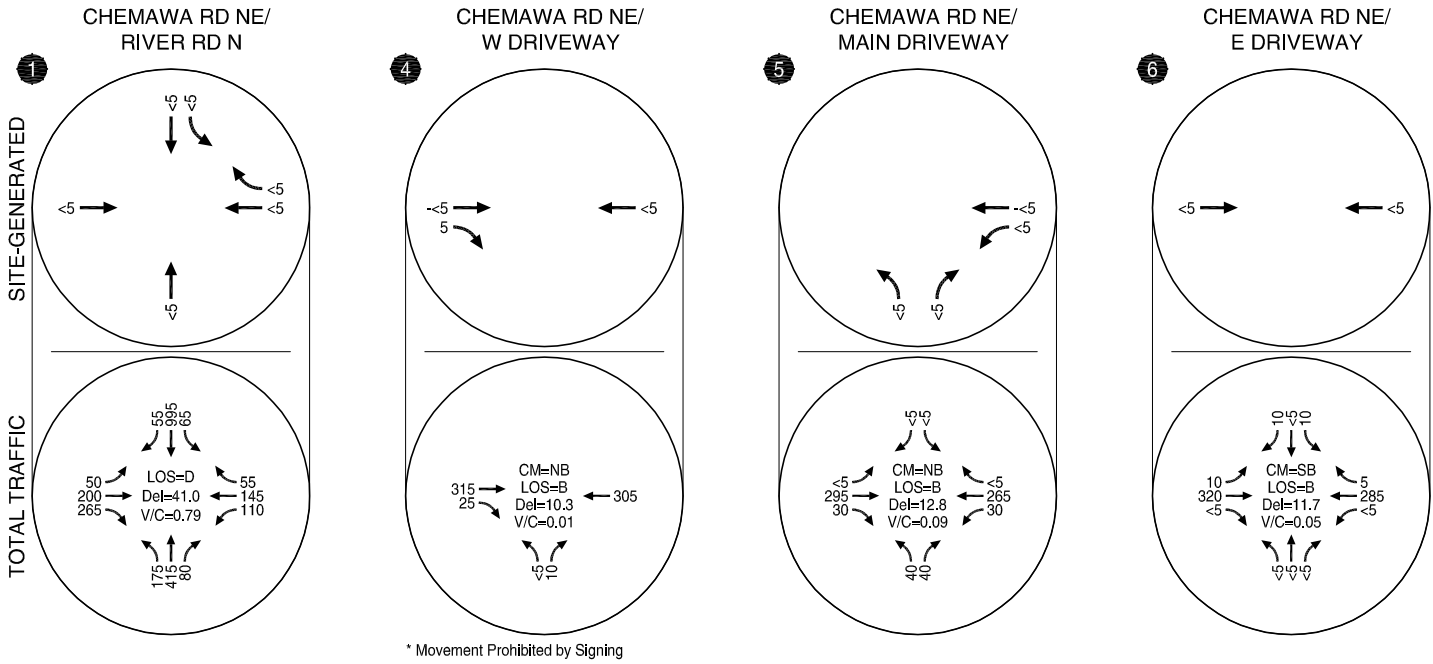
EXISTING TRAFFIC CONDITIONS, WEEKDAY AM & PM PEAK HOURS
KEIZER, OREGON



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 BACKGROUND TRAFFIC CONDITIONS, WEEKDAY AM & PM PEAK HOURS
KEIZER, OREGON



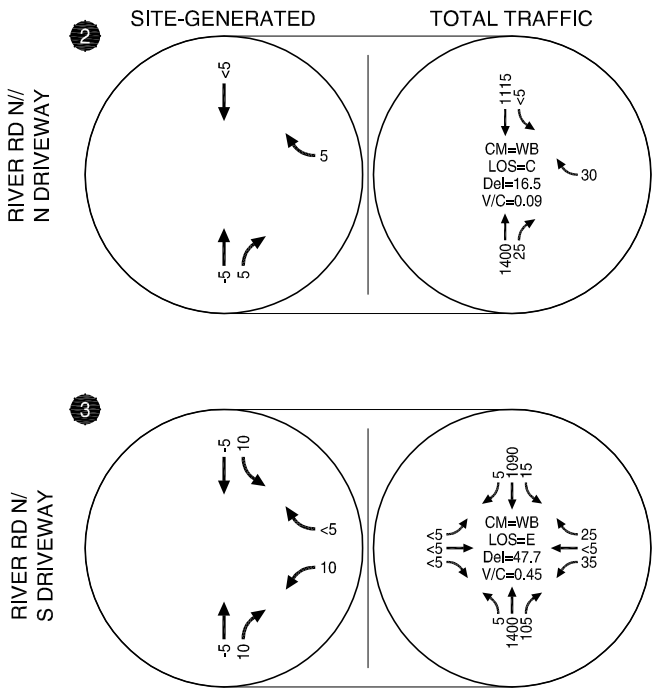
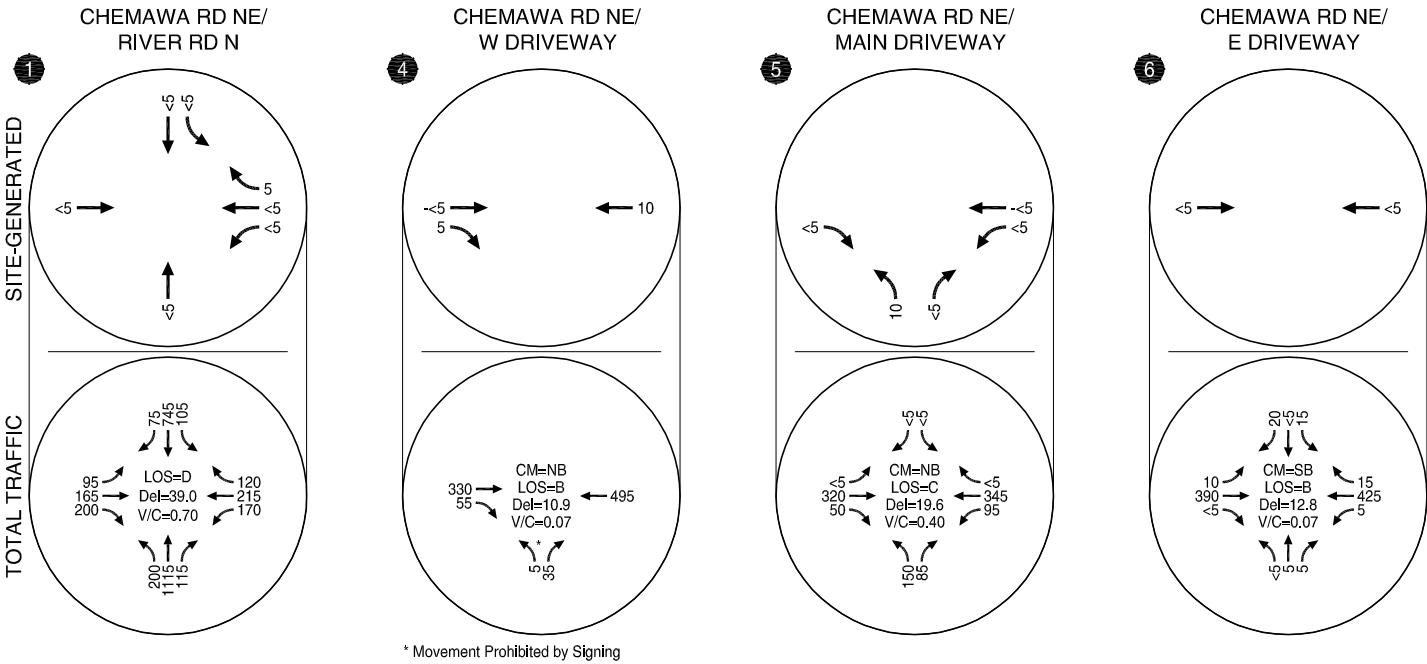
LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
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OF SERVICE (UNSIGNALIZED)
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(SIGNALIZED)/CRITICAL MOVEMENT CONTROL
DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Note: Negative Volume Reflect Pass-By Trips.

SITE-GENERATED AND 2015 TOTAL TRAFFIC CONDITIONS, WEEKDAY AM PEAK HOUR
KEIZER, OREGON

FIGURE
4



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Note: Negative Volume Reflect Pass-By Trips.

SITE-GENERATED AND 2015 TOTAL TRAFFIC CONDITIONS, WEEKDAY PM PEAK HOUR
KEIZER, OREGON

QUEUING ANALYSIS

Existing and forecast future 95th percentile queues were estimated along the site frontage to assess their potential impact on site driveway operations. Specifically, a Synchro analysis was conducted to identify projected queue lengths at the Chemawa Road NE and River Road N intersection, and the subsequent impact to site driveway access and operations.

Figure 6 illustrates the existing and 2015 estimated 95th percentile queue lengths, rounded to the nearest 25 feet, relative to the location of the site driveways. As shown, the estimated queues for both the existing and 2015 estimated conditions extend beyond the west driveway on Chemawa Road NE and the north driveway on River Road N during the AM peak, and beyond the south driveway on River Road N and west driveway on Chemawa Road NE during the PM peak. Note that the west driveway on Chemawa Road NE is currently signed to prohibit left-turns in or out of the driveway. Some vehicles were observed to make left-turns in and out despite the signing prohibiting the left-turn movement.

The queuing results indicate that the two site driveways on River Road N will be blocked intermittently during the PM peak hour. The condition is consistent with other driveways on the corridor. The City of Keizer may choose to implement raised median treatments at the west site driveway on Chemawa Road NE or the north site driveway on River Road N to enforce the existing driveway turn movement restrictions. While feasible, raised median treatments could impact neighboring properties pending their location and design.

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- SITE DRIVEWAYS
- EXISTING QUEUES
- 2015 ESTIMATED QUEUES WITH SAFEWAY FUEL

**EXISTING & 2015 ESTIMATED 95TH PERCENTILE QUEUES
KEIZER, OREGON**

**FIGURE
6**

CRASH DATA REVIEW

The crash histories of the study intersection and site driveways were reviewed in an effort to identify potential intersection safety issues. Collision records were obtained from the Oregon Department of Transportation (ODOT) for the most recent five-year period from January 2007 through December 2011. A summary of the collision data is provided in Table 2.

Table 2: Intersection Collision Histories

Intersection	Number of Crashes	Crash Type				Crash Severity	
		Rear-End	Turning	Angle	Other	PDO ¹	Injury
River Road N/ Chemawa Road NE	20	14	3	1	2	11	9
River Road N/ S Driveway	3	0	3	0	0	1	2
River Road N/ N Driveway	3	1	2	0	0	3	0
Chemawa Road NE/ W Driveway	6	1	5	0	0	5	0
Chemawa Road NE/ Main Driveway	0	-	-	-	-	-	-
Chemawa Road NE/ E Driveway	0	-	-	-	-	-	-

¹PDO: Property Damage Only

Based on the collision review, the collisions that occurred at the site driveways were generally a result of illegal turning movements or were attributed to reckless driving rather than site driveway design. Per the ODOT crash reports, the following documents the causes for the collisions reported in the five-year period:

- Two of the three reported collisions at the south driveway on River Road N occurred at the site driveway, and were caused by left-turning vehicles that did not yield right-of-way to northbound through vehicles.
- The two reported turning collisions at the north driveway on River Road N were attributed to illegal turn movements from the driveway, including left-turn and through movements.
- Three of the six collisions reported at the west driveway on Chemawa Road NE occurred at the site driveway. Two of these were collisions between a bicycle and a vehicle, and one of which the bicycle was traveling in the wrong direction. The other collision was due to an illegal left-turning movement from the site driveway.

FUEL PAD LOCATION OPPORTUNITIES AND CONSTRAINTS

We understand that Safeway is considering two potential locations on-site for the fuel station; the existing vacant pad site in the south central portion of the site and within the parking field along the Chemawa Road NE frontage site. Attachment “A” illustrates the multimodal access paths depending on the fueling station placement, and also shows the potential queuing patterns of vehicles waiting for fueling pumps. Table 3 below summarizes key opportunities and constraints associated with the two potential locations from a transportation perspective.

Table 3: Benefits and Considerations to Pad Site Location

Consideration	Chemawa Road NE Frontage Site	Vacant Pad Site
Impact to Safeway Store Parking	Relative to vacant pad site, this site would displace the most existing Safeway customer parking. Queues waiting to fuel would also potentially block customer parking spaces.	Least impact to existing Safeway customer parking – engages an area currently being used for non-Safeway truck parking.
Impact to Safeway Store Entry Operations	Location would add fuel related vehicular traffic directly in front of Safeway store entry, increasing interaction with Safeway customers pushing shopping carts to and from the store.	Least impact for interactions store shoppers/customer vehicles destined to/from Safeway fuel.
Impact to Safeway Main Chemawa Road NE Driveway Operations	Relative to the vacant pad site, this location results in more vehicles and queuing at the Chemawa Road NE site driveway.	This location results in less impact to the Main Chemawa Road NE driveway relative to the Chemawa Road NE frontage site.
Fuel Delivery Truck Access Implications	Allows for truck entry on Chemawa Road NE or River Road N, requires exit to Chemawa Road NE with left-turn internal to Safeway parking lot and left-turn exit to Chemawa Road NE. Requires fuel truck navigation through customer parking areas and truck passing across main store front through pedestrian area.	Allows for truck entry on Chemawa Road NE, exit to River Road N with all right-turns. Minimal navigation through customer parking areas required.
Queue Storage for Vehicles Waiting to Fuel	Allows limited storage space for vehicle in queue waiting to fuel. As a result, vehicles anticipated to queue in the parking aisle may cause additional friction and interaction between vehicles in queue and other vehicles and pedestrians.	Allows adequate queue storage for vehicles waiting to fuel. In addition, the vacant pad site is located away from the Safeway main entrance, thus minimizing possible interactions between Safeway-only customers and fueling customers.

Site Access

Based on our review, the following potential improvements and recommendations to site access were identified:

- The City may require the west access be further modified to enforce existing turn movement restrictions through provision of a raised median treatment on Chemawa Road NE.
- The City will likely require Safeway to restrict existing movements at the north driveway on River Road N to right-in/right out (eliminate left-in). The existing queues from the intersection prohibit southbound left-in movements during the peak hours.

- The south driveway on River Road N has potential sight distance issues associated with on-site vegetation. In addition, the driveway grading results in entering and exiting vehicles slowing abnormally and turning wide. Exhibit 1 illustrates the potential sight distance and grading issues with the driveway. This condition could be improved by trimming and maintaining the existing vegetation to improve sight distance, and by reconstructing the driveway to minimize the grade differential between the roadway and the parking aisle.

Exhibit 1: Sight Distance and Grading Issues at South Driveway on River Road N



We trust this letter adequately assesses the preliminary transportation impacts associated with the proposed development of a fueling station at the Safeway site in Keizer, OR. Please contact us if you have any questions or comments regarding the contents of this letter or of the analysis completed.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer, P.E.
Principal Engineer

Anais Malinge
Transportation Analyst

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, Ninth Edition*. 2012.
2. Institute of Transportation Engineers. *Trip Generation Handbook, Second Edition*. 2012
3. Transportation Research Board 2000. *Highway Capacity Manual*. 2000.
4. City of Keizer. *Transportation System Plan*. 2007.

ATTACHMENTS

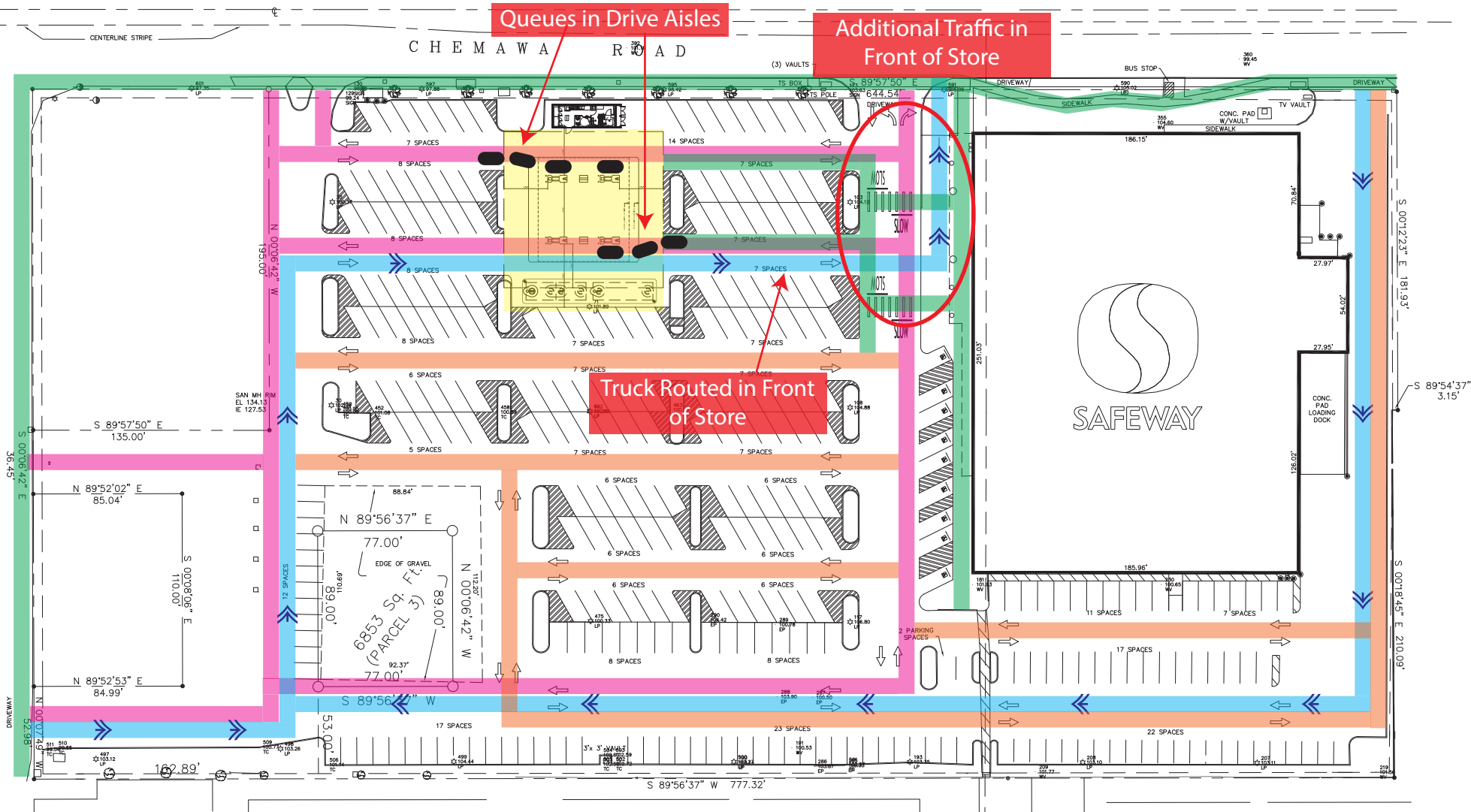
Attachment A: Fueling Station Pad Site Circulation Analysis

Attachment A Fueling Station Pad Site
Circulation Analysis

Queues in Drive Aisles

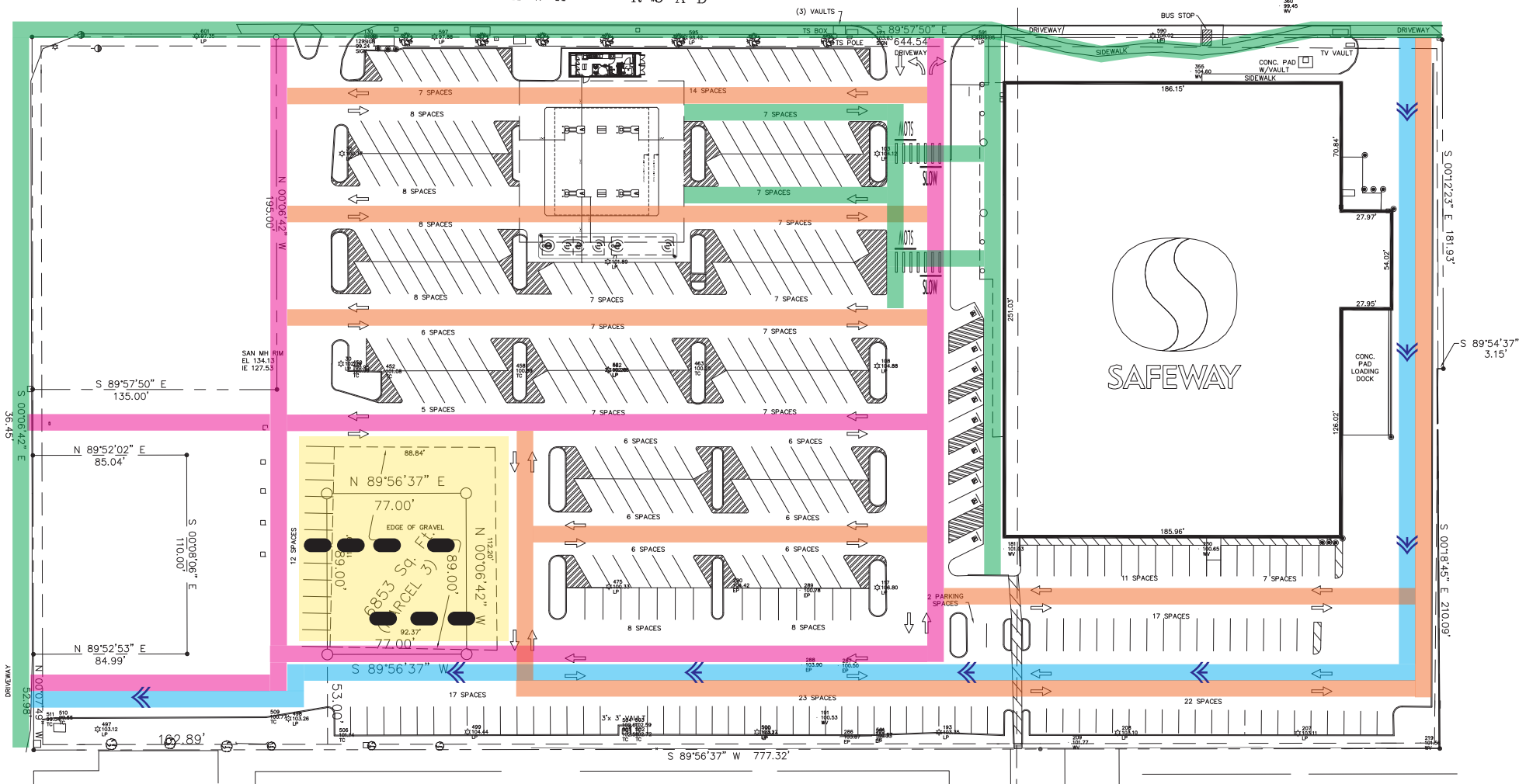
Additional Traffic in Front of Store

Truck Routed in Front of Store



-  Delivery Truck Path
-  Pedestrian Path (Sidewalk)
-  Primary Vehicle Circulation
-  Secondary Vehicle Circulation
-  Fueling Vehicle in Queue

C H E M A W A R O A D



-  Delivery Truck Path
-  Pedestrian Path (Sidewalk)
-  Primary Vehicle Circulation
-  Secondary Vehicle Circulation
-  Fueling Vehicle in Queue

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-2748

4
5 INITIATING LEGISLATIVE AMENDMENTS TO THE KEIZER
6 DEVELOPMENT CODE TO CONSIDER AMENDING SECTIONS TO
7 ALLOW FUELING STATIONS OR GASOLINE SERVICE STATIONS
8 IN THE RIVER ROAD/CHEMAWA ROAD AREA
9

10 WHEREAS, Safeway Inc. has petitioned the City Council to initiate a text
11 amendment to amend the CM zone standards to allow fueling stations in conjunction
12 with existing grocery supermarkets;

13 WHEREAS, the City Council of the City of Keizer considers it necessary and
14 appropriate to initiate the legislative amendment process to review and possibly revise
15 certain portions of the Keizer Development Code in connection with such petition;

16 NOW, THEREFORE,

17 BE IT RESOLVED that pursuant to KDC 3.111.02 and 3.203.01, the City
18 Council of the City of Keizer hereby initiates the legislative amendment process to
19 review the Keizer Development Code and determine possible amendments to allow
20 gasoline service station or fueling station with certain conditions or restrictions in the
21 River Road/Chemawa Road area. Other amendments may be reviewed and adopted as
22 well.

23 BE IT FURTHER RESOLVED that planning staff is directed to send appropriate
24 notice to the Department of Land Conservation and Development and any other affected
25 agencies and jurisdictions in a manner appropriate and necessary under state law.

1 Planning staff is delegated the authority to draft proposed text amendments for notice
2 purposes.

3 BE IT FURTHER RESOLVED that staff is directed to schedule the matter for
4 public hearings before the Planning Commission and City Council as provided in state
5 and local law.

6 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
7 upon the date of its passage.

8 PASSED this 6th day of February, 2017.

9
10 SIGNED this 6th day of February, 2017.

11

12

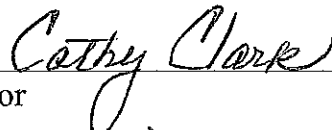
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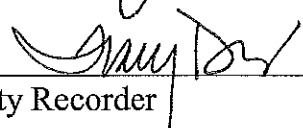
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Mayor


City Recorder



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

February 28, 2017

Project #: 21098

Nate Brown
City of Keizer
Community Development
PO Box 21000
Keizer, OR 97307

RE: Keizer Safeway Fuel Center Transportation Impact Assessment

Dear Nate,

This letter documents the findings and recommendations of a transportation impact assessment prepared for the proposed fueling station within the existing Safeway site southwest of the River Road N/ Chemawa Road NE intersection in Keizer.

Based on our analysis, the primary study findings are as follows:

- From a regulatory perspective, the River Road N/Chemawa Road intersection and the site driveways satisfy City operating standards under 2017 weekday AM and PM peak hour traffic conditions.
 - While operating standards are met, field observations found that:
 - Traffic queuing along the site frontage (particularly northbound along River Road N) results in lengthy delays leaving the site during peak periods;
 - On-site circulation at the main Chemawa Road site driveway could be improved for vehicles and pedestrians by reconstructing the driveway to provide a wider entry, reducing the vertical “bump” at the curb, and re-configuring the first parking lot drive aisle and pedestrian crossing area within the site; and
 - While the west driveway on Chemawa Road NE and the north driveway on River Road N are currently signed to prohibit left-turns entering or exiting the Safeway site, vehicles were observed to turn left at both locations. Measures to address these issues are recommended within this report.
- The member-based cost savings realized by customers at a Safeway Fuel station results in fewer site trips than a stand-alone fuel station.
 - Based on studies of other Safeway sites, 36 percent of the peak hour trips to and from the fuel site will be made by customers already shopping at the Safeway store.

- In addition to these “internal” trips, roughly 50 percent of the 64 percent remaining vehicle trips will be made by drivers who visit the fuel site as part of their regular commute and simply “pass-by” to purchase fuel as a function of convenience.
- After accounting for pass-by and diverted trips, the proposed fuel facility is estimated to generate 626 net new daily trips, including 40 AM net new peak hour trips (20 vehicles entering and exiting the site) and 52 net new PM peak hour trips (26 vehicles entering and exiting the site).
- With the addition of peak hour site-generated traffic, the study intersections are forecast to continue to satisfy City operating standards under 2019 future weekday AM and PM peak hour traffic conditions.
 - The main site driveway in front of the store is not blocked by east-west queues along Chemawa Road NE today and is not expected to be in the future.
 - Queuing along River Road N routinely blocks the northern right-in/right-out only site driveway and sporadically blocks the southern full movement driveway.
 - The southern full movement driveway along River Road N is expected to continue to accommodate left-turns in and out but is expected to be blocked during portions of the peak 15 minutes of the weekday PM peak hour by 95th percentile queues.

Our analysis led to the following recommendations:

- Widen and reconstruct the main site access to improve driveway operations and reduce the potential for westbound left-turns at the west (right-in/right-out) site driveway on Chemawa Road NE. These improvements would include:
 - Regrading the driveway to reduce the vertical dip that results in a “bump” entering the driveway;
 - Restrict turn movements to the existing on-site parking aisle closest to the site entry (improving operations at the main access);
 - Add width to the inbound travel lane to improve the ingress movement;
 - Add vehicle storage to the left- and right-turn lanes leaving the site;
 - Reconstruct the pedestrian crossing and ramps; and
 - Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.
- Reconstruct the north right-in/right-out driveway on River Road N to:
 - Provide an improved raised median design and new signage to better restrict left turns into and out of the access;
 - Improve the pedestrian crossing of the driveway; and

- Reduce the vertical dip that results in a “bump” entering the driveway.
- Reconstruct the southern site driveway on River Road N to:
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.

To the extent practical, we recommend reconstruction of each driveway be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*.

- It is further recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

SCOPE OF THE REPORT

This analysis determines the transportation-related impacts associated with the proposed Safeway Fuel. The study intersections were determined based on a review of existing travel patterns, *Keizer Development Code* Section 2.301.04 and direction provided by City staff. As such, the report addresses the following transportation issues:

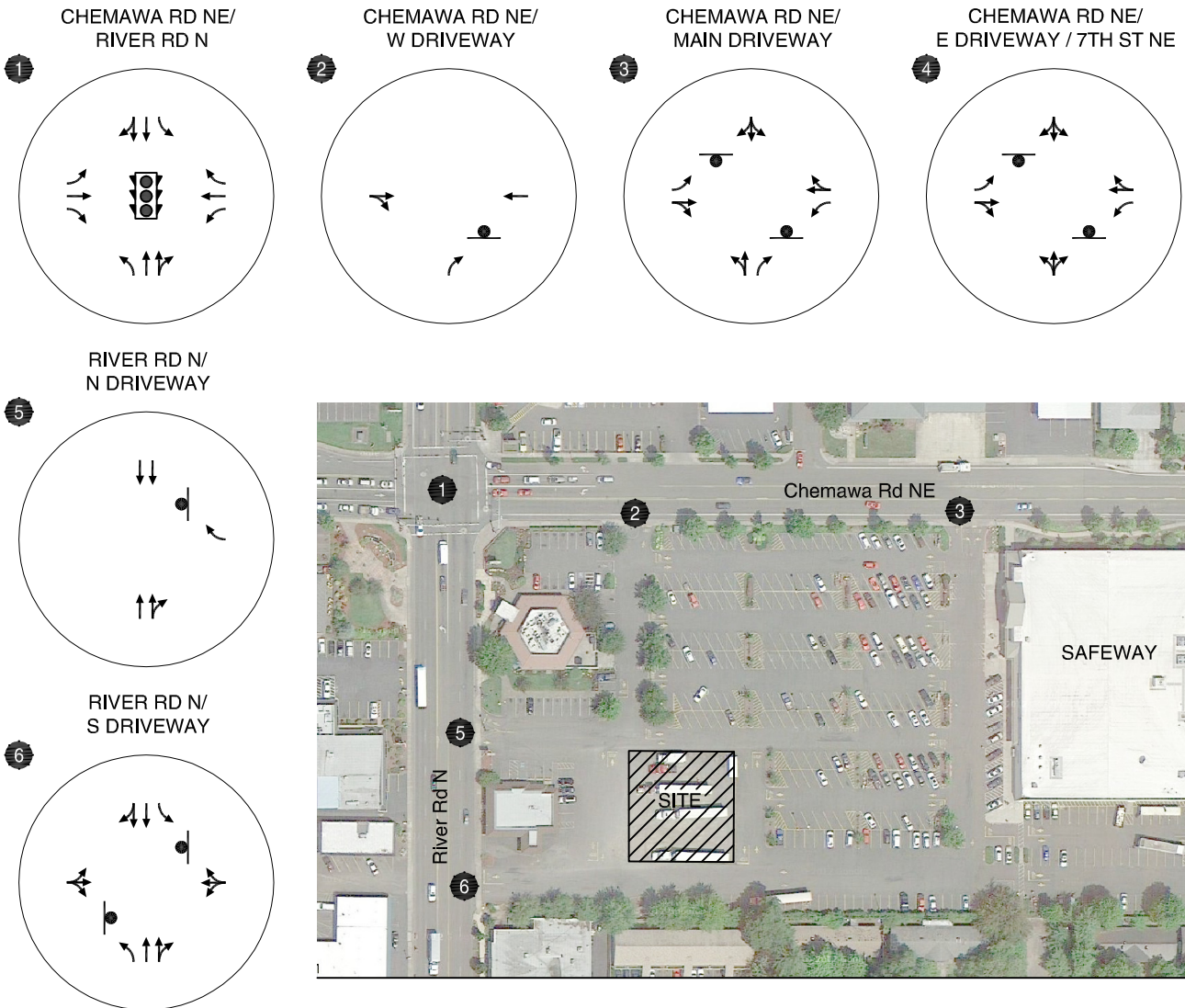
- Trip generation estimates for the proposed development;
- Intersection operations under existing conditions as well as under future year 2019 conditions without and with the proposed fuel center;
- Suggested driveway improvements;
- Study intersection crash history review;
- Intersection sight distance review; and,
- Conclusions and recommendations.

Study Intersections

The signalized Chemawa Road NE/River Road N and five existing site driveways illustrated in Figure 1 were studied.

Analysis Periods

Weekday AM and PM peak hour traffic conditions were modeled at the study intersections under existing and year 2019 conditions.



-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Lane Configurations
and Traffic Control Devices
Keizer, Oregon

Figure
1

SAFeway FUEL TRIP GENERATION

Trip generation estimates for the proposed fueling facility were developed based on trip rates found in the standard reference manual *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE, Reference 1).

Safeway Club members (a no-cost membership opportunity offered to all Safeway customers) are able to receive cost savings on fuel purchases. As a result, many Safeway customers shop at the Safeway store and also purchase fuel while on-site. Based on studies of other Safeway sites¹, 36 percent of the peak hour trips to and from the fuel site are made by customers already shopping at the Safeway store (these trips are referred to as internal trips). Consequently, fewer off-site trips are generated by a typical Safeway fuel compared to a stand-alone gas station.

In addition to the internal trips, roughly 50 percent of the remaining vehicle trips will be made by drivers who visit the fuel site as part of their regular commute and simply “pass-by” to purchase fuel as a function of convenience. Table 1 summarizes the daily, weekday AM, and weekday PM peak hour trips.

Table 1: Trip Generation Estimate

Land Use	ITE Code	# Fueling Stations	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Gasoline/Service Station w/Conv. Market	945	12	1,954	122	61	61	162	81	81
Internal Trips (36%)*			(702)	(44)	(22)	(22)	(58)	(29)	(29)
Pass-By Trips (50%)			(626)	(38)	(19)	(19)	(52)	(26)	(26)
Net New Trips			626	40	20	20	52	26	26

*Reflects 36% internal trip reduction measured at other Safeway fuel sites.

INTERSECTION CAPACITY & QUEUING ANALYSIS

Operations of each of the five site driveways and the signalized River Road N/Chemawa Road NE intersection were reviewed as documented below. Attachment A includes the analysis worksheets.

Analysis Methodology and Operating Standards

The level of service (LOS) and queuing analysis described in this report was performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (HCM, Reference 2). To ensure that the analyses were based on a reasonable worst-case scenario, the peak 15-minute flow rates were

¹ *Safeway Gas Station – Internalization and Pass-by Survey Results* prepared by Heffron Transportation, Inc., April 2001.

used in the LOS evaluation of the study intersection. Thus, the LOS analysis reflects conditions that are likely to occur for only 15 minutes out of each average peak hour. Traffic conditions during typical weekday hours are expected to operate under better conditions than those described in this report.

The City of Keizer's operational standards govern the intersections in this analysis. For signalized intersections and unsignalized intersections in the City of Keizer, LOS "D" and LOS "E" are considered to be the minimum acceptable levels, respectively (Reference 3).

Figure 1 illustrates the existing lane configurations and traffic control devices at the study intersections. Note that the west driveway on Chemawa Road NE and the north driveway on River Road N are currently signed to prohibit left-turns into or out of the driveway. Some vehicles were observed to make left-turns in and out of these two driveways despite the signing prohibiting the left-turn movements.

Existing Conditions

Weekday AM and PM peak hour turn movement counts were conducted at the study intersections on Wednesday, February 15, 2017 between 7:00 and 9:00 AM and 4:00 and 6:00 PM while school was in-session. Attachment B includes the traffic counts. All intersections were found to operate acceptably during the weekday AM and PM peak hours, as shown in Figure 2 and Figure 3, respectively.

Background Conditions

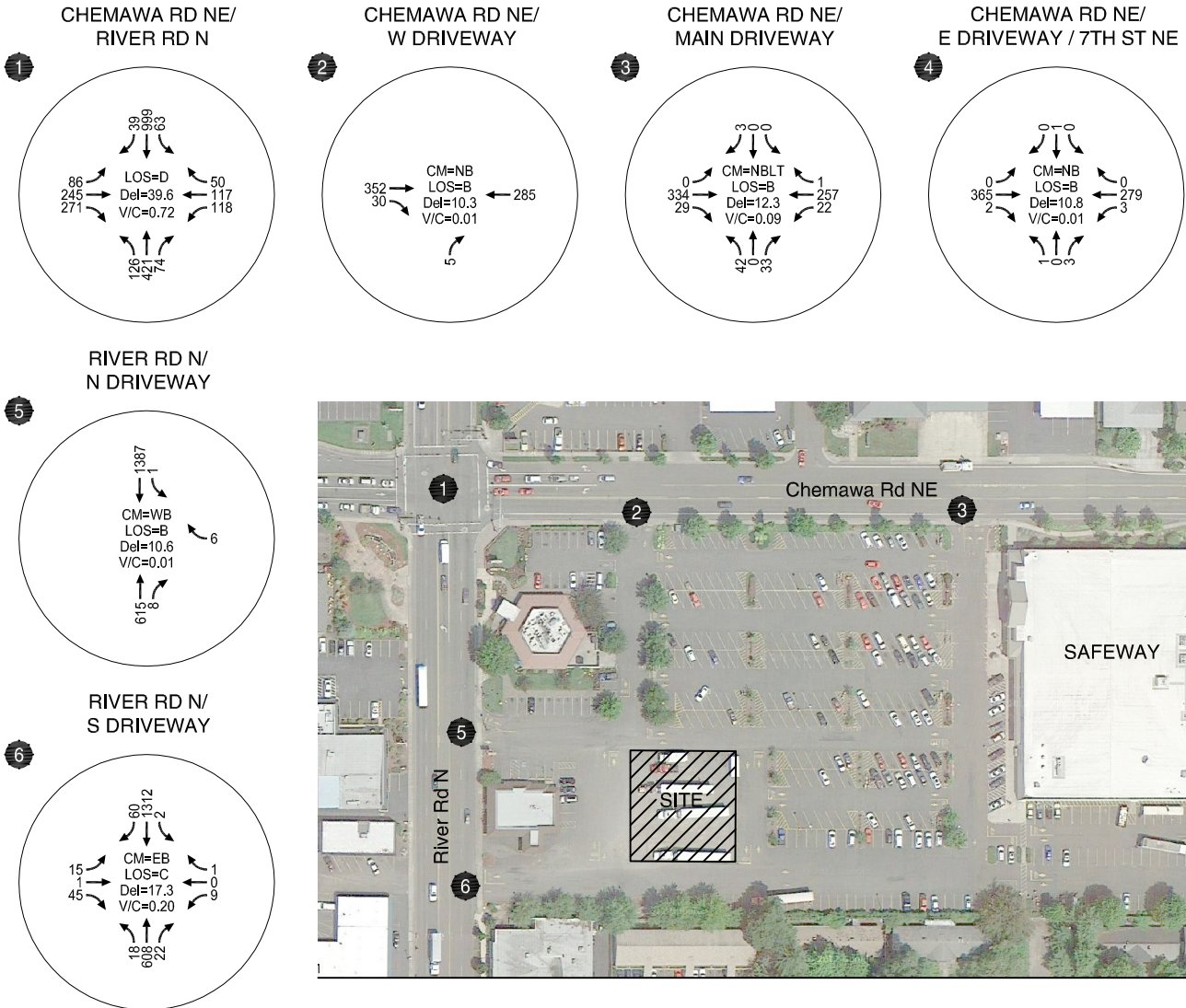
A 2019 future conditions assessment was prepared assuming two percent annual growth in the study area based on historical growth patterns, as well as in-process traffic from the proposed Herber Family Apartments located on the west side of Verda Lane between Chemawa Road NE and Dearborn Avenue.

All of the study intersections are projected to continue operating acceptably during the weekday AM and PM peak hours, as shown in Figure 4 and Figure 5, respectively. Note that the existing left-turn movements recorded at the two right-in/right-out only site driveways were assumed to re-route to the next closest site driveway allowing left-turns.

Total Traffic Conditions

Future conditions, assuming development of the Safeway fuel site, were prepared by assigning the anticipated site-generated traffic to the study intersections following existing turn movement patterns in the site vicinity. The assignment of site-generated and pass-by trips during the weekday AM and PM peak hours is shown in Figure 6 and Figure 7, respectively.

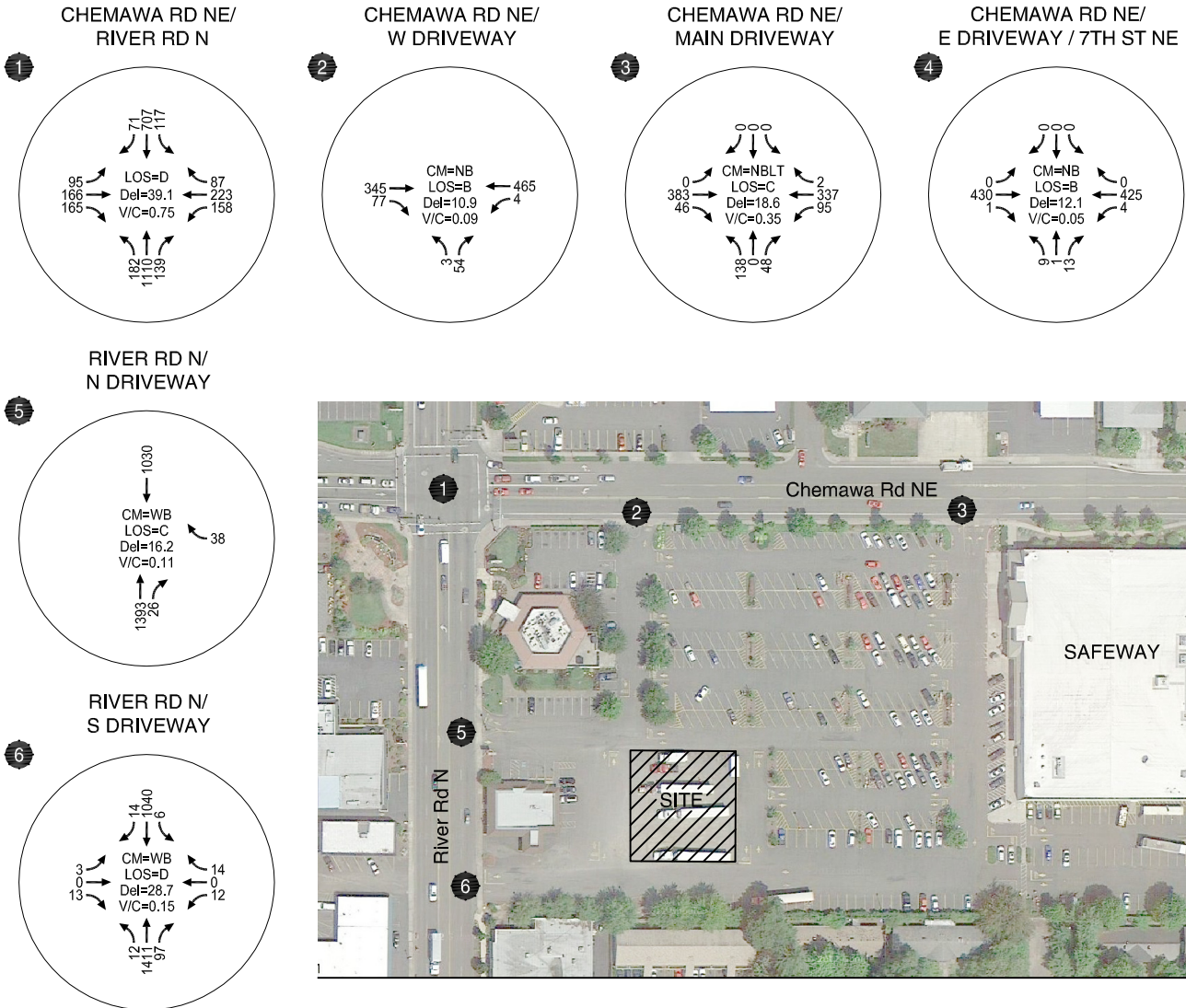
The year 2019 background traffic volumes for the weekday AM and PM peak hours were added to the site-generated traffic to arrive at the year 2019 total traffic volumes. These total traffic volumes also reflect the assumed re-routing of illegal left-turn movements from the two right-in/right-out driveways to the nearest full-access driveways on Chemawa Road NE and River Road N.



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

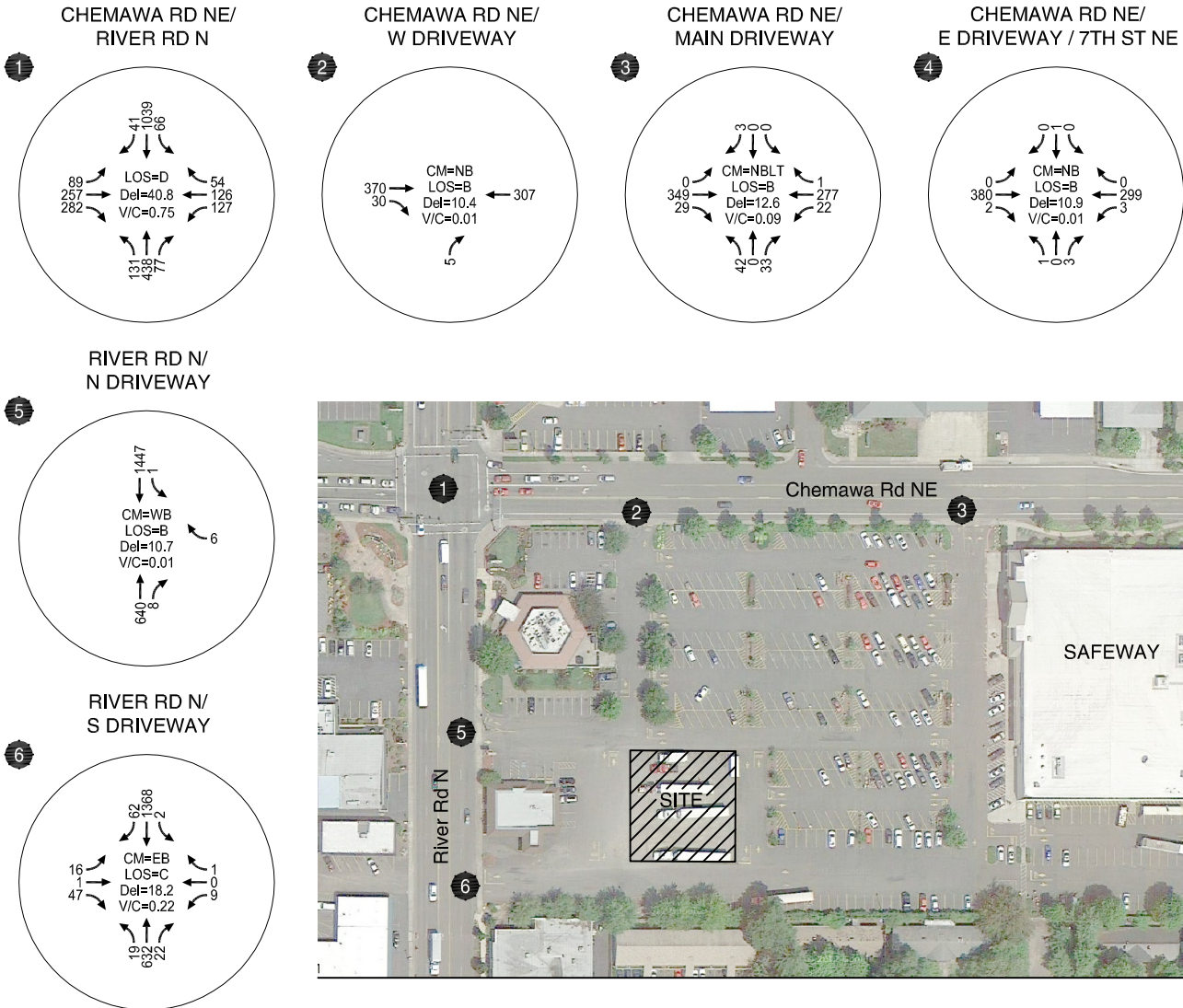
Figure
 2



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

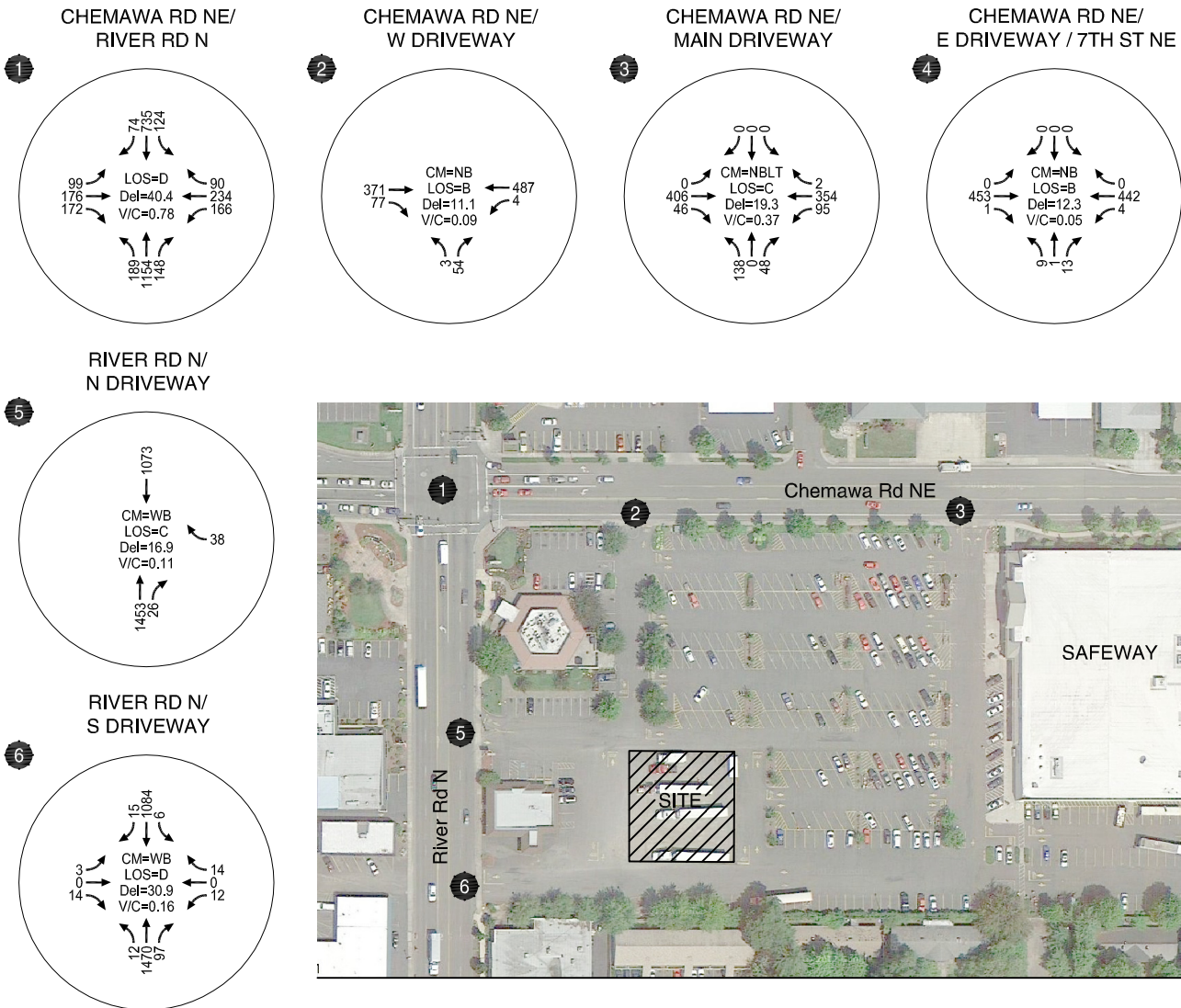
Figure
 3



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Background Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

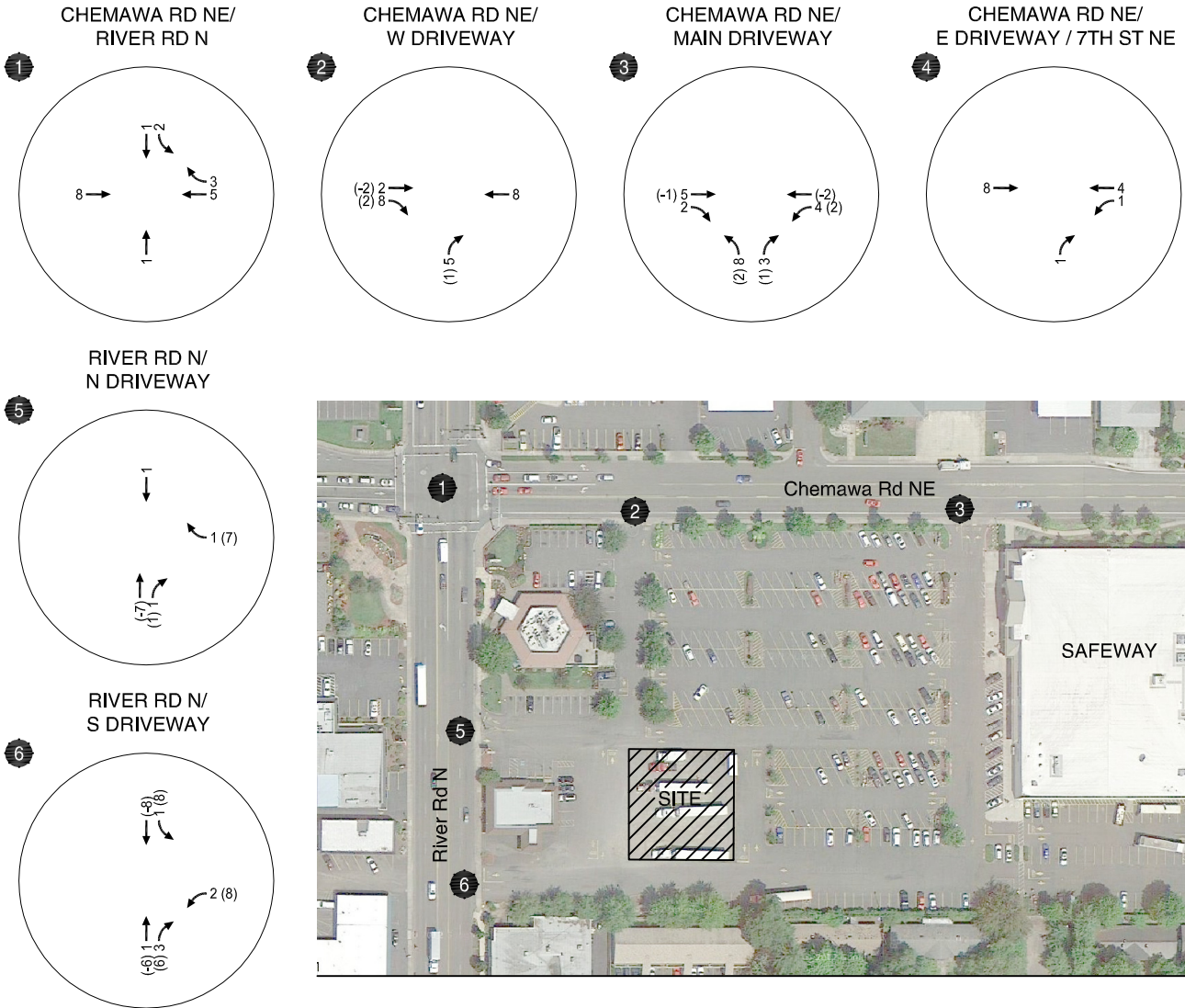
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CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Background Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

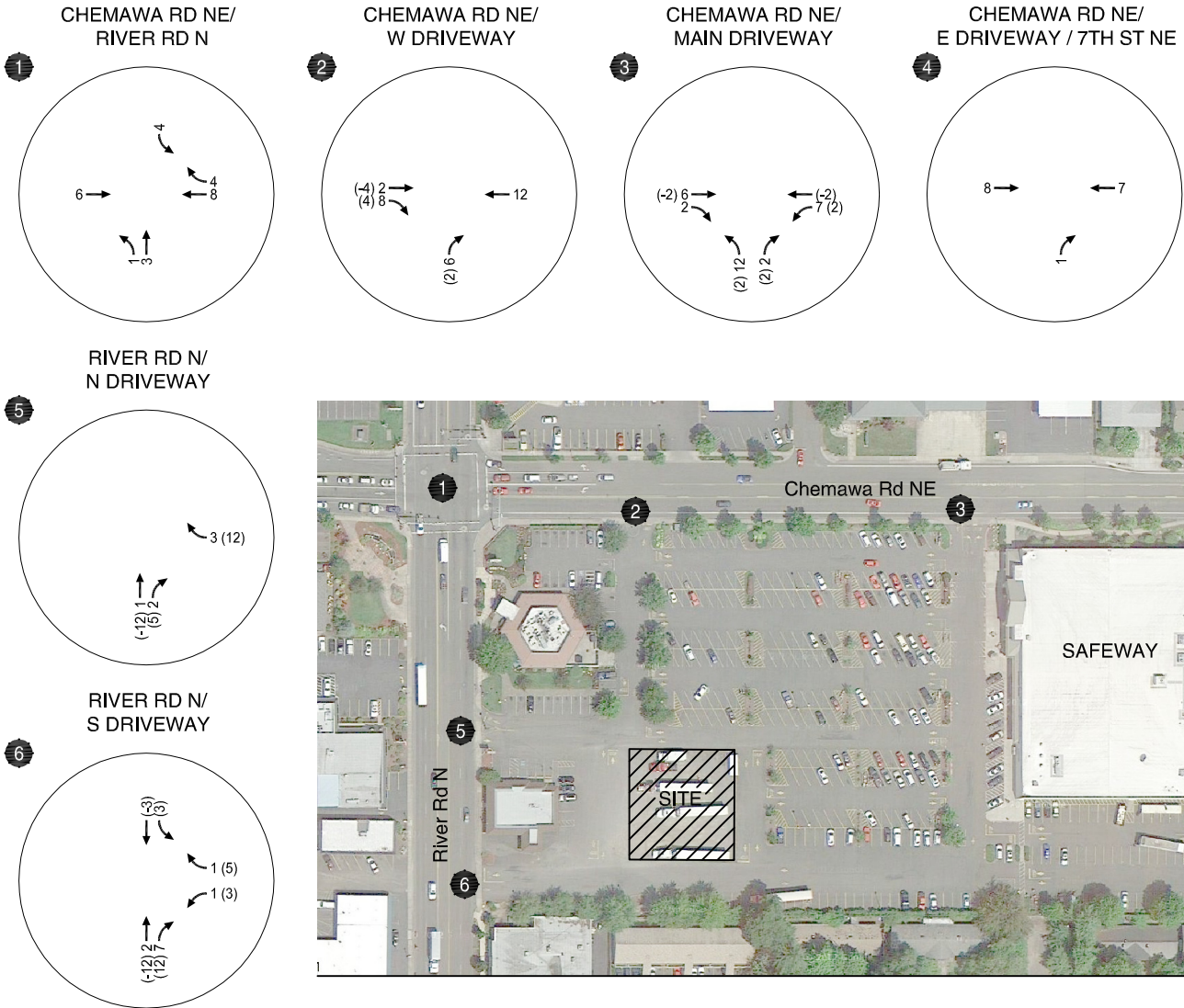
Figure
 5



XX = SITE-GENERATED TRIPS
(XX) = PASS-BY TRIPS

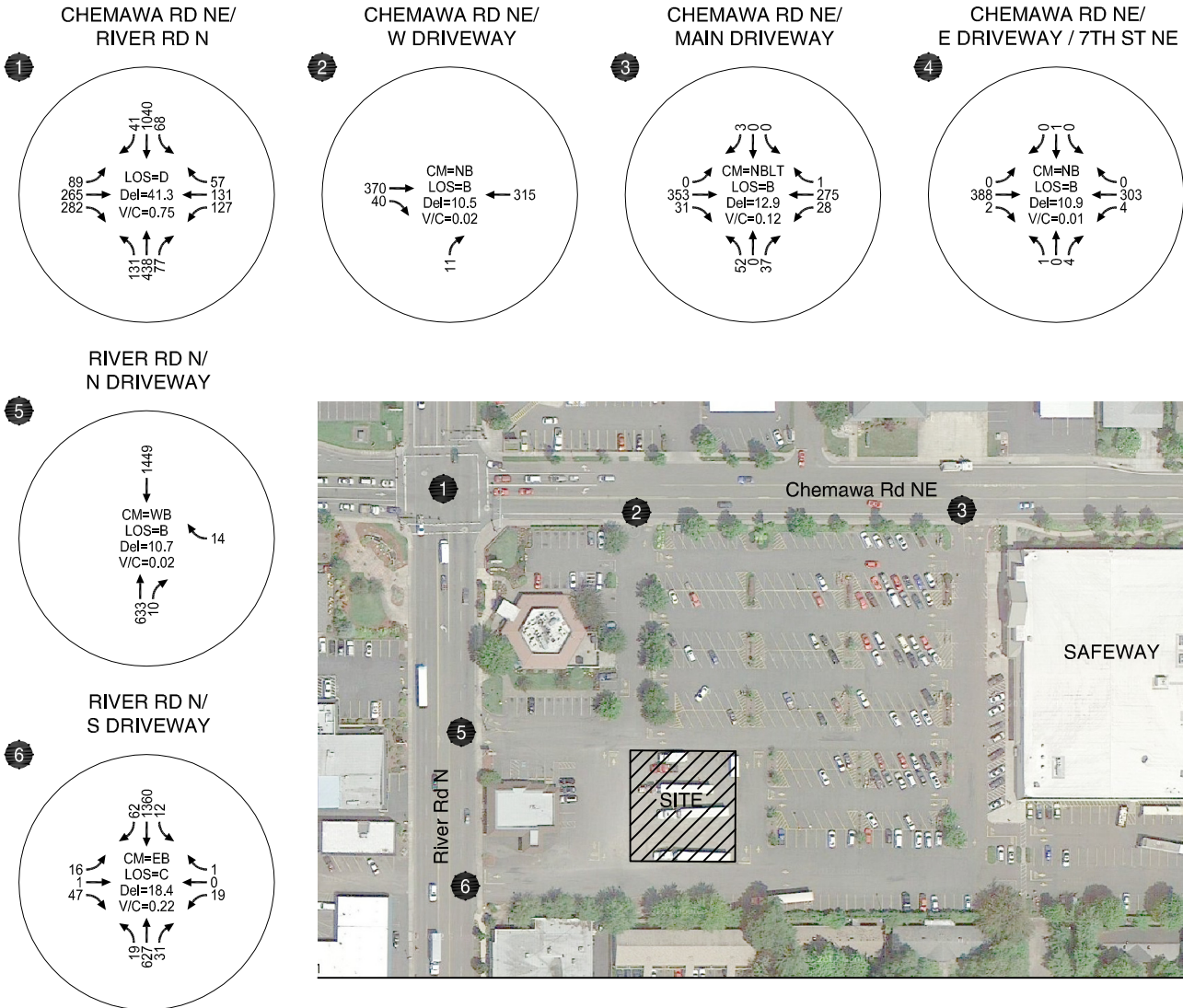
Site-Generated Trips
Weekday AM Peak Hour
Keizer, Oregon

Figure
6



Site-Generated Trips
 Weekday PM Peak Hour
 Keizer, Oregon

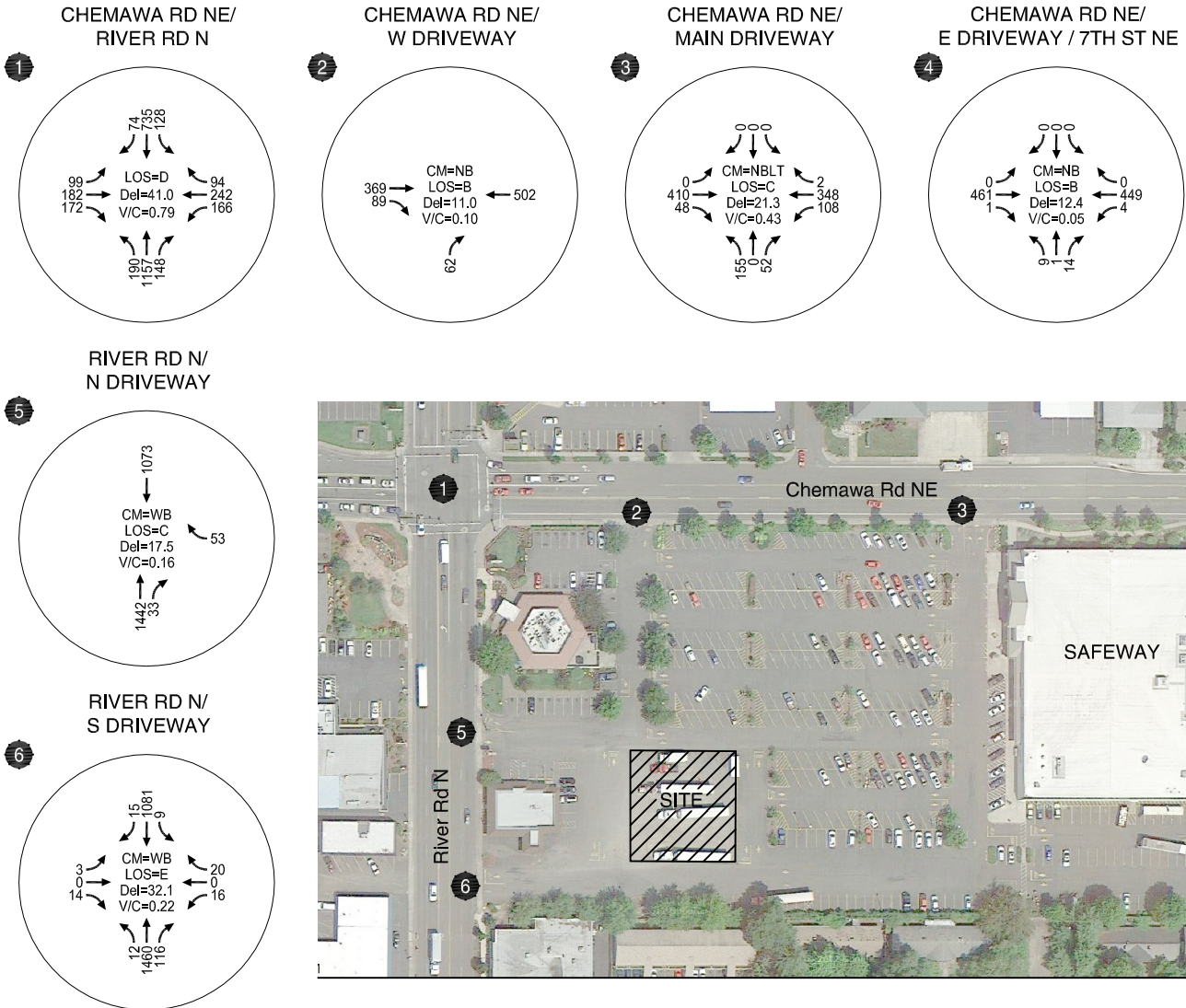
Figure
 7



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Total Traffic Conditions
 Weekday AM Peak Hour
 Keizer, Oregon

Figure
 8



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
 SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY
 (SIGNALIZED)/CRITICAL MOVEMENT CONTROL
 DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2019 Total Traffic Conditions
 Weekday PM Peak Hour
 Keizer, Oregon

Figure
 9

All of the study intersections are projected to continue operating acceptably during the weekday AM and PM peak hours, as shown in Figure 8 and Figure 9, respectively.

Queuing Analysis

Projected queue lengths were reviewed at the signalized Chemawa Road NE/River Road N intersection and their impact to site driveway access and operations was considered. Figure 10 illustrates the existing 95th-percentile queue lengths, and Figure 11 illustrates the estimated 95th percentile queue lengths under 2019 total traffic conditions, rounded to the nearest 25 feet, relative to the location of the site driveways. The figures show the left-turn and through-movement queues on the northbound and westbound approaches of the Chemawa Road NE/River Road N intersection.

As shown, the existing and projected westbound queues for the 2019 total traffic conditions extend beyond the west driveway on Chemawa Road NE during the weekday AM peak hour, and the northbound queues extend beyond the both driveways on River Road N and west driveway on Chemawa Road NE during the weekday PM peak hour.

Field observations confirmed that the River Road N driveways are routinely blocked by northbound queues under existing peak hour conditions. Drivers exiting the site to turn left onto River Road N were observed to routinely wait for northbound queues on River Road N to clear and many drivers were observed to use the center left-turn lane on River Road N to complete their turns. The proposed fuel center will result in additional vehicles entering and leaving the site, resulting in an incremental increase in delay and on-site queuing. We also reviewed projected future on-site 95th percentile queues at each of the site driveways, as shown in Table 2.

Table 2: Year 2019 Site Driveway Projected 95th Percentile Queues

ID	Intersection	Movement	95 th Percentile Queue (feet)		
			AM Peak Hour	PM Peak Hour	Available Storage
2	Chemawa Road NE West Site Access	Northbound right	25	25	25 ¹
3	Chemawa Road NE Center Access	Northbound left	25	75	25 ¹
		Northbound right	25	25	25 ¹
4	Chemawa Road NE East (Loading) Access	Northbound left/right	25	25	50
5	River Road N North Access	Westbound right	25	25	50 ²
6	River Road N South Access	Westbound left/right	25	25	15 ²

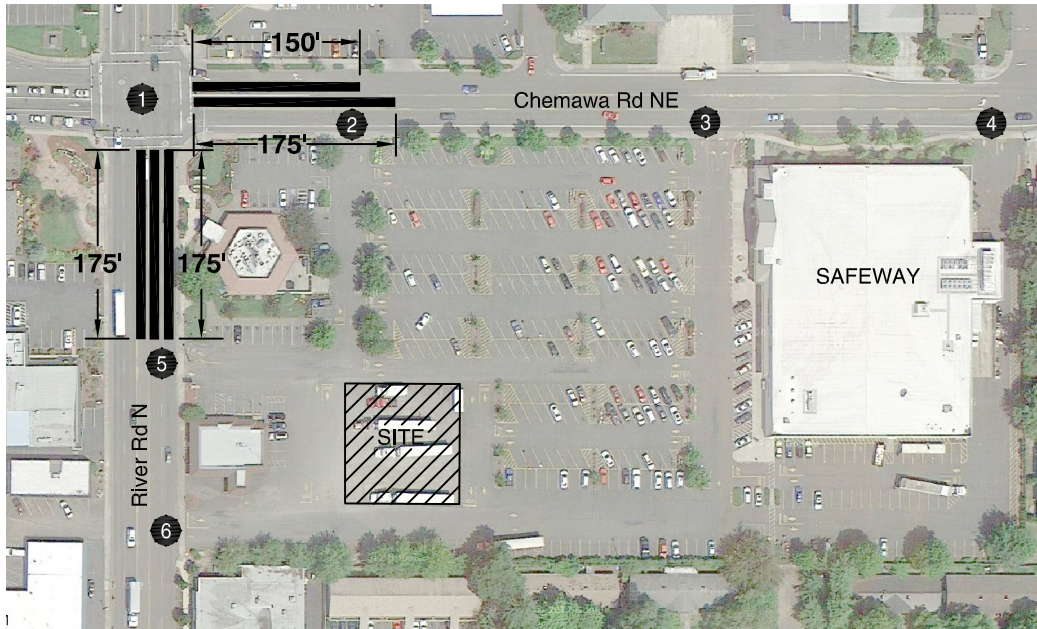
¹ Distance shown to first internal drive aisle, additional storage available on-site

² Distance shown to first parking stall on-site, additional storage available on-site

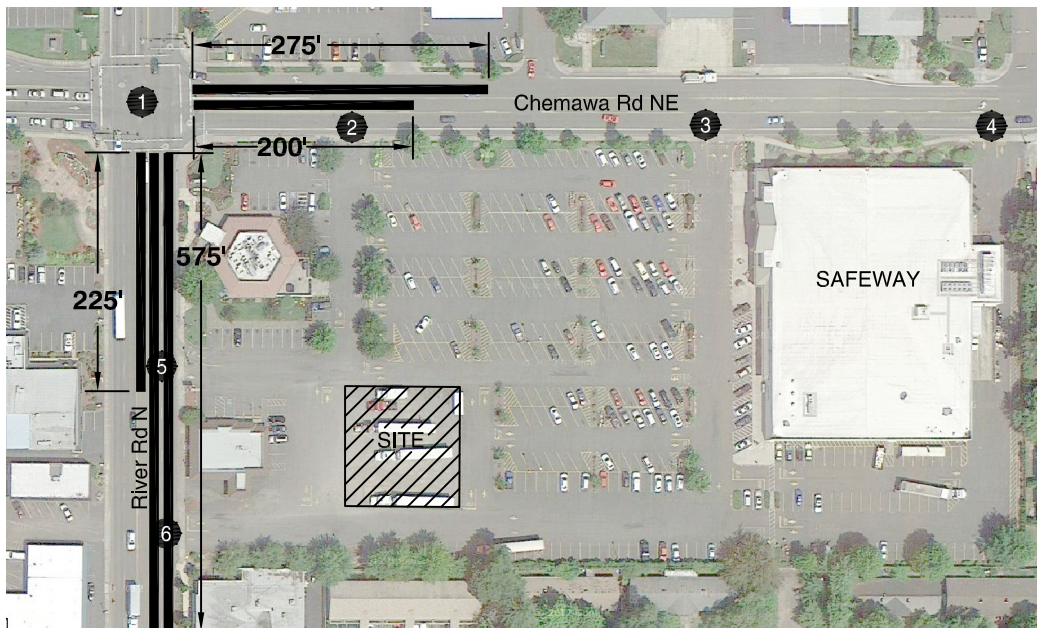
As shown in Table 2, queues departing the main (center) site driveway on Chemawa Drive NE are expected to continue to back past the first internal parking lot drive aisle, especially during the



AM PEAK HOUR



PM PEAK HOUR

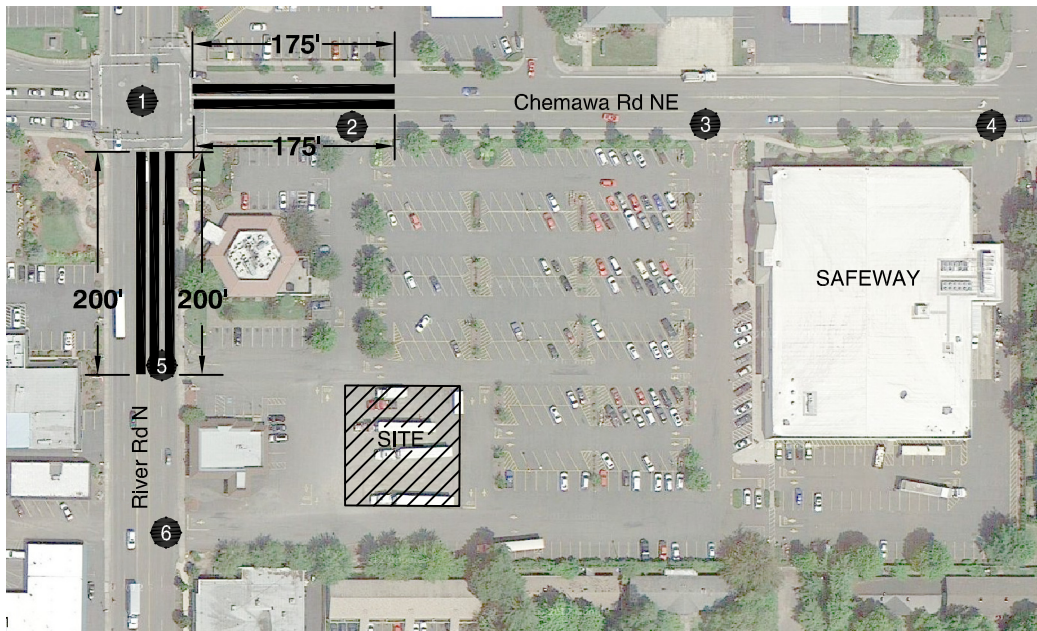


Existing Traffic 95th-percentile Queues
Weekday AM and PM Peak Hours
Keizer, Oregon

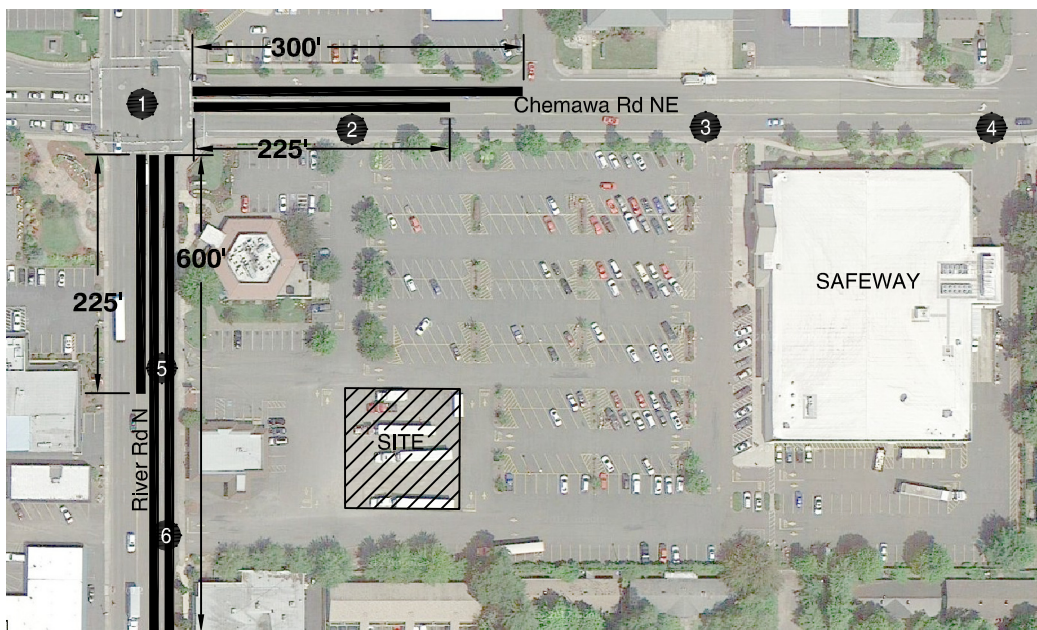
Figure
10



AM PEAK HOUR



PM PEAK HOUR



Year 2019 Total Traffic 95th-percentile Queues
Weekday AM and PM Peak Hours
Keizer, Oregon

Figure
11

weekday PM peak hour. The queuing results in congestion at the site driveway that can delay inbound vehicle turns and complicate on-site circulation. As a result, changes are recommended at the driveway to address queuing and other operational considerations described later in this report.

CRASH DATA REVIEW

The crash history of the signalized Chemawa Road NE/River Road N intersection and the site driveways was reviewed in an effort to identify potential intersection safety issues. Collision records were obtained from the Oregon Department of Transportation (ODOT) for the most recent five-year period from January 2010 through December 2014. A summary of the collision data is provided in Table 3.

Table 3: Crash Data Summary, January 1, 2010 to December 31, 2014

Intersection	Crash Severity		Crash Type					Total Crashes
	Injury	PDO*	Rear End	Turning	Angle	Sideswipe	Pedestrian	
Chemawa Road NE/River Road N	13	11	17	5	0	1	1	24
Chemawa Road NE/West Safeway Driveway	1	1	1	1	0	0	0	2
Chemawa Road NE/Center Safeway Driveway	1	5	1	5	0	0	0	6
Chemawa Road NE/East Safeway Driveway	0	0	0	0	0	0	0	0
River Road N/North Safeway Driveway	0	1	0	1	0	0	0	1
River Road N/South Safeway Driveway	0	1	0	0	1	0	0	1

*Property Damage Only

Crash Rate expressed per million entering vehicles

Per the ODOT crash reports, none of the reported driveway collisions appeared to be related to illegal left turns into or out of the site driveways with restricted turn movements. Four of the six crashes that occurred at the central (full access) driveway on Chemawa Road NE occurred when a car pulled out of the driveway in front of a car going eastbound or westbound on Chemawa Road NE.

Critical Crash Rate

Critical crash rates were calculated for each of the study intersections following the analysis methodology presented in ODOT's *SPR 667 Assessment of Statewide Intersection Safety Performance* (Reference 4). SPR 667 provided average crash rates at a variety of intersection configurations in Oregon based on the number of approaches and traffic control types. The average crash rate represents the approximate number of crashes that are "expected" at a study intersection. This average crash rate is used to calculate the critical crash rate for each study intersection, based on the *Highway Safety Manual* methodology (Reference 5). The critical crash rate serves as a threshold for further analysis.

Table 4 summarizes the critical crash rate for each intersection and compares those values to the observed crash rate.

Table 4: Intersection Crash Rate Assessment

Location	Total Crashes	Critical Crash Rate by Intersection	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate > Critical Crash Rate ¹ ?
Chemawa Road NE/River Road N	24	0.49	0.41	0.41	No
Chemawa Road NE/West Safeway Driveway	2	0.16	0.23	0.12	No
Chemawa Road NE/Center Safeway Driveway	6	0.22	0.23	0.31	Yes
Chemawa Road NE/East Safeway Driveway	0	0.16	0.24	0.00	No
River Road N/North Safeway Driveway	2	0.14	0.41	0.02	No
River Road N/South Safeway Driveway	1	0.21	0.41	0.02	No

¹Critical crash rate by intersection type or volume

Crash Rates expressed per million entering vehicles

As shown in Table 4, the observed crash rate at the center Safeway driveway on Chemawa Road NE exceeds the critical crash rate and suggests that additional review is appropriate. Potential improvements at the Safeway driveway identified through this subsequent review are discussed in the next section. Attachment C includes the crash data from ODOT.

SITE DRIVEWAY IMPROVEMENTS

Several potential driveway modifications have been identified based on the driveway capacity and queuing analysis described above and field observations made in February 2017. Based on our review, we recommend the improvements described below be made at the existing site driveways in conjunction with the proposed fuel station development. Reconstruction of the driveways should be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*. Current pedestrian accessibility standards should also be met with the reconstructed driveways.

Chemawa Road NE Main Site Access

The existing main site driveway on Chemawa Road NE offers a relatively short queuing distance on-site before reaching the first internal parking drive aisle. As a result, two vehicles queued leaving the site can routinely block the drive aisle. This is shown in Photo 1. Further, the main store entry door is located relatively close to Chemawa Road NE and results in pedestrians crossing the main drive aisle relatively close to Chemawa Road NE. There is also a vertical drop at the driveway entry that causes a bump that drivers slow for when entering. With the “bump” and a narrow inbound travel lane, drivers routinely make slow turning maneuvers to and from the entry.

Photo 1. Chemawa Road NE Main Drive Aisle Facing into Safeway Site



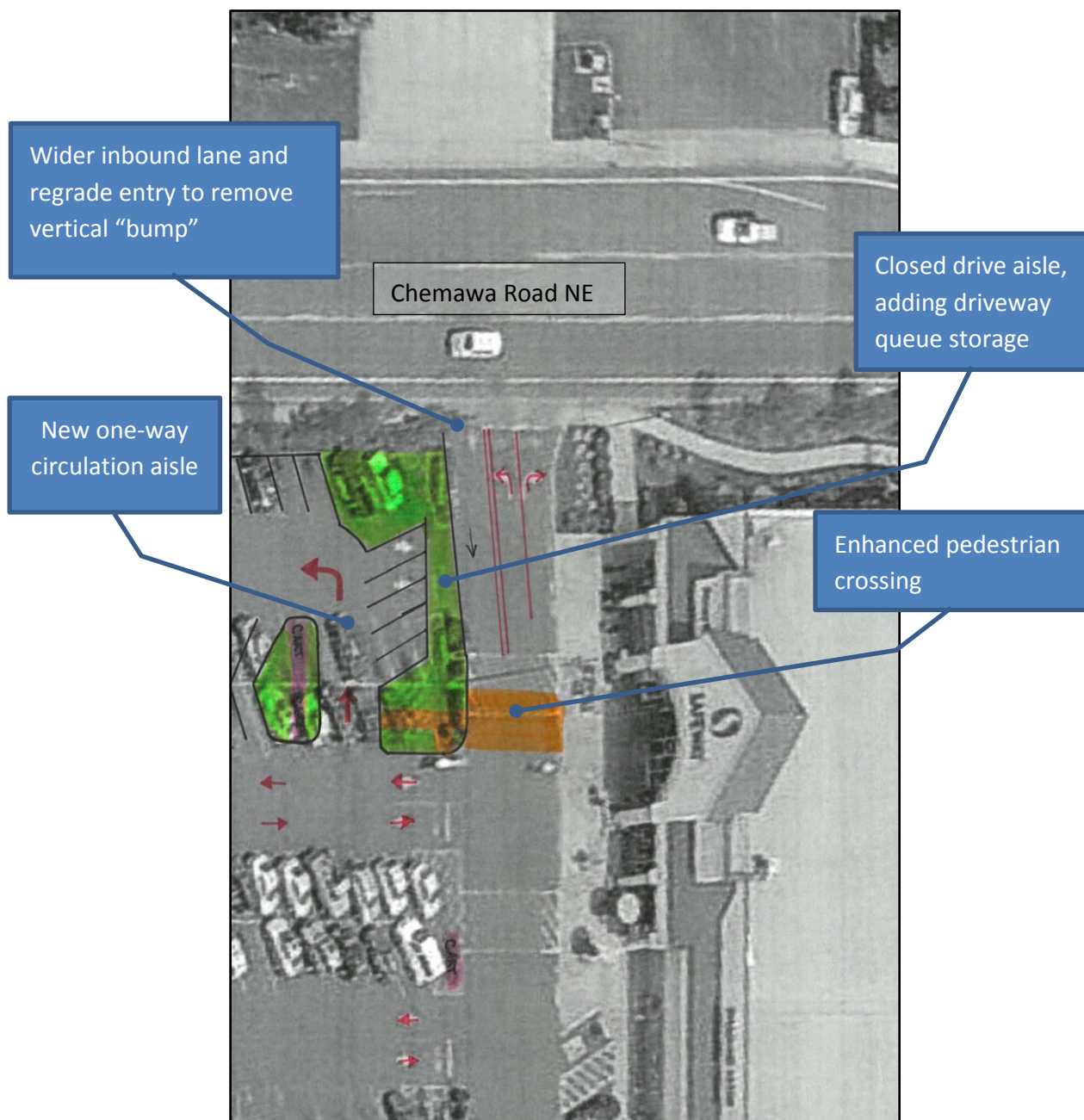
Given the above considerations, we recommend widening and reconstructing the main site access on Chemawa Road NE to:

- Regrade the driveway to reduce the “bump” entering the driveway;
- Restrict turn movements to the existing on-site northern-most east-west parking aisle closest to the site entry (improving operations at the main access);
- Add width to the inbound travel lane to improve the ingress movement;
- Add vehicle storage to the left- and right-turn lanes leaving the site;
- Reconstruct the pedestrian crossing and ramps; and
- Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.

Improving the main site access is expected to result in improved driveway operations and may result in fewer westbound left-turns at the right-in/right-out site driveway on Chemawa Road NE.

Exhibit 1 illustrates the driveway widening and reconstruction concept.

Exhibit 1. Chemawa Road Widening and Reconfiguration Concept



River Road N North Site Access

As previously described, some drivers were observed to complete southbound left-turns into the River Road N north site access. This access driveway is shared with other tenants on the site and the southbound left-turn drivers were not necessarily traveling to Safeway. Given the anticipated increase in site trip generation, we recommend reconstructing and resigning the driveway to better communicate to drivers that left-turns are not allowed. A new raised island could be provided at the intersection along with new no left-turn/right-turn only signage. The reconstructed driveway should provide appropriate pedestrian accessibility.

River Road N South Site Access

The existing southern site driveway is shared also with other tenants on the site and currently has a vertical drop at the driveway entry (some vehicles scrape the pavement) as shown in Photo 2. The vertical dip causes both entering and exiting drivers to slow and the driveway design is not desirable for pedestrian crossing/accessibility. We recommend the driveway approach be reconstructed to reduce the vertical dip and to provide appropriate pedestrian accessibility.

Photo 2. Vehicle Departing Southern Site Access (facing north along River Road N)



Vertical dip in driveway

INTERSECTION SIGHT DISTANCE

It is recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

SUMMARY

Based on our analysis, the Chemawa Road NE/River Road N intersection and the site driveways are expected to continue to satisfy City of Keizer intersection operating standards after construction of the proposed Safety Fuel Center.

Based on the analysis and findings presented in this report, we recommend the following improvements be provided in conjunction with development of the proposed Safeway Fuel Center.

- Widen and reconstruct the main site access to improve driveway operations and reduce the potential for westbound left-turns at the west (right-in/right-out) site driveway on Chemawa Road NE. These improvements would include:
 - Regrading the driveway to reduce the vertical dip that results in a “bump” entering the driveway;
 - Restrict turn movements to the existing on-site parking aisle closest to the site entry (improving operations at the main access);
 - Add width to the inbound travel lane to improve the ingress movement;
 - Add vehicle storage to the left- and right-turn lanes leaving the site;
 - Reconstruct the pedestrian crossing and ramps; and
 - Improve pedestrian circulation at both the driveway and in the paved area connecting the parking lot with the store entry.
- Reconstruct the north right-in/right-out driveway on River Road N to:
 - Provide an improved raised median design and new signage to better restrict left turns into and out of the access;
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.
- Reconstruct the southern site driveway on River Road N to:
 - Improve the pedestrian crossing of the driveway; and
 - Reduce the vertical dip that results in a “bump” entering the driveway.

To the extent practical, we recommend reconstruction of each driveway be completed in a manner that incorporates special pavement or ornamental treatments furthering site compliance with the aspirations of the *Keizer River Road Renaissance Implementation Report*.

- It is further recommended that above-ground utilities, monuments, fencing, and vegetation be appropriately located and maintained to preserve adequate intersection sight lines at the site driveways and at new internal site intersections.

We trust this letter adequately assesses the transportation impacts associated with the proposed Keizer Safeway Fuel Center. Please contact us if you have any questions or comments regarding the contents of this letter or of the analysis completed.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Chris Brehmer

Chris Brehmer, P.E.
Principal Engineer

Zachary Bugg

Zachary Bugg
Engineer



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1. Institute of Transportation Engineers. *Trip Generation, Ninth Edition*. 2012.
2. Transportation Research Board 2000. *Highway Capacity Manual*. 2000.
3. City of Keizer. *Transportation System Plan*. 2007.
4. Oregon Department of Transportation. *SPR 667 Assessment of Statewide Intersection Safety Performance*. June 2011.
5. American Association of State Highway and Transportation Officials. *Highway Safety Manual*. 2010.

ATTACHMENTS

Attachment A: Traffic Analysis Worksheets

Attachment B: Turning Movement Counts

Attachment C: Crash Data

Attachment A Traffic Analysis Worksheets

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	245	271	118	117	50	126	421	74	63	999	39
Future Volume (vph)	86	245	271	118	117	50	126	421	74	63	999	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3482	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3482	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	272	301	131	130	56	140	468	82	70	1110	43
RTOR Reduction (vph)	0	0	243	0	0	45	0	9	0	0	2	0
Lane Group Flow (vph)	96	272	58	131	130	11	140	541	0	70	1151	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.2	22.0	22.0	12.7	24.5	24.5	13.4	71.9		6.9	65.4	
Effective Green, g (s)	10.2	22.0	22.0	12.7	24.5	24.5	13.4	71.9		6.9	65.4	
Actuated g/C Ratio	0.08	0.17	0.17	0.10	0.19	0.19	0.10	0.55		0.05	0.50	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	134	312	260	171	347	284	178	1809		92	1751	
v/s Ratio Prot	0.06	c0.15		c0.07	0.07		c0.08	0.17		0.04	c0.33	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.72	0.87	0.22	0.77	0.37	0.04	0.79	0.30		0.76	0.66	
Uniform Delay, d1	58.5	52.6	46.6	57.2	46.1	43.1	56.9	15.6		60.7	24.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.1	21.8	0.2	16.7	0.2	0.0	18.7	0.4		27.7	1.9	
Delay (s)	72.5	74.4	46.8	73.9	46.3	43.1	75.6	16.0		88.5	25.9	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		61.7			57.1			28.1			29.5	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			39.6				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			70.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/24/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	352	30	0	285	0	5
Future Volume (Veh/h)	352	30	0	285	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	391	33	0	317	0	6
Pedestrians						9
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						1
Right turn flare (veh)						
Median type	None		TWLTL			
Median storage veh)	2					
Upstream signal (ft)	216					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			433		734	416
vC1, stage 1 conf vol					416	
vC2, stage 2 conf vol					317	
vCu, unblocked vol			254		605	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1124		592	688
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	424	317	6			
Volume Left	0	0	0			
Volume Right	33	0	6			
cSH	1700	1700	688			
Volume to Capacity	0.25	0.19	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.3			
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.3			
Approach LOS				B		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	30.4%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/24/2017

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	0	334	29	22	257	1	42	0	33	0	0	3					
Future Volume (Veh/h)	0	334	29	22	257	1	42	0	33	0	0	3					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88					
Hourly flow rate (vph)	0	380	33	25	292	1	48	0	38	0	0	3					
Pedestrians								6	7								
Lane Width (ft)								12.0	16.0								
Walking Speed (ft/s)								4.0	4.0								
Percent Blockage								1	1								
Right turn flare (veh)																	
Median type	TWLTL			TWLTL													
Median storage veh	2			2													
Upstream signal (ft)	603																
pX, platoon unblocked				0.86				0.86	0.86	0.86	0.86						
vC, conflicting volume	300				419				748	752	402	768					
vC1, stage 1 conf vol							402	402				350					
vC2, stage 2 conf vol							345	350				418					
vCu, unblocked vol	300				250				630	635	231	653					
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1					
tC, 2 stage (s)							6.1	5.5				6.1					
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5					
p0 queue free %	100				98				91	100	95	100					
cM capacity (veh/h)	1263				1142				539	510	700	503					
	494				554												
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1										
Volume Total	0	413	25	293	48	38	3										
Volume Left	0	0	25	0	48	0	0										
Volume Right	0	33	0	1	0	38	3										
cSH	1700	1700	1142	1700	539	700	554										
Volume to Capacity	0.00	0.24	0.02	0.17	0.09	0.05	0.01										
Queue Length 95th (ft)	0	0	2	0	7	4	0										
Control Delay (s)	0.0	0.0	8.2	0.0	12.3	10.4	11.5										
Lane LOS				A	B			B	B								
Approach Delay (s)	0.0				0.6	11.5			11.5								
Approach LOS							B										
Intersection Summary																	
Average Delay				1.5													
Intersection Capacity Utilization				36.1%	ICU Level of Service				A								
Analysis Period (min)				15													

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/24/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	365	2	3	279	0	1	0	3	0	1	0		
Future Volume (Veh/h)	0	365	2	3	279	0	1	0	3	0	1	0		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		
Hourly flow rate (vph)	0	415	2	3	317	0	1	0	3	0	1	0		
Pedestrians				6			6							
Lane Width (ft)				12.0			12.0							
Walking Speed (ft/s)				4.0			4.0							
Percent Blockage				1			1							
Right turn flare (veh)														
Median type	TWLTL			TWLTL										
Median storage veh	2			2										
Upstream signal (ft)	915													
pX, platoon unblocked				0.88			0.88			0.88	0.88	0.88		
vC, conflicting volume	317				423				746	745	428	747	746	317
vC1, stage 1 conf vol							422			422	323			323
vC2, stage 2 conf vol							324			323	424			423
vCu, unblocked vol	317				280				646	645	286	647	646	317
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1			5.5	6.1			5.5
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100				100	100	100	100	100	100
cM capacity (veh/h)	1255				1137				542	518	662	539	516	728
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1								
Volume Total	0	417	3	317	4	1								
Volume Left	0	0	3	0	1	0								
Volume Right	0	2	0	0	3	0								
cSH	1700	1700	1137	1700	628	516								
Volume to Capacity	0.00	0.25	0.00	0.19	0.01	0.00								
Queue Length 95th (ft)	0	0	0	0	0	0								
Control Delay (s)	0.0	0.0	8.2	0.0	10.8	12.0								
Lane LOS				A	B			B						
Approach Delay (s)	0.0				0.1	10.8			12.0					
Approach LOS							B			B				
Intersection Summary														
Average Delay				0.1										
Intersection Capacity Utilization				31.1%			ICU Level of Service			A				
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/24/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	6	615	8	1	1387
Future Volume (Veh/h)	0	6	615	8	1	1387
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	683	9	1	1541
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.75					
vC, conflicting volume	1462	348			694	
vC1, stage 1 conf vol	690					
vC2, stage 2 conf vol	772					
vCu, unblocked vol	959	348			694	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	416	653			909	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	455	237	515	1027	
Volume Left	0	0	0	1	0	
Volume Right	7	0	9	0	0	
cSH	653	1700	1700	909	1700	
Volume to Capacity	0.01	0.27	0.14	0.00	0.60	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			42.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1	45	9	0	1	18	608	22	2	1312	60
Future Volume (Veh/h)	15	1	45	9	0	1	18	608	22	2	1312	60
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	18	1	54	11	0	1	21	724	26	2	1562	71
Pedestrians	1			2						1		
Lane Width (ft)	12.0			12.0						12.0		
Walking Speed (ft/s)	4.0			4.0						4.0		
Percent Blockage	0			0						0		
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh)							2			2		
Upstream signal (ft)										315		
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	2008	2396	818	1620	2419	378	1634				752	
vC1, stage 1 conf vol	1602	1602		781	781							
vC2, stage 2 conf vol	406	794		840	1638							
vCu, unblocked vol	1684	2199	104	1170	2229	378	1188				752	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	88	99	92	96	100	100	95				100	
cM capacity (veh/h)	154	178	705	299	157	624	448				865	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	73	12	21	483	267	2	1041	592				
Volume Left	18	11	21	0	0	2	0	0				
Volume Right	54	1	0	0	26	0	0	71				
cSH	366	312	448	1700	1700	865	1700	1700				
Volume to Capacity	0.20	0.04	0.05	0.28	0.16	0.00	0.61	0.35				
Queue Length 95th (ft)	18	3	4	0	0	0	0	0				
Control Delay (s)	17.3	17.0	13.4	0.0	0.0	9.2	0.0	0.0				
Lane LOS	C	C	B				A					
Approach Delay (s)	17.3	17.0	0.4				0.0					
Approach LOS	C	C										
Intersection Summary												
Average Delay	0.7											
Intersection Capacity Utilization	48.5%			ICU Level of Service					A			
Analysis Period (min)	15											

Queues

1: River Road N & Chemawa Rd NE

02/24/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	272	301	131	130	56	140	550	70	1153
v/c Ratio	0.72	0.87	0.60	0.77	0.37	0.15	0.78	0.30	0.68	0.66
Control Delay	85.2	79.0	11.1	84.1	48.6	0.8	84.1	17.0	90.3	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	79.0	11.1	84.1	48.6	0.8	84.1	17.0	90.3	28.5
Queue Length 50th (ft)	80	222	6	109	95	0	117	127	59	380
Queue Length 95th (ft)	136	#367	91	172	158	0	181	187	109	541
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			200			100		180	
Base Capacity (vph)	257	333	517	262	359	384	267	1839	134	1751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.82	0.58	0.50	0.36	0.15	0.52	0.30	0.52	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	166	165	158	223	87	182	1110	139	117	707	71
Future Volume (vph)	95	166	165	158	223	87	182	1110	139	117	707	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3500		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3500		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	171	170	163	230	90	188	1144	143	121	729	73
RTOR Reduction (vph)	0	0	151	0	0	77	0	6	0	0	4	0
Lane Group Flow (vph)	98	171	19	163	230	13	188	1281	0	121	798	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.1	14.7	14.7	14.2	18.8	18.8	16.9	73.3		11.3	67.7	
Effective Green, g (s)	10.1	14.7	14.7	14.2	18.8	18.8	16.9	73.3		11.3	67.7	
Actuated g/C Ratio	0.08	0.11	0.11	0.11	0.14	0.14	0.13	0.56		0.09	0.52	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	138	210	172	197	274	227	230	1973		156	1809	
v/s Ratio Prot	0.05	0.09		c0.09	c0.12		c0.11	c0.37		0.07	0.23	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.71	0.81	0.11	0.83	0.84	0.06	0.82	0.65		0.78	0.44	
Uniform Delay, d1	58.5	56.3	51.8	56.7	54.1	48.0	55.0	19.5		58.1	19.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.3	20.0	0.1	22.9	18.9	0.0	18.8	1.7		19.4	0.8	
Delay (s)	71.9	76.3	51.9	79.6	73.0	48.0	73.8	21.2		77.5	20.2	
Level of Service	E	E	D	E	E	D	E	C		E	C	
Approach Delay (s)		65.8			70.6			27.9			27.7	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			39.1				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰		↱
Traffic Volume (veh/h)	345	77	4	465	3	54
Future Volume (Veh/h)	345	77	4	465	3	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	356	79	4	479	3	56
Pedestrians					8	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			443		890	404
vC1, stage 1 conf vol					404	
vC2, stage 2 conf vol					487	
vCu, unblocked vol			340		831	297
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	92
cM capacity (veh/h)			1114		523	677
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	435	483	59			
Volume Left	0	4	3			
Volume Right	79	0	56			
cSH	1700	1114	667			
Volume to Capacity	0.26	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.1	10.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	383	46	95	337	2	138	0	48	0	0	0						
Future Volume (Veh/h)	0	383	46	95	337	2	138	0	48	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
Hourly flow rate (vph)	0	403	48	100	355	2	145	0	51	0	0	0						
Pedestrians	3			3			2			3								
Lane Width (ft)	12.0			12.0			12.0			16.0								
Walking Speed (ft/s)	4.0			4.0			4.0			4.0								
Percent Blockage	0			0			0			0								
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	603																	
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93						
vC, conflicting volume	360			453			987			989	432	1016	1012	362				
vC1, stage 1 conf vol							429			429		559	559					
vC2, stage 2 conf vol							558			560		457	453					
vCu, unblocked vol	360			378			950			952	355	981	977	362				
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5		6.1	5.5					
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100			91			65			100	92	100	100	100				
cM capacity (veh/h)	1206			1110			409			405	644	359	376	683				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1											
Volume Total	0	451	100	357	145	51	0											
Volume Left	0	0	100	0	145	0	0											
Volume Right	0	48	0	2	0	51	0											
cSH	1700	1700	1110	1700	409	644	1700											
Volume to Capacity	0.00	0.27	0.09	0.21	0.35	0.08	0.00											
Queue Length 95th (ft)	0	0	7	0	39	6	0											
Control Delay (s)	0.0	0.0	8.6	0.0	18.6	11.1	0.0											
Lane LOS			A			C	B	A										
Approach Delay (s)	0.0		1.9		16.6		0.0											
Approach LOS					C		A											
Intersection Summary																		
Average Delay				3.7														
Intersection Capacity Utilization				51.7%			ICU Level of Service			A								
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations																						
Traffic Volume (veh/h)	0	430	1	4	425	0	9	1	13	0	0	0										
Future Volume (Veh/h)	0	430	1	4	425	0	9	1	13	0	0	0										
Sign Control	Free			Free			Stop			Stop												
Grade	0%			0%			0%			0%												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95										
Hourly flow rate (vph)	0	453	1	4	447	0	9	1	14	0	0	0										
Pedestrians				9			9															
Lane Width (ft)				12.0			12.0															
Walking Speed (ft/s)				4.0			4.0															
Percent Blockage				1			1															
Right turn flare (veh)																						
Median type	TWLTL			TWLTL																		
Median storage veh	2			2																		
Upstream signal (ft)	915																					
pX, platoon unblocked				0.97			0.97			0.97	0.97	0.97										
vC, conflicting volume	447			463			918			918	472	932	918	447								
vC1, stage 1 conf vol							462			462	455		455									
vC2, stage 2 conf vol							455			455	476		463									
vCu, unblocked vol	447			429			899			899	438	913	899	447								
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2								
tC, 2 stage (s)							6.1			5.5	6.1		5.5									
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3								
p0 queue free %	100			100			98			100	98	100	100	100								
cM capacity (veh/h)	1124			1097			462			457	594	449	455	616								
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1																
Volume Total	0	454	4	447	24	0																
Volume Left	0	0	4	0	9	0																
Volume Right	0	1	0	0	14	0																
cSH	1700	1700	1097	1700	531	1700																
Volume to Capacity	0.00	0.27	0.00	0.26	0.05	0.00																
Queue Length 95th (ft)	0	0	0	0	4	0																
Control Delay (s)	0.0	0.0	8.3	0.0	12.1	0.0																
Lane LOS			A			A																
Approach Delay (s)	0.0			0.1			12.1	0.0														
Approach LOS					B	A																
Intersection Summary																						
Average Delay			0.3																			
Intersection Capacity Utilization			35.3%	ICU Level of Service					A													
Analysis Period (min)			15																			

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/24/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	38	1393	26	0	1030
Future Volume (Veh/h)	0	38	1393	26	0	1030
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	39	1436	27	0	1062
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.86					
vC, conflicting volume	1992	742			1474	
vC1, stage 1 conf vol	1460					
vC2, stage 2 conf vol	531					
vCu, unblocked vol	1827	742			1474	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	174	359			459	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	957	506	531	531	
Volume Left	0	0	0	0	0	
Volume Right	39	0	27	0	0	
cSH	359	1700	1700	1700	1700	
Volume to Capacity	0.11	0.56	0.30	0.31	0.31	
Queue Length 95th (ft)	9	0	0	0	0	
Control Delay (s)	16.2	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	16.2	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			49.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	13	12	0	14	12	1411	97	6	1040	14
Future Volume (Veh/h)	3	0	13	12	0	14	12	1411	97	6	1040	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	13	12	0	14	12	1455	100	6	1072	14
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1864	2685	552	2100	2642	786	1093			1563		
vC1, stage 1 conf vol	1098	1098		1537	1537							
vC2, stage 2 conf vol	766	1587		563	1105							
vCu, unblocked vol	1682	2635	160	1956	2585	786	788			1563		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	90	100	96	98			98		
cM capacity (veh/h)	221	140	738	116	149	323	720			351		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	16	26	12	970	585	6	715	371				
Volume Left	3	12	12	0	0	6	0	0				
Volume Right	13	14	0	0	100	0	0	14				
cSH	514	177	720	1700	1700	351	1700	1700				
Volume to Capacity	0.03	0.15	0.02	0.57	0.34	0.02	0.42	0.22				
Queue Length 95th (ft)	2	13	1	0	0	1	0	0				
Control Delay (s)	12.2	28.7	10.1	0.0	0.0	15.4	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.2	28.7	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			52.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Queues

1: River Road N & Chemawa Rd NE

02/24/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	171	170	163	230	90	188	1287	121	802
v/c Ratio	0.71	0.81	0.53	0.83	0.84	0.28	0.82	0.65	0.78	0.44
Control Delay	84.6	83.9	13.3	87.4	78.5	6.5	81.0	23.3	88.4	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	83.9	13.3	87.4	78.5	6.5	81.0	23.3	88.4	22.4
Queue Length 50th (ft)	82	143	0	136	190	0	156	381	101	214
Queue Length 95th (ft)	139	215	65	210	273	30	228	565	165	340
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			100			50		180	
Base Capacity (vph)	213	286	378	256	338	372	408	1980	208	1813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.60	0.45	0.64	0.68	0.24	0.46	0.65	0.58	0.44
Intersection Summary										

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	257	282	127	126	54	131	438	77	66	1039	41
Future Volume (vph)	89	257	282	127	126	54	131	438	77	66	1039	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	286	313	141	140	60	146	487	86	73	1154	46
RTOR Reduction (vph)	0	0	234	0	0	48	0	10	0	0	2	0
Lane Group Flow (vph)	99	286	79	141	140	12	146	563	0	73	1198	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	22.8	22.8	13.4	25.8	25.8	13.9	70.3		7.0	63.4	
Effective Green, g (s)	10.4	22.8	22.8	13.4	25.8	25.8	13.9	70.8		7.0	63.9	
Actuated g/C Ratio	0.08	0.18	0.18	0.10	0.20	0.20	0.11	0.54		0.05	0.49	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	137	323	269	180	366	299	185	1781		94	1711	
v/s Ratio Prot	0.06	c0.16		c0.08	c0.08		c0.08	0.17		0.04	c0.34	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.72	0.89	0.29	0.78	0.38	0.04	0.79	0.32		0.78	0.70	
Uniform Delay, d1	58.4	52.3	46.6	56.9	45.2	42.1	56.6	16.3		60.7	25.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.7	23.3	0.2	18.3	0.2	0.0	18.3	0.5		29.8	2.4	
Delay (s)	73.1	75.6	46.8	75.2	45.4	42.1	74.9	16.8		90.5	28.0	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		62.3			57.1			28.6			31.6	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			40.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			72.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↗		↗
Traffic Volume (veh/h)	370	30	0	307	0	5
Future Volume (Veh/h)	370	30	0	307	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	411	33	0	341	0	6
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			TWLT		
Median storage veh)				2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			453		778	436
vC1, stage 1 conf vol					436	
vC2, stage 2 conf vol					341	
vCu, unblocked vol			267		649	247
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1103		573	671
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	444	341	6			
Volume Left	0	0	0			
Volume Right	33	0	6			
cSH	1700	1700	671			
Volume to Capacity	0.26	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.4			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			31.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/24/2017

																					
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR									
Lane Configurations																					
Traffic Volume (veh/h)	0	349	29	22	277	1	42	0	33	0	0	3									
Future Volume (Veh/h)	0	349	29	22	277	1	42	0	33	0	0	3									
Sign Control	Free			Free			Stop			Stop											
Grade	0%			0%			0%			0%											
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88									
Hourly flow rate (vph)	0	397	33	25	315	1	48	0	38	0	0	3									
Pedestrians								6	7												
Lane Width (ft)								12.0	16.0												
Walking Speed (ft/s)								4.0	4.0												
Percent Blockage								1	1												
Right turn flare (veh)																					
Median type	TWLTL			TWLTL																	
Median storage veh	2			2																	
Upstream signal (ft)	603																				
pX, platoon unblocked				0.86				0.86	0.86	0.86	0.86	0.86									
vC, conflicting volume	323			436				788	792	420	808	808	322								
vC1, stage 1 conf vol							420	420			372	372									
vC2, stage 2 conf vol							368	373			435	436									
vCu, unblocked vol	323			258				668	674	238	691	693	322								
tC, single (s)	4.1			4.1				7.1	6.5	6.2	7.1	6.5	7.2								
tC, 2 stage (s)							6.1	5.5			6.1	5.5									
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	4.2								
p0 queue free %	100			98				91	100	94	100	100	99								
cM capacity (veh/h)	1238			1124				521	496	686	486	480	535								
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1														
Volume Total	0	430	25	316	48	38	3														
Volume Left	0	0	25	0	48	0	0														
Volume Right	0	33	0	1	0	38	3														
cSH	1700	1700	1124	1700	521	686	535														
Volume to Capacity	0.00	0.25	0.02	0.19	0.09	0.06	0.01														
Queue Length 95th (ft)	0	0	2	0	8	4	0														
Control Delay (s)	0.0	0.0	8.3	0.0	12.6	10.6	11.8														
Lane LOS			A			B	B	B													
Approach Delay (s)	0.0			0.6			11.7			11.8											
Approach LOS							B														
Intersection Summary																					
Average Delay				1.5																	
Intersection Capacity Utilization				36.8%	ICU Level of Service				A												
Analysis Period (min)				15																	

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	380	2	3	299	0	1	0	3	0	1	0						
Future Volume (Veh/h)	0	380	2	3	299	0	1	0	3	0	1	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88						
Hourly flow rate (vph)	0	432	2	3	340	0	1	0	3	0	1	0						
Pedestrians				6			6											
Lane Width (ft)				12.0			12.0											
Walking Speed (ft/s)				4.0			4.0											
Percent Blockage				1			1											
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	915																	
pX, platoon unblocked				0.87			0.87			0.87	0.87	0.87						
vC, conflicting volume	340				440				786	785	445	787	786	340				
vC1, stage 1 conf vol							439			439	346		346					
vC2, stage 2 conf vol							346			346	441		440					
vCu, unblocked vol	340				287				683	682	293	684	683	340				
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5	6.1		5.5					
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100				100				100	100	100	100	100	100				
cM capacity (veh/h)	1230				1119				525	504	650	522	502	707				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1												
Volume Total	0	434	3	340	4	1												
Volume Left	0	0	3	0	1	0												
Volume Right	0	2	0	0	3	0												
cSH	1700	1700	1119	1700	614	502												
Volume to Capacity	0.00	0.26	0.00	0.20	0.01	0.00												
Queue Length 95th (ft)	0	0	0	0	0	0												
Control Delay (s)	0.0	0.0	8.2	0.0	10.9	12.2												
Lane LOS				A	B		B											
Approach Delay (s)	0.0				10.9	12.2												
Approach LOS				B		B												
Intersection Summary																		
Average Delay				0.1														
Intersection Capacity Utilization				31.9%	ICU Level of Service				A									
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/24/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	6	640	8	1	1447
Future Volume (Veh/h)	0	6	640	8	1	1447
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	711	9	1	1608
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						202
pX, platoon unblocked	0.73					
vC, conflicting volume	1524	362			722	
vC1, stage 1 conf vol	718					
vC2, stage 2 conf vol	806					
vCu, unblocked vol	983	362			722	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	404	639			888	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	474	246	537	1072	
Volume Left	0	0	0	1	0	
Volume Right	7	0	9	0	0	
cSH	639	1700	1700	888	1700	
Volume to Capacity	0.01	0.28	0.14	0.00	0.63	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			44.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/24/2017

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Traffic Volume (veh/h)	16	1	47	9	0	1	19	632	22	2	1368	62								
Future Volume (Veh/h)	16	1	47	9	0	1	19	632	22	2	1368	62								
Sign Control	Stop			Stop			Free			Free										
Grade	0%			0%			0%			0%										
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84								
Hourly flow rate (vph)	19	1	56	11	0	1	23	752	26	2	1629	74								
Pedestrians	1			2						1										
Lane Width (ft)	12.0			12.0						12.0										
Walking Speed (ft/s)	4.0			4.0						4.0										
Percent Blockage	0			0						0										
Right turn flare (veh)																				
Median type							TWLTL			TWLTL										
Median storage (veh)							2			2										
Upstream signal (ft)										315										
pX, platoon unblocked	0.73	0.73	0.73	0.73	0.73		0.73													
vC, conflicting volume	2095	2497	852	1688	2521	392	1704			780										
vC1, stage 1 conf vol	1671	1671		813	813															
vC2, stage 2 conf vol	424	826		875	1708															
vCu, unblocked vol	1763	2313	65	1207	2345	392	1229			780										
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1										
tC, 2 stage (s)	6.5	5.5		6.5	5.5															
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2										
p0 queue free %	87	99	92	96	100	100	95			100										
cM capacity (veh/h)	141	166	725	286	143	611	420			845										
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3												
Volume Total	76	12	23	501	277	2	1086	617												
Volume Left	19	11	23	0	0	2	0	0												
Volume Right	56	1	0	0	26	0	0	74												
cSH	349	299	420	1700	1700	845	1700	1700												
Volume to Capacity	0.22	0.04	0.05	0.29	0.16	0.00	0.64	0.36												
Queue Length 95th (ft)	20	3	4	0	0	0	0	0												
Control Delay (s)	18.2	17.5	14.1	0.0	0.0	9.3	0.0	0.0												
Lane LOS	C	C	B				A													
Approach Delay (s)	18.2	17.5	0.4				0.0													
Approach LOS	C	C																		
Intersection Summary																				
Average Delay	0.7																			
Intersection Capacity Utilization	50.1%			ICU Level of Service					A											
Analysis Period (min)	15																			

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	176	172	166	234	90	189	1154	148	124	735	74
Future Volume (vph)	99	176	172	166	234	90	189	1154	148	124	735	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	181	177	171	241	93	195	1190	153	128	758	76
RTOR Reduction (vph)	0	0	156	0	0	79	0	6	0	0	4	0
Lane Group Flow (vph)	102	181	21	171	241	14	195	1337	0	128	830	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	15.2	15.2	14.7	19.5	19.5	17.4	72.0		11.6	66.2	
Effective Green, g (s)	10.4	15.2	15.2	14.7	19.5	19.5	17.4	72.0		11.6	66.2	
Actuated g/C Ratio	0.08	0.12	0.12	0.11	0.15	0.15	0.13	0.55		0.09	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	142	217	178	204	285	235	236	1937		161	1769	
v/s Ratio Prot	0.06	0.10		c0.09	c0.13		c0.11	c0.38		0.07	0.24	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.72	0.83	0.12	0.84	0.85	0.06	0.83	0.69		0.80	0.47	
Uniform Delay, d1	58.4	56.2	51.4	56.5	53.8	47.4	54.8	20.9		58.0	20.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	22.3	0.1	23.9	19.3	0.0	19.6	2.0		21.8	0.9	
Delay (s)	71.8	78.5	51.5	80.4	73.1	47.4	74.4	23.0		79.8	21.5	
Level of Service	E	E	D	F	E	D	E	C		E	C	
Approach Delay (s)		66.6			70.8			29.5			29.2	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			40.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			79.0%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/24/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰		↱
Traffic Volume (veh/h)	371	77	4	487	3	54
Future Volume (Veh/h)	371	77	4	487	3	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	382	79	4	502	3	56
Pedestrians					8	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			469		940	430
vC1, stage 1 conf vol					430	
vC2, stage 2 conf vol					510	
vCu, unblocked vol			362		881	318
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	91
cM capacity (veh/h)			1087		505	654
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	461	506	59			
Volume Left	0	4	3			
Volume Right	79	0	56			
cSH	1700	1087	645			
Volume to Capacity	0.27	0.00	0.09			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.1	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	11.1			
Approach LOS			B			
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		Err%	ICU Level of Service	H		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/24/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	406	46	95	354	2	138	0	48	0	0	0		
Future Volume (Veh/h)	0	406	46	95	354	2	138	0	48	0	0	0		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	0	427	48	100	373	2	145	0	51	0	0	0		
Pedestrians	3			3			2			3				
Lane Width (ft)	12.0			12.0			12.0			16.0				
Walking Speed (ft/s)	4.0			4.0			4.0			4.0				
Percent Blockage	0			0			0			0				
Right turn flare (veh)														
Median type	TWLTL			TWLTL										
Median storage veh	2			2										
Upstream signal (ft)	603													
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93		
vC, conflicting volume	378			477			1029			1031	456	1058	1054	380
vC1, stage 1 conf vol							453			453		577	577	
vC2, stage 2 conf vol							576			578		481	477	
vCu, unblocked vol	378			395			991			994	373	1023	1018	380
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1			5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			63			100	92	100	100	100
cM capacity (veh/h)	1188			1086			396			394	625	345	364	668
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1							
Volume Total	0	475	100	375	145	51	0							
Volume Left	0	0	100	0	145	0	0							
Volume Right	0	48	0	2	0	51	0							
cSH	1700	1700	1086	1700	396	625	1700							
Volume to Capacity	0.00	0.28	0.09	0.22	0.37	0.08	0.00							
Queue Length 95th (ft)	0	0	8	0	41	7	0							
Control Delay (s)	0.0	0.0	8.7	0.0	19.3	11.3	0.0							
Lane LOS			A			C	B	A						
Approach Delay (s)	0.0		1.8		17.2		0.0							
Approach LOS					C		A							
Intersection Summary														
Average Delay			3.7											
Intersection Capacity Utilization			52.9%		ICU Level of Service				A					
Analysis Period (min)			15											

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/24/2017

																						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations																						
Traffic Volume (veh/h)	0	453	1	4	442	0	9	1	13	0	0	0										
Future Volume (Veh/h)	0	453	1	4	442	0	9	1	13	0	0	0										
Sign Control	Free			Free			Stop			Stop												
Grade	0%			0%			0%			0%												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95										
Hourly flow rate (vph)	0	477	1	4	465	0	9	1	14	0	0	0										
Pedestrians				9			9															
Lane Width (ft)				12.0			12.0															
Walking Speed (ft/s)				4.0			4.0															
Percent Blockage				1			1															
Right turn flare (veh)																						
Median type	TWLTL			TWLTL																		
Median storage veh	2			2																		
Upstream signal (ft)	915																					
pX, platoon unblocked				0.96			0.96			0.96	0.96	0.96										
vC, conflicting volume	465			487			960			960	496	974	960	465								
vC1, stage 1 conf vol							486			486	473		473									
vC2, stage 2 conf vol							473			473	500		487									
vCu, unblocked vol	465			444			936			936	452	951	937	465								
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2								
tC, 2 stage (s)							6.1			5.5	6.1		5.5									
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3								
p0 queue free %	100			100			98			100	98	100	100	100								
cM capacity (veh/h)	1107			1073			448			444	578	434	442	602								
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1																
Volume Total	0	478	4	465	24	0																
Volume Left	0	0	4	0	9	0																
Volume Right	0	1	0	0	14	0																
cSH	1700	1700	1073	1700	515	1700																
Volume to Capacity	0.00	0.28	0.00	0.27	0.05	0.00																
Queue Length 95th (ft)	0	0	0	0	4	0																
Control Delay (s)	0.0	0.0	8.4	0.0	12.3	0.0																
Lane LOS			A			A																
Approach Delay (s)	0.0			0.1			12.3	0.0														
Approach LOS					B	A																
Intersection Summary																						
Average Delay				0.3																		
Intersection Capacity Utilization				36.5%	ICU Level of Service				A													
Analysis Period (min)				15																		

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/24/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	38	1453	26	0	1073
Future Volume (Veh/h)	0	38	1453	26	0	1073
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	39	1498	27	0	1106
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.85					
vC, conflicting volume	2076	774			1536	
vC1, stage 1 conf vol	1522					
vC2, stage 2 conf vol	553					
vCu, unblocked vol	1911	774			1536	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	162	343			435	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	999	526	553	553	
Volume Left	0	0	0	0	0	
Volume Right	39	0	27	0	0	
cSH	343	1700	1700	1700	1700	
Volume to Capacity	0.11	0.59	0.31	0.33	0.33	
Queue Length 95th (ft)	10	0	0	0	0	
Control Delay (s)	16.9	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	16.9	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			51.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/24/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	14	12	0	14	12	1470	97	6	1084	15
Future Volume (Veh/h)	3	0	14	12	0	14	12	1470	97	6	1084	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	14	12	0	14	12	1515	100	6	1118	15
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	1940	2792	576	2184	2749	816	1140			1623		
vC1, stage 1 conf vol	1144	1144		1597	1597							
vC2, stage 2 conf vol	796	1647		587	1152							
vCu, unblocked vol	1754	2755	150	2041	2705	816	813			1623		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	89	100	95	98			98		
cM capacity (veh/h)	210	130	740	107	139	308	695			332		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	26	12	1010	605	6	745	388				
Volume Left	3	12	12	0	0	6	0	0				
Volume Right	14	14	0	0	100	0	0	15				
cSH	512	165	695	1700	1700	332	1700	1700				
Volume to Capacity	0.03	0.16	0.02	0.59	0.36	0.02	0.44	0.23				
Queue Length 95th (ft)	3	14	1	0	0	1	0	0				
Control Delay (s)	12.3	30.9	10.3	0.0	0.0	16.0	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.3	30.9	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			54.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	265	282	127	131	57	131	438	77	68	1040	41
Future Volume (vph)	89	265	282	127	131	57	131	438	77	68	1040	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1845	1537	1752	1845	1508	1736	3271		1752	3481	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	294	313	141	146	63	146	487	86	76	1156	46
RTOR Reduction (vph)	0	0	233	0	0	50	0	10	0	0	2	0
Lane Group Flow (vph)	99	294	80	141	146	13	146	563	0	76	1200	0
Confl. Peds. (#/hr)	8		14	14		8	2		6	6		2
Confl. Bikes (#/hr)						2			1			
Heavy Vehicles (%)	5%	3%	1%	3%	3%	4%	4%	8%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	23.5	23.5	13.4	26.5	26.5	13.9	69.5		7.1	62.7	
Effective Green, g (s)	10.4	23.5	23.5	13.4	26.5	26.5	13.9	70.0		7.1	63.2	
Actuated g/C Ratio	0.08	0.18	0.18	0.10	0.20	0.20	0.11	0.54		0.05	0.49	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	137	333	277	180	376	307	185	1761		95	1692	
v/s Ratio Prot	0.06	c0.16		c0.08	c0.08		c0.08	0.17		0.04	c0.34	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.72	0.88	0.29	0.78	0.39	0.04	0.79	0.32		0.80	0.71	
Uniform Delay, d1	58.4	51.9	46.0	56.9	44.7	41.6	56.6	16.7		60.7	26.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.7	22.4	0.2	18.3	0.2	0.0	18.3	0.5		34.9	2.5	
Delay (s)	73.1	74.3	46.2	75.2	45.0	41.6	74.9	17.2		95.7	28.7	
Level of Service	E	E	D	E	D	D	E	B		F	C	
Approach Delay (s)		61.7			56.5			28.9			32.7	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			41.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			72.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W. Driveway & Chemawa Rd NE

02/27/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↗		↗
Traffic Volume (veh/h)	370	40	0	315	0	11
Future Volume (Veh/h)	370	40	0	315	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	411	44	0	350	0	12
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			TWLT		
Median storage veh)				2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			464		792	442
vC1, stage 1 conf vol					442	
vC2, stage 2 conf vol					350	
vCu, unblocked vol			274		662	247
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1091		567	667
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	455	350	12			
Volume Left	0	0	0			
Volume Right	44	0	12			
cSH	1700	1700	667			
Volume to Capacity	0.27	0.21	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.5			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			32.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemawa Rd NE

02/27/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	353	31	28	275	1	52	0	37	0	0	3	
Future Volume (Veh/h)	0	353	31	28	275	1	52	0	37	0	0	3	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	401	35	32	313	1	59	0	42	0	0	3	
Pedestrians								6	7				
Lane Width (ft)								12.0	16.0				
Walking Speed (ft/s)								4.0	4.0				
Percent Blockage								1	1				
Right turn flare (veh)													
Median type	TWLTL			TWLTL									
Median storage veh	2			2									
Upstream signal (ft)	603												
pX, platoon unblocked				0.85			0.85			0.85	0.85	0.85	
vC, conflicting volume	321				442			804			810	424	828
vC1, stage 1 conf vol							424			424	384		384
vC2, stage 2 conf vol							380			385	443		442
vCu, unblocked vol	321				262			686			692	241	713
tC, single (s)	4.1				4.1			7.1			6.5	6.2	7.1
tC, 2 stage (s)							6.1			5.5	6.1		5.5
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5
p0 queue free %	100				97			88			100	94	100
cM capacity (veh/h)	1241				1117			512			488	682	472
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1						
Volume Total	0	436	32	314	59	42	3						
Volume Left	0	0	32	0	59	0	0						
Volume Right	0	35	0	1	0	42	3						
cSH	1700	1700	1117	1700	512	682	537						
Volume to Capacity	0.00	0.26	0.03	0.18	0.12	0.06	0.01						
Queue Length 95th (ft)	0	0	2	0	10	5	0						
Control Delay (s)	0.0	0.0	8.3	0.0	12.9	10.6	11.7						
Lane LOS				A	B			B	B				
Approach Delay (s)	0.0				0.8	12.0			11.7				
Approach LOS							B	B					
Intersection Summary													
Average Delay				1.7									
Intersection Capacity Utilization				39.5%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

4: E. Driveway/7th St NE & Chemawa Rd NE

02/27/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	388	2	4	303	0	1	0	4	0	1	0		
Future Volume (Veh/h)	0	388	2	4	303	0	1	0	4	0	1	0		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		
Hourly flow rate (vph)	0	441	2	5	344	0	1	0	5	0	1	0		
Pedestrians				6			6							
Lane Width (ft)				12.0			12.0							
Walking Speed (ft/s)				4.0			4.0							
Percent Blockage				1			1							
Right turn flare (veh)														
Median type	TWLTL			TWLTL										
Median storage veh	2			2										
Upstream signal (ft)	915													
pX, platoon unblocked				0.87			0.87			0.87	0.87	0.87		
vC, conflicting volume	344			449			802			802	454	806	803	344
vC1, stage 1 conf vol							448			448	354		354	
vC2, stage 2 conf vol							354			354	452		449	
vCu, unblocked vol	344			297			702			701	303	706	702	344
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1			5.5	6.1		5.5	
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100			100	99	100	100	100
cM capacity (veh/h)	1226			1109			517			497	642	511	494	703
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1								
Volume Total	0	443	5	344	6	1								
Volume Left	0	0	5	0	1	0								
Volume Right	0	2	0	0	5	0								
cSH	1700	1700	1109	1700	617	494								
Volume to Capacity	0.00	0.26	0.00	0.20	0.01	0.00								
Queue Length 95th (ft)	0	0	0	0	1	0								
Control Delay (s)	0.0	0.0	8.3	0.0	10.9	12.3								
Lane LOS				A	B		B							
Approach Delay (s)	0.0			0.1	10.9		12.3							
Approach LOS				B		B								
Intersection Summary														
Average Delay				0.1										
Intersection Capacity Utilization				32.4%	ICU Level of Service				A					
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N. Driveway

02/27/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	633	10	0	1449
Future Volume (Veh/h)	0	14	633	10	0	1449
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	16	703	11	0	1610
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						202
pX, platoon unblocked	0.73					
vC, conflicting volume	1516	359			716	
vC1, stage 1 conf vol	710					
vC2, stage 2 conf vol	805					
vCu, unblocked vol	962	359			716	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	408	642			892	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	16	469	245	805	805	
Volume Left	0	0	0	0	0	
Volume Right	16	0	11	0	0	
cSH	642	1700	1700	1700	1700	
Volume to Capacity	0.02	0.28	0.14	0.47	0.47	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			43.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S. Driveway

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1	47	19	0	1	19	627	31	12	1360	62
Future Volume (Veh/h)	16	1	47	19	0	1	19	627	31	12	1360	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	19	1	56	23	0	1	23	746	37	14	1619	74
Pedestrians		1			2						1	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.73	0.73	0.73	0.73	0.73		0.73					
vC, conflicting volume	2106	2516	848	1706	2534	394	1694			785		
vC1, stage 1 conf vol	1685	1685		812	812							
vC2, stage 2 conf vol	421	831		894	1722							
vCu, unblocked vol	1773	2336	46	1225	2361	394	1208			785		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	99	92	92	100	100	95			98		
cM capacity (veh/h)	137	161	743	283	139	609	426			841		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	76	24	23	497	286	14	1079	614				
Volume Left	19	23	23	0	0	14	0	0				
Volume Right	56	1	0	0	37	0	0	74				
cSH	344	290	426	1700	1700	841	1700	1700				
Volume to Capacity	0.22	0.08	0.05	0.29	0.17	0.02	0.63	0.36				
Queue Length 95th (ft)	21	7	4	0	0	1	0	0				
Control Delay (s)	18.4	18.5	13.9	0.0	0.0	9.4	0.0	0.0				
Lane LOS	C	C	B			A						
Approach Delay (s)	18.4	18.5	0.4			0.1						
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			49.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Queues

1: River Road N & Chemawa Rd NE

02/27/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	294	313	141	146	63	146	573	76	1202
v/c Ratio	0.72	0.88	0.61	0.78	0.39	0.16	0.79	0.32	0.72	0.71
Control Delay	85.1	78.6	13.2	83.8	47.8	1.4	83.9	17.9	93.5	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	78.6	13.2	83.8	47.8	1.4	83.9	17.9	93.5	31.0
Queue Length 50th (ft)	83	237	20	118	104	0	122	142	64	426
Queue Length 95th (ft)	139	#421	115	183	175	4	188	194	#118	576
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			200			100		180	
Base Capacity (vph)	257	341	515	262	377	398	267	1789	134	1693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.86	0.61	0.54	0.39	0.16	0.55	0.32	0.57	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: River Road N & Chemawa Rd NE

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	182	172	166	242	94	190	1157	148	128	735	74
Future Volume (vph)	99	182	172	166	242	94	190	1157	148	128	735	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	1863	1528	1805	1900	1572	1770	3499		1805	3475	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	188	177	171	249	97	196	1193	153	132	758	76
RTOR Reduction (vph)	0	0	156	0	0	82	0	6	0	0	4	0
Lane Group Flow (vph)	102	188	21	171	249	15	196	1340	0	132	830	0
Confl. Peds. (#/hr)	8		17	17		8	6		5	5		6
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	2%	1%	0%	0%	0%	2%	1%	1%	0%	2%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	10.4	15.6	15.6	14.7	19.9	19.9	17.5	71.3		11.9	65.7	
Effective Green, g (s)	10.4	15.6	15.6	14.7	19.9	19.9	17.5	71.3		11.9	65.7	
Actuated g/C Ratio	0.08	0.12	0.12	0.11	0.15	0.15	0.13	0.55		0.09	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.5	
Vehicle Extension (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lane Grp Cap (vph)	142	223	183	204	290	240	238	1919		165	1756	
v/s Ratio Prot	0.06	0.10		c0.09	c0.13		c0.11	c0.38		0.07	0.24	
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.72	0.84	0.12	0.84	0.86	0.06	0.82	0.70		0.80	0.47	
Uniform Delay, d1	58.4	56.0	51.0	56.5	53.7	47.1	54.7	21.5		57.9	20.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	23.2	0.1	23.9	20.8	0.0	19.2	2.1		22.4	0.9	
Delay (s)	71.8	79.2	51.2	80.4	74.4	47.1	74.0	23.6		80.3	21.8	
Level of Service	E	E	D	F	E	D	E	C		F	C	
Approach Delay (s)		67.0			71.3			30.0			29.8	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			41.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			79.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: W Driveway & Chemawa Rd NE/Chemwa Rd NE

02/27/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↱
Traffic Volume (veh/h)	369	89	0	502	0	62
Future Volume (Veh/h)	369	89	0	502	0	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	380	92	0	518	0	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh	2			2		
Upstream signal (ft)	216					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			472		944	426
vC1, stage 1 conf vol					426	
vC2, stage 2 conf vol					518	
vCu, unblocked vol			360		884	309
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	90
cM capacity (veh/h)			1091		506	663
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	472	518	64			
Volume Left	0	0	0			
Volume Right	92	0	64			
cSH	1700	1700	663			
Volume to Capacity	0.28	0.30	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			35.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Mid Driveway/Fire Station & Chemwa Rd NE/Chemwa Rd NE

02/27/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	0	410	48	108	348	2	155	0	52	0	0	0		
Future Volume (Veh/h)	0	410	48	108	348	2	155	0	52	0	0	0		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	0	432	51	114	366	2	163	0	55	0	0	0		
Pedestrians	3			3			2			3				
Lane Width (ft)	12.0			12.0			12.0			16.0				
Walking Speed (ft/s)	4.0			4.0			4.0			4.0				
Percent Blockage	0			0			0			0				
Right turn flare (veh)														
Median type	TWLTL			TWLTL										
Median storage veh	2			2										
Upstream signal (ft)	603													
pX, platoon unblocked				0.93			0.93			0.93	0.93	0.93		
vC, conflicting volume	371				485			1056			1058	462	1088	
vC1, stage 1 conf vol							460			460	598		598	
vC2, stage 2 conf vol							597			599	490		485	
vCu, unblocked vol	371				403			1021			1023	378	1055	
tC, single (s)	4.1				4.1			7.1			6.5	6.2	7.1	
tC, 2 stage (s)							6.1			5.5	6.1		5.5	
tF (s)	2.2				2.2			3.5			4.0	3.3	3.5	
p0 queue free %	100				89			57			100	91	100	
cM capacity (veh/h)	1195				1078			382			381	620	327	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1							
Volume Total	0	483	114	368	163	55	0							
Volume Left	0	0	114	0	163	0	0							
Volume Right	0	51	0	2	0	55	0							
cSH	1700	1700	1078	1700	382	620	1700							
Volume to Capacity	0.00	0.28	0.11	0.22	0.43	0.09	0.00							
Queue Length 95th (ft)	0	0	9	0	52	7	0							
Control Delay (s)	0.0	0.0	8.7	0.0	21.3	11.4	0.0							
Lane LOS				A	C	B	A							
Approach Delay (s)	0.0				18.8			0.0						
Approach LOS							A							
Intersection Summary														
Average Delay				4.3										
Intersection Capacity Utilization				55.7%			ICU Level of Service			B				
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

4: E Driveway/7th St NE & Chemawa Rd NE

02/27/2017

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	0	461	1	4	449	0	9	1	14	0	0	0						
Future Volume (Veh/h)	0	461	1	4	449	0	9	1	14	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
Hourly flow rate (vph)	0	485	1	4	473	0	9	1	15	0	0	0						
Pedestrians				9			9											
Lane Width (ft)				12.0			12.0											
Walking Speed (ft/s)				4.0			4.0											
Percent Blockage				1			1											
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)	915																	
pX, platoon unblocked				0.96			0.96			0.96	0.96	0.96						
vC, conflicting volume	473			495			976			976	504	990	976	473				
vC1, stage 1 conf vol							494			494	481		481					
vC2, stage 2 conf vol							481			481	510		495					
vCu, unblocked vol	473			455			954			954	463	970	955	473				
tC, single (s)	4.1			4.1			7.1			6.5	6.2	7.1	6.5	6.2				
tC, 2 stage (s)							6.1			5.5	6.1		5.5					
tF (s)	2.2			2.2			3.5			4.0	3.3	3.5	4.0	3.3				
p0 queue free %	100			100			98			100	97	100	100	100				
cM capacity (veh/h)	1099			1066			442			439	571	427	437	595				
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1												
Volume Total	0	486	4	473	25	0												
Volume Left	0	0	4	0	9	0												
Volume Right	0	1	0	0	15	0												
cSH	1700	1700	1066	1700	511	1700												
Volume to Capacity	0.00	0.29	0.00	0.28	0.05	0.00												
Queue Length 95th (ft)	0	0	0	0	4	0												
Control Delay (s)	0.0	0.0	8.4	0.0	12.4	0.0												
Lane LOS			A		B		A											
Approach Delay (s)	0.0			0.1	12.4	0.0												
Approach LOS					B	A												
Intersection Summary																		
Average Delay				0.3														
Intersection Capacity Utilization				36.9%		ICU Level of Service				A								
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

5: River Road N & N Driveway

02/27/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	53	1442	33	0	1073
Future Volume (Veh/h)	0	53	1442	33	0	1073
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	55	1487	34	0	1106
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL		TWLTL	
Median storage (veh)			2		2	
Upstream signal (ft)					202	
pX, platoon unblocked	0.85					
vC, conflicting volume	2068	772			1532	
vC1, stage 1 conf vol	1515					
vC2, stage 2 conf vol	553					
vCu, unblocked vol	1900	772			1532	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	84			100	
cM capacity (veh/h)	163	344			436	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	55	991	530	553	553	
Volume Left	0	0	0	0	0	
Volume Right	55	0	34	0	0	
cSH	344	1700	1700	1700	1700	
Volume to Capacity	0.16	0.58	0.31	0.33	0.33	
Queue Length 95th (ft)	14	0	0	0	0	
Control Delay (s)	17.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	17.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			50.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: River Road N & S Driveway

02/27/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	14	16	0	20	12	1460	116	9	1081	15
Future Volume (Veh/h)	3	0	14	16	0	20	12	1460	116	9	1081	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	14	16	0	21	12	1505	120	9	1114	15
Pedestrians		7			8			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											315	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	1944	2804	574	2188	2751	820	1136			1633		
vC1, stage 1 conf vol	1146	1146		1597	1597							
vC2, stage 2 conf vol	798	1657		591	1154							
vCu, unblocked vol	1757	2769	144	2044	2707	820	806			1633		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.4		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.4		
p0 queue free %	99	100	98	85	100	93	98			97		
cM capacity (veh/h)	205	127	745	107	139	306	699			329		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	17	37	12	1003	622	9	743	386				
Volume Left	3	16	12	0	0	9	0	0				
Volume Right	14	21	0	0	120	0	0	15				
cSH	509	169	699	1700	1700	329	1700	1700				
Volume to Capacity	0.03	0.22	0.02	0.59	0.37	0.03	0.44	0.23				
Queue Length 95th (ft)	3	20	1	0	0	2	0	0				
Control Delay (s)	12.3	32.1	10.2	0.0	0.0	16.3	0.0	0.0				
Lane LOS	B	D	B			C						
Approach Delay (s)	12.3	32.1	0.1			0.1						
Approach LOS	B	D										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			55.3%			ICU Level of Service				B		
Analysis Period (min)			15									

Queues

1: River Road N & Chemawa Rd NE

02/27/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	188	177	171	249	97	196	1346	132	834
v/c Ratio	0.72	0.85	0.52	0.84	0.86	0.29	0.83	0.70	0.80	0.47
Control Delay	84.3	86.2	12.8	88.4	79.8	7.8	80.7	25.7	90.1	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	86.2	12.8	88.4	79.8	7.8	80.7	25.7	90.1	24.0
Queue Length 50th (ft)	85	157	0	143	205	0	163	430	110	235
Queue Length 95th (ft)	142	234	66	219	#311	37	235	606	178	360
Internal Link Dist (ft)		397			136			122		318
Turn Bay Length (ft)	300			100			50		180	
Base Capacity (vph)	213	286	384	256	340	374	408	1927	208	1761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.66	0.46	0.67	0.73	0.26	0.48	0.70	0.63	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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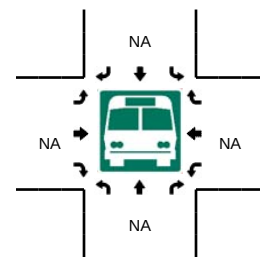
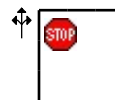
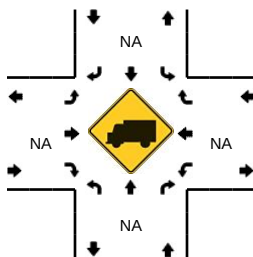
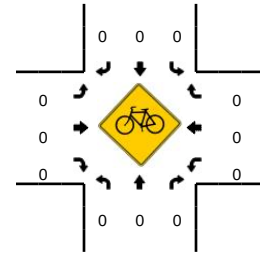
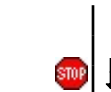
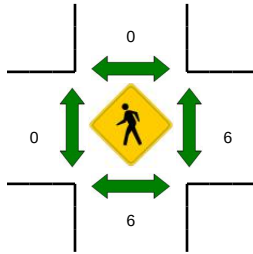
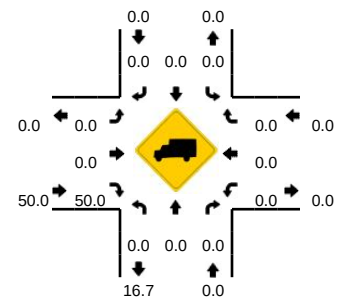
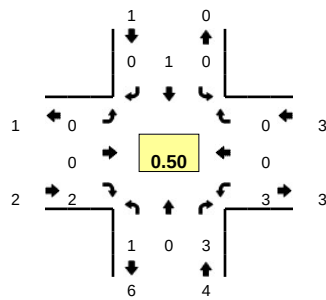
Attachment B Turning Movement Counts

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LOCATION: 7th Ave NE/Safeway East Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224701
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:25 AM -- 7:40 AM



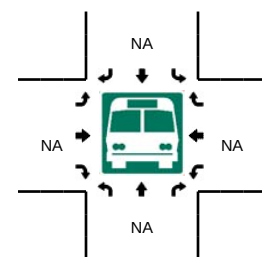
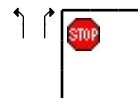
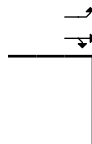
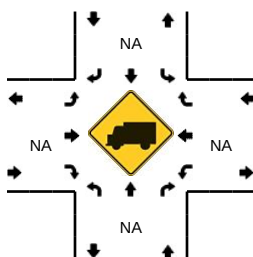
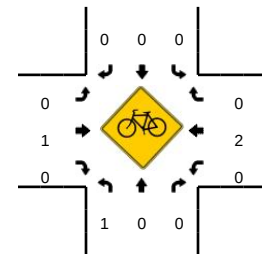
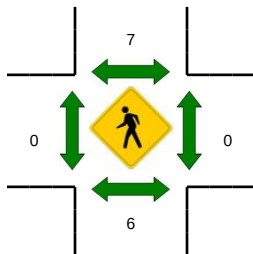
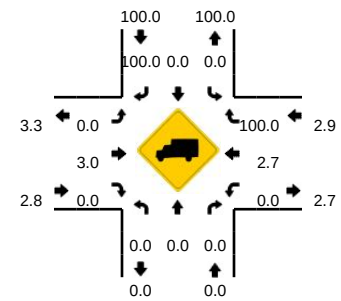
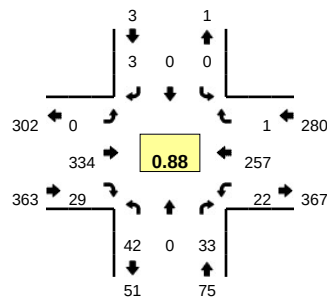
5-Min Count Period Beginning At	7th Ave NE/Safeway East Dwy (Northbound)				7th Ave NE/Safeway East Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3	
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	12
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	10
8:35 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:50 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	8	0	0	0	0	0	0	0	4	0	8	0	0	0	20	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		20				0				0				20			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Safeway Center Dwy -- Chemawa Rd NE
CITY/STATE: Keizer, OR

QC JOB #: 14224703
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:05 AM -- 7:20 AM



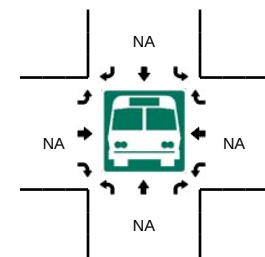
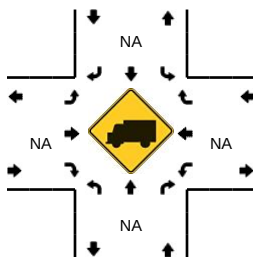
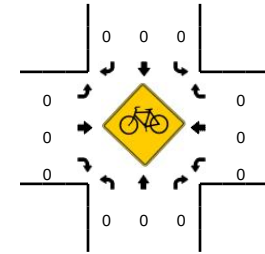
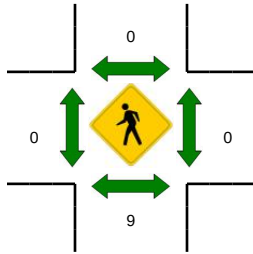
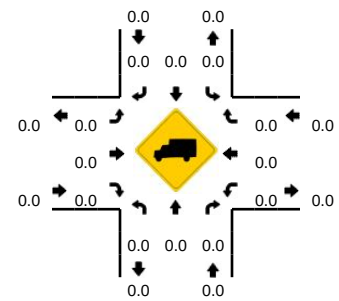
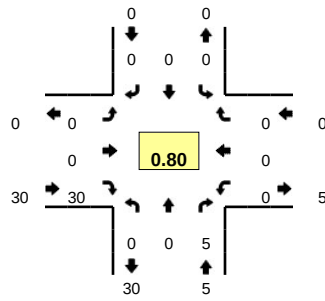
5-Min Count Period Beginning At	Safeway Center Dwy (Northbound)				Safeway Center Dwy (Southbound)				Chemawa Rd NE (Eastbound)				Chemawa Rd NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	2	0	0	0	0	0	0	12	0	0	2	32	0	0	48	
7:05 AM	4	0	5	0	0	0	1	0	0	38	0	0	4	30	0	0	82	
7:10 AM	1	0	0	0	0	0	0	0	0	20	1	0	0	36	0	0	58	
7:15 AM	1	0	5	0	0	0	2	0	0	34	1	0	2	19	0	0	64	
7:20 AM	0	0	2	0	0	0	0	0	0	38	2	0	2	24	0	0	68	
7:25 AM	4	0	1	0	0	0	0	0	0	31	2	0	1	14	0	0	53	
7:30 AM	7	0	1	0	0	0	0	0	0	24	7	0	5	25	0	0	69	
7:35 AM	2	0	3	0	0	0	0	0	0	25	4	0	1	17	0	0	52	
7:40 AM	6	0	1	0	0	0	0	0	0	32	2	0	0	25	0	0	66	
7:45 AM	4	0	2	0	0	0	0	0	0	23	0	0	2	20	0	0	51	
7:50 AM	6	0	3	0	0	0	0	0	0	23	4	0	1	15	0	0	52	
7:55 AM	0	0	7	0	0	0	0	0	0	22	2	0	2	19	1	0	53	716
8:00 AM	7	0	3	0	0	0	0	0	0	24	4	0	2	13	0	0	53	721
8:05 AM	4	0	2	0	0	0	0	0	0	21	2	0	1	20	0	0	50	689
8:10 AM	4	0	3	0	0	0	0	0	0	13	2	0	2	20	0	0	44	675
8:15 AM	4	0	3	0	0	0	0	0	0	19	1	0	1	13	0	0	41	652
8:20 AM	2	0	1	0	0	0	0	0	0	24	0	0	2	18	0	0	47	631
8:25 AM	4	0	2	0	0	0	0	0	0	24	2	0	1	23	1	0	57	635
8:30 AM	3	0	2	0	0	0	0	0	0	16	0	0	1	10	0	0	32	598
8:35 AM	4	0	2	0	0	0	0	0	0	19	2	0	1	15	0	0	43	589
8:40 AM	3	0	0	0	0	0	0	0	0	14	2	0	3	16	0	0	38	561
8:45 AM	2	0	1	0	0	0	0	0	0	10	1	0	2	18	0	0	34	544
8:50 AM	3	0	2	0	0	0	0	0	0	27	1	0	7	31	0	0	71	563
8:55 AM	4	0	2	0	0	0	0	0	0	26	1	0	1	27	0	0	61	571
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	24	0	40	0	0	0	12	0	0	368	8	0	24	340	0	0	816	
Heavy Trucks	0	0	0	0	0	0	12	0	0	8	0	0	0	0	0	0	20	
Pedestrians		4				20				0				0			24	
Bicycles	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Safeway West Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224705
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:10 AM -- 7:25 AM



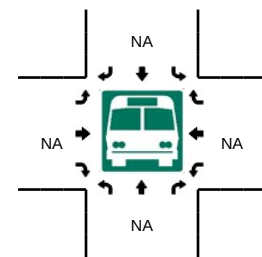
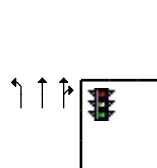
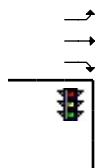
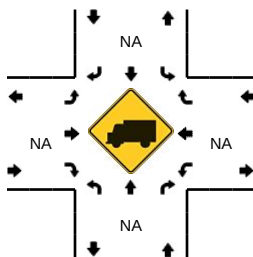
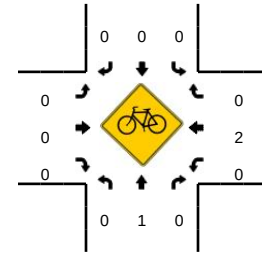
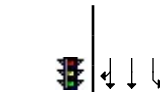
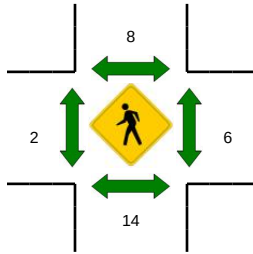
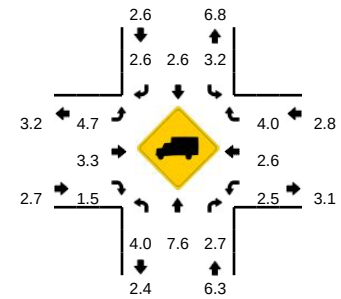
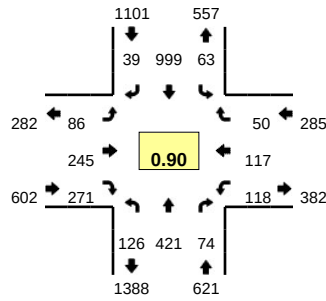
5-Min Count Period Beginning At	Safeway West Dwy (Northbound)				Safeway West Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:05 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:10 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:20 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	
7:25 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:40 AM	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
7:50 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:55 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	32
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	35
8:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	36
8:10 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4	35
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	36
8:20 AM	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	4	36
8:25 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	35
8:35 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	37
8:40 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	35
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	39
8:50 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	42
8:55 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	42
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
	0	0	4	0	0	0	0	0	0	0	40	0	0	0	0	0	44	
	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	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: River Rd N -- Chemawa Rd N
CITY/STATE: Keizer, OR

QC JOB #: 14224707
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM



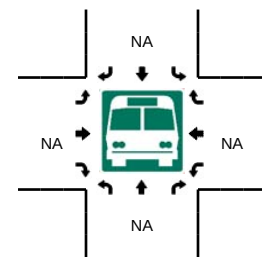
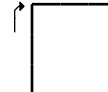
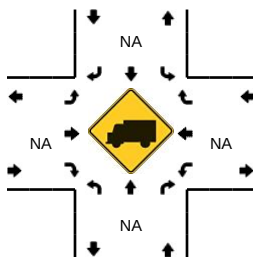
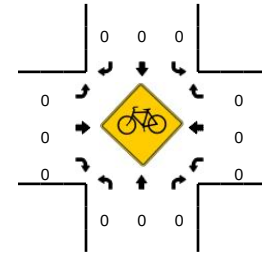
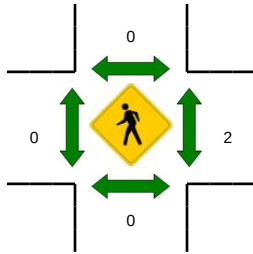
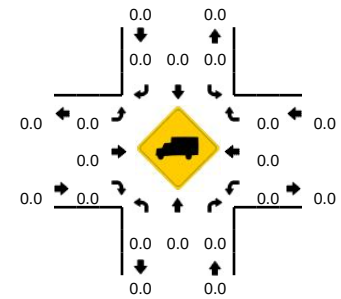
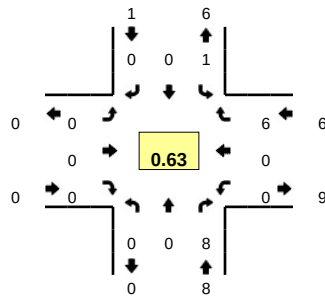
5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Chemawa Rd N (Eastbound)				Chemawa Rd N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	27	2	0	2	59	7	0	8	10	18	0	7	17	4	0	173	
7:05 AM	14	27	5	0	5	57	9	0	4	31	26	0	12	23	4	0	217	
7:10 AM	23	28	6	0	3	64	7	0	10	14	24	0	7	24	4	0	214	
7:15 AM	12	31	7	0	4	69	7	0	9	25	21	0	4	9	6	0	204	
7:20 AM	4	23	6	0	4	80	1	0	14	32	33	0	8	12	3	0	220	
7:25 AM	6	44	7	0	5	88	2	0	9	20	28	0	8	7	3	0	227	
7:30 AM	5	36	6	0	4	96	3	0	7	21	22	0	10	2	7	0	219	
7:35 AM	8	18	4	0	6	85	2	0	7	20	21	0	14	11	2	0	198	
7:40 AM	12	40	4	0	6	112	0	0	6	25	25	0	11	11	5	0	257	
7:45 AM	9	49	5	0	3	113	5	0	3	17	18	0	13	4	3	0	242	
7:50 AM	8	48	9	0	5	84	0	0	8	16	22	0	16	5	6	0	227	
7:55 AM	14	34	6	0	7	77	2	0	6	13	13	0	9	5	2	0	188	2586
8:00 AM	11	43	9	0	11	74	1	0	3	11	18	0	6	4	5	0	196	2609
8:05 AM	8	42	7	0	4	69	1	0	0	15	10	0	6	13	6	0	181	2573
8:10 AM	4	38	2	0	7	61	1	0	1	9	14	0	5	8	8	0	158	2517
8:15 AM	9	52	6	0	9	53	2	0	6	6	8	0	6	6	3	0	166	2479
8:20 AM	5	50	9	0	6	49	2	0	4	9	11	0	8	6	2	0	161	2420
8:25 AM	7	38	8	0	5	50	2	0	8	9	10	0	6	12	3	0	158	2351
8:30 AM	8	40	9	0	2	59	4	0	5	5	10	0	6	5	5	0	158	2290
8:35 AM	7	29	5	0	6	68	5	0	2	9	7	0	7	9	6	0	160	2252
8:40 AM	11	41	5	0	5	65	2	0	4	9	17	0	9	5	5	0	178	2173
8:45 AM	7	45	5	0	3	70	2	0	10	8	18	0	5	4	7	0	184	2115
8:50 AM	6	29	11	0	5	47	5	0	4	12	12	0	10	19	6	0	166	2054
8:55 AM	7	60	8	0	4	67	8	0	5	9	17	0	3	14	5	0	207	2073
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	116	548	72	0	56	1236	20	0	68	232	260	0	160	80	56	0	2904	
Heavy Trucks	0	48	4	0	0	24	4	0	4	12	4	0	8	8	0	0	116	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: River Rd N -- Safeway North Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224709
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:20 AM -- 7:35 AM



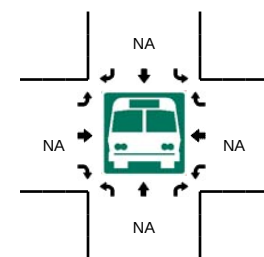
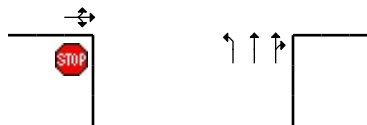
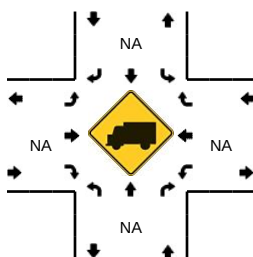
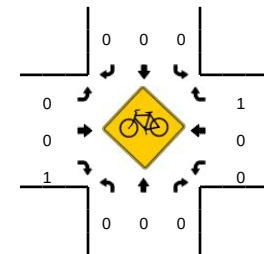
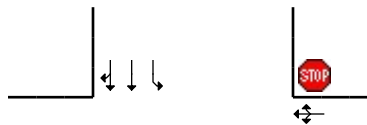
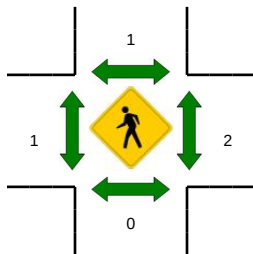
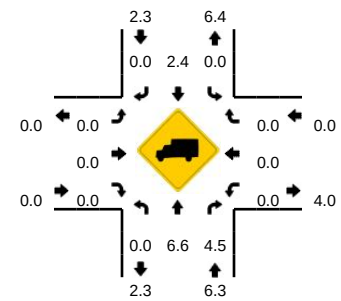
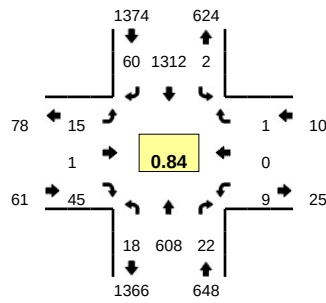
5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway North Dwy (Eastbound)				Safeway North Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	17
8:20 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	4	20
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
8:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	18
8:55 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	20	0	0	0	0	0	0	0	0	0	0	0	4	0	24	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: River Rd N -- Safeway South Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224711
DATE: Wed, Feb 15 2017

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

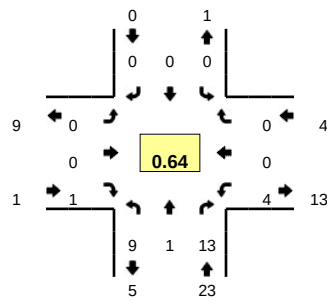


5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway South Dwy (Eastbound)				Safeway South Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	41	2	0	0	84	5	0	3	0	5	0	2	0	0	0	147	
7:05 AM	2	57	4	0	0	92	2	0	1	0	7	0	0	0	0	0	165	
7:10 AM	1	46	2	0	0	85	5	0	0	0	4	0	0	0	0	0	143	
7:15 AM	1	45	0	0	0	94	4	0	3	0	2	0	1	0	0	0	150	
7:20 AM	4	38	0	0	0	114	6	0	2	0	0	0	0	0	1	0	165	
7:25 AM	2	54	2	0	0	116	7	0	1	1	3	0	1	0	0	0	187	
7:30 AM	2	48	1	0	0	113	10	0	0	0	6	0	0	0	0	0	180	
7:35 AM	0	47	2	0	0	121	6	0	1	0	8	0	0	0	0	0	185	
7:40 AM	1	44	3	0	0	138	6	0	1	0	5	0	2	0	0	0	200	
7:45 AM	2	57	4	0	1	134	7	0	0	0	4	0	2	0	0	0	211	
7:50 AM	2	69	2	0	0	128	3	0	4	0	3	0	0	0	0	0	211	
7:55 AM	1	56	1	0	1	91	4	0	2	0	0	0	1	0	0	0	157	2101
8:00 AM	0	47	1	0	0	86	0	0	0	0	3	0	2	0	0	0	139	2093
8:05 AM	3	56	4	0	1	83	8	0	2	0	1	0	1	0	0	0	159	2087
8:10 AM	4	46	3	0	0	81	4	0	1	0	3	0	1	1	0	0	144	2088
8:15 AM	0	69	1	0	0	66	1	0	3	1	2	0	1	0	1	0	145	2083
8:20 AM	1	57	0	0	0	60	7	0	2	0	4	0	0	0	0	0	131	2049
8:25 AM	1	58	2	0	0	61	0	0	2	0	5	0	1	0	0	0	130	1992
8:30 AM	2	49	1	0	0	73	4	0	2	0	0	0	0	0	0	0	131	1943
8:35 AM	0	41	0	0	0	73	4	0	2	0	2	0	2	0	0	0	124	1882
8:40 AM	0	57	4	0	1	90	4	0	0	0	3	0	0	0	0	0	159	1841
8:45 AM	2	62	1	0	0	84	4	0	2	0	4	0	2	0	0	0	161	1791
8:50 AM	1	48	4	0	0	70	3	0	1	0	1	0	1	0	1	0	130	1710
8:55 AM	1	75	2	0	2	78	3	0	0	0	4	0	0	0	0	0	165	1718
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	680	36	0	4	1600	64	0	20	0	48	0	16	0	0	0	2488	
Heavy Trucks	0	48	4	0	0	40	0	0	0	0	0	0	0	0	0	0	92	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

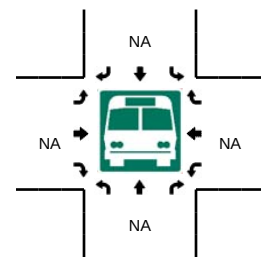
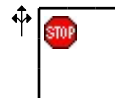
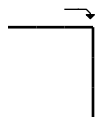
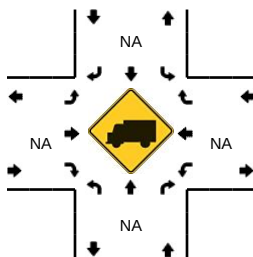
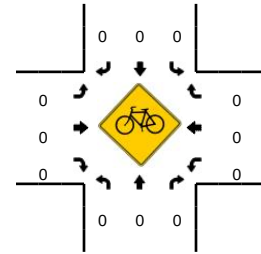
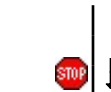
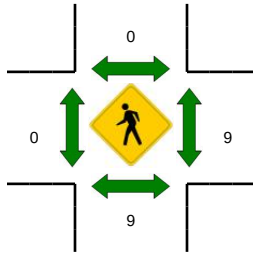
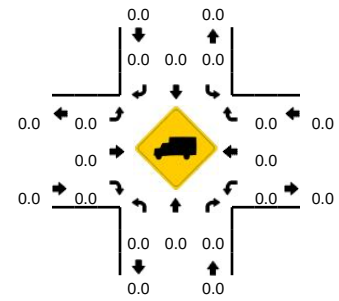
Comments:

LOCATION: 7th Ave NE/Safeway East Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224702
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

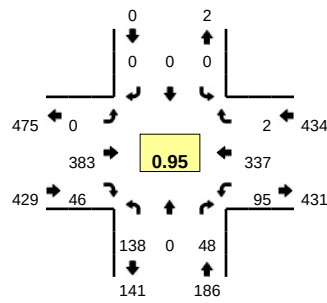


5-Min Count Period Beginning At	7th Ave NE/Safeway East Dwy (Northbound)				7th Ave NE/Safeway East Dwy (Southbound)				Chemawa Rd (Eastbound)				Chemawa Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:05 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
4:20 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:25 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
4:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:40 PM	2	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	7	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	
4:50 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	32
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:10 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
5:20 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26
5:25 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26
5:35 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	28
5:40 PM	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
5:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23
5:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	20	0	0	0	0	0	0	0	4	0	12	0	0	0	44	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		12				0				0				12			24	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

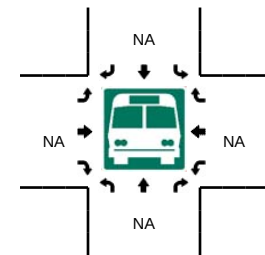
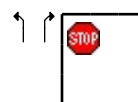
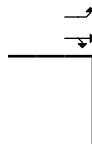
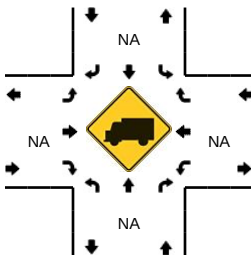
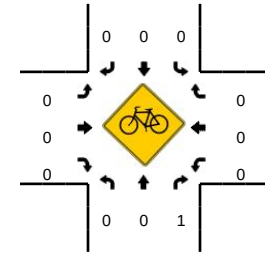
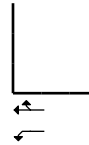
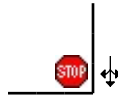
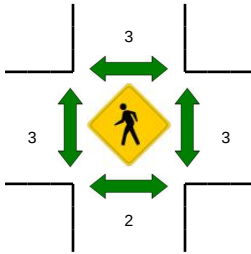
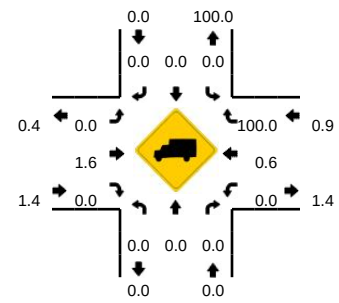
Comments:

LOCATION: Safeway Center Dwy -- Chemawa Rd NE
CITY/STATE: Keizer, OR

QC JOB #: 14224704
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

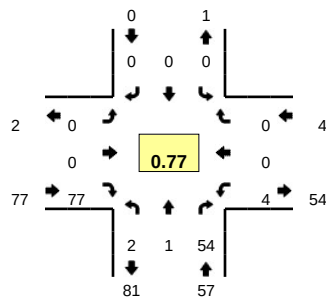


5-Min Count Period Beginning At	Safeway Center Dwy (Northbound)				Safeway Center Dwy (Southbound)				Chemawa Rd NE (Eastbound)				Chemawa Rd NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	0	3	0	0	0	0	0	0	26	7	0	10	27	0	0	84	
4:05 PM	17	0	7	0	0	0	0	0	0	29	5	0	3	16	0	0	77	
4:10 PM	18	0	3	0	0	0	0	0	0	25	4	0	5	28	0	0	83	
4:15 PM	8	0	3	0	0	0	0	0	0	31	9	0	7	33	0	0	91	
4:20 PM	10	0	5	0	0	0	0	0	0	18	2	0	5	28	0	0	68	
4:25 PM	12	0	7	0	0	0	0	0	0	26	4	0	5	27	0	0	81	
4:30 PM	11	0	7	0	0	0	0	0	0	24	3	0	10	32	0	0	87	
4:35 PM	12	0	4	0	0	0	0	0	0	24	6	0	3	37	0	0	86	
4:40 PM	5	0	4	0	0	0	0	0	0	29	2	0	9	31	0	0	80	
4:45 PM	14	0	4	0	0	0	0	0	0	32	1	0	7	35	0	0	93	
4:50 PM	15	0	4	0	0	0	0	0	0	39	7	0	2	26	0	0	93	
4:55 PM	9	0	3	0	0	0	0	0	0	36	4	0	11	27	0	0	90	1013
5:00 PM	13	0	7	0	0	0	0	0	0	27	4	0	1	30	1	0	83	1012
5:05 PM	12	0	7	0	0	0	0	0	0	27	2	0	8	15	0	0	71	1006
5:10 PM	7	0	4	0	0	0	0	0	0	33	4	0	8	32	1	0	89	1012
5:15 PM	14	0	3	0	0	0	0	0	0	26	7	0	9	28	0	0	87	1008
5:20 PM	10	0	2	0	0	0	0	0	0	40	5	0	9	29	0	0	95	1035
5:25 PM	12	0	4	0	0	0	0	0	0	29	4	0	10	30	0	0	89	1043
5:30 PM	10	0	2	0	0	0	0	0	0	30	3	0	15	26	0	0	86	1042
5:35 PM	17	0	4	0	0	0	0	0	0	35	3	0	6	28	0	0	93	1049
5:40 PM	18	0	6	0	0	0	0	0	0	37	8	0	8	20	0	0	97	1066
5:45 PM	15	0	7	0	0	0	0	0	0	15	3	0	5	37	0	0	82	1055
5:50 PM	12	0	9	0	0	0	2	0	0	33	3	0	9	23	0	0	91	1053
5:55 PM	12	0	8	0	0	0	0	0	0	26	8	0	3	23	0	0	80	1043
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	152	0	44	0	0	0	0	0	0	428	48	0	80	352	0	0	1104	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	4	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

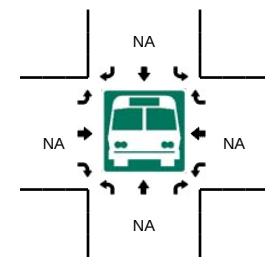
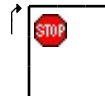
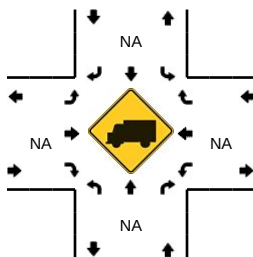
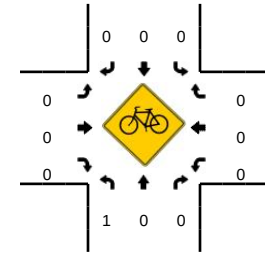
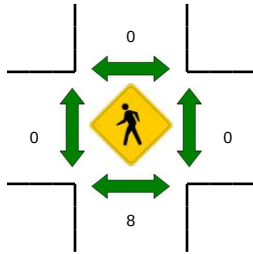
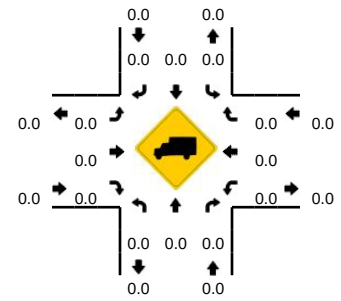
Comments:

LOCATION: Safeway West Dwy -- Chemawa Rd
CITY/STATE: Keizer, OR

QC JOB #: 14224706
DATE: Wed, Feb 15 2017



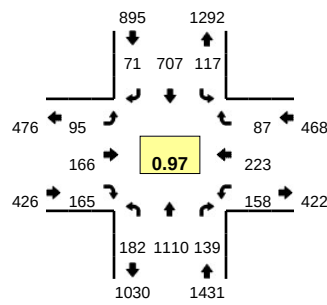
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

[illegible]

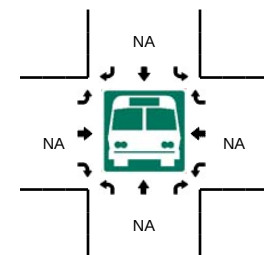
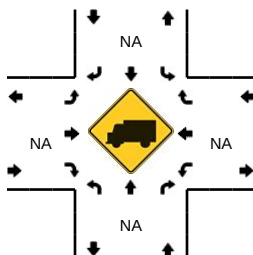
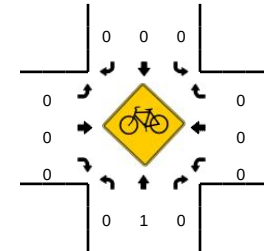
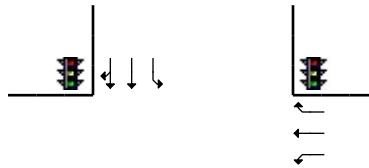
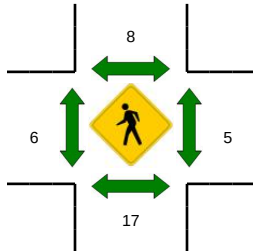
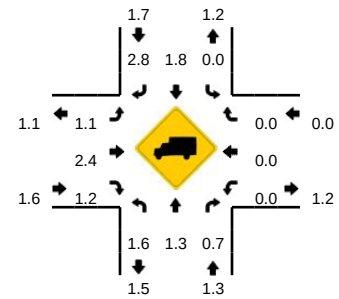
Comments:

LOCATION: River Rd N -- Chemawa Rd N
CITY/STATE: Keizer, OR

QC JOB #: 14224708
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

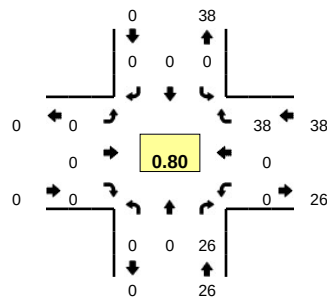


5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Chemawa Rd N (Eastbound)				Chemawa Rd N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	69	12	0	13	61	7	0	8	12	18	0	17	21	12	0	267	
4:05 PM	9	83	16	0	8	76	5	0	11	9	14	0	7	14	5	0	257	
4:10 PM	15	96	10	0	9	57	4	0	4	8	11	0	14	13	9	0	250	
4:15 PM	14	79	9	0	11	46	12	0	8	17	20	0	20	23	5	0	264	
4:20 PM	12	104	8	0	8	55	4	0	8	11	13	0	15	14	6	0	258	
4:25 PM	12	84	10	0	12	50	5	0	8	3	6	0	9	14	6	0	219	
4:30 PM	16	60	5	0	8	55	4	0	10	11	12	0	14	17	15	0	227	
4:35 PM	25	76	5	0	5	61	4	0	6	13	20	0	15	19	9	0	258	
4:40 PM	13	95	14	0	5	85	5	0	8	10	17	0	11	19	2	0	284	
4:45 PM	20	77	11	0	7	47	5	0	11	16	13	0	15	15	9	0	246	
4:50 PM	12	70	15	0	8	60	6	0	6	16	16	0	11	31	12	0	263	
4:55 PM	15	108	11	0	14	81	3	0	4	11	11	0	10	15	5	0	288	3081
5:00 PM	16	78	7	0	6	38	7	0	8	17	8	0	22	16	9	0	232	3046
5:05 PM	13	83	6	0	11	59	4	0	9	20	22	0	11	17	9	0	264	3053
5:10 PM	21	108	12	0	9	67	5	0	7	10	18	0	8	12	8	0	285	3088
5:15 PM	14	110	11	0	11	48	2	0	8	17	8	0	12	13	11	0	265	3089
5:20 PM	13	88	10	0	8	47	11	0	8	16	13	0	15	26	6	0	261	3092
5:25 PM	17	108	13	0	13	59	4	0	6	9	12	0	12	24	3	0	280	3153
5:30 PM	15	98	14	0	13	65	9	0	4	11	7	0	11	13	6	0	266	3192
5:35 PM	13	87	15	0	12	51	10	0	16	13	20	0	20	22	7	0	286	3220
5:40 PM	17	78	15	0	11	35	6	0	7	15	9	0	13	11	7	0	224	3160
5:45 PM	21	98	9	0	4	74	5	0	11	10	10	0	9	17	10	0	278	3192
5:50 PM	8	69	13	0	13	54	2	0	9	14	14	0	14	12	7	0	229	3158
5:55 PM	18	79	8	0	11	44	8	0	10	17	16	0	6	30	10	0	257	3127
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	180	1172	168	0	152	700	92	0	104	132	156	0	172	236	64	0	3328	
Heavy Trucks	4	16	0		0	16	8		0	0	0		0	0	0		44	
Pedestrians		20				8				4				4			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

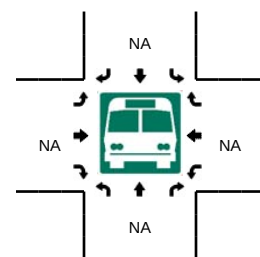
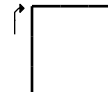
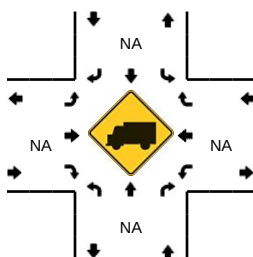
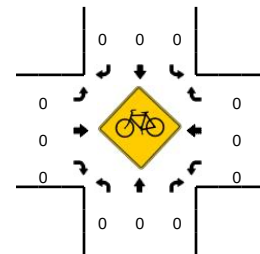
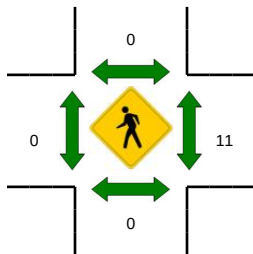
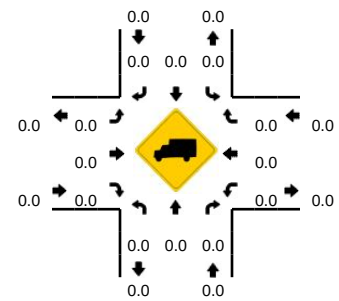
Comments:

LOCATION: River Rd N -- Safeway North Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224710
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

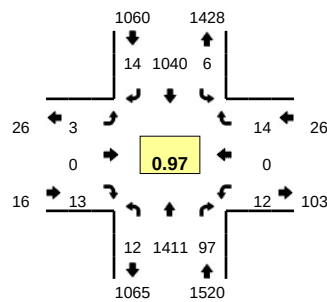


5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway North Dwy (Eastbound)				Safeway North Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	
4:05 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	6	
4:10 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	
4:30 PM	0	0	7	0	1	0	0	0	0	0	0	0	0	0	5	0	13	
4:35 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	5	0	8	
4:40 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	6	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
4:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
4:55 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	68
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	64
5:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	63
5:10 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	6	62
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	9	69
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	71
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	71
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	7	65
5:35 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	7	64
5:40 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	61
5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	64
5:50 PM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	8	69
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	69
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	28	0	0	0	0	0	0	0	0	0	0	0	52	0	80	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

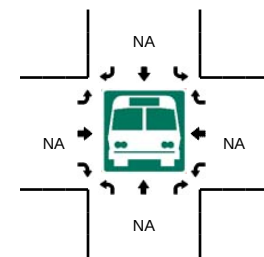
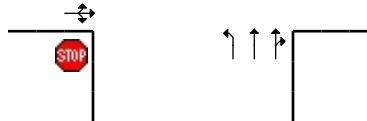
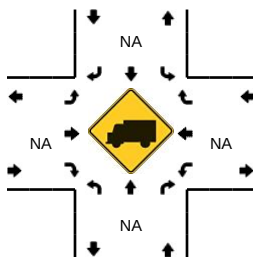
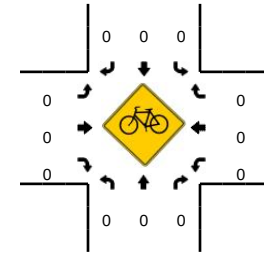
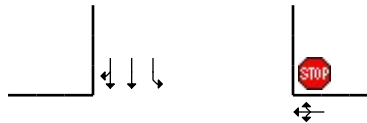
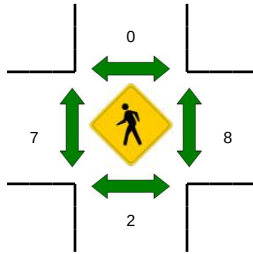
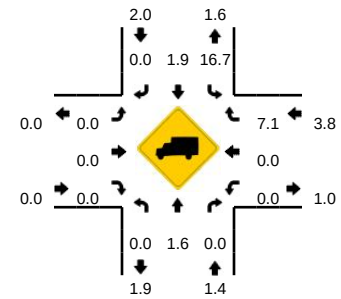
Comments:

LOCATION: River Rd N -- Safeway South Dwy
CITY/STATE: Keizer, OR

QC JOB #: 14224712
DATE: Wed, Feb 15 2017



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM



5-Min Count Period Beginning At	River Rd N (Northbound)				River Rd N (Southbound)				Safeway South Dwy (Eastbound)				Safeway South Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	100	10	0	0	105	1	0	2	0	1	0	1	0	3	0	224	
4:05 PM	1	101	7	1	0	100	0	0	1	0	0	0	0	0	0	0	211	
4:10 PM	2	128	9	0	0	83	2	0	2	0	3	0	2	0	2	0	233	
4:15 PM	2	109	11	0	1	86	2	0	1	0	1	0	0	0	4	0	217	
4:20 PM	0	107	9	0	1	80	1	0	0	0	0	0	0	0	1	0	199	
4:25 PM	0	103	11	0	0	67	1	0	1	0	0	0	0	0	2	0	185	
4:30 PM	1	91	6	0	2	80	1	0	0	0	0	0	0	0	1	0	182	
4:35 PM	2	109	9	0	0	95	1	0	0	0	1	0	0	0	2	0	219	
4:40 PM	1	114	8	0	1	109	2	0	0	0	1	0	1	0	1	0	238	
4:45 PM	2	113	8	0	1	78	2	0	0	0	3	0	0	0	5	0	212	
4:50 PM	1	96	5	0	0	89	1	0	2	0	0	0	2	0	0	0	196	
4:55 PM	1	131	6	0	0	91	2	0	0	0	1	0	1	0	0	0	233	2549
5:00 PM	0	108	7	0	0	69	1	0	0	0	4	0	1	0	0	0	190	2515
5:05 PM	3	113	10	0	1	97	0	0	0	0	0	0	1	0	1	0	226	2530
5:10 PM	2	118	11	0	1	92	2	0	0	0	1	0	2	0	2	0	231	2528
5:15 PM	0	139	7	0	1	70	1	0	1	0	0	0	0	0	0	0	219	2530
5:20 PM	0	120	11	0	0	81	1	0	0	0	2	0	0	0	4	0	219	2550
5:25 PM	0	113	8	0	1	83	0	0	0	0	0	0	2	0	0	0	207	2572
5:30 PM	0	134	5	0	0	88	1	0	0	0	0	0	0	0	1	0	229	2619
5:35 PM	2	112	11	0	0	93	1	0	0	0	1	0	2	0	0	0	222	2622
5:40 PM	1	108	10	0	1	67	0	0	0	0	2	0	3	0	2	0	194	2578
5:45 PM	0	123	6	0	1	86	0	0	0	0	2	0	0	0	5	0	223	2589
5:50 PM	0	108	5	0	1	84	2	0	0	0	0	0	0	0	1	0	201	2594
5:55 PM	0	89	5	0	1	68	1	0	0	0	0	0	3	0	1	0	168	2529
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	1480	112	0	12	1036	12	0	4	0	4	0	12	0	12	0	2704	
Heavy Trucks	0	20	0		0	20	0		0	0	0		0	0	0		40	
Pedestrians	8				0				12				12				32	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Attachment C Crash Data

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N Chemawa Rd & N River Rd

January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE KILLED		TOTAL PEOPLE INJURED		TRUCKS		DRY SURF		WET SURF		DAY	DARK	INTER-SECTION RELATED	INTER-SECTION OFF-ROAD	
	FATAL CRASHES	FATAL CRASHES	PROPERTY DAMAGE ONLY	NON-PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF											
YEAR: 2014																					
REAR-END	0	4	0	0	4	0	0	5	0	4	0	0	3	1	4	0	0	0	0	0	
TURNING MOVEMENTS	0	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
2014 TOTAL	0	4	1	0	5	0	0	5	0	5	0	0	4	1	5	0	0	0	0	0	
YEAR: 2013																					
REAR-END	0	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
2013 TOTAL	0	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
YEAR: 2012																					
REAR-END	0	2	2	0	4	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	
TURNING MOVEMENTS	0	2	0	0	2	0	0	3	0	1	0	0	1	1	2	0	0	0	0	0	
2012 TOTAL	0	4	2	0	6	0	0	6	0	4	0	0	5	1	6	0	0	0	0	0	
YEAR: 2011																					
REAR-END	0	1	4	0	5	0	0	3	1	5	0	0	5	0	5	0	0	0	0	0	
TURNING MOVEMENTS	0	1	1	0	2	0	0	3	0	1	0	0	2	0	2	0	0	0	0	0	
2011 TOTAL	0	2	5	0	7	0	0	6	1	6	0	0	7	0	7	0	0	0	0	0	
YEAR: 2010																					
PEDESTRIAN	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	
REAR-END	0	2	1	0	3	0	0	4	0	3	0	0	3	0	3	0	0	0	0	0	
SIDESWIPE - OVERTAKING	0	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
2010 TOTAL	0	3	2	0	5	0	0	5	0	4	0	0	5	0	5	0	0	0	0	0	
FINAL TOTAL	0	13	11	0	24	0	0	22	1	20	4	22	2	24	0	0	0	0	0	0	

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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

CDS360 2/15/2017

CITY OF KEIZER, MARION COUNTY

N Chemawa Rd & N River Rd

January 1, 2010 through December 31, 2014

SER#	INVEST UNLOC?	CITY	No	P E D	R A U C O	S W	DATE	LAT/LONG	FC	DISTNC	CITY STREET	FIRST STREET	SECOND STREET	INTERSECTION	SEQ #	RD CHAR DIRECT	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDET	WTHR SURF	LIGHT	CRASH COLL SVRTY	TYP	SPL USE TRUR QTY OWNER	MOVE FROM TO	P#	TYPE	SVRTY	A S E L I C N S	PED	LOC	ERROR	ACTN	EVENT	CAUSE						
00460	N	N	N	N	N	N	02/11/2010	14			CHEMAWA RD N					INTER	CROSS	N	TRF SIGNAL	N	CLD	S-1STOP	REAR	INJ	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	22	M	OR-Y	052,016,026	000	013	32,27
							Thu	12P	0		RIVER RD N	1				06	0			N	DRY	REAR	INJ	PSNGR CAR	02	PSNG	INJC	21	M	OR<25				000			00				
																	02	NONE	0	STOP	PRVTE	PSNGR CAR	03	NONE	0	STOP	N	S	01	DRVR	INJC	29	F	OR-Y	000	011 013	00				
																	03	NONE	0	STOP	PRVTE	PSNGR CAR	03	NONE	0	STOP	N	S	01	DRVR	INJC	38	M	OR-Y	000	022	00				
																				N	DRY	REAR	INJ	PSNGR CAR	01	DRVR	INJC	23	F	OR-Y	052,026	000		004,013	00						
03291	N	N	N	N	N	N	10/01/2010	14			CHEMAWA RD N					INTER	CROSS	N	TRF SIGNAL	N	CLD	S-1STOP	REAR	INJ	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	23	F	OR-Y	052,026	000	004,013	32
							Fri	1P	0		RIVER RD N	1				06	0			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	INJC	26	F	OR-Y	000	011 013	00		
																			N	DRY	REAR	INJ	PSNGR CAR	03	NONE	0	STOP	N	S	01	DRVR	INJC	26	F	OR-Y	000	000	00			
																			N	DRY	REAR	INJ	PSNGR CAR	03	NONE	0	STOP	N	S	01	DRVR	INJC	26	F	OR-Y	000	011 013	00			
																			N	DRY	REAR	INJ	PSNGR CAR	03	NONE	0	STOP	N	S	01	DRVR	INJC	26	F	OR-Y	000	011 013	00			
02847	N	N	N	N	N	N	08/29/2011	14			CHEMAWA RD N					INTER	CROSS	N	TRF SIGNAL	N	CLD	S-1STOP	REAR	PDO	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	46	M	OR-Y	000	022 004	00	
							Mon	1P	0		RIVER RD N	1				06	0			N	DRY	REAR	PDO	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	42	F	OR-Y	026	000	000	07	
																			N	DRY	REAR	PDO	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	46	M	OR-Y	000	022 004	00			
																			N	DRY	REAR	PDO	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	46	M	OR-Y	000	022 004	00			
																			N	DRY	REAR	PDO	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	46	M	OR-Y	000	022 004	00			
03227	N	N	N	N	N	N	09/25/2012	14			CHEMAWA RD N					INTER	CROSS	N	TRF SIGNAL	N	CLD	S-1STOP	REAR	INJ	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	004,013	32
							Tue	1P	0		RIVER RD N	1				06	0			N	DRY	REAR	INJ	PSNGR CAR	01	NONE	0	STRGHT	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000 013	00	
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP	N	S	01	DRVR	NONE	37	F	OR-Y	052,026	000	000	32		
																			N	DRY	REAR	INJ	PSNGR CAR	02	NONE	0	STOP</														

[illegible]

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

N Chemawa Rd from N River Rd to 7th Ave
January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES		NON- FATAL CRASHES		PROPERTY DAMAGE ONLY		TOTAL CRASHES		TOTAL PEOPLE KILLED		TOTAL PEOPLE INJURED		TRUCKS		DRY SURF		WET SURF		DAY		DARK		INTER- SECTION RELATED		INTER- SECTION OFF- ROAD		
YEAR: 2014																											
TURNING MOVEMENTS																											
2014 TOTAL																											
YEAR: 2013																											
REAR-END																											
TURNING MOVEMENTS																											
2013 TOTAL																											
YEAR: 2012																											
REAR-END																											
TURNING MOVEMENTS																											
2012 TOTAL																											
YEAR: 2011																											
REAR-END																											
2011 TOTAL																											
YEAR: 2010																											
REAR-END																											
SIDESWIPE - OVERTAKING																											
TURNING MOVEMENTS																											
2010 TOTAL																											
FINAL TOTAL																											

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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

CDS360 2/15/2017

CITY OF KEIZER, MARION COUNTY

N Chemawa Rd from N River Rd to 7th Ave
January 1, 2010 through December 31, 2014

S D		P R S W		CITY STREET		INT-TYP		RD CHAR		INT-REL		OFF-RD		WTHR		CRASH TYP		SPCL USE		MOVE		PRTC		A S		PED		ACTN		EVENT		CAUSE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
SER#	INVEST	UNLOC?	E L G H R	E A U C O	D A T E	F C	DISTNC	FIRST STREET	SECOND STREET	INTERSECTION	SEQ #	RD	CHAR	DIRECT	LOCIN	LEGS	(#LANES)	CONTL	TRAFF-	UNDET	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT	DRVMT

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION OFF- ROAD
YEAR: 2014													
REAR-END	0	2	4	6	0	6	0	5	0	6	0	1	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	0	2	2	0	0	0
2014 TOTAL	0	4	5	9	0	8	0	6	2	9	0	1	0
YEAR: 2013													
ANGLE	0	0	1	1	0	0	0	0	1	1	0	0	0
REAR-END	0	1	2	3	0	1	0	1	2	3	0	2	0
2013 TOTAL	0	1	3	4	0	1	0	1	3	4	0	2	0
YEAR: 2012													
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0
2012 TOTAL	0	1	1	2	0	1	0	2	0	2	0	1	0
YEAR: 2011													
REAR-END	0	1	1	2	0	1	0	1	1	2	0	1	0
2011 TOTAL	0	1	1	2	0	1	0	1	1	2	0	1	0
YEAR: 2010													
ANGLE	0	0	1	1	0	0	0	1	0	1	0	0	0
REAR-END	0	1	5	6	0	1	1	2	4	4	2	4	0
2010 TOTAL	0	1	6	7	0	1	1	3	4	5	2	4	0
FINAL TOTAL	0	8	16	24	0	12	1	13	10	22	2	9	0

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[illegible]

CITY OF KEIZER, MARION COUNTY

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

SER#	INVEST UNLOC?	P E L D R A U C S L K	W O DATE	FC	DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION	SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFF-RD RNDCT DRVMY	WTHR SURF LIGHT	CRASH COLL TYP SVRTY	SCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	INJ SVRTY	A S E X RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00690	NONE	N N N	03/06/2013 Wed 5P	14	152	RIVER RD N CHEMAWA RD N 1	1 35.91	STRGHT S 08	(NONE) (04)	Y UNKNOWN	N CLD N WET N DAY	N CLD REAR INJ	S-1STOP S-1STOP INJ	01 NONE PRVTE PSNGR CAR	0 STRGHT S N	01	DRVR	INJA	17 F	OR-Y OR<25	000	011 000	00 00
	No	44 59	47.06 -123	1 35.91												01	DRVR	NONE	16 M	OR-Y OR<25	016,026 000	013 000 000	27,07 00 27,07
02470	NONE	N N N	07/26/2012 Thu 5P	16	180	RIVER RD N CHEMAWA RD N 1	1 35.90	ALLEY S 08	(NONE) (04)	N STOP SIGN	N CLR N DRY N DAY	N CLR TURN PDO	ANGL-OTH TURN PDO	01 NONE PRVTE PSNGR CAR	0 TURN-R E N	01	DRVR	INJC	34 F	OR-Y OR<25	000	011 000	00 00
	No	44 59	46.62 -123	1 35.90												01	DRVR	NONE	72 F	OR-Y OR<25	028 000	018 000 000	02 00 02
00937	NONE	N N N	03/29/2010 Mon 5P	14	200	RIVER RD N CHEMAWA RD N 1	1 35.90	STRGHT S 08	(NONE) (04)	Y UNKNOWN	N RAIN N WET N DAY	N RAIN REAR PDO	S-1STOP REAR PDO	01 NONE PRVTE PSNGR CAR	0 STRGHT S N	01	DRVR	NONE	00 M	UNK OR<25	000	000	00 00
	No	44 59	46.89 -123	1 35.90												01	DRVR	NONE	00 M	OR-Y OR<25	026 000	000 000	07 00 07
00029	CITY	Y N N	N N N	01/03/2012 Tue 4P	14	200	1 35.90	STRGHT S 08	(NONE) (04)	Y UNKNOWN	N CLD N DRY N DAY	N CLD REAR INJ	S-OTHER REAR INJ	01 NONE PRVTE PSNGR CAR	0 STRGHT S N	01	DRVR	NONE	37 F	OR-Y OR<25	000	011 000	00 00
	No	44 59	46.93 -123	1 35.90												01	DRVR	NONE	16 M	OR-Y OR<25	052,042 000	000 000	32,01 00 32,01
00565	CITY	N N N	N N N	02/22/2013 Fri 11A	14	346	1 35.89	ALLEY S 08	(NONE) (04)	N NONE	N RAIN N WET N DAY	N RAIN ANGL PDO	ANGL-OTH ANGL PDO	01 NONE PRVTE PSNGR CAR	0 STRGHT E W	01	DRVR	INJC	47 F	OR-Y OR<25	000	006 000	00 00
	No	44 59	44.98 -123	1 35.89												01	DRVR	NONE	17 F	OR-Y OR<25	028 000	018 000	02 00 02

CITY OF KEIZER, MARION COUNTY

N River Rd from N Chemawa Rd to N Churchdale Ave / NE James St
January 1, 2010 through December 31, 2014

[illegible]

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC..
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC..
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC.. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-2	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY TO PEDESTRIAN
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVERLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OFN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LYSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GRLL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRGL PYMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHER CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION	
	CODE	DESCRIPTION
01		RURAL PRINCIPAL ARTERIAL - INTERSTATE
02		RURAL PRINCIPAL ARTERIAL - OTHER
06		RURAL MINOR ARTERIAL
07		RURAL MAJOR COLLECTOR
08		RURAL MINOR COLLECTOR
09		RURAL LOCAL
11		URBAN PRINCIPAL ARTERIAL - INTERSTATE
12		URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14		URBAN PRINCIPAL ARTERIAL - OTHER
16		URBAN MINOR ARTERIAL
17		URBAN MAJOR COLLECTOR
18		URBAN MINOR COLLECTOR
19		URBAN LOCAL
78		UNKNOWN RURAL SYSTEM
79		UNKNOWN RURAL NON-SYSTEM
98		UNKNOWN URBAN SYSTEM
99		UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION	
	CODE	DESCRIPTION
0		MAINLINE STATE HIGHWAY
1		COULET
3		FRONTAGE ROAD
6		CONNECTION
8		HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
1	KILL		FATAL INJURY
2	INJA		INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB		NON-INCAPACITATING INJURY
4	INJC		POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI		DIED PRIOR TO CRASH
7	NO<5		NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
0	UNK		UNKNOWN
1	DAY		DAYLIGHT
2	DLIT		DARKNESS - WITH STREET LIGHTS
3	DARK		DARKNESS - NO STREET LIGHTS
4	DAWN		DAWN (TWILIGHT)
5	DUSK		DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT		LONG DESCRIPTION
	DESC	DESC	
0	NONE		NO MEDIAN
1	RSDMD		SOLID MEDIAN BARRIER
2	DIVMD		EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION	
	CODE	LONG DESCRIPTION
0		REGULAR MILEAGE
T		TEMPORARY
Y		SPUR
Z		OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

SHORT		
CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PEDESTRIAN LOCATION CODE TRANSLATION LIST

LONG DESCRIPTION	
CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE

ROAD CHARACTER CODE TRANSLATION LIST

SHORT		
CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

SHORT		
CODE	DESC	LONG DESCRIPTION
0	CCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSENG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

SHORT DESC		LONG DESCRIPTION
CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHHCN-R	FLASHING BEACON - RED (STOP)
003	FLASHHCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFRCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRRD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

095 BUS STPSGN BUS STOP SIGN AND RED LIGHTS
099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

KEIZER SAFEWAY FUEL CENTER TRANSPORTATION IMPACT ASSESSMENT FOR TEXT AMMENDMENT CASE NO. 2017-04

PUBLIC WORKS DEPARTMENT REVIEW

The Fuel Center Transportation Impact Assessment has been prepared for a proposed fueling station within the existing Safeway site southwest of the River Road N/Chemawa Road NE/N intersection in Keizer. The assessment is a summary of existing traffic and pedestrian activities at the site and estimates of future traffic impacts after the development of a fueling station. The assessment analyses 5 separate driveways to and from the site. Two of the driveways are “right in, right out” and the other three driveways allow full left and right turns.

EXISTING CONDITIONS

The Assessment provides a detailed analysis of the existing conditions, including driveway construction that does not allow for a smooth flow of traffic into or out of the site. The two right in, right out driveways are not constructed adequately to control the movement as designed and a few vehicles make left turns where left turns are prohibited. The main entrance to the Safeway building does not have adequate lanes for the stacking that occurs during peak traffic periods. Some interior drive aisles are designed in such a way that traffic backs up in the drive aisles due to vehicles stacking waiting to make a left turn onto Chemawa Road. New traffic counts at the five intersections have been provided for periods of peak traffic flows.

RECOMMENDATIONS

The Assessment contains recommendations to solve current traffic issues at the site as well as mitigate for increased traffic from the proposed fueling station. New construction for the two right in, right out driveways has been recommended to improve drivability as well as to discourage left turns. New construction is proposed for the southerly driveway on River Road to improve drivability and the pedestrian crossing.

Major changes at the main entrance to the Safeway building have been recommended that include reconstruction of the driveway to provide a wider entry, reduce the vertical “bump” at the curb and reconfiguring the first parking lot drive aisle and pedestrian crossing area within the site.

PUBLIC WORKS DEPARTMENT FINDINGS

The Public Works Department finds that the Transportation Impact Assessment adequately studies the existing conditions and makes recommendations that will mitigate the increased traffic in and through the site from the proposed fueling station.

The existing main entrance driveway width exceeds the standard width for a commercial driveway as specified in the City of Keizer Design Standards. The proposed modification of the driveway will require a small increase in the current width which is acceptable to the Public Works Department.

All plans for the proposed improvements shall be reviewed by the Public Works Department for compliance with the City of Keizer Design Standards.

Storm water detention and treatment for all additional impervious surfaces shall be required.

Additional pedestrian and traffic control devices, storm water control and other design criteria that may be required will be reviewed for adequacy when preliminary engineering plans have been submitted as part of a Development Permit or Land Use Application.

COUNCIL MEETING: July 17, 2017

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: NATE BROWN
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: MINOR AMENDMENT TO KEIZER STATION AREA B MASTER PLAN

ATTACHMENTS:

1. Applicant's statement
2. Existing Site plan.
3. Proposed site plan dated 2/22/17.
4. Proposed site plan dated 5/30/17.
5. Order dated 11/1/2010, with all exhibits, and conditions.
6. Draft modified conditions.
7. Comments from ODOT.
8. Comments from Keizer Fire District.
9. Comments from Portland General Electric.
10. Comments from Nadine Stoltz.
11. Comments from Gladys Gooding.
12. Comments from Nina Treece and R. Treece.
13. Email from Nate Brown to Nadine Stoltz.

BACKGROUND:

This amendment to the adopted Area B Master Plan is being proposed to accommodate the existing City Council direction to lease the property owned by the city, rather than sell it to a third party. As such this necessitates amending the conditions to reflect the fact that the City will remain owners of the property, and to modify the timing of the required improvements. The responsibilities of constructing improvements will be directed by the terms of the lease that will be created. These conditions should be simply left as being established as requirements rather than who will be installing them.

Since this action is a simple amendment to the previous decision, all documents from the previous approval are incorporated as part of this action and only the proposed changes are identified in this staff report. The Conditional Use approval for the park/open space and Lot Line Adjustment are not affected. The proposed addition of three residential lots is also not affected.

- A. OWNER:** The City of Keizer owns all of the parcels of land that will be affected by this proposed Master Plan Amendment. There are properties within the remainder of Area B that are owned by Marion County, the State of Oregon, Salem Area Mass Transit District,

and Radiology Properties LLC, but no changes to the previously approved Master Plan are proposed for those properties.

- B. PLAN DESIGNATION AND ZONING:** The subject property is designated Commercial and Low Density Residential on the Comprehensive Plan Map. The property is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).
- C. ADJACENT ZONING AND LAND USES:** The site is bordered on the north by single family residential homes on Aldine Drive and Dennis Ray Avenue which are zoned Single Family Residential (RS); to the east across the Portland and Western Railroad is Area 'A' of Keizer Station which is zoned Employment General (EG); and, to the south across Lockhaven Drive are a number of single family homes, a new multi-family development, and a retirement facility on lands zoned Commercial Retail (CR), and Mixed Use (MU) which are located within Area C of Keizer Station.
- D. HISTORY:** The proposal seeks a minor AMENDMENT to the previously approved Master Plan for Area B (Master Plan/Conditional Use/Lot Line Adjustment Case 2010-10). This approval was adopted by Council Order on November 1, 2010. The amendment proposes to modify the site plan to allow for the reconfiguration of two of the buildings shown in the area to the northwest of Keizer Station Blvd. while keeping the overall amount of square footage the same. It is anticipated that some of the previously required conditions will be amended to address this request, reflect the changed status of ownership plan (leased property) and allow for flexibility in the development of Area B.

The original (2010) approval resulted in a plan that sited a medical office building, a transit center, a future commuter rail facility, a small park or open space, and a mix of commercial uses consistent with the underlying zoning designation. A Traffic Impact Analysis (TIA) was conducted which outlined the need for transportation improvements and mitigation measures to support the proposed level of development on the site. This TIA has been amended to reflect the current proposal. Typical building elevations representing the architectural look of the proposed medical building, along with a site plan showing proposed building locations and sizes were submitted and adopted at that time. It should be noted that while the original approval provided for an overall conceptual Master Plan approval, it was understood that many of the specific design details would need to be evaluated during the building permit review process to assure compliance with the provisions of the Keizer Development Code. The proposed amendment does not seek to change these conditions.

- E. PROPOSAL:** The specific Review Criteria for Master Plan approval is outlined in Section 3.113 of the Keizer Development Code. The criteria range from overall Master Plan objectives and arrangement of uses to landscaping, site planning, and architectural details. The proposed amendment does not seek to change the original approval of these requirements. The proposed amendment does not seek to alter any conditions of the Lot Line Adjustment, or the Conditional use approval for the park. The proposed amendment is consistent with the previous Master Plan approval.

The primary issue necessitating this amendment is the proposed change to the site plan in the northwest section of the development. The previous approval showed two separate buildings (B and C) located generally at the corner of Keizer Station Blvd and Lockhaven Drive that were envisioned to be developed with uses consistent with the underlying zone. This proposed site plan shows one large building at the corner of Keizer Station Blvd and Lockhaven Drive, with the total square footage equaling the same as the previous approval (24,000 sq ft) and also with uses consistent with the underlying zone. The parking lot layout is being modified as a result of this new site layout, however the general configuration which is bound by the driveway accesses remains the same, and in fact makes more efficient use of the site to accommodate more parking than the previous approval. No other substantive changes to the original Master Plan are proposed. Additionally, due to the changed nature of the property ownership, the timing and assigned responsibility for required improvements is proposed to be clarified.

The specific modifications proposed are:

- Relocation of Building B and Building C as shown on the proposed site plan
- Change in building size for Building B and Building C
 - **Current** - Building B(14,000sqft); Building C(10,000 sqft) total 24,000 sqft.
 - **Proposed** – Building B(24,000 sqft).
- Change in Parking lot layout to accommodate new building footprint, and total number of parking spaces provided (northern section of Area B only)
 - **Current** – 206 spaces
 - **Proposed** – 270 spaces
- Modification to the master water and sewer plans in order to relocate lines according to proposed site plan modifications.
- Modification to timing of required transportation improvements to coincide with the appropriate development timeline and updated Traffic Impact Analysis (TIA), also reflecting the current schedule of the intersection construction.
- Modification to construction timeframe for the “park/storm water quality” feature to coincide with development timeline.

The proposed Master Plan shows “Area B West” to have one single building in addition to the Medical Office rather than two additional buildings shown in the plan sent to interested parties. This was due to the fact that the party interested in leasing the property has modified their lease proposal since the mailing was sent out. This amendment to the Master Plan would seek to allow flexibility in the configuration and placement of the improvements in Area B to allow the construction of building (or buildings) consistent with the following design guidelines which were established in the original proposal:

- Allowed building area in “Area B West” shall not exceed 24,000 sq. ft. for general retail/entertainment/office uses (consistent with uses allowed in the CM zone), and a 28,000 sq. ft. for medical office use. “Area B East” is impacted by the new signal construction, and there is no change to the proposed 10,000 sq. ft. building, in addition to the Transit Facility,
- All buildings shall be located adjacent to the right-of-way they face, as far away from the Residential uses as possible subject to zone setback requirements.
- All development will be required to fully meet all design requirements of the zone, including parking, landscaping, building height, setbacks, and design standards.
- The adopted Traffic Impact Analysis shall set the maximum amount of vehicle trips to be generated in the PM peak period.

- All Public Works standards for Water, Sewer, and Stormwater remain.

All improvements identified in the previous Master Plan order, including those listed in Table E1 shall still be a requirement of this development.

Requests for Comments:

The following Comments specifically regarding the proposed revisions have been received:

- **Oregon Dept of Transportation**—no additional concerns
- Fire District—no additional concerns
- Portland General Electric—Standard conditions apply
- Nadine Stoltz—Concerns regarding receiving notice, concerns with the proposed theater use, concerns with additional traffic and adequate turn around, concerns with people using Dennis Ray as a cut thru. (resides at NE corner of Dennis Ray/McLeod)
- Gladys Gooding—no concerns
- Nina Treece & Ralph (sp?) Treece –support project “Provided that you extend the existing wall...” (their property backs onto the proposed open space, and currently has only a low chain link fence)
- Nate Brown’s response to Nadine Stoltz.
- Public Works’ comments are reflected in the proposed modifications to the Public Works conditions.

Staff recommends, based on the comments received, that the condition regarding the fence should be modified from the previous approval to include a requirement for a sight obscuring fence to address the Treece’s valid concerns. All other properties have existing sight obscuring fencing in what appears to be good repair. The Treece’s property backs onto the open space but is visually open to this public area. The location of this fence is not directly adjacent to a building or parking area and so the expense of a full masonry wall would be excessive, and the original decision was to end the masonry wall where it did for that reason. Staff believes, however that a sight obscuring fence would be appropriate, and this should be compatible with the wood fences currently existing. Furthermore, if the existing fencing is deemed to be unsound on the other properties, those should also be either repaired or replaced by the commercial development.

Recommendation:

Staff recommends that council open the public hearing, receive any additional testimony, close the public hearing, deliberate, and: **Direct Staff to prepare an order adopting the proposed amendments to the Area B Master Plan Conditions of Approval.**

Attachment 1

Written Statement for Keizer Station Area B Amendment

Applicant: City of Keizer

Request: Master Plan Amendment for Keizer Station Area B

DATE: June 2017

GENERAL INFORMATION

- A. OWNER:** The City of Keizer owns all of the parcels of land that will be affected by this proposed Masterplan Amendment. There are properties within the remainder of Area B that are owned by Marion County, the State of Oregon, Salem Area Mass Transit District, and Radiology Properties LLC, but no changes to the previously approved masterplan are proposed for those properties.
- B. PROPERTY LOCATION:** The site of Area B is bounded by Lockhaven Drive on its south perimeter, McLeod Drive on its west perimeter; the Portland & Western Railroad on the east perimeter; and the southern property line of homes along the south side of Dennis Ray Ave and a portion of Aldine Drive. Area B has two distinct areas due to the fact it is bisected by Keizer Station Boulevard. The area that is proposed to be modified is the area that is located to the northwest of Keizer Station Blvd.
- C. EXISTING DEVELOPMENT AND PUBLIC FACILITIES:** The site has street frontage on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane, which are all improved public streets. Public water and sanitary sewer are available to serve the subject site. Area B is currently undeveloped with the exception of the transit center located at 5860 Keizer Station Blvd, which is on the southeast side of Keizer Station Blvd.
- D. PLAN DESIGNATION AND ZONING:** The subject property is designated Commercial and Low Density Residential on the Comprehensive Plan Map. The property is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).
- E. ADJACENT ZONING AND LAND USES:** The site is bordered on the north by single family residential homes on Aldine Drive and Dennis Ray Avenue which are zoned Single Family Residential (RS); to the east across the Portland and Western Railroad is Area 'A' of Keizer Station which is zoned Employment General (EG); and, to the south across Lockhaven Drive are a number of single family homes, a new multi-family development, and a retirement facility on lands zoned Commercial Retail (CR), and Mixed Use (MU) which are located within Area C of Keizer Station.

- F. **BACKGROUND:** The proposal seeks a minor AMENDMENT to the previously approved Masterplan for Area B (Masterplan/Conditional Use/Lot Line Adjustment Case 2010-10). This approval was adopted by Council Order on November 1, 2010. The amendment proposes to modify the site plan to allow for the reconfiguration of 2 of the buildings shown in the area to the northwest of Keizer Station Blvd. while keeping the overall amount of square footage the same. It is anticipated that some of the previously required conditions will be amended to address this request, and allow for flexibility in the development of Area B.

The original (2010) approval resulted in a plan that sited a medical office building, a transit center, a future commuter rail facility, a small park, and a mix of commercial uses consistent with the underlying zoning designation. A Traffic Impact Analysis (TIA) was conducted which outlined the need for transportation improvements and mitigation measures to support the proposed level of development on the site. Typical building elevations representing the architectural look of the proposed medical building, along with a site plan showing proposed building locations and sizes were submitted and adopted at that time. It should be noted that while the original approval provided for an overall conceptual master plan approval, it was understood that many of the specific design details would need to be evaluated during the building permit review process to assure compliance with the provisions of the Keizer Development Code. The proposed amendment does not seek to change these conditions.

- G. **PROPOSAL:** The specific Review Criteria for Master Plan approval is outlined in Section 3.113 of the Keizer Development Code. The criteria range from overall master plan objectives and arrangement of uses to landscaping, site planning, and architectural details. The proposed amendment does not seek to change the original approval of these requirements. The proposed amendment does not seek to alter any conditions of the Lot Line Adjustment, or the Conditional use approval for the park. The proposed amendment is consistent with the previous masterplan approval.

The primary issue necessitating this amendment is the proposed change to the site plan in the northwest section of the development. The previous approval showed 2 separate buildings (B and C) located generally at the corner of Keizer Station Blvd and Lockhaven Drive that were envisioned to be developed with uses consistent with the underlying zone. This amendment shows one large building at the corner of Keizer Station Blvd and Lockhaven Drive, with the total square footage equaling the same as the previous approval (24,000 sq ft) and also with uses consistent with the underlying zone. The parking lot layout is being modified as a result of this new site layout, however the general configuration which is bound by the driveway accesses remains the same, and in fact makes more efficient use of the site to accommodate more parking than the previous approval. No other substantive changes to the original masterplan are proposed. Additionally, due to the changed nature of the property ownership, the timing and assigned responsibility for required improvements is proposed to be clarified.

The specific modifications proposed are:

- Relocation of Building B and Building C as shown on the proposed site plan
- Change in building size for Building B and Building C
 - o **Current** - Building B(14,000sqft); Building C(10,000 sqft) total 24,000 sqft.

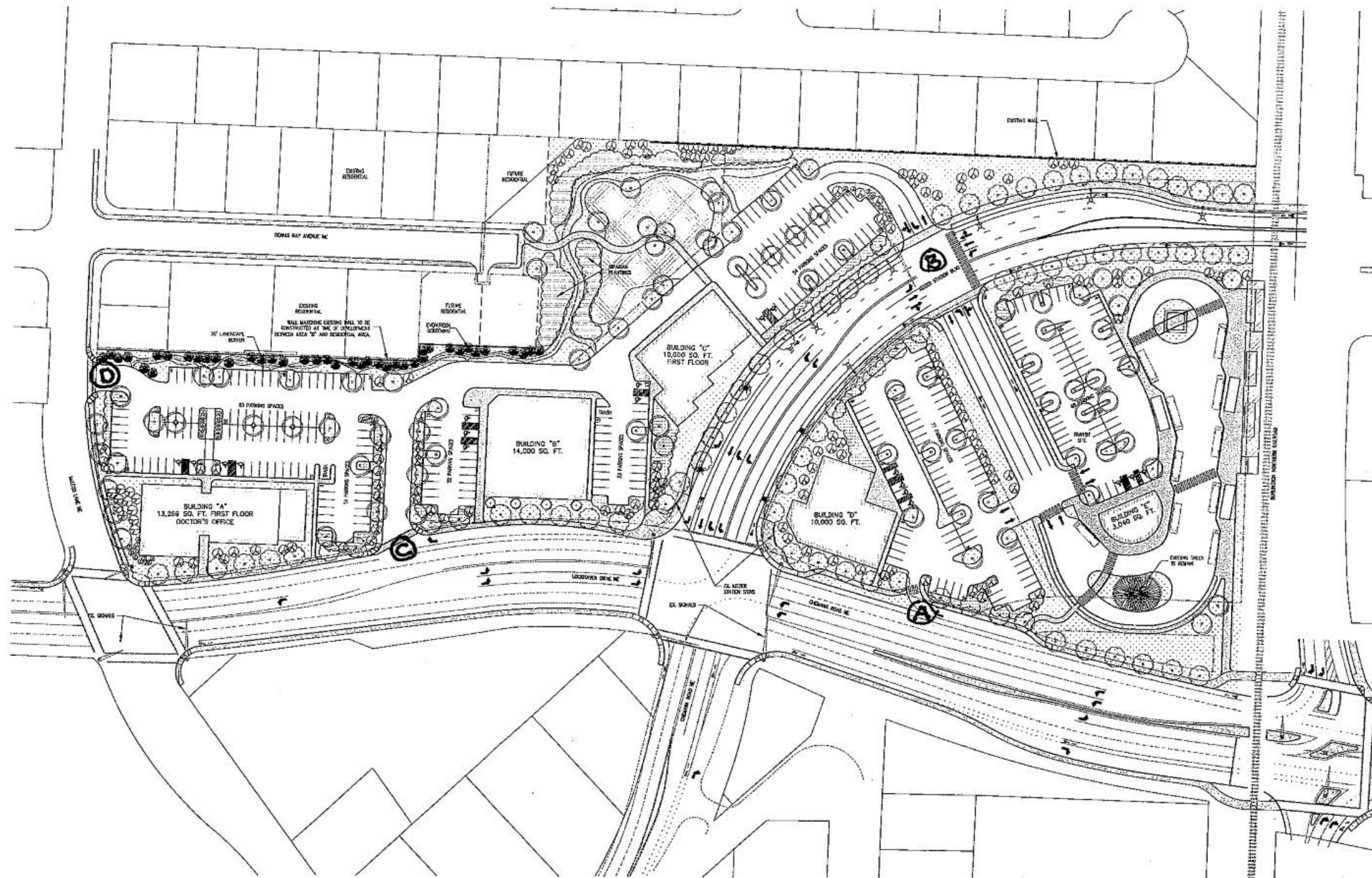
- o **Proposed** – Building B(24,000 sqft).
- Change in Parking lot layout to accommodate new building footprint, and total number of parking spaces provided (northern section of Area B only)
 - o **Current** – 206 spaces
 - o **Proposed** – 270 spaces
- Modification to the master water and sewer plans in order to relocate lines according to proposed site plan modifications.
- Modification to timing of required transportation improvements to coincide with the appropriate development timeline and updated Traffic Impact Analysis (TIA), also reflecting the current schedule of the intersection construction.
- Modification to construction timeframe for the “park/storm water quality” feature to coincide with development timeline.

This proposal would seek to allow flexibility in the configuration and placement of the improvements in Area B to allow the construction of building or buildings consistent with the following design guidelines established in the original proposal:

- Allowed building area in “Area B west” shall not exceed 24,000 sq. ft. for general retail/entertainment uses (consistent with uses allowed in the CM zone), and 28,000 sq. ft. for medical office use. “Area B East” is impacted by the new signal construction, and remains as authorization for the construction of 10,000 sq.ft. building, in addition to the Transit Facility,
- All buildings shall be located adjacent to the ROW they face, as far away from the Residential uses as possible.
- All development will be required to fully meet all design requirements of the zone, including parking, landscaping, building height, setbacks, and design standards.
- The adopted Traffic Impact Analysis shall set the maximum amount of vehicle trips to be generated in the PM peak period.
- All Public Works standards for Water, Sewer, Stormwater remain.

(F) (River)
(E) (14m)

(G) (I-5 NB)



WILLIAM L. PETERSON
ENGINEERING CONSULTANTS INC.
4000 CHERRY AVE. NW, KEIZER, OR 97503
(503) 290-7408 FAX # 503-7481

NOT FOR
CONSTRUCTION
UNLESS STAMPED
APPROVED



CITY OF KEIZER
P.O. BOX 20000 KEIZER, OR 97503

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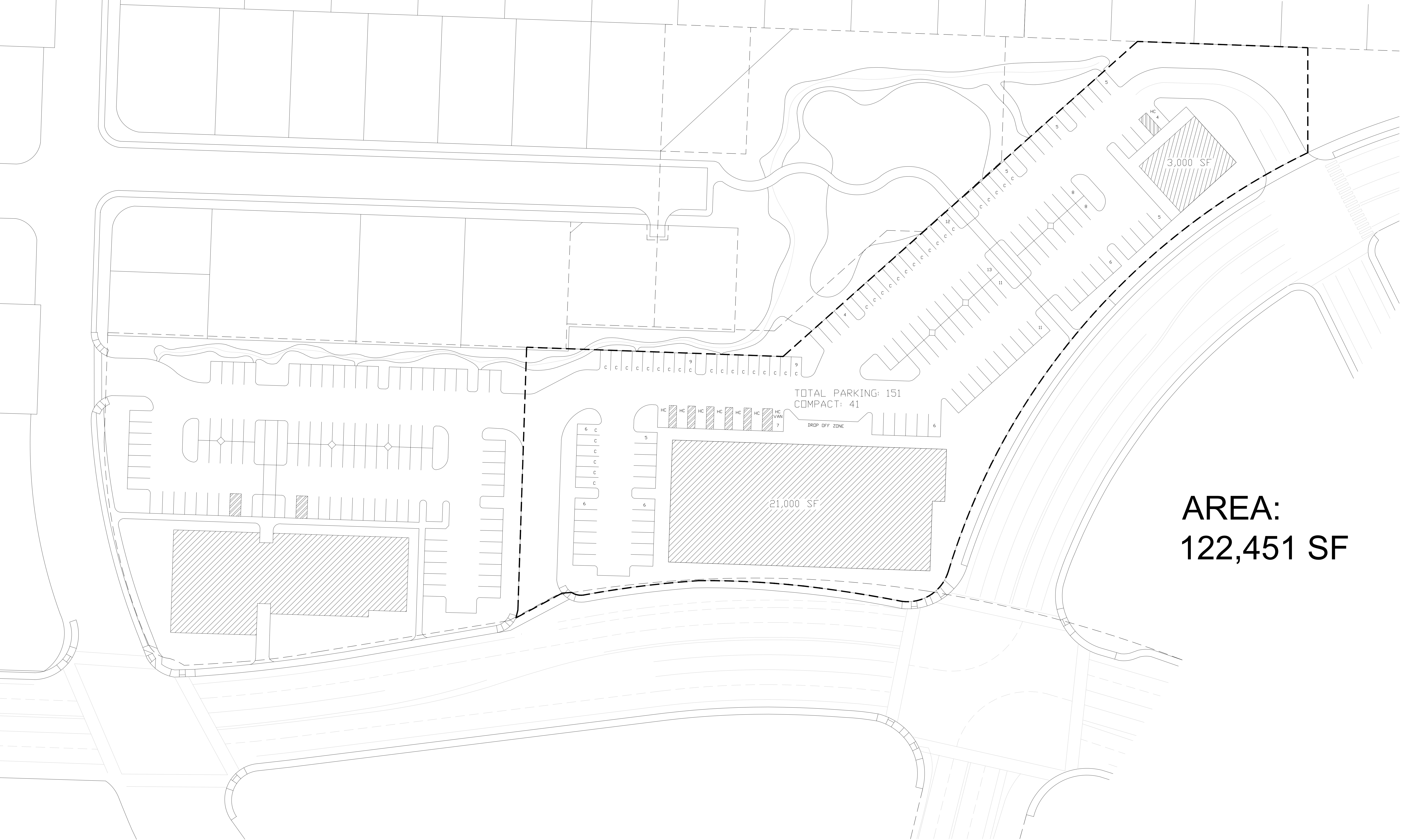
Design: CHL
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Checked: JLE
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As-Built:

CITY OF
KEIZER

KEIZER STATION
AREA "B"

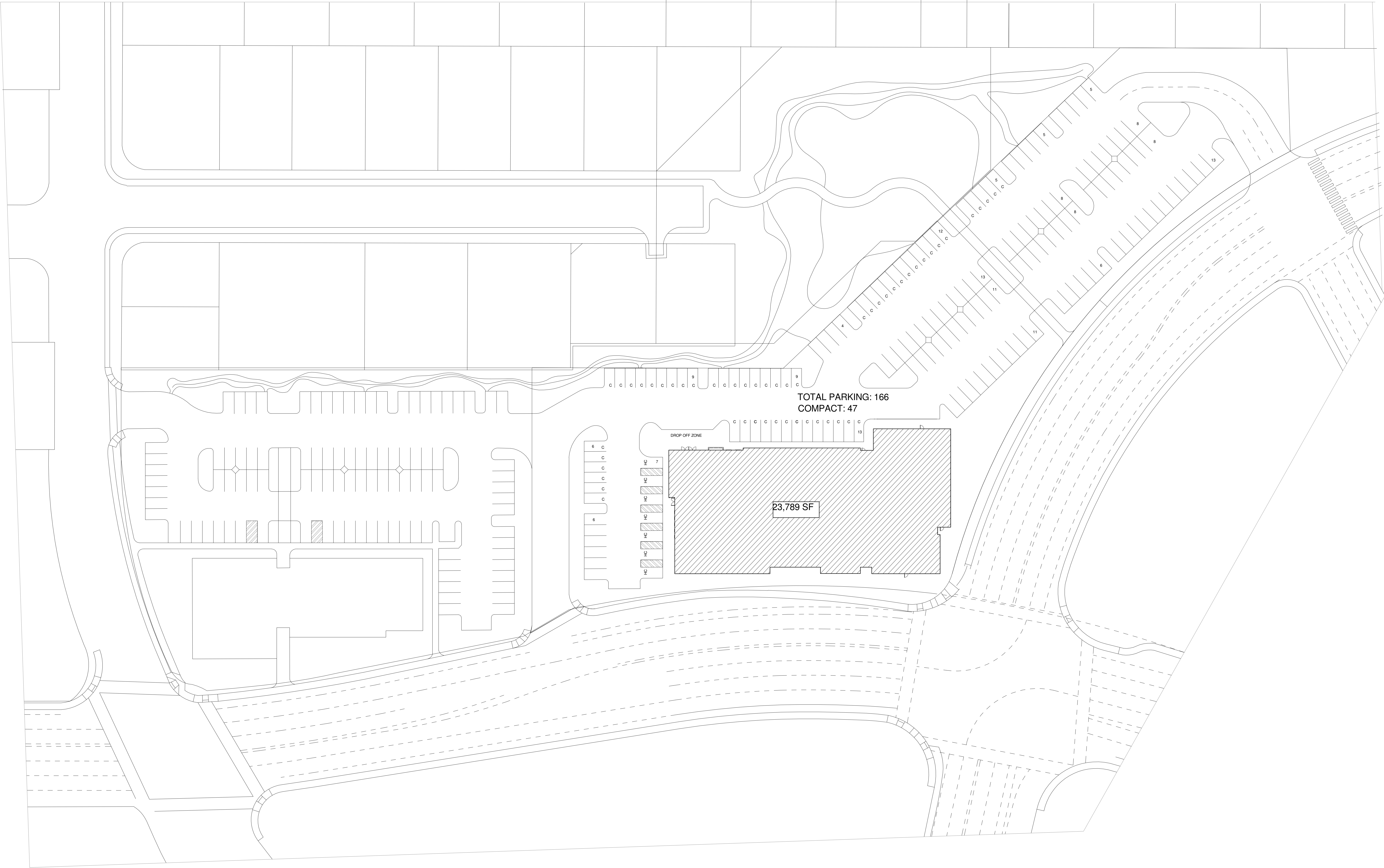
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1 of 1

Attachment 3



AREA:
122,451 SF

Attachment 4



1 SITE PLAN
1/32" = 1'-0"



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project title + address

CINEMAGIC KEIZER
PROJECT ADDRESS

CLIENT NAME

CINEMARK
Making the movie experience memorable, one guest at a time.
3900 DALLAS PARKWAY
SUITE 500
PLANO, TX 75093

PROJECT STATUS

SUBMISSION SCHEDULE	
DATE	SUBMISSION
00-00-0000	PERMIT SET

issue date: TBD
project no.: 00000
drawn by: XX
review by: XX

sheet title:

SITE PLAN

scale: 1/32" = 1'-0"

sheet number:

A1.01

CITY COUNCIL, CITY OF KEIZER, STATION OF OREGON

ORDER

**IN THE MATTER OF THE APPLICATION OF THE
CITY OF KEIZER FOR APPROVAL OF THE KEIZER
STATION MASTER PLAN (AREA B – KEIZER
STATION), LOT LINE ADJUSTMENT, AND
CONDITIONAL USE (MASTER PLAN/LOT LINE
ADJUSTMENT/CONDITIONAL USE CASE NO. 2010-10)**

The City of Keizer orders as follows:

Section 1. THE APPLICATION. This matter comes before the Keizer City Council on the application of the City of Keizer for a master plan, lot line adjustment, and conditional use for the Keizer Station Plan – Area B, and the Salem-Keizer Transit District requests approval for a conditional use permit to operate a transit station within Area B.

Section 2. JURISDICTION. The land in question in this Order is within the city limits of the City of Keizer. The City Council is the governing body for the City of Keizer. As the governing body, the City Council has the authority to make final land use decisions concerning land within the city limits of the City of Keizer.

Section 3. PUBLIC HEARING. In addition to the public hearing from the Planning Commission, a public hearing was held on this matter before the Keizer City

Council on October 4, 2010. The following persons either appeared at the City Council hearing or provided written testimony on the application before the Council:

1. Nate Brown, Community Development Director

Section 4. EVIDENCE. Evidence before the City Council in this matter is summarized in Exhibit "A" attached.

Section 5. OBJECTIONS. No objections have been raised as to notice, jurisdiction, alleged conflicts of interest, evidence presented or testimony taken at the hearing.

Section 6. CRITERIA AND STANDARDS. The criteria and standards relevant to the decision in this matter are set forth in Exhibit "B" attached.

Section 7. FACTS. The facts before the City Council in this matter are set forth in Exhibit "C" attached.

Section 8. JUSTIFICATION. Justification for the City Council's decision in this matter is explained in Exhibit "D" attached.

Section 9. ACTION. The decision of the City Council is set forth in Exhibit "E" attached.

Section 10. FINAL DETERMINATION. This Order is the final determination in this matter.

1 Section 11. EFFECTIVE DATE. This Order shall take effect immediately upon
2 its passage.

3 Section 12. APPEAL. A party aggrieved by the final determination in a
4 proceeding for a discretionary permit or a zone change may have it reviewed under ORS
5 197.830 to ORS 197.834.

6 PASSED this 1st day of November, 2010.

7

8 SIGNED this 1st day of November, 2010.

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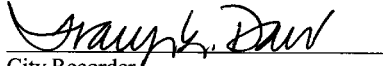
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Mayor



City Recorder

EXHIBIT "A"

Evidence

Official notice has been taken of the Planning Department files and reports in this matter, including the application and exhibits contained therein.

City Attorney, Shannon Johnson, suggested that reading of the criteria set forth in the staff report be waived due to size and asked if anyone objected. There were no objections. He added that testimony, arguments and evidence must be directed to the criteria or other criteria in the Comprehensive Plan or land use regulations believed to apply to this decision. Failure to raise an issue accompanied by statements or evidence sufficient to afford the Council and the parties an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. In addition, any failure by the applicant to raise constitutional or other issues related to the proposed conditions of approval with sufficient specificity to allow the local government to respond to that issue precludes an action for damages in Circuit Court. He noted that if anyone had any objection as to conflict of interest, bias, jurisdiction, notice and opportunity to be heard, it should be brought up at the time of testimony and any Council members wanting to disclose conflict of interest, bias or prejudice on this case should do so at this time.

Councilor Smith noted that he had attended the Planning Commission meeting on this issue. Mr. Johnson responded that it would be noted for the record that Councilors Smith and Caillier attended the Planning Commission meeting on this issue. Councilor Walsh reported that he had participated in various conversations regarding the transit plan.

Community Development Director Nate Brown noted that consideration was for the Master Plan of Area B, the lot line adjustment, and the conditional use allowing development of a transit station and a small park. He pointed out highlights of the site plan, discussed required traffic mitigations and submitted for the record that at the time of publication of the staff report ODOT comments had not been received but they were received last week. He explained that ODOT had retained the services of CH2M Hill who agreed with the conclusions of the traffic impact analysis and that the methods of mitigation are appropriate.

Regarding improvements to streets, City Manager Chris Eppley noted that a portion of the improvements is necessary due to traffic that is already occurring so Areas B and C will only be responsible for a proportionate piece of those improvements. Mr. Brown confirmed this noting that regional growth had contributed to the increased traffic in several intersections.

He then reviewed the portion of the proposal which includes a small park and explained that this is open space intended to be a combination stormwater treatment and passive recreation area. He noted that the Planning Commission had voiced concern regarding the impacts to the park system maintenance and options will be explored as the project develops. Public Works Director Rob Kissler added that the size of the detention facility is important so it is not only a stormwater quality issue but a quantity issue, and the space offers residential buffering and connection for pedestrians to the transit center. He concluded that staff has not determined how it will fit in terms of park/stormwater.

Mr. Brown concluded his report noting that the design of the transit facility is intended to allow for commuter rail if it happens in the future, but no specific construction is required to facilitate that improvement.

Mr. Brown and Mr. Kissler then fielded questions regarding parking, building structures, mitigation assessments, traffic patterns, pedestrian crossings, tree and park maintenance and stormwater.

Council President Taylor opened the Public Hearing.

With no testimony, Council President Taylor closed the Public Hearing.

EXHIBIT "B"

Criteria and Standards

The criteria and standards relevant to this application are found in the Keizer Development Code (KDC), the Keizer Station Plan, and the Uniform Fire Code. The specific criteria are set forth below:

1. KDC 2.101 (General Provisions).
2. KDC 2.102 (Single Family Residential).
3. KDC 2.110 (Commercial Mixed Use).
4. KDC 2.301 (General Development Standards).
5. KDC 2.302 (Street Standards).
6. KDC 2.303 (Off-Street Parking and Loading).
7. KDC 2.305 (Transit Facilities).
8. KDC 2.306 (Storm Drainage).
9. KDC 2.307 (Utility Lines and Facilities).
10. KDC 2.308 (Signs).
11. KDC 2.309 (Site and Landscaping Design).
12. KDC 2.312 (Yard and Lot Standards).
13. KDC 2.313 (Accessory Structures and Uses).
14. KDC 2.314 (Standards for Single Family Dwellings).
15. KDC 2.315 (Development Standards).
16. KDC 2.316 (Infill Development Standards).
17. KDC 2.404 (Zero Side Yard Dwelling Units).

EXHIBIT "B"

Page 1 of 2

18. KDC 2.429 (Transit Station).
19. KDC 3.103 (Conditional Use Permits).
20. KDC 3.106 (Lot Line Adjustment).
21. KDC 3.113 (Keizer Station Master Plan Review).
22. Uniform Fire Code, 1994 edition, Section 902.2.2.4.

No other specific criteria and standards were identified at the hearing.

EXHIBIT "C"

Facts

FINDINGS: GENERAL

1. The property owners of the following tax lots are the City of Keizer, except for Tax Lot 6100 which is owned by Northwest National, LLC:

Tax Number	Size (acres)
5500	0.01
5900	0.01
6000	2.98
6100	0.20
6200	0.64
1000	0.25
1100	0.89
1101	2.77
1200	0.74
1300	0.48
1400	1.45
1401	0.2
	19.6

2. The applicant for the master plan, the two lot line adjustment applications and the conditional use for the small park is the City of Keizer. The applicant for the conditional use permit to operate a transit station in Area B is the Salem-Keizer Transit District.

3. The subject property is bounded by Lockhaven Drive/Chemawa Road on its south perimeter, McLeod Lane on its west perimeter, the Portland & Western Railroad on the east perimeter, and the southern property line of homes along the south side of Dennis Ray Ave and a portion of Aldine Drive. It is also bisected by Keizer Station Boulevard. The Marion County Tax Assessor's office identifies the property as Township 6 South, Range 3 West, Section 36BC, Tax Lot # 5500, Tax Lot #5900, Tax Lot #6000, Tax Lot #6100, Tax Lot #6200, and Township 6 South, Range 3 West, Section 36BD, Tax Lot #1000, Tax Lot #1100, Tax Lot #1101, Tax Lot #1200, Tax Lot #1300, Tax Lot #1400, and Tax Lot #1401.

4. The subject property contains approximately 10.6 acres.

5. The subject property has street frontage on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane, which are all public streets. The site is bisected by

EXHIBIT "C"

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Keizer Station Boulevard which provides access to and from Area A of Keizer Station. Keizer Station Boulevard is a fully improved street with a sidewalk along only one side of the street - on the north and west side. Lockhaven Drive is a fully improved street along the southern site boundary. McLeod Lane is a two-lane street with a sidewalk along the site frontage. Keizer Station Boulevard and McLeod Lane each form signalized intersections with Lockhaven Drive. Public bus transit is provided by Salem Area Transit. Public water and sanitary sewer are available to serve the subject site.

6. The subject property is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) with a small portion in the northwest quadrant zoned Residential Single Family (RS).

7. The subject property is bordered on the north by single family residential homes on Aldine Drive and Dennis Ray Avenue which are zoned Single Family Residential (RS). The properties across McLeod Lane to the west are single family residential homes which are zoned RS. The properties to the east, across the Burlington Northern Railroad, is Area 'A' of Keizer Station which is zoned Employment General (EG) and the properties to the south across Lockhaven Drive, are a number of single family homes on lands zoned Commercial Retail (CR) and Mixed Use (MU).

8. The Planning Commission held a public hearing on the proposed action on September 8, 2010. During the public hearing Gary Whalan and Jeanne Bond-Esser provided comments concerning the proposed small park over benefit to the public versus maintenance costs. Steve Dickey on behalf of the Salem-Keizer Transit District provided testimony in support of the proposal to locate a transit station in Area B. At the close of the public hearing the Planning Commission unanimously recommended that the city council approved the proposal, although they did express concerns whether the park should be referred to as a park or open space area and over public access and use.

9. The applicants are requesting a master plan approval for Keizer Station – Area B, lot line adjustments, and conditional uses.

10. The Public Works Department submitted a memorandum with extensive comments and recommendations regarding the proposal.

11. ODOT submitted a written letter with comments regarding the traffic impact analysis.

12. The Marion County Surveyor's office submitted comments relating to the lot line adjustment and plat recording process.

13. The Keizer Fire District provided verbal comments regarding fire flow requirements.

14. The Keizer Police Department and Salem-Keizer Transit District each responded they have reviewed the proposal and determined they have no comments.

15. Notice was provided to property owners of land within Area B and to property owners within 250 feet of the area included as part of the master plan. Nadine Stoltz, 2027 Dennis Ray Avenue, provided written comments that a new transit station would result in increased crime similar to in downtown Salem. Richard Cummings, 2098 Aldine Dr NE, also provided written comments that indicated objection to the transit station and access onto McLeod Lane.

FINDINGS: MASTER PLAN

16. The criteria for Master Plan approval are contained in Section 3.113.04 of the Keizer Development Code. The criteria and findings are listed below:

A. The master plan shall meet the purpose and objective identified in the Keizer Station Design Plan. KDC 3.113.05.A.

The purpose and objectives for Area 'B' – Retail Service Center, are identified beginning on page 22 of the Keizer Station Plan.

1. Purpose: Area 'B' – Retail Service Center (12.5 acres) is envisioned to offer community supporting retail services such as a food store, personal services and specialty retail. In addition, the plan proposes the completion of Dennis Ray Avenue to complete the residential neighborhood nearby. Key issues that will need to be considered as Area 'B' develops include:
 - Site access.
 - Buffering between adjacent residential areas; and
 - Traffic operations on Lockhaven.

FINDINGS: The Keizer Station Master Plan envisioned that Area B would develop in a manner that would complement Area A of the Keizer Station. It was planned to allow a variety of retail, offices and

other type of commercial businesses that are permitted in the CM zone, allowing it to become an integral part of the overall Keizer Station development.

The proposed master plan for Area 'B' indicates a combination of commercial retail, office, transit station, and an area for single family residential uses as envisioned in the Keizer Station Master Plan. The residential lots are proposed to be situated at the end of Dennis Ray Avenue, which will be consistent with the development pattern along Dennis Ray Ave. Access to the commercial developed portion of the site will be restricted to McLeod Lane, Lockhaven Drive and Keizer Station Boulevard. One of the commercial ingress and egresses will be limited to right-in, right-out turning maneuvers. This will minimize potential vehicle conflicts and one driveway is limited to right-in only. Only residential access would be permitted onto Dennis Ray Avenue thereby eliminating this street from becoming a cut-through for commercial traffic into or out of the commercially developed portion of the site.

The submitted master plan indicates that there will be a 20 foot wide landscaped buffer along the north property line of the site between Area B and the residential uses located to the north. This will mitigate a number of potential impacts between the two adjacent uses. Uses located to the west of McLeod Lane and to the south of Lockhaven Drive are both separated by street right of way and building setbacks and so are determined to not require any additional buffering between those uses and the proposed development of Area B.

As part of the planning and design of Area B a Traffic Impact Analysis was conducted that included a number of assumptions on the possible development scenarios for Area B. The proposed site plan is consistent with the preliminary traffic assumptions. The city's traffic consultant, Kittleson and Associates has conducted an evaluation of the impact of this development on the transportation system. The analysis dated August 2010, identified the mitigation measures that are needed to assure that the street system is not adversely impacted by the development of Area B.

Therefore it is determined that the master plan proposal satisfies this objective.

2. Objectives: Development in Area 'B' will be focused on achieving the following objectives:
- Complete residential neighborhood on Dennis Ray Avenue and provide a pedestrian and bicycle connection to nearby commercial activities;
 - Provide convenient retail opportunities for nearby residential areas;
 - Create a landscape buffer along the northern edge of the site; and
 - Protect traffic operations on Lockhaven Drive and McLeod Lane.

FINDINGS: The development of the objectives for the planning and eventual development of Area B take into consideration certain impacts that any development might have on nearby areas. The proposed concept site plan will allow for the future completion of the Dennis Ray Avenue as a single family residential neighborhood. At this time no residential development is planned. Pedestrian and bicycle connections throughout the development, as shown in the master site plan will be provided. This will include a connection between the development in Area B and the end of Dennis Ray Avenue. This connection will extend through the small park that will be constructed to the east of Dennis Ray Avenue. This pedestrian connection will restrict vehicles from using Dennis Ray Avenue as a means of ingress and egress but will allow pedestrians and bicycles to access the commercial development.

The development of Area B will provide a variety of commercial businesses including offices and retail businesses on the site. This will provide convenient access to the site as well as being convenient to the nearby residential area. This convenience will allow for increased opportunities to walk or bicycle from the surrounding neighborhoods to Area B businesses.

A 20-foot wide landscaped buffer will be provided along the entire northern boundary of the property. This will mitigate any potential impacts (noise, visual) associated with the development of the site. Currently, a significant portion of this northern property line has a 8 foot high sight obscuring masonry wall that screens and buffers much of the adjacent properties to the north. As a condition of approval a 8

foot high sight obscuring wall will be required to be placed along the rear property lines of homes along the south side of Dennis Ray Avenue. In addition, there will be a requirement that a 20 foot wide landscaped buffer be placed along the north property line of the Area B development. The combined effect of the landscaping and wall will provide adequate screening and buffering along the northern edge of the site.

As part of the submittal of the application for a master plan a traffic impact analysis was conducted by Kittleson and Associates. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study determined that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and/or adjacent development in Building "D" and Keizer Station Boulevard and widening of Keizer Station Boulevard to allow turn lanes at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection; a deceleration lane and a new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These will be needed as part of the development plans for different components within Area B. With there only being a single access point along McLeod Lane located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. Other mitigation measures are less directly tied to specific developments within Area B but combined with overall regional growth, or the combined effects related to other nearby developments and will require certain levels of improvements. The TIA analyzed the project impacts of the development of not Area B but also nearby Area C that it might have along the full length of Lockhaven Drive. Two intersections, Lockhaven Drive and 14th Ave and Lockhaven Drive and River Road were noted to need future improvements owing to both growth in general but also due to affects from development of Keizer Station. The City is working on a method to assess costs from these developments based on a proportional basis. With there only being a single access point along McLeod Lane located as far from the intersection as possible will avoid having the development have an adverse impact on the operation of McLeod Lane. The mitigation measures are all aimed at protecting traffic operation along Lockhaven

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Drive and McLeod Lane. As such the master plan proposal will be consistent with these objectives.

3. Base Zones: In order to achieve Area B Development Objectives, the Comprehensive Plan designation for property within the Area B shall be Low Density Residential for those properties zoned Single Family Residential and Commercial for the property zoned Commercial Mixed Use (CM). Property within Area B shall be zoned as follows:

Zone	Acres
Commercial Mixed Use (CM)	11.4
Single Family Residential (RS)	1.1

FINDINGS: The proposed master plan for Area B will allow for uses that will be consistent with the underlying CM and RS zones. Any development within the respective zone districts will need to comply with the provisions within each of the underlying zones. Two developments are being immediately proposed in the CM portion of Area B. One is a medical office located near the intersection of Lockhaven Drive and McCleod Lane, and the other development is a transit station to be located in the area east of Keizer Station Boulevard. The doctor's office is a permitted use and its development will be subject to design review and building permit process. The development of a transit station will require approval of a conditional use permit, which is included as part of this review. Three future single family homes will be located in the RS zoned portion of the site at the end of Dennis Ray Avenue and so will satisfy this objective.

B. The master plan shall meet the following standards as identified in the Keizer Development Code, KDC 2.315.

1. Design Standards

- A. Development Standards: KDC Section 2.315. Development Standards requires all new commercial and multi-family development to apply for Development Review and to comply with standards identified in KDC 2.315.08 as part of the building permit approval process.

FINDINGS: The intent of this provision is for new developments to be done in a manner that is consistent with the city's adopted design

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standards. These design standards are found within Section 2.315 of the KDC. As part of the building permit submittal process an administrative design review will be done to assure compliance with Section 2.315 of the KDC. These are addressed in more detail later. These requirements govern the design of new commercial buildings. Briefly, the development of Area B will consist of 5 buildings which will be used for office, retail, possible restaurant and one building will be used as part of the operations of the transit station. The design of the buildings will take into consideration a variety of design features such as use of differing materials and textures to avoid barren building facades and will strive to make a human scale type of development. Pedestrian plazas will be scattered throughout the development to make it more pedestrian friendly. No multi-family development will be constructed in Area B so these provisions are not applicable. With this placed as a condition of approval, it will ensure compliance with this objective.

- B. Other Design Standards: In addition, the Residential Single Family (RS) and Commercial Mixed Use (CM) zones provide design standards for new development.

FINDINGS: In addition to the design requirements outlined in KDC 2.315 there are provisions within KDC 2.102 (RS) and KDC 2.110 (CM) which also affect the design of new buildings either commercial or residential in Area B. No residential development is proposed at this time, however the requirements within KDC 2.102 will be applicable when future time single family residential development is proposed. In particular all commercial development within Area B will be required to comply with the provision within KDC 2.110.08 – Design Standards in addition to KDC 2.315 and any other special design standards which may be adopted as part of the master plan approval process.

2. Transportation System

Traffic operations on Lockhaven Drive are an important design issue as Area B develops. Careful consideration of the location of access points to Lockhaven Drive and McLeod to the site will need to occur. Based on initial traffic assessments for the Keizer Station Plan, the following traffic-related elements shall be a part of future development of Area B:

- A. Access to Lockhaven Drive. Access will be via a single access point forming the northern leg of the Lockhaven Drive and Chemawa Road intersection. Additional or alternative access will only be allowed when it is demonstrated to the approval of the City Traffic Engineer that it can be designed so as to have minimal impacts on the safe and efficient flow of traffic on Lockhaven Drive.

FINDINGS: The intent of this objective recognizes that traffic operations on Lockhaven Drive are an important design issue as Area B develops. No new public streets are proposed and only street frontage improvements are contemplated. Internal driveways will provide access within the commercial portions of the master plan area. To minimize traffic impacts on the surrounding public street system, driveway access is limited to right in-right out driveways on Lockhaven Drive; full service driveways on McLeod Lane and at Keizer Station Boulevard; and a right-in only along Lockhaven Drive.

A traffic impact analysis was prepared by Kittleson and Associates (dated August 2010) and is included as part of the proposal. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station and Keizer Station Boulevard; a deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane. These improvements may be phased. For example, as the transit station or use in Building "D" is developed the requirements for the widening and turning lane at the new intersection, and an additional right turn lane approach at the Keizer Station Boulevard / Lockhaven Drive intersection and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required as it is directly related to the operation of the transit station and/or the development of Building "D". The right-in only ingress east of Keizer Station Boulevard is related to the development of Building "D". The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B. Certain

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other improvements are linked less directly to the development of Area B alone, but instead to the development of both Area B and Area C as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road). These two intersection improvements are also identified in the city's Transportation System Plan and will require additional turn lane improvements. The City is working on a method to assess costs from these developments based on a proportional basis. With the TIA's improvement recommendation made as a condition of approval will assure that the development of Area B does not adversely impact the operation of Lockhaven Drive and Chemawa Road.

Transit Considerations

Salem Area Mass Transit District (SAMTD) provides scheduled bus service to the area with a temporary bus transfer in Area A of the Keizer Station. The proposed site plan provides SAMTD the opportunity to establish a transit station in Area B. This is detailed further under the Conditional Use section. Briefly, the proposal will allow the construction of a transit station in the eastern portion of the site. This will provide service for not only Area B but also for the community and will provide an enhanced level of service from what is currently being provided by the Transit District.

IAMP

To better plan for the future improvement needs of the I-5 / Chemawa Road interchange an Interchange Area Management Plan (IAMP) is in the process of being developed. This plan involves Keizer, Salem, Marion County and ODOT jointly planning for the projected traffic needs. The project leader for this planning study has reviewed the proposal. With the results of the traffic impact analysis the proposed master plan is consistent with the goal of the IAMP.

- B. Access to McLeod. Access may be provided via a single access point located as far north as possible. No automobile access shall be allowed to Dennis Ray Avenue. At the City Traffic Engineer's discretion, this driveway may be limited to right-in/right-out depending on anticipated traffic flows.

FINDINGS: A proposed driveway location is shown on the site plan located approximately 200 feet north of the McLeod Lane / Lockhaven Drive intersection. This driveway is located as far north from the

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intersection as is possible and still allow access into and out of the site. The traffic impact analysis conducted by Kittleson and Associates and the City Engineer have each recommended that this location is adequate to provide ingress and egress to Area B and will not impact the traffic flows along McLeod Lane. No additional improvements are necessary along McLeod Lane. No vehicle connection from Area B onto Denis Ray Avenue is proposed. Therefore, the proposal is consistent with the criterion.

- C. Pedestrian Connectivity. A pedestrian/bicycle connection Area B shall be provided at Dennis Ray Avenue. The circulation system shall include provisions to provide pedestrian and bicycle connections to the overall Keizer Station Activity Center area from Area B and to Dennis Ray Avenue.

FINDINGS: A pedestrian connection is proposed connecting Keizer Station Boulevard and Dennis Ray Avenue. The pedestrian facility will meander through the small park that will be constructed at the end of Dennis Ray Avenue. The pedestrian walkway will be 10 feet wide and paved. This will also provide a link to the existing sidewalk and bicycle lanes leading to and from Keizer Station in Areas A and B and as such will meet with this objective of the master plan review criteria.

- D. Internal Circulation. This is provided to allow internal circulation and avoid the need to use Lockhaven Drive for vehicle trips within Area B.

FINDINGS: The intent of this provision is to reduce or avoid the need to use Lockhaven Drive as a means to travel between businesses in Area B. The site plan shows that there will be a access point into the site in the area between Keizer Station Boulevard and McLeod Lane. A new signalized intersection on Keizer Station Boulevard will provide ingress and egress to the transit station and also for the future building planned to be located adjacent to the transit station (Building "D"). This intersection will also provide access to the west side of Keizer Station Boulevard. The design of the west side of Area B will make use of a travel aisle throughout the development thereby eliminating the need to exit and then re-enter the development. The development will allow for internal circulation of the site to the fullest extent possible, given the existing street system and associated access limitations and so will satisfy this objective.

- E. Pedestrian circulation:
1. The on-site pedestrian circulation system shall be continuous, connecting the ground-level entrances of primary structure(s) to the following:
 - a. Streets abutting the site;
 - b. Parking areas;
 - c. Abutting transit stops; and
 - d. Adjacent buildings.
 2. There shall be at least one pedestrian connection to an abutting street frontage for each 300 linear feet of street frontage.

FINDINGS: The focus of this objective is to facilitate pedestrian circulation throughout Area B. This is to both reduce the reliance on automobile travel and also to encourage pedestrian travel between the adjacent residential areas and Area B. A system of internal pedestrian walkways to buildings will be constructed thereby facilitating pedestrian linkages between buildings, parking areas, abutting streets, and to the transit center which will be constructed in the eastern portion of Area B. These connections will include articulated building entrance plazas which will vary in width and the outdoor plaza areas which will further enhance the pedestrian travel / shopping experience. The circulation system is shown in the master site plan.

The master site plan is intended to make the Lockhaven Drive and Keizer Station Boulevard intersection into a pedestrian area, which facilitates safe street crossing as well as it being a pleasant pedestrian environment. Plazas are proposed to offer outdoor use opportunities and easy connections to the buildings near the intersection. Amenities may potentially include seating, tables, pedestrian plazas, specialty lighting and more intense landscaping is planned for the development.

As demonstrated in the site plan, internal access is provided throughout the site for pedestrians and cyclists. In particular, the plan emphasizes convenient pedestrian access around the site and to the major intersections at McLeod / Lockhaven and Keizer Station Boulevard / Lockhaven. The master plan indicates that there will be sufficient pedestrian connections based on the frontage formula above. Further, the proposal to include a transit station located in the eastern portion of Area B will allow the master plan to comply with the provision for

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providing a transit facility and so the master plan proposal will meet with this objective.

3. Utilities

In addition to the development standards of Utility Lines and Facilities – KDC 2.307 the following standard shall apply to new utilities: All new utility connections and lines shall be located underground.

FINDINGS: The intent of this provision is to eliminate all above ground utility poles from the proposed development and to have a development which is aesthetically pleasing. All utility connections will be located underground as required by the city and by the design standards of the Public Works Department. This is consistent not only with this provision but also with the developments within Area A of the Keizer Station. With this required as a condition of approval will ensure that this objective will be met.

4. Landscape

In addition to the development standards of Site and Landscape Design – KDC 2.309 the following standard shall apply:

- A. A coordinated landscape plan, including the use of trees, shall be provided for the frontage portion of Area B along Lockhaven Drive and McLeod with the request for master plan approval.
- B. Restriction on Tree Removal. From the date of adoption of this ordinance, no trees shall be removed from any property within Area B without approval from the City. The City recognizes that factors such as disease and safety concerns or other practical considerations may require the approval to remove such trees. The City otherwise may determine existing trees to remain on the property.
 - 1. Upon application for master plan approval, the applicant shall submit a tree inventory of all existing trees and trees removed since the date of this ordinance.

FINDINGS: Development and grading on the site will require removal of some of the trees on the site. The trees which are anticipated to be removed are primarily located around the existing home located on the east side of Keizer Station Boulevard and also in a small cluster on the west side of the same street. Many of the trees located around the old Tiersma home site are larger trees which will need to be replaced consistent with the city's tree replacement requirements for significant trees at a two to one ratio. While there are a number of trees on the site there are only 21 trees on the site that would qualify as significant trees (trees that area greater than 12 inches wide or taller than 50 feet). Many of the trees on the site are smaller than that standard as well as numerous trees which appear to be diseased or otherwise unhealthy. Over 2/3 of the significant trees were cottonwoods, firs, and associated pines. The trees which are located in this area will also likely need to be removed as they all appear to be located in the proposed access way and parking area. The majority of Area B is devoid of trees. The development plans will encourage the retaining of identified significant trees. Unfortunately it appears that only two trees are situated to make them prime candidates for saving. These are two diadora cedar trees which are located in the eastern portion and will provide screening for the transit station. The number of replacement trees that will be planted throughout the site to be consistent with the city's 2 to 1 ratio will be 38 trees or provide compensation into the city's tree replacement program. The tree removal plan illustrates that the proposal will comply with this provision.

17. The master plan shall meet the following standards as identified in the Keizer Station Plan in addition to standards within applicable zones. KDC 3.113.04.B.

A. Design standards. KDC 3.113.04.B.1.

1. Residential

Because a small portion of the site plan is designated RS any development of single family homes within the RS designated portion of Area B shall comply with the design standards in KDC 2.314 as specified in KDC 2.102.06 which is the Development Standards of the RS zone chapter. At this time no residential development is being proposed for the area that is designated as RS. If in the future this type of development

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occurs it will be required to comply with these sections of the Development Code.

2. Commercial

A. Design Standards -All development in the CM Zone shall comply with the applicable building design standards. KDC 2.110.08.

Unless specifically modified by provisions in this Section, buildings located within the CM zone shall comply with the following standards:

1. Single family homes shall comply with the design standards in KDC 2.314.
2. Multi-family buildings and non-residential structures shall comply with the provisions in KDC 2.315 - Design Standards.

FINDINGS: No new residential uses are proposed within the CM designated portion of Area B so this provision is not applicable. As previously indicated no residential development, either single family or multiple family is being proposed at this time and so this provision is not applicable. All non-residential development will be required to be reviewed for compliance with the provisions within KDC 2.315. With this placed as a condition of approval, this criterion is met.

B. Building Design. KDC 2.315.08.B.

1. Ground floor windows. KDC 2.315.08.B (1)(a).

In the CM, CR, and MU zones, all street-facing elevations containing permitted uses as listed under KDCs 2.110.02 F, G, H, I, J and K shall have no less than 50 percent of the ground floor wall area with windows, display areas or doorway openings.

FINDINGS: The intent of this requirement is to avoid new developments from having stark building facades lacking any architectural or aesthetic features. Two of the buildings which are planned to be constructed first are the doctor's clinic and the transit station. The transit station is a 3,000 square foot building with a significant portion of the building façade facing Lockhaven Drive in the form of windows and doorway openings. Based on preliminary drawings the

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doctor's clinic appears to have more than 50% of the façade facing Lockhaven Drive in the form of windows and entryway. And so will meet with this provision. While the architectural design of all the buildings within the CM designated portion of Area B (the other two zones are not applicable) have not been fully developed compliance will be confirmed during permit review when building plans are submitted as part of the city's design review process. With this as a condition of approval will assure compliance with this requirement.

2. Building facades. KDC 3.15.08.B(2)(a).

In the CM, CR, and MU zones, facades that face a public street shall extend no more than 30 feet without providing a variation in building materials, a building off-set of at least 2 feet, or a wall area that is entirely separated from other wall areas by a projection, such as a porch or a roof over a porch. No building facade shall extend for more than 300 feet without a pedestrian connection between or through the building, provided that there is a pedestrian purpose being served.

FINDINGS: The architectural design of the buildings in Area B of the Keizer Station is of great importance and it is determined that the architectural design of the buildings of Area B be developed in a manner that is architectural compatible with Area A, but necessarily similar to the style which was selected in Area A. While the architectural design of all the buildings has not been developed, the doctor's office building and the building in the transit station have been preliminarily designed. The doctor's office has a design that makes use of a variety of building materials. The primary materials are proposed to be brick and grey CMU block. A window awning system also provides an offset to the building façade. In the mid-section of the building is an interesting awning shaped feature that will further add projection and sense of depth to the building facade. It is difficult to verify if the building will comply with the variation in materials every 30 feet requirement. This will be verified as part of design review. The master plan indicates that no building will have a façade that will be greater than 300 feet in length. For the buildings which have not been designed, compliance will be confirmed during permit review when building plans are submitted when a design review will be accomplished. With this as a condition of approval will assure compliance with this requirement.

3. Awnings. KDC 2.315.08.B(3).

Awnings or canopies, shall be provided along building storefronts abutting a public sidewalk. Awnings and canopies shall be constructed of canvass, acrylic fabric, laminated vinyl, metal or similar standard material. Awnings and canopies of corrugated fiberglass or polycarbonate roofing shall be prohibited. Awnings and canopies shall not be back lit.

FINDINGS: Given the fact that inclement weather is an all too often occurrence in the western part of Oregon it is important that awnings are provided not only for aesthetics purposes but also to protect pedestrians and enhance the shopping experience. The doctor's clinic will have an extended awning on the north side entrance to the building. The architectural design of all the buildings has not been developed, and compliance will need to be confirmed during permit review when building plans are submitted as part of the design review process that will be required. With this placed as a condition of approval will assure compliance with this requirement.

4. Materials and Texture. KDC 2.315.08.B(4).

A. Building Materials.

a. All buildings shall have wood, brick, stone, or stucco siding, or vinyl siding made to look like wood siding. Metal siding as described in this section shall be allowed.

b. Metal siding other than corrugated or reflective material are allowed except for residential buildings housing 3 or more dwellings and buildings within the EG zone metal siding is allowed with the exception of corrugated or reflective metal.

c. Plain concrete block, plain concrete, plywood and sheet press board may not be used as exterior finish materials.

FINDINGS: Intent of this provision is to require a greater attention to the architectural materials that are used so as to result in a higher quality finished

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product. The two buildings that are planned to be constructed first each will make use of materials that will comply with this provision. The doctor's clinic is shown with brick and colored CMU block material. The architectural design of all the buildings has not been developed. Compliance will be confirmed during permit review when building plans are submitted for review by the city. Information of this requirement will be conveyed to any prospective developer within Area B. With this placed as condition of approval will assure compliance with this requirement.

B. Trim Material. Building trim shall be wood, brick, stone, stucco, vinyl siding material made to look like wood, or metal.

FINDINGS: The architectural design of all the buildings that will be constructed in Area B has not been developed at this time. Compliance will be confirmed during permit review when building plans are submitted for review. With this as condition will assure compliance with this requirement.

C. Roofing Material. Any roofing material is allowed including metal roofs.

FINDINGS: The architectural design of all the buildings has not been developed. Compliance will be confirmed during permit review when final building plans are submitted for review. With this as condition will assure compliance with this requirement.

D. Foundation Material. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than 3 feet.

FINDINGS: The intent of this provision is to avoid having plain concrete be a predominate feature used as a foundation material. The architectural design of the buildings has not been developed, and compliance will be confirmed during permit review when building plans are submitted for review. With this as condition will assure compliance with this requirement.

18. Commercial Mixed Use (CM) KDC 2.110.

A. KDC 2.110.02 through KDC 2.110.05 identify the use requirements for the CM zone, including the permitted, special permitted, and use restrictions, which apply to the site. A maximum of 80,000 square feet

of floor area may be devoted to specified retail uses identified in KDC 2.110.05 D.

FINDINGS: The development of Area B is proposed to include a two story 26,538 square foot doctor's clinic (Building "A"); 3,000 square feet for a building associated with the transit operations; 10,000 square feet of office space adjacent to the transit station (Building "D"); and the allowance for two buildings totaling 34,000 square feet along the west side of Keizer Station Boulevard that would be a mix of office and retail (Buildings "B" and "C"). All of this will be located on the portion of Area B that is zoned CM. The uses proposed under the commercial categories comply with the KDC requirements and is within the maximum cap allowance for Area B and so complies with this provision.

- B. Minimum Lot Dimension and Height Requirements. Commercial and mixed use development does not have any minimum dimensional requirements for lots and the maximum building height is 50 feet. KDC 2.110.06.A.

FINDINGS:

This provision seeks to ensure that buildings are not constructed that might violate the height limitation of the CM zone. The CM zone has no minimum lot size and no minimum lot dimension standards other than a maximum height restriction of 50 feet. All proposed buildings will result in structures being constructed that are less than 50 feet tall. The lot which will be developed with a doctor's office will be 1.8 acres in size, and the transit center will be constructed on a 2.7 acre parcel. Each will be of sufficient size and shape to accommodate the development of each lot with its proposed use. No other lots are proposed to be created at this time. Any change that will result in additional lots will need to be done through either the city's partition or subdivision process and will need to comply with the regulations in place for that process. All development within Area B will be limited to these restrictions which will assure compliance with this section.

C. KDC 2.110.06 B. Minimum Yard Setback Requirements

SETBACKS	Single Family or Duplex	Multi-Family	Commercial	Mixed Use
Front	10 feet	10 feet	10 feet	10 feet
Side	5 feet (1)	(3)	(3)	(3)
Rear	(2)	(3)	(3)	(3)
Street-side (4)	10 feet	10 feet	10 feet	10 feet
Garage entrance (5)	20 feet (5)	20 feet (5)	20 feet (5)	20 feet (5)

- (1) *Zero side yard dwelling units are subject to the setback provisions in KDC 2.404.*
- (2) *The rear yard setback shall be as follows: 14 feet for a 1-story home, 20 feet for a 2-story home.*
- (3) *The setback shall be no less than the minimum rear yard setback of the zone on the adjacent property. For the CM zone, the rear yard setback is 0 feet.*
- (4) *Setbacks are measured from property lines, not easement lines. However, no structure shall be placed any closer than five feet from the edge of an access easement or 20 feet from the right-of-way of an arterial or collector street.*
- (5) *The garage entrance setback shall be measured from the property line or edge of private access easement to the entrance of the garage. The centerline of the driveway shall be measured if the driveway to the garage entrance is not perpendicular to the property line or private access easement. In no case shall a garage be set back less than the minimum front, side, and rear setbacks.*

FINDINGS: The intent of building setbacks is to ensure that new buildings are constructed so that there is an adequate separation between the new building and all property lines. This will result in the building not being located such that it is too close to any one property line. With the exception of the RS zoned portion of Area B all of the development will be commercial and so will be required to comply with the provisions within this section. As shown on the concept site plan, these setback requirements will be satisfied with each of the proposed

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building locations. Compliance will be verified through the building permit review process.

19. Development Standards. KDC 2.110.07.

All development in the CM Zone shall comply with the applicable provisions of this Ordinance. The following includes referenced items as well as additional development requirements. If a conflict exists with a specific standard found in this section and a standard found elsewhere in this Ordinance, the standard in this section shall govern. (5/98)

A. Off-street parking. KDC 2.110.07.A.

1. Parking shall be as specified in KDC 2.303. In the event that on-street parking is provided, on-street parking that abuts the property can be used to meet the standard.
2. No off-street parking is required for uses above the ground floor.
3. The off-street parking requirement for residential uses is one space per unit.
4. If mixed uses on the ground floor exhibit peak parking demand at different times, the resulting parking requirement is limited to the number of spaces generated at the highest combined peak demand at any one particular time. (For example, if there is a movie theater exhibiting peak parking demand between 7:00 and 10:00 PM with a total requirement of 100 spaces, and a pet store exhibiting peak demand between 1:00 and 5:00 PM with a requirement of 50 spaces, the total requirement for the building would be 100 spaces.)

FINDINGS: The intent of this provision is to ensure that new development provides sufficient parking to avoid it becoming a burden on adjacent areas. The development of Area B will be required to provide sufficient parking on the site and not use any on-street parking along any of the three adjacent public streets. The transit station is shown being developed with 68 parking spaces for patrons of the bus system who wish to drive to the transit station and then connect with the bus system. Adjacent to the transit facility is Building "D" which has 77 parking spaces near it. Building "C" has 54 parking spaces to the east, Building "B" has 46 parking spaces to the west and

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east of it, and Building “A” (the doctor’s office) is shown with 102 parking spaces. The master plan shows a total of 346 parking spaces provided throughout the whole site. If the entire site were built out with retail/office uses it would require a minimum of 244 parking spaces. As provided on the master site plan, the provided parking spaces will satisfy the standards for the retail and office uses proposed.

B. Yards and Lots. KDC 2.110.07.C.

Yards and lots shall conform to the standards of KDC 2.312.

FINDINGS: The master plan illustrates that each of the proposed 5 building will conform with the required building setbacks. Building “A” is shown 20 feet from the property lines along both McLeod Lane and Lockhaven Drive and far exceeds the setback to the north and east property lines. Building “B” is shown 20 feet from Lockhaven Drive and almost 120 feet from Keizer Station Boulevard, and is almost 40 feet from the north property line. Building “C” is shown 20 feet from Keizer Station Boulevard and 100 feet from Lockhaven Drive, and more than 40 from the north property line. Building “D” is 20 feet from Keizer Station Boulevard and Lockhaven Drive. Building “E” is more than 70 feet from the property line along Lockhaven Drive and almost 100 feet to the east property line and 250 feet from Keizer Station Boulevard to the north. As demonstrated herein, the minimum lot size and yard standards will be satisfied by the master plan.

C. Signs. KDC 2.110.07.D.

Signs shall conform to the requirements of KDC 2.308.

FINDINGS: The intent of this provision to ensure that all signs are placed and designed and in accordance with the city’s sign code regulations. There are currently two Keizer Station identity signs located at the intersection of Keizer Station Boulevard and Lockhaven Drive. Those two signs are to remain as they are an integral part of the entire Keizer Station and not specifically related to any development necessarily within Area B. Signage will be regulated by the requirements outlined in KDC 2.308 and will require a sign permit that will be reviewed to ensure compliance with this provision.

D. Accessory Structures. KDC 2.110.07.E.

Accessory structures shall conform to requirements in KDC 2.313.

FINDINGS: No accessory structures are proposed at this time. However if any are to be constructed they will be required to comply with the requirements within KDC 2.313 and with the requirements in KDC 2.315. This will be verified as part of the building permit review process and so will assure compliance with this provision.

E. Storage, Trash, and Service Functions. KDC 2.110.07.F.

Storage areas, trash, recycling, utilities and other service functions shall be located within the main structure if possible. If any of the above functions are located outside the main structure, the area containing the function must be screened with a solid, durable structure that is architecturally related to the building.

FINDINGS: The intent of this provision is to avoid having outdoor trash and other storage areas that are unsightly. From experience the majority of businesses will use some form of outdoor trash receptacles. The provisions within KDC 2.315 will prohibit merely having a garbage container outside that is not hidden from view. It has become common practice that the trash structures are constructed to compliment the building. All development in Area B will be required to comply with KDC 2.315. Storage and trash functions shall be designed and constructed so as to comply with this provision. This will be verified as part of the building permit review process.

F. Lot Coverage. KDC 2.110.07.I.

The maximum coverage allowed for buildings, accessory structures and paved parking shall be as follows:

	<u>Max.</u>	<u>Min</u>
Commercial development:	90%	50%
Mixed commercial and residential development:	85%	50%
Residential development:	80%	50%

FINDINGS: The purpose of this requirement is to establish minimum and maximum lot coverage standards. It is not in the city interest to allow new development to develop in either a manner that is too inefficient or is too over

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developed. As shown on the concept site plan, the standards are satisfied. The site plan indicates that approximately 80% of the commercial portion of Area B will be developed with buildings, parking areas and sidewalks will meet with this provision.

G. Density. KDC 2.110.07.J.

The maximum residential density shall be 24 units per acre and minimum residential density shall be 8 units per acre. Developments limited exclusively to residential uses and containing less than 8 dwelling units per acre are allowed if they comply with the [applicable KDC provisions].

FINDINGS: No residential uses are proposed on the CM zoned area so this provision is not applicable.

20. Transportation system standards. KDC 3.113.04.B.2.

Relevant sections within the KDC pertaining to transportation standards include the following:

A. General Requirements. KDC 2.302.A.

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets.

FINDINGS: The proposed development of Area B will not include the development of any new streets. The existing city street system will serve Area B. McLeod Lane is a collector street and both Lockhaven Drive and Keizer Station Boulevard are designated as arterial streets. Keizer Station Boulevard has 66 feet of improved street within a 94 foot wide right of way. McLeod Lane has an improved street that ranges from 43 to 46 feet wide within a right of way that ranges from 55 to 60 feet wide in the area of the frontage of the site. Lockhaven Drive has an 84 foot wide street within a 120 foot wide right of way. The Traffic Impact Analysis done by Kittleson and Associates (dated August 2010) analyzed and addressed the impacts on the transportation system as a result of the development of Area B. This analysis looked at the background traffic patterns and the proposed and potential types of developments that are likely to occur within Area B and analyzed for the

projected 2020 traffic flows. The result of this study was to determine that some additional improvements to the existing street system will be needed. This will include a new signal at the intersection of the access serving the new transit station or adjacent use in Building "D" and Keizer Station Boulevard. A deceleration lane along the frontage of the site between Keizer Station Boulevard and the new driveway that will be located between Keizer Station Boulevard and McLeod Lane which will serve businesses on the west side of Keizer Station Boulevard. This is in addition to the access which will be required along McLeod Lane to serve businesses on the west side of Keizer Station Boulevard. A right-in only access which will serve Building "D". These improvements are determined to be needed as part of certain phases of the development occur. For example, as the transit station is developed the requirements for the widening and turning lane and new signal at the intersection of the access serving the transit station and Keizer Station Boulevard will be required when the first use on the east side of Keizer Station Boulevard is developed. The deceleration lane serving the new driveway mid-way between McLeod Lane and Keizer Station Boulevard is related to the operation of new buildings located at the west end of this portion of Area B and will be needed when the first use is developed. Certain other improvements are linked less directly to the development of Area B alone, and more to the development of both Area B and Area C, as well as with general projected growth within the city (Lockhaven Drive / 14th intersection and Lockhaven Drive / River Road). With the requirements specified in the conditions of approval will assure compliance with this provision.

B. Continuation of Streets. KDC 2.302.B.

Development proposals, including subdivisions and partitions, shall provide for the continuation of, and connection to, streets where necessary to promote appropriate traffic circulation in the vicinity of the development. Where necessary to give access or permit a satisfactory future division of adjoining land, streets and utilities shall be extended to property boundaries to allow the future extension of streets and infrastructure. A temporary turnaround shall be constructed for stub streets in excess of 150 feet in length.

FINDINGS: The proposed development of Area B will not include the development of any new streets nor will it result in the continuation of any public street from this site onto any adjacent property. It will allow for the continuation of Dennis Ray Avenue, although at this time no continuation is

planned. The continuation of the street will result in there being a turnaround provided at the end of the street. Therefore, this section is satisfied.

C. Alignment. KDC 2.302.C.

All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuation of the existing centerlines. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 100 feet.

FINDINGS: The proposed master plan for Area B will not affect the alignment of the existing street system, nor will it result in the alteration of the two nearby intersections. Therefore, this provision is determined to be not applicable.

D. Future extension of streets. KDC 2.302.D.

When it appears possible to continue a street, bicycle path and/or pedestrian accessway into a future subdivision, adjacent acreage or area attractors such as schools and shopping centers, streets, bicycle paths and/or pedestrian accessway facilities shall be platted and built to a boundary of the subdivision. The street may be platted without a turnaround unless the Public Works Department finds a turnaround is necessary for reasons of traffic safety. Any street extension exceeding 150 feet in length shall be provided with an approved turnaround as set forth in Section 902.2.2.4 "Dead Ends" of the Uniform Fire Code, 1994 edition.

FINDINGS: The proposed development will not include the development of any new streets other than a short extension of the existing Dennis Ray Avenue. The extension will essentially be a turn-around to the street and will not result in the extension of this street either onto the commercially developed portion of Area B, or onto any other property, and so the proposal will comply with this provision. A pedestrian connection will be provided from the end of Dennis Ray Avenue through the small park and into Area B.

E. Intersection angles. KDC 2.302 D.

Streets shall be laid out to intersect at angles as near to right angles as practical, except where topography requires lesser angles. Intersections of less than 60 degrees shall require special intersection designs. Streets shall have at least 50 feet of tangent adjacent to intersections unless topography requires lesser distances. Intersections that are not at right angles shall have minimum corner radii of 15 feet. Major arterial intersections shall have curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 20 feet.

FINDINGS: Other than the new intersection at the intersection of the driveway serving the transit station / building "D" and Keizer Station Boulevard no new street intersections are proposed. The development of Area B will utilize the existing city street system. The existing intersection at Keizer Station Boulevard / Lockhaven Drive, and the intersection at McLeod Lane and Lockhaven Drive both comply with this requirement.

F. Existing Streets. KDC 2.302.F.

Whenever existing public streets adjacent to or within a tract are of a width less than the street design standards, additional right-of-way shall be provided at the time of subdivision, partitioning, or development.

FINDINGS: Keizer Station Boulevard has a right of way width of 94 feet and has a paved street 68 feet wide. To serve the projected needs of the transit station a portion of Keizer Station Boulevard will need to be widened to provide a left turn lane for buses entering the transit station from the east; a right turn drive thru lane; right turn lane in the east bound lane; and there will also need to be an additional right turn only lane after this new intersection and the Keizer Station Boulevard / Lockhaven Drive intersection. This is determined to be sufficient to serve the proposed development of Area B. McLeod Lane has a right of way width of 60 feet and Public Works has commented that it is adequate and no additional right way will be needed along the frontage of the site with this street. Lockhaven Drive has a right of way width of that ranges from 100 feet along the west end of the site to 120 plus feet along the eastern side of the southern frontage. Public Works has commented that additional right way will be needed along the frontage of the site with this street to allow for the construction of a deceleration lane for vehicles entering into the new driveway located west of Keizer Station Boulevard. With the requirement for additional right of way dedication along

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Lockhaven Drive will assure that all streets along the property frontage will meet current city standards and so will satisfy this provision.

G. Half-Streets. KDC 2.302.G.

Half-streets may be approved where essential to the reasonable development of an area and when the City finds it to be practical to require the dedication of the other half when the adjoining property is developed. When a $\frac{3}{4}$ width street can reasonably be developed, as determined by the Department of Public Works, a half street will be constructed with an additional 10 feet of pavement on the opposite side of the street from full improvement.

FINDINGS: No half streets are proposed so this provision is not applicable.

H. Cul-de-sacs. KDC 2.302.H.

The maximum length shall be 800 feet.

FINDINGS: While no new streets or street extensions are proposed it is planned that at some future point that Dennis Ray Avenue will be provided with a turnaround. With the eventual turn around the length of the street will comply with the maximum length provision, so this provision will be satisfied.

I. Street Names. KDC 2.302.I.

Street names and numbers shall conform to the established standards and procedures in the City.

FINDINGS: No new streets will be created as part of this application, so this provision is not applicable.

J. Grades and Curves. KDC 2.302.J.

Grades shall not exceed 7 percent on arterials, 10 percent on collector streets or 15 percent on any other street. Street grades of 15 percent shall not exceed 200 feet in length. To provide for adequate drainage, all streets shall have a minimum slope of 0.5 percent. On arterials there shall be a tangent of not less than 100 feet between reversed curves.

FINDINGS: No new streets will be created as part of this application and the existing streets will be used. Both McLeod Lane and Lockhaven Drive

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are flat and straight along the frontage of the site. Keizer Station Boulevard is a curved street dropping in elevation from west to east so that the street can pass under the rail road bridge. This street was designed as part of the development of Area A and accepted as part of the city's street system and no changes are proposed that would alter the current grade. Therefore, this provision is satisfied.

K. Frontage Streets. KDC 2.302.K.

If a development abuts or contains an existing or proposed arterial or collector street, the City may allow frontage streets, or may require reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or such other treatment as may be necessary for adequate protection of residential properties, to afford separation of through and local traffic, and to preserve the capacity and safety of the collector or arterial street.

FINDINGS: No frontage streets are proposed, so this section is not applicable.

L. Alleys. KDC 2.302.L.

Alleys shall be provided in commercial and industrial zones unless other permanent provisions for access to off-street parking and loading facilities are provided. The corners of alley intersections shall have radii of not less than 10 feet.

FINDINGS: No alleys are proposed. The site provides adequate access to off-street parking and loading facilities so this section will not be applicable.

M. Street Landscaping. KDC 2.302.M.

Where required as part of the right-of-way design, planting strips shall conform with the following standards:

1. Street trees shall be planted at a ratio of no less than one tree per 30 feet of property frontage. Street trees shall conform with the list of acceptable trees included in the City's Street Tree Ordinance. Installation of street trees shall be included in any improvement agreement covering the installation of public facilities and services on a property.

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2. Planting strips shall be planted and maintained in predominantly living groundcover materials with hard surfaces consisting of bricks, pavers, rocks, decorative concrete work, etc., only being included as part of an overall landscape design where living plant material is predominant. In no case shall asphalt be used within the planting strip.

FINDINGS: The conceptual landscaping plan proposes that street trees shall be planted with appropriate spacing consistent with the requirement listed above. Street trees have already been planted along Keizer Station Boulevard and along the north side of Lockhaven Drive. As it will be necessary to provide additional street improvements along Lockhaven Drive it will be necessary that the existing trees be dug up and relocated or that new trees be planted. If new trees are planted then they will be required to be a minimum caliper of 2 inches will be planted. This is consistent with the trees which were planted in Area A and also with the city's Development Code. The vision of the Keizer Station plan is that there be an abundance of trees so as to provide both shade during the summer months but to also provide a natural aesthetic sense to the shopping experience. Therefore, this provision will be met.

21. Utility standards. KDC 3.113.04.B.3.

Relevant sections of the KDC pertaining to utility standards include the following:

A. Impact. KDC 2.307.02.A.

The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.

FINDINGS: The purpose of this provision is to avoid having runoff into any nearby stream or other soils disturbances as result of the new development. It is a development requirement that the development of any portion of Area B that all utility lines and facilities be designed and installed with the minimum feasible disturbance to soil and site. In particular to Area B there is an existing pile of soil that was relocated from Area A as part of the development of Area A. This will need to be included as part of the development of Area B. This will be verified by Public Works staff to assure compliance with this provision.

B. Water. KDC 2.307.02.B.

All development that has a need for water service shall install water facilities and grant necessary easements pursuant to the requirements of the City.

FINDINGS: All new development in Area B will be required to connect to city water lines. These lines are nearby and can serve all future development of Area B. A 12 inch water service is located within the Keizer Station Boulevard street right of way and there is sufficient capacity in the system to be available to the site. A 12 inch water service is located within the Lockhaven Drive street right of way and there is sufficient capacity in the system to be available to the site. An 8 inch water service is located within the McLeod Lane street right of way and there is sufficient capacity in the system to be available to the site. Area B is subject to assessment as part of the construction for the water storage facility that was recently constructed as part of the development of the Keizer Station. A 7 ½ % payback agreement for the subject property is in place for reimbursement for costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately \$135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis.

A master water plan was submitted as part of the application. The Public Works Department reviewed the master water system plan and their comments are included in Exhibit C of this Order. Prior to submittal of final construction plans the applicant's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways. Final location of all meters to be approved by the Keizer Department of Public Works. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city.

Any system development charges for water system improvements will be those in place at the time of individual service connections. Final development plans shall be reviewed by the Keizer Fire Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

C. Private Utilities. KDC 2.307.02.C.

All development that has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company serving the development. Except where otherwise prohibited by the utility district or company, all such facilities shall be underground.

FINDINGS: It is a development requirement that the electricity, gas, and communications services shall be installed pursuant to the requirements of the appropriate district or company serving the development. In addition it will be a requirement that all of these facilities are located underground and so will comply with this provision.

D. Sanitary Sewers. KDC 2.307.02.D.

All development that has a need for public/private sanitary sewers shall install the facilities pursuant to the requirements of the city. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities.

FINDINGS: As part of the application a master sanitary sewer plan was submitted for review. This plan shows the existing sanitary sewer lines that are either within Area B, or immediately adjacent to Area B and it shows the location of lines that will need to be constructed to serve the future development of Area B. The intent of this provision is to ensure that the new development will be served by sanitary sewer. The subject property is located within the original Keizer Sewer District and therefore an acreage fee is not required. There is a 8 inch sanitary sewer line located in Lockhaven Drive; and 8 inch sewer line located in the McLeod Lane right of way; and, a 10 inch sanitary sewer line located in Keizer Station Boulevard. Each of these lines has adequate size and depth to provide for additional capacity to serve Area B.

A review of the construction plans for the subject property will be required to assure that capacity of the master plan sewer trunk lines is not exceeded. The Public Works Department comments include specific conditions of approval related to sanitary sewers.

E. Street Lights. KDC 2.307.02.E.

When required, installation of street lights shall be pursuant to the requirements of the city and the company serving the development.

FINDINGS: The intent of this provision is to ensure that there is adequate lighting along the streets serving the new development. Currently, there are street lights along each of the three streets (Lockhaven Drive, McLeod Lane, Keizer Station Boulevard) along Area B. If it is determined that additional lights are needed they will be located pursuant to city specifications. With the potential for additional widening of Lockhaven Drive along a portion of the frontage of the site it may be necessary to relocate some or all of the street lights along the frontage of the site.

F. Easements. KDC 2.307.02.F.

Easements shall be provided along property lines as deemed necessary by the City, special districts, and utility companies. Easements for special purpose uses shall be of a width deemed appropriate by the responsible agency. Such easements shall be designated on the final plat of all subdivisions, and on the final plat of all partitions.

FINDINGS: All easements shall be located in the appropriate locations based on actual approved plans. There is a storm drainage easement located along the northern edge of the area. This line serves development within Area B and adjacent residential properties. There are existing sanitary sewer and water lines through a portion of Area B. The master utility plan indicates both the existing utilities and also where the proposed lines to serve the development will be located. No development may occur within the identified easement area. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

G. General Standards. KDC 2.306.05.

All development shall be planned, designed, constructed and maintained to:

1. Protect and preserve existing natural drainage channels to the maximum practicable extent;
2. Protect development from flood hazards;
3. Provide a system by which water within the development will be controlled without causing damage or harm to the natural environment, or to property or persons within the drainage basin;
4. Assure that waters drained from the development are substantially free of pollutants, through such construction and drainage techniques as sedimentation ponds, reseeding, phasing of grading;
5. Assure that waters are drained from the development in such a manner that will not cause erosion to any greater extent than would occur in the absence of development;
6. Provide dry wells, french drains, or similar methods, as necessary to supplement storm drainage systems;
7. Avoid placement of surface detention or retention facilities in road rights-of-way.

FINDINGS: A major facet of the design for Area B will include utilizing techniques to avoid having the storm water runoff the site as has been the traditional practice of development. This will involve using inverted landscaped areas and having the storm water be directed to these areas where it can then be allowed to naturally infiltrate into the ground avoiding the need to have it enter into the city's system.

The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage

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Master Plan is required for the areas west and east of Keizer Station Boulevard.

Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, adequate covenant, conditions and restrictions (CCR) shall be recorded to alert future owners/developers that detention and/or treatment shall be required to be constructed to the standards in effect at the time of building permit application.

A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as a park and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the park shall be submitted for review and approval by the Department of Public Works.

A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area. The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site prior to any site development. The plan shall be approved by the Department of Public Works. Prior to any development, including site grading, the applicant shall obtain an NPDES permit from the Oregon Department of Environmental Quality.

Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. The existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRD south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site. The master plan shall be approved by the Department of Public Works. Prior to any development, including site grading, the applicant shall obtain an NPDES permit from the Oregon Department of Environmental Quality.

22. Parking standards. KDC 3.113.04.B.4.

Relevant sections of the KDC pertaining to utility standards include the following:

A. Joint Use. KDC 2.303.05.

Parking area may be used for a loading area during those times when the parking area is not needed or used. Parking areas may be shared subject to Administrator approval for commercial and industrial uses where hours of operation or use are staggered such that peak demand periods do not occur simultaneously. Such joint use shall not be approved unless satisfactory legal evidence is presented which demonstrates the access and parking rights of parties.

FINDINGS: Where feasible in Area B the parking areas will be shared between adjoining uses. The total amount of parking spaces will support the individual use within Area B. This type of use is consistent with Area A in which a master parking plan was developed. The intent of the master parking plan is to allow the joint use of parking areas and to avoid requiring the development of excessive amounts of parking. It is anticipated that the option of a master parking plan will be developed for Area B and that cross access easements will be required between the various parcel owners to allow the joint use of parking spaces. The master plan indicates that approximately 346 parking spaces can be located on the site to accommodate the proposed level of development as shown in the master plan. This will assure compliance with this provision.

B. Off-Street Automobile Parking Requirements. KDC 2.303.06.

Off-street parking shall be provided in the amount not less than:

- Retail store: 1 per 300 square feet
- Bank, offices, medical clinic: 1 per 300 square feet
- Eating and drinking establishment: 1 per 125 square feet

FINDINGS: The intent of this provision is to ensure that new developments provide sufficient parking to serve their needs. The parking provided on the

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concept site plan was calculated using the standards above. For example, the doctor's office, Building "A", is projected to have 28,000 square feet of area and will need to provide 80 parking spaces to serve this facility and 102 parking spaces are shown. The Salem – Keizer Transit Center located in the eastern portion of Area B is shown providing 68 parking spaces. This number is intended to serve transit users who will drive to the site and park their car and then continue their travel by bus. It will also provide some parking for a potential commuter rail station. A building footprint accommodating 10,000 square feet (Building "D") adjacent to the transit station is shown with 77 parking spaces where 40 would be required. This use is projected to be office and the level of parking spaces is sufficient to accommodate this type of use. On the west side of Keizer Station Boulevard is a 14,000 square foot building (Building "B") and a 10,000 square foot building (Building "C") footprint that would be comprised with a combination of office and retail uses. This type of use would require 80 parking spaces and the master plan indicates that 99 parking spaces are shown. Additional users haven't been identified but when they are they will need to comply with the specification within KDC 2.303. The minimum parking requirements are met, and that there are a total of 346 parking spaces throughout the development are shown on the submitted site plan. Therefore, the master plan complies with this requirement.

C. Standards for Disabled Person Parking Spaces. KDC 2.303.07.

Disabled Person Parking Spaces shall comply with the requirements of the Uniform Building Code and ODOT standards.

FINDINGS: This is to guarantee compliance with state and federal regulations governing disabled parking. ADA parking shall be provided in the final plan as appropriate and will be a condition of building permit review and will be verified as part of the final building inspection and so will assure compliance with this provision.

D. Bicycle Parking. KDC 2.303.08.A.

Bicycle Parking shall be required in all public and semi-public, commercial and industrial development as well as park-and-ride lots. Bicycle parking shall be provided in the following amounts:

- Retail store: 1 per 10 required vehicle parking spaces with a maximum of 6 required
- Bank, offices, medical clinic: 1 per 20 required vehicle parking spaces with a maximum of 6 required

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FINDINGS: This provision specifies the amount of bicycle parking that is required based on different type of use. For example, the doctor's office will be required to provide 4 bicycle parking spaces. Bike parking is proposed in areas near the building entrances and will be a condition of building permit review and will be verified as part of the final building inspection and so will comply with this provision.

E. Bicycle Parking Development Requirements. KDC 2.303.08.B.

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum four foot aisle.
2. Location. All bicycle parking areas shall be within 100 feet of a building entrance and located within a well-lit area.
3. Rack Design. Bicycle racks must be designed to secure the bicycle frame and at least one wheel, and, accommodate a locking device. Racks, lockers or other related facilities shall be securely anchored to the ground or to a structure. As an alternative, the bicycle spaces can be provided within a secured compound.
4. Access. Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided.

FINDINGS: Specific designs for the parking of bicycles will ensure that this type of user to the new development will have adequate parking spaces for bicycles. This shall be provided as part of the final plans and will be verified as part of the final building inspection and will assure compliance with this provision.

F. Carpool and Vanpool Parking. KDC 2.303.09.

New office or industrial development with 100 or more parking spaces shall designate at least 5% of the parking spaces for carpool or vanpool parking. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be

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clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use. Any other use establishing car and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created.

FINDINGS: Building "A" is shown with 102 parking spaces around the building. If an office building has more than 100 parking spaces then appropriate carpool parking will be required to be identified as part of the final development plan and will be required as part of the building permit process will assure compliance with this provision. All other buildings in Area B are shown with parking areas that are less than the 100 spaces threshold which will mean that this provision is not applicable.

G. Off-Street Loading Requirements. KDC 2.303.10.

Commercial office buildings shall require a minimum loading space size of 12 feet wide, 20 feet long and 14 feet high in the following amounts: for buildings over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space.

All other commercial or industrial buildings shall require a minimum loading space of 12 feet wide, 30 feet long, and 14 feet high in the following amount: for buildings containing over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space.

FINDINGS: The intent of this requirement is to specify the loading dimension requirements so as to ensure that there are safe and adequate off-street loading facilities to serve the needs of each new business. Sufficient paved areas and designated loading areas will be required to be identified on building permit plans and verified as part of the final inspection to assure compliance with this provision.

H. Parking and Loading Area Development Requirements. KDC 2.303.11.

1. Surfacing. KDC 2.303.11.A.

All driveways, parking and loading areas shall have a durable, hard, dust free surface built to Department of Public Works standards.

FINDINGS: This is required to eliminate any unpaved parking areas from being used which might result in nuisance problems related to dust, drainage, and poor construction. The master plan indicates that the parking and loading areas will be paved. Pavement shall be required as part of the building permit process and will need to be consistent with city requirements and so will satisfy this provision.

2. Parking Spaces. KDC 2.303.11.B.

Dimensions. Parking spaces shall be a minimum 9 feet wide and 18 feet in length.

Compact Spaces. Compact parking spaces, at a reduced width of 8.5 feet, shall be permitted on sites with more than five (5) parking spaces. No more than 30% of the required parking shall be compact spaces and each space must be identified as a "Compact Space."

FINDINGS: The intent of this requirement is to specify the parking lot and space dimension requirements so as ensure that there are safe and adequate parking facilities to serve the public which will frequent the new businesses. The master plan illustrates that all parking spaces will measure 9 feet by 18 feet. The proposal meets these requirements, by providing all standard spaces. Parking space number and dimensions will be verified at the time of building permit submittal and also at final occupancy to assure compliance with this provision.

3. Aisle. KDC 2.303.11.C.

The following minimum aisle dimensions shall apply:

Without adjacent parking:

- a. One-way: 12 feet
- b. Two-way: 22 feet

With adjacent parking:

PARKING ANGLE	DRIVEWAY WIDTH
0 to 40	12 feet
41 to 45	13 feet
46 to 55	15 feet
56 to 70	18 feet
71 to 90	24 feet

FINDINGS: The intent of this requirement is to specify the parking lot and space dimension requirements so as ensure that there is safe and adequate parking facilities to serve the public. The proposal shows the parking lot aisles all of which are shown 24 feet wide. This meets these requirements as shown on the concept site plan. Field verification will be required as part of the final inspection to ensure compliance.

4. Screening. KDC 2.303.11.D.

When any public parking or loading area is within or abuts a residential zone along a side or rear lot line, the parking or loading area shall be separated from the lot line by a 20 foot landscaped yard, or shall be screened from the residential property with an ornamental fencing or wall of at least 4 feet in height.

FINDINGS: The intent of this provision is to minimize any impacts between parking and loading areas and adjacent residential uses. Residential zoning abuts the site to the north and is developed with residential single family homes. The required 20-foot landscaped buffer and 6 foot high masonry wall will provide an appropriate level of screening. In the area of the small park the buffer will effectively be increased to as much as 170 feet of landscaped buffer. In addition, there is an existing 8 foot high sight obscuring wall along a portion of the north property line and a 8 foot high sight obscuring will be placed along the south property lines of the homes along the south side of Dennis Ray Avenue. This will further buffer the properties to the north from any development in this portion of Area B. While there are residential uses to the west across McLeod Lane and to the south of Lockhaven Drive in neither case will any parking lot abut any of these properties so this provision is determined to not apply to homes which are located to the south and west of Area B. There are no residential uses located to the east of Area B as it is part

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of the commercially development Area A of Keizer Station. This combination of landscaped buffer and sight obscuring wall satisfy this provision.

5. Lighting. KDC 2.303.11.E.

All lighting shall be directed entirely onto the loading or parking area and away from any residential use. The lighting shall not cast a glare or reflection onto the public rights-of-way.

FINDINGS: The purpose of this provision is ensure that the site is adequately illuminated without the lighting becoming a nuisance to neighboring properties or a hazard to vehicles on the public streets. The exterior lighting will be designed so that it does not cast any light or glare toward these properties or onto any public right of way and so will comply with this provision.

6. Landscaping. KDC 2.303.11.F.

A tree shall be planted for every eight lineal parking spaces not located adjacent to a building. The planting space shall measure no less than 4 feet square and be surrounded by concrete curbing. The plant shall be of a species that the root system will not interfere with underground utilities or the parking surface, and, is capable of achieving a 15 foot radius. The specific planting enclosure and appropriate tree selection will be provided by the City.

FINDINGS: The intent of this requirement is to create a parking area which has a landscaped feel to it. The allowance for a tree per every 8 parking spaces will result in a "greening" of the parking areas and avoid them from becoming an otherwise barren sea of asphalt. The planting of trees within the parking area will create shade which will help to reduce summer temperatures within the parking area. It will also help to increase the overall amount of landscaping within the development. The proposed concept site plan show the appropriate landscaped areas for trees as required above. A minimum of approximately 50 trees are shown planted in the parking areas. The specific species will be approved during final approval and will be verified during on-site field inspection. With this placed as a condition of approval will satisfy this requirement.

7. Traffic Flow. KDC 2.303.11.G.

Service drives to off-street parking areas shall be designed and constructed to allow flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrians and vehicular traffic on the site.

FINDINGS: This provision is geared to safety of pedestrian and vehicles entering and exiting Area B. The access to and from the parking lots is controlled and designed to provide suitably spaced driveway intersections on Lockhaven Drive, Keizer Station Boulevard, and McLeod Lane. The design of the parking areas will comply with city standards for parking lot design and will provide for safe travel within the parking areas which will be constructed in Area B. This will include 24 foot wide travel aisles which will comply with minimum width requirements. With the construction of a separated pedestrian walkway connecting Dennis Ray Avenue and the development will minimize the need for pedestrians traveling through the development from using parking areas as pedestrian routes. This design will provide for safe and efficient traffic and pedestrian flow throughout the site and will meet the provisions of this section.

8. Entrance/Exits. KDC 2.303.11.H.

Service drive exits shall have a minimum vision clearance area of 15 feet from the intersection of the street and driveway.

FINDINGS: The intent of this provision is to assure that new developments construct driveway intersections that are safe and that the vision clearance area is free of plants, signs or other objects that might otherwise interfere with a driver's line of sight. The four entrances and one right in only entrance will provide access to developments within Area B and all will have safe and adequate vision clearance areas. The plants which will be selected for planting in these areas will not interfere with vision clearance at the intersection of the street and the access points. All signage will be required to be located outside this vision clearance area. This provision is not unique to the development of Area B but is a requirement of all new developments throughout the city. Compliance with this provision will assure a safe development proposal.

9. Bumper Rails. KDC 2.303.11.I.

Parking spaces along the outer boundaries of a parking area shall be contained by a curb or a bumper rail to prevent a motor vehicle from extending over an adjacent property, a street, or a sidewalk. The bumper shall be at least 4" high and located a minimum of 3 feet from the property line.

FINDINGS: This is a design detail, which is not shown in the submitted plans, and will be required to be provided as part of the building permit review.

23. Landscape standards. KDC 3.113.04.B.5.

Relevant sections of KDC pertaining to landscaping standards include the following:

A. Minimum Area Requirements. KDC 2.309.03.

Landscaped areas may include landscaping around buildings; in open spaces and outdoor recreation areas; in islands and perimeter planting areas in parking and loading areas; and in areas devoted to buffering and screening as required in this Section and elsewhere in this Ordinance. The following area requirements shall be the minimum areas devoted to landscaping: A minimum of 10% of the gross land area shall be devoted to landscaping in commercial developments.

FINDINGS: The purpose of this provision is to establish minimum landscaping requirements to ensure that an acceptable level of landscaping is provided. The city through its development code requirements has identified that 10% of a site that is proposed to be developed as the minimum necessary for new commercial developments. The master plan indicates that more than 20% of Area B will be set aside for landscaping. The landscaping includes a variety of trees, shrubs, and miscellaneous flowering plants and grasses. This will be located around the buildings, along the streets, within the parking areas and also within the small park. If the small park that is part of Area B is included as part of the landscaping calculations then the amount to landscaping is increased to about 2 ½ acres or nearly 25% of the overall area of Area B. By meeting the maximum lot coverage requirements sufficient landscaped area will be provided as noted herein and so meets with this provision.

B. Screening and Buffering. KDC 2.309.05.

1. Screening. Screening shall be used to eliminate or reduce the visual impacts of the following uses:
 - A. Commercial and industrial uses when abutting residential uses.
 - B. Industrial uses when abutting commercial uses.
 - C. Service areas and facilities, including garbage and waste disposal containers, recycling bins, and loading areas.
 - D. Outdoor storage areas.
 - E. Parking areas for 20 or more vehicles for multi-family developments, or 30 or more vehicles for commercial or industrial uses.
 - F. At and above-grade electrical and mechanical equipment, such as transformers, heat pumps, and air conditioners.
2. Screening Methods. Screening may be accomplished by the use of sight-obscuring plant materials (generally evergreens), earth berms, walls, fences, building parapets, building placement or other design techniques.

FINDINGS: The master plan shows that screening will be provided along the northern side of Area B utilizing a 20 foot wide landscaped buffer incorporating shrubs and trees, and a 8 foot high sight obscuring wall along a significant portion of the north property line. Properties to the north are residentially developed. This existing masonry wall was placed at the time of the development of Area A of the Keizer Station. A 8 foot high sight obscuring wall is planned to be located along the rear property lines of homes along the south side of Dennis Ray Avenue. The walls, along with the landscaped areas will provide sufficient screening for the residents on the north side of the site. No industrial uses are planned for Area B only commercial uses that are allowed in the CM zone.

Service areas within the development are proposed to be screened with vegetation and fencing. No outdoor storage areas are proposed. The plans are

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not sufficiently detailed to show electrical and mechanical equipment, but if any of these types of equipment are provided it will be a requirement that they are appropriately screened. Parking areas will all be surrounded by landscaping consisting of ground cover, shrubs, and trees. The specific screening details will need to be reviewed and approved during the building permit process. In consideration of this, the proposal will comply with this provision.

3. Buffering. Buffering shall be used to mitigate adverse visual impacts, dust, noise or pollution, and to provide for compatibility between dissimilar adjoining uses. Where buffering is determined to be necessary, one of the following buffering alternatives shall be employed:
 - A. Planting Area: Width not less than 15 feet, planted with the following materials:
 - a. At least one row of deciduous or evergreen trees staggered and spaced not more than 15 feet apart.
 - b. At least one row of evergreen shrubs that will grow to form a continuous hedge at least five feet in height within one year of planting.
 - c. Lawn, low-growing evergreen shrubs or evergreen ground cover covering the balance of the area.
 - B. Berm Plus Planting Area: Width not less than 10 feet, developed in accordance with the following standards:
 - a. Berm form should not slope more than 40 percent (1:2.5) on the side away from the area screened from view. The slope for the other side (screened area) may vary.
 - b. A dense evergreen hedge shall be located so as to most effectively buffer the proposed use.
 - c. The combined total height of the berm and hedge shall be not less than five feet.

- C. Wall Plus Planting Area: Width must not be less than five feet developed in accordance with the following standards:
 - a. A masonry wall or fence not less than five feet in height.
 - b. Lawn, low-growing evergreen shrubs, and evergreen ground cover covering the balance of the area.
- D. Other methods which produce an adequate buffer considering the nature of the impacts to be mitigated, as approved by the City.

FINDINGS: As required, a 20-foot wide landscaped buffer will be provided between the development and the neighborhood to the north. This is indicated on the master plan. The landscaped buffer will entail a variety of tree species and assorted shrubs and will provide a buffer that will both offer vegetative screening and an aesthetic attribute to the development. Along a significant portion of the north property line there is an existing 8 foot sight obscuring wall. This feature will be provided along the rear property lines of homes that are located along the south side of Dennis Ray Avenue. The combination of vegetation, and sight obscuring masonry wall will meet with this requirement and will provide ample buffering consistent with this provision of the code.

C. Planting Height. KDC 2.309.06.

No sight-obscuring plantings exceeding 30 inches in height shall be located within any required vision clearance area in accordance with KDC 2.312.09 of this Ordinance.

FINDINGS: The intent of this provision is to avoid having landscaping from becoming a vision hazard in the vision clearance triangle that is located at the intersection of driveways and streets. The types of plants which will be planted near driveway and street intersections will all be low growing species that will not attain a height of 30 inches. As such, the proposal will comply with the standard and not result in a vision clearance hazard and so will comply with this provision.

D. Plant Materials. KDC 2.309.06.

Plant materials shall not cause a hazard. Landscape plant materials over walks, pedestrian paths and seating areas shall be pruned to a minimum height of eight feet and to a minimum height of 15 feet over streets and vehicular traffic areas.

FINDINGS: The intent of this provision is to avoid plant material from becoming a hazard to pedestrians or to vehicles. Based upon the landscaped plan showing the potential plantings in the areas of the pedestrian paths this problem is not anticipated. Street trees which extend over sidewalks, streets, or paths and seating areas will be required to be pruned regularly and so will comply with this requirement. Therefore, this provision will be met.

E. Utility Interference. KDC 2.309.06.

Landscape plant materials shall be selected, which do not generally interfere with utilities above or below ground.

FINDINGS: This is to avoid having conflicts between landscaped material and utilities. Utilities will be placed underground so there will be no above ground utilities. No conflicts are foreseen between the preliminary landscaping plan and the placement of required utilities and so this section will be complied with.

F. Installation. KDC 2.309.06.

Landscape plant materials shall be properly guyed and staked to current industry standards as necessary. Stakes and guy wires shall not interfere with vehicular or pedestrian traffic.

FINDINGS: The intent of this provision is to avoid having landscaped material planted in a manner that is inconsistent with industry standards thereby increasing the likelihood of the material not surviving. Proper tree planting will be monitored as part of the building permit approval process to assure compliance with this requirement.

G. Suitability. KDC 2.309.06.

Plant materials shall be suited to the conditions under which they will be growing. As an example, plants to be grown in exposed, windy areas that will not be irrigated should be sufficiently hardy to thrive under these

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conditions. Plants should have vigorous root systems, and be sound, healthy, free from defects, diseases, and infections.

FINDINGS: The plants which will be required to be planted will be those that are appropriate for the conditions of the site and climate considerations. This will be inspected as part of the building permit review to assure compliance with this provision.

H. Deciduous Trees. KDC 2.309.06.

Deciduous trees should be fully branched, have a minimum caliper of 2 inches, and a minimum height of 8 feet at the time of planting.

FINDINGS: The intent of this provision is to avoid having trees that may be too small to be otherwise considered as a tree from being planted. Deciduous trees allow for planting that will have a fully branched canopy and avoid “stick” trees without any canopy. The majority of trees that will be planted throughout Area B will be deciduous trees. As noted above, the master plan calls for deciduous trees that will meet or exceed this 2 inch caliper size. This will be a requirement of the building permit process and will be verified during final inspection to ensure compliance.

I. Evergreen Trees. KDC 2.309.06.

Evergreen trees shall be a minimum of 6 feet in height, fully branched at time of planting.

FINDINGS: The intent of this provision is to avoid having evergreen trees planted that may be too small to be otherwise considered as a tree from being planted. Some evergreen trees may be planted for landscaping effect but deciduous trees will be the primary tree that is planted throughout the development. This standard will be met with the final landscaping and planting plan.

J. Shrubbery. KDC 2.309.06.

Shrubs shall be supplied in a minimum 1 gallon containers or 8 inch burlap balls with a minimum spread of 12 to 15 inches.

FINDINGS: The purpose of this provision is to specify the size of shrubbery that is determined to be a viable size for landscaping. This is considered to be

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an industry standard and will result in both healthy plants and plants which can grow to fill in landscaped areas. This standard will be met with the final landscaping and planting plan.

K. Ground Cover. KDC 2.309.06.

Ground cover plants shall be spaced in accordance with current nursery industry standards to achieve covering of the planting area. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container or a 2 1/4 inch container or equivalent if planted 18 inches on center.

FINDINGS: This standard seeks to avoid having bark dust or gravel from becoming a substitute for landscaping. Rather it seeks to incorporate ground cover into the landscaping to fill out the empty spots in the landscaped areas and provide depth and balance to the landscaping. This standard will be met with the final landscaping and planting plan and will be verified during final inspection and so will comply with this provision.

L. Irrigation. KDC 2.309.06.

All developments are required to provide appropriate methods of irrigation for the landscaping. Sites with over 1,000 square feet of landscaped area shall be irrigated with automatic sprinkler systems to insure the continued health and attractiveness of the plant materials. Sprinkler heads shall not cause any hazard to the public. Irrigation shall not be required in wooded areas, wetlands, floodplains, or along natural drainage channels or stream banks.

FINDINGS: The purpose of this provision is to avoid having plants not be watered and die during the summer months. By requiring that an irrigation system be included in the landscaped areas will increase the survivability of the landscaped material. An irrigation system is proposed to be included for the entire development. Irrigation plans will need to be reviewed and approved as part of the building permit review process and so will ensure compliance with this provision.

M. Re-planting. KDC 2.309.06.

Trees or shrubbery which die-off shall be replaced with a new plant of the same or similar type. Replacement is ultimately the responsibility of the property owner.

FINDINGS: This provision seeks to avoid having empty holes in the landscaping as plants die if they are not replaced. This will be done as necessary if any of the plants die and so will assure compliance with this provision.

N. Maintenance. KDC 2.309.06.

Landscaping shall be continually maintained. Appropriate methods of care and maintenance of landscaped plant material shall be provided by the owner of the property.

FINDINGS: The intent of this section is to avoid having the landscaped areas become an unmaintained weed infested area, but rather to have it be an area which is continually maintained and which adds aesthetic balance to the development. This shall be expected by the city and will be placed as condition of approval to ensure continual compliance.

O. Plant Protection. KDC 2.309.06.

Landscape plant material shall be protected from damage due to heavy foot traffic or vehicular traffic by protective tree grates, pavers or other suitable methods.

FINDINGS: The purpose is to avoid locating plants in areas that would result in their being damaged or destroyed. The master plan appears to have the landscaped areas well-protected from foot traffic or vehicle traffic. This will need to be confirmed when the final landscaping plans are submitted for approval as part of the building permit process.

P. Landscaping-General. KDC 2.110.07.

All required yards shall be landscaped. Landscaped areas shall be landscaped as provided in KDC 2.309.

1. The minimum landscaped area requirements shall be as follows:

Commercial development:	10%
Mixed commercial and residential development:	15%
Residential development:	20%

2. Properties located within Area B as defined in the Keizer Station Plan shall have a 20-foot landscape buffer along all property lines adjacent to any residential zone. Landscape and buffer requirements shall be met as defined in the Keizer Station Plan.

FINDINGS: The purpose of this provision is to ensure that there is both a sufficient buffer between the commercial uses and the adjacent non-commercial uses to the north so as to minimize potential conflicts from noise, visual, parking, etc and that there is an acceptable level of landscaping throughout the new development. The 20 foot wide landscaped buffer is shown in the master plan along the north property line. The inclusion of a small park along the end of Dennis Ray Avenue will further increase the buffer between the central portion of Area B and the future homes that may be built at the end of Dennis Ray Avenue. It will be improved with landscaping and a masonry wall as provided in the Keizer Station Plan. The combined effect of the buffer and additional landscaping adjacent to the buildings will result in approximately 2 acres, or about 20% of Area B being landscaped. This far exceeds the required minimum 10% landscaped area standard as shown on the concept site plan and so meets with this requirement.

Q. Landscaping-Parking Lots. KDC 2.110.07.

One tree shall be provided for every eight parking spaces in parking lots. The trees shall be dispersed throughout the parking lot in minimum four by four foot planters located between parking spaces.

FINDINGS: The intent of this requirement is to create a parking area which has a landscaped feel to it. The allowance for a tree per every 8 parking spaces will result in a "greening" of an otherwise barren sea of asphalt, thereby reducing summer temperatures and increasing the overall landscaping in the development. As shown on the master plan, these standards are satisfied with each of the parking areas containing numerous landscaped islands for planting trees. In fact, over 50 trees are planned to be planted within the various parking areas throughout the development. In addition, this will be a requirement of the building permit for any development within Area B of the Keizer Station development and so will comply with this provision.

24. Development Strategies. KDC 3.113.04.C.

Pedestrian Access, Safety and Comfort

- A. To ensure safe, direct, and convenient pedestrian circulation, development shall provide a continuous pedestrian and/or multi-use path system.
- B. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas wherever possible.
- C. Pathways with developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and parking areas.
- D. For all developments subject to Master Plan review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
- E. Recessed entries, canopies, and/or similar features shall be used at the entries to a building in order to create a pedestrian scale.
- F. For driveways that service more than 100 parking spaces, shall not have any parking within twenty-five feet of the driveway intersection. This area shall be landscaped in accordance with KDC 2.309 of the Keizer Development Code.
- G. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

FINDINGS: An integral component of the design of the master plan for Area B is that it will make use of sidewalks and walkways in a manner that will meet this provision. The site plan for Area B illustrates that there will be walkways and sidewalks that will connect each of the primary buildings with parking areas, streets, and other amenities that will be provided. Area B is planned to be a phased development with the eastern and the western portions developed in the first phase. Therefore, not all of the site will be developed with these pedestrian facilities at the same time but will be phased in as development within Area B occurs. With the transit station planned to be developed in the eastern portion of Area B means that a pedestrian walkway will be an important aspect of the development of the site. This will be accommodated by a pedestrian link between the site and the end of Dennis

Ray Avenue through the new small park that will be provided. The walkway will be a paved 10 foot wide pedestrian facility. This and other sidewalks will provide safe and direct connections within Area B. The parking area that will have greater than 100 spaces (Building "A") appear to meet with this provision. The buildings will all be designed to make use of awnings, or recessed entries in order to create a pedestrian scale. For these reasons the proposal is determined to satisfy these development strategies provisions.

Additional sections of the KDC which pertain to pedestrian amenities include the following:

H. Pedestrian Circulation. KDC 2.315.08.A.

As used herein "walkway" means a hard surfaced area intended and suitable for use by pedestrians, including both public and private sidewalks.

1. Connection Required. The pedestrian circulation system for the proposed development must connect uses, building entrances, adjacent streets, and nearby transit stops.

FINDINGS: As indicated above, and shown on the master plan, this pedestrian transportation feature will be provided with the development of Area B. An integral part of the design of the Keizer Station Area A has been the inclusion of pedestrian amenities that facilitate walking, either to and from buildings, be continued in Area B. This system will include sidewalks that will connect from the public streets to all of the buildings within Area B and will also connect the various building throughout the development. It will also include a linkage from the end of Dennis Ray Avenue to the development. This walkway will be paved and 10 feet wide. This will allow people to be able to walk and bicycle from outside of the development into and through Area B. As such, the proposal will comply with this provision.

2. Walkway Location and Design. Walkway(s) shall be located so that a pedestrian can conveniently walk between a transit street and the entrance(s) to a building(s). Except where it crosses a driveway, a walkway shall be separated by a raised curb or other physical barrier from the auto travel lane and parking. If a raised path is used the ends of the raised portions must be equipped with curb ramps which comply with Oregon State Building Code Requirements.

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FINDINGS: Transit service is provided along the three streets which front Area B. In addition, the development of a transit station in the eastern portion of Area B will greatly enhance the level of transit service and make the use of this transportation system more practical. Providing for the development of uses that are clustered near the streets, as provided in this plan, will facilitate transit use by creating easier pedestrian access. All walkways including ramps at curbs will be designed and constructed to comply with ADA requirements and this section will be complied with.

3. Additional Street Access. A walkway from a building entrance to a public street shall be provided for every 300 feet of street frontage.

FINDINGS: The frontage of Area B between the railroad tracks and Keizer Station Boulevard is approximately 550 feet in length will have 3 pedestrian connections with the longest distance between connections 220 feet in length. On the west side of Keizer Station Boulevard there is approximately 560 feet of frontage and there are 6 pedestrian connections with the longest distance between connections being 190 feet. As demonstrated in the master site plan, this standard is satisfied.

4. Driveway Crossings. Driveway crossings shall be a maximum of 36 feet in width. Where the pedestrian system crosses driveways, parking areas and loading areas, the system must be clearly identifiable through the use of elevation changes, a different paving material, texture, or other similar method.

FINDINGS: The driveways as shown on the master plan will all be no more than 36 feet in width and will all have clearly identifiable either through the use of different materials or textures, or will be scored, to delineate the point where the pedestrian system crosses driveways, parking areas or loading areas. The use of delineating driveways is consistent with the development pattern within Area A. Therefore, the master plan will meet with this provision.

5. Lighting. Lighting shall be provided for all walkways. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

FINDINGS: While the lighting that will be used throughout the development has not yet been identified, the lighting that will be used in Area B will provide

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appropriate illumination for the development and for all walkways and pedestrian sidewalks that are within or connected to the development, and so will meet this provision.

6. Walkway Coverage.

- a. Any portion of a walkway located within three feet of a building frontage shall be covered with awnings or building overhangs. The minimum vertical clearance shall be 9 feet for awnings and building overhangs. The maximum vertical clearance shall be 15 feet.

FINDINGS: The architectural details of the individual buildings have not been developed, but the final design can, and will meet this standard. This will be implemented through the design review process at the time of building permit review to assure compliance with this provision.

7. Dimensions. Walkways shall be at least five feet in paved unobstructed width. Walkways that serve multiple uses or tenants shall have a minimum unobstructed width of eight feet.

FINDINGS: The master plan demonstrates that all of the sidewalks will have a width of 5 feet and the walkway through the park connecting Dennis Ray Avenue and Area B will be 10 feet in width and so will comply with this standard.

8. Stairs or ramps shall be in place where necessary to provide a direct route between the transit street and the building entrance. Walkways without stairs shall comply with the accessibility requirements of the Oregon State Building Code.

FINDINGS: This site is relatively flat, and stairs or grades that exceed ADA standards are not anticipated as part of the design and development of Area B. All walkways will be designed and constructed to comply with all accessibility requirements of the state of Oregon and so will meet with this requirement.

9. Access to Adjacent Property. If the proposed development has the potential of being a significant attractor or generator of pedestrian traffic, potential pedestrian connections between the proposed development and existing or future development on adjacent

properties other than connections via the street system shall be identified.

FINDINGS: As shown in the master plan the development of Area B will allow for a pedestrian connection to Area A, which is a significant attractor as it is developed with a variety of retail businesses. In addition, there will be a connection to the transit station which will be constructed in the eastern portion of Area B. A pedestrian connection will be provided through the park connecting Dennis Ray Avenue and adjacent residential areas with the development in Area B. There will also be pedestrian connections along Lockhaven Drive which will provide connections to the future development of Area C located on the south side of Lockhaven Drive. For these reasons the submitted master plan meets with this provision.

10. The building permit application or Development Standards Alternative-application shall designate walkways and pedestrian connections on the proposed site plan. If the applicant considers walkways are infeasible, proposed findings shall be submitted demonstrating that the walkway or connection is infeasible. The findings will be evaluated in conjunction with the building permit or Development Standards Alternative process.

FINDINGS: The walkways and other pedestrian connections that are shown on the master plan are considered to be not only feasible, but also desirable and necessary to the development of Area B. These facilities will form an integral component of the transportation infrastructure within Area B. This will be included as part of the building permit review.

25. Vehicular Movement. KDC 3.113.04.C. 2.

FINDINGS: The master plan for Area B is consistent with the approved and developed public street system in the area. No new streets within the development are proposed. The development will make use of the existing public streets. The site plan indicates that the development on the east side of Keizer Station Boulevard will share a common access and the developments on the west of Keizer Station Boulevard will all share three access points. Building "D" also makes use of a right-in only ingress. One driveway is shown on the east side of McLeod Lane another approximately mid block between the McLeod Lane / Lockhaven Drive intersection and the Keizer Station Boulevard / Lockhaven Drive intersection, and with another driveway

serving the project off the west side of Keizer Station Boulevard. Each of the new access points will be required to be designed and constructed to the city's standards with regard to location, design and construction. The access points combined with the layout of Area B will allow for internal vehicle circulation which will minimize the need to exit and then re-enter the development. The traffic impact analysis done by Kittleson and Associates, dated August 2010, identifies the traffic flows that are projected to occur as a result of the development of Area B. The design of the Area B took into consideration this information, and the identified mitigation measures to achieve a development that will allow for a safe and efficient movement of vehicles not only within the development but also along the adjacent street system. The TIA identified the mitigation measures that are a direct result of the development of Area B and also those that are a result of the development of Area B and Area C and in addition to the regional increases over time. In addition, a methodology to assess proportionate costs is being developed and will be assessed for developments within Area B. The driveway locations have been located to maximize the flow of traffic entering and exiting the development. Therefore, the master plan proposal meets the criteria above.

26. Crime Prevention and Security. KDC 3.113.04.C.3.

Crime prevention shall be considered in the site design through application of all of the following guidelines:

- A. Territoriality – All proposed building entrances, parking areas, pathways and other elements are defined with appropriate features that express ownership. For example, landscaping, fences, pavement treatments, art and signs are some physical ways to express ownership through design. Such features should not conflict with the need for natural surveillance, as described in b.; and
- B. Natural Surveillance – The proposed site layout, building and landscape design promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for buffering between commercial uses and lower density residential districts, and then shall be minimized; and
- C. Activity Support – The proposed site layout and building design encourage legitimate activity in public spaces. For example, locating

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outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining; and

- D. Access Control – By properly siting and designing entrances and exits (i.e., in clear view from the store), and through the appropriate use of lighting, signs and/or other features, the proposed plan controls access in ways that discourage crime; and/or
- E. The proposal contains an equally good or superior way to achieve the intent of the above criterion and guidelines.

FINDINGS: The intent of the provision is to require that new development are designed in such a manner so that crime prevention and security issues are factored into the overall design so as to avoid the development from becoming a crime plagued problem. The site plan indicates that buildings will be located such that there will be one building near the intersection of McLeod Lane and Lockhaven Drive, another three near the intersection of Keizer Station Boulevard and Lockhaven Drive (two buildings on the west side of Keizer Station Boulevard and one to the east of Keizer Station Boulevard), and a fifth building at the transit station facility. The 5 buildings will be situated such that they will all be visible from the adjacent streets. The development will provide lighting throughout the development to provide ample opportunities for surveillance. The entrance to the buildings will be located such that they will help to discourage crime. While the site will be landscaped the level of landscaping and location of plantings will avoid creating areas that might become areas where surveillance might become an issue. An adjacent property owner commented that the transit station will result in increased crime. The difference between what is being proposed in Area B and the transit center in downtown Salem is scale of difference. The center in Salem is the main transit center for the entire metropolitan area and so it receives the major amount of transit ridership visits. The transit station that is being proposed will essentially be a satellite operation where buses serving Keizer and also Salem will meet at this location and transfers will be made. It is unlikely that this type of operation will attract large users as can be seen at the main transit center in Salem. Also, numerous people who use the transit center in Salem are attracted to it because of the downtown amenities which are clearly lacking in the Keizer Station. If the issue of crime associated with the operation of the transit station were to become an issue it will be the responsibility of the Salem-Keizer Transit District to identify measures to reduce this issue as they have done by working with the Salem Police Department at their main center in Salem. The proposed master plan is designed to allow a development that will comply with these provisions.

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27. Reduced Parking. KDC 3.113.04.C.4.

Reduce or waive minimum off-street parking standards. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; availability of transit service, and likelihood of car pool use; and adjacent on-street parking. The parking study is subject to review and approval or modification by the City.

FINDINGS: The intent of this is to make allowance for reduction of parking areas. At this time the proposed level of development in Area B will be done in a manner consistent with the parking space requirements with the city's development code and does not appear that it will necessitate the allowance which this section affords. However, if it is determined that this would be an appropriate action then a parking study will need to be submitted for review and approval. As such, the proposal will meet with the city's parking requirements.

28. Creating and Protecting Public Spaces. KDC 3.113.04.C. 5.

- A. The development provides an appropriate amount of public space as determined by the City Council in addition to sidewalks and landscaping.
- B. Public space may be a landscaped open space or plaza with pedestrian amenities, as approved by the City Council.

FINDINGS: The master plan for Area B makes allowance for public plazas and other areas which could be used for public art, or that may be used for open space, or for public gathering areas which will be in addition to the sidewalks and landscaped areas. These are shown near the two buildings to the west and east of the intersection of Keizer Station Boulevard and Lockhaven Drive. These areas will be developed in a manner that is consistent with the plaza areas that are located in Area A and make use of colored concrete and alternative textures or patterns to create an inviting open area. In addition, the small park will provide open space and landscaped areas where people may choose to visit and so the master plan proposal will meet with this criterion.

29. Human Scaled Building Design. KDC 3.113.04.C.6.

Building facades are designed to a human-scale, for aesthetic appeal, pedestrian comfort, and design character of a development. The City Council may determine architectural character, continuity of building sizes, roof forms, rhythm of window and door spaces and the general relationship of buildings to public spaces such as street, plazas, other open space and public parking.

FINDINGS: The intent of this provision is to avoid constructing buildings that have large building facades that are devoid of any aesthetic features and lose their human scale or have no aesthetic appeal. The master plan shows a variety of building footprints that will have both interesting design character and allowance for architectural features which will create a pleasing and aesthetic environment. The building to the west of Keizer Station Boulevard is shown with a number of jogs in the façade that faces the two streets which will result in an aesthetically pleasing building design. The building at the corner of McLeod Lane and Lockhaven Drive also shows a number of offsets and will have an interesting building design. The preliminary design for Building "A" has been submitted and shows that the building will include a number of windows and glazed entryway in the design which will help to convey a sense of rhythm in the presentation of the building. With the requirement that the buildings are designed to provide for features that contain human scaled building design will result in the development containing an interesting design character and will satisfy this requirement.

30. Transit Facilities. KDC 2.305.

A. Siting Requirements. KDC 2.305.01.

The location of transit facilities shall be based upon the size and trip generation potential of major new development adjacent to a transit street. KDC 2.305.02 outlines the maximum transit facilities that may be required by the City. Determination of specific requirements will be made on a case by case basis for each development by evaluation of the following factors:

1. Expected transit ridership generated by a development.
2. The level of existing or planned transit service adjacent to the development. Planned transit service is defined as service that is planned to be established within five years after the completion of

development according to the latest officially adopted transit plan by the Transit District.

3. The location of existing facilities.
4. The proximity of other transit ridership generators.

FINDINGS: With the development of the eastern portion of Area B with a transit station it is determined that these requirements are not applicable since no new bus stops will be required to be located so close to the main transit station serving Keizer. Because the transit station will be located within Area B it is anticipated that new developments within not only Area B but also within the other areas of the Keizer Station will experience increased ridership of patrons using the enhanced bus system and so the proposal with the component for a transit station in Area B will satisfy the intent of this provision.

B. Design Requirements. KDC 2.305.02.

Retail /industrial/institutional peak hour traffic trips of more than 200 require a concrete boarding pad and transit turnout.

FINDINGS: The need for this will be determined by the city and the transit agency during final plan development. However, with the development of the eastern portion of Area B with a transit center it is determined that these requirements are not applicable since no new bus stops will be required to be located so close to the main transit center serving Keizer. Because the transit center will be located within Area B it is anticipated that new developments within not only Area B but also within the other areas of the Keizer Station will experience increased ridership of patrons using the enhanced bus system and so will satisfy with the intent of this provision.

Based on the compliance with the above discussed criteria the proposed master plan is determined to satisfy the master plan review criteria.

The following facts and findings address the proposed lot line adjustment.

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FINDINGS: LOT LINE ADJUSTMENT

31. Lot Line Adjustment. KDC 3.106.

Map and Tax Lot Number	Size (acres)	Change	After LLA
63W36BC			
5500	0.01	same	
5900	0.01	same	
6000	2.98	-1.16	1.82
6100	0.20	same	
6200	0.64	+1.16	1.8
63W36BD			
1000	0.25	+2.46	2.71
1100	0.89	same	
1101	2.77	-2.46	0.31
1200	0.74	same	
1300	0.48	same	
1400	1.45	same	
1401	0.2	same	
Total	10.6		

- A. The adjustment of the lot lines results in no more parcels than originally existed. KDC 3.106.04.A.

FINDINGS: The lot line adjustments will only affect 4 of the lots in Area B. It adjusts the common property lines between existing and contiguous parcels and does not increase the number of parcels that originally existed. The result of the property line adjustment is that on the west side of Keizer Station Boulevard tax lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and tax lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. A second lot line adjustment proposal, on the east side of Keizer Station Boulevard tax lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and tax lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No new parcels will be created. Nor will any other parcels in Area B be affected. Therefore, this request satisfies this criterion.

- B. The proposed lot line adjustment results in parcels that meet all area and dimension standards of the Keizer Development Code. KDC 3.106.04.B.

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FINDINGS: The properties that are involved in the lot line adjustment portion of the application are zoned CM (Commercial Mixed Use) and are subject to the standards outlined in Keizer Development Code Section 2.110.05 *Dimensional Standards*. This section of the development code has no minimum lot size for commercial uses and no minimum lot width or minimum lot depth provisions. The lots are proposed to be 1.8 acres and 1.82 acres on the west side of Keizer Station Boulevard and 2.71 and 0.31 acres on the east side of Keizer Station Boulevard. Also, each parcel will be developed with commercial uses and will be consistent with the requirements within KDC 2.110. The lots are vacant and setback requirements will be regulated at the time of building permit approval for the development of any of the parcels involved in the adjustment of the common lot lines. As a condition of approval the Marion County Surveyor's Office requirements regarding the plat process shall be complied with. The plat shall show all area and dimensional standards of each of the lots. Therefore, this request satisfies this criterion.

- C. The proposed lot line adjustment does not locate lines in violation of the setback and height provisions of the Code relative to existing structures and improvements. KDC 3.106.04.C.

FINDINGS: The parcels are vacant so the issue of any current setback or building height violations is a moot issue. Setbacks to any proposed future structures will be regulated at the time of development through the building permit review and approval process and will be required to comply with the provision within the CM zone regarding building setbacks and building heights. Therefore, this request satisfies this criterion.

- D. The proposed lot line adjustment does not result in creating Infill parcels which previously did not meet the criteria for an Infill Development parcel as defined in KDC 2.316.03. KDC 3.106.04.D.

FINDINGS: The proposed lot line adjustments will not change the status of the lots as infill or non-infill parcels. Currently, the parcels are not subject to the criteria for infill development, since they are part of an area proposed for commercial development that was not subject to infill standards. Therefore, this request satisfies this criterion.

Based on the above findings the proposed lot line adjustment is determined to comply with the review criteria in Section 3.103 of the Keizer Development Code.

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The following facts and findings address the proposal to locate a transit station in Area B.

FINDINGS: CONDITIONAL USE PERMIT – TRANSIT STATION

32. Transit Station.

- A. The use is listed as a conditional use in the underlying district.

FINDINGS: The portion of Area B that is planned to be developed with a transit station is zoned Commercial Mixed Use (CM) and is subject to Section 2.110 of the KDC. A transit station is listed in KDC 2.110.04.B as a conditional use subject to the provisions outlined in KDC 2.429. Therefore, since the use is listed as a conditional use in the CM zone, staff finds this request satisfies this criterion.

- B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.

FINDINGS:

Size and Shape: The subject property that will be developed with the transit station will be approximately 2.71 acres in area after the lot line adjustment is complete and will be a regular shaped property. The Salem – Keizer Transit District proposes to develop a transit station with 10 bus bays and a parking area to accommodate patrons of the bus facility with 68 parking spaces provided and a small building to serve the transit drivers needs for break room, bathroom facilities, etc. While the development code does not explicitly define the number of parking spaces needed for this particular type of use, staff has worked with the Salem Keizer Transit District to determine what an appropriate level of parking spaces should be. Since the proposed use is a transit station where buses from routes in Keizer will converge so that patrons can then be able to transfer onto a bus traveling to Salem will mean that the majority of patrons to the site will likely arrive by bus and not by car. In consideration of this, this proposed number of parking spaces is acceptable and so will comply with the parking standards of the KDC. The site plan demonstrates the property is of sufficient size and shape to accommodate the proposed facility and parking and loading areas.

Location: The area to be developed with a transit station is located on the east side of Keizer Station Boulevard and also on the north side Lockhaven Drive. It is also along the west side of Burlington Northern rail road tracks. With a component of the site design for the transit station to incorporate the potential for a future commuter rail station the site is ideally located to be able to serve both the needs of bus users and also provide a future link to the adjacent commuter rail system.

Topography: The site is relatively flat with no natural features that would preclude the establishment of the proposed use. As a condition of approval, a grading and drainage plan must be developed for the site and approved by the Public Works Department to ensure that adequate erosion control and conveyance of storm water from adjacent property across the subject property is provided. This drainage plan must be submitted and approved prior to the establishment of the use and parking area. The plan must demonstrate how the drainage will be addressed.

Location of Improvements: Sanitary sewer and water are both located nearby and are available for use in this section Area B to serve the proposed transit station. There is a 12 inch water and a 10 inch sanitary sewer line located along the northern portion of the transit station site. Each require new extensions to be able to serve the proposed project. Lockhaven Drive is adjacent to the south and is a fully developed arterial. Keizer Station Boulevard is along the northern frontage of the site and is an arterial street which will require some additional improvement as specified in the traffic impact analysis recently done by Kittleson and Associates and are addressed in greater detailed further in this section of the report.

Natural Features: The property is shown to be located within Zone X of the FEMA FIRM map 41047C0194G dated January 19, 2000 and is therefore not subject to floodplain development requirements. There are no steep slopes, wetlands, floodplains or other natural features that will be affected by this proposal.

With the above mentioned conditions of approval, the characteristics of the site are suitable for this proposed use and as such, this request satisfies this criterion.

- C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.

FINDINGS: The KDC requires improvements for commercial development as outlined in KDC 2.301. Section 2.301 of the KDC prohibits development, including building permits, unless improvements are provided as outlined in the “Public Facilities Improvement Requirements Table” of the KDC. These include fire hydrants, street improvements, water, sewer, and storm drain facilities, and street lights.

Transportation System: The property is located on the east side of Keizer Station Boulevard and also on the north side of Lockhaven Drive and adjacent to the BN Rail Road Tracks. Keizer Station Boulevard is designated as an arterial street in the Keizer Transportation System Plan, and is improved to arterial street standards. However, this street will require some additional improvements as specified in the traffic impact analysis recently done by Kittleson and Associates (August 2010). This will include widening of Keizer Station Boulevard to facilitate adequate turning movements by the buses entering and exiting the site; a right turn lane on each approach to the new intersection; and a new signal be installed at the access with Keizer Station Boulevard and a new right turn lane approaching the Keizer Station Boulevard / Lockhaven Drive intersection. The TIA indicated that the improvements are directly related to the design and function of the transit station and /or the adjacent use in Building “D” and will be needed at the time either use is first developed. These improvements will enhance the transportation system and will allow the site to be developed with a transit center and not adversely impact the immediate street system. Lockhaven Drive is an improved arterial and will require no additional improvements along the frontage of the site to be developed with the transit station.

Public Facilities and Services: The property is not currently connected to public water or sewer, and is not served by an approved storm drainage system. A building permit or development as defined in the development code will require connection to public facilities and services including sanitary sewer, water, and the city’s storm drainage system.

All new development including the development of a transit station in Area B will be required to connect to city water lines. These lines are nearby and can serve all future development of Area B. A 12 inch water service is located within the Keizer Station Boulevard street right of way and there is sufficient capacity in the system to be available to the site. A 12 inch water service is located within the Lockhaven Drive street right of way and there is sufficient capacity in the system to be available to the site. A 8 inch water service is located within the McLeod Lane street right of way and there is sufficient

capacity in the system to be available to the site. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections. Final development plans shall be reviewed by the Keizer Fire Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer. The issue of reimbursement for the water tower as previously discussed applies to the development of the site with a transit station.

All new development must be connected to the sanitary sewer system. The subject property is located within the original Keizer Sewer District and therefore an acreage fee is not required. There is a 8 inch sanitary sewer line located in Lockhaven Drive; an 8 inch sewer line located in the McLeod Lane right of way; and, a 10 inch sanitary sewer line located in Keizer Station Boulevard. Each of these lines has adequate size and depth to provide for additional capacity to serve Area B.

A review of the construction plans for the subject property will be required to assure that capacity of the master plan sewer trunk lines is not exceeded. The Public Works Department comments include specific conditions of approval related to sanitary sewers.

With the conditions required above, the proposal is timely. Furthermore, since development on the site will require additional improvements, this will ensure the development can be served by adequate transportation and public facilities and services. Therefore, this request can satisfy this criterion.

- D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The purpose of the CM zone is to provide appropriate areas which are identified in KDC 2.110 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used for a transit station is on the east portion of Area B within the Keizer Station. Currently, with the exception of the single family house which is vacant and scheduled to be removed, Area B is undeveloped. Area A, to the east across the railroad tracks is a developing shopping center with the area closest to the transit station developed with a variety of commercial businesses. Area C, across

Lockhaven Drive to the south, is comprised of several single family homes and a number of vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed with retail it will need to be granted master plan approval. To the southeast, Area D which has been previously granted master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are developed with residential single family homes. The closest residence to the north of the proposed transit station are approximately 120 feet away and are separated by the Keizer Station Boulevard, a collector road. In addition, there is a 8 foot high sight obscuring masonry wall along the rear (south) property lines of these same residences. This masonry wall was constructed as part of the development of Area A in part to mitigate any adverse impacts associated with the development of the Keizer Station, and presumably any developments within Area B. This proposal will not preclude the use of adjacent properties since the proposed facility will be located well within the property boundary; will satisfy all setback and development requirements; and will be buffered by an existing 8 foot high masonry wall. This proposal will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. For these reasons, this request complies with this criterion.

- E. The proposal satisfies any applicable goals and policies of the Comprehensive Plan which apply to the proposed use.

FINDINGS: The following goals and policies are found to be applicable:

- i. City of Keizer Transportation System Plan; Goal 6 – “Support a public transit system for all Keizer residents focusing on accessibility and mobility.” The intent of the proposal is to locate a transit station in Area B of the Keizer Station. Its development will enhance the accessibility of transit for transit users in Keizer. The development of a portion of Area B with a transit station will allow for greater access to the transit system by Keizer residents. The new transit station will incorporate recent route configurations in what is referred to as a “3C” design system. With the availability of on-site parking it will allow for residents to drive to the site to then board the bus system which make it easier for some transit users and so will comply with this goal.
- ii. City of Keizer Transportation System Plan; Goal 6, Objective 1, Policy 2 – “The City will work with the Transit District to assure continued high quality transit system responsive to local community needs.” The siting of the transit station in Area B was done an after extensive public

involvement period which allowed the Transit District to more accurately gauge the need for the community support for a transit station as well as the preferred location for a new facility.

A site selection process extended over a two year period. Public input was valuable and a significant factor in the site selection process. Public and business outreach included:

- Six public meetings and/or open houses in the Keizer area, hosted by SKT to share information about the project, the evaluation of various sites and encourage public input and feedback.
- Six SKT Board of Directors Meetings with public hearings, where the transit center siting study was discussed and public input was encouraged.
- Work sessions between the SKT Board of Directors, the Keizer City Council and Keizer Planning Commission.
- Staff outreach to residents and businesses in the areas that were being considered for the new transit center.

After extensive public comment, the study team added sites in the Keizer Station area and eliminated the sites in central Keizer. Following the July 2009 SKT Board Meeting that included a public hearing and significant public support for the preferred Keizer Station site, the SKT Board of Directors directed staff to move forward with a transit station located in the Keizer Station commercial area. With the recognition of the public process that was used to both determine the level of need and level of support for a site location satisfies this policy.

- iii. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 1 - "Future development in Keizer Station in Area C may require the development of a commuter rail link and/or satellite transit connection." The city has approved a recent text amendment that allowed for the commuter rail station to be shifted from Area C to Area B. The rationale for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with this policy. With this request involving a proposal to construct a transit center in the eastern

portion of Area B which was incorporated in its design for a commuter rail station it will meet with this policy.

- iv. City of Keizer Transportation System Plan; Goal 7, Objective 4, Policy 1 - "Support the development of a commuter rail station as shown in the Keizer Station Master Plan to be provided in Area C of Keizer Station. While no specific design or analysis has been done, this facility is to be either provided or an area set aside for its development within Area C, unless it can be shown that a better location can be provided that will satisfy the design specification for a commuter rail station, parking and associated facilities." The city has approved a recent text amendment that allowed for the commuter rail station to be shifted from Area C to Area B. The rationale for this relocation was based on the fact that it would be part of the design of the transit center and so would offer a fuller integrated transportation center and that it would eliminate the need for users of these two facilities to have to cross Lockhaven Drive, a busy arterial street. During the public hearing before the Planning Commission Steve Dickey, Operations Director for the Salem-Keizer Transit District testified that while there are no plans to construct a commuter rail station at this time that it could become feasible in perhaps 15 to 20 years depending on federal and state funding. He explained the likely role that the transit district could provide when the commuter rail becomes a reality by providing express bus linkages to other parts of the transit's service area. With the approval of the relocation of the commuter rail station from Area C to Area B it is determined that the proposal is consistent with the intent of this policy which is to support the development of a future commuter rail station in Keizer Station.
- v. City of Keizer Transportation System Plan; Goal 6, Objective 2, Policy 2 - "Establish a transit center to serve the needs of the community. The site should accommodate the proposed use and provide adequate buffering and screening to mitigate any impacts on adjacent properties." As previously addressed the determination to construct a transit station in Area B was done only after a lengthy public process was used to determine both the level of need and the level of support for the new transit station. The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the master plan along a significant portion of the east, south, west and north property lines. While there currently is an existing single family home adjacent to the site this property was recently purchased by the city

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and is planned to be removed to allow for a commercial use as part of the development of Area B, although at this time no uses have been identified. While there are currently nearby residences across Lockhaven Drive to the south these are within an area that is designated as Area C of Keizer Station which is planned to be developed as part of the Keizer Station, although at this time it has not received master plan approval. The closest residences which are outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and an existing sight obscuring 6 foot tall masonry wall along the south property lines of these properties. This distance and screening is considered to be an adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this policy.

- vi. City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - "Use public facilities and services as a frame work for urban development." The area selected for development with a transit station can be served by the full range of urban services and so will comply with this policy.
- vii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(c)- " Increase transit service to the Keizer Station." The proposal to locate a new transit station in Area B of the Keizer Station will enhance the level of service that is currently provided to the Keizer Station. It will increase the opportunity for transit riders who wish to either shop at businesses in the Keizer Station or for employees who work at businesses in the Keizer Station and so satisfies this policy.
- viii. City of Keizer Comprehensive Plan; Policy E(4)(d)(2)(d)- "Ensure that major new developments provide transit facilities, and are designed in such a way to make transit service efficient and convenient." The proposal to develop a transit station as part of the development of Area B of the Keizer Station will enhance the service that is already provided to the Keizer Station and at the same time will make it more convenient for patrons and employees of businesses in the Keizer Station by making the use of transit a viable transportation option. As such, it will be consistent with this policy.
- ix. City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - "Establish the following objectives for the Keizer Station: (a) The primary uses are

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regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north.” The proposal to locate a transit station in Area B will increase transportation options for patrons of the commercial businesses within the Keizer Station and so will be consistent with this policy.

- x. City of Keizer Comprehensive Plan; Policy E(4)(c)(4) – “Ensure that Lockhaven Drive from North River Road to the Chemawa Interchange is carefully studied to determine the need for future widening, noise buffering, and for pedestrian crossing and safety improvements near the Whiteaker Middle School. Require that existing and planned residential areas be protected from excessive noise levels resulting from an increase in traffic.” As part of this application a TIA was done by Kittleson and Associates, August 2010, which studied the impacts of the proposal not only on the roads within the Keizer Station but also the impacts that may be to Lockhaven Drive. The TIA identified several mitigation measures to assure that there will be no adverse impacts. These include the location of the ingress and egresses; need for additional widening along Keizer Station Boulevard for a right turn lane approaching the Keizer Station Boulevard / Lockhaven Drive intersection and right turn lane at the new intersection; new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard; and future improvement that will be needed along Lockhaven resulting from the combined effects of development in Areas B and C and general growth of the area. The City of Keizer has been an active participant in ODOT pending Chemawa interchange management planning process. The intent of the planning process is to identify future problems associated with the interchange and to develop strategies for mitigating those impacts. With this proposal being required to be consistent with the ongoing planning process will assure compliance with this policy.
- F. Where permitted as a conditional use, a Transit Station application, in addition to the requirements in KDC 3.103, shall meet the following criteria in KDC 2.429:
- 1. Justification of the amount of area required for the use shall be established.

FINDING: The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; breakroom, restrooms, and area for customer service; security features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be with this facility is therefore determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

2. Need for the facility at the proposed location shall be identified.

FINDING: The Environmental Assessment, December 2009, developed for the Salem –Keizer Transit District documented the need for the transit station. It indicated that transportation and land use planning efforts conducted at both the local and regional level in the Salem-Keizer area have called for additional investment in alternative forms of transportation including transit, bicycle and pedestrian facilities. The goal is to move toward a more balanced transportation system that offers alternatives to the continued growth in automobile trips in the Salem-Keizer urban area and larger Willamette Valley region.

Salem-Keizer Transit collaborated with the City of Keizer, the City of Salem, the Mid-Willamette Valley Council of Governments, Marion County and the Oregon Department of Transportation to advance the Salem-Keizer Transit System Redesign generally, and specifically to identify a site for a new transit station in the northern portion of the transit district. An early activity of the Keizer Transit Center Project study committee was the development and adoption of a Purpose and Need Statement. A draft purpose and need statement was prepared by the technical committee, reviewed with the SKT management team, Board of Directors and City of Keizer. It was also shared with the public at the early transit center siting study public meetings. Concurrent with this effort the committee also developed a set of siting objectives for the Keizer Transit Center Project. The process of developing both statements created a significant amount of dialogue that served to clarify the overall intent and expectations for implementing new transit facilities in the Salem-Keizer transit district.

The purpose and need statement for the Keizer Transit Center, as adopted by the SKT Board of Directors, is:

To construct a transit center in Keizer that consolidates local and regional interconnected transit services and other transportation functions at a single location, implements the "3C" concept as refined in the "Strategic Transit System Redesign" adopted by the SKT Board, and provides user-friendly transitions between public transit services, pedestrians, bicyclists and other transportation modes. It will serve as a gateway to Keizer for transit users and visitors, and be a catalyst for implementation of broader City of Keizer land-use and economic development goals.

The need for the Keizer Transit Center results from:

- The community desire to connect the range of local and regional transit and transit related services in Keizer in one location,
- The agency desire to accommodate the changing pattern of trips in the Salem- Keizer area, whereby residents are making more non-downtown Salem trips, by further implementing its "3C" operating concept,
- The projected population and employment growth in the Salem-Keizer metropolitan area,
- The increasing levels of traffic congestion and travel delay within Keizer resulting in continued deterioration of travel conditions for transportation modes within Keizer and traveling to downtown Salem,
- The demand for improved, more efficient, effective and easily understood transit services in the Keizer area,
- The agency desire to plan for possible future commuter rail service in Keizer, and,
- The adopted regional and local transportation and land-use plans that encourage a cost efficient, innovative and effective multi-modal transportation system.

As such, the request complies with the criterion and the need for the facility has been demonstrated.

3. If a park-and-ride facility is proposed, applicant shall justify the lot area, number of spaces and any accessory facilities.

FINDING: The Salem-Keizer Transit District has submitted a site plan which shows that there will be a park and ride parking area that will accommodate 68 vehicles. The parking area is designed to accommodate transit users who might wish to drive to the transit station and then make a bus

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connection. The transit station will also have a small office building associated with its design. This park and ride facility also supports the development of the future commuter rail station. With these considerations the proposal meets with this provision.

4. Traffic impact analysis shall be provided and proposed measure(s) to mitigate any impact(s) on surrounding properties and streets shall be identified.

FINDING: A traffic analysis was prepared by Kittleston and Associates for the Environmental Assessment dated December 2009 in order to quantify the potential traffic effects associated with development of the Keizer Transit Center at the proposed site. The traffic analysis includes an evaluation of the impact of the KTC on p.m. peak hour intersection operations in the vicinity of the proposed transit center. The following signalized intersections were included in the traffic analysis: Intersections Managed by the City of Keizer are Lockhaven Drive NE/McLeod Lane NE and Lockhaven Drive NE /Keizer Station Boulevard NE. Intersections managed by the Oregon Department of Transportation are Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE, Chemawa Road NE /I-5 Southbound Ramp Terminal, and Chemawa Road NE /I-5 Northbound Ramp Terminal.

In addition, the traffic analysis evaluated the operational aspects of the proposed Keizer Transit Center access point on Keizer Station Boulevard NE, which is planned as a full-movement intersection (all turning movements would be allowed) located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection.

Intersection level-of-service was calculated for each of these six study area intersections for the p.m. peak period for the following conditions:

- Existing conditions (2008)
- Opening year (2012)
- No-Build Alternative
- Keizer Transit Center Alternative
- Horizon year (2031)
- No-Build Alternative
- Keizer Transit Center Alternative

The City of Keizer and ODOT have developed an intergovernmental agreement (IGA) as part of the Keizer Station master planning process that outlines that a volume-to-capacity threshold of 0.87 plus/minus 2-percent will

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be used as the mobility standard for determining the acceptable or unacceptable operation of signalized intersections.

The Chemawa Road/I-5 NB Ramp Terminal does not satisfy the volume-to-capacity threshold standard of 0.87 as set forth under the intergovernmental agreement. This intersection also operates at a level-of-service "D" under existing conditions. All other intersections operate at level-of-service "C" or better and at a volume-to-capacity ratio of less than 0.87 under existing conditions.

Year 2012 No-Build Traffic Conditions

The year 2012 No-Build traffic volumes were developed by applying a 1.5 percent per year linear growth rate to the existing p.m. peak hour traffic volumes and by adding assumed trips generated by the continuing build-out of Keizer Station. No roadway or intersection modifications were assumed for the intersection operations analysis for the No-Build traffic conditions. Trip generation rates for the Keizer Station build-out were estimated based on observed trip generation rates for the development that has occurred at Keizer Station thus far. Applying the trip generation rates and the 1.5 percent per year growth rate generated traffic volume projections for the 2012 No-Build traffic conditions.

The following signalized intersections are forecast to operate at level-of-service "D" or worse under year 2012 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /Keizer Station Boulevard NE
- Chemawa Road NE /I-5 SB Ramp Terminal
- Chemawa Road NE /I-5 NB Ramp Terminal

These level-of-service deficiencies are the result of regional traffic growth through the year 2012 and the inclusion of assumed traffic volumes associated with continued build-out of Keizer Station. All other intersections are forecast to operate at a level-of-service "C" or better under year 2012 weekday p.m. peak hour No-Build traffic conditions.

The Chemawa Road NE /I-5 SB Ramp and Chemawa Road NE /I-5 NB Ramp terminals are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the IGA under year 2012 weekday p.m. peak hour No-Build conditions. Although not assumed in the 2012 No-Build traffic analysis, the IGA between the City of Keizer and ODOT has identified several

improvements at these ramp terminal intersections. While the Lockhaven Drive NE /Keizer Station Boulevard NE intersection performed at level-of service "D," it does not exceed the volume-to-capacity threshold standard of 0.87 under year 2012 weekday p.m. peak hour No-Build conditions.

Year 2012 Keizer Transit Center Alternative Traffic Conditions

The KTC would include a new park-and-ride lot with approximately 70 spaces and a transit center with 10 bus bays. For purposes of this analysis, the Keizer TC is assumed to be fully constructed and open in the year 2012. Access to the proposed KTC is envisioned via a full-movement driveway (all turning movements would be allowed) located off of Keizer Station Boulevard NE. This access would be located approximately 450 feet north of the Lockhaven Drive NE /Keizer Station Boulevard NE intersection. For the purposes of this analysis, it was initially assumed that the access would be unsignalized. Trip generation during the weekday p.m. peak hour for the proposed Keizer TC was estimated by performing a detailed examination of the bus routes that the transit district plans to serve the transit center and the expected demand for the park-and-ride and drop-off/pick-up facilities.

Trip generation rates were developed for the opening year (year 2012) analysis and the horizon year (year 2031) analysis. The expectation is that as Keizer Station continues to build out, the transit center would become more utilized due to the increased activity in the area of the KTC.

As in the 2012 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service "D" or worse under year 2012 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2012 No-Build traffic conditions with the exception of the KTC Access/Keizer Station Boulevard intersection.

The critical exiting movement at the KTC Access/Keizer Station Boulevard intersection is forecast to degrade to level-of-service "F" (but under capacity with a volume-to-capacity ratio of 0.43) as a result of the additional traffic generated by the KTC. Given the delays that would be experienced for buses and transit riders exiting the site driveway, the installation of a traffic signal may need to be considered. However, it is unlikely that a signal would be warranted outright based on forecast 2012 traffic volumes. It is suggested that the level of build-out in the Keizer Station commercial district be monitored in accordance with the Keizer TC build-out to determine when a traffic signal

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would be needed. Analysis found that the installation of a new traffic signal, which would be coordinated with the existing signalized Lockhaven Drive NE/Keizer Station Boulevard NE intersection, would mitigate the level-of-service "F".

Year 2031 No-Build Traffic Conditions

Year 2031 No-Build weekday p.m. peak hour traffic conditions were developed using the Salem- Keizer Area Transportation Study (SKATS) regional travel demand model. The year 2031 weekday p.m. peak hour No-Build traffic conditions were estimated by assuming the lane configurations and traffic volumes from the SKATS model for each of the study intersections. Lastly, improvements at the I-5 ramp terminals that are included in the IGA between ODOT and the City of Keizer have been modeled. These improvements would be assumed to be implemented between 2012 and 2031, but not as a part of the Keizer TC development project.

The following signalized intersections are forecast to operate at level-of-service "D" or worse under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE/Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

These level-of-service deficiencies occur as a result of regional traffic growth and continued development in the Keizer Station commercial district.

The following intersections are forecast to exceed the volume-to-capacity threshold standard of 0.87 as set forth by the intergovernmental agreement under year 2031 weekday p.m. peak hour No-Build conditions:

- Lockhaven Drive NE /McLeod Lane NE
- Lockhaven Drive NE / Keizer Station Boulevard NE
- Lockhaven Drive NE /Stadium Drive NE /Ulali Drive NE
- Chemawa Road NE /I-5 SB Ramps
- Chemawa Road NE /I-5 NB Ramps

In spite of the improvements included in the IGA between ODOT and the City of Keizer, the freeway ramp terminals are forecast to continue to operate over capacity. ODOT's Chemawa Road Interchange Area Management Plan (IAMP), currently underway, would include solutions for the intersections that

are failing. Long-term solutions would fix the 2031 No-Build conditions and would accommodate the incremental growth.

As in the 2031 No-Build traffic conditions, the Lockhaven Drive/Keizer Station Boulevard, Lockhaven Drive/Stadium Drive/Ulali Drive, Chemawa Road/I-5 SB Ramps, and Chemawa Road/I-5 NB Ramps are all forecast to operate at level-of-service "D" or worse under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. The additional trips generated by the proposed KTC do not degrade the level-of-service beyond the 2031 No-Build traffic conditions with the exception of the Lockhaven Drive/Keizer Station Boulevard and KTC Access/Keizer Station Boulevard intersections. The critical exiting movement at the KTC Access/Keizer Station Boulevard intersection is forecast to degrade to level-of-service "F" as a result of the additional traffic generated by the KTC. Based on the 2031 traffic volumes and given the volume-to-capacity ratio of 0.98 and level-of-service "F", the KTC Access/Keizer Station Boulevard intersection would need to be signalized. The installation of a traffic signal that would be coordinated with the existing signalized Lockhaven Drive/Keizer Station Boulevard intersection would mitigate the level-of-service "F" conditions as shown in Table 3.1-7 of the Environmental Assessment.

The Lockhaven Drive/Keizer Station Boulevard intersection is forecast to degrade from level-of service "E" conditions under 2031 No-Build to level-of-service "F" under 2031 Keizer Transit Center Alternative traffic conditions. Implementation of a dual southbound left-turn would improve operations to level-of-service "D" conditions.

Year 2031 Queuing Analysis

In order to maintain reliable transit schedules, it is important for buses and other vehicles accessing the transit center or park-and-ride to be able to enter and exit the site with minimal delay. If the access to the proposed transit center and park-and-ride is blocked, delays to buses utilizing the transit center could reduce the attractiveness of the system to riders. A 95th percentile queuing analysis was performed under year 2031 weekday p.m. peak hour Keizer Transit Center Alternative traffic conditions. This assesses how long vehicle queues resulting from intersection delays would be during the peak hour. The forecast queues at the northbound left-turn and westbound left-turn movements at the unsignalized KTC Access/Keizer Station Boulevard intersection are forecast to be one vehicle. The queue for the southbound left-turn movement at the Lockhaven Drive/Keizer Station Boulevard intersection is forecast to be 615-feet under year 2031 Keizer Transit Center Alternative

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traffic conditions, which is greater than the distance between this intersection and the KTC Access/Keizer Station Boulevard intersection. Implementing a second southbound left-turn lane at the Lockhaven Drive/Keizer Station Boulevard intersection would reduce the queue length to 250-feet.

As part of the submittal for the master plan a traffic impact analysis was conducted by Kittleson and Associates, August 2010, which was used to assess the impacts associated with the whole Area B. That report revealed that the widening of Keizer Station Boulevard to allow for additional right turn lanes and the new signal at the intersection of the driveway serving the transit station and Keizer Station Boulevard is warranted based on the development of the transit station and will be required as part of the development of the transit station or the adjacent use in Building "D" whichever develops first.

With the mitigation measures as identified in the Executive Summary of the Kittleson and Associates TIA dated August 2010 placed as conditions of approval will assure the site is developed in a safe manner and not impact the nearby street system. Therefore, the proposal complies with this provision.

5. A Transit Station shall have direct access to a collector or arterial street.

FINDING: The intent of this provision is to avoid having a transit station developed with its direct access onto streets which may not be adequate to accommodate the bus and associated vehicle traffic. A collector or arterial street has been determined to be of sufficient width and pavement to accommodate the projected level of bus traffic. The transit station will have its direct access onto Keizer Station Boulevard which is designated in the Keizer Transportation System Plan as an arterial street and so meets with this provision.

6. A Transit Station shall be located on land that is of sufficient size to accommodate the proposed use.

FINDING: The intent of this provision is to ensure that the facility can be located on land that will accommodate all the proposed aspects of the transit station. The area proposed to be developed with a transit station is comprised of approximately 2.7 acres. The site has been designed so that it will include boarding / parking bays for between 8 to 10 buses; pedestrian waiting platform; break-room restrooms, and area for customer service; security

features; park and ride lot with approximately 70 parking spaces; area for potential future commuter rail station; driveway; and turning areas for buses; and landscaping along the perimeter and within the site. The site has been designed by professional land use planners making use of detailed information from engineers and other professionals. The area proposed to be developed with this facility is determined to be of sufficient size to accommodate the proposed use and so meets with this provision.

7. As conditioned, the Transit Station will not unreasonably impact existing or planned uses in the neighborhood of the subject property.

FINDING: It is not anticipated that the development of this portion of Area B with a transit station will have any unreasonable impacts on the neighborhood. The immediate neighboring properties to the west are within Area B, a soon to be developing retail –office complex. This includes the vacant single family residence located adjacent to the transit station site. This dwelling is owned by the City and is planned to either be demolished, or relocated to allow for a future office use or possibly a restaurant. The development of the site with a transit station will not impact the use either this future use or any other in Area B. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station Area A. Lands to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north are designated RS and developed with single family homes along Aldine Court. With the development of Area A an 8 foot high masonry wall was constructed along the south property line of these homes. This was intended to mitigate any impacts associated with the development of both Area A and Area B. With this fact it is anticipated that this area will be not adversely impacted by the development of a transit station. Overall, the development of a transit station should have a positive impact on properties within the Keizer Station as it will provide efficient transportation alternatives for people who may not chose to drive to the businesses that are and will be located in both Area B but also all other areas within the Keizer Station. Therefore, this request satisfies this criterion.

8. A transit station will be required to provide adequate buffering and screening to mitigate any impacts on adjacent properties.

FINDING: The design of the transit station indicates that it will be screened from parcels in Area A of the Keizer Station by the railroad tracks and the railroad overpass over Keizer Station Boulevard. A number of trees are shown on the site plan which will provide buffering. While there currently is an existing single family adjacent to the site this property is planned to be converted to a commercial use as part of the development of Area B. Likewise, while there are currently nearby residences across Lockhaven Drive to the south this is within an area designated as Area C of Keizer Station and is also planned to be developed as part of the Keizer Station. The closest residences which are outside of the Keizer Station to the north are more than 120 feet away and are buffered by both this separation and the fact that there is an existing sight obscuring 8 foot tall masonry wall along the south property lines of these properties and this is considered to be adequate separation and buffering. The closest residences outside of Area C are approximately 700 feet to the southwest. This distance combined with the Lockhaven Drive right of way is considered to be adequate and not warrant additional buffering. As such it is determined that the proposal meets with this provision.

Based on the above discussion, the request for a transit station is consistent with the conditional use review criteria and with the special use requirements.

The following addresses the proposal to create a small park in Area B

FINDINGS: CONDITIONAL USE PERMIT – PARK.

33. Conditional Use - Park.

- A. The use is listed as a conditional use in the underlying district.

FINDINGS: The portion of Area B that is planned to be developed with a small park is zoned Residential Single Family (RS) and is subject to KDC 2.102 of the KDC. A public park is listed in KDC 2.102.04.B as a conditional use. Therefore, this request satisfies this criterion.

- B. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.

FINDINGS:

Size and Shape: The area which is designated for park use is approximately ½ acre in size and is an undeveloped irregular shaped area. The site plan demonstrates the area is of sufficient size and shape to accommodate the proposed park and storm detention facility and also allow for limited passive recreation opportunities including seating areas, and a multiuse path meandering through the park providing a connection between Dennis Ray Avenue and Area B.

Location: The area to be developed with a small park is located in the northwest corner of the Area B. It is to the east of the terminus of Dennis Ray Avenue.

Topography: The site is relatively flat with no natural features that would preclude the establishment of the proposed use. A grading and drainage plan has been developed for the site to ensure that adequate erosion control and conveyance of storm water from adjacent property across the subject property is provided.

Location of Improvements: The park itself will require no necessary public facilities. However, a storm detention system will run through a portion of the area. Even though both sanitary sewer and potable water lines will be adjacent the park itself will not require any connection to either sanitary sewer or water lines other than a connection to provide landscaping irrigation. The area will have pedestrian and bicycle access off the end of Dennis Ray Avenue as well as through the development in Area B.

Natural Features: The property is shown to be located within Zone X of the FEMA FIRM map 41047C0194G dated January 19, 2000 and is therefore not subject to floodplain development requirements. There are no steep slopes, wetlands, floodplains or other natural features that will be affected by this proposal.

With the above mentioned conditions of approval, the characteristics of the site are suitable for this proposed use and as such, this request satisfies this criterion.

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- C. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use.

FINDINGS: The KDC requires improvements for development as outlined in KDC 2.301. Section 2.301 of the KDC prohibits development, including building permits, unless improvements are provided as outlined in the "Public Facilities Improvement Requirements Table" of the KDC. As indicated only storm drainage detention facilities, pedestrian path, and landscaping irrigation will be required in the new area to be dedicated as a park/open space.

Transportation System: The area in Area B where the park is proposed to be located is to the east of the terminus of Dennis Ray Avenue. Keizer Station Boulevard is designated as an arterial street in the Keizer Transportation System Plan, and is improved to arterial street standards. Dennis Ray Avenue is a local street. The small pocket will be a neighborhood pocket park and will not have large scale recreational amenities and so will not require extensive transportation improvements or connections as it will not have any impact on the local street system.

Public Facilities and Services: The park area will not require any connection to public water or sewer other than for irrigation purposes. It will be served by an approved storm drainage system.

This proposal is timely. Furthermore, since development on the site will require very limited additional improvements will ensure the development can be served by adequate public facilities and services. During the public hearing Gary Whalan and Jeanne Bond-Esser provided comments concerning the proposed small park over benefit to the public versus maintenance costs. At the close of the public hearing the Planning Commission unanimously recommended that the city council approve the proposal, although they did express concerns whether the park should be referred to as a park or open space area and over public access and use. The intent of the park space is that it will offer low key passive opportunities for recreation and will not have amenities typically found in larger city parks. Because of this fact it should require limited maintenance and operational expenses. Therefore, this request can satisfy this criterion. In the alternative, the open space/park can be privately owned and maintained.

- D. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of

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surrounding properties for the primary uses listed in the underlying district.

FINDINGS: The purpose of the RS zone is to provide appropriate areas for uses which are identified in KDC 2.101 as being either permitted, special uses, or uses that may be permitted with a conditional use. The area proposed to be used with a small park is on the west portion of Area B within the Keizer Station and east of Dennis Ray Avenue. Currently, it is undeveloped. Area A, to the east across the railroad tracks the Keizer Station is a developing shopping center with a variety of commercial businesses. Area C is across the Lockhaven Drive to the south and is comprised of several single family homes and vacant parcels. It is not currently developed with any retail businesses and prior to it being able to be developed will need to be granted master plan approval. To the southeast, Area D which has a master plan approval but is undeveloped. Properties to the north of Keizer Station Boulevard are residential single family. The RS portion of the Keizer Station has the potential for being developed with 3 single family lots. These are shown on the master plan as being located with two future lots along the south side of the short extension of Dennis Ray Avenue and 1 along the north side. This proposal for a small pocket park will not affect the ability of these adjacent properties to be developed with allowed uses since the proposed park will be located within the property boundary and will satisfy all setback and development requirements including setback requirements. Each of the proposed future lots will be required to be of sufficient size to allow for single family development that meets with RS development standards. All other lots along Dennis Ray Avenue and also Aldine Court to the north are developed with single family homes so the allowance for the small park will not affect the development of these lots. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or other recreation amenities it will not attract large groups of people to the park and so will not limit, impair, or preclude the use of the surrounding properties. It will not alter the character of the surrounding area as it will allow for the continued use of surrounding properties as they are currently being used. If anything the park may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. For these reasons, this request complies with this criterion.

- E. The proposal satisfies any applicable goals and policies of the Comprehensive Plan which apply to the proposed use.

FINDINGS: The following goals and policies are found to be applicable:

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City of Keizer Comprehensive Plan, Objective 1(a)- “Provide a variety of recreational opportunities with the Keizer park system.” This small park will provide for an open space amenity and for a small neighborhood pocket park within the city’s park system. Many of the city’s parks are large park with opportunities for a full and diverse recreational palette while this park because of its size will afford limited recreation opportunities and there in lies its unique aspect. It will offer a quiet space for people who looking for a small area in which do a range of passive activities such as sitting and reading, quiet contemplation or small picnic. As such, it will be consistent with this objective.

City of Keizer Comprehensive Plan, Objective 1(b) – “Develop a park system with locations convenient to most residents in Keizer. Where feasible, provide a park within ½ mile walking distance of each resident.” The area to the north and west of the site selected for the small park is identified in the Master Park and Recreation Plan as an “opportunity zone” meaning that it is currently underdeveloped with a regard to parks. This park as it is aimed to specifically be geared to the immediate neighborhood but will also be available for occasional use by patrons or employees of businesses within Keizer Station. It will help to offset this deficit and satisfies this objective.

City of Keizer Comprehensive Plan; Policy B(2)(b)(8) - “Use public facilities and services as a frame work for urban development.” The area selected for development of Area B with a transit station is served by the full range of urban services and so will comply with this policy.

City of Keizer Comprehensive Plan; Policy D(2)(h)(8) - “Establish the following objectives for the Keizer Station: (a) The primary uses are regional service center, light industry, hotel/motel and supporting facilities, convention facilities, and retail shopping facilities. (b) Improve access to the district and Lockhaven Drive. Coordinate transportation improvements with the industrial district to the north.” The proposal to locate a small passive park in Area B will have no impact on this policy as the primary uses will continue to those identified in the policy. The park will be a small secondary use within the overall Keizer Station development and will provide a pedestrian / bicycle connection between the adjacent neighborhoods and the Keizer Station businesses and so will assure compliance with this policy.

- F. The alteration of the use or structure is necessary to comply with a lawful requirement, or, will not result in a greater adverse impact on the neighborhood.

FINDINGS: It is not anticipated that the development of this portion of Area B with a small park will have any adverse impacts on the neighborhood. The immediate neighboring properties to the south are within Area B, a soon to be developing retail –office complex. Lands to the east, across the railroad tracks are developed, or developing, as part of the commercial development known as Keizer Station. Lands further to the south, across Lockhaven Drive, are currently a mix of residential and vacant uses. However, this area is identified as being Area C of the Keizer Station and is planned to be developed with a variety of commercial uses. Although at this time a master plan for Area C has not been approved. To the southeast is Area D of the Keizer Station, which is also at the present undeveloped but has an approved master plan to allow commercial development. Lands to the north and to the west are designated RS and developed with single family homes along Aldine Court. The development of a small 1.2 acre park will result in no structures being built on the site. Since the park area will be a small, basically undeveloped open space except for a storm detention facility and it will have no ball fields or any other recreation amenities that might attract large groups of people the park will not limit, impair, or preclude the use of the surrounding properties for the primary uses of the zone. It will not alter the character of the surrounding area as it will allow for the continued use of surrounding properties as they are currently being used. If anything it may have a positive affect in that it will provide for additional landscape buffer and open space area for the use of the immediate neighborhood. With this fact it is anticipated that this area will be not adversely impact by the development of a transit center. Therefore, with the above mentioned conditions, this request satisfies this criterion.

For the above reasons the proposed conditional use for a small park satisfies the review criteria.

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Justification

The applicant has the burden of proving that the application meets relevant standards and criteria to be applied in the particular case.

In this case, the applicant is requesting approval of Master Plan, Lot Line Adjustment, and Conditional Use for Keizer Station – Area B.

The Keizer Station Design Plan was adopted in February 2003 for the area formerly known as the Chemawa Activity Center. The Keizer Station Plan (KSP) sets forth a detailed vision for the northwest and southwest quadrants of the I-5 interchange. This well-situated and strategic property has been planned for a mix of commercial and industrial uses with emphasis on pedestrian-friendly design and attractive, streetscape amenities.

The applicant has met its burden of showing compliance with all the applicable criteria. The Master Plan request includes the uses envisioned by the KSP. As properly conditioned, the Master Plan presents a vibrant and energetic vision for Area B. The KSP goals of a northern gateway to Keizer, a focal point for commerce, and a source of employment opportunities are enhanced and realized by this proposal. The criteria have been satisfied with the aid of appropriate conditions.

The applicant requests lot line adjustments, conditional use for a park, and a conditional use permit to operate a transit station within Area B. Upon review of the proposal, Council finds that the criteria have been met and these additional requests should be granted.

The Master Plan application, along with the additional land use applications are approved.

EXHIBIT "E"

Action

The City of Keizer hereby ORDERS as follows:

The application for approval of the master plan, lot line adjustments, and conditional uses are hereby GRANTED subject to the following conditions and requirements:

CONDITIONS FOR MASTER PLAN:

Sanitary Sewers:

The subject property is located within the original Keizer Sewer District and therefore Transmission System Development Charges (acreage fees) are not required. Treatment Plant (City of Salem) System Development Charges are applicable. The Master Sewer Plan provides for a sewer trunk line to be constructed through the adjacent property (Area A) with adequate size and depth to provide for additional capacity for areas located within the original sewer district west of the BNSF railroad. A sanitary sewer trunk line has been constructed and is available for use by the subject property. Additionally, the following requirements shall be applied:

1. A Master Sewer Plan for the proposed development has been prepared which indicates that all proposed development in Area B will be connected to the existing public sanitary line constructed to provide service to the area.
2. City of Salem approval for local sewers is required. Permits from the City of Salem shall be issued prior to construction. Prior to submitting plans to the City of Salem for approval, the developer's engineer shall submit plans to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.
3. Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property.
4. Appropriate easements will be required for any public or private sewer lines located within the subject property if located outside platted right of ways.
5. It will be the responsibility of the developer's engineer to locate any existing wells (including those on adjacent property) in the vicinity of the proposed new sanitary sewer lines for the subject property. Any conflicts between existing wells

and proposed sanitary sewers shall be addressed by the developer prior to issuance of public works construction permits.

6. Easements for any existing sanitary sewer lines located on the subject property will be required to be recorded in favor of the City of Keizer.

Water System:

7. A Master Water System Plan has been developed for the subject property showing proposed routes of public water mains, fire hydrants and individual services. Prior to submittal of final construction plans the developer's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways. Final location of all meters and fire hydrants to be approved by the Keizer Department of Public Works prior to issuance of Public Works Construction Permits. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections.

8. Final development plans shall be reviewed by the Keizer Fire Department and the City of Keizer Department of Public Works with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

9. It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city.

10. Area B is responsible for reimbursement for 7 ½% of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately \$135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

Storm Drainage Improvements:

11. The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.
12. Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, adequate covenant, conditions and restrictions (CCR) shall be recorded to alert future owners/developers that detention and/or treatment shall be required to be constructed to the standards in effect at the time of building permit application.
13. A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations prior to the issuance of Public Works Construction Permits. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as a open space and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the open space/park shall be submitted for review and approval by the Department of Public Works.
14. A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area (Area B West and Area B East).
15. The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site prior to any site development. The plan shall be approved by the Department of Public Works. Prior to any development, including site grading, the applicant shall obtain an NPDES permit from the Oregon Department of Environmental Quality.
16. Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. This existing line will provide for a storm

drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Parks:

17. The submitted site plan indicates open space in Area B West for stormwater management and open space amenities. An overall development plan of the park/open space area shall be submitted to the Department of Public Works for review and approval prior to issuance of any Public Works Construction Permits. The open space shall be privately owned and maintained by the commercial owners of Area B West, but shall be open for general public use. The open space shall be substantially complete prior to the issuance of the first building permit for Area B West.

Transportation:

18. The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicles trips per day. A Traffic Impact Analysis (TIA) titled "Keizer Station Area B Master Plan, Keizer, Oregon, August 2010" has been prepared by Kittelson & Associates., Inc. Mitigation measures identified in the TIA shall be required as specified in the table in the Executive Summary. A copy of such table is attached as Exhibit "E-1".

19. The proposed Site Plan indicates the following transportation improvements shall be made:

- a. "Right-in only" access from Lockhaven Drive to Area B east of Keizer Station Boulevard;
- b. "Right-in-right-out" access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;
- c. New signalized intersection on Keizer Station Boulevard which will provide for access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Keizer Station Boulevard designed to City of Salem Standards;
- d. A driveway access from McLeod Lane to the western portion of Area B.

All new intersections shall be designed to the standards of the City of Keizer under the standard construction permit process. Appropriate right of way dedication for necessary construction of the above accesses will be determined when construction

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plans are completed. Exact area of dedication is dependent on whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station an intergovernmental agreement between the Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

20. The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way.

21. Street construction improvement plans shall include evaluation of existing street lighting to determine if new lighting is necessary or of existing lighting is required to be relocated.

General:

22. Construction permits are required by the Department of Public Works prior to any facility construction or site grading, including preparation for development.

23. A Pre-design meeting with the City of Keizer Department of Public Works will be required prior to the Developer's Engineer submitting plans to either the city of Keizer or the City of Salem for review.

24. Street opening permits are required for any work within the City right of way that is not covered by a Construction Permit.

25. If applicable, arrangements for reimbursing developers for providing additional capacity to serve future development must be approved by the City Council pursuant to local ordinance. Request to phase construction of facility infrastructure must be approved by the Public Works Director. Appropriate improvement agreements and/or bonding may be required.

26. All easements to be located in the appropriate locations based on actual approved plans. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

27. An improvement agreement or other acceptable form of guarantee for all required construction shall be in place prior to Public Works Construction Permits being issued.

Design:

28. Buildings shall be substantially located as shown on master plan, as determined by the Community Development Director. Buildings do not need to match the footprint shown on the master plan, but shall not exceed the maximum square feet listed.

29. All dimensional requirements for building heights, lots, and setbacks shall be met as specified in Section 2.110 and 2.102 KDC.

30. Street trees shall be planted with 30-foot spacing using one or more of 13 identified varieties. A minimum caliper of 2 inches shall be used for street trees and all other trees in areas subject to damage near pathways, walkways and streets. A final street tree planting plan shall be approved by the Community Development Director prior to planting. All the other landscaping standards of the KDC shall be met. Street trees and landscaping adjacent to arterials shall be maintained by the City. Other street trees and landscaping shall be maintained by the adjacent property owner.

31. Ground cover and shrubbery shall be planted in conformity with the KDC and industry standards as approved by the Community Development Director, and shall reach full coverage by the third year of growth.

32. Parking areas shall be provided and shall comply with design requirements outlined in Section 2.303 KDC. Verification shall be provided during building permit review.

33. Bicycle parking shall be provided as required by Section 2.303.08 KDC. In addition, the bicycle rack design shall provide secure support for bicycles and the ability to lock bicycles securely. The bicycle rack design, installation, and locations shall be approved by the Community Development Director prior to installation.

34. All driveway, loading, and parking areas shall be paved as required in Section 2.303 KDC.

35. A tree shall be planted for every eight lineal parking spaces in accordance with KDC standards.

36. A minimum of 10% of the gross land area of each parcel shall be devoted to landscaping. To provide for adequate vision clearance the landscaping material shall be selected to provide for the maintenance of adequate site distance as specified in Section 2.309.

37. 20 foot wide buffering shall be provided along the northern edge of the project in a manner which is consistent with the proposed master plan. Electric and mechanical equipment shall be screened with vegetation and/or fencing.

38. Irrigation system plans shall be submitted for approval as part of the building permit review process. Approved irrigation systems shall be installed prior to issuance of an occupancy permit for each building.

39. A 10 foot wide paved pedestrian connection between the end of Dennis Ray Avenue and Area B shall be provided as part of the initial development of Area B.

40. Driveway approaches shall be a maximum of 36 feet wide at the edge of the street. Pedestrian crossings shall make use of differing material or textures (eg. scored concrete) to clearly identify such crossings.

41. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

42. The proposed site lighting shall cast minimal light or glare toward the adjacent residential properties or onto adjacent streets. Light features for pedestrian walkways shall be low in height.

43. Building design elements including ground floor windows, facades, awnings and materials shall satisfy Section 2.315.08 KDC.

44. The elevations of all buildings shall be varied in texture, building materials and shall create a very human scale in blocking and incorporate human scale design elements. Elevations of all buildings shall incorporate no more than fifteen feet between varied vertical elements (such as scoring, patterns and textures), punctuated frequently with various architectural features (such as columns, projections, and differing planes). A variety of materials, varied at the same frequency as the architectural elements, shall be used with no single material being used more than

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50% of the building facade. The colors used shall be in compliance with the Development Standards. The materials shall be consistent with those used in Keizer Station Area A.

45. Final building designs for commercial uses shall conform with the design concepts submitted with this application, and shall be reviewed by the Community Development Director for compliance with applicable design standards in Section 2.315 KDC as part of the building permit review. Residential uses shall comply with the design Standards of Section 2.314.

46. Maintenance of the storm drainage facilities and landscaping located on private property, and for the plazas shall be the responsibility of the property owners.

47. Construction specifications (e.g., base rock, pavement thickness) for the separate pathway shall be subject to Public Works Department approval in accordance with Keizer City Standards.

48. During construction, residential properties shall be protected from impacts of noise at unreasonable hours, unreasonable dust, and safety concerns, and shall conform to Keizer city requirements regulating such impacts.

49. In addition to the development standards of Utility Lines and Facilities - Section 2.307 all new utility connections and lines shall be located underground.

50. Prior to issuance of any building permits in Area B West, a sight-obscuring wall shall be constructed of Concrete Masonry Units or equivalent between the residential properties along the south side of Dennis Ray Avenue and the northern border of Area B. Such wall shall be substantially similar to the existing wall.

51. Thirty-eight trees shall be planted in Area B to replace the 19 trees are proposed to be removed. These shall be in addition to the required street and parking lot trees. An alternative to planting can be to provide funding into the city's tree replacement program. Replacement trees or funding may be accomplished in phases depending on development timing in the location of removed trees.

CONDITIONS FOR LOT LINE ADJUSTMENT:

52. Completion, submittal and recording of the final plats shall comply with the requirements contained in the Keizer Development Code. The applicant will be required to comply with the Marion County Surveyor's Office requirements regarding the replat process. This is required in order to accomplish the lot line

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adjustment. The replat shall show all area and dimensional standards (including net area) of each of the lots.

53 Unless otherwise required by this decision, development of the parcels shall comply with the applicable requirements of the Keizer Development Code and building requirements of the Marion County Building Inspection Division.

54. The result of the property line adjustment is that on the west side of Keizer Station Boulevard Tax Lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and Tax Lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. On the east side of Keizer Station Boulevard Tax Lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and Tax Lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No other tax lots will be affected by this decision.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR TRANSIT STATION:

55. Locate new Transit Station as shown on master plan.

56. Pursuant to the master plan, new signal and widening of Keizer Station Boulevard to allow for additional right turn lanes at the new signalization intersection and also at the approach to the Keizer Station Boulevard/Lockhaven Drive intersection be completed prior to operation of Transit Station.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR PARK:

57. New park/open space shall be located as is shown on the master plan.
58. Park/open space shall be constructed as part of phase 1 of the development of Area B.
59. A 10 foot wide paved pedestrian walkway shall be provided connecting the end of Dennis Ray Avenue with Area B and shall be included as part of the development of the open space.
60. The park/open space shall be owned jointly or in an owner's association by the property owners of Area B West. Conditions, covenants and restrictions shall be approved in writing by the City prior to recording.

Intersection/Road Segment	Recommendations	Implementation
Improvements Associated with Area "B"		
A. Chemawa Road corridor	• Provide a right-in only driveway to serve Area "B" East.	• The right-in only driveway will be constructed when the non transit center component of Area "B" East is constructed.
B. Keizer Station Boulevard corridor	• Provide a full access driveway located off of Keizer Station Boulevard that would provide access to Area "B" East and West. This access would be located approximately 450 feet north of the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection. Signalize the intersection and coordinate it with the downstream Keizer Station Boulevard/Lockhaven Drive intersection. • Widen Keizer Station Boulevard west of the railroad underpass to include two southwest bound through lanes (with one lane being a shared through-right lane) and a separate left turn lane at the above driveway access. • Reconfigure the southbound Keizer Station Boulevard approach at the Chemawa Road/Lockhaven Drive/Keizer Station Boulevard intersection to include dual left-turn lanes and a separate through lane. In addition to the lane reconfigurations, widen the approach to include a separate southbound right-turn lane with 200' of storage.	• The Area "B" West driveway will be constructed when either Building B or Building C in Area "B" west takes place • The Area "B" East driveway and traffic signal will be constructed when the first development component in Area "B" East takes place. • The Keizer Station Boulevard widening will be constructed when the first development component in Area "B" East takes place. As an alternate, the developer may propose a limited movement and/or non-signalized intersection, as approved by the City and shall include appropriate mitigation measures so as not to cause unacceptable Level of Service
C. Lockhaven Drive corridor	• Provide a right-in/right-out driveway located off of Lockhaven Drive between the Keizer Station Boulevard and McLeod Lane intersections. This driveway would include a westbound right-turn deceleration lane.	• The right-in/right-out driveway and deceleration lane will be constructed when the first development component in Area "B" West occurs.
D. McLeod Lane	• Provide a full access driveway off of McLeod Lane to serve Area "B" West.	• The full access driveway will be constructed when the first development component in Area "B" West occurs.
Intersection Improvements Needed to Specifically Mitigate the Traffic Impacts of Areas "B" and "C"		
E. Lockhaven Dr / 14th Avenue	• Add a westbound right-turn lane on Lockhaven Drive	• The City of Keizer will construct the right-turn lane using fee-in-lieu-contributions from the proportionate share impacts of Areas "B" and "C" by the year 2014.
Improvements Needed to Mitigate the Traffic Impacts of Regional Growth and Areas "B" and "C"		
F. Lockhaven Dr / River Road	• Modify the westbound approach to provide dual westbound left-turn lanes, a single through lane, and a single right-turn lane. • Modify the east-west signal phasing from split phasing to protected phasing	• The City of Keizer will construct the improvements using, among others, an assessment of proportionate share contributions of Areas "B" and "C" by the year 2020.
G. Chemawa Road / I-5 NB ramp terminal	• Provide dual eastbound left-turn lanes (and the accompanying northbound on-ramp lane widening). • Add a separate westbound right-turn lane	• The City of Keizer will collect proportionate share contributions from Areas "B" and "C" so that improvements can be constructed when full funding is available.

ATTACHMENT 6

DRAFT MODIFIED CONDITIONS FOR MASTER PLAN:

PUBLIC WORKS REQUIREMENT PROPOSAL
COMMUNITY DEVELOPMENT PROPOSALS

Sanitary Sewers:

The subject property is located within the original Keizer Sewer District and therefore Transmission System Development Charges (acreage fees) are not required. Treatment Plant (City of Salem) System Development Charges are applicable. The Master Sewer Plan provides for a sewer trunk line to be constructed through the adjacent property (Area A) with adequate size and depth to provide for additional capacity for areas located within the original sewer district west of the BNSF railroad. A sanitary sewer trunk line has been constructed and is available for use by the subject property. Additionally, the following requirements shall be applied:

1. A Master Sewer Plan for the proposed development has been prepared which indicates that all proposed development in Area B will be connected to the existing public sanitary line constructed to provide service to the area.

~~2. City of Salem approval for local sewers is required. Permits from the City of Salem shall be issued prior to construction. Prior to submitting plans to the City of Salem for approval, the developer's engineer shall submit plans shall be submitted to the City of Keizer for review and determination of compliance with the City's Master Sewer Plan for the area.~~

~~2. 3. Connecting to existing sewers that serve the general area will be the responsibility of the developer of the property.~~

~~34. Appropriate easements will be required for any public or private sewer lines located within the subject property if located outside platted right of ways.~~

~~5. It will be the responsibility of the developer's engineer to locate any existing wells (including those on adjacent property) in the vicinity of the proposed new sanitary sewer lines for the subject property. Any conflicts between existing wells and proposed sanitary sewers shall be addressed by the developer prior to issuance of public works construction permits.~~

~~46. Easements for any existing sanitary sewer lines located on the subject property will be required to be recorded in favor of the City of Keizer.~~

Water System:

~~57.~~ A Master Water System Plan has been developed for the subject property showing proposed routes of public water mains, fire hydrants and individual services. ~~Prior to submittal of final construction plans the developer's engineer shall arrange for a pre-design conference to discuss water main sizing, meter sizing and locations, fire hydrant locations, fire sprinkler line locations and easement width for all public lines located outside of proposed right of ways.~~ Final location of all meters and fire hydrants to be approved by the City of Keizer ~~Department of~~ Public Works Department prior to issuance of Public Works Construction Permits. Appropriate easements for all public water mains and fire hydrants will be required if construction is to be outside of public right of ways. Any system development charges for water system improvements will be those in place at the time of individual service connections.

~~68.~~ Final development plans shall be reviewed and approved by the Keizer Fire ~~District~~Department and the City of Keizer ~~Department of~~ Public Works Department with regard to access and adequate location of fire hydrants prior to any issuance of public works construction permits by the City of Keizer.

~~9.~~ ~~It will be the responsibility of the developer to abandon all existing wells prior to site grading in accordance with the rules of the Oregon State Water Resources Department unless the City has determined that water rights are available in some cases that could be transferred to municipal use by the city.~~

~~740.~~ Area B is responsible for reimbursement for 7 ½% of the costs associated with the elevated water tank constructed to serve the area. The Area B share of the costs is approximately \$135,000.00. Payment of the required reimbursement may be made in phases as the development of the subject property progresses. Payments shall be made when public improvement construction permits are issued or building permits are issued whichever occurs first. Reimbursement costs will be calculated on a square foot basis, based on the total gross square footage of each parcel. The residential area shall not be included. The area of the open space shall be allocated on a proportional basis to the commercial properties in Area B West.

Storm Drainage Improvements:

~~844.~~ The subject property is within a critical drainage basin and strict compliance with city ordinances will be necessary. No increase in runoff during any design storm

will be allowed as development occurs. A Storm Drainage Master Plan is required for the areas west and east of Keizer Station Boulevard.

~~912.~~ Storm water detention and low impact development design will be required for areas east and west of Keizer Station Boulevard. All storm water including roof drains are to be connected to an approved system designed to provide adequate drainage for proposed new driveways, parking lots and other impervious surfaces. Where on-site detention is planned, adequate covenant, conditions and restrictions (CCR) shall be recorded to alert future owners/developers that detention and/or treatment shall be required to be constructed to the standards in effect at the time of building permit application.

~~1013.~~ A grading and drainage plan shall be developed for the subject property including proposed lot corner elevations prior to the issuance of Public Works Construction Permits. Details shall include adequate conveyance of storm water from adjacent property across the subject property. It is anticipated that on-site storm water detention/retention for this area can be achieved based on percolation tests results that were conducted in the spring of 2010. It appears that the area east of Dennis Ray Avenue will be used as an open space and storm-water management area. Prior to any development of the area west of Keizer Station Boulevard a final storm water plan for the open space/park shall be submitted for review and approval by the City of Keizer ~~Department of~~ Public Works Department.

~~14. A phasing plan shall be submitted to indicate how the storm water management will be developed to provide service to each area (Area B West and Area B East).~~

~~115. The developer shall submit to the Department of Public Works a master plan for erosion control for the entire site prior to any site development. The plan shall be approved by the Department of Public Works.~~ Prior to any development, including site grading, ~~the applicant shall obtain~~ an NPDES permit from the Oregon Department of Environmental Quality will be required.

~~126.~~ Easements for any existing or proposed storm drain lines within the subject property will be required if not located within public right of ways. A public storm drain line has been constructed from the easterly end of Dennis Ray Avenue to the northeast corner of the subject property. This existing line will provide for a storm drain outlet for the west portion of Area B. A storm drain line has been constructed to the west line of the BNRR south of Keizer Station Boulevard and will be available for the portion of Area B east of Keizer Station Boulevard.

Parks:

137. The submitted site plan indicates open space in Area B West for stormwater management and open space amenities. An overall development plan of the park/open space area shall be submitted to the Public Works Department ~~of Public Works~~ for review and approval prior to issuance of any Public Works Construction Permits. The open space shall be privately owned and maintained by the commercial owners of Area B West, but shall be open for general public use. The open space shall be substantially complete prior to the issuance of occupancy for the first building permitted ~~infor~~ Area B West.

Transportation:

148. The city public works staff review of the proposal indicates the development will generate in excess of 250 vehicles trips per day. A Traffic Impact Analysis (TIA) titled “Keizer Station Area B Master Plan, Keizer, Oregon, August 2010” has been prepared by Kittelson & Associates., Inc. Mitigation measures identified in the TIA shall be required as specified in the table in the Executive Summary. A copy of such table is attached as Exhibit “E-1”.

159. The proposed Site Plan indicates the following transportation improvements shall be made:

- a. “Right-in only” access from Lockhaven Drive to Area B east of Keizer Station Boulevard;
- b. “Right-in-right-out” access to the area west of Keizer Station Boulevard with a west-bound deceleration lane;
- c. New signalized intersection on Keizer Station Boulevard which will provide for access to both areas east and west of Keizer Station Boulevard which will be synchronized with the existing intersection at Lockhaven Drive/Keizer Station Boulevard designed to City of Salem Standards;
- d. A driveway access from McLeod Lane to the western portion of Area B.

All new intersections shall be designed to the standards of the City of Keizer under the standard construction permit process. Appropriate right of way dedication for necessary construction of the above accesses will be determined when construction plans are completed. ~~Exact area of dedication is dependent on whether an alternative Keizer Station Boulevard intersection is proposed (see below). Prior to any development of the Transit Station an intergovernmental agreement between the~~

~~Salem/Keizer Transit District and the City of Keizer shall be in place if the District intends to construct private improvements within the old Chemawa Road right of way.~~

~~As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.~~

1620. The existing portion of Keizer Station Boulevard will require right of way dedication for any portions of the street that do not currently lie within street right of way.

1724. Street construction improvement plans shall include evaluation of existing street lighting to determine if new lighting is necessary or ~~if~~ existing lighting is required to be relocated.

General:

1822. Construction permits are required by the ~~City of Keizer Department of~~ Public Works ~~Department~~ prior to any facility construction or site grading, including preparation for development.

1923. A Pre-design meeting with the City of Keizer ~~Department of~~ Public Works ~~Department~~ will be required prior to ~~the Developer's Engineer~~ submitting plans to either the city of Keizer or the City of Salem for review.

204. Street opening permits are required for any work within the City right of way that is not covered by a Construction Permit.

215. If applicable, arrangements for reimbursing developers for providing additional capacity to serve future development must be approved by the City Council pursuant to local ordinance. Request to phase construction of facility infrastructure must be approved by the Public Works Director. Appropriate improvement agreements and/or bonding may be required.

226. All easements to be located in the appropriate locations based on actual approved plans. No final plat shall be approved prior to approval of construction plans including easement widths and locations.

237. An improvement agreement or other acceptable form of guarantee for all required construction shall be in place prior to Public Works Construction Permits being issued.

Design:

28. Except as set forth below, buildings shall be located in substantially located conformance to the attached site plan, as shown on master plan, as determined by the Community Development Director. Buildings do not need to match the exact footprint, shown on the master plan, but shall not exceed the maximum square footagefeet listed. However, buildings in Area B West (except for the parcel on McLeod/Lockhaven) may be any number, size or location, provided that the total square footage shall not exceed 24,000 square feet, and shall meet all requirements set forth herein and all applicable regulations.

29. All dimensional requirements for building heights, lots, and setbacks shall be met as specified in Section 2.110 and 2.102 KDC.

30. Street trees shall be planted with 30-foot spacing using one or more of 13 identified varieties as outlined in City standards. A minimum caliper of 2 inches shall be used for street trees and ~~all for~~ other trees which are located in areas subject to damage near pathways, walkways and streets. A final street tree planting plan shall be approved by the Community Development Director prior to planting. All ~~the~~ other landscaping standards of the KDC shall be met. Street trees and landscaping adjacent to arterials shall be maintained by the City. Other street trees and landscaping shall be maintained by the adjacent property owner.

31. Ground cover and shrubbery shall be planted in conformity with the KDC, ~~and~~ industry standards, and as approved by the Community Development Director, and shall reach full coverage by the third year of growth.

32. Parking areas shall be provided and shall comply with design requirements outlined in Section 2.303 KDC. Verification shall be provided during building permit review.

33. Bicycle parking shall be provided as required by Section 2.303.08 KDC. In addition, the bicycle rack design shall provide secure support for bicycles and the ability

to lock bicycles securely. The bicycle rack design, installation, and locations shall be approved by the Community Development Director prior to installation.

34. All driveway, loading, and parking areas shall be paved as required in Section 2.303 KDC.

35. A tree shall be planted for every eight lineal parking spaces in accordance with KDC standards.

36. A minimum of 10% of the gross land area of each parcel shall be devoted to landscaping. To provide for adequate vision clearance the landscaping material shall be selected to provide for the maintenance of adequate site distance as specified in Section 2.309.

37. A 20-foot wide buffering shall be provided along the northern edge of the project in a manner which is consistent with the proposed master plan, or as deemed satisfactory by the Community Development Director on a limited basis due to specific conditions of the site such as existing fencing, significant vegetation or isolated insignificant impacts. Electric and mechanical equipment shall be screened with vegetation and/or fencing.

38. Irrigation system plans shall be submitted for approval as part of the building permit review process. Approved irrigation systems shall be installed prior to issuance of an occupancy permit for each building.

39. A 10 foot wide paved pedestrian connection between the end of Dennis Ray Avenue and Area B shall be provided as part of the initial development of Area B.

40. Driveway approaches shall be a maximum of 36 feet wide at the edge of the street. Pedestrian crossings shall make use of differing material or textures (eg. scored concrete) to clearly identify such crossings.

41. Pedestrian walkways must be lighted to a level where the system can be used at night by employees and customers.

42. The proposed site lighting shall cast minimal light or glare toward the adjacent residential properties or onto adjacent streets. Light features for pedestrian walkways shall be low in height, with no direct visibility to light sources from surrounding residential properties or ROW.

43. Building design elements including ground floor windows, facades, awnings and materials shall satisfy Section 2.315.08 KDC.

44. The elevations of all buildings shall be varied in texture, ~~building and building materials. The Buildings and~~ shall create a ~~very~~ human scale in ~~blocking and incorporate human scale~~ their design elements. Elevations of all buildings shall incorporate no more than fifteen feet between varied vertical elements (such as ~~scoring materials~~, patterns and textures), punctuated frequently with various architectural features (such as columns, projections, and differing planes). A variety of materials, ~~varied at the same frequency as the architectural elements~~, shall be used with no single material being used more than 50% of the building facade. The colors used shall be in compliance with the Development Standards. The materials shall be consistent with those used in Keizer Station Area A.

45. Final building designs for commercial uses shall conform with the design concepts ~~submitted with this application outlined in this order~~, and shall be reviewed by the Community Development Director for compliance with applicable design standards in Section 2.315 KDC as part of the building permit review. Residential uses shall comply with the design Standards of Section 2.314.

46. Maintenance of the storm drainage facilities and landscaping located on private property, and for the plazas shall be the responsibility of the property owners.

47. Construction specifications (e.g., base rock, pavement thickness) for the separate pathway shall be subject to Public Works Department approval in accordance with Keizer City Standards.

48. During construction, residential properties shall be protected from impacts of noise at unreasonable hours, unreasonable dust, and safety concerns, and shall conform to Keizer city requirements regulating such impacts.

49. In addition to the development standards of Utility Lines and Facilities - Section 2.307 all new utility connections and lines shall be located underground.

50. ~~Prior to issuance of any building permits i~~In Area B West, a sight-obscuring wall shall be constructed of Concrete Masonry Units or equivalent between the residential properties along the south side of Dennis Ray Avenue and the northern border of Area B. Such wall shall be substantially similar to the existing wall. This wall shall be constructed with the adjacent individual buildings or parking areas as they are constructed. The properties which share a boundary with the open area whose

street address is located Aldene Drive, shall be buffered with a sight obscuring fence, if not currently existing.

51. Thirty-eight trees shall be planted in Area B to replace the 19 trees ~~are proposed to be~~ that have previously been removed. These shall be in addition to the required street and parking lot trees. An alternative to planting can be to provide funding into the city's tree replacement program. Replacement trees or funding may be accomplished in phases depending on development timing in the location of removed trees.

CONDITIONS FOR LOT LINE ADJUSTMENT:

52. Completion, submittal and recording of the final plats shall comply with the requirements contained in the Keizer Development Code. The applicant will be required to comply with the Marion County Surveyor's Office requirements regarding the replat process. This is required in order to accomplish the lot line adjustment. The replat shall show all area and dimensional standards (including net area) of each of the lots.

53 Unless otherwise required by this decision, development of the parcels shall comply with the applicable requirements of the Keizer Development Code and building requirements of the Marion County Building Inspection Division.

54. The result of the property line adjustment is that on the west side of Keizer Station Boulevard Tax Lot 0603W36BC6200 will be increased from 0.64 acres in area to 1.8 acres in size, and Tax Lot 0603W36BC6000 will be decreased from 2.98 acres in area to 1.82 acres in size. On the east side of Keizer Station Boulevard Tax Lot 0603W36BD1000 will be increased from its current size of 0.25 acres to 2.71 acres and Tax Lot 0603W36BD1101 will be decreased from 2.77 acres to 0.31 acres. No other tax lots will be affected by this decision.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR TRANSIT STATION:

55. Locate new Transit Station as shown on master plan.

56. Pursuant to the master plan, new signal and widening of Keizer Station Boulevard to allow for additional right turn lanes at the new signalization intersection and also at the approach to the Keizer Station Boulevard/Lockhaven Drive intersection be completed prior to operation of Transit Station.

As an alternative to the Keizer Station Boulevard signalized intersection, the developer may propose a limited movement and/or non-signalized intersection. Such alternative intersection design must be approved in writing by the City and shall include appropriate mitigation measures so as not to cause an unacceptable Level of Service.

CONDITIONS FOR CONDITIONAL USE PERMIT FOR PARK:

57. New park/open space shall be located as is shown on the master plan.
58. Park/open space shall be constructed as part of phase 1 of the development of Area B.
59. A 10 foot wide paved pedestrian walkway shall be provided connecting the end of Dennis Ray Avenue with Area B and shall be included as part of the development of the open space.
60. The park/open space shall be owned jointly or in an owner's association by the property owners of Area B West. Conditions, covenants and restrictions shall be approved in writing by the City prior to recording.

Brown, Nate

From: JUSTER Gerard P *Gerry <Gerard.P.JUSTER@odot.state.or.us>
Sent: Wednesday, July 05, 2017 1:06 PM
To: Brown, Nate
Cc: EARL Robert; FRICKE Daniel L; DRAKE Ray F; KNECHT Casey
Subject: ODOT comments for City of Keizer land use case - Amendment to Master Plan Case 2010-10
Attachments: Scanned from a Xerox Multifunction Printer.pdf
Importance: High

Dear Nate,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the proposed Amendment to Master Plan Case 2010-10 as it applies to Keizer Station Area B. ODOT has reviewed the proposal and has no concerns. A review of the applicant's proposal indicates there will be no appreciable change in the traffic character based the existing approved Master Plan and the proposed Amendment.

Please note if the applicant or their contractor is required to occupy state highway right-of-way to provide construction or utility improvements resulting from conditions of approval by the City, [A Permit To Occupy Or Perform Operations Upon A State Highway](#) will be necessary. The permit can be obtained by contacting Tom Sagers, District 3 Permit Specialist at 503.986.2876. The applicant or their contractor shall obtain the permit 30 calendar days prior to commencing any construction or utility improvements with state highway right-of-way.

If you have any questions please feel free to contact me at 503.986.2732.

Thank you,

Gerry Juster
 Development Review Coordinator
 Oregon Department of Transportation
 855 Airport Rd SE, Bldg. Y | Salem, Oregon 97301
 Office: 503.986.2732 | FAX: 503.986.2748
 e-mail: gerard.p.juster@odot.state.or.us

From: WOOD Erica
Sent: Monday, July 03, 2017 12:31 PM
To: JUSTER Gerard P *Gerry
Cc: FRICKE Daniel L
Subject: Time Sensitive Document
Importance: High

Attached is a document that requires comments be submitted by July 5th. Since we just received it today and the deadline is on Wednesday, I thought it might be good to email it. ☺

Thank you,

Erica Wood



REQUEST FOR COMMENTS

June 22, 2017

TO: _____

FROM: Nate Brown, Community Development Director

CASE: Amendment to Master Plan Case 2010-10

RESPONSE DATE: **July 5, 2017**

APPLICATION: The applicant is requesting a limited modification of established Master Plan for Keizer Station Area B which will look to address such things as timing of improvements and general building configurations. All other conditions are anticipated to remain the same. Area B is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).

APPLICANT: City of Keizer

ADDRESS: Keizer Station Area B

ZONE: Commercial Mixed use (CM) & Single Family Residential (RS)

The Community Development Department is soliciting comments from affected agencies on the above referenced land use application. These comments will be considered as part of the staff report. Please return your comments to our office by **July 5, 2017** in order that we may process the application in a timely manner. Phone calls are acceptable if it is not possible to respond in writing by this date. If we receive no response, we will assume your agency has no concerns. You may use this response form, or, attach a separate letter. Please return your written responses to the Keizer Community Development Department, P.O. Box 21000, Keizer, Oregon 97307-1000. Questions regarding the application may be directed to Nate Brown, Community Development Director, at (503) 856-3437. Thank you for your assistance.

PLEASE CHECK THE APPROPRIATE ITEMS:

- ☒ Our agency reviewed the proposal and determined we have no comment.
- ☐ Our agency would like to receive a copy of the staff decision/report and notice of any public hearings in this case.
- ☐ Our comments are in the attached letter.
- ☐ Our Agency's comments are: _____
- _____
- _____
- _____

Response Date: June 23, 2017

Person commenting: Jeff Cowan, Keizer Fire Chief

Enclosures: Site plan
Written Statement



REQUEST FOR COMMENTS

June 22, 2017

TO: _____

FROM: Nate Brown, Community Development Director

CASE: Amendment to Master Plan Case 2010-10

RESPONSE DATE: **July 5, 2017**

APPLICATION: The applicant is requesting a limited modification of established Master Plan for Keizer Station Area B which will look to address such things as timing of improvements and general building configurations. All other conditions are anticipated to remain the same. Area B is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).

APPLICANT: City of Keizer
ADDRESS: Keizer Station Area B
ZONE: Commercial Mixed use (CM) & Single Family Residential (RS)

The Community Development Department is soliciting comments from affected agencies on the above referenced land use application. These comments will be considered as part of the staff report. Please return your comments to our office by **July 5, 2017** in order that we may process the application in a timely manner. Phone calls are acceptable if it is not possible to respond in writing by this date. If we receive no response, we will assume your agency has no concerns. You may use this response form, or, attach a separate letter. Please return your written responses to the Keizer Community Development Department, P.O. Box 21000, Keizer, Oregon 97307-1000. Questions regarding the application may be directed to Nate Brown, Community Development Director, at (503) 856-3437. Thank you for your assistance.

PLEASE CHECK THE APPROPRIATE ITEMS:

- _____ Our agency reviewed the proposal and determined we have no comment.
- _____ Our agency would like to receive a copy of the staff decision/report and notice of any public hearings in this case.
- _____ Our comments are in the attached letter.
- _____ Our Agency's comments are: _____ **Development cost per current tariff and service requirements. 10' PUE required on all front street lots.**

Response Date: 6-23-17Person commenting: Kerri Arnzen

Enclosures: Site pl
Writer



Portland General Electric
4245 Kale Street NE
Salem, Oregon 97305

Kerri Arnzen
Service & Design Project Manager

Office 503-463-4383
Fax 503-463-4308
For PGE Inspection Call 503-463-4348
kerri.arnzen@pgn.com

Russell, Dina

From: Nadine STOLTZ <nadinefawcett@msn.com>
Sent: Wednesday, July 05, 2017 3:39 PM
To: Russell, Dina
Subject: Re: Master Plan Area B Keizer Station

Dina,

Thank you for sending me this form. I have not received the letter that was sent and my neighbors across the street closer to the site have not received their letter also.

It is hard to respond if we are not sent the information saying we have until a certain time frame to respond. I am sure my neighbors have a response. By the time she gets home it will be to late.

I do not want a theater at this site. We have a lot of cars that use our street as a turn around. My drive in particular seems to be the best place to pull in and turn around. We have a lot of people that walk through our street to cut to Keizer Station or the bus area.

Can we find a better place for a theater than this corner? Why not the old Roth's grocery area. Perfect place. It would get people down town. Or old Albertsons lots of parking there. I think it would bring a lot of traffic into our area that we are not set up for.

My concern is traffic and it being so close to a residential area and all the extra foot traffic through our neighborhood.

Thank you,
 Nadine Stoltz
 nadinefawcett@msn.com
 503-409-2268

From: Russell, Dina <RussellD@keizer.org>
Sent: Wednesday, July 5, 2017 3:20 PM
To: nadinefawcett@msn.com
Subject: Master Plan Area B Keizer Station

Nadine, Attached is the Request for Comment information sent out on June 22nd along with an updated site plan submitted last Friday. The deadline is today so if you would like to submit comments please do so by 5:00pm today.

I've also included a copy of the Public Hearing Notice. Let me know if I can help further.

Thank you!


 Dina Russell
 Assistant Planner
 Ofc (503) 856-3442
 Fax (503) 390-8288



REQUEST FOR COMMENTS

June 22, 2017

TO: Property Owner

FROM: Nate Brown, Community Development Director

CASE: Amendment to Master Plan Case 2010-10

RESPONSE DATE: **July 5, 2017**

APPLICATION: The applicant is requesting a limited modification of established Master Plan for Keizer Station Area B which will look to address such things as timing of improvements and general building configurations. All other conditions are anticipated to remain the same. Area B is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).

APPLICANT: City of Keizer

ADDRESS: Keizer Station Area B

ZONE: Commercial Mixed use (CM) & Single Family Residential(RS)

The Community Development Department is soliciting comments from affected property owners on the above referenced land use application. Your comments should address the review criteria found in Section 3.113 of the Keizer Development Code. These comments will be considered as part of the staff report. Please return your comments to our office by **July 5, 2017** in order that we may process the application in a timely manner. Phone calls are acceptable if it is not possible to respond in writing by this date. If we receive no response, we will assume you have no concerns. You may use this response form, or, attach a separate letter. Please return your written responses to the Keizer Community Development Department, P.O. Box 21000, Keizer, Oregon 97307-1000. Questions regarding the application may be directed to Nate Brown, Community Development Director, at (503) 856-3437. The original master plan approval 2010-10 and Keizer Development Code can be viewed online at www.keizer.org. Thank you for your assistance.

PLEASE CHECK THE APPROPRIATE ITEMS:

☒ I/we reviewed the proposal and determined I/we have no comment.

☐ My/our comments are in the attached letter.

☐ Our Agency's comments are: _____

Response Date: June 30, 2017

Person commenting: Gladys Gooding

Enclosures: Site plan
Written Statement



REQUEST FOR COMMENTS

June 22, 2017

TO: Property Owner

FROM: Nate Brown, Community Development Director

CASE: Amendment to Master Plan Case 2010-10

RESPONSE DATE: **July 5, 2017**

APPLICATION: The applicant is requesting a limited modification of established Master Plan for Keizer Station Area B which will look to address such things as timing of improvements and general building configurations. All other conditions are anticipated to remain the same. Area B is designated Commercial and Low Density Residential on the Comprehensive Plan Map and is zoned Commercial Mixed Use (CM) and a small portion in the northwest quadrant is zoned Residential Single Family (RS).

APPLICANT: City of Keizer

ADDRESS: Keizer Station Area B

ZONE: Commercial Mixed use (CM) & Single Family Residential(RS)

The Community Development Department is soliciting comments from affected property owners on the above referenced land use application. Your comments should address the review criteria found in Section 3.113 of the Keizer Development Code. These comments will be considered as part of the staff report. Please return your comments to our office by **July 5, 2017** in order that we may process the application in a timely manner. Phone calls are acceptable if it is not possible to respond in writing by this date. If we receive no response, we will assume you have no concerns. You may use this response form, or, attach a separate letter. Please return your written responses to the Keizer Community Development Department, P.O. Box 21000, Keizer, Oregon 97307-1000. Questions regarding the application may be directed to Nate Brown, Community Development Director, at (503) 856-3437. The original master plan approval 2010-10 and Keizer Development Code can be viewed online at www.keizer.org. Thank you for your assistance.

PLEASE CHECK THE APPROPRIATE ITEMS:

☐ I/we reviewed the proposal and determined I/we have no comment.

☒ My/our comments are in the attached letter.

Our Agency's comments are: Reg. Property loc. at: 2258 Aldine Dr.
Legal descrip.: Parcel R56432 - Northtree Estate L.P. - B.3
- We have no objection to your plan providing that
you extend the existing wall to go past the
back of our property. Currently the wall ends at the
corner of Lot 9 and Lot 10.

Response Date: 6-29-2017

Person commenting: Nina C. Treece

Enclosures: Site plan
Written Statement

[Signature]

Russell, Dina

From: Brown, Nate
Sent: Thursday, July 06, 2017 12:11 PM
To: nadinefawcett@msn.com
Cc: Russell, Dina
Subject: Keizer Station Area B Master Plan Ammendment

Nadine,

Thank you for taking your time to respond to the "Request for Comments". I know that this process can be daunting. Your time is appreciated.

I just wanted to clarify a few things you asked about. We mail to the legal property owner as listed in the assessors records. Sometimes when property changes hands the records lag and there can be errors. Also, properties that are rented must be notified by the property owner, and sometimes that doesn't happen either. So all told we place ads in the newspaper, put it on our website and mail to every property owner who owns property within 250' of the proposed area.

Regarding this particular hearing, this is to amend the existing master plan (which anticipates up to 24,000 sq ft of retail use. Though the current discussion is about a theater, the legal stuff means that any use listed in the zone could be located there, within the limits established in the zone and the design requirements of the master plan. Your email doesn't mention where your address is, but I am assuming by your description that you live on Dennis Ray. The existing master plan shows your street being extended with three additional residential building lots and the street terminated with an improved turn around, with a park/open space between the end of the street and the parking area. Because of the law requiring all new construction to provide connectivity there is shown the requied pedestrian connection, which would be paved, connecting to the Transit and Keizer Station sidewalks.

The only thing this master plan amendment does is to show a different configuration of the approved building areas from the previous plan, and to readjust the timing of the public improvements. It doesn't change any of the public improvements, and doesn't specifically authorize any particular use. You mention placing a theater in the old Roth's store, but the city does not have the authority to make people sell, rent or lease to any particular individual or business. We can only set the categories of uses.

As far as the deadline for responses, we only set that so that we can incorporate a response in the staff report, as there is still plenty of opportunity to participate, either in person, by mail (assuming we get it before the hearing) or in person. I believe Dina in my office discussed this with you. Hopefully you feel comfortable knowing your options..

Thank you for participating.

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

**SUBJECT: ORDINANCE IMPOSING POLICE SERVICES FEE;
RESOLUTION ESTABLISHING THE CITY OF KEIZER
POLICE SERVICES FEE**

At its June 12, 2017 special meeting, Council directed staff to return back to Council with an Ordinance that imposed a police services fee dedicated to funding police positions. Attachment One shows the calculation for the estimated annual revenue directly related to the proposed police services fee.

The City Recorder received written testimony from the Keizer Chamber of Commerce dated June 28, 2017 regarding this fee and I have attached a copy of the testimony for your consideration.

Staff has drafted an Ordinance and it is attached for your consideration. The proposed Ordinance allows Council to establish the police service fee by Resolution. I have attached a proposed Resolution establishing the police services fee of \$4.00 per month, a \$37.00 delinquency fee, and a 10% administrative fee. As can be seen in the exhibit attached to the Resolution, there is a senior/low-income discount, and an adjustment for multi-family accounts based on average vacancy rates and average number of senior/low-income apartment residents.

The draft Ordinance exempts City-owned property (Section 3(B)). This is consistent with the water and stormwater fee ordinances. The reason is that General Fund would be both paying and receiving the funds and it does not make sense to spend staff time tracking those accounts.

RECOMMENDATION:

Open the public hearing and take testimony relating to the Ordinance and proposed fee. Following public testimony, close the public hearing and deliberate the matter. If you have no further questions, adopt the attached Ordinance and Resolution.

Please contact me if you have any questions in this regard. Thank you.

ESJ/tmh

**City of Keizer
Police Services Fee
July 17, 2017**

	<u>Number of Households</u>	<u>Base Fee Per Month</u>
Annual Revenue		\$ 4.00
Single/Duplex	10,300	\$ 494,400
Multi-Family Dwelling Units	4,000	192,000
Commercial Utility Accounts	400	19,200
Total Gross Revenue	14,700	705,600
Bad Debt Expense - Based on Utility Billing History -Annual	1.0%	(7,056)
Single/Duplex		
Senior/Head of Household Low Income Discount ⁽¹⁾	12.9%	<u>(46,047)</u>
Multi-Family Discount		
Vacancy Rates ⁽²⁾	4.4%	(8,448)
Senior/Head of Household Low Income Discount ⁽¹⁾	12.9%	<u>(17,882)</u>
Total Multi-Family Discount		(26,330)
Estimated Annual Revenue		<u>\$ 626,166</u>
Average Cost Per Day		\$ 0.12
Net Multi-Family Rate per Dwelling Unit per Month		\$ 3.45

(1) To qualify gross household income must be equal to or less than 30% of the Salem/Keizer area median income, based on family size, as published annually by the U.S. Department of Housing and Urban Development. Discount is equal to 72.2% of the base fee.

(2) Based on the US Census Bureau Annual Rental Vacancy Rate for Oregon.

Incremental Postage and Printing Costs Based on 14,700 Dwelling Units/Commercial Utility Accounts

	<u>Monthly</u>	<u>Bi-Monthly</u>	<u>Annual</u>
Combined on Existing Utility Bill	\$ -	\$ -	\$ -
Separate Bill Mailed with Utility Bill	\$ 18,804	\$ 9,402	\$ 1,567
Separate Bill Mailed Separately	\$ 113,736	\$ 56,868	\$ 9,478



June 28, 2017

Tracy Davis, City Recorder
City of Keizer
PO Box 21000
Keizer, OR 97307

RE: Police Funding Fee

Dear Ms. Davis,

On behalf of the Keizer Chamber of Commerce we would like to extend our support for the \$4.00 per month fee being considered to help expand the Keizer Police Department.

The 37 officers who serve the City of Keizer do a great job, but there are simply not enough of them to adequately cover a city our size. As you know, we have fewer officers now than we did in 2008 despite an increase in population.

It is important to the Keizer Chamber of Commerce that our businesses be protected around the clock. More importantly, we support this fee to make sure our officers, especially those working the night shift, have the back-up they need to remain safe.

The Keizer Police Department, under the leadership of Chief John Teague, has done a great job with the resources they already have. With staffing levels well below the state and national averages, Keizer is still a city in which people feel safe. We hope this fee will keep things that way as our population continues to grow.

Please let us know if you have any questions.

Warmest Regards,

Scott White

Scott White, Chair
Board of Directors
Keizer Chamber of Commerce

A handwritten signature in blue ink, appearing to read 'J. Thompson'.

Jonathan Thompson, Chair
Government Affairs Committee
Keizer Chamber of Commerce

CC: Chief John Teague, Keizer Police Department

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A BILL
FOR

ORDINANCE NO.
2017-_____

AN ORDINANCE
IMPOSING A POLICE SERVICES FEE

WHEREAS, the City of Keizer has a Police Department dedicated to protecting
the public;

WHEREAS, the City Council has determined that the current level of police
services in Keizer is far below the national and state averages;

WHEREAS, the City Council has determined that to fill gaps in service, there is a
need for additional resources;

WHEREAS, police services are available for every developed property in the
City;

WHEREAS, the City has the authority to impose fees;

WHEREAS, the City Council held a public hearing to solicit comment and
testimony regarding the proposed fee on July 17, 2017;

WHEREAS, the City Council finds it in the best interest of the community to
impose a police services fee;

NOW THEREFORE, the City of Keizer ordains as follows:

Section 1. PURPOSE OF POLICE SERVICES FEE. The purpose of the
police services fee is to provide funding for police services. Police services safeguard,

1 facilitate, and encourage the health, safety, and welfare of the residents and enterprises
2 of the City of Keizer. Stable and reliable police services provide a multitude of
3 economic and social benefits to the public, including, but not limited to:

- 4 A. Protection of life and property;
- 5 B. Reduction in the incidence of crime;
- 6 C. Dependable response by law enforcement.

7 The Keizer City Council finds and determines the necessity of this police services
8 fee to provide a funding mechanism to help pay for the benefits of police services and to
9 provide an acceptable level of service.

10 Section 2. DEFINITIONS. For purposes of this Ordinance, the following
11 mean:

12 A. Non-Residential Unit. A Premise or a portion of a Premise not used for
13 personal, domestic accommodation in independent living facilities. A Non-Residential
14 Unit includes, but is not limited to, governmental, not-for-profit, business, commercial
15 and industrial enterprises. Each portion of a Non-Residential Unit that has permanent
16 provisions for distinct and defined access to an individual enterprise shall be considered
17 as a separate Non-Residential Unit. Enterprises that provide senior living, assisted
18 living, nursing care and similar services exclusively shall be considered non-residential.

19 B. Premise. A parcel or portion of a parcel of land within the corporate limits
20 of the City of Keizer that receives a direct or indirect benefit from police services. It is

1 presumed that a Premise receives a direct or indirect benefit from police services if the
2 Premise is developed. A Premise is presumed to be developed if served by water,
3 stormwater, wastewater utility, or has improvements, including, but not limited to
4 buildings, parking lots or outdoor storage.

5 C. Residential Unit. A Premise or a portion of a Premise with one or more
6 rooms in a building or portion thereof designed for or that provides complete
7 independent living facilities for one or more persons and includes permanent provisions
8 for sleeping, cooking and sanitation. An accessory or ancillary residential unit on a
9 Premise shall be considered as a separate residential unit. In Premises with two or more
10 apartments, condominiums, mobile homes, or other residential units, each residential unit
11 shall be considered as a separate residential unit for purposes of calculating the police
12 services fee. Premises or portions of Premises primarily used for transient lodging
13 whose occupants are subject to Ordinance 98-382 (Transient Occupancy Tax) shall not
14 be considered a residential unit.

15 Section 3. ESTABLISHMENT OF POLICE SERVICES FEE.

16 A. Except as exempted below, beginning with the November 2017 utility bills,
17 a police services fee is established and imposed upon all Premises within the Keizer City
18 limits.

19 B. Premises owned by the City of Keizer and Keizer Urban Renewal Agency
20 that are property-tax exempt are exempt from the payment of any police services fee.

1 C. The police services fee for each utility account shall be based on a monthly
2 amount applied to the number of Residential Units and Non-Residential Units allocated
3 to that utility account.

4 D. Residential Units and Non-Residential Units that are the basis for
5 calculating the police services fee do not in any way create an obligation of the property
6 or Premises and the obligation to pay the police services fee is a personal obligation of
7 the customer responsible for payment of the City utility account. No lien will attach to
8 any Premise because of the nonpayment of the police services fee.

9 E. All developed property receives a direct or indirect benefit from police
10 services. Unless specifically exempted, the police services fee applies to all City of
11 Keizer utility accounts, including those that serve local, state and federal governments,
12 and to utility accounts that serve Premises that are entitled to an exemption from or
13 deferral of ad valorem property taxes, as well as Premises not connected to utility
14 services.

15 F. The police services fee described herein is not subject to the property tax
16 limitations of Article IX, Sections 11b and 11(19) of the Oregon Constitution and is not a
17 fee imposed on property or property owners by fact of ownership.

18 ///

19 ///

20 ///

1 Section 4. AMOUNT OF POLICE SERVICES FEE. The amount of the
2 police services fee shall be set by Keizer Council Resolution. In addition, the Council
3 may set by Resolution fees for extra services required in collecting delinquent customer
4 accounts for the police services fee.

5 Section 5. DEDICATED FUNDS.

6 A. There shall be a Police Services Fund. All police services fee revenues
7 imposed and collected under this Ordinance shall be deposited in the Police Services
8 Fund.

9 B. Money in the Police Services Fund shall be used for the purposes of City
10 police services as determined each year during the budget process. The police services
11 fee shall not be used for any other governmental or proprietary functions of the City.
12 Any revenues in excess of actual expenses as identified in the budget process shall be
13 carried forward to next year's budget.

14 Section 6. BILLING.

15 A. The customer(s) responsible for paying the City utility account is
16 responsible for payment of the police services fee. For non-utility Premises, the property
17 owner as set forth in the Marion County tax records shall be the responsible party.

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1 B. The City shall collect the police services fee by adding the police service
2 fee to the utility bill of each customer in the City of Keizer. For non-utility accounts, the
3 billing shall be mailed to the property owner's address as set forth in the County property
4 records, unless such owner requests the billing be sent to a different address.

5 C. If a Premise has more than one utility account, the police services fee for
6 the Premises shall be calculated based on the total number of Residential Units and Non-
7 Residential Units on the Premise. The Residential Units and Non-Residential Units may
8 be combined into one account or allocated to each account.

9 D. Charges for water, wastewater, stormwater, police services fee , and the
10 parks services fee may be billed on the same utility bill. If full payment of utility billing
11 is not made, payment shall be applied in the following order:

- 12 i. Sewer and Sewer Franchise Fee;
- 13 ii. Sewer Administration and Sewer Administration Franchise Fee;
- 14 iii. Water and Water Franchise Fee;
- 15 iv. Stormwater and Stormwater Franchise Fee;
- 16 v. Police Services Fee;
- 17 vi. Parks Services Fee.

18 Section 7. PAYMENT DUE DATE. The police services fee shall be due the
19 same date as the utility bill. For non-utility accounts, the due date shall be the 22nd of the
20 month the bill is received.

1 Section 8. ADJUSTMENT OF ACCOUNTS.

2 A. Customers who believe their police services fee, as applied to their
3 Premise, is not within the intent of this Ordinance may request, in writing, a review of
4 their police services fee by the Finance Director. The Finance Director may initiate a
5 review of a customer's police services fee.

6 i) If a customer's charge is reduced as a result of this review, the
7 corrected police services fee shall begin with the next billing and a credit or refund shall
8 be made retroactively, not to exceed one year from the last billing.

9 ii) If a customer's charge is increased as a result of this review, the
10 corrected police services fee shall begin with the next billing and the customer may be
11 billed for the increase retroactively, not to exceed one year from the last billing.

12 B. If an existing customer has not been billed for the police services fee, the
13 police services fee shall begin with the next billing and the customer may be billed
14 retroactively, not to exceed one year.

15 C. Customers not satisfied with the results of the review by the Finance
16 Director may appeal the Finance Director's decision to the Keizer Hearings Officer who
17 shall determine, by preponderance of the evidence, whether the Finance Director's
18 decision should be upheld or reversed, or upheld in part and reversed in part. A Notice
19 of Appeal must be in writing and physically delivered to the Finance Director no later
20 than fourteen (14) calendar days from the date of the Finance Director's decision. The

1 hearing before the Keizer Hearings Officer shall be conducted no later than twenty (20)
2 days from the date of the appeal, unless a different date is stipulated by the City and the
3 customer, or good cause is shown for setting the matter forward. Testimony at the
4 hearing shall be taken upon oath or affirmation of the witnesses. The Hearings Officer
5 shall consider only the matters set forth in the Notice of Appeal. The Findings and
6 Decision of the Hearings Officer shall be served upon the customer by first class mail
7 within ten (10) days after the hearing concludes. The Hearings Officer decision shall be
8 effective ten (10) days following the date of the decision. The Findings and Decision of
9 the Hearings Officer shall be final and conclusive, subject only to writ of review under
10 ORS 34.010 to 34.100, which shall be the sole remedy.

11 D. The Finance Director may write off closed accounts and retroactive bills if
12 it is in the best interest of the City and may write off refunds, unless the customer
13 requested otherwise, if the cost of making the refund would exceed the amount of the
14 refund.

15 Section 9. DELINQUENCY.

16 A. A police services fee is delinquent if payment in full is not received on or
17 before the due date.

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1 B. If a customer's utility account is delinquent for police services fee only, the
2 City may not discontinue water services billed on that account. However, the City may
3 refuse to restore water service to the Premise if the delinquent charges and other costs
4 incurred are not paid.

5 C. Delinquent amounts owing may be collected by all legal means, including,
6 but not limited to the referral or assignment to a collection agency.

7 Section 10. EFFECTIVE DATE. This Ordinance shall take effect thirty (30)
8 days after its passage.

9 PASSED this _____ day of _____, 2017.

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11 SIGNED this _____ day of _____, 2017.

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Mayor

City Recorder

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-_____

4
5 ESTABLISHING THE CITY OF KEIZER POLICE SERVICES FEE

6
7 WHEREAS, by Ordinance 2017-_____, the City Council imposed police services fee on
8 all Premises within the Keizer City limits;

9 WHEREAS, Ordinance 2017-_____ provides for the amount of the police services fee to
10 be set by Resolution of the City Council;

11 WHEREAS, the City wishes to impose fees necessary in collecting delinquent customer
12 accounts for the police services fee;

13 WHEREAS, the City has met the requirement for providing an opportunity for public
14 comment prior to the adoption of this fee resolution;

15 NOW, THEREFORE,

16 BE IT RESOLVED by the City Council of the City of Keizer that the amount of the
17 police services fee and associated charges established by Ordinance 2017-____ shall be as set
18 forth in Exhibit "A" attached hereto and by this reference incorporated herein.

19 BE IT FURTHER RESOLVED that the terms used in this Resolution shall have the
20 meaning set forth in Ordinance 2017-_____.

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1 BE IT FURTHER RESOLVED that this Resolution shall become effective from and
2 after the November 2017 billings and all successive billings, or the date upon which Ordinance
3 2017-____ takes effect, whichever date is later.

4 PASSED this ____ day of _____, 2017.

5 SIGNED this ____ day of _____, 2017.

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Mayor

City Recorder

**City of Keizer
Police Services Fee
July 17, 2017**

		Base Fee Per Month
Single/Duplex		\$ 4.00
Multi-Family Dwelling Units		\$ 3.45
Senior ⁽¹⁾/Head of Household Low Income ⁽²⁾		\$ 1.12
Commercial Utility Accounts		\$ 4.00
Delinquency Fee ⁽³⁾	\$37.00	
Administrative Fee ⁽³⁾	10%	

(1) For Single-Family/Duplex unit only. Responsible party must apply and show proof that they are over 75 years of age.

(2) For Single-Family/Duplex unit only. Responsible party must apply and show household income is equal to or less than 30% of the Salem/Keizer area median income, based on family size, as published annually by the U.S. Department of Housing and Urban Development.

(3) Imposed fourteen (14) days after the police services fee is considered delinquent.

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

**SUBJECT: ORDINANCE IMPOSING PARKS SERVICES FEE;
RESOLUTION ESTABLISHING THE CITY OF KEIZER
PARKS SERVICES FEE**

At its May 8, 2017 special meeting, Council directed staff to return back to Council with a fee mechanism dedicated to funding parks without supplanting the general fund allocation for parks according to budget policy. Attachment One shows the calculation for the estimated annual revenue directly related to the proposed parks services fee.

Staff has drafted an Ordinance and it is attached for your consideration. The proposed Ordinance allows Council to establish the parks service fee by Resolution. I have attached a proposed Resolution establishing the park services fee of \$4.00 per month, a \$37.00 delinquency fee, and a 10% administrative fee. As can be seen in the exhibit attached to the Resolution, there is a senior/low-income discount, and an adjustment for multi-family accounts based on average vacancy rates and average number of senior/low-income apartment residents. In addition, the Ordinance caps the fee at \$8.00 per month.

The draft Ordinance exempts City-owned property (Section 3(B)). This is consistent with the water and stormwater fee ordinances. The reason is that General Fund would be both paying and receiving the funds and it does not make sense to spend staff time tracking those accounts.

RECOMMENDATION:

Open the public hearing and take testimony relating to the Ordinance and proposed fee. Following public testimony, close the public hearing and deliberate the matter. If you have no further questions, adopt the attached Ordinance and Resolution.

Please contact me if you have any questions in this regard. Thank you.

ESJ/tmh

**City of Keizer
Parks Services Fee
July 17, 2017**

	<u>Number of Households</u>	<u>Base Fee Per Month</u>
Annual Revenue		\$ 4.00
Single/Duplex	10,300	\$ 494,400
Multi-Family Dwelling Units	4,000	192,000
Commercial Utility Accounts	400	19,200
Total Gross Revenue	14,700	705,600
Bad Debt Expense - Based on Utility Billing History -Annual	1.0%	(7,056)
Single/Duplex		
Senior/Head of Household Low Income Discount ⁽¹⁾	12.9%	<u>(46,047)</u>
Multi-Family Discount		
Vacancy Rates ⁽²⁾	4.4%	(8,448)
Senior/Head of Household Low Income Discount ⁽¹⁾	12.9%	<u>(17,882)</u>
Total Multi-Family Discount		(26,330)
Estimated Annual Revenue		<u>\$ 626,166</u>
Average Cost Per Day		\$ 0.12
Net Multi-Family Rate per Dwelling Unit per Month		\$ 3.45

(1) To qualify gross household income must be equal to or less than 30% of the Salem/Keizer area median income, based on family size, as published annually by the U.S. Department of Housing and Urban Development. Discount is equal to 72.2% of the base fee.

(2) Based on the US Census Bureau Annual Rental Vacancy Rate for Oregon.

Incremental Postage and Printing Costs Based on 14,700 Dwelling Units/Commercial Utility Accounts

	<u>Monthly</u>	<u>Bi-Monthly</u>	<u>Annual</u>
Combined on Existing Utility Bill	\$ -	\$ -	\$ -
Separate Bill Mailed with Utility Bill	\$ 18,804	\$ 9,402	\$ 1,567
Separate Bill Mailed Separately	\$ 113,736	\$ 56,868	\$ 9,478

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A BILL
FOR
AN ORDINANCE

ORDINANCE NO.
2017-_____

IMPOSING A PARKS SERVICES FEE

WHEREAS, the City of Keizer has a Parks Division under the Public Works
Department dedicated to maintaining and improving the public parks throughout the
City;

WHEREAS, the City Council has determined that the current level of funding is
below the need to sustain the parks maintenance, operations and improvements;

WHEREAS, the City Council has determined that to fill gaps in service and to
improve and sustain the public parks throughout the City, there is a need for additional
resources;

WHEREAS, public parks are available for every developed property in the City;

WHEREAS, the City has the authority to impose fees;

WHEREAS, the City Council held a public hearing to solicit comment and
testimony regarding the proposed fee on July 17, 2017;

WHEREAS, the City Council finds it in the best interest of the community to
impose a parks services fee;

NOW THEREFORE, the City of Keizer ordains as follows:

1 Section 1. PURPOSE OF PARKS SERVICES FEE. The purpose of the parks
2 services fee is to provide funding for park services. Park services safeguard, facilitate,
3 and encourage the health, safety, and welfare of the residents and enterprises of the City
4 of Keizer. Stable and reliable park services provide a multitude of economic and social
5 benefits to the public, including, but not limited to:

6 A. Promotion of business and industry;

7 B. Promotion of community health, community spirit and growth.

8 The Keizer City Council finds and determines the necessity of this parks services
9 fee to provide a funding mechanism to help pay for the benefits of park services and to
10 provide an acceptable level of service.

11 Section 2. DEFINITIONS. For purposes of this Ordinance, the following
12 mean:

13 A. Non-Residential Unit. A Premise or a portion of a Premise not used for
14 personal, domestic accommodation in independent living facilities. A Non-Residential
15 Unit includes, but is not limited to, governmental, not-for-profit, business, commercial
16 and industrial enterprises. Each portion of a Non-Residential Unit that has permanent
17 provisions for distinct and defined access to an individual enterprise shall be considered
18 as a separate Non-Residential Unit. Enterprises that provide senior living, assisted
19 living, nursing care and similar services exclusively shall be considered non-residential.

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1 B. Premise. A parcel or portion of a parcel of land within the corporate limits
2 of the City of Keizer that receives a direct or indirect benefit from park services. It is
3 presumed that a Premise receives a direct or indirect benefit from park services if the
4 Premise is developed. A Premise is presumed to be developed if served by water,
5 stormwater, wastewater utility, or has improvements, including, but not limited to
6 buildings, parking lots or outdoor storage.

7 C. Residential Unit. A Premise or a portion of a Premise with one or more
8 rooms in a building or portion thereof designed for or that provides complete
9 independent living facilities for one or more persons and includes permanent provisions
10 for sleeping, cooking and sanitation. An accessory or ancillary residential unit on a
11 Premise shall be considered as a separate residential unit. In Premises with two or more
12 apartments, condominiums, mobile homes, or other residential units, each residential unit
13 shall be considered as a separate residential unit for purposes of calculating the parks
14 services fee. Premises or portions of Premises primarily used for transient lodging
15 whose occupants are subject to Ordinance 98-382 (Transient Occupancy Tax) shall not
16 be considered a residential unit.

17 Section 3. ESTABLISHMENT OF PARKS SERVICES FEE.

18 A. Except as exempted below, beginning with the November 2017 utility bills,
19 a parks services fee is established and imposed upon all Premises within the Keizer City
20 limits.

1 B. Premises owned by the City of Keizer and Keizer Urban Renewal Agency
2 that are property-tax exempt are exempt from the payment of any parks services fee.

3 C. The parks services fee for each utility account shall be based on a monthly
4 amount applied to the number of Residential Units and Non-Residential Units allocated
5 to that utility account.

6 D. Residential Units and Non-Residential Units that are the basis for
7 calculating the parks services fee do not in any way create an obligation of the property
8 or Premises and the obligation to pay the parks services fee is a personal obligation of
9 the customer responsible for payment of the City utility account. No lien will attach to
10 any Premise because of the nonpayment of the parks services fee.

11 E. All developed property receives a direct or indirect benefit from park
12 services. Unless specifically exempted, the parks services fee applies to all City of
13 Keizer utility accounts, including those that serve local, state and federal governments,
14 and to utility accounts that serve Premises that are entitled to an exemption from or
15 deferral of ad valorem property taxes, as well as Premises not connected to utility
16 services.

17 F. The parks services fee described herein is not subject to the property tax
18 limitations of Article IX, Sections 11b and 11(19) of the Oregon Constitution and is not a
19 fee imposed on property or property owners by fact of ownership.

20

1 Section 4. AMOUNT OF PARKS SERVICES FEE. The amount of the parks
2 services fee shall be set by Keizer Council Resolution. However, the amount shall not
3 exceed \$8.00 per month per unit. In addition, the Council may set by Resolution fees for
4 extra services required in collecting delinquent customer accounts for the parks services
5 fee.

6 Section 5. DEDICATED FUNDS.

7 A. There shall be a Parks Services Fund. All parks services fee revenues
8 imposed and collected under this Ordinance shall be deposited in the Parks Services
9 Fund.

10 B. Money in the Parks Services Fund shall be used for the purposes of City
11 park maintenance, operation and improvements as determined each year during the
12 budget process. The parks services fee shall not be used for any other governmental or
13 proprietary functions of the City. Any revenues in excess of actual expenses as
14 identified in the budget process shall be carried forward to next year's budget.

15 C. The Parks Services Fund revenues shall be in addition to the Parks General
16 Support Resources funding minimum of 2.5% of General Fund budgeted revenues and
17 shall not supplant the general fund allocation for parks according to budget policy.

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1 Section 6. BILLING.

2 A. The customer(s) responsible for paying the City utility account is
3 responsible for payment of the parks services fee. For non-utility Premises, the property
4 owner as set forth in the Marion County tax records shall be the responsible party.

5 B. The City shall collect the parks services fee by adding the parks service fee
6 to the utility bill of each customer in the City of Keizer. For non-utility accounts, the
7 billing shall be mailed to the property owner's address as set forth in the County property
8 records, unless such owner requests the billing be sent to a different address.

9 C. If a Premise has more than one utility account, the parks services fee for
10 the Premises shall be calculated based on the total number of Residential Units and Non-
11 Residential Units on the Premise. The Residential Units and Non-Residential Units may
12 be combined into one account or allocated to each account.

13 D. Charges for water, wastewater, stormwater, police services fee and the
14 parks services fee may be billed on the same utility bill. If full payment of utility billing
15 is not made, payment shall be applied in the following order:

- 16 i. Sewer and Sewer Franchise Fee;
17 ii. Sewer Administration and Sewer Administration Franchise Fee;
18 iii. Water and Water Franchise Fee;
19 iv. Stormwater and Stormwater Franchise Fee;
20 v. Police Services Fee;

1 vi. Parks Services Fee.

2 Section 7. PAYMENT DUE DATE. The parks services fee shall be due the
3 same date as the utility bill. For non-utility accounts, the due date shall be the 22nd of the
4 month the bill is received.

5 Section 8. ADJUSTMENT OF ACCOUNTS.

6 A. Customers who believe their parks services fee, as applied to their Premise,
7 is not within the intent of this Ordinance may request, in writing, a review of their parks
8 services fee by the Finance Director. The Finance Director may initiate a review of a
9 customer's parks services fee.

10 i) If a customer's charge is reduced as a result of this review, the
11 corrected parks services fee shall begin with the next billing and a credit or refund shall
12 be made retroactively, not to exceed one year from the last billing.

13 ii) If a customer's charge is increased as a result of this review, the
14 corrected parks services fee shall begin with the next billing and the customer may be
15 billed for the increase retroactively, not to exceed one year from the last billing.

16 B. If an existing customer has not been billed for the parks services fee, the
17 parks services fee shall begin with the next billing and the customer may be billed
18 retroactively, not to exceed one year.

19 C. Customers not satisfied with the results of the review by the Finance
20 Director may appeal the Finance Director's decision to the Keizer Hearings Officer who

1 shall determine, by preponderance of the evidence, whether the Finance Director's
2 decision should be upheld or reversed, or upheld in part and reversed in part. A Notice
3 of Appeal must be in writing and physically delivered to the Finance Director no later
4 than fourteen (14) calendar days from the date of the Finance Director's decision. The
5 hearing before the Keizer Hearings Officer shall be conducted no later than twenty (20)
6 days from the date of the appeal, unless a different date is stipulated by the City and the
7 customer, or good cause is shown for setting the matter forward. Testimony at the
8 hearing shall be taken upon oath or affirmation of the witnesses. The Hearings Officer
9 shall consider only the matters set forth in the Notice of Appeal. The Findings and
10 Decision of the Hearings Officer shall be served upon the customer by first class mail
11 within ten (10) days after the hearing concludes. The Hearings Officer decision shall be
12 effective ten (10) days following the date of the decision. The Findings and Decision of
13 the Hearings Officer shall be final and conclusive, subject only to writ of review under
14 ORS 34.010 to 34.100, which shall be the sole remedy.

15 D. The Finance Director may write off closed accounts and retroactive bills if
16 it is in the best interest of the City and may write off refunds, unless the customer
17 requested otherwise, if the cost of making the refund would exceed the amount of the
18 refund.

19 ///

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1 Section 9. DELINQUENCY.

2 A. A parks services fee is delinquent if payment in full is not received on or
3 before the due date.

4 B. If a customer's utility account is delinquent for parks services fee only, the
5 City may not discontinue water services billed on that account. However, the City may
6 refuse to restore water service to the Premise if the delinquent charges and other costs
7 incurred are not paid.

8 C. Delinquent amounts owing may be collected by all legal means, including,
9 but not limited to the referral or assignment to a collection agency.

10 Section 10. EFFECTIVE DATE. This Ordinance shall take effect thirty (30)
11 days after its passage.

12 PASSED this _____ day of _____, 2017.

13

14 SIGNED this _____ day of _____, 2017.

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Mayor

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City Recorder

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-_____

4
5 ESTABLISHING THE CITY OF KEIZER PARKS SERVICES FEE

6
7 WHEREAS, by Ordinance 2017-____, the City Council imposed parks services fee on
8 all Premises within the Keizer City limits;

9 WHEREAS, Ordinance 2017-_____ provides for the amount of the parks services fee to
10 be set by Resolution of the City Council. However, the amount of the parks services fee shall
11 not exceed \$8.00 per month per unit;

12 WHEREAS, the City wishes to impose fees necessary in collecting delinquent customer
13 accounts for the parks services fee;

14 WHEREAS, the City has met the requirement for providing an opportunity for public
15 comment prior to the adoption of this fee resolution;

16 NOW, THEREFORE,

17 BE IT RESOLVED by the City Council of the City of Keizer that the amount of the
18 parks services fee and associated charges established by Ordinance 2017-____ shall be as set
19 forth in Exhibit "A" attached hereto and by this reference incorporated herein.

20 BE IT FURTHER RESOLVED that the terms used in this Resolution shall have the
21 meaning set forth in Ordinance 2017-_____.

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1 BE IT FURTHER RESOLVED that this Resolution shall become effective from and
2 after the November 2017 billings and all successive billings, or the date upon which Ordinance
3 2017-____ takes effect, whichever date is later.

4 PASSED this ____ day of _____, 2017.

5 SIGNED this ____ day of _____, 2017.

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Mayor

City Recorder

**City of Keizer
Parks Services Fee
July 17, 2017**

		Base Fee Per Month
Single/Duplex		\$ 4.00
Multi-Family Dwelling Units		\$ 3.45
Senior ⁽¹⁾/Head of Household Low Income ⁽²⁾		\$ 1.12
Commercial Utility Accounts		\$ 4.00
Delinquency Fee ⁽³⁾	\$37.00	
Administrative Fee ⁽³⁾	10%	

(1) For Single-Family/Duplex unit only. Responsible party must apply and show proof that they are over 75 years of age.

(2) For Single-Family/Duplex unit only. Responsible party must apply and show household income is equal to or less than 30% of the Salem/Keizer area median income, based on family size, as published annually by the U.S. Department of Housing and Urban Development.

(3) Imposed fourteen (14) days after the parks services fee is considered delinquent.

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

**SUBJECT: REQUEST FOR ALLOWANCE OF ADDITIONAL
CONCERTS AT KEIZER ROTARY AMPHITHEATRE**

KRA LLC and the City entered into that certain Keizer Rotary Amphitheatre Management Agreement for City Sponsored Concert/Live Theatre/Movie Series on March 17, 2015. Section 3(A) of that agreement states that the City would sponsor no less than eight and no more than twelve concert/theatre/movie series each year without Council's approval. There are a total of twelve events currently scheduled. Clint Holland (KRA) is requesting approval from the Council to add two additional concerts on August 26, 2017 and September 9, 2017.

In addition, on December 16, 2016, the Keizer Parks Foundation requested that the Council waive the fees connected with the use of the amphitheater for the Total Solar Eclipse event planned for August 18, 2017 to August 21, 2017. Council approved waiving of all fees for the event. The Keizer Parks Foundation has requested that its application for the concerts be cancelled and that KRA manage these events at the Keizer Rotary Amphitheatre. Therefore, KRA is requesting that those four dates also be added to the City Sponsored Concert/Live Theatre/Movie Series and that all fees for those four events be waived as previously approved for the Keizer Parks Foundation.

This matter is before the Council to consider the request and determine if it is appropriate to add additional concerts. The KRA agreement specifies that the use fees are waived for the City sponsored series, but KRA shall pay the application fee and a refundable security deposit. For the four Total Solar Eclipse event days, a full waiver is being requested. If an event was not part of the City sponsored series, the total fees for a four hour event is as follows:

Application Fee	\$ 56.00
Refundable Deposit	\$150.00
Use Fees	\$156.00 (1 day)
Electricity	<u>\$ 11.00 (1 day)</u>
	\$373.00

We will still require appropriate insurance and Oregon Liquor Control Commission paperwork if alcoholic beverages are going to be served.

RECOMMENDATION:

The City Council needs to consider the matter and make a minute motion in connection with the request to add the requested events to the 2017 City sponsored series at the Keizer Rotary Amphitheatre. If the Council wishes to stay consistent with previous actions, the motion would be to allow the additional events to be added to the free concert series, require only the application fee and deposit for the two non-eclipse events, and waive all fees for the four eclipse events. However, Council may choose to deny or partially deny the fee waiver request in a different manner.

Please contact me if you have any questions in this regard. Thank you.

ESJ/tmh

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: MACHELL DEPINA
HUMAN RESOURCES DIRECTOR**

SUBJECT: IMPLEMENTATION OF SALARY SURVEY

ISSUE:

The City has both history and long-standing policy supporting salary surveys to be completed for unrepresented employees. The last salary survey for unrepresented employees was performed and implemented in 2013. The City's Personnel Policy Manual includes a timeline for salary surveys to be completed every four years. That timeline supports a survey being completed in FY 16-17 for implementation on 7-01-2017.

During FY 16-17, staff was directed by the City Manager to perform the unrepresented employee salary survey. The survey was to be completed in-house and to include a third-party review of the City's results. This is the same approach followed for the 2013 survey based on the recommendation of the FY 11-12 Budget Committee.

The survey has been completed and the third-party review has been performed by the Local Government Personnel Institute (LGPI). The attached Salary Survey Proposed Adjustments are the result of the survey following initial review by staff, additional review and confirmation of results by LGPI, review by the City Manager and Department Directors and review by the Personnel Policy Committee (PPC). We now request approval to implement the proposed adjustments effective July 1, 2017.

FISCAL IMPACT:

The fiscal impact to implement the Salary Survey as of 7/01/2017 is \$52,300 City-wide, representing the FY 17-18 cost to the City. This is not within the current budget, but is before you as a budget adjustment at tonight's meeting.

RECOMMENDATION:

It is recommended the City Council pass the Resolution to accept the results of the 2017 Salary Survey and direct staff to implement the changes, effective July 1, 2017.

If you have any questions regarding the staff report, please contact me at 503-856-3417 or by email at depinam@keizer.org. You may also contact Chris Eppley at 503-856-3414 or by email at eppleyc@keizer.org.

Thank you.

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-_____

4
5 APPROVING 2017 SALARY SURVEY AND
6 IMPLEMENTING CHANGES
7

8 WHEREAS, staff was directed to perform a salary survey for unrepresented
9 employees;

10 WHEREAS, the City's salary survey has been reviewed by the Local Government
11 Personnel Institute, the City Manager, the Department Directors, and the Personnel
12 Policy Committee;

13 NOW, THEREFORE,

14 BE IT RESOLVED by the City Council of the City of Keizer that the attached
15 2017 salary survey is hereby approved.

16 BE IT FURTHER RESOLVED by the City Council of the City of Keizer that
17 staff is directed to implement the associated changes, including any Cost of Living
18 adjustments, retroactive to July 1, 2017.

19 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
20 upon the date of its passage.

21 PASSED this _____ day of _____, 2017.

22 SIGNED this _____ day of _____, 2017.

23
24 _____
25 Mayor

26 _____
27 City Recorder

**LEADERSHIP TEAM
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
City Manager	Range 38 \$9,825 - \$12,816	Range 38 No Change	Step 10 \$12,816	No Change	No Change
City Attorney	Range 36 \$8,911 - \$11,629	Range 36 No Change	Step 10 \$11,629	No Change	No Change
Police Chief	Range 36 \$8,911 - \$11,629	Range 36 No Change	Step 8 \$10,962	No Change	No Change
Community Development Director	Range 34 \$8,083 - \$10,544	Range 34 No Change	Step 10 \$10,544	No Change	No Change
Public Works Director	Range 34 \$8,083 - \$10,544	Range 34 No Change	Step 9 \$10,237	No Change	No Change
Finance Director	Range 34 \$8,083 - \$10,544	Range 34 No Change	Step 5 \$9,097	No Change	No Change
Human Resources Director	Range 34 \$8,083 - \$10,544	Range 34 No Change	Step 10 \$10,544	No Change	No Change
City Recorder & Event Center Manager	Range 25 \$5,214 - \$6,805	Range 29 \$6,337 - \$8,268	Step 10 + 5% \$7,145	Step 7 \$7,566	5.9%

**CITY ATTORNEY DEPARTMENT
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
Legal Assistant	Range 18 \$3,708 - \$4,836	Range 19 \$3,895 - \$5,079	Step 10 \$4,836	Step 10 \$5,079	5.0%

**COMMUNITY DEVELOPMENT DEPARTMENT
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
Senior Planner	Range 25 \$5,214 - \$6,805	Range 25 No Change	Step 8 \$6,415	No Change	No Change
Planner	Range 22 \$4,503 - \$5,876	Range 22 No Change	N/A	N/A	N/A
Assistant Planner	Range 20 \$4,085 - \$5,332	Range 20 No Change	Step 7 \$4,879	No Change	No Change
Code Compliance Officer	Range 18 \$3,708 - \$4,836	Range 19 \$3,895 - \$5,079	Step 5 \$4,172	Step 4 \$4,254	2.0%
Building Permit Specialist	Range 17 \$3,533 - \$4,609	Range 17 No Change	Step 5 \$3,976	No Change	No Change

**CITY RECORDER DEPARTMENT
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
Deputy City Recorder	Range 19 \$3,895 - \$5,079	Range 19 No Change	Step 10 \$5,079	No Change	No Change
Event Center Coordinator	Range 15 \$3,203 - \$4,177	Range 16 \$3,364 - \$4,394	Step 2 \$3,299	Step 1 \$3,364	2.0%

**FINANCE DEPARTMENT
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
Assistant Controller	Range 30 \$6,653 - \$8,684	Range 30 No Change	N/A	N/A	N/A
Network Administrator	Range 25 \$5,214 - \$6,805	Range 25 No Change	Step 9 \$6,607	No Change	No Change
Accounting Tech	Range 16 \$3,364 - \$4,394	Range 17 \$3,533 - \$4,609	Step 10 \$4,394 Step 8 \$4,141	Step 10 \$4,609 Step 7 \$4,218.93	4.9% 1.9%
Utility Billing Tech	Range 17 \$3,533 - \$4,609	Range 17 No Change	Step 5 \$3,976	No Change	No Change
Municipal Court Clerk II	Range 15 \$3,203 - \$4,177	Range 15 No Change	Step 10 \$4,177	No Change	No Change
Utility Billing Clerk	Range 14 \$3,054 - \$3,983	Range 14 No Change	Step 5 \$3,437	No Change	No Change
Municipal Court Clerk I	Range 14 \$3,054 - \$3,983	Range 14 No Change	N/A	N/A	N/A
Administrative Specialist	Range 14 \$3,054 - \$3,983	Range 14 No Change	Step 7 \$3,645	No Change	No Change

**HUMAN RESOURCES DEPARTMENT
2017 SALARY SURVEY SUGGESTED RECOMMENDATION**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
HR Generalist	Range 23 \$4,729 - \$6,171	Range 23 No Change	Step 8 \$5,815	No Change	No Change

**PUBLIC WORKS DEPARTMENT
2017 SALARY SURVEY SUGGESTED RECOMMENDATION**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
PW Superintendent	Range 30 \$6,653 - \$8,684	Range 30 \$6,653 - \$8,684	N/A	N/A	N/A
Public Works Division Manager	Range 25 \$5,214 - \$6,805	Range 25 No Change	Step 10 \$6,805	No Change	No Change
Public Works Project Manager	Range 25 \$5,214 - \$6,805	Range 25 No Change	Step 10 \$6,805	No Change	No Change
Parks & Facilities Division Manager	Range 23 \$4,729 - \$6,171	Range 24 \$4,966 - \$6,483	Step 5 \$5,321	Step 4 \$5,427	2.0%
Senior Environmental Program Technician	Range 23 \$4,729 - \$6,171	Range 23 No Change	Step 5 \$5,321	No Change	No Change
Environmental Program Technician	Range 21 \$4,292 - \$5,600	Range 21 No Change	Step 6 \$4,976	No Change	No Change
PW Permit Specialist	Range 17 \$3,533 - \$4,609	Range 17 No Change	Step 10 \$4,609	No Change	No Change
Facilities Maintenance Technician	Range 17 \$3,533 - \$4,609	Range 18 \$3,708 - \$4,836	Step 5 \$3,976	Step 4 \$4,051	1.9%

**POLICE DEPARTMENT
2017 SALARY SURVEY RECOMMENDATIONS**

Classification	7/1/2017 Range Salary	Proposed Range Salary	7/1/2017 Step Salary	Proposed Step Salary	Percentage Difference
Deputy Chief	Range 33 \$7,701 - \$10,048	Range 33 \$7,701 - \$10,048	Step 10 \$10,048	No Change	No Change
Lieutenant	Range 31 \$6,982 - \$9,109	Range 31 \$6,982 - \$9,109	Step 5 \$7,857	No Change	No Change
			Step 10 \$9,109	No Change	No Change
			Step 4 \$7,628	No Change	No Change
Sergeant	Range 27 \$5,746 - \$7495	Range 28 \$6,034 - \$7,873	Step 10 \$7,495	Step 10 \$7,873	4.80%
			Step 10 \$7,495	Step 9 \$7,644	1.95%
Suport Services Supervisor	Range 23 \$4,729 - 6,171	Range 23 \$4,729 - 6,171	Step 3 \$5,016	No Change	No Change
Administrative Assistant - PD	Range 18 \$3,708 - \$4,836	Range 18 \$3,708 - \$4,836	Step 10 \$4,836	No Change	No Change

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: TIM WOOD, FINANCE DIRECTOR

**SUBJECT: AUTHORIZATION FOR SUPPLEMENTAL BUDGET – 2017 SALARY SURVEY AND
PARKS MATCHING GRANT**

ISSUE:

2017 Salary Survey

At the time the Fiscal Year 2017-18 Budget was adopted the results of the 2017 Salary Survey were not yet none. See related staff report regarding “Implementation of Salary Survey” presented separately.

Parks Matching Grant

During Fiscal Year 2016-17 the Parks Board approved a matching grant request of \$8,300 for the construction of a covered shelter near the sand volleyball courts at Keizer Rapids Park. The matching grant program requires the project to be completed by the end of the fiscal year in which the grant was approved. At the time the budget was adopted it was anticipated the project would be completed during Fiscal Year 2016-17 however delays out of the control of the applicant has resulted in the project not being completed by the end of the fiscal year. The Parks Board has requested to extend the grant into Fiscal Year 2017-18.

FISCAL IMPACT:

2017 Salary Survey

The cost to implement the salary survey is \$52,300, of which \$45,300 is General Fund related (\$32,100 is Police and \$1,400 is Parks). The City will be able to absorb the Fiscal Year 2017-18 impact of implementing the salary survey as the result of having a greater than anticipated 2017-18 beginning balances due to a combination of greater than originally projected revenues (primarily franchise fees and liquor tax) and lower than anticipated expenditures (primarily health insurance).

Parks Matching Grant

The supplemental budget will be budget neutral as it is only moving unused appropriations from Fiscal Year 2016-17 to Fiscal Year 2017-18.

RECOMMENDATION:

Staff recommends the City Council approve the attached resolution authorizing a supplemental budget to provide appropriations to implement the 2017 Salary Survey and provide for the Parks Matching Grant carried over from Fiscal Year 2016-17.

CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

Resolution R2017-_____

**AUTHORIZATION FOR SUPPLEMENTAL BUDGET - 2017 SALARY SURVEY AND PARKS
MATCHING GRANT**

WHEREAS ORS 294 provides that a supplemental budget may be adopted when an occurrence or condition which had not been ascertained at the time of the preparation of a budget for the current year which requires a change in financial planning.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Keizer, that the following appropriations be made for fiscal year ending June 30, 2018:

	Adopted/ Amended Budget	Adjustment		Revised Budget
		Increase	Decrease	
Salary Survey				
General Fund Resources	11,869,300	34,600		11,903,900
General Fund - Parks	372,400	1,400		373,800
General Fund - Community Development	628,900	1,100		630,000
General Fund - Police	6,828,800	32,100		6,860,900
Administrative Services - Resources	3,746,500	16,700		3,763,200
Administrative Services - City Recorder	235,200	6,000		241,200
Administrative Services - City Attorney	295,500	3,600		299,100
Administrative Services - Finance Information Systems	535,700	1,600		537,300
Administrative Services - Finance NonDepartmental	430,500	4,200		434,700
Administrative Services - Public Works - Civic Center Facilities	308,200	1,300		309,500
Community Center - Resources	352,500	1,000		353,500
Community Center	278,900	1,000		279,900
To provide appropriations for the implementation of the 2017 Salary Survey.				
Parks Matching Grant				
General Fund Resources	11,903,900	8,300		11,912,200
General Fund - Parks	372,400	8,300		380,700
To transfer appropriations from Fiscal Year 2016-17 to Fiscal Year 2017-18 to provide for a Parks Matching Grant project that was in process but not vet completed by the end of the 2016-17 Fiscal Year.				

BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon the date of its passage.

PASSED this ____ day of _____, 2017

SIGNED this ____ day of _____, 2017

Mayor

City Recorder

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER:_____

TO: MAYOR CLARK AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

**SUBJECT: SALEM SEWER SYSTEM DEVELOPMENT CHARGE FOR
WASTEWATER TREATMENT FACILITIES**

Council adopted Resolution R2016-2701 on July 18, 2016 establishing the amount of the sewer system development charge for wastewater treatment facilities. This charge is essentially a “pass-through” to Salem. It is separate from the transmission sewer SDC collected by Keizer for construction of new sewer lines.

In 2009, the City entered into an Intergovernmental Agreement (IGA) with the City of Salem relating to wastewater treatment. Pursuant to the IGA, the City agreed to adopt the City of Salem’s sewer system development charge for wastewater treatment facilities. It is appropriate to repeal Resolution R2016-2701 and adopt the City of Salem’s 2017 charge as contemplated under the IGA. I have attached the proposed Resolution for your consideration.

State law requires that all fees be adopted by the City Council and that public comment be accepted. There is no requirement for a formal public hearing, but the Mayor should ask if any party wants to provide comment.

RECOMMENDATION:

Allow for public comment and unless there are objections or questions, adopt the attached Resolution.

Please contact me if you have any questions in this regard. Thank you.

ESJ/tmh

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2017-_____

4
5 ESTABLISHING THE AMOUNT OF THE SEWER SYSTEM
6 DEVELOPMENT CHARGE FOR WASTEWATER
7 TREATMENT FACILITIES; **REPEALING RESOLUTION**
8 **R2016-2701**
9

10 WHEREAS, the City Council adopted Resolution R2016-2701 on July 18, 2016

11 establishing the sewer system development charge for wastewater treatment facilities;

12 WHEREAS, the City of Keizer entered into an Intergovernmental Agreement

13 with the City of Salem for wastewater treatment in 2009;

14 WHEREAS, pursuant to such Intergovernmental Agreement, the City agreed to

15 adopt the City of Salem sewer system development charge for wastewater treatment

16 facilities;

17 WHEREAS, it is appropriate to repeal Resolution R2016-2701 and adopt the

18 City of Salem's 2017 sewer system development charge for wastewater treatment

19 facilities;

20 NOW, THEREFORE,

21 BE IT RESOLVED by the City Council of the City of Keizer that the sewer

22 system development charges for wastewater treatment facilities on properties with a

23 ¾" meter or less set by the City of Salem are hereby adopted as follows:

24 ///

25 ///

1 Sanitary Sewer Connection Fee \$ 41.00
2 SDC-Sewer Reimbursement \$ 43.00
3 SDC-Sewer Improvement \$ 94.00
4 SDC-Sewer Compliance \$106.00
5 Automation Surcharge \$ 5.00
6 Total \$289.00
7

8 BE IT FURTHER RESOLVED the Resolution R2016-2701 (Establishing the
9 Amount of the Sewer System Development Charge for Wastewater Treatment
10 Facilities) is hereby repealed in its entirety.

11 BE IT FURTHER RESOLVED that this Resolution shall take effect
12 immediately upon the date of its passage.

13 PASSED this _____ day of _____, 2017.

14
15 SIGNED this _____ day of _____, 2017.

16
17
18 _____
19 Mayor

20
21 _____
22 City Recorder

CITY COUNCIL MEETING: July 17, 2017

AGENDA ITEM NUMBER: _____

TO: MAYOR CLARK AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: JOHN TEAGUE
CHIEF OF POLICE**

SUBJECT: REPORT ON DISBURSEMENT OF PETTY CASH FUNDS FY 17

BACKGROUND:

In Fiscal Year 2007 the City Council established petty cash funds for the Keizer Police Department Community Services Unit and the Community Response Unit. By council resolution, the department was instructed to report the expenditures from each of these funds each fiscal year.

Community Assistance Fund. In Fiscal Year 2011-12, through policy revision, the department changed the description of this to Community Assistance Fund to avoid confusion with a specific unit within the department. Also, for greater accountability and tracking, the policy was updated and funds were assigned specifically to individual sergeants instead of being shared between the patrol sergeant vehicles.

Community Response Unit. This unit is staffed with a sergeant and two officers, and has one vacancy.

REPORT:

As of this date, \$62.04 has been disbursed in FY 16-17 for the following purposes:

- \$15, meal for juveniles in protective custody, KZP 16-3917
- \$7.04, meal for subjects in custody, KZP 16-4605
- \$5, gas for stranded mom/kids, KZP 17-56
- \$20, gas for victim of crime, KZP 17-216
- \$15, gas for informant

If you have any questions please contact Administrative Assistant Wanda Blaylock, 503.856-3468 or blaylockw@keizer.org.



MINUTES
KEIZER CITY COUNCIL SPECIAL SESSION
Monday, June 12, 2017
Keizer Civic Center, Council Chambers
Keizer, Oregon

CALL TO ORDER Mayor Clark called the Special Session to order at 6:00 pm. Roll Call was taken as follows:

Present:

Cathy Clark, Mayor
Marlene Parsons, Councilor
Roland Herrera, Councilor
Bruce Anderson, Councilor
Laura Reid, Councilor
Amy Ryan, Councilor
Kim Freeman, Councilor

Staff:

Chris Eppley, City Manager
Shannon Johnson, City Attorney
Bill Lawyer, Public Works Director
John Teague, Police Chief
Tim Wood, Finance Director
Tracy Davis, City Recorder

FLAG SALUTE Mayor Clark led the pledge of allegiance.

SPECIAL PRESENTATION Jim Smith, Keizer, presented a donation to the Keizer Police Department for the K-9 program, reviewed how he has assisted the Department over the past several years, and voiced support for the department and the proposed funding mechanism.

DISCUSSION
a. Public Safety Funding Chief Teague provided a broad statement of the agency philosophy of policing in Keizer noting that citizens are safer in Keizer than they were 20 years ago and explaining why. He noted that the Community Response Units (CRU) are responsible for keeping neighborhoods safe, the agency focuses on prevention of crime by focusing on the problem and the bigger picture and works to solve the problems fairly and justly rather than by simply issuing arrests. A Department of Human Services representative has offices in the Police Department and this benefits Keizer families. The agency mission is 'to help the community maintain order while promoting safety and freedom and building public confidence'. It has fewer police officers today than in almost 10 years, but there is less crime so this request for five more police officers is not about impending doom, it is about sustaining a good thing and allowing the agency to meet community expectations.

Chief Teague also shared information gleaned from a non-scientific poll done on the Police Facebook page: 399 (87.1%) in favor and 59 opposed to 12 cents per household and business per day.

Finance Director Tim Wood clarified that the fee would fund 5 officers including start-up costs, uniforms, etc. annually. (\$4 per month per utility account would equal \$660,000 per year)

Mayor Clark thanked Keizertimes for making sure the information got out to the community, recognized Representative Bill Post, former Keizer Police Chief Marc Adams, former Councilor Mark Caillier and Fire Chief Jeff Cowan.

Keizer residents *Jim Smith, Marc Adams, Ron Freshour, Jean White, Matt Lawyer, Bill Post* and *Anne Rasmus* voiced support for the increased staffing and the fee.

Ken Gierloff, Keizer, voiced support for the public safety fee and the parks fee but noted that he felt the public safety fee should take precedence.

Michael DeBlasi, Keizer, voiced support for the public safety fee but added that because the city has focused on parking cars, tax values are depressed and taxes available for funding police diminished. Raising taxes and focusing on compact development should be considered. Council should approve the fee but unless the problem is addressed it will resurface.

Garry Whalen, Keizer, voiced support for the fee but indicated that he would like to see more specific information for both the parks and police fees.

Rhonda Rich, Keizer, expressed support for the fee but suggested that both the Parks and Police fee be addressed in the next election and that a sunset or re-evaluation date be made part of the process.

Mark Caillier, Keizer, voiced support for the Public Safety fee and urged Council to take action and not to wait for the 2018 election because it would be 3 years before the city would see the impact.

Mayor Clark announced that this special session will not be the only time the fee is considered. Should Council decide to direct staff to come back with an ordinance for this fee, the plan would be to have both fee ordinances on the same agenda and have additional public testimony taken at that time.

Chief Teague noted that well cared for parks give people a place to go so they go hand in hand with crime prevention.

Councilor Parsons moved that Keizer City Council direct staff to bring back an ordinance to impose a fee for \$4 per month per household and business account fee dedicated to funding police positions as outlined in the proposal from Chief Teague. Councilor Freeman seconded.

Mayor Clark proposed a friendly amendment that the fee be indexed to fund five positions. Councilors Parsons and Freeman accepted this amendment.

City Manager Chris Eppley urged that the process not be automatic but that staff propose the indexing at Budget Committee meetings. City Attorney Shannon Johnson explained that the Ordinance would put the process in place and a Resolution would set the fee. The Resolution could be adjusted each year.

Mayor Clark amended her friendly amendment: that the fee be indexed if necessary through the budget process. Councilors Parsons and Freeman accepted the amendment.

Discussion followed regarding the high standard of integrity and compassion in the Keizer Police force, election costs, community oversight, the delay of implementation of the fee if it was postponed until the next election, and giving the police the resources to do their job. Councilors Freeman and Reid thanked everyone who attended the meeting and the vendors who publicized the event on their reader boards.

Mr. Johnson pointed out that the proposal was for \$44 per year which is less than \$4 a month. Mayor Clark indicated she preferred leaving the motion intact at \$4 a month.

Motion passed unanimously as follows:

AYES: Clark, Reid, Parsons, Ryan, Freeman, Herrera and Anderson (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

ADJOURNMENT Mayor Clark adjourned the meeting at 7:24 p.m.

MAYOR:

APPROVED:

Cathy Clark

Debbie Lockhart, Deputy City Recorder

COUNCIL MEMBERS

Councilor #1 – Laura Reid

Councilor #4 – Roland Herrera

Councilor #2 – Kim Freeman

Councilor #5 – Amy Ryan

Councilor #3 – Marlene Parsons

Councilor #6 – Bruce Anderson

Minutes approved: _____



MINUTES
KEIZER CITY COUNCIL
Monday, June 19, 2017
Keizer Civic Center, Council Chambers
Keizer, Oregon

CALL TO ORDER Mayor Clark called the meeting to order at 7:00 pm. Roll Call was taken as follows:

Present:

Cathy Clark, Mayor
Marlene Parsons, Councilor
Roland Herrera, Councilor
Bruce Anderson, Councilor
Kim Freeman, Councilor
Amy Ryan, Councilor

Absent:

Laura Reid, Councilor

Staff:

Chris Eppley, City Manager
Shannon Johnson, City Attorney
Nate Brown, Community Development
Bill Lawyer, Public Works Director
Jeff Kuhns, Deputy Police Chief
Tim Wood, Finance Director
Debbie Lockhart, Deputy City Recorder

FLAG SALUTE Mayor Clark led the pledge of allegiance.

SPECIAL ORDERS OF BUSINESS None

COMMITTEE REPORTS

**a. Appointment
to the Marion
County Public
Safety
Coordinating
Council**

City Attorney Shannon Johnson explained that Councilor Herrera was asked to join the Marion County Public Safety Coordinating Council and Council procedures require that the Mayor make the appointment at a City Council meeting. Mayor Clark thanked Councilor Herrera for stepping into this very important role and announced the appointment. She added that Chief Teague also serves on this Council.

**PUBLIC
TESTIMONY**

Lore Christopher, Keizer, representing the Arts Commission, provided information about the Commission's Story Pole Project. She shared informational pages with Council and provided detailed information regarding the execution of the project, partners involved, outreach and community involvement. She noted that in order for the Commission and its partners to move forward in the grant application process Council needs to (1) officially designate the proposed site, (2) give permission for the carving of the tree remnants, and (3) agree to provide limited maintenance once the tree remnants are carved.

Clint Holland, Keizer, reported that the Parks Advisory Board approved a proposal from Wayne Frey to create and maintain a soccer field at Country Glen Park and recommended Council allow this and that the field be kept available for multiuse activities. Mr. Holland also shared the Keizer Rotary Amphitheater concert schedule.

Jerry Crane, Keizer, reported that the Planning Commission had considered proposed amendments to Section 2.303 (Off-street Parking and Loading) of the Code and recommended acceptance by Council. He provided additional information about events planned at Volcano stadium for the upcoming eclipse weekend.

Allen Barker, Keizer, urged Council to refrain from passing an Inclusivity Resolution because it could infringe on national or federal laws and put federal funding received by the city at risk. He suggested that labeling specific peoples only causes more divisiveness and urged Council instead to focus on providing housing and healthcare for veterans and taking care of the local folks before addressing things outside the community. Mayor Clark responded that one of the Council goals is community engagement and connectivity and she hopes to focus on the proposed action steps to make Keizer a better community.

PUBLIC HEARINGS *Mayor Clark opened the Public Hearing.*

**a. RESOLUTION
– Authorizing
City Manager to
Send Letter
Extending
Consortium
Cooperation
Agreement for
Three Years**

Mr. Johnson reminded Council that this matter was discussed at the June 5 meeting but approval needed to be done at a Public Hearing. He noted that the City of Salem manages the program for Keizer and Salem is asking that the Agreement be extended for another three years. Council is also being asked to review the annual action plan and the long range consolidated plan for the program.

With no further testimony, Mayor Clark closed the Public Hearing.

Councilor Parsons moved that the Keizer City Council adopt a Resolution Authorizing City Manager to Send Letter Extending Consortium Cooperation Agreement for Three Years. Councilor Freeman seconded. Motion passed as follows:

**RESOLUTION –
Adopting the
Housing and
Community
Development
Action Plan –
One Year Use
of Funds –
Salem and
Keizer
2017/2018**

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)
NAYS: None (0)
ABSTENTIONS: None (0)
ABSENT: Reid (1)

Councilor Parsons moved that the Keizer City Council adopt a Resolution Adopting the Housing and Community Development Action Plan – One Year Use of Funds – Salem and Keizer. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)
NAYS: None (0)
ABSTENTIONS: None (0)
ABSENT: Reid (1)

**RESOLUTION –
Adopting the
Housing and
Community
Development
Consolidated
Plan 2015-2019**

Councilor Parsons moved that the Keizer City Council adopt a Resolution Adopting the Housing and Community Development Consolidated Plan 2015-2019. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

**b. ORDINANCE –
Amending
Keizer
Development
Code
Regarding
Section 2.107,
Section 2.109,
Section 2.112,
Section 2.113,
Section 2.114,
Section 2.116,
Section 2.119,
Section 2.308,
and Section
2.434;
Amending
Ordinance 98-
389**

Mayor Clark opened the Public Hearing.

Community Development Director Nate Brown explained that last year Council passed an ordinance allowing mobile food units in the CG zone. Since that time staff has found certain things that need to be changed and is proposing that mobile food units be allowed in all commercial zones. Changes include (1) parking: 2 stall minimum, (2) clarification of signage, (3) prohibition of outdoor storage, (4) allowance for temporary covered space, (5) clarification of POD language, (6) hours of operation clarified, and (7) prohibition of drive-through windows.

With no further testimony, Mayor Clark closed the Public Hearing.

Councilor Parsons moved that the Keizer City Council adopt a Bill for an Ordinance Amending Keizer Development Code Regarding Section 2.107 (Mixed Use), Section 2.109 (Commercial Retail), Section 2.112 (Commercial General), Section 2.113 (Industrial Business Park), Section 2.114 (General Industrial), Section 2.116 (Public), Section 2.119 (General Employment), Section 2.308 (Signs), and Section 2.434 (Mobile Food Vendors); Amending Ordinance 98-389. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

**ORDINANCE –
Adopting the
Mobile Food
Vendor Permit
Process**

Councilor Parsons moved that the Keizer City Council adopt a Bill for an Ordinance Adopting the Mobile Food Vendor Permit Process. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

**ADMINISTRATIVE
ACTION**

a. RESOLUTION –

Mr. Johnson explained that Salem-Keizer School District has requested the cities of Salem and Keizer to allow it to build a fiber optic telecommunications system in the public right-of-ways. The project would connect the schools and other district facilities. The district has negotiated

- Authorizing the City Manager To Sign Intergovernmental Agreement between the City of Keizer and Salem-Keizer School District 24J** an agreement that is roughly similar to the one they have worked out with the City of Salem and has agreed to pay Keizer \$4,000 per year to use the city's right-of-way.
- Authorizing the City Manager To Sign Intergovernmental Agreement between the City of Keizer and Salem-Keizer School District 24J** Councilor Parsons moved that the Keizer City Council adopt a Resolution Authorizing the City Manager To Sign Intergovernmental Agreement between the City of Keizer and Salem-Keizer School District 24J. Councilor Freeman seconded. Motion passed as follows:
- AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)
 NAYS: None (0)
 ABSTENTIONS: None (0)
 ABSENT: Reid (1)
- b. RESOLUTION – Supporting Keizer Public Arts Commission Story Pole Project** Mr. Brown pointed out that Council had already received an explanation about the project. He noted that the City is not applying for the grant but is endorsing it.
- Supporting Keizer Public Arts Commission Story Pole Project** Councilor Parsons moved that the Keizer City Council adopt a Resolution Supporting Keizer Public Arts Commission Story Pole Project. Councilor Freeman seconded. Motion passed as follows:
- AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)
 NAYS: None (0)
 ABSTENTIONS: None (0)
 ABSENT: Reid (1)
- c. RESOLUTION – Authorization for Supplemental Budget – Interfund Loan From Transportation Improvement Fund to Water Facility Fund** Finance Director Tim Wood explained that the 2016-17 Adopted Budget provides for a \$100,000 borrowing in the Water Facility Fund to provide additional resources in support of the current year capital outlay plan. At the time the budget was adopted it was not identified if this would be an internal or external borrowing. In lieu of an external borrowing the Transportation Improvement Fund could loan up to \$100,000 to the Water Facility Fund resulting in a cost savings to the Water Facility Fund of approximately \$4,000 to \$5,000 in interest expense per year. Interfund loans pay 1.3% interest whereas a bank would charge 4-6%.
- Authorization for Supplemental Budget – Interfund Loan From Transportation Improvement Fund to Water Facility Fund** Councilor Parsons moved that the Keizer City Council adopt a Resolution Authorization for Supplemental Budget – Interfund Loan From Transportation Improvement Fund to Water Facility Fund. Councilor Freeman seconded. Motion passed as follows:
- AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)
 NAYS: None (0)
 ABSTENTIONS: None (0)
 ABSENT: Reid (1)
- d. ORDINANCE – Regulating Parking and** Mr. Johnson explained that this matter came before Council in April and Council directed staff to continue working on the regulations. Staff worked on definitions, fire lanes, and fine amounts. Police staff worked with Code

Establishing Enforcement Procedures; Repealing Ordinances 2005-535, 2014-708, and 2017-769

Enforcement and came up with the following fines: (1) Minimum: \$20; (2) Presumptive: \$35; (3) Maximum: \$500. He noted that although a Public Hearing is not required to adopt these fees, State law requires that the public is given an opportunity to comment.

There were no comments from the public.

Councilor Parsons moved that the Keizer City Council adopt an Ordinance Regulating Parking and Establishing Enforcement Procedures; Repealing Ordinances 2005-535, 2014-708, and 2017-769. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

RESOLUTION – Establishing Administrative Fee Relating to Parking Violation Impounds

Councilor Parsons moved that the Keizer City Council adopt a Resolution Establishing Administrative Fee Relating to Parking Violation Impounds. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

e. Cancellation of July 3, 2017 City Council Regular Session

Mr. Eppley explained that the July 3 meeting falls just before Independence Day and the City Charter requires only one meeting per month. If a meeting is to be cancelled it must be done by a majority vote.

Councilor Parsons moved that the Keizer City Council cancel the July 3, 2017 City Council Regular Session meeting. Councilor Freeman seconded. Motion passed as follows:

AYES: Clark, Parsons, Ryan, Freeman, Herrera and Anderson (6)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: Reid (1)

CONSENT CALENDAR

- a. RESOLUTION – Authorizing the City Manager to Purchase 2017 Ford K8A AWD Police Interceptor Vehicle for Police Department
- b. RESOLUTION – Authorizing the Mayor to Enter Into Municipal Judge Services Contract with A. Carl Myers
- c. RESOLUTION – Authorizing Chief of Police to Enter Into Lock and Track Usage Agreement with Marion County
- d. Approval of May 15, 2017 Regular Session Minutes
- e. Approval of June 5, 2017 Regular Session Minutes

Councilor Parsons moved for approval of the Consent Calendar. Councilor Freeman seconded. Motion passed unanimously as follows:

AYES: Clark, Parsons, Freeman, Herrera, Ryan and Anderson (6)
NAYS: None (0)
ABSTENTIONS: None (0)
ABSENT: Reid (1)

COUNCIL LIAISON REPORTS

Councilor Ryan reported that Keizer United is trying to get the Buckaroo Ball back in place for a fundraising event; she recently began working on the CASA Board as a private citizen and she attended the Marion County Public Safety Commission meeting as a guest.

Councilor Freeman announced that in July the Traffic Safety/Bikeways/ Pedestrian Committee meetings will be televised; she praised members of the Volunteer Coordinating Committee for their work, thanked the public for their participation at the recent Special Session on a Public Safety Fee, announced vacancies on the Keizer Points of Interest Committee and Mid-Willamette Valley Community Partnership and urged students to volunteer as committee liaisons this fall.

Councilor Parsons reported that she had attended the Marion County Commissioners Breakfast, the tree planting ceremony at Meadows Park and the Special Session on Police funding and announced that the Eclipse planning group is meeting every two weeks to check in and follow up on tasks.

Councilor Herrera announced that he had attended the Marion County Public Safety Commission meeting and the Special Session on Police funding; he met with Christy Snyder who will help with the Kennedy Academy for Leadership Club next year. He added that Austin Bibens-Dirkx got another win for the Rangers.

Councilor Anderson thanked everyone for participating in the recent Special Session, voiced appreciation to Mark Caillier for hosting the Claggett Creek Watershed Council event on the 14th, thanked Classic Tap Dance for a wonderful recital and commended the dance teachers.

Mayor Clark reported that the Council of Governments Executive Board met recently; the full board will meet on the 29th. She attended the Strategic Economic Development Core Board meeting/luncheon, urged citizens to register for a National Night Out gathering, praised the Keizer Points of Interest Committee for the flood history display at Keizer Rapids Park, and announced her update on the State of the City address and the Volcanoes patriotic tribute to veterans on July 4.

OTHER BUSINESS

Deputy Chief Jeff Kuhns announced that Lorrie Phillips was now working for Polk County after serving 22 years in Keizer; Officer Martin Powell was awarded the Kenneth Snook Drug Recognition Expert Award of Excellence; Blast Camp is closed – it filled up in 3 days; and National Night Out registration is open.

**WRITTEN
COMMUNICATIONS**

Mayor Clark read a letter into the record from the Keizer Fire District in which the District urged Council not to pass the text amendment related to the fueling station requested by Safeway. Mr. Johnson noted that in fairness to the participants, further discussion should not take place until the July 17 meeting when it is on the agenda.

AGENDA INPUT

July 3, 2017

7:00 p.m. City Council Regular Session - Cancelled

July 10, 2017

5:45 p.m. – City Council Work Session

July 17, 2017

7:00 p.m. City Council Regular Session

ADJOURNMENT

Mayor Clark adjourned the meeting at p.m.

MAYOR:

APPROVED:

Cathy Clark

Debbie Lockhart, Deputy City Recorder

COUNCIL MEMBERS

~ Absent ~

Councilor #1 – Laura Reid

Councilor #4 – Roland Herrera

Councilor #2 – Kim Freeman

Councilor #5 – Amy Ryan

Councilor #3 – Marlene Parsons

Councilor #6 – Bruce Anderson

Minutes approved:_____

Written Communications/Testimony and Submitted Documents

Harms, Tammie

From: Brown, Nate
Sent: Monday, July 17, 2017 2:04 PM
To: Harms, Tammie
Subject: FW: Keizer Station Area B Master Plan Ammendment

From: Nadine STOLTZ [mailto:nadinefawcett@msn.com]
Sent: Friday, July 07, 2017 4:56 PM
To: Brown, Nate <brownn@keizer.org>
Subject: Re: Keizer Station Area B Master Plan Ammendment

Mr. Brown,

I have lived at this address for 26 years. So mail should reach me. I still have not received the letter that you sent. Today is Friday July 7.

I understood that this area was approved for buildings like the Countryside Church. One story limited parking, 9-5 business.

Do the people on our street have a say in this or is it already approved?

Thank you for responding to my email'

Nadine Stoltz

From: Brown, Nate <brownn@keizer.org>
Sent: Thursday, July 6, 2017 12:10 PM
To: nadinefawcett@msn.com
Cc: Russell, Dina
Subject: Keizer Station Area B Master Plan Ammendment

Nadine,
Thank you for taking your time to respond to the "Request for Comments". I know that this process can be daunting. Your time is appreciated.

I just wanted to clarify a few things you asked about. We mail to the legal property owner as listed in the assessors records. Sometimes when property changes hands the records lag and there can be errors. Also, properties that are rented must be notified by the property owner, and sometimes that doesn't happen either. So all told we place ads in the newspaper, put it on our website and mail to every property owner who owns property within 250' of the proposed area.

Regarding this particular hearing, this is to amend the existing master plan (which anticipates up to 24,000 sq ft of retail use. Though the current discussion is about a theater, the legal stuff means that any use listed in the zone could be located there, within the limits established in the zone and the design requirements of the master plan. Your email doesn't mention where your address is, but I am assuming by your description that you live on Dennis Ray. The existing master plan shows your street being extended with three additional residential building lots and the street terminated with an improved turn around, with a park/open space between the end of the street and the parking area. Because of the law requiring all new construction to provide connectivity there is shown the requied pedestrian connection, which would be paved, connecting to the Transit and Keizer Station sidewalks.

The only thing this master plan amendment does is to show a different configuration of the approved building areas from the previous plan, and to readjust the timing of the public improvements. It doesn't change any of the public improvements, and doesn't specifically authorize any particular use. You mention placing a theater in the old Roth's store, but the city does not

have the authority to make people sell, rent or lease to any particular individual or business. We can only set the categories of uses.

As far as the deadline for responses, we only set that so that we can incorporate a response in the staff report, as there is still plenty of opportunity to participate, either in person, by mail (assuming we get it before the hearing) or in person. I believe Dina in my office discussed this with you. Hopefully you feel comfortable knowing your options..

Thank you for participating.

Harms, Tammie

From: Brown, Nate
Sent: Monday, July 17, 2017 2:03 PM
To: Harms, Tammie
Subject: FW: Keizer Station Area B Master Plan Ammendment

From: Brown, Nate
Sent: Monday, July 10, 2017 12:23 PM
To: 'Nadine STOLTZ' <nadinefawcett@msn.com>
Cc: Tammie Harms <harmst@keizer.org>
Subject: RE: Keizer Station Area B Master Plan Ammendment

Nadine,
I have to apologize.

We rely on the assessors information and the computer program to give us a list of people within 250' of the perimeter of the property. For some inexplicable reason, your name fell off of the list somewhere. It is fortunate that you found out about the hearing! We are now mailing (maybe hand delivered?) a new notice to the few people that didn't get the notice. Again I apologize.

There was no limit on the height of the buildings other than that the zone itself limits the height of the buildings to 50'. The approved Doctors building is shown as two stories.

The Master plan that is being slightly modified was approved in November 2010, and that has already been established. The only thing on the table now is the configuration of the two buildings other than the Dr's office that were shown, and the timing of the construction details (such as when the fencing, driveways, and access will be built) . These are the only issues that the council can take testimony on.

Again, your emails are included in the packet of information that is going to the council and I would welcome any additional comments you wish to offer. You can either email me or present them in person on the 17th at City Council.

Thank you for being involved.

From: Nadine STOLTZ [<mailto:nadinefawcett@msn.com>]
Sent: Friday, July 07, 2017 4:56 PM
To: Brown, Nate <brownn@keizer.org>
Subject: Re: Keizer Station Area B Master Plan Ammendment

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The only thing this master plan amendment does is to show a different configuration of the approved building areas from the previous plan, and to readjust the timing of the public improvements. It doesn't change any of the public improvements, and doesn't specifically authorize any particular use. You mention placing a theater in the old Roth's store, but the city does not have the authority to make people sell, rent or lease to any particular individual or business. We can only set the categories of uses.

As far as the deadline for responses, we only set that so that we can incorporate a response in the staff report, as there is still plenty of opportunity to participate, either in person, by mail (assuming we get it before the hearing) or in person. I believe Dina in my office discussed this with you. Hopefully you feel comfortable knowing your options..

Thank you for participating.

Harms, Tammie

From: Brown, Nate
Sent: Monday, July 17, 2017 2:03 PM
To: Harms, Tammie
Subject: FW: New Mailing

From: Nadine STOLTZ [mailto:nadinefawcett@msn.com]
Sent: Wednesday, July 12, 2017 6:04 PM
To: Brown, Nate <brownn@keizer.org>
Subject: Re: New Mailing

Nate,
I did find the copy you left and I did get a mailing today. Thank you for sending it.
It looks better on the plan you sent. I am still concerned about traffic and hoping neighbors had time to respond. I would like to see a theater some place other than at the end of our street.
The jasmine is nice to come home to this time of year.
Thank you,
Nadine

From: Brown, Nate <brownn@keizer.org>
Sent: Monday, July 10, 2017 7:45 PM
To: Nadine STOLTZ
Subject: New Mailing

Nadine, just to let you know we have mailed another notice out to you, but today when I was out looking at the area, I took a chance to drop by your house (your Jasmine is amazing!) on the off chance that you might be home. I left another copy of the mailing at your front door on the stool there.

Please let me know if you have any more questions I can answer for you.

Harms, Tammie

From: Brown, Nate
Sent: Thursday, July 13, 2017 2:06 PM
To: Nadine STOLTZ
Subject: RE: New Mailing

Oh good, glad it finally got through to you.

Almost all of the other neighbors (we discovered there were only a few others like you) got the mailing the first go around and a couple have responded in time to include them in the packet—along with your first email (your other emails will be given to the council at the hearing); one saying they have no concerns, and one other saying they have no other concerns as long as there is a wall between their property and the park.

I can understand your concerns about traffic and the impacts. The good news is that the street will not go through and a turnaround will be provided. The only connection will be a pedestrian path through (though not straight through) the park area.

The bad news is that this area has always been zoned for commercial from the beginning of Keizer, and since 2010 has a master plan authorizing 24,000 sq ft of commercial buildings—meaning someone could have simply applied for building permits and there would have been no notice/hearing/public discussion.

The theater concept is only what the current proposal is, but the reality is, it could be any one of the commercial uses listed in the zone.

Dennis Ray is one of those quiet gems of Keizer—and we are trying to protect it and find a balance between its adjacency to the commercial area and the development of a planned commercial area. This action is very limited in its scope to address some specific things, and remains mostly the same as the 2010 approval.

Of course you are welcome to present your concerns to the council on Monday night.

Thanks for participating.

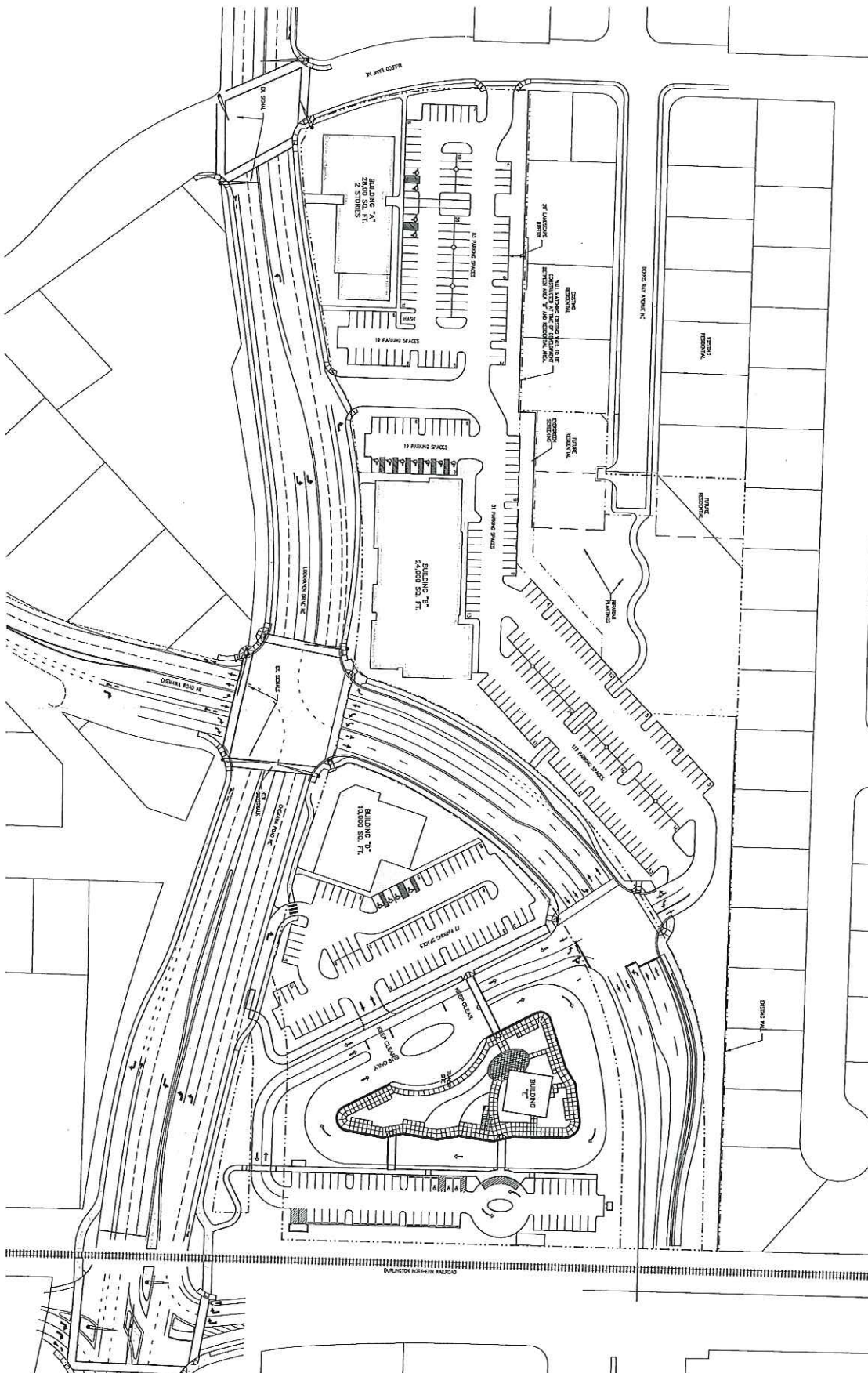
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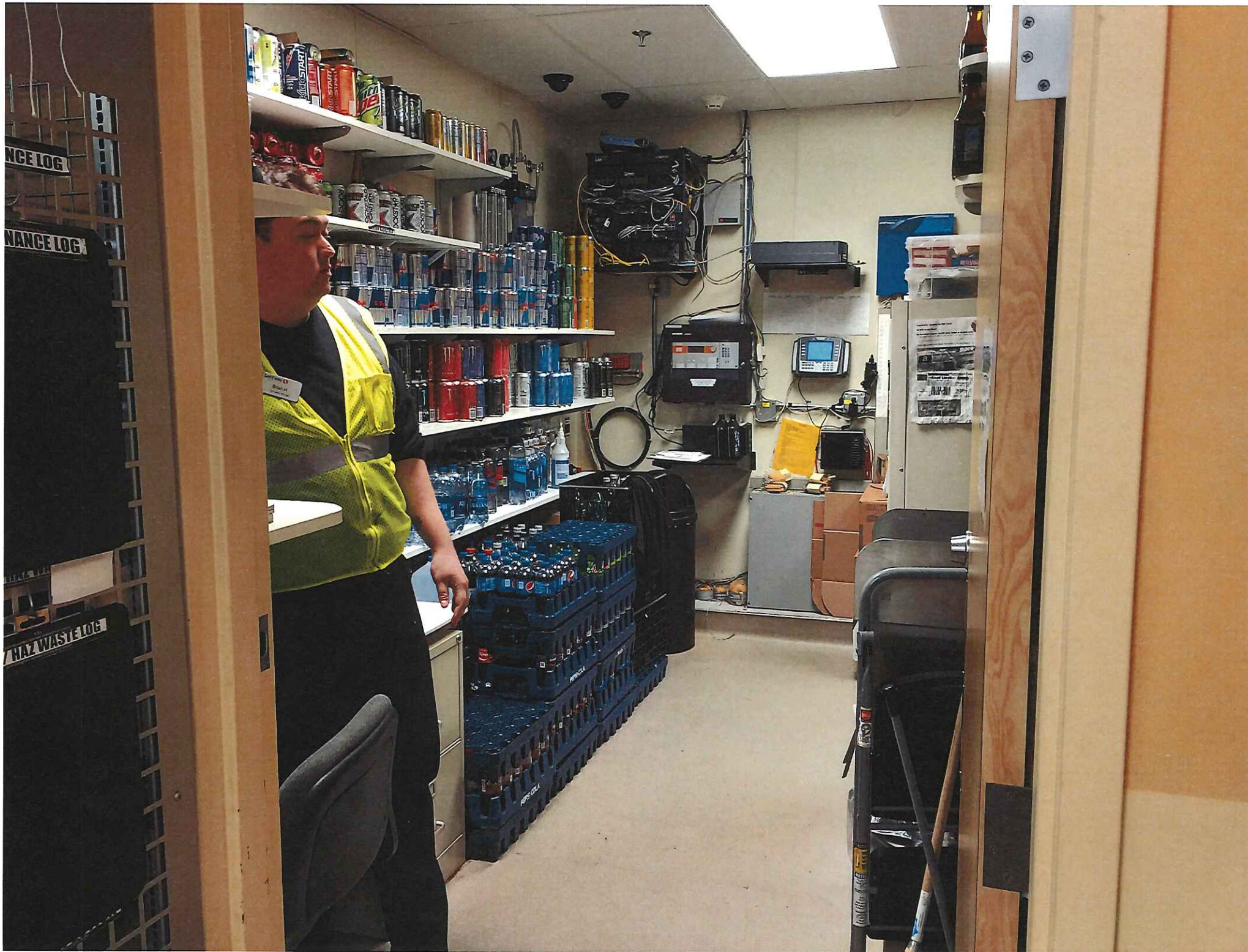
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Please let me know if you have any more questions I can answer for you.









July 17, 2017

Keizer City Council
930 Chemawa Rd NE
Keizer, OR 97303

RE: Water Bill Fee Dedicated to Keizer Parks

Dear City Council Members,

I am providing this testimony **against** the establishment of a \$4 fee dedicated to the city parks fund. My inability to support this fee is based on two areas of concern.

First I have difficulty paying a fee versus a tax. I understand the limits the citizens of Oregon have placed on local property tax revenues. More and more today municipal governments are turning to "fees" to help supplement budgets. Some tend to regard fees as more acceptable than taxes. I don't believe a fee imposed by a local government is an appropriate alternative to a tax.

The \$4 proposed fee dedicated to parks is certainly not a user fee. It is a tax. Taxes differ from fees in that paying them isn't a matter of choice and what you pay is not tied directly to what a person is using. If this proposal moves forward I will be paying for something that I do not use. Please don't misunderstand. I am not arguing the value of parks. I am arguing how parks are funded. But perhaps the most important difference between a fee and a tax is the ability of a tax payer to reduce their taxable income by deducting the amount of local taxes paid from their income. This is not possible for the payment of a fee.

My second concern with this proposal is the recognition of Keizer Rapids Park and the resources needed to maintain this facility. While certainly a beautiful facility, I recognize this as a regional park with amenities that draws from far outside Keizer. I have talked with many people and have friends today who jokingly thank me for building and maintaining a dog park in my city that they routinely use at no cost. I suspect the same can be said for the boat ramp and the other amenities at this park.

I am not arguing the point that the parks in Keizer need or don't need more resources. Instead I am arguing that a mere vote of the city council is not the appropriate way to increase the resources for city parks. You may call it a dedicated fee. I call it a tax. It should go before the voters in Keizer.

Respectfully submitted,

The block contains two handwritten signatures in black ink. The first signature is 'David McKane' and the second is 'Gretchen J. McKane'. Both are written in a cursive, flowing style.

David and Gretchen McKane
674 Fall Creek Drive N
Keizer OR 97303

PETITION TO ACTION

HELP US STAY OPEN LONGER!

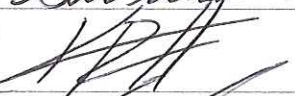
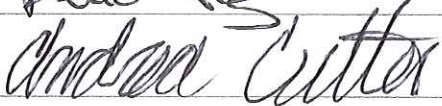
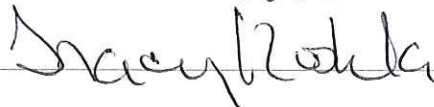
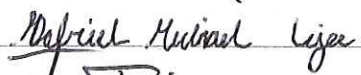
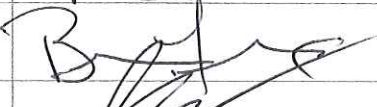
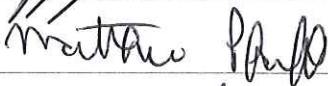
In the city of Keizer, dispensaries are required to open at 10AM, and close at 7PM. Only giving us 8 hours of business.

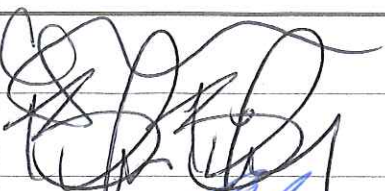
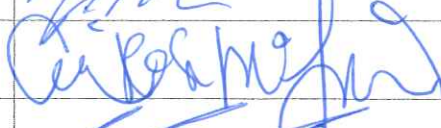
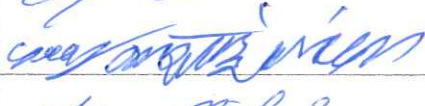
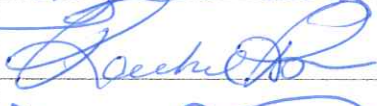
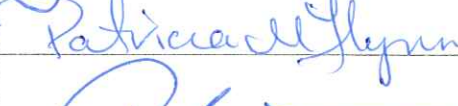
In the state of Oregon, dispensaries are permitted to open at 7AM, and close at 10PM.

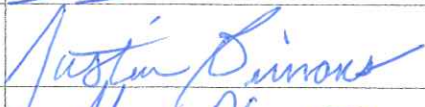
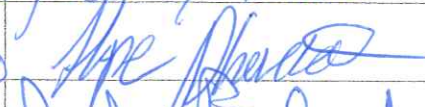
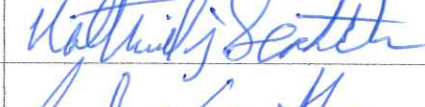
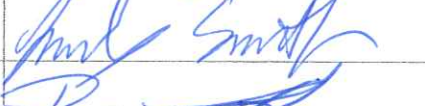
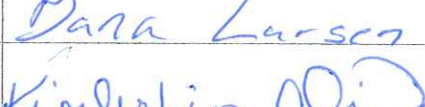
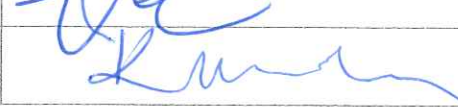
We are trying to bring this attention up in the next city council meeting in hopes we can extend our hours of operation for all dispensaries so we can be open longer for you guys!

Please help us by signing the petition!

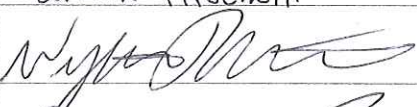
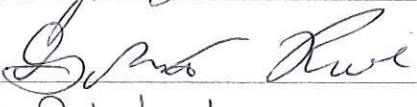
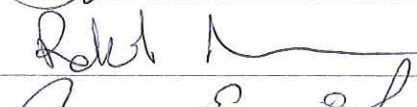
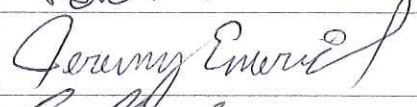
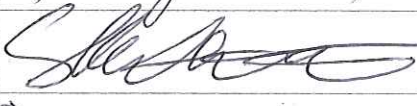
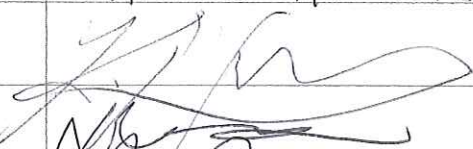
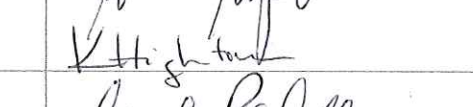
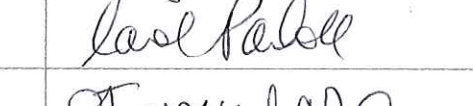
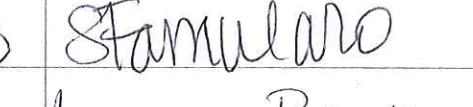
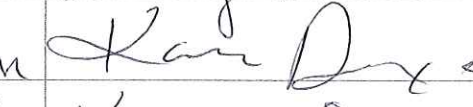
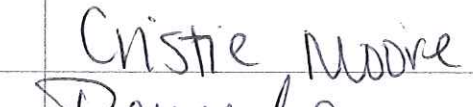
Thank you so much!!

NAME	SIGNATURE	ZIP CODE
Garrett Harberg		97305
Brandy Knupp		97303
Rui Pahn		97301
Matt Kirsch		97305
Nikol Barvosa		97303
Gil Flande		97303
Kevin Russell		97303
Kris Derby		97304
Kimberly Boyd		97309
Paul Toy		97351
Andrea Cutter		97303
Tracy Hostuk		97381
Daniel Michael Lijer		97303
Joe Irwin		97303
Bruce Thomas		97305
Jeff Krumholz		97303
Matthew Pfaff		97303
Sonny Herrera		97303
Lawson Smith		97303

NAME	SIGNATURE	ZIP CODE
Candy Cole		97071
Brandon Bailey		97303
Jack Horton		97301
Zac Mullins		97301
CAROL ROSE McLAUGHLIN		97303
CLAYTON CARTER		97303
CORY MATISKALIN		97303
Adam Nicholas		97301
Jared Mathias		97303
Corey Carnegie		97301
Bachel Robbins		97303
Corey Carnegie		97303
Nicholas Waldner		97303
Jose Zendejas		97303
Wendy Irvin		97303
Bryan Dehrt		97305
Patricia McFlynn		97303
Janna Taber		97026
Julian Augi		97026

NAME	SIGNATURE	ZIP CODE
Sean Davenport		97301
Justin Simons		97303
Hope Placencia		97305
John Bahand		97303
Pete Montragon		97303
Rodney Helvig		97303
Tyler Woltz		97303
Nathaniel's Scotch		97503
Jacob Smith		97301
Brianne Haines		97303
Russell Barker		97303
Paul Wilson		97304
Lois Chiles		97302
Dana Larsen		97304
Kimberlin Chiles		97302
Richard Chambers		97303
Kelly Allen		97303
Eric Nanpei		97303
Kelly Miley		97301

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NAME	SIGNATURE	ZIP CODE
Matthew Pifer		97303
Carmin Pitochelli	Carmin Pitochelli	97304
Wyatt Turner		97301
Gratian Russell		97303
Rebekah Newman		97303
Jeremy Emerick		97303
Shelby Kalston		97303
Amanda Hunter	AMANDA HUNTER	97303
Kelli Moon		97303
Darren Hartner		97303
Tia Turnipseed		97303
Karen Hightower		97026
Carol Pacholl		97303
Sabrina Famularo		97303
Lacey Back	Lacey Back	97303
Karrah Dixon		97303
Karen Oneal	Karen Oneal	97303
Cristie Moore		97303
Renee Love		97338

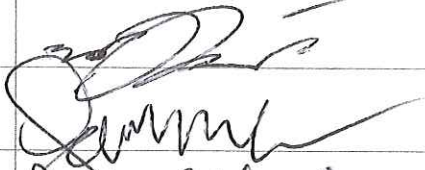
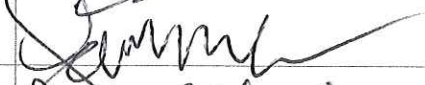
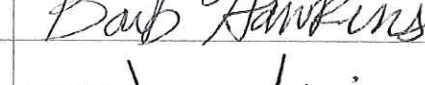
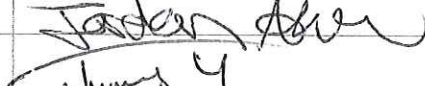
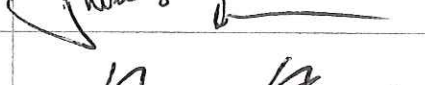
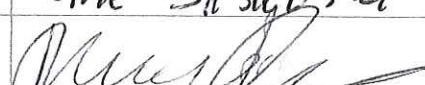
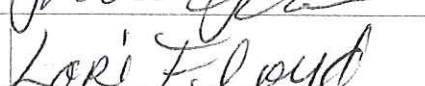
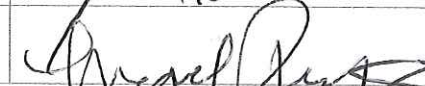
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NAME	SIGNATURE	ZIP CODE
Katrina Smith	Katrina Smith	97303
Gilbert Torres	Gilbert	97303
Derek James	Derek James	97303
Dorothy James	Dorothy James	97303
Michelle Varay	Michelle Varay	97303
Curtis Steub	Curtis Steub	97303
Jose Mora	Jose Mora	97303
Felicia Jackson	Felicia Jackson	97303
Robert Stevens	Robert Stevens	97303
Courtney Keller	Courtney Keller	97303
Heather Imperatnae	Heather Imperatnae	97303
Matt Cropper	Matt Cropper	97206
Marcell Mee	Marcell Mee	97303
William Munro	William Munro	97303
Mike Cloughitt	Mike Cloughitt	97303
Robyn Shepherd	Robyn Shepherd	97303
George Stelzel	George Stelzel	97303
Zosh Wentland	Zosh Wentland	97303

7-15-17

NAME	SIGNATURE	ZIP CODE
Kathryn A Lucas	Kathryn Lucas	97303
Angela Ramos	Angela Ramos	97303
CLAY Lundy	Clay Lundy	97303
Caleb Odom	Caleb Odom	97303
Jarmyne mcmillen	Jarmyne mcmillen	97303
Mary Jane Chambers	Mary Jane Chambers	97305
Debra Searcy	Debra Searcy	97303
Paul Angeles	Paul Angeles	97303
Kristin Calvin	Kristin Calvin	97303
Caleb Poot	Caleb Poot	97303
Alec Miller	Alec Miller	97303
Justin Threlkeld	Justin Threlkeld	97303
Josef Willwert	Josef Willwert	97045
Jeffrey Smith	Jeffrey Smith	97303
RICHACANACA E	Richacanaca E	97303
James Wright	James Wright	97303
Tim Solan	Tim Solan	97301
Samantha Johnson	Samantha Johnson	97303
Michelle Grublin	Michelle Grublin	97303

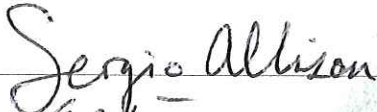
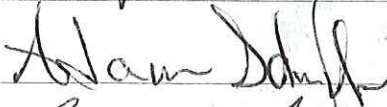
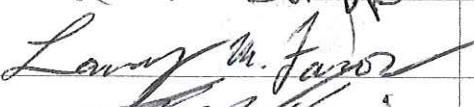
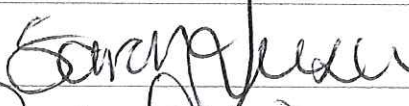
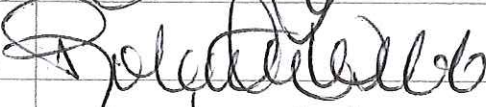
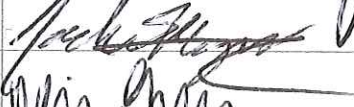
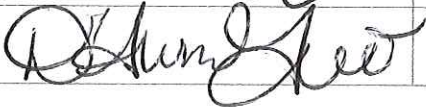
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Estevan Ruiz		97303
JENNIFER HOGUE		97303
Jackie Elstad		97303
Shirley Carlson		97303
Emerald ^{Emerald} Amador ^{Amador}		97303
Lincoln Schroeder		97303
Nikoli Andreeff		97303
Adam Alderson		97303
Barb Hawkins		97301
Jordan Aebi		97301
Thomas Lee		97303
Rick Ramirez		97303
Ryder Ellwood		97303
Chris Hitzman		97303
Mike Jaskolski		97303
Michael Bradshaw		97303
Lori Floyd		97303
SHANE NEEL		97303
Miguel Reyes		97071

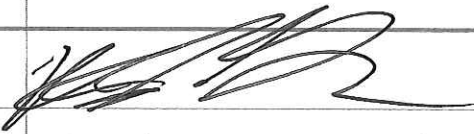
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NAME	SIGNATURE	ZIP CODE
Gail's McLain	Gail's McLain	97305
Virgil Copley	Virgil Copley	97341
Earlene Garcia	Earlene Garcia	97303
Lorelyn Searest	Lorelyn Searest	97344
Ashley Lee	Ashley Lee	97338
Jason Wigginton	Jason Wigginton	97303
Jon Vashchenko	Jon Vashchenko	97071
Lisa Malofee	Lisa Malofee	97303
Laura Villegas	Laura Villegas	97303
K.C. Jones	K.C. Jones	97303
Josephine Nguyen	Josephine Nguyen	97303
Michelle Gramine	Michelle Gramine	97303
Jessie Jones	Jessie Jones	97303
Reuben Gutierrez	Reuben Gutierrez	97301
NICK JONES	NICK JONES	97303
Hilary Ramirez	Hilary Ramirez	97303
Sean Miller	Sean Miller	97344
Scott Schenk	Scott Schenk	97304
Jacob Anderson	Jacob Anderson	97303

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NAME	SIGNATURE	ZIP CODE
Eva Blake		97303
Sergio Allison		97303
Ezekiel Hill		97306
Adam Schaeffer		97303
Larry Favor		97303
Robert Branta		97303
Angela Silva		97303
Kyle Robertson		97303
Sarah Jensen		97303
Roberta Webb		97303
Mathew McKinley		97303
Josh Sturgis		97302
Oliver Esigva		97303
Cass		97303
Tauscha Carlson		97303
David Chalcraft		97303
Aaron Straight		97303
Britt Viter		97303
O'Armona Treco		97303

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NAME	SIGNATURE	ZIP CODE
Daniel Garcia		97303
Debra Teeter	Debra Teeter	97303
Alex Ariz	Alex Ariz	97317
Alexandra Heller	Alexandra Heller	97317
Jeremy Coulter	J. E. Coulter	97062
Destiny Orndorff	Destiny Orndorff	97303
Stacy Ruxpert	Stacy Ruxpert	97305
Chris Lane	Chris Lane	97303
Steph Barrick		
Steven Frey	Steven Frey	97303
Chris Fanelle		97305
Aaron McFadden	Aaron McFadden	97302
Orion Wilkinson	Orion Wilkinson	97302
Dawn Inman	Dawn Inman	97303
Michael Plymale	Michael Plymale	97303
Jessica Rojas	Jessica Rojas	97303
Danny Lata	Danny Lata	97302

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NAME	SIGNATURE	ZIP CODE
Curtis Bowers	Curtis Bowers	97303
Julie Tracer	Julie Tracer	97304
Gabriel Pierson	Gabriel Pierson	97338
Kor. Zairi	Kor. Zairi	97011
Roy Wilson	Roy Wilson	97301
Darrell Willis	Darrell Willis	97303
Polo Garcia	Heeples	97303
Daisy Garcia	Daisy Garcia	97303
JAMES DUNBAR	James Dunbar	97303
James Grant	James Grant	97132
Andre McTeague	Andre McTeague	97303
Gabriel Bourgeois	John R	97032
Stephen Smith	Stephen Smith	97302
Nimble Cortez	Nimble Cortez	97301
MARIO GISCOME	John R	97007

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