CITY OF COOS BAY
Community Development Department
500 Central Avenue, Coos Bay, Oregon 97420
Phone 541-269-8918 Fax 541-269-8916

Permit No. **187-** 25 - 000154-PLNG

Date Received: 11/26/26

LAND USE/PLANNING APPLICATION

[1]**Type of Review** (Please check all that apply):

**Pre-application review may be required*

- ☐ Adjustment Review *(Type II, III)**
- ☐ Annexation *(Type IV)**
- ☐ Appeal and Review *(Type III)*
- ☐ Architectural Design Review *(Type II, III)**
- ☐ Accessory Dwelling Unit-Historic (*Type I)*
- ☒ Conditional Use (Type *II, III)**
- ☐ Cultural Resources *(Type II, III)**
- ☐ Cottage Cluster *(Type II, III)**
- ☐ General Review _____ (Identify Type: See Table 173.130.030)
- ☐ Estuarine Use/Activities *(Type I)*
- ☒ Comp. Plan Amendment-Map/Text *(Type IV)**
- ☐ Dev. Code Amendment-Map/Text *(Type IV)**
- ☐ Home Occupation *(Type I, II)*
- ☐ Partition *(Type II)*
- ☐ Property Line Adjustment *(Type I, II)*
- ☒ Planned Unit Development (*Type II, III)**
- ☐ Modification to Approved Permit (Type II)
- ☐ Floodplain Development *(Type I)*
- ☐ Subdivision *(Type II, III)**
- ☐ Temporary Use (*Type I, II)*
- ☐ Tourist Habitation-Home Stay *(Type II)*
- ☐ Tourist Habitation-Vacation Rental (*Type II)*
- ☐ Variance *(Type I, II)*
- ☒ Zone Change *(Type III, IV)**
- ☐ Code Interpretation *(Type I)*
- ☐ Legal Lot Determination *(Type I)*
- ☐ Other: _____

1400 Pennsylvania Avenue	26S 13W 3BD, TL 500 &501
Site Location/Address	Assessor's Map No. & Tax Lot #
Current: Mixed-Use; Proposed: Small Lot Residential	2.21acres (1.91 acres rezoned)
Zoning	Total Land Area
City of Coos Bay/Compass Communities Englewood, LLC	
Applicant/Owner Name	Address
Phone	Email
Chelsea Schnabel	500 Central Avenue
Applicant's Representative Name	Address
(541) 269-1181 x3531	cschnabel@coosbayor.gov
Phone	Email

Project Description: Describe the project in detail, including what is being proposed, its size, hours of operation, any proposed phasing, timetable for improvements etc. Attach separate sheet with additional details as needed.

Planned Unit Development (PUD) of workforce affordable housing on approx. 2.21-acres

Conditional Use Permit (CUP) to allow for zero-lot line development

Amendment to the City of Coos Bay Comprehensive Plan Map to change the plan designation of approx. 1.91-acres

from Commercial-Residential-Medium/High Density to Residential-Low Density

Amendment to the City of Coos Bay Zoning Map to change the zone district from Mixed-Use to Small Lot Residential

Your submittal must also include:

☐ Nonrefundable application fee. Applications subject to a pre-application conference may be eligible to apply the nonrefundable pre-application conference fee to a Type III or IV application. **Waived.**

[1]***Pre-Application and Appeal applications require a different application form, inquire of staff***

■ Evidence of ownership or written statement from the owner that you are authorized to represent him/her. When there is more than one owner, all owners must authorize the application.

■ Most recent conveyance deed showing current ownership and legal description (trust deeds are not acceptable).

☐ A copy of the pre-application conference summary, if the application was subject to pre-application review, which shall include all information required by the director to address issues, comments, and concerns in the summary.

■ Detailed written statement of findings (description/narrative). With all land use applications, the "burden of proof" is on the applicant. A written statement of findings **must** be provided with your application that clearly describes the nature of the request with an explanation as to how the proposal complies, or can comply, with **all** applicable Chapters of the Coos Bay Development Code (CBDC). If a section/item in an applicable Chapter is not applicable to your request, provide that statement and include an explanation as to why it is not applicable to your proposal. You must address each of the criteria on a point-by-point basis in order for your application to be deemed complete. A supplementary development/use application may be available for this purpose. The application should also evidence how the proposal complies, or can comply, with each applicable section of the Coos Bay Municipal Code (CBMC) and other city and state policies and regulations applicable to the proposal. **If you need help with findings please contact a land use attorney or consultant.**

■ A detailed project site plan identifying existing conditions and the proposed development and/or land use. The site plan shall include all relevant information from Table 17.130.040(2) – Site Plan Requirements.

■ Supplementary information required by virtue of the application type, including but not limited to (if required) storm drainage report, traffic impact study/anyalisis or other studies/reports related to the project.

Any additional information including but not limited to Table 17.130.040(3) – Additional Contents required by the director to demonstrate the proposed development and/or land use complies, or can be conditioned to comply, with each applicable CBCP, this title, and other city and state policies, regulations, and approval criteria applicable to the application.

Additional application contents associated with a specific application required for the proposed development and/or land use. See Table 17.130.040(4) for specific permit/review applications and applicable code sections with additional application contents and process requirements.

The processing of your application does not begin until your application is deemed complete. An incomplete application will postpone the decision, or may result in denial of the request.

Land use approval is required prior to authorization of any other required permits/licenses.

I am the owner, applicant, or representative of the property/site and am authorized to complete this land use/planning application. I completed this land use/planning application; its contents are true and correct. I understand: 1) City application acceptance does not infer a complete submittal; 2) the information herewith submitted is true and correct; 3) the application processing and fee payment does not obligate City authorization and City authorization does not give authority to violate or cancel the provisions of any other applicable law. I will pay the City land use/planning application fees and additional expenses incurred by the City for professional services should such services, at City discretion, be required. I understand that the application fees submitted are non-refundable.

Where there are multiple property owners, all owners must authorize/sign the permit application.

SIGNATURE of Owner(s)	Darren Nichols Print Name	11/26/26 DATE
Chelsea Schnabel SIGNATURE of Applicant/Representative	Chelsea Schnabel Print Name	11/26/26 DATE

Compass Communities LLC
Building. Better. Together.

November 17, 2025

Chelsea Schnabel
Community Development Director
City of Coos Bay, Oregon
500 Central Avenue, Coos Bay, OR 97420

RE: Owners' authorization to file land use application for Comprehensive Plan Amendment, Zoning Map Amendment, Planned Unit Development and Conditional Use Permit

Dear Chelsea,

Compass Communities Englewood LLC is the owner of property formerly owned by Coos County and the City of Coos Bay, and commonly known as the Englewood School site – 1400 Pennsylvania Avenue [Map 26S13W03BD, Tax Lots 500, 501; and Map 26S13W03AC, Tax Lot 3300].

With this letter, Compass Communities Englewood LLC authorizes the City of Coos Bay to file land use applications as necessary to amend the comprehensive plan and zoning map from Commercial/Mixed Use to Residential/Small Lot Residential on 1.91 acres of the property; to complete a planned unit development and conditional use permit on 2.21 acres of the same property; and to vacate and dedicate right of way necessary to facilitate and file an approved final plat for an approximately 30-unit residential planned unit development.

Thank you for working with Compass Communities to help deliver housing for the Coos Bay workforce. We are excited to complete the entitlement phase and begin building a new infill neighborhood community!

Please let us know if you need anything more from us to proceed with the land use applications and right of way vacation/dedication.

Respectfully,

Compass Communities Englewood, LLC

Damon Olsen
Mark Shipman
Darren Nichols

Coos County, Oregon **2025-07462**
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eRecorded by: FIRST AMERICAN TITLE- SALEM

Julie A. Brecke, Coos County Clerk

MAIL TAX STATEMENTS TO:
City of Coos Bay
500 Central Ave.
Coos Bay, OR 97420

AFTER RECORDING RETURN TO:
Compass Communities Englewood, LLC
c/o Damon A. Olsen
1860 Crocker Ln NW
Albany, OR 97321

FIRST AMERICAN 4308887 TiCor 36062504 7314

STATUTORY BARGAIN AND SALE DEED

City of Coos Bay, an Oregon municipal corporation, (the "***Grantor***"), conveys to Compass Communities Englewood, LLC, an Oregon limited liability company (the "***Grantee***"), any and all of Grantor's interest in the real property situated in the County of Coos, State of Oregon, being legally described on ***Exhibit "A,"*** which is attached hereto and incorporated herein by this reference.

1. **SUBJECT TO**: Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey, together with any liens or encumbrances of record in Coos County records. Also subject to the Grantor's reversionary right if affordable housing is not constructed on the Property by Grantee as provided for in the development agreement between the parties.

The true and actual consideration stated in terms of dollars is ZERO ($0.00), but consists of other good and valuable consideration, which is the whole of the consideration.

The following is the notice as required by Oregon law: "BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, *OREGON LAWS 2007*, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010."

[SIGNATURE PAGE TO FOLLOW]

Dated this 28th day of October, 2025.

GRANTOR:
CITY OF COOS BAY, AN OREGON MUNICIPAL CORPORATION

By: Nichole Rutherford
Nichole Rutherford, City Manager

Date: October 28, 2025

State of Oregon)
) ss.
County of Coos)

On this 28th day of October, 2025, personally appeared Nichole Rutherford, who being duly sworn, did say that she is the City Manager of the City of Coos Bay, an Oregon municipal corporation, and that said instrument was signed on behalf of said corporation and acknowledged said instrument to be its voluntary act and deed.

Before me:

OFFICIAL STAMP
CHRISTINE KAY SYLVESTER
NOTARY PUBLIC-OREGON
COMMISSION NO. 1023771
MY COMMISSION EXPIRES APRIL 11, 2026

Christine Kay Sylvester
Notary Public for Oregon
My Commission Expires: April 11, 2026

EXHIBIT A

Legal Description

Lots 1 through 4, inclusive and Lots 21 through 24, inclusive, Block 28, First Addition to Marshfield, Coos County, Oregon, together with that portion of Illinois Avenue, which was vacated by Ordinance No. 115, recorded February 6, 1958 in Book 263, Page 189, Deed Records of Coos County, Oregon, which would inure thereto by reason of the vacation thereof.

Beginning at the Northwest corner of Lot 1, Block 28, First Addition to Marshfield, Coos County, Oregon, lying within the said vacated portion of Illinois Avenue, said point marked by a 5/8 inch rebar with plastic cap; thence South 89° 56' 08" West 149.79 feet along the South line of said Block 24 to a point marked by a 5/8 inch rebar with plastic cap; thence North 00° 06' 42" West 150.00 feet to a point marked by a 5/8 inch rebar with plastic cap; thence North 89° 56' 08" East 199.74 feet to the West right of way line of 15th Street to a point marked by a 5/8 inch rebar with plastic cap; thence South 00° 06' 00" East 150.00 feet along said West right of way line of 15th Street to the original Southeast corner of Block 24, includes vacated portion of Illinois Avenue, said point being marked by a 5/8 inch rebar with plastic cap; thence South 89° 56' 08" West 49.93 feet along the South line of said Block 24 to the point of beginning.

Lot 12, Block 27, First Addition to Marshfield, Coos County, Oregon.

SAVING AND EXCEPTING THEREFROM that portion conveyed to Julius Katzenberger and Loretta G. Katzenberger, husband and wife, by instrument recorded August 22, 1967, bearing Microfilm Reel No. 67-08-20951, Records of Coos County, Oregon.

Coos County, Oregon **2025-07461**
$96.00 Pgs=3 10/31/2025 02:45 PM
eRecorded by: FIRST AMERICAN TITLE- SALEM

Julie A. Brecke, Coos County Clerk

MAIL TAX STATEMENTS TO:
City of Coos Bay
500 Central Avenue
Coos Bay, OR 97420

AFTER RECORDING RETURN TO:
Nichole Weatherford, City Manager
City of Coos Bay
500 Central Avenue
Coos Bay, OR 97420

Ticor 3606250473 14

FIRST AMERICAN 4308887

STATUTORY BARGAIN AND SALE DEED

Coos County, a political subdivision of the State of Oregon, (the "***Grantor***"), conveys to the ***City of Coos Bay***, an Oregon municipal corporation, (the "***Grantee***"), any and all of Grantor's interest in the real property situated in the County of Coos, State of Oregon, being legally described on ***Exhibit "A,"*** which is attached hereto and incorporated herein by this reference.

SUBJECT TO: Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey, together with any liens or encumbrances of record in Coos County records.

The true and actual consideration stated in terms of dollars is ZERO ($0.00), but consists of other good and valuable consideration, which is the whole of the consideration.

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[SIGNATURE PAGES TO FOLLOW]

Dated this 30th day of October, 2025.

GRANTOR:
COOS COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF OREGON

BY: John W. Sweet

Name: John W. Sweet

Title: Commissioner

State of Oregon)
) ss.
County of Coos)

On this 30th day of October, 2025, personally appeared John W Sweet, who being duly sworn, did say that he is an elected Board of Commissioner member for Coos County, a political subdivision in the State of Oregon, acting by and through its Board of Commissioners, and that said instrument was signed on behalf of said political subdivision and acknowledged said instrument to be its voluntary act and deed.

Before me: Michelle Berglund
Notary for Oregon

OFFICIAL STAMP
MICHELLE MOSS BERGLUND
NOTARY PUBLIC - OREGON
COMMISSION NO. 1029712
MY COMMISSION EXPIRES 10/13/2026

Michelle Berglund
Notary Public for Oregon
My Commission Expires: 10/13/26

[GRANTEE'S ACCEPTANCE TO FOLLOW]

EXHIBIT A

Legal Description

Lots 1 through 4, inclusive and Lots 21 through 24, inclusive, Block 28, First Addition to Marshfield, Coos County, Oregon, together with that portion of Illinois Avenue, which was vacated by Ordinance No. 115, recorded February 6, 1958 in Book 263, Page 189, Deed Records of Coos County, Oregon, which would inure thereto by reason of the vacation thereof.

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SAVING AND EXCEPTING THEREFROM that portion conveyed to Julius Katzenberger and Loretta G. Katzenberger, husband and wife, by instrument recorded August 22, 1967, bearing Microfilm Reel No. 67-08-20951, Records of Coos County, Oregon.

RECOMMENDED FINDINGS OF FACT

I. REQUEST

This proposal includes Findings of Fact for the following land use actions relating to the Englewood School Neighborhood housing development project:

- Amendment to the City of Coos Bay Comprehensive Plan Map: a proposal to change the plan designation for 1.91 acres of the subject property from Commercial-Residential-Medium/High Density to Residential-Low Density.
- Amendment to the City of Coos Bay Zoning Map: a proposal to change the zone district from Mixed-Use (MX) to Small Lot Residential (SLR) for 1.91 acres.
- Planned Unit Development (PUD): a proposal to construct 30 units of new single-family workforce affordable housing on approximately 2.21 acres within the city limits.
- Conditional Use Permit (CUP): a proposal to allow zero-lot line development in the SLR zone.

See Land Use Application #187-25-000154-PLNG attached hereto as Attachment A, Exhibit 1 and incorporated herein by reference.

II. BACKGROUND

Site History

The subject property was originally developed as an elementary school around 1913. The Englewood School was refurbished in the 1950s and, in 1997 and 2001, the school district added buildings to the site. On December 30, 2014, the school was damaged by a fire and the site was subsequently abandoned until Coos County and the City of Coos Bay removed the damaged structure and cleaned the site under a state-approved environmental remediation plan. On April 13, 2023, Oregon DEQ issued its determination that the site cleanup is complete and no further action is required, thereby allowing the reuse and redevelopment of the property.

City, County and Community Cooperation

Following completion of the environmental site cleanup, Coos County and the City of Coos Bay worked with non-profit and private housing developers to develop concepts for site with housing for the area workforce. City staff and local utilities have worked with a private development team to evaluate the potential for the Englewood School site to provide workforce affordable housing and design a neighborhood infill plan that is appropriate for the site and provides housing at a price point affordable to Coos Bay residents earning between 80% and 120% of the Coos Bay median income. We believe the enclosed packet accomplishes the best overall outcomes for the existing neighborhood, the site, and the community.

The enclosed request for Comprehensive Plan Amendment, Zoning Map Amendment, and Planned Unit Development (PUD) and Conditional Use Permit (CUP) will facilitate

the redevelopment of the Englewood School Neighborhood site with thirty (30) units of new workforce housing.

Proposed Workforce Housing Neighborhood
The proposed PUD/CUP provides 30 single-family dwellings on an infill site in an existing neighborhood with mature trees, open space and partial views of the marshes to the east. All homes will be built with private funds and offered for sale to owner/occupants in the Coos Bay Area.

The site presents significant challenges for redevelopment, including steep slopes on the east and west, as well as constrained narrow public streets and existing rights-of-way. These constraints limit the developable site to about 1.5 of the 2.21 acres, arranged in a long, narrow "L"-shaped area. To achieve workforce and affordable price points on the buildable area requires the site to be developed at a higher density than typical in the Small Lot Residential zone. The site also requires flexibility in some key development standards to deliver a safe, functional and affordable neighborhood.

The homes will have floor plans ranging from approximately 900 square feet to approximately 1200 square feet, in a mix of 2-bedroom and 3-bedroom units. Each unit will include an enclosed garage and most of the homes will have at least one additional off-street parking space in addition to garage parking. The development also provides on-street parking and two shared off-street parking spaces, including an ADA accessible parking stall.

The proposed infill neighborhood will provide vehicle and pedestrian access via Pennsylvania Avenue and South 15th Street. The PUD proposes to vacate a portion of South 15th Street to provide additional housing and parking. Vacating that portion of the right of way will avoid creating an unsafe vehicle access connection on the steep embankment and provides a pedestrian access trail to the surrounding neighborhood. The pedestrian access trail will follow a gentle grade with two switchbacks from South 15th Street to Illinois Avenue, and offers a bench seating along the top of the existing bluff.

III. NOTICE

The City of Coos Bay sent notice to the Oregon Department of Land Conservation and Development (DLCD) of the proposal to amend the Comprehensive Plan Map and Zoning Map on November 3, 2025.

Public notice was sent to interested parties and posted at City Hall and on the City's website on November 17, 2025, and published in the City's newsletter on December 5, 2025. Legal notice was published in the November 25, 2025, edition of The World Newspaper.

IV. COMMENTS

As of the date of this application, the following written comments have been received:

_____

Staff / Agency Comments

As of the date of this staff report, the following staff and agency comments have been received:

_____

V. APPROVAL CRITERIA

Applicable sections of the Coos Bay Development Code (CBDC):

CBDC Chapter 17.130, Procedures
CBDC Chapter 17.360, Plan Amendments and Zone Changes
CBDC Chapter 17.130.070, Approval Criteria
CBDC Chapter 17.220, Low Density and Small Lot Residential Districts
CBDC Chapter 17.230.020, Land Uses and Permit Requirements (MX)
CBDC Chapter 17.330, Off-Street Parking and Loading Requirements
CBDC Chapter 17.335, Supplementary Development Standards
CBDC Chapter 17.347, Conditional Uses
CBDC Chapter 17.360, Plan Amendments and Zone Changes
CBDC Chapter 17.362, Planned Unit Development
CBDC Chapter 17.367.040, Approval Criteria for a Preliminary Plat

A. Zone District Map Amendments

***CBDC 17.230.020 Land uses and permit requirements.* (MX)**

FINDING: The PUD proposes to develop thirty (30) single family residential housing units on 1.91 acres currently zoned for commercial Mixed-Use (MX). The MX zone district, however, does not currently allow for the proposed low-density housing development. Therefore, a map amendment is proposed to change the zoning to SLR where low-density, single-unit and zero lot line residential development is permitted. All adjacent and surrounding properties are zoned Small Lot Residential (SLR).

***CBDC 17.220.020 Land uses and permit requirements*. (SLR)**

FINDING: The PUD proposes to develop 30 single family residential housing units in a mix of detached units and attached zero lot line units. The proposal to amend the Zoning Map to Small Lot Residential (SLR), where single-unit and zero lot line developments are permitted, allows for the development of

the proposed mix of housing types.

CBDC 17.360.020 Initiation of amendment.
(1) *Amendments of the comprehensive plan text or map, zoning map, or this title may be initiated by the city council, the planning commission, the director, or by application of a property owner or their authorized agent by following:* ***(b)*** *Legislative Process. Subject to a Type IV land use procedure. See CBDC 17.130.110.*

FINDING: The Community Development Director initiated these map amendments via the Legislative Type IV Land Use Review process to facilitate redevelopment of the Englewood School Neighborhood will provide workforce housing on the now vacant former school site.

This legislative application, including proposed amendments to the Comprehensive Plan Map and Zoning Map, is consistent with CBDC 17.360.020.

CBDC 17.130.035 Pre-application review.

(1) *Requirement. Unless otherwise expressly provided in this title, all applications subject to Type III or Type IV review are subject to pre-application review unless the director waives the requirement in writing.*

FINDING: This legislative application is city-initiated and city-led making a formal pre-application review unnecessary. City staff, owners and the development team have met to discuss the proposed development and City requirements. Therefore, this application is consistent with CBDC 17.130.035(1).

CBDC 17.130.040 Application contents for all application types.

(1) *All land use applications subject to a Type I, II, III, or IV review shall contain at a minimum the contents listed in Table 17.130.040(1) – Minimum Requirements for All Applications.*

See FINDING under subsection (4) below.

(2) *A project site plan identifying existing conditions to remain, and the proposed development and/or land use. The site plan shall include all relevant information from Table 17.130.040(2) – Site Plan Requirements determined by the director to demonstrate the proposed development and/or land use complies, or can be conditioned to comply, with each applicable CBCP, this title, and other city and state policies, regulations, and approval criteria applicable to the application.*

See FINDING under subsection (4) below.

(3) *Any additional information including but not limited to Table 17.130.040(3) – Additional Contents required by the director to demonstrate the proposed development and/or land use complies, or can be conditioned to comply, with each applicable CBCP, this title, and other city and state policies, regulations, and approval criteria applicable to the application.*

See FINDING under subsection (4) below.

(4) *Additional application contents associated with a specific application required for the proposed development and/or land use. See Table 17.130.040(4) for specific permit/review applications and applicable code sections with additional application contents and process requirements.*

FINDING: The Community Development Director submitted a complete application for the project proposal including associated map amendments and supportive findings to address the criteria on November 26, 2025. Therefore, this application is consistent with CBDC 17.130.040.

Amendment applications are also subject to CBDC 17.360.040.

CBDC 17.360.040 Application contents (Amendment applications).
(1) *An amendment application shall include the requisite fee and three paper copies and one electronic copy of the applicable information required by CBDC 17.130.050(2), Technically Complete Status.*

(2) *A technically complete application shall contain:*
(a) *A map of the proposed amendment, if applicable;*
(b) *The complete proposed text amendment, if applicable;* ***N/A***
(c) *A narrative describing the potential effects the proposal will have on public services, including streets, schools, parks and utilities, to the extent applicable;*
(d) *An analysis of the potential cumulative effects of the proposal;*
(e) *Materials required under CBDC 17.130.050(2); and*
(f) *Other materials the director deems necessary.*

FINDING: The fee for this application is waived because the application is City-initiated. The submittal package presents the project proposal, including associated map amendments, and provides supportive findings to address applicable criteria. One paper copy and one electronic copy of the application was provided; one paper copy and one electronic copy is sufficient for City review.

Therefore, this application is consistent with CBDC 17.360.040.

CBDC 17.130.050 Review for technically complete status.

(1) *Applicability and Schedule. Before accepting an application subject to a Type I, II, or*

III review, the director shall determine within 30 calendar days after the application is submitted whether the application is technically complete.

FINDING: This application is for a Type IV review. Therefore, CBDC 17.130.050 does not apply to this application.

CBDC 17.130.060 Distribution of notices.
The city shall provide all required notices subject to Type II, III, or IV review to:

(1) *The applicant and the applicant's representative; (a) The property owner of record; shall be the person(s) listed in the records of the Coos County assessor; and (b) Failure of a property owner to receive notice shall not affect the decision if the notice was sent. A sworn certificate of mailing or transmittal confirmation executed by the person who did the mailing or notification shall be conclusive evidence that notice was provided to parties listed or referenced in the certificate;*

See FINDING under subsection (3) below.

(2) *Agencies with jurisdiction, including transportation and transit agencies; and*

See FINDING under subsection (3) below.

(3) *Other persons with standing who request such notice in writing.*

FINDING: This application is submitted as a Type IV Legislative Land Use Review. The City is the applicant. Notice of this land use application review was provided to affected agencies and all interested persons. Therefore, this application is consistent with CBDC 17.130.060.

CBDC 17.130.070 Approval criteria.
The authorizing authority shall approve a land use application if the applicant has sustained the burden of proving that:

(1) *The application complies with the applicable regulations of the Coos Bay comprehensive plan and development code; or that the application can comply with all applicable regulations by complying with adopted conditions of approval; or that necessary variances have been approved; or that adopted conditions of approval have been met prior to final plat approval.*

FINDING: Refer to findings under CBDC 17.360.060(1).

(2) *The development makes adequate provision for public services consistent with the level of service provided in adopted city policies, plans and regulations.*

See also additional discussion and Findings under CBDC 17.

FINDING: The planned unit development proposes to construct a new 28-foot street (Englewood Place) extending within a 40-foot right-of-way from the existing South 15th Street west and north onto the site. The development also proposes to construct a 20-foot public alley way (Recess Place) between Englewood Place and Pennsylvania Avenue.

FINDING: The planned unit development proposes to extend an existing 6-inch water main in South 15th Street to serve a new fire hydrant on Lot 17. The proposal will extend 2-inch water mainlines from the hydrant to the remainder of the development, with one 1-inch lateral service line to each lot. Lots will be served with a 5/8" meter or ¾" meter, depending on the number of baths (1.5 or 2) in each newly constructed dwelling.

FINDING: The planned unit development proposes to extend 8" sewer mainlines and manholes sufficient to provide individual lateral sewer lines to each newly created lot.

FINDING: The planned unit development proposes to use a combination of natural infiltration, pervious pavement and existing stormwater systems to collect, convey and treat stormwater from the site.

FINDING: The planned unit development proposes to install underground vault boxes and conduit for power and communications connections to each lot.

FINDING: Based on the Findings in this section, the proposed development includes plans for the adequate provision of public services consistent with the level of service provided in adopted city policies, plans and regulations. The City may place additional conditions on the proposed development as needed to ensure compliance with City policies, plans and regulations.

Therefore, with the application materials, adopted Findings and Conclusions, and any necessary conditions, the development makes adequate provision for public services consistent with the level of service provided in city policies, plans, and regulations.

(3) *The development will not have a significant adverse effect on adjacent properties or public facilities.*

FINDING: The former elementary school site is currently vacant and zoned for Mixed Use (MX) which allows a range of higher intensity commercial uses, including but not limited to a public elementary school. The mixed-use (MX) district "requires mixed-use developments to provide the community with a mix of mutually supporting retail, service, office and medium- or high-density residential uses."

Other uses allowed outright in the MX zone include commercial services,

equipment repair shops, hardware stores, bakeries, restaurants, offices, and more. The MX zone describes the purpose of the zone as more suited to intensive urban active zones than suburban residential communities.

FINDING: The proposal for 30 new single family dwelling units is a less intensive use than many of the allowed uses in the MX zone. Uses allowed in the SLR zone are more similar to adjacent residential uses and less intensive than a typical active MX commercial use. All adjacent and surrounding properties are zoned SLR. Therefore, the amendment will not have a significant adverse effect on adjacent properties.

FINDING: The proposed comprehensive plan designation and site zoning, and the development of single-family residential units are consistent with the proposed SLR zoning and compatible with existing residential development on adjacent properties and the surrounding area. Public facilities and services are sized to serve the former school site and have capacity to serve the proposed residential subdivision. Materials submitted with the proposed development indicate that the development will not have a significant adverse effect on adjacent properties or public facilities.

CBDC 17.130.110 Type IV procedure.

(1) *Application contents as noted in CBDC 17.130.040. Refer to CBDC 17.130.070 for approval criteria.*

FINDING: An application for Type IV Land Use Review (Englewood School Neighborhood) consistent with CBDC 17.130.040 was submitted to initiate a Type IV procedure. The approval criteria for amendments are set forth in CBDC 17.360.060, addressed below in this final order.

(2) *Notice of Application. Twenty days prior to the director's decision, the city shall mail a written notice of the application to property owners within 300 feet of the application site.*

(a) *Contents of a Notice of Application Subject to Type IV Review. The notice of Type IV application shall contain at least the following information:* ***(i)*** *The file number;* ***(ii)*** *The name(s) and address(es) of the applicant and owner;* ***(iii)*** *The legal description of the site;* ***(iv)*** *The street address or other easily understood geographical reference to the subject property;* ***(v)*** *A description of the proposal and a listing of the approval criteria by applicable code section number;* ***(vi)*** *A statement that the application can be reviewed at City Hall during working hours, and that copies can be obtained for a fee equal to the city's cost for providing the copies;* ***(vii)*** *The name and contact information of the city representative to contact regarding the application;* ***(viii)*** *An invitation to comment, in writing, on the proposal and the place, date and time that comments are due;* ***(ix)*** *A statement outlining the appeals process.* ***(x)*** *The date, time and place of the hearing;* ***(xi)*** *A statement that the planning commission will conduct the hearing in accordance*

with the rules of procedure adopted by the planning commission; ***(xii)*** *A statement that the staff report will be available at least seven days prior to the hearing and how the report may be viewed;* ***(xiii)*** *A statement that interested parties may testify orally or in writing at the public hearing;* ***(xiv)*** *A statement of the date, time, and place for the city council public hearing in accordance with the rules of procedure adopted by the city council; and* ***(xv)*** *A statement that the staff report will be available at least seven days prior to the hearing and how the report may be viewed.*

FINDING: This application is for a legislative Type IV Land Use Review that implicates a small area of land; therefore, notice was mailed to property owners within 300-feet of the subject property. This public notice was mailed on November 17, 2025, more than 20-days prior to the initial public hearing before the Planning Commission and in advance of the director's decision. The proposal is consistent with CBDC 17.130.100(2).

(b) *Comments. The city shall provide the applicant a copy of comments timely received in response to the notice.*

FINDING: The City of Coos Bay is the applicant for this application and the City is the record keeper for all comments received in response to the application. CBDC 17.130.100(2)(b) is satisfied. The City shall provide copies of all communications received in response to the proposed development.

(c) *Distribution of Notices. Refer to CBDC 17.130.060.*

FINDING: Refer to findings under CBDC 17.130.060, above in this final order.

(3) *Public Hearing. An application subject to a Type IV process will be considered at one or more public hearings before the planning commission and one or more public hearings before the city council. The planning commission and city council may combine their meetings into one public meeting.*

FINDING: The Planning Commission conducted a public hearing on this matter on December 9, 2025. The City Council conducted a public hearing on this matter on January 20, 2026. Therefore, CBDC 17.130.100(3) is satisfied.

(a) *Notice of the Initial Planning Commission Hearing. At least 20 calendar days before the date of the first planning commission hearing regarding an application subject to a Type IV process, the director shall mail public notice of the hearing to parties who have requested such notice and to other individuals, firms or agencies as deemed appropriate. If the Type IV procedure is related to a specific property, public notice shall be mailed as specified in subsection (2) of this section to property owners within 300 feet of the application site. At least 10 days before the date of the hearing, the city shall cause notice of the hearing to be posted at City Hall, on the city website, and in the local newspaper.*

FINDING: Proper notice of the Planning Commission public hearing was mailed to property owners within 300-feet of the subject property and to interested/affected persons. The application was posted at City Hall and on the City Website on November 17, 2025, and was published in The World Newspaper on November 25, 2025, at least 10 days before the date of the first public hearing, in accordance with CBDC 17.130.100(3)(a).

***(b)** Staff Report. At least seven calendar days before the date of the first planning commission or joint planning commission/council hearing, the city shall issue a written staff report regarding the application. The staff report shall set out the relevant facts and applicable standards for the application and a summary of how the application complies with those standards. The city shall mail a copy of the staff report to the review authority and to other parties who request it and post an electronic copy of the staff report on the city website. Copies of the staff report also shall be available at the public hearing.*

FINDING: The staff report was made available on December 1, 2025, more than seven (7) days in advance of the scheduled public hearing. Therefore, this application complies with CBDC 17.130.100(3)(b).

***(c)** Public Hearing Procedure. Public hearings shall be conducted in accordance with the rules of procedure adopted by the review authority, except to the extent waived by the review authority. A public hearing shall be recorded on audio or audiovisual tape. **(i)** At the conclusion of a planning commission or joint planning commission/council hearing on an application subject to a Type IV process, the planning commission or, in the case of a joint planning commission/council meeting, the council shall announce one of the following actions, which may not be appealed: **(A)** That the hearing is continued. If the hearing is continued to a place, date and time certain, then additional notice of the continued hearing is not required to be mailed or published. If the hearing is not continued to a place, date and time certain, then notice of the continued hearing shall be given as though it was the initial hearing; or **(B)** That the planning commission recommends against or in favor of approval of the application(s) with or without certain changes, or that the planning commission makes no recommendation regarding the application(s), together with a brief summary of the basis for the recommendation. **(C)** That, in the case of a joint planning commission/council hearing, the council may take action as noted in subsection (3)(c)(iii) of this section.*

FINDING: This land use application was considered at public hearings conducted in accordance with the procedures set forth in CBDC 17.130.100(3)(c) on December 9, 2025, before the Planning Commission, and on January 20, 2026, before the City Council. Therefore, this application is consistent with CBDC 17.130.100(3)(c).

CBDC 17.130.140 Expiration and extension of decisions.

***(1)** Except as otherwise expressly provided by the Coos Bay development code or the decision in question, decisions made pursuant to this chapter expire four years after the*

effective date of the decision unless, within that time, the applicant or a successor in interest files an application for an extension of the decision or the permit is inaugurated as defined in Chapter 17.150 CBDC.

FINDING: This legislative land use decision is final as of the effective date of the City Council's final decision on this application.

CBDC 17.360.060 Approval Criteria.

***(1)** With a Type IV review, the city council shall approve the proposal upon finding that:*

***(a)** The proposed amendment is consistent with the applicable policies of the comprehensive plan or that a significant change in circumstances requires an amendment to the plan or map.*

FINDING: The Coos Bay Comprehensive Plan and related land inventories was last adopted in 2000. In the nearly 26 years since the plan was adopted, Oregon and South Coast have endured several fundamental changes in the regional economy, and in land use and community development, including but not limited to: the 2005-2007 "housing bubble"; the Great Recession of 2008; continued globalization of economic markets; a global pandemic; and the continued revolution of technology. Locally, Coos Bay has planned for a proposed liquefied natural gas terminal and is now planning for a proposed international container shipping facility. Coos Bay also continues to be an attractive destination for visitors, retirees, and second home owners, and continues to serve as an international hub for the Pacific Northwest wood products industry.

Collectively, over the past quarter century since the city comprehensive plan was last updated, local and global changes have impacted the City's need for land and infrastructure, including notably, an urgent need for housing of all types.

FINDING: These substantial changes in circumstances since the 2000 Comprehensive Plan was adopted requires Coos Bay to address community needs as it has opportunity. The proposal will provide 30 homes for members of the Coos Bay Area workforce. The homes will meet the needs of workers and their families while also supporting local economic development by ensuring workers have a place to live in the community and near their work.

FINDING: In early 2024, Oregon's governor declared an emergency relating to the statewide need for housing, and in late 2024 released a housing needs analysis for Coos Bay.[1] The analysis calls for the construction of 2793 total new housing units by 2040. The total number of needed housing includes

[1] Oregon Housing Needs Analysis Report, State of Oregon Department of Administrative Services, December 2004, pp.63. https://www.oregon.gov/das/oea/Documents/OHNA-Methodology-Report-2024.pdf#page41.

756 units for Coos Bay residents earning between 60% and 120% of the area median income (AMI). The proposal meets approximately 1% of the overall housing need, and approximately 4% of the housing need in the 60% to 120% AMI range.

FINDING: Together, these significant changes in circumstances, the demonstrated need for housing, and the City Council's identified priority to provide opportunities for workforce housing, support the proposed amendment to the Coos Bay Comprehensive Plan and Zoning Map to allow housing on the 1.91-acre Englewood School site.

FINDING: The City of Coos Bay Development Code (CBDC) falls under Title 17 of the Coos Bay Municipal Code (CBMC). This code sets forth the provisions regulating land use and development within the city limits of Coos Bay. The CBMC is updated periodically as needed to comply with State and Federal laws, and to align with City policies and internal processes.

FINDING: The proposal is consistent with the Coos Bay Comprehensive Plan as follows:

7.2 Energy Conservation

EC.7 Coos Bay shall encourage the "infilling" development of undeveloped parcels of land, within the city limits for residential and commercial purposes, recognizing that such development, located in the vicinity of established traffic corridors and in areas already serviced by electrical, sewer, and water lines, are more energy efficient than new construction in "unserviced" undeveloped areas.

The proposal provides opportunities for infill residential development on a small, vacant property within an existing residential neighborhood. The proposal will use existing sewer, water and transportation utilities, as well as existing electrical utility lines on the site.The proposal also includes a mix of small footprint and zero-lot-line homes with shared walls which substantially improve energy efficiency.

7.5 Economic Development

Economic Goals

Goal 3: *Align land use and infrastructure with economic priorities.*

The Coos Bay City Council has identified a need for housing including but not limited to workforce affordable housing. The proposal to amend the comprehensive plan map and zoning map to allow for a 30-unit housing development affordable to the workforce on less than 2 net acres of land

currently planned and zone for commercial use aligns with the intended land use with current economic priorities without substantially impacting the potential for economic development in Coos Bay.

7.6 Housing

Policy 1.1 Coos Bay will continue to update its zoning provisions to allow for construction to provide a wide range of housing available at varied prices and rent ranges, and allow for flexible site and architectural design.

The proposal amends the Coos Bay zoning map to support the proposed infill neighborhood development which will provide housing designed to meet the range of needs and financial capabilities of the Coos Bay workforce. The proposal will provide a mix of housing types and sizes to meet the needs of local workers and their families at a range of home ownership price points affordable to the workforce.

9.1 Coos Bay Land Use Plan 2000

Residential Areas
Objective 5 - This plan shall maintain a sufficient amount of residential lands in order to assure an adequate amount of housing for future residents.

The proposal adds approximately 1.5 net acres to the buildable inventory of residential land.

Public Participation Strategies

CI.1 *Coos Bay shall continue to utilize, support, and publicize its Citizen Involvement Program and the efforts of the Committee for Citizen Involvement (CCI), which is charged with the responsibility of coordinating general public knowledge about and involvement in all phases of the ongoing planning and community development process. The city recognizes the advantages of broad-based community input to the quality and public acceptability of its planning and community development decisions.*

The City has a robust public involvement program, providing opportunities to disseminate information to the public via public meetings, the local newspaper, the City website, the Friday Update newsletter, and social media. Information about the proposal was disseminated to the community via postings at City Hall, on the City website and social media sites, as well as via the City's Friday Update newsletter. Through the legislative land use application process, proper public notice was provided including but not limited to following newspaper publication procedures. The Coos Bay

Planning Commission held the first public hearing on the matter where public comment was received; the Coos Bay City Council held the second public hearing on the matter where additional public comment was received prior to adopting a final decision.

For these reasons, this proposal is consistent with Public Participation Strategy CI.1.

(b) *The proposed amendment is in the public interest.*

FINDING: Adoption of the proposed amendments is in the public interest because the result is consistent with State and Federal laws and because City resources can be used more efficiently and effectively on infill sites within the existing city limits where public and private utilities are already extended with sufficient capacity to serve new workforce housing.

FINDING: This proposal provides workforce housing near Coos Bay employers. Providing housing that is affordable to the workforce and within an easy commute distance furthers the City's economic competitiveness and workforce sustainability.

FINDING: The City of Coos Bay and Coos County have invested substantial public funding to clean up the subject property. The proposal will provide an efficient and productive use of that investment on the former school site.

Therefore, this proposal will provide a long-term benefit to the community, is in the public interest of the citizens of Coos Bay, and is consistent with CBDC 17.360.060(1)(b).

(c) *Approval of the amendment will not result in a decrease in the level of service for capital facilities and services identified in the Coos Bay capital improvement plan(s).*

FINDING: The proposed development will use existing capacity in public facilities and services and will not result in a decrease in the level of service for capital facilities and services..

Therefore, this application is consistent with CBDC 17.360.060(1)(c).

(d) *The proposed amendment is consistent with the city of Coos Bay's planned transportation system as described within the transportation system plan;*

FINDING: The proposal makes no changes to the planned transportation system.

Therefore, CBDC 17.360.060(1)(d) is not implicated.

(e) *The proposed amendment is consistent with the adopted transportation system plan*

and would facilitate the planned function, capacity, and performance standards of the impacted facility or facilities; and

FINDING: The proposal remains consistent with the adopted transportation system plan because no new major facilities, higher intensity land uses, or other activities are proposed that would impact the performance standards of a transportation facility.

Therefore, the proposal is consistent with CBDC 17.360.060(1)(e).

(f) *The proposed amendment shall be consistent with the OAR 660-012-0060 requirements. Where it is found that a proposed amendment would have a significant effect on a transportation facility in consultation with the applicable roadway authority, the city shall work with the roadway authority and applicant to modify the amendment request or mitigate the impacts in accordance with the TPR and applicable law.*

FINDING: The proposal will not have a significant effect on a transportation facility because the existing zone designation allows for a mix of higher intensity residential and commercial uses where the proposal is to down-zone the property to allow for low density residential use only, which results in lower expected traffic impacts than those currently assumed for the property.

FINDING: The application includes a 2022 traffic impact analysis and an updated engineering letter demonstrating that traffic from the planned unit development will be less than traffic generated by the former elementary school and less than the traffic that would have been generated by a previously proposed 40-unit apartment complex.

FINDING: The surrounding road network has sufficient capacity to support traffic from the proposed development.

Therefore, the proposal is consistent with CBDC 17.360.060(1)(f).

VI. COMPLIANCE WITH STATEWIDE PLANNING GOALS

FINDING: This proposal is consistent with the following Oregon Statewide Planning Goals: Goal 1 – Citizen Involvement; Goal 2 – Land Use Planning; Goal 9 – Economic Development; Goal 10 – Housing; Goal 11 – Public Utilities and Services; Goal 13 – Energy Conservation.

FINDING: The following Statewide Planning Goals are not implicated on lands planned for urban development, including land within an acknowledged urban growth boundary and planned for urban residential use: Goal 3—Agricultural Lands; Goal 4—Forest Lands; Goal 5—Natural Resources; Scenic and Historic Areas, and Open Spaces; Goal 6—Air, Water and Land Resources Quality; Goal 7—Areas Subject to Natural Hazards; Goal 8—Recreational Needs;

Goal 12--Transportation; Goal 14—Urbanization, Goal 15—Willamette River Greenway; Goal 16—Estuarine Resources; Goal 17—Coastal Shorelands; Goal 18—Beaches and Dunes; Goal 19—Ocean Resources.

This proposal is consistent with Goal 1—Citizen Involvement. Adequate public notice of the proposed changes has been provided through the Type IV public notice process as specified in CBDC 17.130.110. The Department of Land Conservation and Development was notified of the intended amendments on November 3, 2025. Public notice was posted at City Hall and on the City's website and social media sites on November 17, 2025, as well as publications in November 28 and December 5 editions of the City's Friday Update newsletter, and in The World Newspaper on November 25, 2025. Public hearings were held before the Planning Commission on December 9, 2025, and before the City Council on January 20, 2026.

This proposal is consistent with Goal 2—Land Use Planning. The City has established a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The proposal followed the process established in CBMC Title 17 for map amendments to the City Code.

This proposal is consistent with Goal 9—Economic Development. The City recently completed an updated Economic Opportunities Analysis (EOA) that includes analysis of the community's economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends and inventories buildable commercial and industrial lands, providing the City with current information about the state of the Coos Bay economy.

The proposal will construct 30 single-family residential homes that are affordable to the Coos Bay workforce. The homes will be built on a 2.21-acre site that is surrounded by exiting residential development. The proposal seeks to amend the zoning on 1.91 acres of the 2.21-acre site from Mixed Use (MX) to Small Lot Residential (SLR). The remaining 0.3 acres is already zoned SLR. The site contains less than two net acres of developable area, with steep slopes and limited transportation access. The site is not suitable for viable commercial or industrial uses.

The City finds that this proposal makes no substantial changes to the current inventory of commercial and industrial land.

This proposal is consistent with Goal 10—Housing. This proposal has a positive effect on the development of housing because it will result in the availability of 30 needed two- and three-bedroom single housing units at price ranges and rent levels commensurate with the financial capabilities of

Oregon households on a small, vacant infill site in an existing residential neighborhood. The City's standards on flexibility of housing location, type, and density, otherwise, remain unchanged.

This proposal is consistent with Goal 11 – Public Facilities and Services. The proposal will use existing public and private facilities and services, including but not limited to local streets, water lines, sanitary sewers, stormwater management facilities, electric power, communications, and schools. Each of the public and private facilities and services has sufficient planned and actual capacity to support the needs of the proposed infill neighborhood.

This proposal is consistent with Goal 13 – Energy Conservation. The City's higher capacity lands and zone districts continue to be near higher capacity transportation systems. The proposal effectively implements city policies that support the development of workforce housing on infill sites inside the city limits. These compact, infill development minimizes vehicle travel and limits the need to expand urban services by using existing facilities. The small footprint of the proposed workforce homes also promotes energy conservation and efficiency.

B. Planned Unit Development/Conditional Use Permit

CBDC 17.362.020 Preliminary PUD application contents.

(1) *An applicant for a preliminary partition shall submit the materials required of CBDC 17.130.040 and 17.130.050 and the subdivision requirements of CBDC 17.367.030, Preliminary plat application contents.*

FINDING: The proposal includes materials required by CDBC 17.130.040 and 17.130.050, and by the subdivision requirements of CBDC 17.367.030. Therefore, the proposal meets this criterion.

(2) *Applicant use of the services of an Oregon licensed land surveyor, or architect civil engineer, or landscape architect, is required to prepare the project design and application for a subdivision of four acres or less. For areas exceeding four acres, a professional design team comprised of at least a licensed Oregon architect, civil engineer, land surveyor and a landscape architect is required.*

FINDING: The site contains less than four acres and the proposal includes site design and engineering by a licensed civil engineer and a licensed land surveyor. Therefore, the proposal meets this criterion.

CBDC 17.362.030 Approval criteria for a preliminary PUD.
The review authority shall evaluate a preliminary PUD against the approval in CBDC

17.367.040, Approval criteria for a preliminary plat, and the requirements of this chapter.

FINDING: See specific FINDINGS under CBDC 17.367.040.

CBDC 17.362.040 Permitted uses and property development requirements.

(1) *Permitted Uses. With a PUD, the city may allow any permitted or conditional use with a conditional use permit in addition to the PUD in any zone of the city as a part of the land use permitting process.*

FINDING: The proposed PUD includes single-unit dwelling development including a Conditional Use Permit to allow the construction of zero lot line development on a portion of the property. The property is currently zoned MX, which will be amended to SLR as part of the overall project proposal.

(2) *Density. Dwelling unit densities for subdivisions and residential non-subdivision development projects may exceed the allowed density of the zoning district but remain in compliance with the CBCP. The difference between the expanded density and the permitted density in the underlying zone shall be designed, sized and developed for affordability to individuals and families within 50 percent of the Coos Bay median income.*

FINDING: The PUD proposes to construct thirty (30) new homes on the 2.21-acre subject property, yielding an overall density of 13.5 dwelling units per acre. The allowed density for the zoning district is 12 units per acre; rounding to 27 allowed dwelling units for the subject property.

Three (3) of the proposed 30 units must be affordable to persons within 50-percent of the Coos Bay median income. The Coos Bay annual median income is $55,292, based on the 2023 American Community Survey (ACS), with a +/- $6,228 margin of error [$49,064 to $61,520]. Using the margin of error and applying minus/plus 50% yields a range of salaries within 50% [50% to 150%] of the Coos Bay annual median income between $24,532 and $92,280.

FINDING: The owners/developers have committed to deliver dwellings in the proposed neighborhood at prices affordable to families earning between 80% and 130% of the area median income, including the three units exceeding the allowable density.

Homes will be offered at price points affordable to buyers earning approximately the area median income. Price points for these newly constructed homes are currently estimated to be offered for sale at prices ranging from approximately $225,000 to approximately $325,000.

Depending on interests rates, insurance rates and property taxes, homes

in that price range are generally affordable[2] to Coos Bay households earning between $53,961 and $77,938 annually (87% to 126% of AMI), which falls within the required 50% to 150% range. Based on 30-year mortgages at 6% APR with zero down, payments for homes in this price range will be between $1349 and $1948 per month.

All of the homes in this proposed neighborhood, including the three units above the maximum allowed density, are proposed to be priced within 50% of the Coos Bay median income.

Therefore, the proposed mix of housing units, densities and prices meet this criterion.

(3) *Open Space and Public Access for Recreation. For subdivisions and commercial projects on more than five acres, open space and public access easements for use as recreation areas and/or open space on slopes less than 20 percent or over 40 percent of the total gross project area is required. The preservation and continued maintenance of property commonly owned and/or held for common use shall be guaranteed by a restrictive covenant running with the land specifying the description of the area, its designated purpose(s), and maintenance assurances. Copies of these legal documents shall be filed with the community development department before occupancy of any development or dwelling.*

FINDING: The PUD does not include more than five acres. This criterion is not applicable to the proposed development.

(4) *Protection of Natural Features. Significant natural features shall be preserved and/or enhanced consistent with state of Oregon requirements. These include significant on-site vegetation, native plant communities, documented habitat, prominent topographic features such as ridgelines and rock outcrops and wetlands.*

FINDING: The PUD proposes to preserve the steeply sloped areas of the site and as many mature trees as possible. To the extent practicable, the development will incorporate native plants into the site landscape.

(5) *Tree Installation. Introduction of 24-inch box trees at every 25 feet of property frontage that, upon full growth, fulfill a screening function, provide relief from glare, shade expansive areas of pavement, provide a buffer between potentially incompatible land uses and contribute to the project aesthetic.*

FINDING: The PUD creates small, compact building lots and preserves the existing natural area above (to the west) and below (to the north and east) the developed areas. This approach will also preserve several large, mature Douglas fir trees and several hardwood species at the perimeter of the

[2] "Affordable" in the context of this discussion assumes that house payments (principal and interest) or "rent burden" are no more than 30% of household gross income.

housing development. The site topography, with the mature fir trees, creates a natural relief from glare and shades the site from north, west and south exposure.

Each unit in the PUD and adjacent properties will have views of the preserved natural areas, thereby preserving and contributing to the project aesthetic without placing too many trees in the densely developed areas of the site. Mature trees existing on the sloped site provide a natural screening for existing homes to the south, west and north.

The proposal will plant a minimum of seven (7) new trees where possible, and will preserve approximately twenty three (23) existing mature trees on the site. The resulting 30 trees on the site will be a minimum of one tree per new home. Therefore, the proposal meets this criterion.

(6) *Energy Savings. Solar or another energy alternative shall be included in the subdivision.*

FINDING: The PUD proposes to use high-efficiency ductless heat pumps in all of the residential units. With modern building codes and modern ductless heating/cooling systems, the homes in this development will be energy efficient. The proposed energy efficiency will add to the overall and ongoing affordability of these homes to the Coos Bay workforce. Therefore, the proposal meets this criterion.

(7) *Access and Roads. The development shall provide private vehicular and pedestrian access from a dedicated and improved street. Private streets within the development shall meet the following minimum paving standards:*

FINDING: The Purpose of the PUD Chapter, as well as the Council's intent to deliver housing that is affordable to the Coos Bay workforce. The Purpose outlined in 17.362.010 states that the "PUD may deviate from specific site standards as long as the PUD substantially complies with general purposes of the applicable standards."

FINDING: Specifically, the purpose of the PUD process is to: "achieve a more efficient use of land through shared facilities and services, thereby economizing on development costs; afford innovative design opportunities rather than the conventional lot-and-block land use so that a developer gains freedom in the placement and uses of buildings and open space, and in the design of facilities and traffic circulation systems; maximize development potential of building sites constrained by special features such as topography, shape, or size while minimizing the potential for hazardous conditions; and provide substantial active and passive open space and trail systems for use of nearby residents." Emphasis added.

FINDING: The Englewood School site is substantially constrained by steeply sloped topography at the west, north and east sides of the property. The site is also constrained by its shape and size, containing approximately 1.5 acres of buildable area in a long, narrow rectangular "L" shape bounded by the steep slopes.

FINDING: To efficiently redevelop the Englewood School site requires a commensurate flexibility in the site standards, including lot layout and transportation circulation standards.

FINDING: The PUD provides public vehicle and pedestrian access from two existing public streets: Pennsylvania Avenue and South 15th Street. Access to these existing streets will be in essentially the same locations as access locations to the former school site. All new streets will include paved surfaces, with ADA sidewalks on at least one side of proposed Englewood Place.

FINDING: In order to provide street and pedestrian access to the north end of the property, the design employs a 40-foot public right of way. The 40-foot right of way, while narrower than Coos Bay's standard 50-foot right of way, still provides ample width for 28 feet of pavement (2-10' travel lanes and 1-8' parking lane), 5 feet of sidewalk on one side, and 4 feet of additional right of way width on each side of the paved surfaces. The narrower street width also serves to slow traffic in this residential neighborhood.

FINDING**:** Together, these deviations in design and able the site to be efficiently developed with homes that are affordable to the Coos Bay work force, while providing a safe, functional and efficient transportation circulation system.

(a) *Eighteen feet where no on-street parking is allowed.*

FINDING: The planned unit development proposes minimum street and alley widths of twenty-eight and twenty feet, respectively. No parking will be allowed on those areas where the street widths are less than twenty-eight feet.

(b) *Twenty-eight feet where on-street parking is allowed only on one side of the right-of-way.*

FINDING: Where there are twenty-eight feet wide streets in the planned unit development, there will be parking on one side only.

(c) *Thirty-six feet where parking is permitted on both sides of the right-of-way.*

FINDING: The planned unit development does not propose streets wider than 28 feet and does not propose any street with parking on both sides.

(d) *All private streets within a PUD shall be designed and constructed to city standards.*

FINDING: All streets are proposed to be dedicated to the public. The streets, sidewalks and trails in the PUD are designed and shall be constructed to city standards for public streets. The proposal meets this criterion.

(e) *An additional three feet on each side of pavement shall be designated as right-of-way area in which no construction shall take place.*

FINDING: The PUD proposes 40-foot rights of way for Englewood Place, which provides 6 feet of additional right of way on each side of the pavement. The PUD proposes 26 feet of right of way easement for the 20-foot wide public access way between Pennsylvania Avenue and Englewood Place, which provides 3 feet of additional right of way easement. That public access way also has an additional 25 feet of building setback along both sides of the alley, which provides substantial additional area with no construction. The proposal provides sufficient right of way to meet this standard. The proposal meets this criterion.

(f) *The review authority shall approve the names of all streets within the PUD. The owner or operator of the development shall furnish, install, and maintain street signs of a type approved by the review authority.*

FINDING: The PUD proposes one newly constructed 28-foot street within a newly dedicated public right-of-way. The PUD proposes naming the new street "Englewood Place" in recognition of the historic school formerly on the property and recognizing the cul-de-sac street design.

The PUD also proposes to construct a new 20-foot public alley way connecting Englewood Place with Pennsylvania Avenue.

With the recommendation of the Planning Commission, and an approval from the City Council, the owner will furnish and install street signs approved by the review authority.

(8) *Fire Protection. The PUD shall provide on-site fire protection facilities in accordance with current regulations and requirements of the city applicable to the development.*

FINDING: The owners/developers typically install NFPA 13D residential sprinkler systems as a matter of practice in all of the homes they construct. All of the residential units in this project will be protected by an approved fire suppression sprinkler system.[3] The deign of the public streets enables emergency response vehicles to turn around at or near the hydrant, as

[3] Developers propose using in-unit fire suppression systems meeting the National Fire Protection Association (NFPA) 13D standard for one- and two-unit dwellings.

need to access every home in the development. Additionally, a new fire hydrant is proposed at the north/east side of Englewood Place on Lot #17. The hydrant is within 250-feet of all portions of the proposed dwelling units. The proposal meets this criterion.

***(9)** Lighting. All lighting within the PUD shall comply with the requirements of CBDC 17.335.040; roads within subdivisions shall be lighted at night to provide a minimum of 0.35 foot-candles of illumination.*

FINDING: The PUD proposes to install two new street lights. All proposed new lights shall be lighted at night to provide a minimum of 0.35 foot-candles of illumination. The proposal meets this criterion.

***(10)** Off-Street Parking and Loading. The provisions of Chapter 17.330 CBDC shall apply.*

FINDING: The PUD will meet the provisions of Chapter 17.330 CBDC through the site permitting and development review process.

CBDC 17.362.060 Construction prior to final plat approval – Bonds.
A subdivision approved as a PUD is subject to CBDC 17.367.060, Construction prior to final plat approval – Bonds.

FINDING: Owner shall obtain bonding as needed to satisfy both CBDC 17.362.060 and 17.367.060.

CBDC 17.362.070 Improvement plans.
A subdivision approved as a PUD is subject to CBDC 17.367.070, Improvement plans.

FINDING: The PUD, as submitted, meets the requirements of both CBDC 17.362.070 and 17.367.060.

CBDC 17.367.040 Approval criteria for a preliminary plat.

***(1)** The review authority shall approve a preliminary plat if he or she finds:*

***(a)** The applicant has sustained the burden of proving that the application complies with the applicable provisions of this title and Chapter 18.15 CBMC, Transportation Facilities;*

FINDING: The application materials are sufficient to demonstrate that the application complies with the applicable provisions of CDBC 17.367.040 and CBMC Chapter 18.15.

***(b)** The application will comply with all applicable regulations by satisfying all adopted conditions of approval; or that necessary adjustments, exceptions, modifications or variations have been approved or are required to be approved before the final partition*

is approved; and

FINDING: Conditions of approval adopted as part of this decision shall be met prior to approval of the final plat. The final plat shall also clearly reference the file number of the City's final land use decision(s).

***(c)** The subdivision makes appropriate provision for potable water supplies and for disposal of sanitary wastes.*

FINDING: Each new home constructed within the proposed planned unit development will be served with municipal water and sanitary sewer via an engineer-stamped design with 6-inch and 2-inch mainline extensions and 1-inch laterals to each newly created lot.

***(2)** If phases are proposed, the subdivision shall comply with the following:*

***(a)** The plat identifies the boundaries of each phase and sequence of phases;*

***(b)** Each phase includes any open space and other required public and/or private infrastructure;*

***(c)** The sequence and timing of phases complies with applicable standards throughout the development of the subdivision; and*

***(d)** The applicant completes or assures completion of public improvements consistent with CBDC 17.367.070, Improvement plans.*

FINDING: The planned unit development will be constructed in a single phase. The final plat shall clearly establish easements for public access, public improvements and utilities, and open space.

CBDC 17.367.050 Expiration and extension of preliminary plat approval.
***(1)** Approval of a preliminary plat expires three years from the effective date of the decision approving it unless, within that time, an applicant files an application for an extension.*

FINDING: The PUD is proposed to be developed in a single phase upon City Council approval of the preliminary plat. The owners anticipate completing development within the three-year time frame established in CBDC 17.367.050(1). The project approval, however, is decided as a matter of legislative policy by the Coos Bay City Council and in support of the Council's policies to encourage infill development of workforce housing. Because this proposal is a legislative matter, a decision to approve the proposal will not expire without additional future action from the Council. Therefore, this criterion is not applicable to the proposal.

CBDC 17.367.060 Construction prior to final plat approval – Bonds.

(1) *In lieu of the completion of any required public improvements prior to approval of a final plat, the city may accept a bond in an amount of at least 125 percent of the estimated cost of construction of the public improvements in question, as certified by a professional engineer and accepted by the director and with surety and conditions satisfactory to the engineer, or other secure method as the engineer may require, providing for and securing to the city the actual construction and installation of such improvements within a period specified by the engineer, and specified in the bond or other agreement; and to be enforced by the engineer by appropriate legal and equitable remedies.*

FINDING: The owner/developer shall provide a bond in the amount required by this section of the development code. With the delivery of that bond to the City of Coos Bay, the proposal satisfies this criterion.

(2) *Construction shall not start prior to the public works department signing and approving both the construction plans and the final plat survey computations; except that rough grading operations may proceed before the plans are approved by the engineer under the following conditions:*

FINDING: The owner has obtained City permits for grubbing and rough grading. The owner will apply for any additional required permits prior to construction.

(a) *The grading plan is submitted separately, along with an application for the grading permit.*

FINDING: The developer submitted a proposed preliminary site prep and construction staging plan, and the Coos Bay Public Works Department issued a right of way use/site preparation permit for initial clearing and grubbing, and temporary construction site placement. [Permit #187-25-000171-PW, November 19, 2025.]

(b) *The grading plan is in conformance with the approved preliminary plat.*

FINDING: The application contains a Site Plan, Preliminary Plat, and Grading Plans. Coos Bay Community Development, Public Works, Fire Authority, and Building Official have provided preliminary guidance and will continue to provide direction to the project to ensure conformance with the approved preliminary plat.

(c) *The grading plan, if applicable, will not be in substantial conflict with the street profiles and drainage structure plans.*

FINDING: The application contains a Site Plan, Preliminary Plat, and Grading Plans. All submitted plans are prepared by a civil engineer licensed in the State of Oregon.

Coos Bay Community Development, Public Works, Fire Authority, and Building Official will provide direction to the owners to ensure conformance with the approved preliminary plat.

(d) *The grading permit, if applicable, is issued.*

FINDING: The Coos Bay Public Works Department issued a Site Prep and Grubbing Permit for the site on November 19, 2025. The developers/owners will apply for any additional required permits prior to beginning any additional grading or underground construction.

CBDC 17.367.070 Improvement plans.
Where improvements are required, plans for such improvements shall be submitted to the director. Improvements shall be designed by or under the direct supervision of a licensed engineer where required by statute. The engineer shall certify same by seal and signature. All improvement plans shall comply with the provisions of city ordinances pertaining to streets, roads and utilities, and any other applicable city ordinances, and in addition to the above certification shall contain the following:

FINDING: The application contains a Site Plan, Preliminary Plat, and Grading Plans. All submitted plans are prepared and stamped by a civil engineer licensed in the State of Oregon. Tentative and Final Plats, and site surveying is provided by a surveyor licensed in the State of Oregon. Throughout the permitting and construction process, Coos Bay Community Development, Public Works, Fire Authority, Building Official, utility providers and others, will provide direction to the owners to ensure conformance with the approved preliminary plat. See plans included in the application materials.

(1) *Subdivision name; [Englewood School Neighborhood]*

(2) *Name, mailing address, and telephone number of the engineer preparing the plan; [Eric Kirby, Civil Engineer – TVP Engineering, Albany, Oregon]*
and

(3) *Date (month and year). [November 2025]*

CBDC 17.347.040 Criteria for approval, conditions, minor modifications and revocation.

See SUMMARY FINDINGS at the end of this section.

(1) *Criteria for Approval. The review authority will assess potential impacts of the proposal related to building mass, parking, access, traffic, noise, vibration, exhaust and emissions, light, glare, erosion, odor, dust, heat, fire hazards, visibility, and safety, and shall approve or approve with conditions an application for conditional use review if it finds the applicant has sustained the burden of proof for the following:*

(a) *The use is listed as a conditional use in the underlying district;*

(b) *The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;*

(c) *The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;*

(d) *The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use;*

(e) *There are adequate utilities, access roads, drainage, and other necessary improvements to allow the land use, or improvements;*

(f) *Negative impacts from the proposal can be mitigated by imposing reasonable conditions to reduce impacts.*

SUMMARY FINDING: The proposed planned unit development includes thirteen townhomes and seventeen single family homes and duplexes. While the townhomes are substantially similar in size, height and street front façade, they will be constructed in two four-plexes and one five-plex unit. Adding townhomes to the mix of housing types available on the Englewood School site is essential to achieving an optimal unit count and achieving a range of price points that are affordable to the Coos Bay workforce.

As demonstrated in the site plans and narrative discussion above, the proposed construction of multi-family attached townhomes is a conditional use in the SLR zoning district. The site is suitable for construction of townhomes, as evidenced in the site plan and proposed tentative plat. Townhomes are simply single family homes that share one or more common walls, similar to duplexes which are allowed outright in the zone. The proposed residential use is less intensive than current commercial uses allowed in the MX zone; the relatively low intensity residential uses will not alter the character of the surrounding area and will not impair the use of surrounding properties for the primary residential use of the SLR district.

The proposal satisfies most of the standard regulations for development in the SLR zone. Where necessary, the proposal exercises reasonably flexible deviations authorized in the City's planned unit development code to achieve land use efficiencies on the site. The site and the proposed PUD provide adequate streets, sidewalks, water and sewer, stormwater drainage, and public and private utility access to each lot in the development.

(2) *Conditions. The review authority may impose, in addition to regulations and standards expressly specified in this title, reasonable conditions of approval necessary to mitigate potential impacts. These conditions may include, but are not limited to, the*

following:

***(a)** Increased setbacks, lot size or yard dimensions;*

***(b)** Additional design features necessary to mitigate impacts related to building mass, parking, access, traffic, noise, vibration, exhaust and emissions, light, glare, erosion, odor, dust, heat, fire hazards, visibility, safety, and aesthetic considerations such as, but not limited to, the potential conditions listed below, such as noise, vibration, air pollution, glare, odor and dust;*

***(c)** Restrictions on the location, number and design of vehicular access points to the property;*

***(d)** Requirements of CBMC Title 12, Streets, Sidewalks and Public Places, CBMC Title 13, Public Utilities and Services, CBMC Title 15, Buildings and Construction, and CBMC Title 18, Engineering Design Standards;*

***(e)** Increases in right-of-way dedication for street capacity warranted by increases in traffic generated or in turning movements that can be attributed to the project;*

***(f)** Restrictions on the hours, days, place and manner of operations;*

***(g)** Additional requirements for drainage and surfacing of maneuvering, off-street parking and loading areas;*

***(h)** Limits on the location and intensity of outdoor lighting;*

***(i)** Requiring increased buffering between uses, including berming, screening, landscaping and/or fencing;*

***(j)** Arrangement of buildings and use areas on the site;*

***(k)** Other conditions substantiated by state or federal regulations; and*

***(l)** Mitigations for adverse impacts as further specified in Chapter 17.325 CBDC, Mitigation of Adverse Impacts.*

SUMMARY FINDINGS: The proposed planned unit development, with conditions as needed, meets or can be conditioned to meet the standards and goals of this section.

C. Development Standards

***CBDC 17.220.030 Development and lot standards.* (SLR)**

FINDING: Because the site is constrained by steep slopes, the proposed development

cannot comply with all of the City's minimum development and lot standards. Therefore, a Planned Unit Development (PUD) is proposed to address deviations as needed to facilitate the development of workforce housing on this infill site containing less than two net acres of buildable area.

CBDC 17.330.010 Off-street parking requirements.

(1) *General Parking Requirements. Off-street parking shall be provided in compliance with Table 17.330.010(A).*

CBDC 17.330.030 Parking design standards.

(1) *Size of Parking Space. Each off-street parking space shall not be less than nine feet by 18 feet. Up to 40 percent of all required parking spaces can be used for compact vehicles and shall be identified as compact parking spaces. These compact spaces shall not be less than eight feet by 16 feet. Each space shall be provided with adequate ingress and egress.*

FINDING: All parking spaces shall be at least 9 feet by 18 feet. No more than 40% of the spaces will be used for compact parking. Each space will be provided with adequate ingress and egress.

(a) *Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with the CBMC. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other city-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 17.330.030(A) and Figure 17.330.030. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way.*

FINDING: All parking spaces shall be constructed in conformance with the CBMC. Drive aisles and roadways will paved with asphalt and will include rolled curbs and sidewalks constructed to City standards. All off street parking will include curbs or wheel stops to prevent vehicles from damaging buildings or encroaching into landscapes.

(2) *Location. Off-street parking facilities shall be located on site to the extent feasible. Off-site parking shall be no further than 300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the nearest building that the facility is required to serve. Off-site parking shall be primarily employee parking.*

FINDING: Off street parking is already provided on the site, along South 15th Street. The existing spaces will be improved to provide paved, striped parking, including one ADA accessible parking space and access to shared mailboxes.

(3) *Materials, Design, and Lighting.*

(a) *Off-street parking facilities shall be surfaced with a permeable, durable and dustless surface, shall be graded and drained so as to dispose of surface water to the satisfaction of the public works department and shall be maintained in good condition, free of weeds, dust, trash, and debris.****(e)*** *Lighting used to illuminate off-street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s).*

(i) *Bumper Guards and Wheel Stops. Permanent bumper guards or wheel stops shall be provided for parking spaces located adjacent to walls, fences, buildings, landscaping, etc., to prevent damage to any such objects or landscaped areas. However, if a landscaping curb is used in lieu of a wheel stop, it must be of sufficient width so as not to damage landscaping for a minimum of 12 inches, and must not encroach into the required space area more than 24 inches at front of parking space.*

SUMMARY FINDING: All materials and designs for parking and lighting shall be submitted in a final construction site plan and approved by the City of Coos Bay's Public Works Department prior to construction.

(5) *Driveways. Driveways and parking drives shall be designed in accordance with the following standards:*

(a) *Driveways. Driveways provide vehicular access to parking and dwelling units but do not provide primary pedestrian access to units. Driveways are intended to be used primarily for vehicular circulation where the following standards apply:*

(i) *Two-way driveways shall be a minimum width of 20 feet; one-way driveways shall be a minimum width of 12 feet.*

FINDING: No two-way driveways are proposed; all one-way driveways are at least 12 feet and no more than 28 feet wide.

(ii) *The maximum driveway width is 28 feet.*

(b) *Alley Access. Lots with alley access, either at the rear yard or along the side yard, shall use the alley to provide access to the development site if either:*
(i) *The alley right-of-way width is 20 feet for the length of the alley between the lot and the street; or*

(ii) *The lot's only street frontage is on an arterial or collector street.*

FINDING: One proposed 20 foot, paved public alley (Recess Way) connects Englewood Place with Pennsylvania Avenue. The alley provides access to the side and rear yards of eight town homes and three single-family units

at the south end of the development. The homes that take access from the alley front onto a collector street or are impacted by the site constraints from the approximately 15-foot encroachment of Pennsylvania onto the site.

***(8)** Limitation on Parking Frontage. To strengthen the presence of buildings on the street, parking and vehicle use areas and garages adjacent to any public or private street frontage shall extend across no more than 50 percent of any street frontage. No parking spaces, with the exception of underground parking, shall be placed within any required front yard area. Parking areas shall not be located between buildings and the street.*

FINDING: This standard applies to lot frontages with more than 50 feet of frontages on the public street. The compact lot design includes only lot frontages less than 50 feet, with one exception. Lot 11 includes a wide frontage around the west side of the cul-de-sac. While Lot 11 frontage is technically greater than 50, steep slopes at the cul-de-sac make Lot 11 function more like a 30-foot frontage.

FINDING: As needed, adjustments to the standards in this section may be made, based on the criteria in Chapter 17.372 CBDC, Adjustment Review.

CBDC 17.335.020 Height and location of fences and walls.
***(1)** Residential fences and walls not greater than eight feet in height shall be permitted on or within all property lines which are not within any vision clearance area.*

***(2)** Fences and walls that conform with the standards required by the specific zones and this section may be constructed in required front yard, side yard and rear yard setbacks.*

FINDING: All fences and walls in the proposed development shall comply with the standards of this section and shall be reviewed by City departments during building permit review process.

CBDC 17.335.040 Lighting.

***(1)** Street lighting shall be a required component of all residential, commercial and industrial developments within the city of Coos Bay.*

***(2)** Lighting, including permitted illuminated signs, shall be designed and arranged so as to not:*

***(a)** Reflect or cast glare into any residential zone;*

***(b)** Rotate, glitter, or flash; or*

***(c)** Conflict with the readability of traffic signs and control signals.*

FINDING: All lighting will be installed to meet the standards in this section.

(3) *General Light Location. Lighting shall only be installed adjacent to structures, walkways, driveways, or activity areas (decks, patios, spas and pools, and similar use areas) and focal landscape areas close to the residence or activity area.*

FINDING: All lighting will be installed to meet the standards in this section.

(4) *Mounted Light Location.*

(a) *Building-mounted lights shall be installed below the eave line.*

(b) *Exterior light fixtures may be mounted on any exterior wall or structure at a minimum of eight feet above the adjacent finished floor level. However, a light fixture adjacent to a second story balcony, deck, or exterior doors may be mounted on the wall at a maximum height of eight feet above the finished floor level.*

FINDING: All lighting will be installed to meet the standards in this section.

(5) *Fixtures. Exterior lighting shall be hooded and arranged to reflect away from adjoining properties and streets.*

FINDING: All lighting will be installed to meet the standards in this section.

(6) *Level of Illumination. Exterior lighting shall represent the minimum level of illumination necessary to meet the aesthetic and security needs of the property. Light sources, intensity of light, and color of light shall be designed and located to achieve security or decorative lighting goals without causing an adverse impact on neighboring properties. Light sources shall be designed and located to minimize spillover of light or glare onto neighboring properties.*

FINDING: All lighting will be installed to meet the standards in this section.

(7) *Lighting Intensity. The lighting intensity within parking lots and adjacent areas shall be at least 1.0 foot-candle at all points, but shall not exceed an average of 3.0 foot-candles over the entire parking lot.*

FINDING: All lighting will be installed to meet the standards in this section.

(8) *Lighting Plan. A lighting plan is required for all applicable development demonstrating compliance with these lighting standards. Lighting plans shall be a required component of complete preliminary subdivision and partition applications. All lighting plans shall be approved by the director.*

FINDING: All lighting will be installed to meet the standards in this section.

CBDC 17.335.090 Pedestrian and bicycle access.
Pathways within developments shall provide safe, reasonably direct and convenient connections between primary entrances and all adjacent streets, adjacent properties, and existing or planned transit stops based on the following definitions:

***(1)** Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.*

FINDING: All public sidewalks will follow public streets, and all private walkways will connect directly to either a garage or front door. All sidewalks and walkways will be paved with a City-approved durable surface meeting ADA requirements. One public access trail will provide a gentle down grade sloping path which will follow grade contours with minimal switchbacks so as to provide an accessible pedestrian access between South 15th Street and Illinois Avenue.

***(2)** Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.*

FINDING: All public sidewalks will follow public streets, and all private walkways will connect directly to either a garage or front door. All sidewalks and walkways will be paved with a City-approved durable surface meeting ADA requirements. One public access trail will provide a gentle down grade sloping path which will follow grade contours with minimal switchbacks so as to provide an accessible pedestrian access between South 15th Street and Illinois Avenue.

***(4)** For residential buildings the "primary entrance" is the front door (i.e., facing the street).*

FINDING: All public sidewalks will follow public streets, and all private walkways will connect directly to either a garage or front door. All sidewalks and walkway will be paved with a city-approved durable surface meeting ADA requirements.

***(6)** Pathways shall be concrete, asphalt, brick/masonry pavers, or another city-approved durable surface meeting ADA requirements.*

FINDING: All public sidewalks will follow public streets, and all private walkways will connect directly to either a garage or front door. All sidewalks and walkways will be paved with a City-approved durable surface meeting ADA requirements. One public access trail will provide a gentle down grade sloping path which will follow grade contours with minimal switchbacks so as to provide an accessible pedestrian and bicycle access between South 15th Street and Illinois Avenue.

CBDC 17.335.100 Transit facilities.
Developers shall coordinate and provide documentation of coordination with Coos County Area Transit, the local transit provider, with regard to the design of the street and other transportation facilities that are located within 100 feet of existing or planned transit routes and stops and of development sites that are adjacent to existing or planned transit stops. ADA-accessible transit stop improvements, pedestrian connections to transit stop locations, and furnishings such as shelters, benches, bicycle racks, and/or other amenities may be required by public works, consistent with adopted plans.

FINDING: There are currently no transit stops existing or planned in this area of Coos Bay. Therefore, this criterion does not apply to the proposed development.

CBDC 17.335.110 Zero lot line development.

(1) *Standards. The general conditions of the district shall prevail in addition to the special standards listed in this section. (See Figure 17.335.110.)*

(a) *The lot(s) contiguous to the zero-setback yard must be under the same ownership at the time of initial construction, or the applicant must produce written evidence that the contiguous property owner consents to this type of construction and is willing to enter into the required covenant agreement.*

FINDING: All lots created under the proposed planned unit development are currently under the same ownership and will remain under the same ownership during construction until such time as the newly constructed homes are sold. Therefore, the proposal meets this criterion.

(b) *The yard setback on the lot contiguous to the zero-lot line development must comply with the requirements of the applicable building code authorized by CBMC Title 15 and determined by the building official.*

FINDING: The Building Official has reviewed and will review all setbacks prior to and during construction. The proposal meets the lot setbacks for the zero-lot line and contiguous lots. Therefore, the proposal meets this criterion.

(c) *If dwellings are constructed against both side lot lines, access must be provided along the rear lot lines for public pedestrian or vehicular access to the rear yards and for access by emergency service vehicles.*

FINDING: The proposal provides 3-foot shared pedestrian and emergency response access at the rear of the buildings and additional public access at the rear yards for access by emergency and other services. Therefore, the proposal meets this criterion.

(d) *When two dwellings are built against the same zero lot line, no portion of them shall project over any property line.*

FINDING: No portion of any building is proposed to project over any lot line. Therefore, the proposal meets this criterion.

(e) *Property owners of this kind of development and property owners of contiguous property shall sign a covenant agreement with the city which shall be recorded against the lots as a condition of project approval to be recorded prior to occupancy. The agreement shall provide that:*

(i) *In case of destruction of one or more units, new construction must follow the same concept of construction as previously designed.*

(ii) *Each owner shall carry fire and liability insurance on their portion of the building with the contiguous owner(s) also listed on the policy.*

(iii) *Provisions for the maintenance of the zero-lot line wall, the roof and any common facilities are included.*

(iv) *The procedures for the resolution of disputes are specified.*

FINDING: The owners will work with the City of Coos Bay to ensure that all purchasers of the zero-lot-line homes in the proposed development sign appropriate statements consistent with the requirements of CBMC 17.335.110.

CBDC 17.335.130 Setbacks – Intrusions permitted.

(1) *Applicability. Except as restricted by easements or other restrictions on title, the intrusions in this section may project into required front, side and rear yard setbacks to the extent and under the conditions and limitations indicated.*

(2) *Depressed Areas. In any zone, fences, hedges, guard railings or other landscaping or devices for safety protection around depressed ramps, stairs or retaining walls, may be located in required setbacks; provided, that such devices are not more than 42 inches in height.*

(3) *Projecting Building and Site Features.*

(a) *Notwithstanding projection limitations authorized or limited by CBMC Title 15, intrusions permitted in setbacks include Table 17.335.130(3)(a) except as provided in subsection (3)(b) of this section:*

Table 17.335.130(3)(a) – Setbacks – Intrusions Permitted

Architectural Feature	*Setback*		
	Front	*Side*	*Rear*
Awnings	*18 inches*	–	*18 inches*
Balconies	*48 inches*	–	*48 inches*
Bay windows, garden windows	*18 inches*	*18 inches*	*18 inches*
Chimneys	*18 inches*	*18 inches*	*18 inches*
Cornices, belt courses, buttresses, pilasters, pillars, sills	*12 inches*	*12 inches*	*12 inches*
Eaves	*24 inches*	*24 inches*	*24 inches*
Trellis structures and patio covers	*24 inches*	*18 inches*	*48 inches*

***(b)** Permitted Mechanical Equipment Projections. Mechanical equipment shall not be located within any required front or side yard setback and shall not be set back less than three feet from the rear lot line; however tankless water heaters may encroach 24 inches into interior side or rear yards.*

***(4)** Fences and Walls. Fences and walls that conform with the standards required by the specific zones and CBDC 17.335.020 may be constructed in required front yard, side yard and rear yard setbacks.*

FINDING: The PUD proposes to construct retaining walls at the base of the western slope of the property. All proposed retaining walls will be at the rear of proposed residences, 48 inches in height. No walls or fences are proposed within the rear setback area.

FINDING: For lots 1, 23, 28, 29, and 30, the PUD proposes to place a block retaining wall within the front and side yard setback. The proposed retaining wall conforms with the standards required by the CBDC 17.335.020:

***(6)** Driveways. Except as provided in Chapter 17.330 CBDC, Off-Street Parking and Loading Requirements and CBMC Title 15, driveways or accessways providing ingress and egress to or from parking spaces, parking areas, parking garages, or structured*

parking shall be permitted, together with any appropriate traffic control devices, in any required setback.

***(7)** Parking Spaces in Required Setbacks.*

***(a)** Except as provided in Chapter 17.330 CBDC, Off-Street Parking and Loading Requirements, and CBMC Title 15, in areas with a broad zone category of residential, parking in required front, side and rear yard setbacks is permitted with the following restrictions:*

(i) Parking spaces in required front yard setbacks are permitted in conjunction with a single-unit dwelling, accessory dwelling, or duplex, provided the parking spaces are located on driveways.

FINDING: All parking spaces in required front and side yard setbacks are proposed to be located on paved driveways.Therefore, the proposal meets this criterion.

***(ii)** For lots and parcels with at least 50 feet of frontage, driveways shall cover a maximum of one-half of the area in the required front yard setback. All portions of required front yard setbacks not otherwise covered by legal driveways shall be landscaped and maintained.*

***(iii)** Within the required front yard setback, recreational vehicles, boats, boat trailers, and other vehicles not in daily use, may only be parked on the paved driveway portion of the required front yard setback. No parking shall occur in the landscaped portion of the required front yard setback nor shall parking occur in the side yard. These vehicles not in daily use, are allowed to park in the front setback for not more than 48 consecutive hours.*

***(b)** Except as provided in Chapter 17.330 CBDC, Off-Street Parking and Loading Requirements, and CBMC Title 15, in areas within the industrial commercial zone, parking spaces and parking areas are permitted in any required rear yard setback that is not adjacent to a residential or commercial zone.*

***(8)** Utilities.*

***(a)** Structures necessary for the operation and maintenance of public and private utilities may be located in required front yard, side yard and rear yard setbacks, provided these structures are screened as per CBDC 17.335.060, Landscaping, and vision clearance is maintained.*

***(b)** With director approval, features such as below grade transformers, backflow prevention devices and closures, which have a low visual impact may be located in required front yard, side yard and rear yard setbacks, provided these structures are screened as per CBDC 17.335.060, Landscaping, and vision clearance is maintained.*

(9) *Poles. Poles for outdoor lights or government flags shall be permitted in any required setback.*

CONCLUSION: Based on the application and materials submitted, and based on information available at City Hall, and as outlined herein, the proposal complies with all criteria for approval of an application for Amendment to the Comprehensive Plan Map and Zoning Map, and complies with or can comply with subject to listed conditions of approval the criteria for Planned Unit Development/Conditional Use Permit.

Therefore, Land Use Permit Application #187-25-000154-PLNG is APPROVED subject to the listed Conditions of Approval.

EXISTING

PROPOSED

PENNSYLVANIA PL

S 15TH ST

ILLINOIS AVE

PENNSYLVANIA AVE

1550
1538
1526
1520
1502
2003
1400
2010
1480
1387
2140
1390
1525
1371
1380

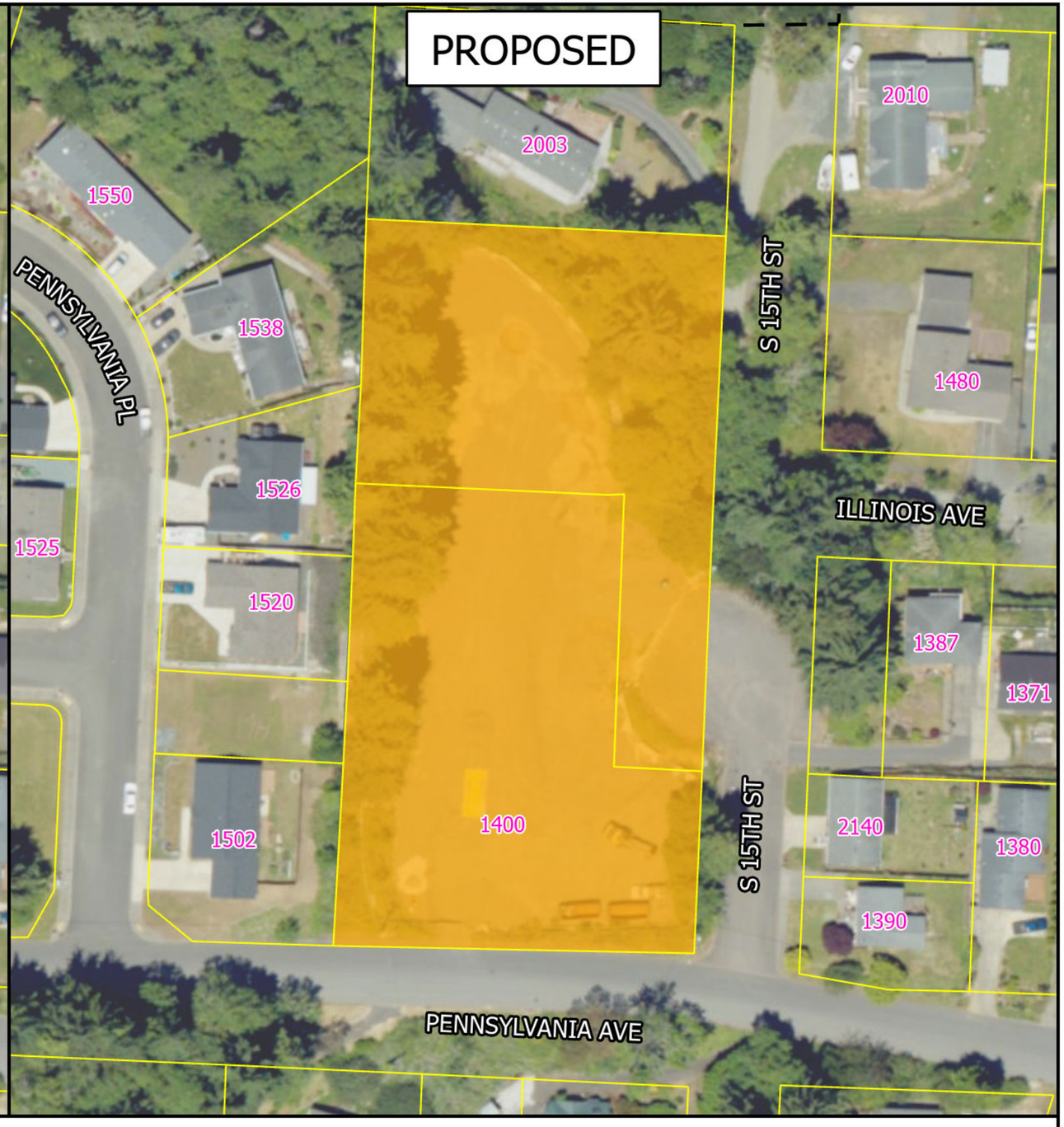
Comp Plan Designation Map

Existing - Commercial

Proposed - Residential

100 US Feet

N



Zoning District Map

Existing - Mixed Use

Proposed - Small Lot Residential

100 US Feet

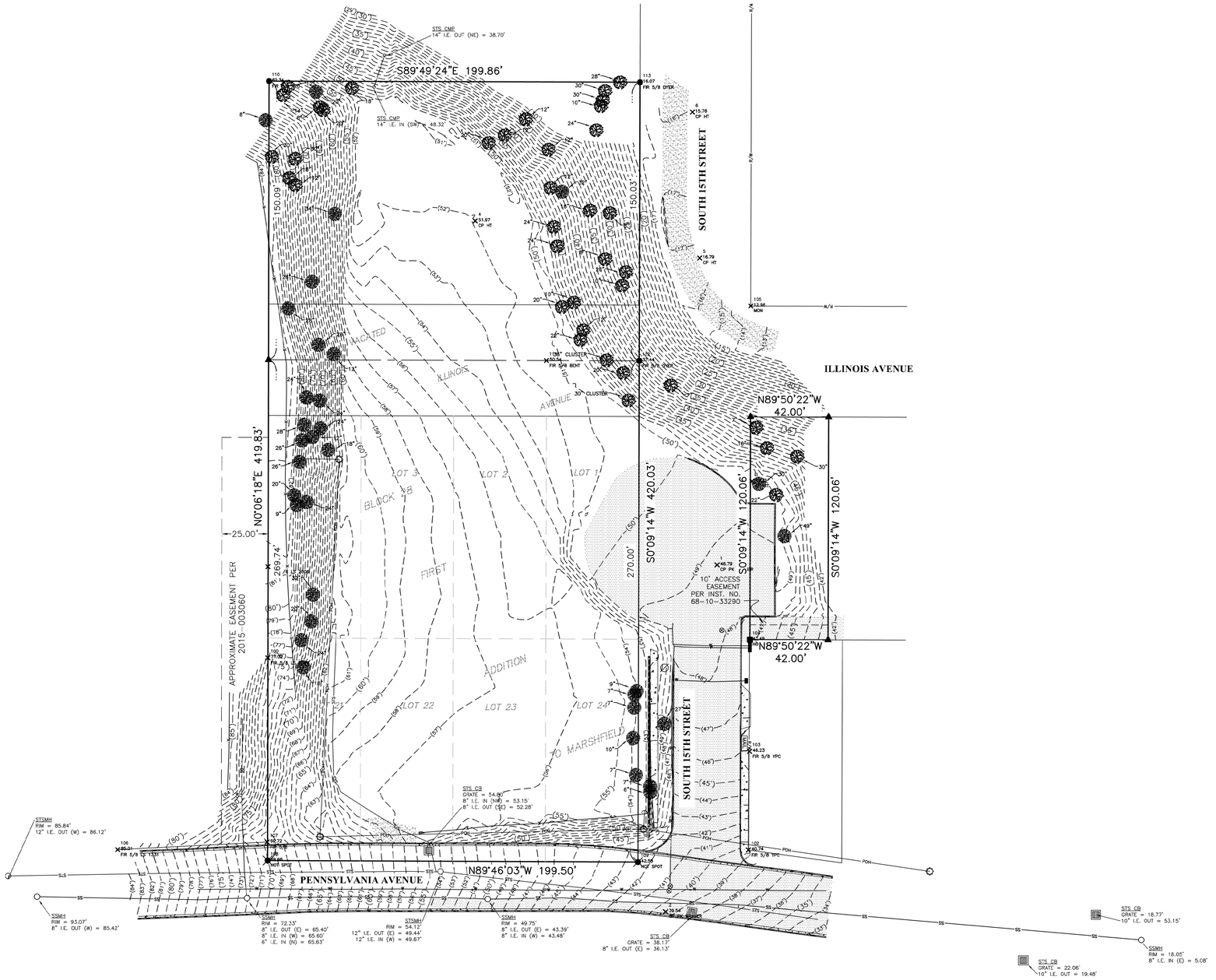
N

ENGLEWOOD AFFORDABLE HOUSING
EXISTING CONDITIONS SURVEY

Point Table				
Point #	Northing	Easting	Elevation	Raw Description
1	699250.6030	394491.0500	48.786	CP PK WASHER
2	699063.7930	394463.3160	39.543	CP PK WASHER
100	699200.5420	394249.0570	77.325	FIR 5/8 LS 2006
101	699249.6350	394249.1350	81.959	FIR 5/8 LS 2006
102	699097.0400	394507.9460	40.737	FIR 5/8 YPC
103	699150.1650	394508.5620	46.231	FIR 5/8 YPC
104	699210.3120	394508.5660	47.487	HOT SPOT
3	699295.6550	394509.9270	49.712	CP HT
105	699390.0390	394509.2180	12.958	MON
4	699435.8740	394360.7670	51.970	CP HT
5	699415.8780	394481.7130	16.789	CP HT
6	699494.4950	394477.7860	15.764	CP HT
106	699097.2220	394168.2200	85.010	FIR 5/8 LS 1331
107	699101.3130	394248.7100	69.719	FIR 5/8
108	699091.3530	394248.9600	69.955	HOT SPOT
109	699090.5430	394448.4610	42.582	HOT SPOT
110	699511.1830	394249.7290	62.339	FIR 5/8 YPC
111	699360.6740	394399.1930	50.536	FIR 5/8 BENT
112	699360.5340	394449.1770	37.441	FIR 5/8 DYER
113	699510.5670	394449.5890	16.066	FIR 5/8 DYER
114	702838.4740	400031.4190	25.830	H751 BENCHMARK

LEGEND

- FOUND AND HELD 5/8" IRON ROD PER COOS COUNTY SURVEY 51847
- FOUND AND HELD "HOT SPOT" BELOW ASPHALT, IRON ROD SET PER COOS COUNTY SURVEY 51847
- FOUND AND HELD "HOT SPOT" BELOW ASPHALT AS SW CORNER LOT 12, BLOCK 27, FIRST ADDITION TO MARSHFIELD
- CALCULATED PROPERTY CORNER POSITION
- GRAVEL SURFACE
- CONCRETE SURFACE
- ASPHALT SURFACE
- WALL
- FENCE
- (685') MAJOR CONTOUR INTERVAL (5')
- (684') MINOR CONTOUR INTERVAL (1')
- LIGHT POLE
- POWER POLE
- GUY WIRE
- WATER VALVE
- WATER METER
- CATCH BASIN
- SANITARY SEWER MANHOLE
- STORM MANHOLE
- STORM PIPE INLET/OUTLET
- SANITARY SEWER CLEANOUT
- SIGN
- OHP OVERHEAD POWER LINE
- W UNDERGROUND WATER LINE (PER LOCATE MARKS)
- SS UNDERGROUND SEWER LINE (PER LOCATE MARKS)
- STS UNDERGROUND STORM LINE (PER LOCATE MARKS)
- DECIDUOUS TREE
- CONIFEROUS TREE



BASIS OF BEARING:

BASIS: O.C.R.S. (OREGON COORDINATE REFERENCE SYSTEM)
METHOD: O.R.G.N. (OREGON REAL-TIME GNSS NETWORK)
ZONE: OREGON COAST
UNITS: INTERNATIONAL FEET
DATUM: NAD 83 (2011)
EPOCH: 2010
VERT. DATUM: NAVD88
REFERENCE BENCHMARK: N.G.S H 751 (ELEVATION = 25.83')

FIELD CREW: JEREMY LEONARD
RENDEN HEICHEL
OFFICE: KENNETH TYNAN
DRAFTING: KENNETH TYNAN
CHECKED: RYAN PALMER

0' 15' 30' 60'
SCALE: 1"=30'

North

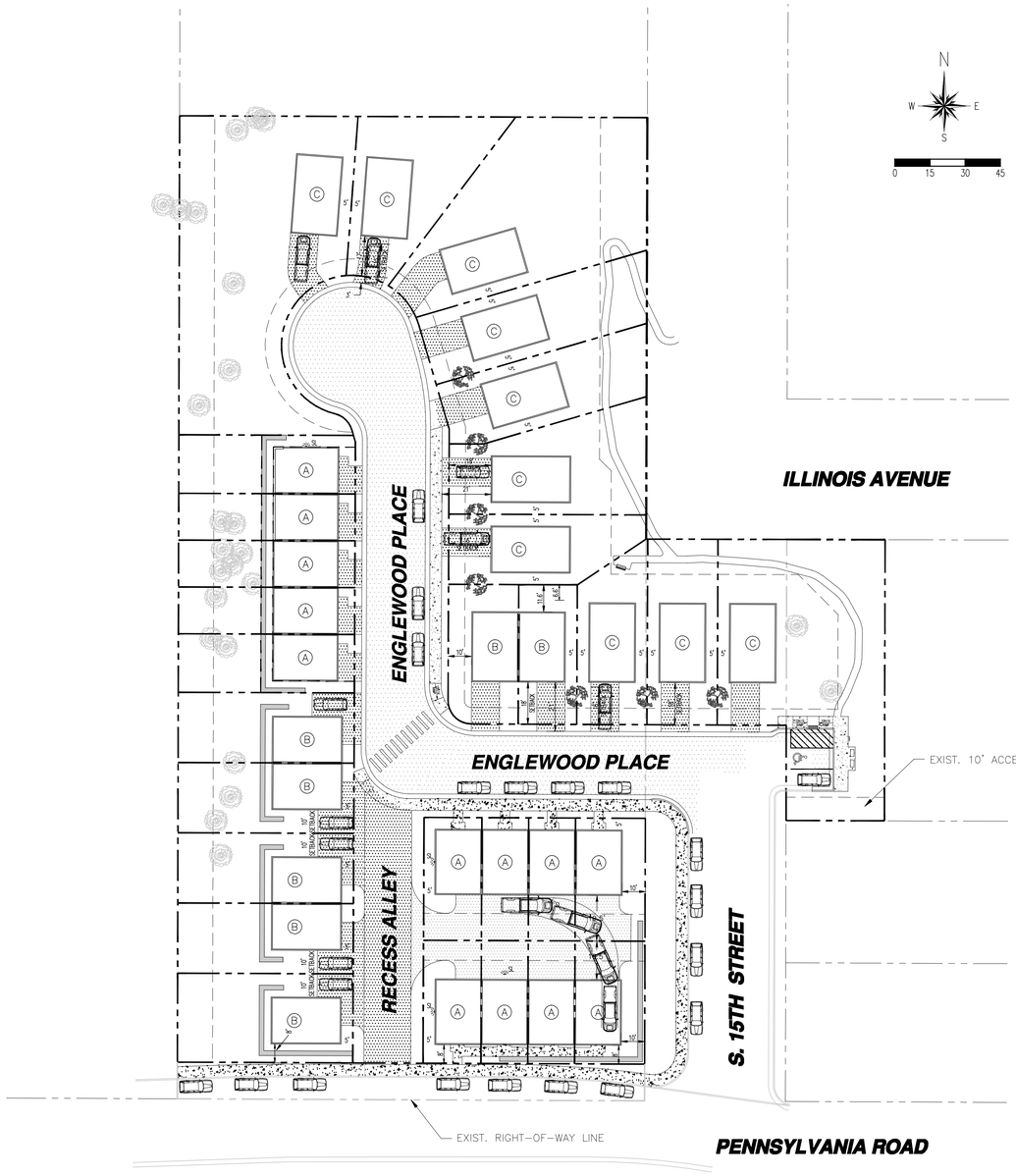
i.e.
809 SE Pine Street
Roseburg, Oregon 97470
PHONE (541) 673-0166
FAX (541) 440-9362
iemail@iengineering.com

PROJECT NO. 3169-01
DWG BY: KWT

Jan 12, 2023 - RyanP - Z:\JOBS\3169-Northwest Housing Alternatives\3169-01 Englewood Affordable Housing\3169-01 T1 Plat 1 Boundary & Topo Survey\DESIGN\XREF\3169-01_TOPO.dwg

ENGLEWOOD SCHOOL NEIGHBORHOOD

LOCATED IN THE FIRST ADDITION TO MARSHFIELD
BLOCKS 24 & 28 OVER A PORTION OF SECTION 3,
TOWNSHIP 26 SOUTH, RANGE 13 WEST, WILLAMETTE
MERIDIAN, CITY OF COOS BAY, COOS COUNTY, OREGON.



PARKING SUMMARY

REQUIRED		
UNIT A		
MULTI-FAMILY		
REQUIRED	= 1.5 SPACES PER UNIT	
	= (1.5)(13 UNITS)	= 20 SPACES
UNIT B		
SINGLE FAMILY		
REQUIRED	= 2 SPACES PER UNIT	
	= (2)(7 UNITS)	= 14 SPACES
UNIT C		
SINGLE FAMILY		
REQUIRED	= 2 SPACES PER UNIT	
	= (2)(10 UNITS)	= 20 SPACES
TOTAL PARKING REQUIRED		= 54 SPACES

ACTUAL		
UNIT A		
MULTI-FAMILY		
ACTUAL	= 1 SPACES PER UNIT (GARAGE)	
	= (1)(13 UNITS)	= 13 SPACES
UNIT B		
SINGLE FAMILY		
ACTUAL	= 1 GARAGE AND 1 FRONT OR SIDE	
	= 2 SPACES PER UNIT	
	= (2)(7 UNITS)	= 14 SPACES
UNIT C		
SINGLE FAMILY		
ACTUAL	= 1 GARAGE AND 1 FRONT OR SIDE	
	= 2 SPACES PER UNIT	
	= (2)(10 UNITS)	= 20 SPACES
PENNSYLVANIA ROAD		= 7 SPACES
ENGLEWOOD PLACE EAST-WEST		= 4 SPACES
ENGLEWOOD NORTH-SOUTH		= 3 SPACES
15TH STREET		= 4 SPACES
TOTAL PARKING ACTUAL		= 65 SPACES

LEGEND

●	– FOUND MONUMENT
O	– MONUMENT TO BE SET
FD	– FOUND
( )	– RECORD DATA
[ ]	– CALCULATED DATA
P.U.E.	– PUBLIC UTILITY EASEMENT

SHEET INDEX

REGISTERED PROFESSIONAL ENGINEER
51565PE
OREGON
MAY 9, 2001
ERIC KIRBY
EXPIRATION DATE: 6-30-2027

REVISION TABLE

NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING, REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

TITLE SHEET

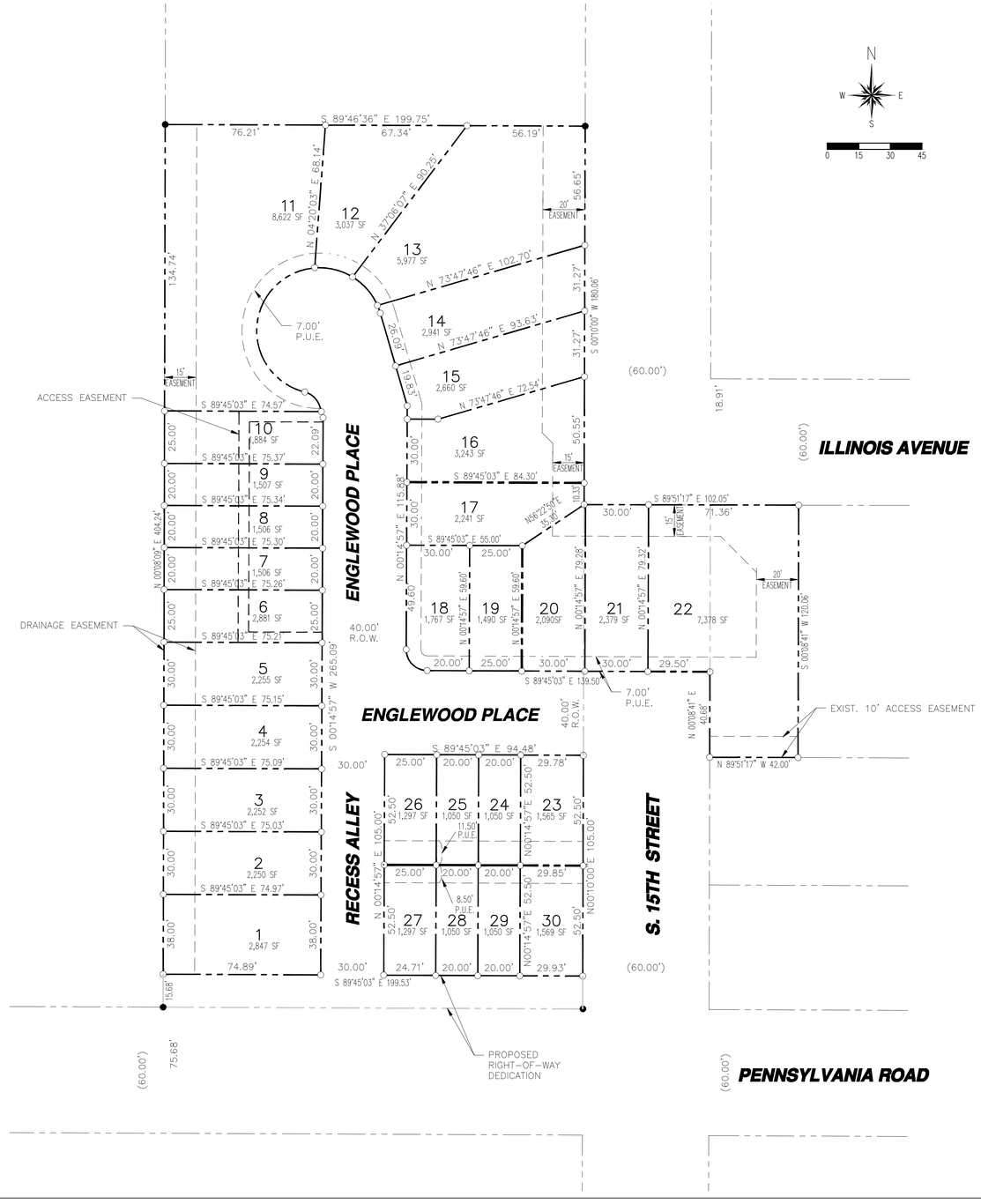
COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: TITLE

ENGLEWOOD SCHOOL NEIGHBORHOOD

LOCATED IN THE FIRST ADDITION TO MARSHFIELD
BLOCKS 24 & 28 OVER A PORTION OF SECTION 3,
TOWNSHIP 26 SOUTH, RANGE 13 WEST, WILLAMETTE
MERIDIAN, CITY OF COOS BAY, COOS COUNTY, OREGON.

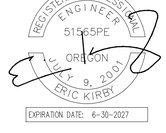


CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	15.71	10.00	90°00'00"	S44°45'03"E 14.14
C2	2.12	10.00	12°08'08"	N05°49'07"W 2.11
C3	9.32	10.00	53°24'10"	N38°35'16"W 8.99
C4	68.56	30.00	129°48'36"	S16°08'05"E 54.81
C5	23.69	30.00	45°15'02"	S71°42'32"W 23.08
C6	17.16	30.00	32°46'04"	N69°16'55"W 16.92
C7	15.35	30.00	25°29'37"	N39°11'31"W 15.22

LEGEND

- ● – FOUND MONUMENT
- O – MONUMENT TO BE SET
- FD – FOUND
- ( ) – RECORD DATA
- [ ] – CALCULATED DATA
- P.U.E. – PUBLIC UTILITY EASEMENT

SHEET INDEX



REVISION TABLE

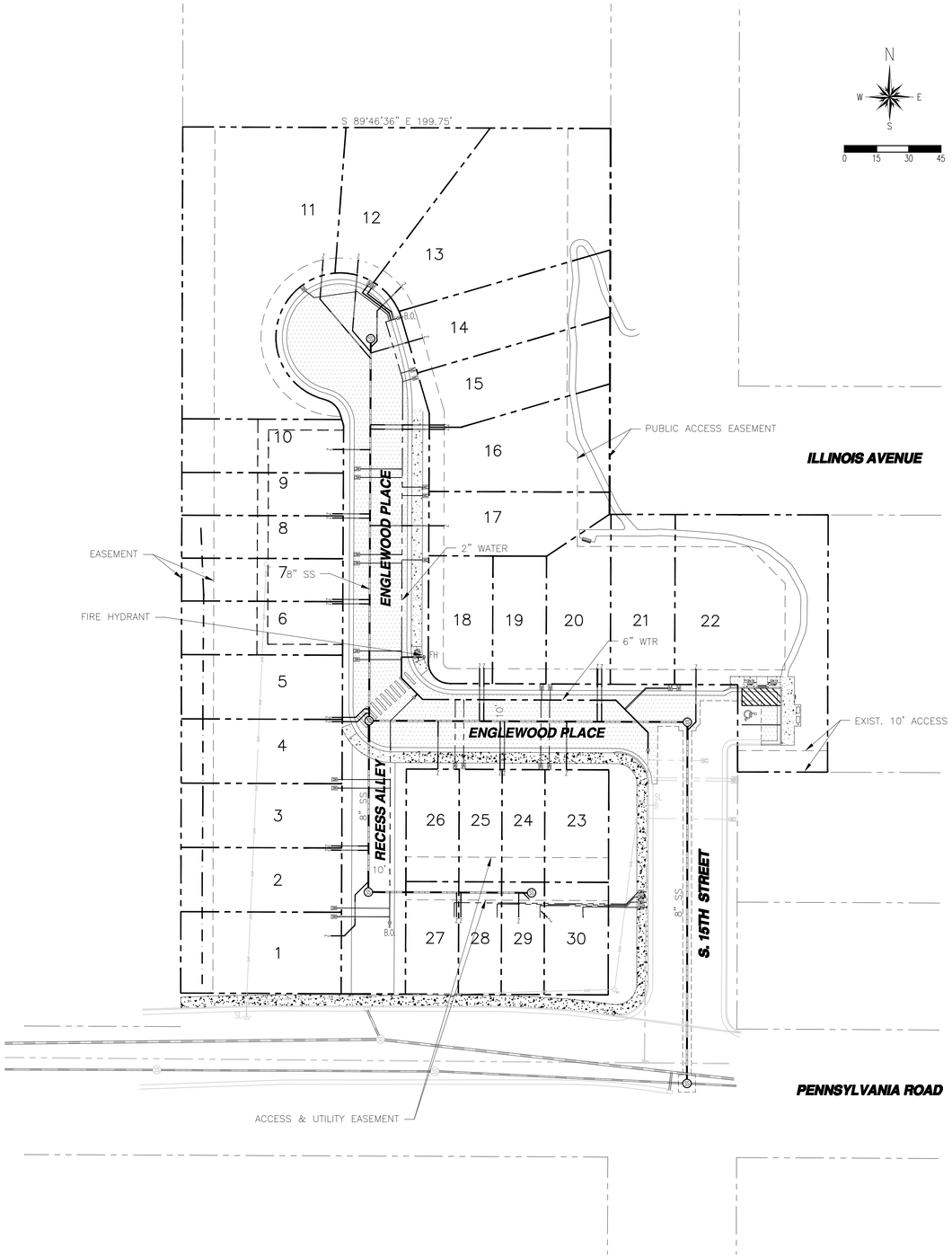
NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

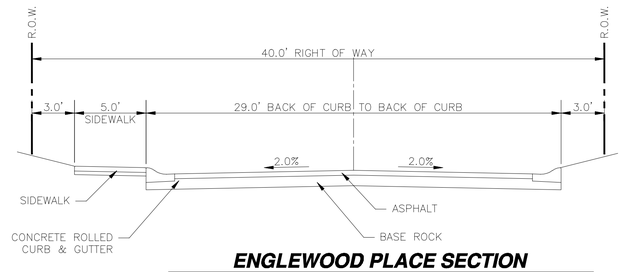
TENTATIVE PLAT

COMPASS COMMUNITIES
ENGLEWOOD

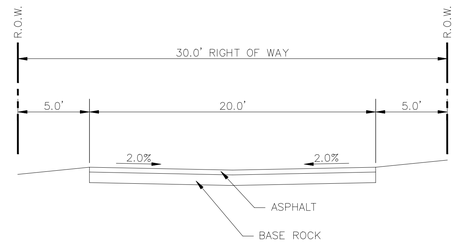
DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C1





ENGLEWOOD PLACE SECTION



RECESS ALLEY SECTION

LEGEND

SD	– STORM DRAIN
SS	– SANITARY SEWER
WTR	– WATER
M	– WATER SERVICE
Z	– SANITARY SEWER SERVICE
FH	– FIRE HYDRANT
SL	– STREET LIGHT
B.O.	– BLOW OFF
P.U.E.	– PUBLIC UTILITY EASEMENT
	– PROPOSED WATER
	– EXISTING WATER
	– NEW SANITARY SEWER
	– EXISTING SANITARY SEWER
	– EXISTING STORMWATER

TENTATIVE
NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
51565PE
OREGON
JULY 9, 2001
ERIC KIRBY
EXPIRATION DATE: 6-30-2027

REVISION TABLE

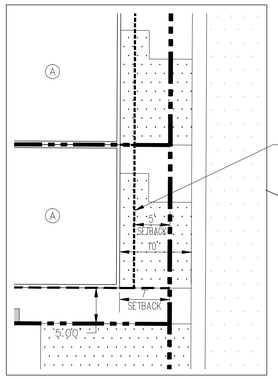
NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

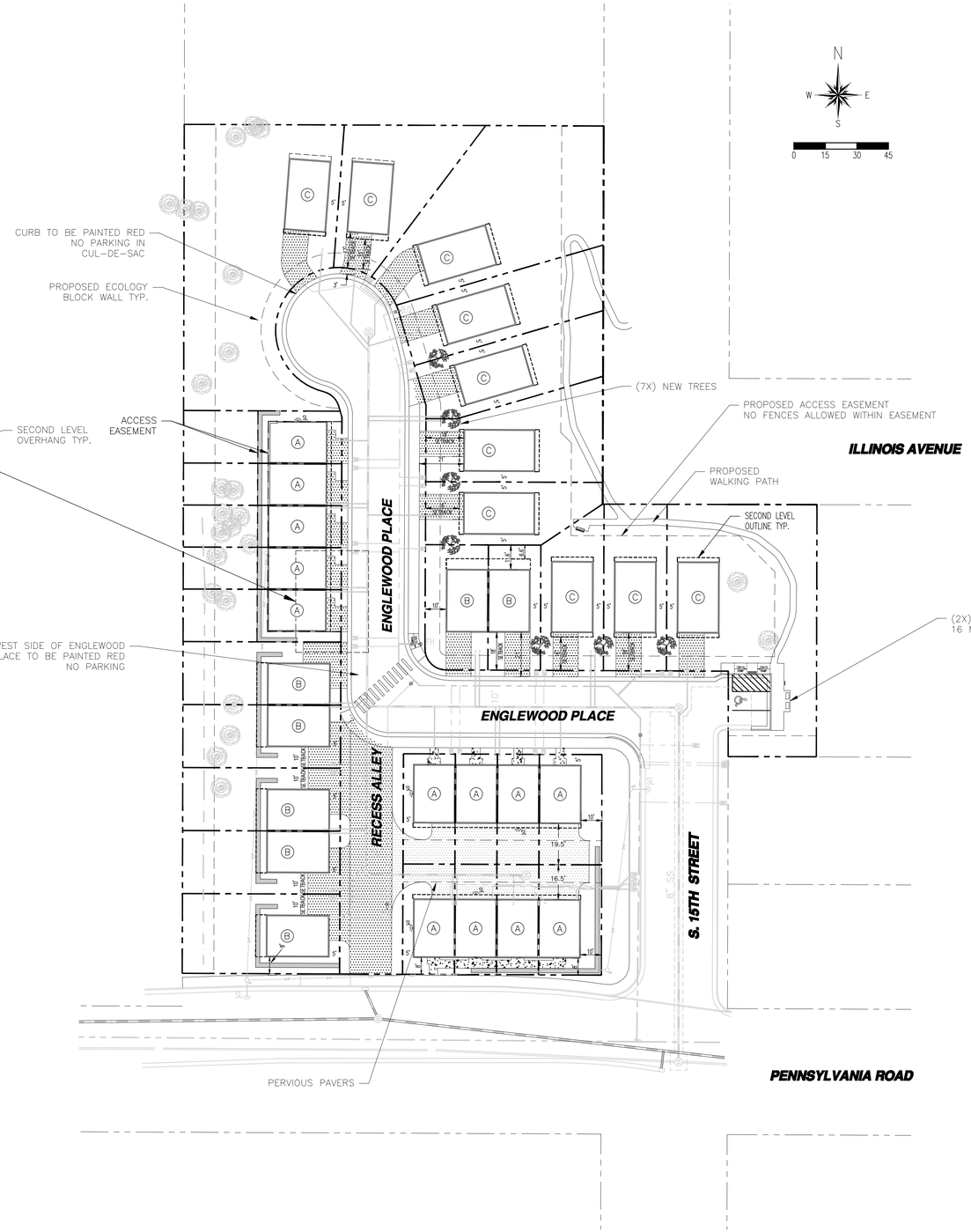
PUBLIC IMPROVEMENTS

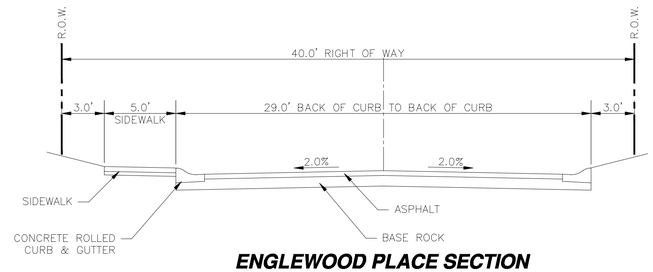
COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

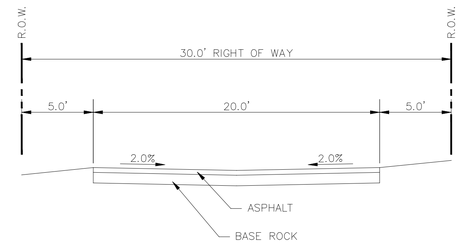
DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C2







ENGLEWOOD PLACE SECTION



RECESS ALLEY SECTION

TYPICAL BUILDING SUMMARY

BUILDINGS ARE A TYPICAL EXAMPLE ONLY.
NOT INTENDED TO BE ACTUAL.

BUILDING A (13 UNITS)

1ST LEVEL	296 SF
2ND LEVEL	600 SF
SUB-TOTAL	896 SF
GARAGE	264 SF
TOTAL	1160 SF

BUILDING B (7 UNITS)

1ST LEVEL	336 SF
2ND LEVEL	700 SF
SUB-TOTAL	1036 SF
GARAGE	264 SF
TOTAL	1300 SF

BUILDING C (10 UNITS)

1ST LEVEL	416 SF
2ND LEVEL	760 SF
SUB-TOTAL	1176 SF
GARAGE	264 SF
TOTAL	1440 SF

LEGEND

SD	– STORM DRAIN
SS	– SANITARY SEWER
WTR	– WATER
M	– WATER SERVICE
Z	– SANITARY SEWER SERVICE
FH	– FIRE HYDRANT
SL	– STREET LIGHT
B.O.	– BLOW OFF
P.U.E.	– PUBLIC UTILITY EASEMENT
SL	– SECURITY LIGHTING

PRELIMINARY NOT FOR CONSTRUCTION

REVISION TABLE

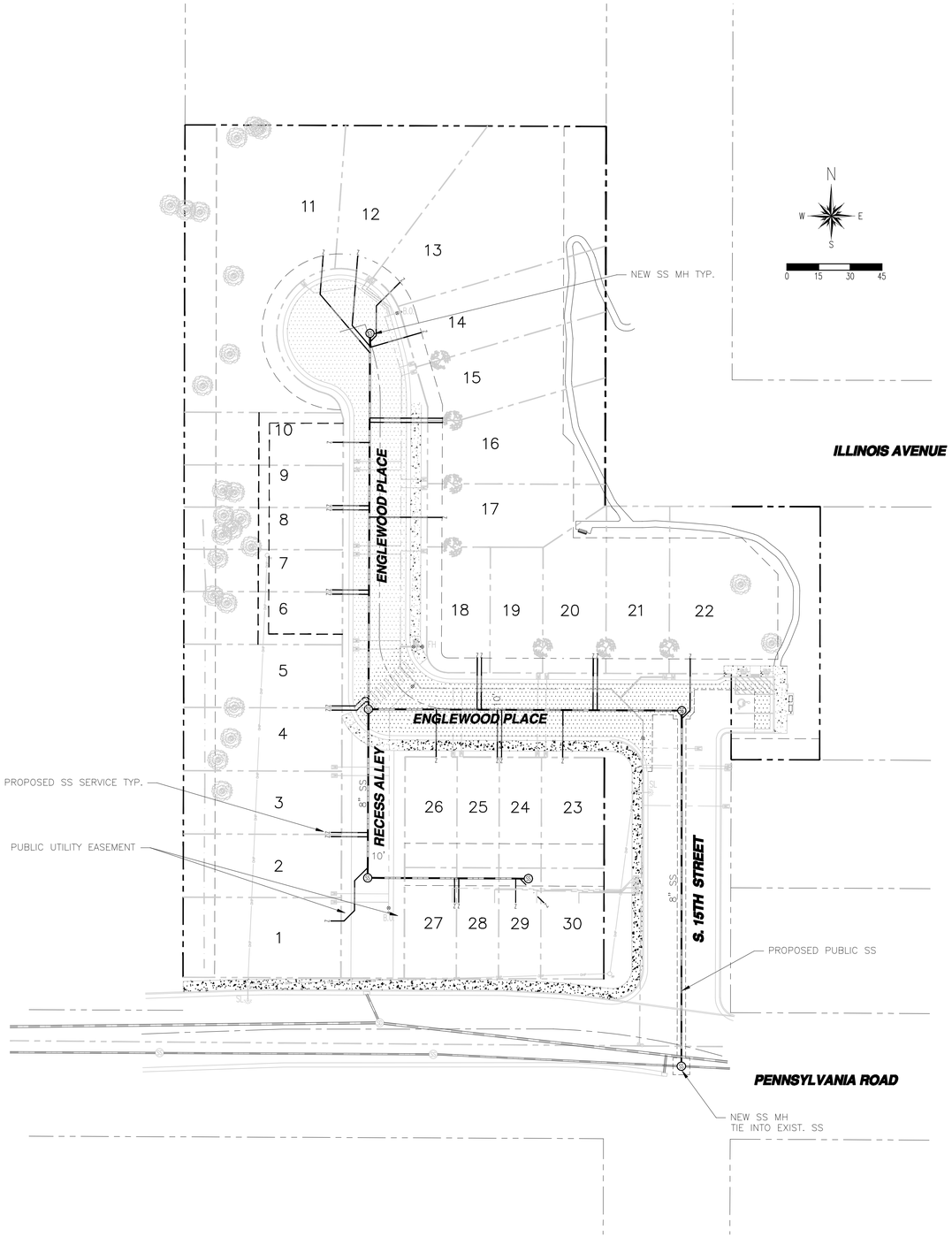
NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

SITE PLAN

COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C3



LEGEND

SD	–	STORM DRAIN
SS	–	SANITARY SEWER
WTR	–	WATER
M	–	WATER SERVICE
Z	–	SANITARY SEWER SERVICE
FH	–	FIRE HYDRANT
SL	–	STREET LIGHT
B.O.	–	BLOW OFF
P.U.E.	–	PUBLIC UTILITY EASEMENT

PRELIMINARY
NOT FOR CONSTRUCTION

REVISION TABLE

NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

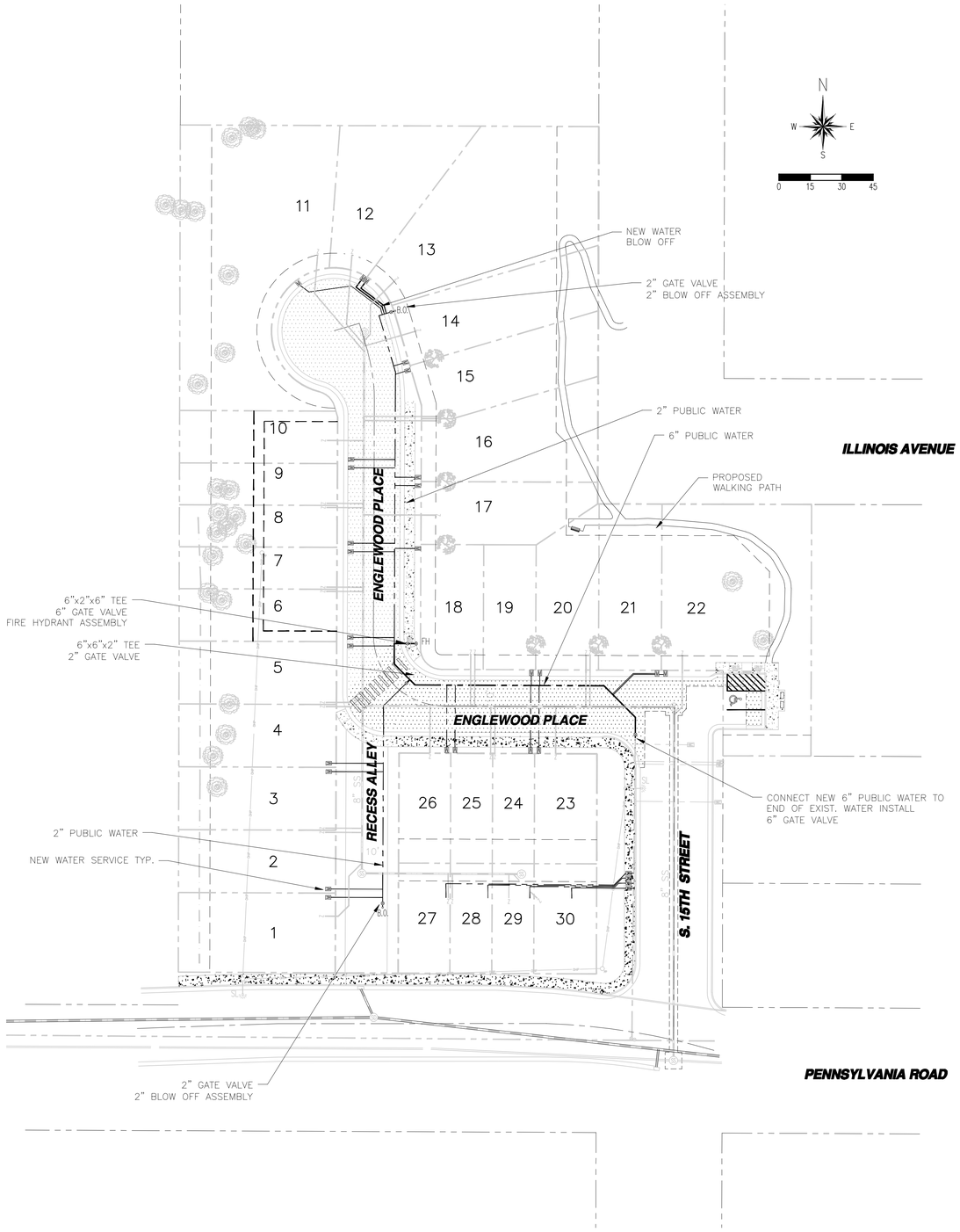
SANITARY SEWER

COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

REGISTERED PROFESSIONAL ENGINEER
51565PE
OREGON
JULY 9, 2001
ERIC KIRBY
EXPIRATION DATE: 6-30-2027

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C4



LEGEND

SD	–	STORM DRAIN
SS	–	SANITARY SEWER
WTR	–	WATER
W	–	WATER SERVICE
Z	–	SANITARY SEWER SERVICE
FH	–	FIRE HYDRANT
SL	–	STREET LIGHT
B.O.	–	BLOW OFF
P.U.E.	–	PUBLIC UTILITY EASEMENT

PRELIMINARY
NOT FOR CONSTRUCTION

REVISION TABLE

NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

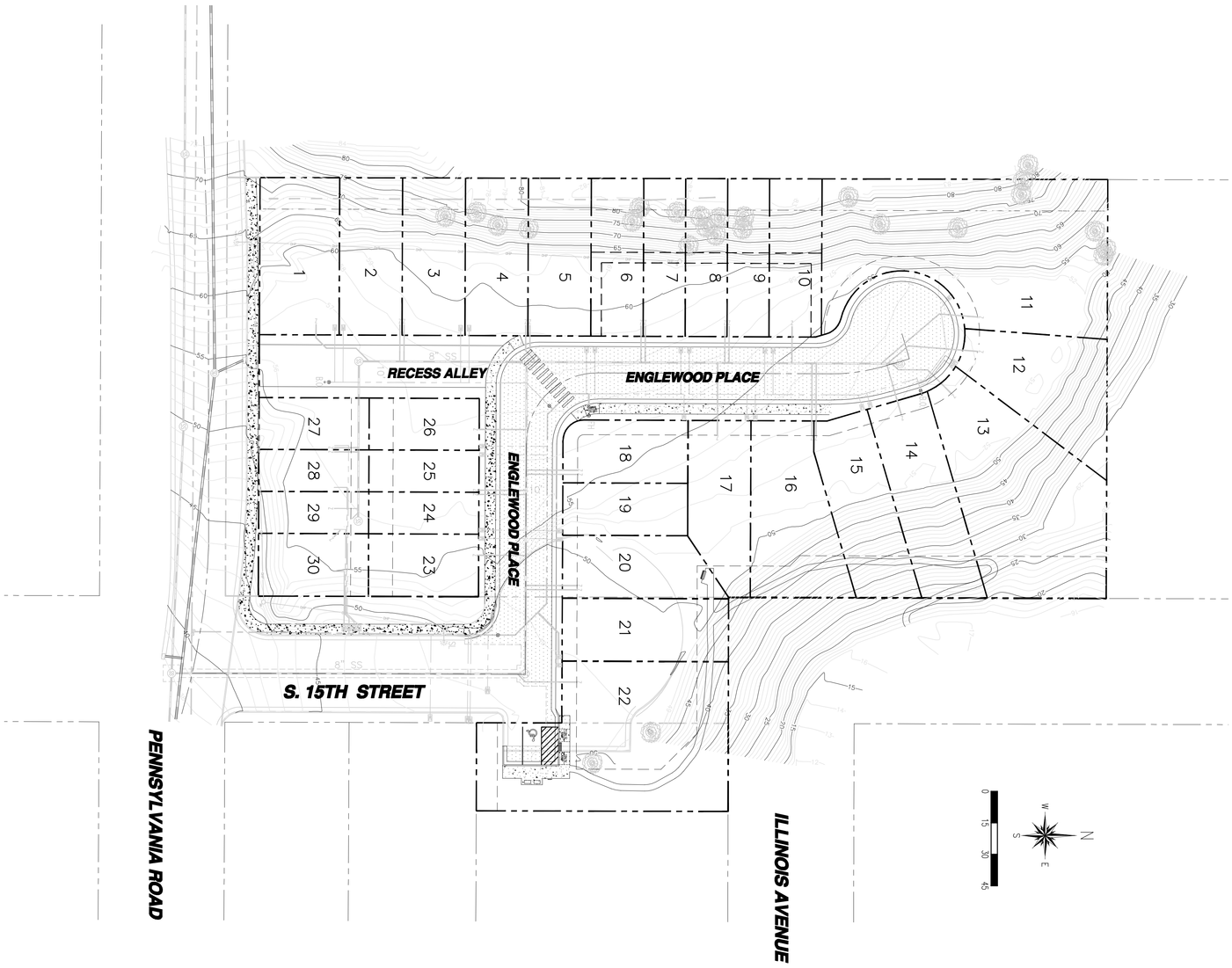
WATER

COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C5

REGISTERED PROFESSIONAL ENGINEER
51565PE
OREGON
JULY 9, 2004
ERIC KIRBY
EXPIRATION DATE: 6-30-2027



REGISTERED PROFESSIONAL ENGINEER
OREGON
ERIC A. KIRBY
EXPIRATION DATE: 6-30-2027

PRELIMINARY
NOT FOR CONSTRUCTION

SHEET:	C6
DRAWN BY:	ECK
JOB NO.	25-09-084
SCALE:	N.T.S.
DATE:	11/17/2025

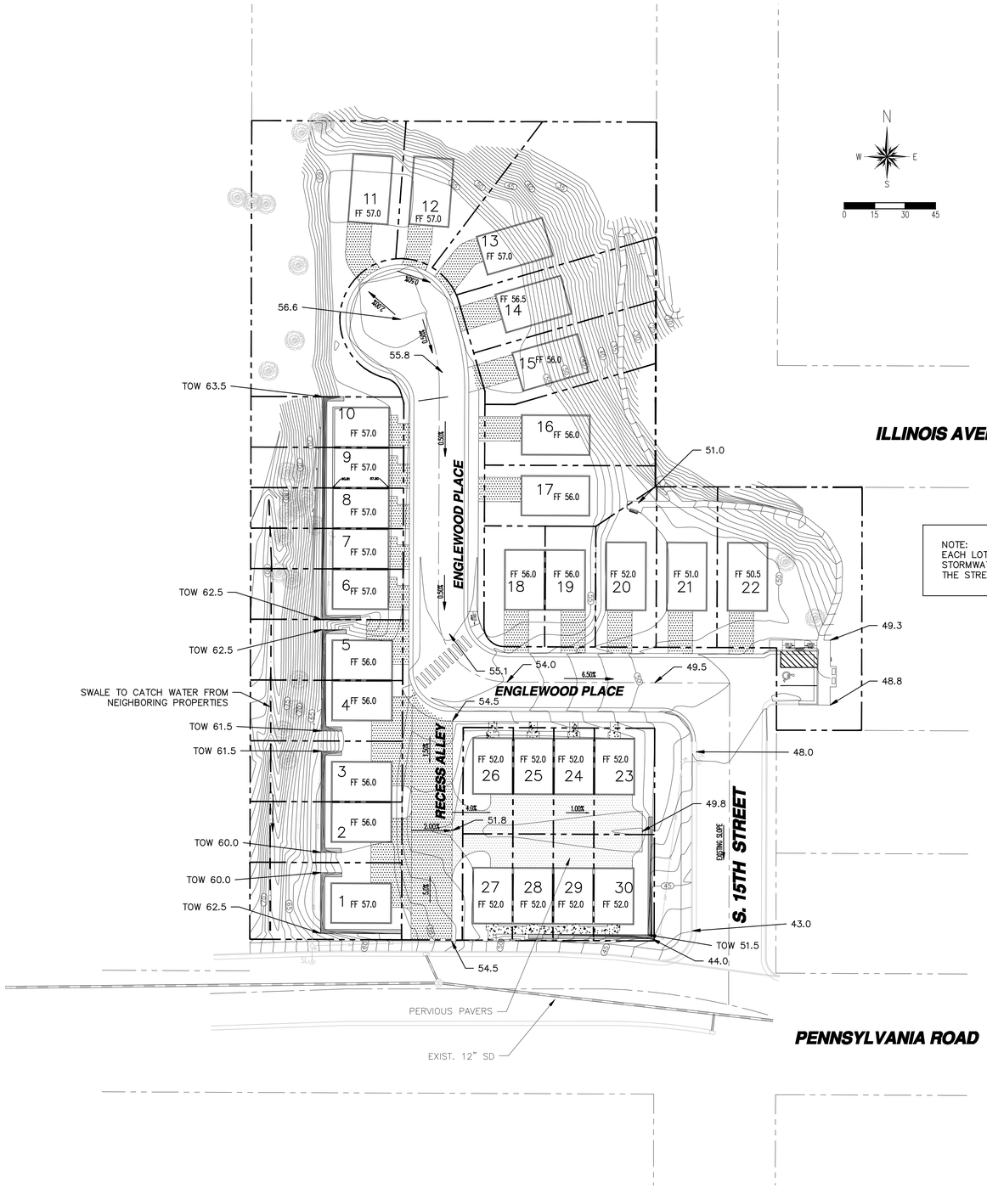
DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

COMPASS COMMUNITIES
ENGLEWOOD

EXISTING CONTOURS

REVISION TABLE

NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT



NOTE:
EACH LOT IS TO HAVE IT OWN INDIVIDUAL STORMWATER FILTER PLANTER AND DISCHARGE TO THE STREET.

LEGEND

SD	–	STORM DRAIN
SS	–	SANITARY SEWER
WTR	–	WATER
M	–	WATER SERVICE
Z	–	SANITARY SEWER SERVICE
FH	–	FIRE HYDRANT
SL	–	EXISTING STREET LIGHT
B.O.	–	BLOW OFF
P.U.E.	–	PUBLIC UTILITY EASEMENT

PRELIMINARY
NOT FOR CONSTRUCTION

REVISION TABLE

NO.	DATE:	BY:	DESCRIPTION:
01	11/20/2025	ECK	GRADING REVISIONS
02	11/25/2025	ECK	ROAD ALIGNMENT

GRADING PLAN
PROPOSED CONTOURS
STORMWATER

COMPASS COMMUNITIES
ENGLEWOOD

DRAWINGS PROVIDED BY:
TVP ENGINEERING
260 FERRY ST SW STE. 101
ALBANY, OR 97321
OFFICE@TVP.ENGINEERING.COM
541-791-7118

REGISTERED PROFESSIONAL ENGINEER
51565PE
OREGON
JULY 9, 2001
ERIC KIRBY
EXPIRATION DATE: 6-30-2027

DATE: 11/17/2025
SCALE: N.T.S.
JOB NO. 25-09-084
DRAWN BY: ECK
SHEET: C7

clemow associates LLC

TRAFFIC IMPACT ANALYSIS

To
City of Coos Bay

For
Northwest Housing Alternatives

Prepared
March 28, 2022

C&A Project Number
20211105.00

2237 NW Torrey Pines Drive, Bend, Oregon 97703 | 541-579-8315 | cclemow@clemow-associates.com

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

Property Description and Proposed Land Use Actions

The property is described as tax lots 500, 501, and 3300 on Coos County Assessor's Map 26S-13W-03BD, including a portion of the S 15th Street right-of-way, and is 90,605 square feet in size. Property access is to S 15th Street which intersects with Pennsylvania Avenue. The site area is illustrated in the attached Figure 1 in Appendix A.

The property is currently an undeveloped brownfield, and the proposed development includes constructing a 3-story 40-unit residential apartment building. The proposed development is an allowed use in the Mixed-Use (MX) zone designation. The proposed site plan is attached in Appendix A.

Transportation Analysis Description

Based on the City of Coos Bay *Traffic Impact Analysis Guidelines* and the November 15, 2021 Englewood Housing Development Traffic Impact Analysis Scoping letter prepared by the City's traffic engineer, a traffic impact analysis is necessary. A copy of the scoping letter is attached in Appendix B.

The following sections more specifically address the above-identified City requirements.

Analysis Scenarios

The proposed development will be constructed in one phase and is anticipated to be occupied by 2024. As such, the following analysis scenarios include:

- 2024 Pre-Development Conditions
- 2024 Post-Development Conditions

II. EXISTING CONDITIONS

Existing Site Conditions

The subject property is 90,605 square feet and has access to S 15th Street. The property is currently an undeveloped brownfield.

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics within the study area.

TABLE 1 – EXISTING ROADWAY CHARACTERISTICS

Roadway	Functional Classification	Lanes	Speed Limit (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
S 15th Street	Local	2	Not Posted Assumed 25	Partial	No	Yes
Pennsylvania Avenue	Local	2	Not Posted Assumed 25	No	No	No
Southwestern Boulevard E North Avenue	Arterial	2	30	West Side	No	No

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the total number and types of crashes occurring, and the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as "crash rate." Specific to intersections it is typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (crashes/mev). A critical crash rate analysis is then performed by comparing the subject intersection to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 crashes/mev or the 90th percentile rates require further analysis.

Crash data for the study area intersections were obtained from the Oregon Department of Transportation (ODOT) for five years from January 1, 2016, through December 31, 2020. Based on this data, there were no recorded crashes. As such, all intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary. Crash data are included in Appendix C.

Existing Traffic Counts

Existing mid-week intersection turning movement traffic counts were obtained in February 2022 at the study intersections. Existing intersection traffic counts are illustrated in the attached Figure 2 in Appendix A and the turning movement count summaries are included in Appendix D.

Seasonal Adjustment and 30th Highest Hour Volumes

As required by the City, the February 2022 traffic counts were adjusted to the 30th highest hour (30HV) consistent with procedures identified in the ODOT Analysis Procedures Manual (APM) Version 2, Chapter 5.5.4 – Seasonal Trend Method. This method is used when there is not an Automatic Traffic Recorder (ATR) nearby or in a representative area. The Seasonal Trend Table was constructed by averaging seasonal trend groupings from the ATR Characteristic Table and is based on average daily traffic (ADT).

Consistent with the methodology used in the Coos Bay Transportation System Plan (TSP), for local roadway (non-highway) traffic, the ATR Seasonal Trend Table Method was used assuming a *Commuter* trend. Based on this, a seasonal adjustment of 1.228 was identified which was applied to the February traffic counts to obtain 30HVs. Detailed seasonal adjustment and 30 HV calculations are included in Appendix D.

Background Growth and Pre-Development Volumes

As required by the City for design year analyses, a 1.00% average annual (compounded) growth rate was applied to all 2022 30HV intersection traffic volumes to determine 2024 Pre-Development 30HV volumes which are illustrated in Figures 3 and 4 in Appendix A. Detailed background growth rate calculations are included in Appendix D.

III. SITE DEVELOPMENT

Development Trip Generation

The project includes constructing a 3-story 40-unit residential apartment building. Development trip generation was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition and is presented in the following table.

TABLE 2 – DEVELOPMENT TRIP GENERATION

Land Use	ITE Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Proposed Development									
Multifamily Housing (Low-Rise) [1]	220	40 DU	332	8	27	35	24	14	38

[1] Trip generation estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As presented in the previous table, the proposed development generates 35 AM peak hour, 38 PM peak hour, and 338 daily net new trips. It is further anticipated the development will be constructed and occupied by 2024.

Trip Distribution and Traffic Assignment

Development access is to S 15th Street. Development trip distribution on the adjacent roadway system is based on intersection traffic volumes, surrounding land uses, and engineering judgment. Trip distribution and traffic assignment for the AM and PM peak hours are illustrated in the attached Figures 3 and 4 in Appendix A.

Post-Development Volumes

The 2024 Post-Development traffic volumes are the sum of the 2024 Pre-Development volumes and the development volumes, and they are illustrated in the attached Figures 3 and 4 in Appendix A.

IV. MOTOR VEHICLE SYSTEM IMPACTS

The following presents an analysis of development impacts on the motor vehicle transportation system.

Analysis Scope

The following intersections are analyzed:

- S 15th Street / Pennsylvania Avenue
- Southwestern Boulevard / Pennsylvania Avenue

Analysis Description

Current and future year intersection peak hour factors (PHFs) are based on the existing individual intersection PHFs.

Intersection operation characteristics are typically defined by two mobility targets: volume-to-capacity (v/c) ratio and level-of-service (LOS). At signalized intersections, the v/c ratio is a measurement of an intersection's ability to accommodate critical movements, while LOS is based on the average control delay per vehicle for the entire intersection. At unsignalized intersections, the v/c ratio and LOS are calculated for intersection approach movements yielding right-of-way.

The Coos Bay Municipal Code states *"City streets shall maintain a LOS of "D" during the PM peak hour of the day."* There is no identified AM mobility target; however, It is also assumed to be LOS D.

Operations Analysis

Unsignalized (stop-controlled) intersection operations analyses were performed per the Transportation Research Board's *Highway Capacity Manual 6th Edition* methodologies using Trafficware's *Synchro* software (Version 11).

The proposed development is an allowed use in the current zone designation. As such, the TIA evaluates operating conditions for the following scenarios:

- 2024 Pre-Development Conditions
- 2024 Post-Development Conditions

The following table summarizes weekday AM and PM peak hour operation analysis results. Data output sheets from all operations calculations are in Appendix E.

TABLE 3 – INTERSECTION OPERATIONS ANALYSIS

Intersection	Critical Movement Lane Group	Mobility Target	AM Peak Hour		PM Peak Hour	
			2024 Pre-Development	2024 Post-Development	2024 Pre-Development	2024 Post-Development
S 15th Street / Pennsylvania Avenue	SB L/R	LOS D	A	A	A	A
	EB L/T		A	A	A	A
Southwestern Boulevard / Pennsylvania Avenue	NB L/T	LOS D	A	A	A	A
	EB L/R		B	B	B	B

As identified in the table above, all intersections and approaches are anticipated to operate within agency mobility standards in all analysis scenarios.

Queuing Analysis

Queuing analyses were performed to evaluate queue storage adequacy. 95th percentile queues were estimated using Trafficware's *SimTraffic* software (Version 11) and ODOT *Analysis Procedure Manual* methodologies. Available storage is rounded to the nearest five feet, and queue demand is rounded to the next highest 25 feet, the average length of a queued vehicle.

The following table summarizes weekday AM and PM peak hour queuing analysis results. Data output sheets from all queuing calculations are in Appendix E.

TABLE 4 – INTERSECTION QUEUING ANALYSIS

Intersection	Critical Movement Lane Group	Available Storage (Feet) [1]	AM 95th Percentile Queue (Feet)		PM 95th Percentile Queue (Feet)	
			2024 Pre-Development	2024 Post-Development	2024 Pre-Development	2024 Post-Development
S 15th Street /	SB L/R	100+	—	50	25	50
Pennsylvania Avenue	EB L/T	200+	—	—	—	—
Southwestern Boulevard /	NB L/T	200+	25	25	25	25
Pennsylvania Avenue	EB L/R	180	75	75	75	75

[1] Storage is measured to the upstream intersection for continuous lanes between intersections and to the end of full-width storage for turn lanes.

As identified in the table above, there is adequate queue storage capacity on all intersection approaches in all analysis scenarios.

Access Analysis

The development accesses S 15th Street which intersects with Pennsylvania Avenue. As illustrated in the site plan in Appendix A, the applicant is proposing a partial right-of-way vacation of S 15th Street near the development entrance to accommodate parking and on-site vehicle circulation.

All existing private property accesses to S 15th Street, including those with property addresses on Pennsylvania Avenue and Illinois Avenue will remain unchanged and will remain within the public right-of-way. As such, these properties will continue to have access to a public *Local* roadway and the accesses are anticipated to continue to function safely and efficiently.

V. INTERSECTION LEFT AND RIGHT-TURN LANE ANALYSIS

Description

At the City's request, the need for left and right-turn lanes was evaluated at the Southwest Boulevard/Pennsylvania Avenue intersection consistent with ODOT APM criteria.

APM Section 12.2 - *Turn Lane Criteria* states, *"Proposed left or right-turn lanes at unsignalized intersections and private approach roads must meet the installation criteria contained in the Highway Design Manual (HDM). Meeting the criteria does not require a turn lane to be installed. Engineering judgment must be used to determine if an installation would be safe and practical. The ODOT Traffic Manual provides further guidance on the use of right and left-turn lanes."*

Left-Turn Lane Analysis

APM Section 12.2.1 – Left-Turn Lane Criteria states, *"A left-turn lane improves safety and increases the capacity of the roadway by reducing the speed differential between the through and the left-turn vehicles. Furthermore, the left-turn lane provides the turning vehicle with a potential waiting area until acceptable gaps in the opposing traffic allow them to complete the turn. Installation of a left-turn lane must be consistent with the access management strategy for the roadway."*

In part, the left-turn lane evaluation process indicates a left-turn lane should be installed, if Criterion 1 (Volume), 2 (Crash), or 3 (Special Cases) are met unless a subsequent evaluation eliminates it as an option. The following table summarizes the ODOT left-turn lane warrant analysis.

TABLE 5 – ODOT LEFT-TURN WARRANT ANALYSIS

Requirement	Warrant Met?
Criterion 1 – Vehicular Volume is determined by the Texas Transportation Institute (TTI) curves in APM Exhibit 12-1 attached as Figure 5 in Appendix A.	For the 2024 Post-Development scenario, during the AM peak hour, there are ≈ 5 NB left-turning vehicles. The sum of the opposing volume (≈ 155 SB vehicles) and the advancing volume (≈ 230 NB vehicles) is 385 vehicles. During the PM peak hour, there are ≈ 10 NB left-turning vehicles. The sum of the opposing volume (≈ 330 SB vehicles) and the advancing volume (≈ 205 NB vehicles) is 535 vehicles. Based on the TTI curves in Exhibit 12-1, the warrant is not met in either the AM or PM peak hours.
Criterion 2 - Crash Experience is satisfied when: 1. Other remedies have failed to reduce crash frequency; 2. There is a history of crash types susceptible to correction by a left-turn lane; 3. The safety benefits outweigh the associated improvement costs; and 4. The installation of the left-turn lane does not adversely impact roadway operations.	For five years from January 1, 2016, through December 31, 2020 there were no recorded crashes. The warrant is not met.
Criterion 3 – Special Cases include the consideration of railroad crossings, passing lanes, geometric/safety concerns, non-traversable medians, signalized intersections, or other surrounding conditions.	The only applicable portion of Criterion 3 is related to geometric/safety concerns. Given there are no recorded crashes for five years from January 1, 2016, through December 31, 2020 and there is adequate intersection sight distance, the warrant is not met.

Right-Turn Lane Analysis

APM Section 12.2.2 – Right-Turn Lane Criteria states, *"A right-turn lane at an unsignalized intersection is to improve safety and to maximize the capacity of a roadway by reducing the speed differential between the right-turning vehicles and the other vehicles on the roadway."*

In part, the right-turn lane evaluation process indicates a right-turn lane should be installed, if Criterion 1 (Volume), 2 (Crash), or 3 (Special Cases) are met unless a subsequent evaluation eliminates it as an option. The following table summarizes the ODOT right-turn lane warrant analysis.

TABLE 6 – ODOT RIGHT-TURN WARRANT ANALYSIS

Requirement	Warrant Met?
Criterion 1 – Vehicular Volume is determined using the APM curve in Exhibit 12-2 attached as Figure 6 in Appendix A.	For the 2024 Post-Development scenario, during the AM peak hour, there are ≈ 20 SB right-turning vehicles. The total advancing volume is ≈ 155 SB vehicles. During the PM peak hour, there are ≈ 60 SB right-turning vehicles. The total advancing volume is ≈ 330 SB vehicles. Based on the APM curve in Exhibit 12-2, the warrant is not met in either the AM or PM peak hours.
Criterion 2 - Crash Experience is satisfied when: 1. Other remedies have failed to reduce crash frequency; 2. There is a history of crash types susceptible to correction by a right-turn lane; 3. The safety benefits outweigh the associated improvement costs; and 4. The installation of the right-turn lane minimizes impacts to the safety of vehicles, bicycles, or pedestrians along the roadway.	For five years from January 1, 2016, through December 31, 2020 there were no recorded crashes. The warrant is not met.
Criterion 3 – Special Cases include the consideration of railroad crossings, passing lanes, geometric/safety concerns, or other surrounding conditions.	The only applicable portion of Criterion 3 is related to geometric/safety concerns. Given there are no recorded crashes for five years from January 1, 2016, through December 31, 2020 and there is adequate intersection sight distance, the warrant is not met.

Summary

Overall, the left and right-turn lane warrant analyses find separate turn lanes are not necessary at the Southwestern Boulevard/Pennsylvania Avenue intersection.

VI. PEDESTRIAN AND BICYCLE SYSTEM IMPACTS

This analysis assumes the majority of the transportation system impacts occur on the motor vehicle system, which is consistent with the Coos Bay TSP and trip generation and mode split assumptions contained in the ITE *Trip Generation Manual* materials. Regardless, the proposed development will have impacts on other transportation system elements. The following is a description of these elements.

Existing Pedestrian Conditions

The proposed development is located south of the city center where there is not a significant amount of existing pedestrian traffic, and the intersection density is low. In the project area, there is a curb-tight sidewalk on the west side of Southwest Boulevard north of Pennsylvania Avenue, there are no sidewalks on Pennsylvania Avenue, and there is a short section of sidewalk on the east side of S 15th Street north of Pennsylvania Avenue.

As identified in the Coos Bay TSP – Volume 2, Technical Memorandum #6 – Current System Conditions, pedestrian facilities were evaluated for all arterials, collectors, and roadways or pathways providing critical routes or links within the study area. The assessment was done based on the Pedestrian Level of Traffic Stress (PLTS) as outlined in the ODOT APM.

When rating each pedestrian corridor, the following factors were considered:

- Sidewalk condition and width
- Buffer type and width
- Bike lane width
- Parking width
- Number of lanes and posted speed
- Illumination presence
- General land use

The presence of sidewalks alone does not necessarily equate to a comfortable experience for a pedestrian. Walking near busy streets or along narrow sidewalks can cause stress or discomfort. PLTS 2 is considered a reasonable minimum target for pedestrian routes, with areas near schools striving for a PLTS 1 to best serve the higher number of children at these locations.

As identified in Figure 2 of Technical Memorandum #6, the portion of Southwest Boulevard in the study area is characterized as PLTS 4 for most links, further noting that *"Most links with PLTS 4 fall into one of two categories: (a) there is no sidewalk or (b) there is a sidewalk, but the sidewalk little or no buffer for a high-speed, high-capacity segment."*

Existing Bicycle Conditions

The proposed development is located south of the city center where there is not a significant amount of existing bicycle traffic. In the project area, there are no bicycle lanes.

As identified in the Coos Bay TSP – Volume 2, Technical Memorandum #6 – Current System Conditions, an assessment was done based on the Bicycle Level of Traffic Stress (BLTS) as outlined in the ODOT APM. The BLTS methodology is based on the premise that approximately 60 percent of the population is "interested, but concerned" in bicycling, as they have little stress tolerance and will only feel comfortable on routes that have the greatest perceived safety.

BLTS ratings range from LTS 1 (little traffic stress, suitable for all cyclists) to LTS 4 (high stress and suitable for experienced and skilled cyclists). As identified in Figure 4 of Technical Memorandum #6, the portion of Southwest Boulevard in the study area is characterized as BLTS 2.

Planned Pedestrian and Bicycle Improvements

As identified in the Coos Bay TSP, there is an identified need for improved pedestrian facilities on Southwestern Boulevard within a one-mile radius of existing public schools – further noting this does not include the project study area. To address this deficiency, the Coos Bay TSP identifies the following Tier 2 project:

Table 12. Tier 2 Projects

ID	Project Name	Location	Description	Pedestrian	Bicycle	Safety	Vehicle	Transit	Other	SRTS	Primary Funding Source	Prelim. Cost Estimate (2019 $)
Capital Projects												
11	Southwest Blvd Pedestrian Improvements	US 101 to south City Limits	Construct sidewalk on Southwest Blvd. Prioritize segment within Safe Routes to School boundary (California Ave to US 101)	X	X					X	Coos Bay	$3,000,000

It is additionally noted that Tier 2 projects are classified as "Needed but Unfunded", also referred to during the planning process as "Aspirational." The projects are highly supported but, because of their cost or jurisdiction, are not included in the Tier 1 list and are not currently planned to be constructed during the 2020-2040 planning period.

Proposed Pedestrian and Bicycle Improvements

On-site pedestrian and bicycle improvements will be constructed consistent with Coos Bay development requirements. No off-site pedestrian or bicycle improvements are proposed.

VII. INTERSECTION SIGHT DISTANCE

Description

At the City's request, sight distance is evaluated at the S 15th Street/Pennsylvania Avenue based on the current American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*.

Intersection sight distance (ISD) is the distance a motorist on the minor road can see approaching vehicles on the major road before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting roadway to permit the driver to anticipate and avoid collisions. Examples of obstructions include crops, hedges, trees, parked vehicles, utility poles, or buildings. Additionally, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side street vehicles, and for minor road motorists to see approaching major road vehicles before entering the intersection.

Stopping sight distance (SSD) is the necessary distance for drivers on the major road traveling at or near a particular speed to stop before reaching a stationary object in their path to avoid a collision. This may require a major road vehicle to stop or slow to accommodate the maneuver by a minor road vehicle. Although sight distances exceeding the SSD are desirable, in all cases for safe operations, if the ISD cannot be provided for the minor roadway/access, SSD should be provided for the major roadway.

Analysis

For this analysis, the assumed speeds on SW 15th Street and Pennsylvania Avenue are 25 MPH. Per AASHTO guidelines, ISD was measured from a driver's eye height of 3.5 feet and 14.5 feet from the edge of the nearest travel lane to an object height of 3.5 feet above the roadway surface. SSD was measured from a driver's eye height of 3.5 feet to an object height of 2.0 feet above the roadway surface.

In the project vicinity, sight distance is only limited by vertical roadway curvature west of the proposed access. All sight distance field measurements are illustrated in attached Figures 7 – 10 in Appendix A and are summarized in the following table.

TABLE 7 – SIGHT DISTANCE – S 15TH STREET AT PENNSYLVANIA AVENUE					
Movement Direction	Sight Direction	Roadway Speed (MPH)	Sight Distance		
			Recommended (ft)	Available (ft)	Recommended Met?
Stopping Sight Distance (SSD)					
Eastbound Pennsylvania	To the East	25	155	350+	Y
Westbound Pennsylvania	To the West	25	155	200	Y
Intersection Sight Distance (ISD)					
Left-Turn from Stop	To the West	25	280	350+	Y
(SB 15th to EB Pennsylvania)	To the East	25	280[1]	230[1]	Y[1]
Right-Turn from Stop *(SB 15th to WB Pennsylvania)*	To the East	25	240	230[1]	Y[1]
Left-Turn from Major Road *(EB Pennsylvania to NB 15th)*	To the East	25	205	250	Y

[1] Sight distance is available to the end of the roadway which terminates at Southwest Boulevard. It is anticipated the turning movement will operate safely.

As identified in the previous table, the necessary SSD and the desired ISD are available at the S 15th Street/Pennsylvania Avenue intersection for all movements. As such, it is anticipated all intersection turning movements will operate safely and efficiently.

VIII. CONCLUSION

The following summary and recommendations are based on the materials contained in this analysis.

1) The subject property is described as tax lots 500, 501, and 3300 on Coos County Assessor's Map 26S-13W-03BD, including a portion of the S 15th Street right-of-way, and is 90,605 square feet in size. Property access is to S 15th Street which intersects with Pennsylvania Avenue.

2) The property is currently an undeveloped brownfield, and the proposed development includes constructing a 3-story 40-unit residential apartment building. The proposed development is an allowed use in the Mixed-Use (MX) zone designation.

3) All study area intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.

4) The proposed development generates 35 AM peak hour, 38 PM peak hour, and 338 daily net new trips. It is further anticipated the development will be constructed and occupied by 2024.

5) All intersections and approaches are anticipated to operate within agency mobility standards in all analysis scenarios.

6) There is adequate queue storage capacity on all intersection approaches in all analysis scenarios.

7) All existing private property accesses to S 15th Street, including those with property addresses on Pennsylvania Avenue and Illinois Avenue will remain unchanged and will remain within the public right-of-way. As such, these properties will continue to have access to a public *Local* roadway and the accesses are anticipated to continue to function safely and efficiently.

8) The left and right-turn lane warrant analyses find separate turn lanes are not necessary at the Southwestern Boulevard/Pennsylvania Avenue intersection.

9) On-site pedestrian and bicycle improvements will be constructed consistent with Coos Bay development requirements. No off-site pedestrian or bicycle improvements are proposed.

10) The necessary stopping sight distance (SSD) and the desired intersection sight distance (ISD) are available at the S 15th Street/Pennsylvania Avenue intersection for all movements. As such, it is anticipated all intersection turning movements will operate safely and efficiently.

IX. APPENDICES

A. Figures

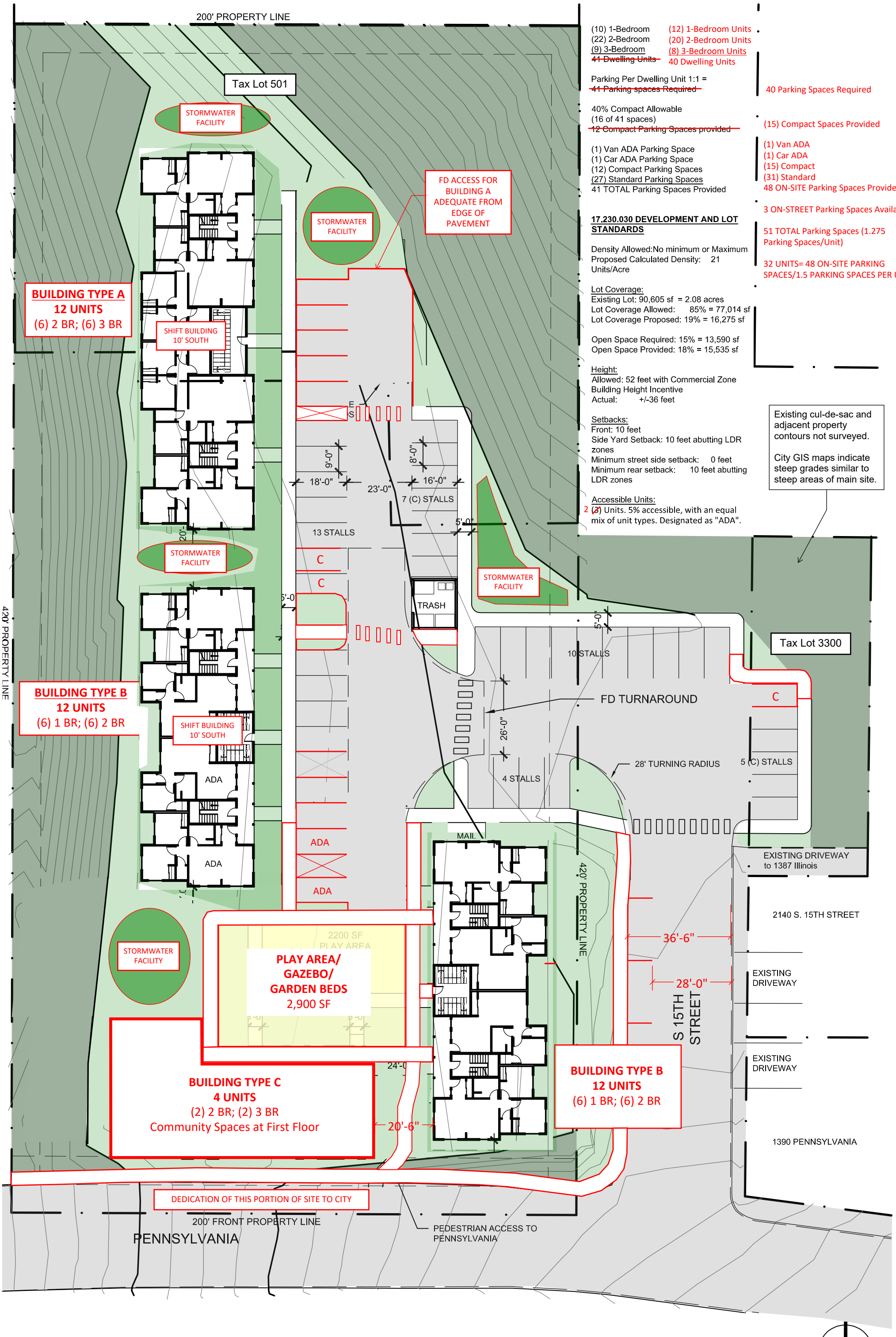
B. Background Documents

C. Crash Data

D. Traffic Count Summaries

E. Operation and Queuing Analyses

Appendix A



(10) 1-Bedroom
(22) 2-Bedroom
(9) 3-Bedroom
~~41 Dwelling Units~~

(12) 1-Bedroom Units
(20) 2-Bedroom Units
(8) 3-Bedroom Units
40 Dwelling Units

Parking Per Dwelling Unit 1:1 =
~~41 Parking spaces Required~~

40 Parking Spaces Required

40% Compact Allowable
(16 of 41 spaces)
~~12 Compact Parking Spaces provided~~

(15) Compact Spaces Provided

(1) Van ADA Parking Space
(1) Car ADA Parking Space
(12) Compact Parking Spaces
(27) Standard Parking Spaces
41 TOTAL Parking Spaces Provided

(1) Van ADA
(1) Car ADA
(15) Compact
(31) Standard
48 ON-SITE Parking Spaces Provided

3 ON-STREET Parking Spaces Available

51 TOTAL Parking Spaces (1.275 Parking Spaces/Unit)

32 UNITS= 48 ON-SITE PARKING SPACES/1.5 PARKING SPACES PER UNIT

17.230.030 DEVELOPMENT AND LOT STANDARDS

Density Allowed:No minimum or Maximum
Proposed Calculated Density: 21 Units/Acre

Lot Coverage:
Existing Lot: 90,605 sf = 2.08 acres
Lot Coverage Allowed: 85% = 77,014 sf
Lot Coverage Proposed: 19% = 16,275 sf

Open Space Required: 15% = 13,590 sf
Open Space Provided: 18% = 15,535 sf

Height:
Allowed: 52 feet with Commercial Zone Building Height Incentive
Actual: +/-36 feet

Setbacks:
Front: 10 feet
Side Yard Setback: 10 feet abutting LDR zones
Minimum street side setback: 0 feet
Minimum rear setback: 10 feet abutting LDR zones

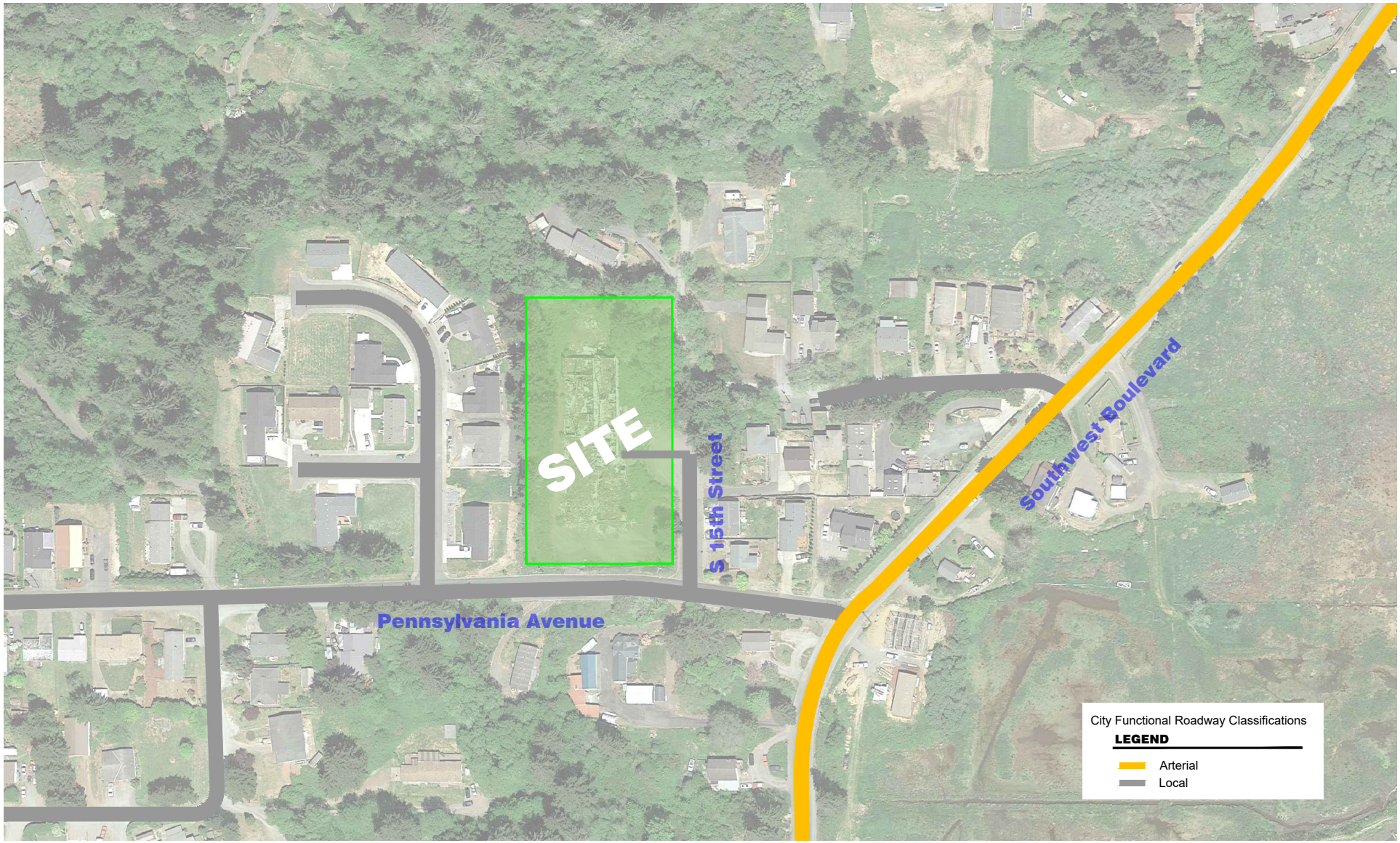
Accessible Units:
2 (3) Units. 5% accessible, with an equal mix of unit types. Designated as "ADA".

Existing cul-de-sac and adjacent property contours not surveyed.

City GIS maps indicate steep grades similar to steep areas of main site.

1 A1 COOS BAY ENGLEWOOD SITE PLAN

Scale: 1" = 30'-0"



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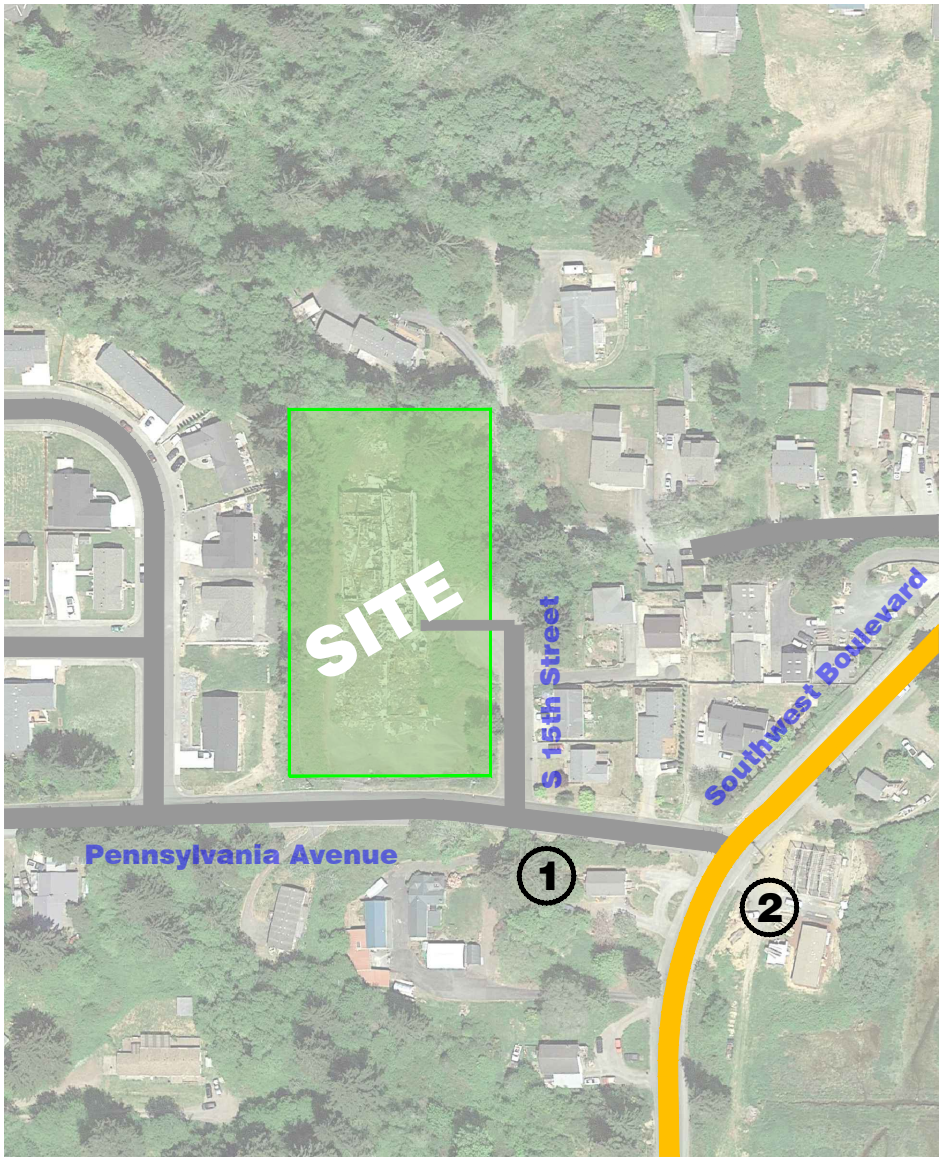
SITE AREA

Englewood Residential - Coos Bay, Oregon

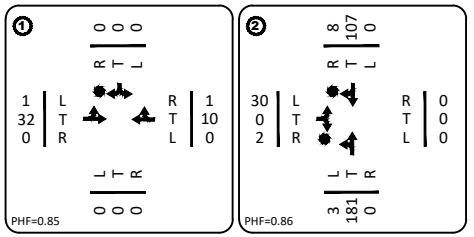
C&A Project No. 20211105.00

FIGURE

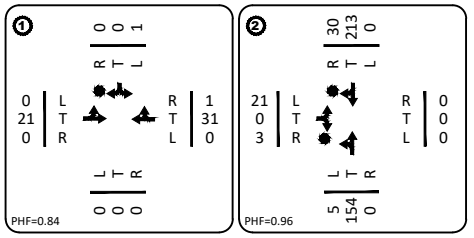
1



AM Peak Hour



PM Peak Hour



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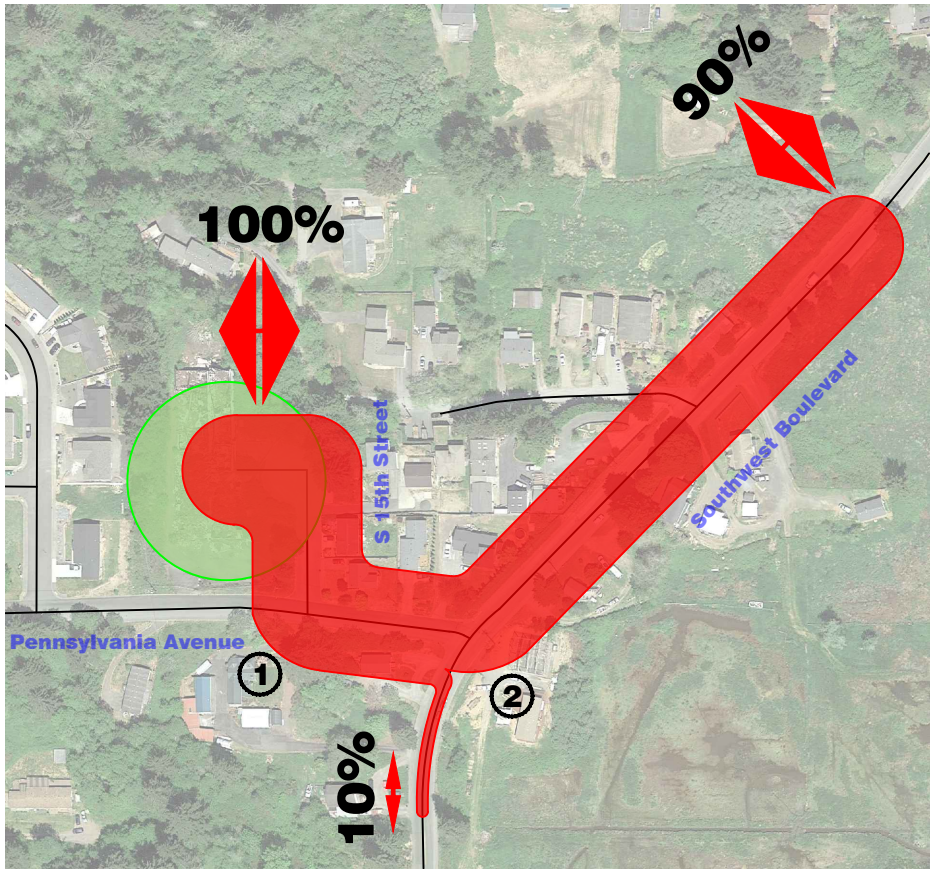
INTERSECTION VOLUMES - Existing AM and PM Peak Hour

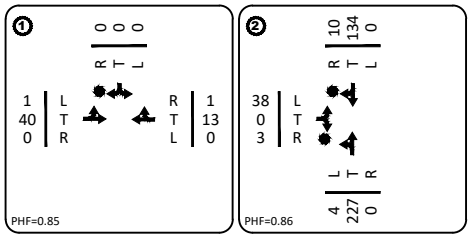
Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

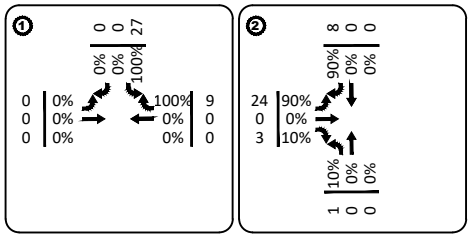
FIGURE 2



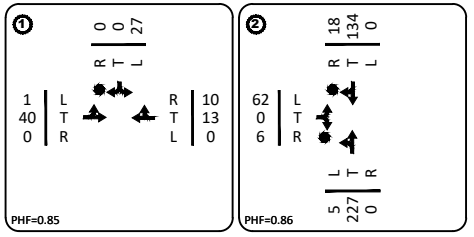
2024 30HV Pre-Development



Development



2024 30HV Post-Development



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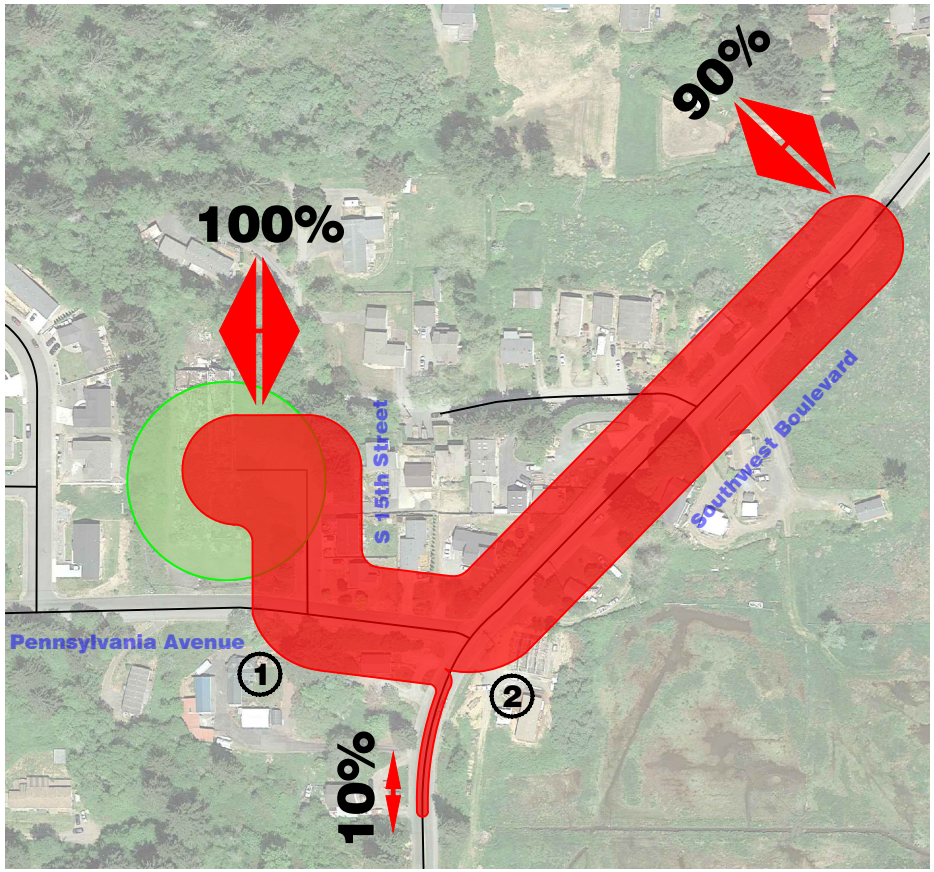
INTERSECTION VOLUMES - Future AM Peak Hour

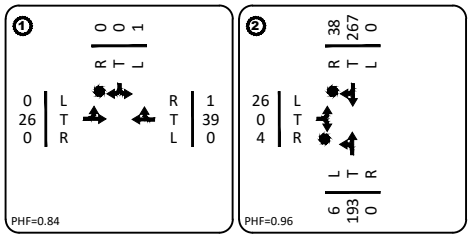
Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

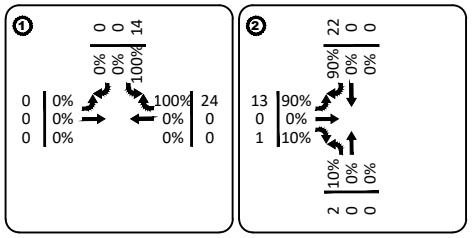
FIGURE 3



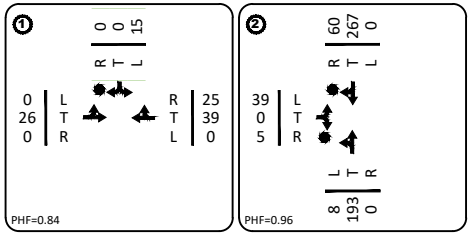
2024 30HV Pre-Development



Development



2024 30HV Post-Development



clemow associates LLC
2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

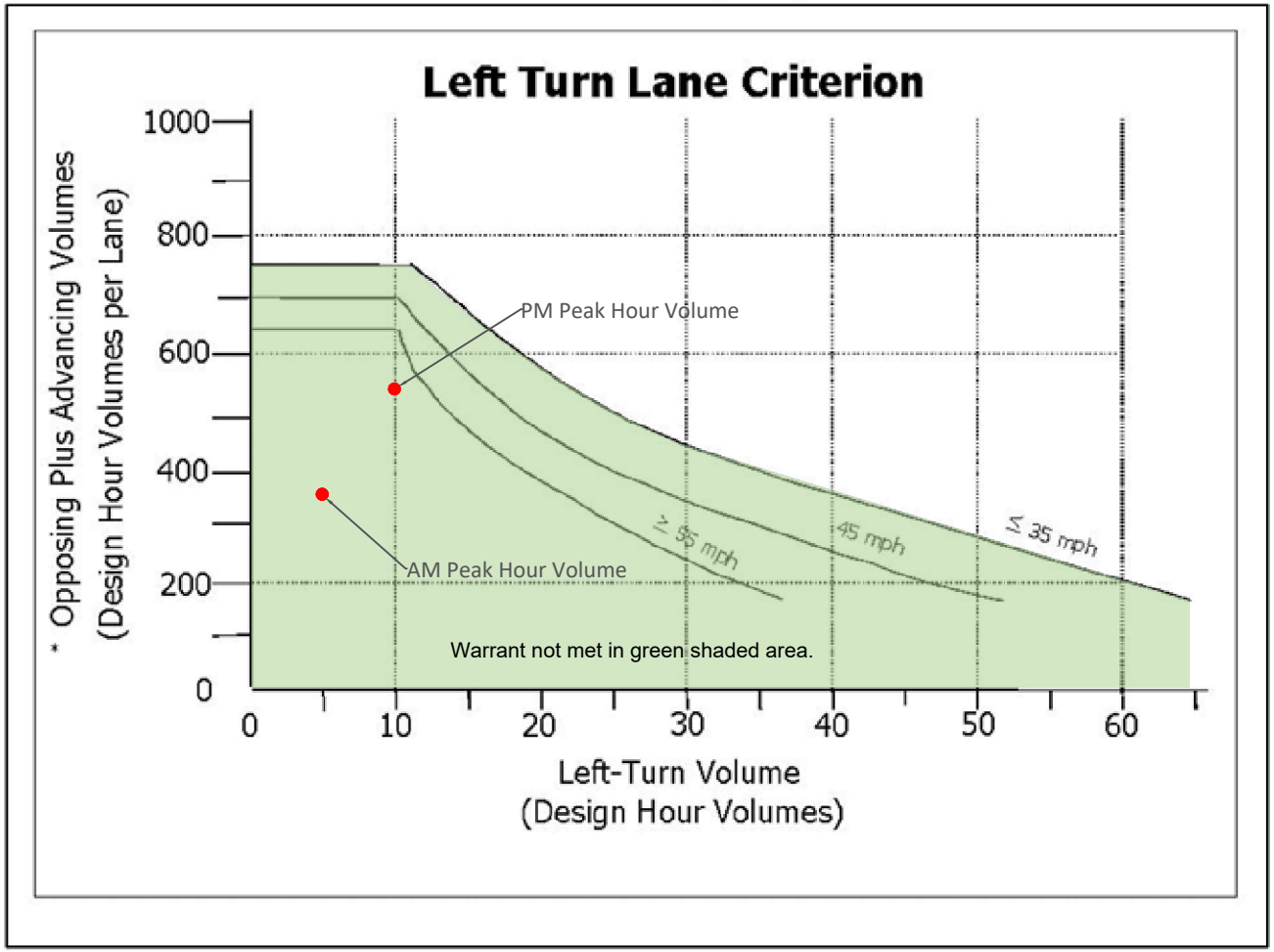
INTERSECTION VOLUMES - Future PM Peak Hour

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE 4

Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

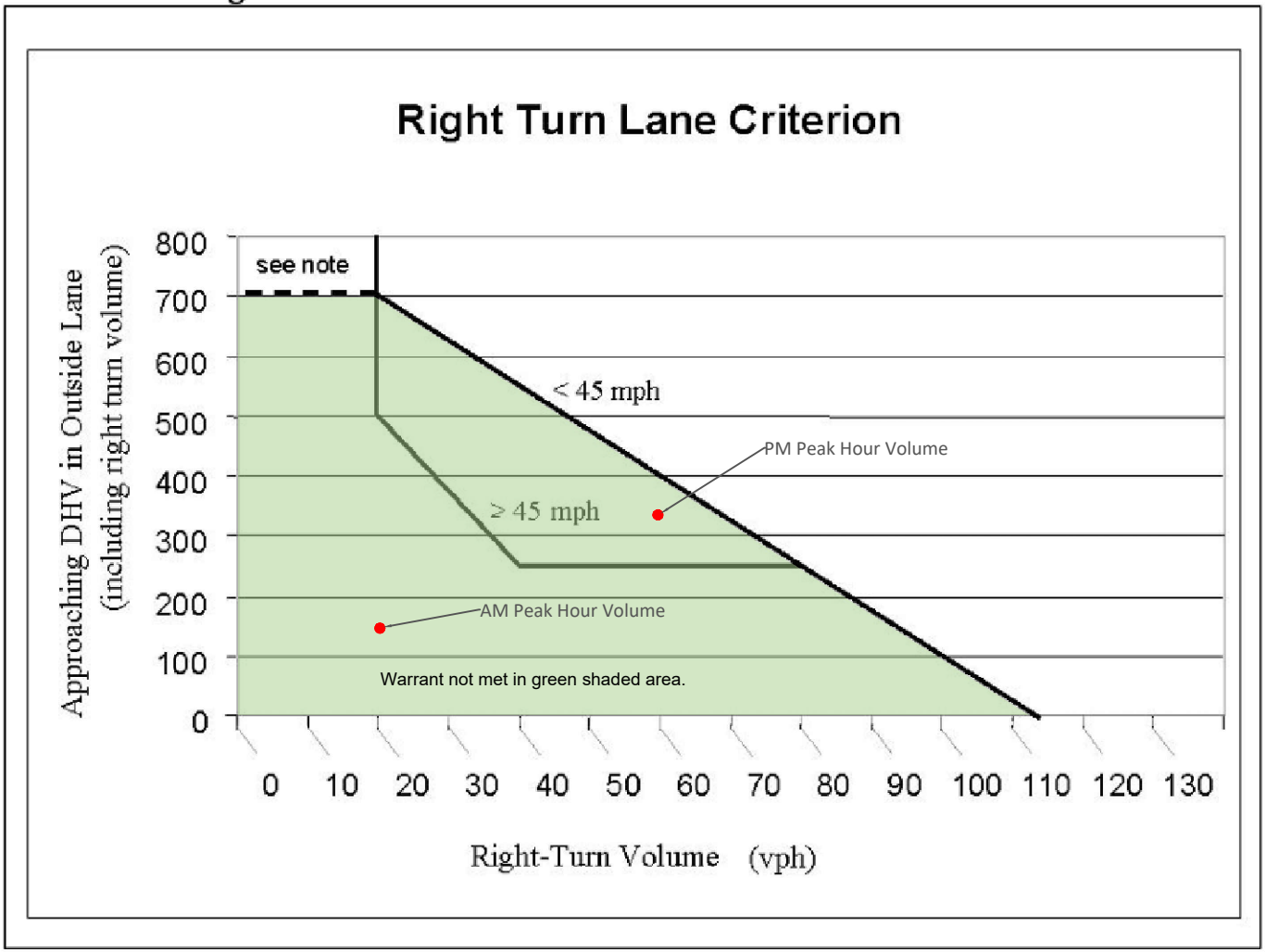
Opposing left turns are not counted as opposing volumes

clemow associates LLC

2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

LEFT-TURN LANE WARRANTS	FIGURE
Englewood Residential - Coos Bay, Oregon	5
C&A Project No. 20211105.00	

Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

clemow associates LLC
2237 NW Torrey Pines Drive
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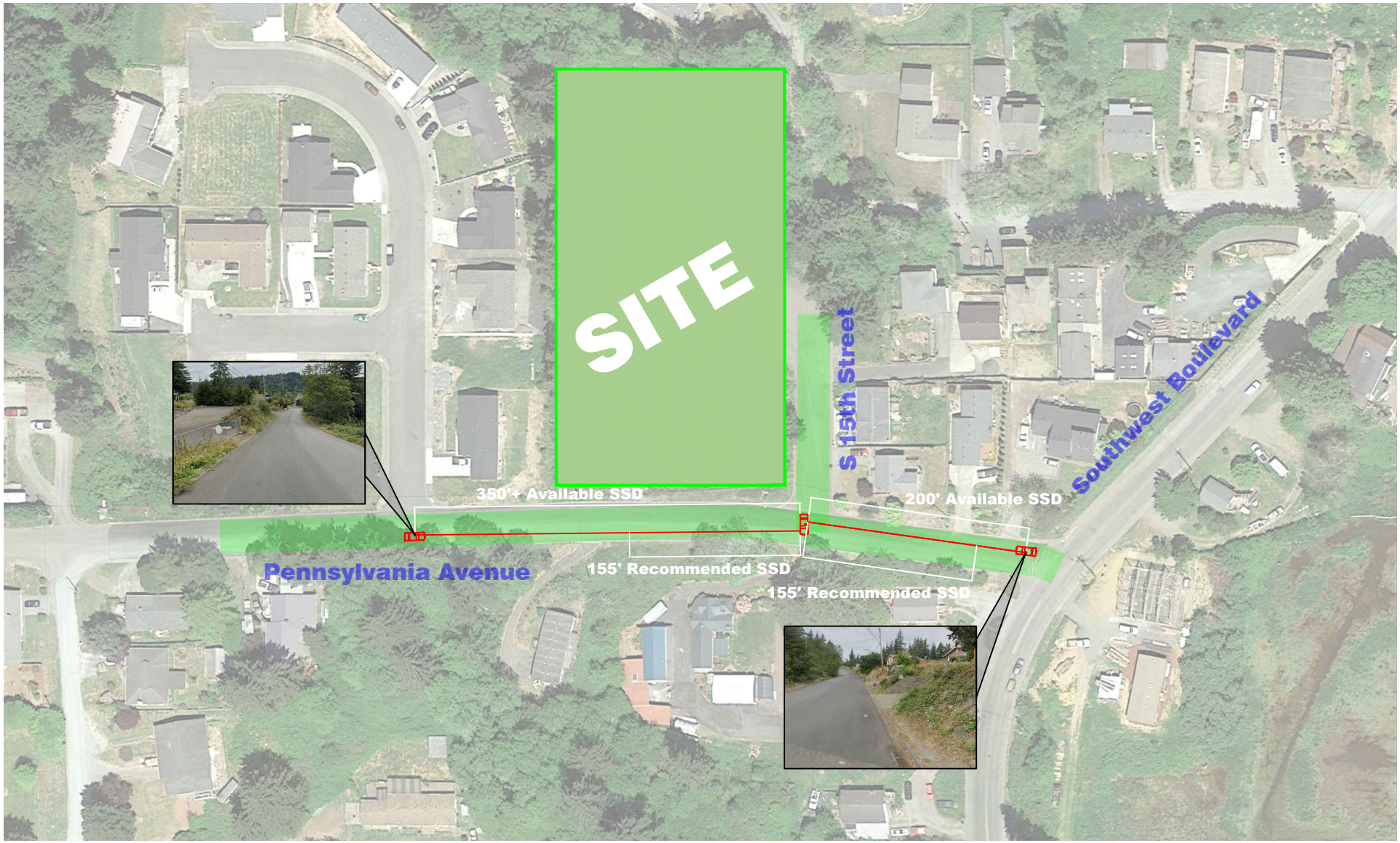
541-579-8315
cclemow@clemow-associates.com

RIGHT-TURN LANE WARRANTS

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE 6



clemow associates LLC
2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

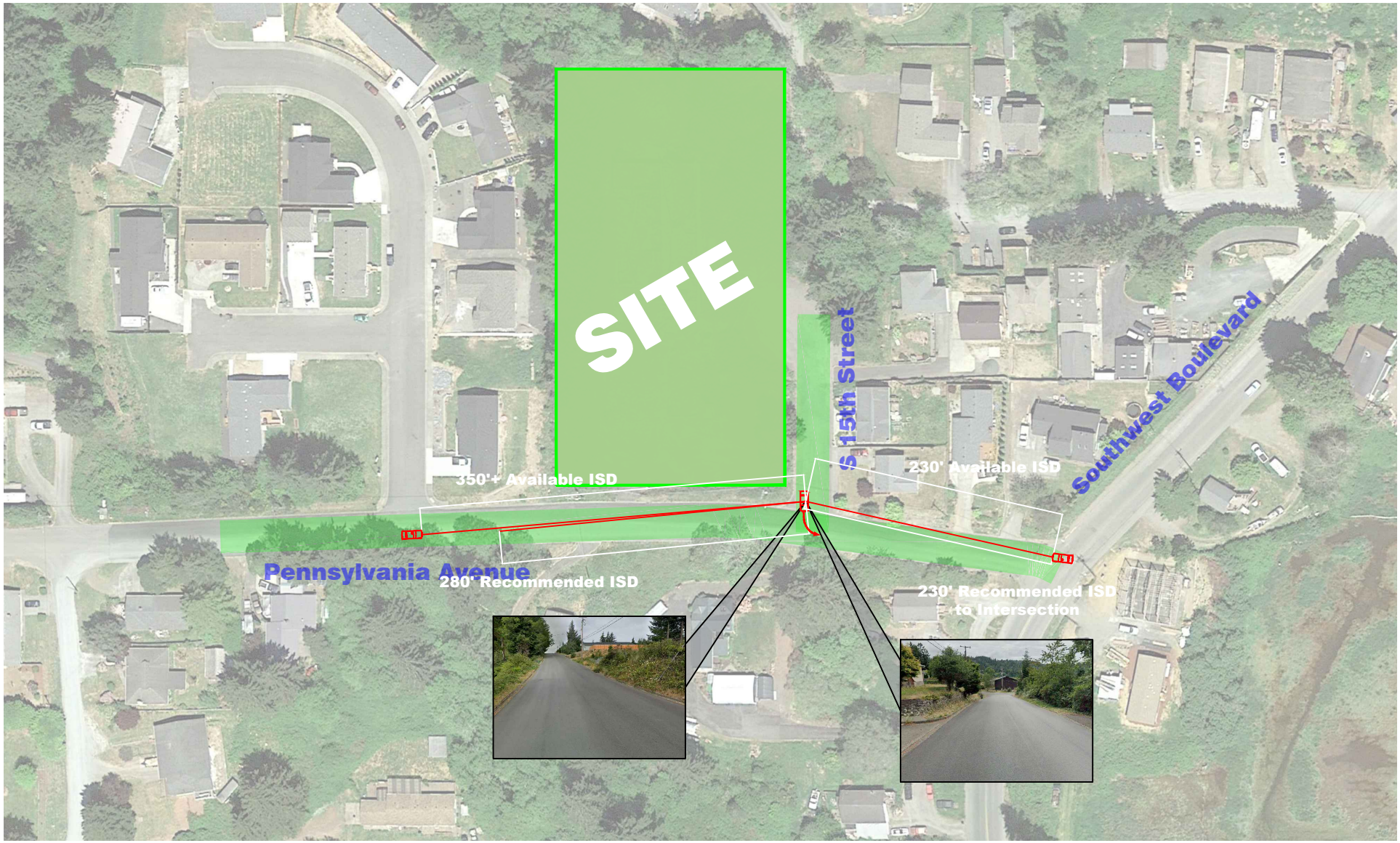
STOPPING SIGHT DISTANCE

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE

7



clemow associates LLC
2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

INTERSECTION SIGHT DISTANCE - Left-Turn From Stop

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE

8

clemow associates LLC
2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

INTERSECTION SIGHT DISTANCE - Right-Turn From Stop

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE

9

clemow associates LLC
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Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

INTERSECTION SIGHT DISTANCE - Left-Turn From Major Road

Englewood Residential - Coos Bay, Oregon

C&A Project No. 20211105.00

FIGURE

10

Appendix B

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC
319 Eastwood Drive - Medford, Or. 97504 – Phone (541) 608-9923 – Email: Kim.parducci@gmail.com

Date: November 15, 2021

To: Baker Lyon
Northwest Housing Alternatives (NHA)
1400 Pennsylvania Street
Coos Bay, Oregon 97420

Re: Scoping Letter for Englewood Housing Development Traffic Analysis Scope of Work

The proposed project includes development of 41 affordable housing units on three parcels totaling 2.08 acres in the Englewood neighborhood. Access is provided to the site on S. 15th Street, north of Pennsylvania Road. A traffic impact analysis is required to evaluate development impacts on the transportation system. The TIA shall be prepared by a licensed engineer in the State of Oregon and follow the City's current TIA guidelines. The general format is as follows and pertains to City of Coos Bay facilities.

1. A TIA shall evaluate existing and design year scenarios with and without proposed development.

2. The study area shall include key intersections surrounding the site during the a.m. and p.m. peak hours. City intersections to specifically include are:

   - S. 15th Street / Pennsylvania Road
   - Pennsylvania Road / Southwest Boulevard

3. Development trip generations shall utilize the most recent edition of the Institute of Transportation Engineers (ITE) *Trip Generation* to estimate daily and peak hour trips to/from the development. All assumptions and adjustments shall follow ITE methodology and be documented in the analysis.

4. Trip distributions into and out of the transportation system must either follow existing traffic patterns or use a current transportation model. The City requests to review and approve trip distributions prior to submittal of the TIA.

5. Turning movement counts where signal modifications or signals are being proposed shall be a minimum of 12-hours long, with 15-minute breakdowns in the a.m. and p.m. peak hours, unless pre-approved for a lesser time. For all other intersections, counts shall be at least 2-hours long and taken during the a.m. and p.m. peak periods, with 15-minute breakdowns. Counts must be no longer than two years old to be applicable, unless older data is determined by the City to be more reliable than current counts.

6. All traffic volumes shall be seasonally adjusted to represent peak conditions in accordance with ODOT's *Analysis Procedures Manual* (APM). For design year analyses, area growth shall be assumed at 1% per year.

7. Level of service analyses shall follow operational procedures per the current *Highway Capacity Manual* (HCM). Ideal saturation flow rates greater than 1800 vehicles per hour per lane shall be

justified by field measurements. Queue lengths reported in the analysis shall be determined from simulations and reported as the 95th percentile length rounded to the nearest 25' increment, in accordance with ODOT's APM. Actual peak hour factors shall be used for existing conditions and calculated for each intersection or approach depending upon the peaking characteristics of an intersection. For new intersections, default peak hour factors shall be used in accordance with ODOT's APM.

8. Left and right turn lanes shall be evaluated on higher order streets (collectors and arterials) where none are currently provided. Criterion shall follow procedures outlined in ODOT's most current APM.

9. Stop-controlled intersections shall be evaluated for signal warrants per the *Manual on Uniform Traffic Control Devices* (MUTCD) if the level of service is determined to be below performance standards.

10. Site circulation and impacts to adjoining parcels shall be addressed

11. Pedestrian and bicycle circulation to/from the site shall be evaluated to address compliance with the City's Transportation System Plan goals and policies.

12. Crash history shall be evaluated for the most recent five-year period in accordance with ODOT's most current APM.

13. Sight distance at the intersection of S. 15th Street and Pennsylvania Road shall be evaluated to ensure that minimum stopping sight distance is provided or can be provided with proposed mitigation.

14. The TIA shall determine all improvements and/or mitigation measures necessary to meet City performance standards. For each phase of development, improvements shall be identified to accommodate additional traffic generated by this project.

It is recommended that the TIA format follow the City's Traffic Impact Analysis Guidelines provided with this scoping letter.

Sincerely,

Kimberly Parducci, PE PTOE
Southern Oregon Transportation Engineering, LLC

Attachments: City of Coos Bay Traffic Impact Analysis Guidelines

City of Coos Bay

Public Works and Development Department

500 Central Avenue, Coos Bay, OR 97420

PH 541-269-8918 – FAX 541-269-8916

www.coosbay.org

Traffic Impact Analysis Guidelines

STUDY AND REPORT FORMAT

1) Introduction and Summary

    a) Purpose of the report and study objectives
    b) Executive summary
        (1) Site location and study area
        (2) Development description
        (3) Principal findings
        (4) Conclusions
        (5) Recommendations

2) Proposed Development

    a) Site location
    b) Land use and intensity
    c) Site plan (readable version shall be provided)
        (1) Access geometrics
    d) Development phasing and timing

3) Study Area Conditions

    a) Study area
        (1) Area of significant traffic impact
        (2) Influence area
    b) Land use
        (1) Existing land use
        (2) Anticipated future development
    c) Site accessibility
        (1) Existing and future area roadway system

4) Analysis of Existing Conditions

    a) Physical characteristics
        (1) Roadway characteristics
        (2) Traffic control devices
        (3) Transit service

(4) Pedestrian/bicycle facilities
(5) Existing transportation demand management

b) Traffic volumes
(1) Daily, morning, and afternoon peak periods (two hours), and others as required

c) Level of service
(1) Morning peak hour, afternoon peak hour, and other as required
d) Safety
e) Data sources

5) Projected Traffic

a) Site traffic forecasting (each horizon year)
(1) Trip generations
(2) Mode split
(3) Pass-by traffic (if applicable)
(4) Trip distribution
(5) Trip assignment
b) Non-site traffic forecasting (each horizon year)
(1) Projections of non-site traffic by ODOT or other source. For larger developments and study areas, a more comprehensive method may be required which includes: trip generation, trip distribution, modal split and trip assignment.
c) Total traffic (each horizon year)

6) Traffic and Improvement Analysis

a) Site access
b) Level of service analysis
(1) Without project including programmed improvements (each horizon year)
(2) With project including programmed improvements (each horizon year)
c) Roadway improvements
(1) Improvements programmed by the City of Coos Bay, ODOT or others to accommodate non-site traffic
(2) Additional alternative improvements to accommodate site traffic
d) Traffic Safety
(1) Sight distance
(2) Acceleration/deceleration lanes, left-turn lanes
(3) Adequacy of location and design of driveway or site access
e) Pedestrian considerations
f) Speed considerations
g) Traffic control needs
h) Traffic signal needs (base plus each year in five-year horizon)
i) Conformance with the City of Coos Bay Transportation System Plan

7) Conclusions

8) Recommendations

    a) Site access
    b) Roadway improvements
        (1) Phasing
    c) Conformance with the City of Coos Bay Transportation System Plan
    d) Other

9) Appendices

    a) Traffic counts
    b) Capacity analyses worksheets
    c) Traffic signal needs studies
    d) Accident data and summaries

The traffic impact analysis shall be prepared under the supervision of a Professional Traffic Engineer or qualified Civil Engineer registered in the State of Oregon. The report shall be sealed and signed by the engineer.

The latest edition of the Institute of Transportation Engineers' "Trip Generation" shall be used for selecting trip generation rates.

All assumptions shall be discussed in the study narrative. All data sources shall be referenced and all supporting data will accompany the study.

Appendix C

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

CITY OF COOS BAY, COOS COUNTY

PENNSYLVANIA AVE at 15TH ST, City of Coos Bay, Coos County, 01/01/2016 to 12/31/2020

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

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

CITY OF COOS BAY, COOS COUNTY

PENNSYLVANIA AVE at 15TH ST, City of Coos Bay, Coos County, 01/01/2016 to 12/31/2020

03/25/2022 TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF COOS BAY, COOS COUNTY **SOUTHWEST BLVD at PENNSYLVANIA AVE, City of Coos Bay, Coos County, 01/01/2016 to 12/31/2020**

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

Appendix D

SEASONAL TREND TABLE (Updated: 7/20/2021)[1]																									Seasonal Trend Peak Period Factor
TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	
INTERSTATE URBANIZED	1.0672	1.0684	1.0922	1.1160	1.0605	1.0050	0.9923	0.9796	0.9781	0.9767	0.9615	0.9463	0.9517	0.9571	0.9551	0.9531	0.9674	0.9816	0.9850	0.9884	1.0045	1.0206	1.0322	1.0438	0.9463
INTERSTATE NONURBANIZED	1.2426	1.2883	1.3750	1.4616	1.2645	1.0673	1.0382	1.0092	0.9798	0.9504	0.9005	0.8506	0.8322	0.8139	0.8221	0.8302	0.8719	0.9135	0.9441	0.9747	1.0178	1.0608	1.1123	1.1638	0.8139
COMMUTER	1.0850	1.0875	1.1183	1.1492	1.0880	1.0268	1.0014	0.9759	0.9705	0.9650	0.9503	0.9355	0.9470	0.9585	0.9509	0.9433	0.9528	0.9623	0.9614	0.9604	0.9938	1.0272	1.0474	1.0676	0.9355
COASTAL DESTINATION	1.1885	1.1712	1.2001	1.2289	1.1242	1.0194	1.0316	1.0437	1.0080	0.9723	0.9347	0.8972	0.8612	0.8252	0.8205	0.8159	0.8686	0.9214	0.9689	1.0164	1.0660	1.1156	1.1580	1.2005	0.8159
COASTAL DESTINATION ROUTE	1.3445	1.3248	1.4108	1.4968	1.2858	1.0747	1.0911	1.1076	1.0274	0.9473	0.8941	0.8409	0.7820	0.7231	0.7218	0.7205	0.8016	0.8827	0.9669	1.0511	1.1133	1.1754	1.2480	1.3206	0.7205
AGRICULTURE	1.4583	1.4827	1.5763	1.6700	1.4596	1.2492	1.1487	1.0482	0.9747	0.9011	0.8579	0.8146	0.8058	0.7970	0.7922	0.7873	0.7772	0.7670	0.8288	0.8905	0.9947	1.0989	1.2462	1.3934	0.7670
RECREATIONAL SUMMER	1.5848	1.6474	1.7861	1.9247	1.6595	1.3942	1.2973	1.2004	1.0517	0.9029	0.8256	0.7484	0.7018	0.6552	0.6708	0.6864	0.7393	0.7922	0.8898	0.9874	1.1242	1.2610	1.3965	1.5320	0.6552
RECREATIONAL SUMMER WINTER	0.8736	0.8525	0.9330	1.0135	1.0146	1.0158	1.1492	1.2825	1.1763	1.0700	0.9760	0.8821	0.8005	0.7190	0.7305	0.7420	0.8897	1.0374	1.2010	1.3645	1.5212	1.6778	1.3812	1.0847	0.7190
RECREATIONAL WINTER	0.6997	0.6389	0.6561	0.6733	0.7219	0.7704	1.0580	1.3455	1.3746	1.4038	1.2832	1.1625	0.9985	0.8344	0.8600	0.8857	1.0560	1.2262	1.4100	1.5937	1.8758	2.1580	1.5328	0.9076	0.6389
SUMMER	1.2151	1.2357	1.3129	1.3901	1.2520	1.1139	1.0620	1.0100	0.9718	0.9336	0.8976	0.8615	0.8457	0.8299	0.8354	0.8410	0.8743	0.9077	0.9357	0.9638	1.0273	1.0908	1.1322	1.1737	0.8299
SUMMER < 2500	1.3035	1.3186	1.3817	1.4448	1.2869	1.1289	1.0598	0.9906	0.9480	0.9053	0.8720	0.8387	0.8237	0.8086	0.8229	0.8373	0.8616	0.8859	0.9233	0.9607	1.0428	1.1249	1.2016	1.2783	0.8086

*** Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.**
*** Grey shading indicates months were seasonal factor is greater than or less than 30%**
*** February 2019 snow event causing lower seasonal factors**

[1]Seasonal Trend Table: The 2020 table is based on 2019 values due to the irregularity caused by the Covid epidemic shutdown during the 2020 count year.

Traffic Count Date: **February 17, 2022**
Seasonal Trend Peak Period Factor: 0.9355
Count Date Seasonal Factor: 1.1492
Seasonal Adjustment: 1.228415

Seasonal Adjustment = Count Date Seasonal Factor / Peak Period Seasonal Factor

	Roadway 1	Roadway 2
Intersection 1	Pennsylvania Road	S 15th Street
Intersection 2	Pennsylvania Road	Southwest Boulevard
Intersection 3		
Intersection 4		
Intersection 5		
Intersection 6		
Intersection 7		
Intersection 8		
Intersection 9		
Intersection 10		
Intersection 11		
Intersection 12		
Intersection 13		
Intersection 14		
Intersection 15		

Master Intersection List

Intersection 1	Pennsylvania Road			S 15th Street			System AM peak hour 7:15-8:15AM								
ALL-VEHICLE VOLUMES				PHF =	0.85									Hourly	All
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints
7:00 AM	0	0	0	0	0	0	0	4	0	0	2	2	8		
7:15 AM	0	0	0	0	0	0	1	9	0	0	1	0	11		
7:30 AM	0	0	0	0	0	0	0	9	0	0	1	0	10		
7:45 AM	0	0	0	0	0	0	0	5	0	0	4	1	10	39	356
8:00 AM	0	0	0	0	0	0	0	9	0	0	4	0	13	44	375
8:15 AM	0	0	0	1	0	0	0	7	0	0	1	1	10	43	372
8:30 AM	0	0	0	2	0	0	0	1	0	0	3	0	6	39	334
8:45 AM	0	0	0	1	0	0	0	2	0	0	0	1	4	33	286
2022 AM Vs	0	0	0	0	0	0	1	32	0	0	10	1			2022 Traffic Count Base Year
Net V Adjustment	0	0	0	0	0	0	0	8	0	0	3	0			1.228415 30HV Factor
2023 Pre-Dev 30HV AM Vs	0	0	0	0	0	0	1	40	0	0	13	1			1.00% Background Growth Rate
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			2024 Pre-Development Year
Development Vs				27								9			55 Entering Intersection Volume
% Development V				100%								100%			36 Development Trips
2022 AM Vs	0	0	0	0	0	0	1	32	0	0	10	1			65% Trip Volume Increase
2023 Post-Dev AM Vs	0	0	0	27	0	0	1	40	0	0	13	10			

Intersection 2	Pennsylvania Road			Southwest Boulevard			System AM peak hour 7:15-8:15AM								
ALL-VEHICLE VOLUMES				PHF =	0.84									Hourly	
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
7:00 AM	1	28	0	0	18	3	3	0	1	0	0	0	54		
7:15 AM	0	46	0	0	19	1	8	0	0	0	0	0	74		
7:30 AM	1	58	0	0	28	1	8	0	2	0	0	0	98		
7:45 AM	1	53	0	0	29	3	5	0	0	0	0	0	91	317	
8:00 AM	1	24	0	0	31	3	9	0	0	0	0	0	68	331	
8:15 AM	0	31	0	0	32	2	6	0	1	0	0	0	72	329	
8:30 AM	0	34	0	0	23	3	3	0	1	0	0	0	64	295	
8:45 AM	1	23	0	0	22	0	3	0	0	0	0	0	49	253	
2022 AM Vs	3	181	0	0	107	8	30	0	2	0	0	0			2022 Traffic Count Base Year
Net V Adjustment	1	46	0	0	27	2	8	0	1	0	0	0			1.228415 30HV Factor
2023 Pre-Dev 30HV AM Vs	4	227	0	0	134	10	38	0	3	0	0	0			1.00% Background Growth Rate
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			2024 Pre-Development Year
Development Vs	1					8	24		3						416 Entering Intersection Volume
% Development V	10%					90%	90%		10%						36 Development Trips
2022 AM Vs	3	181	0	0	107	8	30	0	2	0	0	0			9% Trip Volume Increase
2023 Post-Dev AM Vs	5	227	0	0	134	18	62	0	6	0	0	0			

Intersection 1	Pennsylvania Road			S 15th Street			System PM peak hour 4:30-5:30								
ALL-VEHICLE VOLUMES				PHF =	0.84									Hourly	All
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints
4:00 PM	0	0	0	2	0	0	0	1	0	0	8	0	11		
4:15 PM	0	0	0	1	0	0	0	3	0	0	8	0	12		
4:30 PM	0	0	0	0	0	0	0	1	0	0	9	0	10		
4:45 PM	0	0	0	0	0	0	0	9	0	0	5	0	14	47	470
5:00 PM	0	0	0	1	0	0	0	5	0	0	6	1	14	50	469
5:15 PM	0	0	0	0	0	0	0	6	0	0	10	0	16	54	487
5:30 PM	0	0	0	0	0	0	0	1	0	0	10	0	11	55	481
5:45 PM	0	0	0	0	0	0	0	1	0	0	5	1	7	48	431
2022 PM Vs	0	0	0	1	0	0	0	21	0	0	31	1			2022 Traffic Count Base Year
Net V Adjustment	0	0	0	0	0	0	0	5	0	0	8	0			1.228415 30HV Factor
2023 Pre-Dev 30HV PM Vs	0	0	0	1	0	0	0	26	0	0	39	1			1.00% Background Growth Rate
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			2024 Pre-Development Year
Development Vs				14								24			68 Entering Intersection Volume
% Development V				100%								100%			38 Development Trips
2022 PM Vs	0	0	0	1	0	0	0	21	0	0	31	1			56% Trip Volume Increase
2023 Post-Dev PM Vs	0	0	0	15	0	0	0	26	0	0	39	25			

Intersection 2	Pennsylvania Road			Southwest Boulevard			System PM peak hour 4:30-5:30								
ALL-VEHICLE VOLUMES				PHF =	0.96									Hourly	
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
4:00 PM	1	38	0	0	60	7	4	0	0	0	0	0	110		
4:15 PM	1	35	0	0	50	8	4	0	0	0	0	0	98		
4:30 PM	2	46	0	0	45	7	2	0	0	0	0	0	102		
4:45 PM	2	50	0	0	48	4	7	0	2	0	0	0	113	423	
5:00 PM	2	36	0	0	55	6	7	0	0	0	0	0	106	419	
5:15 PM	0	38	0	0	58	10	6	0	0	0	0	0	112	433	
5:30 PM	1	30	0	0	52	10	1	0	1	0	0	0	95	426	
5:45 PM	0	23	0	0	40	6	0	0	1	0	0	0	70	383	
2022 PM Vs	5	154	0	0	213	30	21	0	3	0	0	0			2022 Traffic Count Base Year
Net V Adjustment	1	39	0	0	54	8	5	0	1	0	0	0			1.228415 30HV Factor
2023 Pre-Dev 30HV PM Vs	6	193	0	0	267	38	26	0	4	0	0	0			1.00% Background Growth Rate
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			2024 Pre-Development Year
Development Vs	2					22	13		1						534 Entering Intersection Volume
% Development V	10%					90%	90%		10%						38 Development Trips
2022 PM Vs	5	154	0	0	213	30	21	0	3	0	0	0			7% Trip Volume Increase
2023 Post-Dev PM Vs	8	193	0	0	267	60	39	0	5	0	0	0			

ALL TRAFFIC DATA SERVICES
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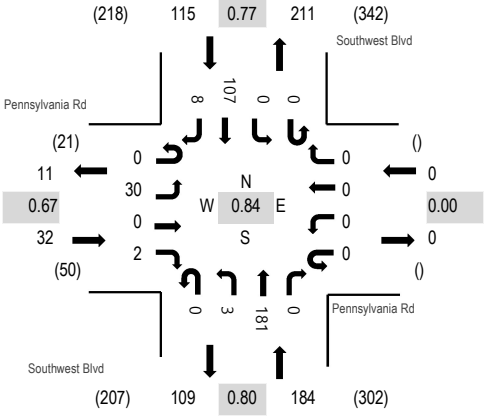
Location: 1 Southwest Blvd & Pennsylvania Rd AM
Date: Thursday, February 17, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour

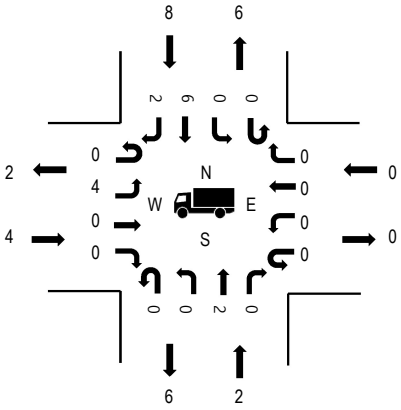
Motorized Vehicles



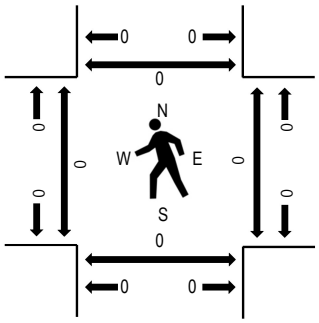
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	12.5%	0.67
WB	0.0%	0.00
NB	1.1%	0.80
SB	7.0%	0.77
All	4.2%	0.84

Heavy Vehicles



Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	Pennsylvania Rd Eastbound				Pennsylvania Rd Westbound				Southwest Blvd Northbound				Southwest Blvd Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	1	0	1	0	0	0	0	0	0	10	0	0	0	5	2	19	317
7:05 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	8	0	17	320
7:10 AM	0	1	0	0	0	0	0	0	0	1	10	0	0	0	5	1	18	324
7:15 AM	0	3	0	0	0	0	0	0	0	0	14	0	0	0	7	0	24	331
7:20 AM	0	3	0	0	0	0	0	0	0	0	19	0	0	0	5	1	28	330
7:25 AM	0	2	0	0	0	0	0	0	0	0	13	0	0	0	7	0	22	324
7:30 AM	0	5	0	0	0	0	0	0	0	0	24	0	0	0	11	0	40	329
7:35 AM	0	1	0	0	0	0	0	0	0	0	17	0	0	0	8	0	26	313
7:40 AM	0	2	0	2	0	0	0	0	0	1	17	0	0	0	9	1	32	311
7:45 AM	0	2	0	0	0	0	0	0	0	0	23	0	0	0	7	1	33	295
7:50 AM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	13	2	29	279
7:55 AM	0	1	0	0	0	0	0	0	0	1	18	0	0	0	9	0	29	261
8:00 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	16	2	22	253
8:05 AM	0	4	0	0	0	0	0	0	0	0	11	0	0	0	6	0	21	
8:10 AM	0	5	0	0	0	0	0	0	0	0	10	0	0	0	9	1	25	
8:15 AM	0	2	0	1	0	0	0	0	0	0	12	0	0	0	7	1	23	
8:20 AM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	10	0	22	
8:25 AM	0	2	0	0	0	0	0	0	0	0	9	0	0	0	15	1	27	
8:30 AM	0	2	0	1	0	0	0	0	0	0	12	0	0	0	8	1	24	
8:35 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	9	1	24	
8:40 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	1	16	
8:45 AM	0	2	0	0	0	0	0	0	0	0	9	0	0	0	6	0	17	
8:50 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	7	0	11	
8:55 AM	0	0	0	0	0	0	0	0	0	1	11	0	0	0	9	0	21	
Count Total	0	45	0	5	0	0	0	0	0	5	297	0	0	0	202	16	570	
Peak Hour	0	30	0	2	0	0	0	0	0	3	181	0	0	0	107	8	331	

Location: 1 Southwest Blvd & Pennsylvania Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	1	0	1	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	1	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	1	0	2	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	1	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	3	0	0	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	0	2	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	9	0	16	29	Count Total	0	0	0	0	0	Count Total	0	0	1	0	1
Peak Hour	4	2	0	8	14	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 S 15th St & Pennsylvania Rd AM

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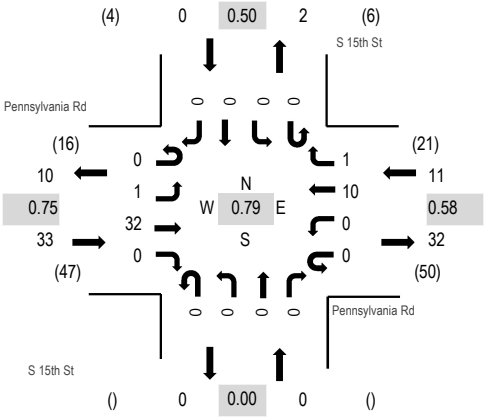
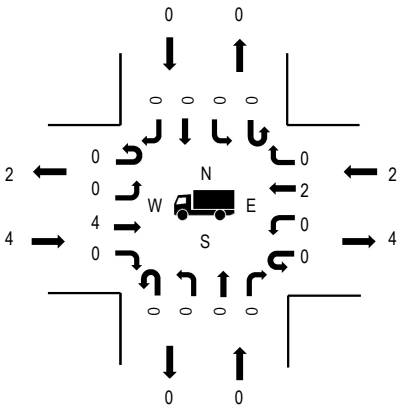
Location: 2 S 15th St & Pennsylvania Rd AM
Date: Thursday, February 17, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour

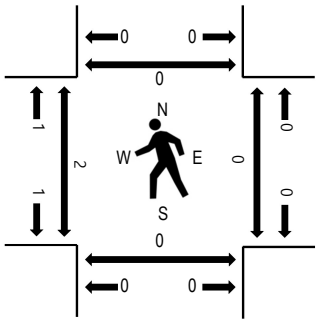
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	12.1%	0.75
WB	18.2%	0.58
NB	0.0%	0.00
SB	0.0%	0.50
All	13.6%	0.79

Traffic Counts - Motorized Vehicles

Interval Start Time	Pennsylvania Rd Eastbound				Pennsylvania Rd Westbound				S 15th St Northbound				S 15th St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	39
7:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38
7:10 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	42
7:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	44
7:20 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	44
7:25 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	41
7:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	43
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	41
7:40 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	43
7:45 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	39
7:50 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	37
7:55 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	34
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	33
8:05 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:10 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	
8:15 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	4	
8:20 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:25 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
8:35 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	
8:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Count Total	0	1	46	0	0	0	16	5	0	0	0	0	0	4	0	0	72	
Peak Hour	0	1	32	0	0	0	10	1	0	0	0	0	0	0	0	0	44	

Location: 2 S 15th St & Pennsylvania Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	1	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2	7:15 AM	0	0	0	0	0	7:15 AM	2	0	0	0	2
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	0	4	0	8	Count Total	0	0	0	0	0	Count Total	2	0	0	0	2
Peak Hour	4	0	2	0	6	Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2

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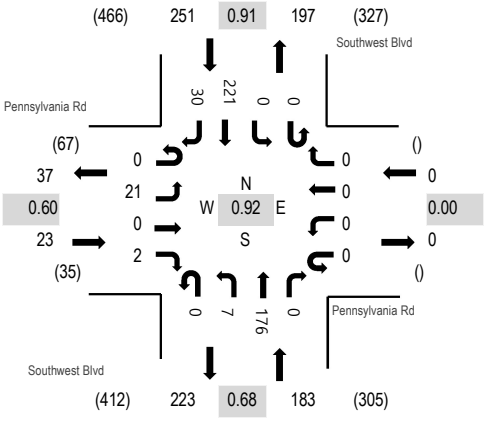
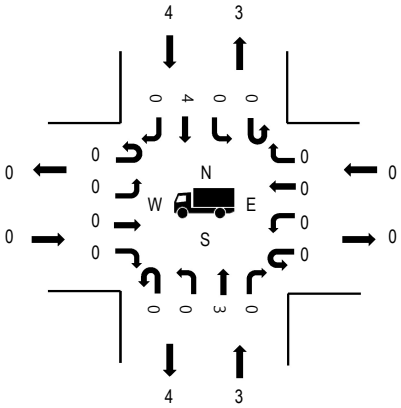
Location: 1 Southwest Blvd & Pennsylvania Rd PM
Date: Thursday, February 17, 2022
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 04:35 PM - 04:50 PM

Peak Hour

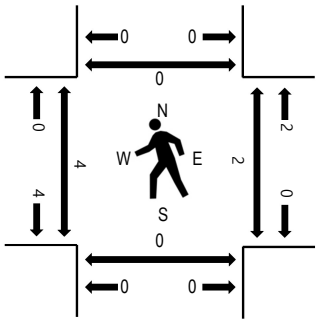
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.60
WB	0.0%	0.00
NB	1.6%	0.68
SB	1.6%	0.91
All	1.5%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	Pennsylvania Rd Eastbound				Pennsylvania Rd Westbound				Southwest Blvd Northbound				Southwest Blvd Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	19	2	33	423
4:05 PM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	19	1	27	426
4:10 PM	0	3	0	0	0	0	0	0	0	0	21	0	0	0	22	4	50	436
4:15 PM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	17	1	32	419
4:20 PM	0	3	0	0	0	0	0	0	0	0	10	0	0	0	12	1	26	432
4:25 PM	0	1	0	0	0	0	0	0	0	0	12	0	0	0	21	6	40	437
4:30 PM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	10	1	19	433
4:35 PM	0	0	0	0	0	0	0	0	0	1	22	0	0	0	19	4	46	457
4:40 PM	0	1	0	0	0	0	0	0	0	1	17	0	0	0	16	2	37	429
4:45 PM	0	1	0	0	0	0	0	0	0	1	25	0	0	0	11	3	41	426
4:50 PM	0	2	0	1	0	0	0	0	0	1	12	0	0	0	21	0	37	405
4:55 PM	0	4	0	1	0	0	0	0	0	0	13	0	0	0	16	1	35	395
5:00 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	21	2	36	383
5:05 PM	0	3	0	0	0	0	0	0	0	1	14	0	0	0	18	1	37	
5:10 PM	0	2	0	0	0	0	0	0	0	1	11	0	0	0	16	3	33	
5:15 PM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	28	3	45	
5:20 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	17	2	31	
5:25 PM	0	5	0	0	0	0	0	0	0	0	13	0	0	0	13	5	36	
5:30 PM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	25	4	43	
5:35 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	18	
5:40 PM	0	1	0	1	0	0	0	0	0	0	7	0	0	0	19	6	34	
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	1	20	
5:50 PM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	16	4	27	
5:55 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	12	1	23	
Count Total	0	31	0	4	0	0	0	0	0	9	296	0	0	0	408	58	806	
Peak Hour	0	21	0	2	0	0	0	0	0	7	176	0	0	0	221	30	457	

Location: 1 Southwest Blvd & Pennsylvania Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	2	1	0	0	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	2	0	0	0	2
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	2	0	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	2	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	6	0	5	13	Count Total	0	0	0	2	2	Count Total	4	0	2	0	6
Peak Hour	0	3	0	4	7	Peak Hour	0	0	0	1	1	Peak Hour	4	0	2	0	6

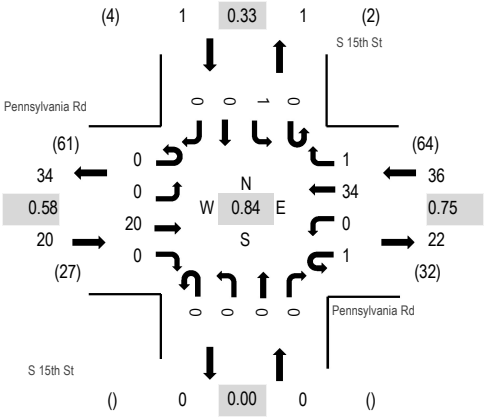
Location: 2 S 15th St & Pennsylvania Rd PM

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

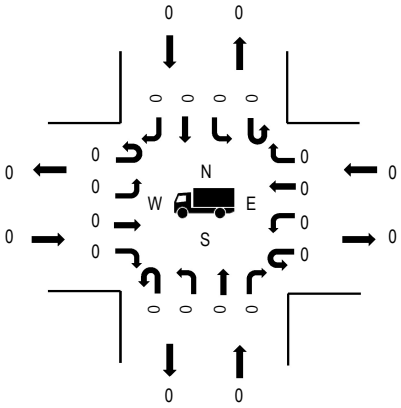
Location: 2 S 15th St & Pennsylvania Rd PM
Date: Thursday, February 17, 2022
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour

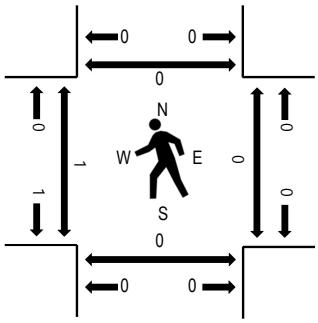
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.58
WB	0.0%	0.75
NB	0.0%	0.00
SB	0.0%	0.33
All	0.0%	0.84

Traffic Counts - Motorized Vehicles

Interval Start Time	Pennsylvania Rd Eastbound				Pennsylvania Rd Westbound				S 15th St Northbound				S 15th St Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	47
4:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	48
4:10 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	2	0	0	8	52
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	50
4:20 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	52
4:25 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	51
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	54
4:35 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	57
4:40 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	52
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	55
4:50 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	53
4:55 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	52
5:00 PM	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	48
5:05 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	5	
5:10 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	
5:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	
5:20 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
5:25 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	
5:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:50 PM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	5	
5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	27	0	1	0	61	2	0	0	0	0	0	4	0	0	95	
Peak Hour	0	0	20	0	1	0	34	1	0	0	0	0	0	1	0	0	57	

Location: 2 S 15th St & Pennsylvania Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	1	1	3	Count Total	0	0	0	0	0	Count Total	1	0	0	0	1
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

Appendix E

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	13	1	0	0
Future Vol, veh/h	1	40	13	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	47	15	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	65	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	941	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	940	1063
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	3	4	227	134	10
Future Vol, veh/h	38	3	4	227	134	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	4	5	270	160	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	446	166	172	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	570	878	1405	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	878	1405	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	583	-	-
HCM Lane V/C Ratio	0.003	-	0.084	-	-
HCM Control Delay (s)	7.6	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	13	10	27	0
Future Vol, veh/h	1	40	13	10	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	47	15	12	32	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	70	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	934	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	933	1056
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	933
HCM Lane V/C Ratio	0.001	-	-	-	0.034
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	6	5	227	134	18
Future Vol, veh/h	62	6	5	227	134	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	7	6	270	160	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	171	181	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	565	873	1394	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	873	1394	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	580	-	-
HCM Lane V/C Ratio	0.004	-	0.14	-	-
HCM Control Delay (s)	7.6	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	39	1	1	0
Future Vol, veh/h	0	26	39	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	31	46	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	78	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	925	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	925	1022
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	925
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	4	6	193	267	38
Future Vol, veh/h	26	4	6	193	267	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	4	6	201	278	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	511	298	318	0	-	0
Stage 1	298	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	523	741	1242	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	741	1242	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	542	-	-
HCM Lane V/C Ratio	0.005	-	0.058	-	-
HCM Control Delay (s)	7.9	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	39	25	15	0
Future Vol, veh/h	0	26	39	25	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	31	46	30	18	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	92	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	908	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	908	1004
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	908
HCM Lane V/C Ratio	-	-	-	-	0.02
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	5	8	193	267	60
Future Vol, veh/h	39	5	8	193	267	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	5	8	201	278	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	527	310	341	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	730	1218	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	730	1218	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1218	-	526	-	-
HCM Lane V/C Ratio	0.007	-	0.087	-	-
HCM Control Delay (s)	8	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	424	416	426	400	371	408
Vehs Exited	426	420	428	396	374	409
Starting Vehs	6	11	6	4	4	5
Ending Vehs	4	7	4	8	1	5
Travel Distance (mi)	134	130	133	124	117	127
Travel Time (hr)	4.9	4.6	4.8	4.4	4.2	4.6
Total Delay (hr)	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	50	39	39	35	37	39
Fuel Used (gal)	4.0	3.8	3.9	3.7	3.4	3.7

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording1

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	153	131	110	121	96	123
Vehs Exited	152	135	109	118	95	121
Starting Vehs	6	11	6	4	4	5
Ending Vehs	7	7	7	7	5	7
Travel Distance (mi)	48	41	35	37	30	38
Travel Time (hr)	1.7	1.5	1.3	1.3	1.1	1.4
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0
Total Stops	15	13	13	7	11	12
Fuel Used (gal)	1.4	1.2	1.0	1.1	0.9	1.1

Interval #2 Information Recording2

Start Time	7:15
End Time	8:00
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	271	285	316	279	275	286
Vehs Exited	274	285	319	278	279	287
Starting Vehs	7	7	7	7	5	7
Ending Vehs	4	7	4	8	1	5
Travel Distance (mi)	86	89	98	87	87	89
Travel Time (hr)	3.1	3.2	3.5	3.1	3.1	3.2
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	35	26	26	28	26	28
Fuel Used (gal)	2.6	2.6	2.9	2.6	2.5	2.6

Intersection: 1: Pennsylvania Road & S 15th Street

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

Intersection: 2: Southwest Boulevard & Pennsylvania Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	70	7
Average Queue (ft)	26	0
95th Queue (ft)	54	5
Link Distance (ft)	163	526
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	448	470	429	448	485	456
Vehs Exited	443	478	429	454	484	459
Starting Vehs	2	10	6	11	3	8
Ending Vehs	7	2	6	5	4	4
Travel Distance (mi)	139	145	133	139	148	141
Travel Time (hr)	5.1	5.3	4.9	5.1	5.5	5.2
Total Delay (hr)	0.3	0.3	0.2	0.3	0.3	0.3
Total Stops	93	91	77	89	129	95
Fuel Used (gal)	4.2	4.4	4.0	4.3	4.5	4.3

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording1

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	120	153	128	129	163	141
Vehs Exited	116	160	126	134	158	139
Starting Vehs	2	10	6	11	3	8
Ending Vehs	6	3	8	6	8	6
Travel Distance (mi)	37	48	40	41	48	43
Travel Time (hr)	1.3	1.8	1.5	1.5	1.8	1.6
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	23	33	35	31	33	31
Fuel Used (gal)	1.1	1.5	1.2	1.3	1.4	1.3

Interval #2 Information Recording2

Start Time	7:15
End Time	8:00
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	328	317	301	319	322	317
Vehs Exited	327	318	303	320	326	319
Starting Vehs	6	3	8	6	8	6
Ending Vehs	7	2	6	5	4	4
Travel Distance (mi)	102	97	94	98	99	98
Travel Time (hr)	3.8	3.6	3.4	3.6	3.7	3.6
Total Delay (hr)	0.2	0.2	0.1	0.2	0.2	0.2
Total Stops	70	58	42	58	96	64
Fuel Used (gal)	3.1	2.9	2.8	3.0	3.1	3.0

Intersection: 1: Pennsylvania Road & S 15th Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	20
95th Queue (ft)	51
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Southwest Boulevard & Pennsylvania Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	69	17
Average Queue (ft)	32	1
95th Queue (ft)	57	13
Link Distance (ft)	163	526
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	527	545	544	526	561	540
Vehs Exited	530	544	547	525	564	542
Starting Vehs	7	4	6	5	7	4
Ending Vehs	4	5	3	6	4	4
Travel Distance (mi)	165	167	170	166	175	168
Travel Time (hr)	5.9	6.0	6.1	6.0	6.3	6.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2
Total Stops	36	35	32	36	35	35
Fuel Used (gal)	4.8	4.9	5.1	5.0	5.2	5.0

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording1

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	146	141	140	134	136	140
Vehs Exited	144	140	135	135	137	138
Starting Vehs	7	4	6	5	7	4
Ending Vehs	9	5	11	4	6	8
Travel Distance (mi)	45	44	43	43	44	44
Travel Time (hr)	1.6	1.6	1.5	1.6	1.6	1.6
Total Delay (hr)	0.1	0.1	0.0	0.1	0.1	0.1
Total Stops	9	12	7	12	12	10
Fuel Used (gal)	1.3	1.3	1.3	1.3	1.3	1.3

Interval #2 Information Recording2

Start Time	5:15
End Time	6:00
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	381	404	404	392	425	401
Vehs Exited	386	404	412	390	427	403
Starting Vehs	9	5	11	4	6	8
Ending Vehs	4	5	3	6	4	4
Travel Distance (mi)	120	123	127	123	131	125
Travel Time (hr)	4.3	4.4	4.6	4.4	4.7	4.5
Total Delay (hr)	0.2	0.1	0.2	0.2	0.2	0.2
Total Stops	27	23	25	24	23	25
Fuel Used (gal)	3.5	3.7	3.9	3.7	3.8	3.7

Intersection: 1: Pennsylvania Road & S 15th Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	21
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Southwest Boulevard & Pennsylvania Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	54
Average Queue (ft)	23	3
95th Queue (ft)	52	23
Link Distance (ft)	163	526
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	578	558	583	617	564	580
Vehs Exited	575	559	588	621	561	581
Starting Vehs	5	5	11	9	6	6
Ending Vehs	8	4	6	5	9	5
Travel Distance (mi)	176	170	181	190	174	178
Travel Time (hr)	6.3	6.1	6.6	6.9	6.3	6.5
Total Delay (hr)	0.2	0.2	0.3	0.3	0.3	0.3
Total Stops	65	45	71	79	54	63
Fuel Used (gal)	5.4	5.1	5.6	5.7	5.2	5.4

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording1

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	140	162	160	168	149	157
Vehs Exited	138	162	162	165	147	154
Starting Vehs	5	5	11	9	6	6
Ending Vehs	7	5	9	12	8	7
Travel Distance (mi)	42	51	49	50	47	48
Travel Time (hr)	1.5	1.9	1.8	1.8	1.7	1.7
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	16	17	15	19	20	18
Fuel Used (gal)	1.3	1.5	1.5	1.5	1.4	1.4

Interval #2 Information Recording2

Start Time	5:15
End Time	6:00
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	438	396	423	449	415	425
Vehs Exited	437	397	426	456	414	425
Starting Vehs	7	5	9	12	8	7
Ending Vehs	8	4	6	5	9	5
Travel Distance (mi)	134	120	132	140	128	131
Travel Time (hr)	4.9	4.3	4.9	5.1	4.6	4.7
Total Delay (hr)	0.2	0.1	0.2	0.2	0.2	0.2
Total Stops	49	28	56	60	34	46
Fuel Used (gal)	4.1	3.5	4.1	4.2	3.8	4.0

Intersection: 1: Pennsylvania Road & S 15th Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	13
95th Queue (ft)	41
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Southwest Boulevard & Pennsylvania Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	69	50
Average Queue (ft)	26	5
95th Queue (ft)	57	25
Link Distance (ft)	163	526
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0