

Planning Commission Exhibit E



Lane County Public Works
Transportation Planning
3040 N. Delta Hwy
Eugene, OR 97408

June 13, 2023

TO: Henry Hearley, Lane Council of Governments Planner (on behalf of the City of Westfir)

FROM: Becky Taylor, Lane County Senior Transportation Planner

SUBJECT: North Fork Gateway Development (City of Westfir)

Thank you for the opportunity to comment on the proposed development. Lane County has jurisdiction of the adjacent transportation facilities, including: Sunset Avenue, 20th Street, Winfrey Road, Winfrey Bridge, Old Mill Road, and Office Covered Bridge. With regard to the development's impact on these facilities, Sunset Avenue is the primary access to the site. From Sunset Avenue, the shortest route to Westfir-Oakridge Road is 20th Street to Winfrey Road and Winfrey Bridge. Most trips to and from the development will rely on these roads. The applicant's materials indicate that access to Old Mill Road will be restricted to emergency use only.

Old Mill Road has a covered bridge, Office Covered Bridge, which has only one vehicle travel lane and is weight-restricted to 20 tons. The applicant has not provided information about the capacity of the bridge to serve as an emergency access or evacuation route. Lane County recommends the applicant submit certification from the affected fire district and provide an engineering analysis regarding the sufficiency of the structure to accommodate the proposed impacts (including any utility crossings), as conditions prior to final plat approval of the Phase 1 subdivision.

The applicant's TIA recommends the affected segment of Sunset Avenue, from the property to 20th Street be paved to a minimum of 22 feet. Elsewhere, the application materials state that no off-site improvements are proposed. To resolve this inconsistency, and to ensure safe access to the development, Lane County requests this TIA recommendation be imposed as a condition of Phase 1 plat approval. The applicant will be required to obtain a Lane County Facility Permit for work within the County right-of-way.

The applicant's materials do not address infrastructure needed for people walking to and from the development. The adjacent County roads, referenced above, are classified as local. Pursuant to Lane Code 15.704(1)(c), within urban growth boundaries, the County defers to City standards; absent City standards, County standards prevail. As stated at LC 704(8), the standards for urban local roads include the provision of sidewalks. However, as cited at LC 15.704(9) bike lanes are not necessary, in acknowledgement that lower-volumes and lower-speeds of local roads is conducive to people driving and walking sharing the travel lane. The adjacent local streets lack sidewalks. Lane County recommends the applicant construct sidewalks along the adjacent roads abutting the subject property, prior to Phase 1 plat approval, unless the City has a different standard in which sidewalks are not required.

These minimum improvements along the abutting street frontages should be in place prior to final plat approval of the first phase of the development, which includes the creation of 18 dwellings. People living in those homes need safe places to walk to and from the development. Further, the applicant notes the potential to dedicate one of the lots to the City for a city hall and/or fire station.

As for Phase 2 of the development, the applicant's materials indicate the potential for multi-family housing and commercial uses. The applicant's TIA states: "The commercial uses are anticipated to be what can be supported by the local economy." Trip generation is based on land use assumptions that Lane County finds to be sufficient for the purpose of demonstrating compliance with the Transportation Planning Rule, as required for the proposed zone change. Moreover, Lane County has no concerns regarding TPR compliance if the City concurs with the applicant's statement that the proposed zoning is substantially consistent with the land use designations (i.e. no designation changes are required).

However, a TIA needs to be based on the actual development, not hypothetical uses. Although the applicant provides some trip generation estimates to demonstrate capacity of intersections, the transportation concern here is access to and from the development site, for people walking, biking, driving, and in cases of an emergency, service and evacuation. In addition to the Phase 1 conditions recommended above, Lane County notes that Phase 2 development will be subject to TIA applicability triggers in order to evaluate the actual impacts of the actual development proposed. Further, with the timing of Phase 2 potentially being 20 years, timely check-ins (i.e. review of TIA triggers for a new analysis) are necessary to assess transportation conditions.

Within the development, the applicant proposes an easement for a future private street. Since the property has been annexed, any public street dedication would be made to the City. The County does not accept dedication of any new roads within city limits. Therefore, the County defers to the City for making any requirements regarding improvements within the development site.

In summary, Lane County recommends the following conditions of approval:

- Prior to final plat approval of the Phase 1 subdivision, regarding impacts to Office Covered Bridge, the applicant shall submit certification from the affected fire district and a structural-engineering analysis regarding the sufficiency of Office Covered Bridge to accommodate the proposed impacts (including any utility crossings).
- Prior to final plat approval of the Phase 1 subdivision, regarding primary access to and from the development, the applicant shall pave Sunset Avenue, from the subject property to 20th Street, to a minimum of 22 feet. It is noted that this work will require a Lane County Facility Permit.
- Prior to final plat approval of the Phase 1 subdivision, sidewalks shall be constructed along the frontage of the adjacent roads: Sunset Avenue, 20th Street, and Winfrey Road. It is noted that Lane County will defer to the City regarding urban standards for sidewalks.
- Additional TIA may be required when actual developments are known as part of Phase 2 implementation.