



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

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COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT
Appeal No. 37-24
of
Site Plan Review No. 544-24 – Chris Hodney, Hacker Architects
Basalt Commons

Procedure Type: Administrative

Assessor’s Map: Township 1 North, 13 East, Section 3 BD

Tax Lots: 6700, 6800, 6900

Address: 523 E. 3rd Street

Zoning District: “CBC” Central Business Commercial

Sub-district: CBC-2

Prepared by: Joshua Chandler, Community Development Director

Date Prepared: August 8, 2024

Appeal

On July 12, 2024, the Community Development Director (**Director**) approved Site Plan Review (**SPR**) No. 544-24 (**Application**) submitted by Chris Hodney (**Applicant**). The Application proposed approval to construct 116 for-rent apartments, over +/-9,500 sf of retail space, resident amenities and building services in a +/- 96,000 gross sf, five-story, mixed-use building.

On July 22, 2024, Bob Wickwire (**Appellant**) submitted and Community Development Department (**CDD**) received Notice of Appeal No. 37-24, an appeal of the Director’s decision to approve SPR 544-24, (**APL 37-24**).

Appeal Issues

APL 37-24 describes six (6) reasons the Planning Commission should grant the appeal request and reverse the Director’s previous decision:

1. *Parking.*
 - a. *Parking issues are still unresolved.*

- b. *The parking study is not realistic. No one will park three blocks away to purchase or shop for furniture especially the elderly who are a big portion of our customer base.*
 - c. *The City has rules for parking and no way to enforce.*
 - d. *On-site parking – 38 spaces for 116 apartments. On-site parking is inadequate for a project of this size.*
 - e. *Even with the City providing a public parking lot for this project’s tenants, there is still inadequate parking for this development; thereby affecting surrounding businesses because parking spaces will be used by those tenants.*
 - f. *The waiver for parking should not be granted and the design of the project should incorporate adequate parking for the tenants on-site;*
2. *Height of Building. Building exceeds the 55’;*
 3. *Airborne dust nuisance. How are they going to mitigate this? If I have to incur costs to maintain a clean environment for my customers and employees due to dust and contaminations, what will be the procedure for reimbursement be?;*
 4. *On-site parking is accessible from the alley. Alley needs to be repaved and that should be required to be done and paid for by the property owner;*
 5. *Why is just 3rd and Laughlin streets designated no parking from 9 am to 6 pm for tenants? It should be E. 3rd, Laughlin, E. 2nd, and Jefferson streets; and*
 6. *How is the City going to sweep the other streets when they only restrict parking on 3rd Street on Fridays between 12 pm and 7 am?*
 - a. *If this project is completed, how is the City going to sweep the streets and address snow removal?*

Scope of Review

A copy of Appellant’s Notice of Appeal is attached to and made part of this staff report. Pursuant to The Dalles Municipal Code (TDMC) 10.3.020.080(A), an appeal is reviewed by the Planning Commission at a de novo evidentiary hearing. Consistent with ORS 227.175(10)(a)(E), tonight’s hearing allows for and the Planning Commission must consider the presentation of all relevant testimony, arguments, and evidence it accepts at the hearing.

Staff response to Appeal Issues

1. Parking

Appellant’s first reason for reversing the Director’s decision is on the grounds of parking, with multiple concerns on the matter referenced above. Overall, it seems Appellant believes the proposed 35 parking spaces are inadequate to serve a development of 116 residential dwelling units in the Central Business Commercial (CBC)-2 (CBC-2) zone district, even with the addition of a planned City-owned public lot adjacent to the development. Furthermore, Appellant requests the off-street parking waiver for properties located within the CBC-2 zone Sub-district not be granted for this development. Lastly, Appellant seems to believe the *Parking Management Plan* and *Parking Demand Assessment (PMP/PDA)* submitted with the development is “unrealistic”,

in that “no one will park three blocks away to purchase or shop”, specifically regarding furniture shopping.

Staff has provided a comprehensive analysis of parking requirements in Findings #68-91 below. Specifically, Findings #68 and #69 discuss allowed vehicle parking reductions, waivers, and exemptions pursuant to TDMC 10.7.020.040.

One of these parking waivers applies to all properties located within the CBC-2 zone Sub-district and is codified as TDMC 10.7.020.040(D), which states:

Off-Street Parking Waiver. Minimum off-street parking spaces required by Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be waived for the following:

- 1. The property is located within the boundaries of a legally adopted parking assessment district that provides district-wide parking facilities.*
- 2. The property is located within Sub-district CBC-2 in the Central Business Commercial district, as defined in Section 10.5.050.020: Sub-Districts.*

The subject property is located within the CBC-2 zone Subdistrict, but outside of the “adopted parking assessment district” (i.e., the Central Business Zone Boundary, pursuant to TDMC 6.08.020), further discussed below. Therefore, the subject property is eligible for an off-street parking waiver. At the time of Application submission, Applicant proposed to apply this waiver to the development, resulting in an overall reduction of proposed parking spaces (35), rather than an outright waiver of all parking spaces. Pursuant to TDMC 10.2.020(C), the word “may” is permissive, allowing all property owners the option to exercise this provision for the benefit of their development. State law requires only “clear and objective” standards be applied to housing developments and directs cities to amend their municipal codes to remove permissive (i.e., subjective) language connected with housing development standards. However, when subjective language exists in a city’s municipal code concerning housing, the right to exercise such subjective standards for the development’s benefit is reserved to the applicant, not Appellant or even the City itself, consistent with ORS 197A.400(3)(a)—put another way, if a developer opts for their application to be reviewed under a city’s subjective standards, a city doing so is not a basis to challenge the decision under Oregon law.

The second parking reduction, referenced in Finding #69 below, allows for modification to the number of required parking spaces with the submission of a PMP/PDA prepared by a licensed professional engineer, which requires (1) a parking demand analysis for the project, (2) a project vicinity off-street parking supply and demand analysis, and (3) a shared parking analysis. Applicant submitted a PMP/PDA for review at the time of Application submission. Upon review, staff determined the PMP/PDA demonstrated the overall parking occupancy within the study area has significant parking availability (both on- and off-street during peak hours) to absorb the additional parking demand created from new development.

One issue raised by Appellant is that the PMP/PDA is “unrealistic”, specifically with respect to the distance parkers will walk for purposes of furniture shopping. Staff would agree that the purchasing of large bulk items, such as furniture, is not feasible to any reasonable walking distance, but rather requires the use of nearby loading zones and/or spaces. Currently, the City does allow for 30-minute loading/unloading in all alleyways downtown, which may be of benefit to Appellant’s future customers.

Regarding the walking distance for parkers, “three blocks” is not a recognized City standard for parking distances; however, it is the standard for acceptable distances to restroom facilities for Mobile Food Vendors (i.e., food trucks) within the City (TDMC 8.29.030):

Outdoor seating may be allowed (a maximum of four tables and six seating spaces per table) only when a readily available restroom facility is located within one-quarter mile or five-minute walk from the mobile food unit.

For reference, one-quarter mile is equal to 1,320 feet. Within Downtown The Dalles/CBC zone district (and measured from the center point of the street using GIS), three blocks (east to west) is roughly 850 feet and three blocks (north to south) is roughly 1,100 feet. Although the one-quarter mile figure does not pertain to parking requirements, it does provide some comparison to existing code provisions within TDMC. Staff discussed the “three block” reference with regional parking experts (Rick Williams of Rick Williams Consulting), and they concluded that, overall, there are many variables to account for when determining a “realistic” distance for parkers within a specified distance; with that said, they recommend employing the general industry standard of 750’-800’ for the average transient parker and 1,250’ for district employee parkers. With downtown parking catering to all user types (residents, visitors, employees, etc.), the 800’-1250’ standard is relatively proportionate to the three-block distance used in the PMP/PDA.

Another concern raised by Appellant is in reference to the new City-owned parking lot adjacent to the development site. Appellant appears to be reaching the incorrect conclusion by stating “the City is providing a public parking lot for this project’s tenants.” For clarification: the City and the Columbia Gateway Urban Renewal Agency entered into an Intergovernmental Development Agreement in December 2023 for the redevelopment of a former car dealership into a new 23-space public parking lot (addressed 600 & 608 East 3rd Street). Although current data shows an adequate supply of free on-street parking within Downtown The Dalles/CBC zone district, recent approved/constructed and proposed developments downtown are likely to create added off-street parking demand. In addition to the proposed development, these developments include Wasco County’s administrative relocation into the GOBHI building (401 East 3rd Street), a new grocery at 315 Federal Street, and the Tony’s Building site redevelopment (401 East 2nd Street). The location of this new parking lot complements public parking lots in the Downtown The Dalles/CBC zone district. The City currently owns a developed parking lot across the street from Old St. Peter’s Landmark (providing westside public parking), the East 1st Street parking lots between Washington and Laughlin Streets (providing north/central public parking), and a parking lot adjacent to the roundabout (providing eastside public parking). Practically, the roundabout parking lot is not readily accessible for Downtown The Dalles/CBC zone district residents, employees, and customers, and is often used as a park-and-ride facility. The new parking lot adjacent to Applicant’s proposed development would be more central to the Downtown The Dalles/CBC zone district core and should better meet eastside public parking needs. Upon completion, the lot will have the same restrictions and availability as all other City parking lots, and will not be reserved for any one specific use.

In addition to the above-mentioned concerns regarding parking, Appellant states the City has rules for parking and no one to enforce. At this time, the City’s Code Enforcement Division enforces all parking violations on a complaint-driven basis. Those violations may include abandoned vehicles (TDMC 5.040.090), storage of motor vehicles on streets (TDMC 6.040.140), improperly parked vehicles, recreational vehicles, boats, and trailers (TDMC 6.040.160), and

enforcing parking restrictions within the City’s Central Business Zone Boundary (TDMC 6.08), with three citations issued in the last year.

The information compiled with the PMP/PDA, as well as current data with an ongoing 2024 Downtown Parking Assessment and supporting Advisory Committee, will further outline tools and techniques the City may use to manage parking within the Downtown The Dalles/CBC zone district area once possible constraints are identified in the future.

2. Building Height

Appellant’s second reason for reversing the Director’s decision is their claim the proposed building height exceeds the 55-foot building height permitted outright in the CBC zoning district. As stated in TDMC 10.5.050.060 *Development Standards*, within the CBC zoning district, the maximum building height is “55 ft., except 75 ft. maximum with a conditional use permit.” Applicant proposes a 60-foot building height (excluding all “necessary roof structures” pursuant to TDMC 10.6.090.010(A)(3)), less than 75 feet. Applicant submitted a Conditional Use Permit for this height increase (CUP 212-24) on May 6, 2024. On July 22, 2024, the City Council approved CUP 212-24 to allow the proposed development height of 60 feet. A final City Council resolution is scheduled for the September 9, 2024, regular City Council meeting and represents the City’s final decision on CUP 212-24.

3. Airborne Dust Nuisance

Appellant’s third reason for reversing the Director’s decision is their concern regarding how dust will be mitigated with this development and questions the reimbursement procedure in the event additional maintenance is needed to provide a clean environment for their customers. Similar to all development permits, the following condition of approval is required during construction of the proposed development:

4.a. The Applicant shall prevent the formation of any airborne dust nuisance and shall be responsible for any damage resulting from failure to do so.

Any nuisance concerns that may arise with this development will be addressed on a complaint-driven basis, like all other concerns on all other developments.

4. Alley Improvements

Appellant’s fourth reason for reversing the Director’s decision is their claim that the alley abutting the proposed development site to the north needs to be repaved and should be a requirement and paid for by the property owner. During the pre-application (**Site Team**) for the proposed development on April 25, 2024, City staff discussed multiple right-of-way (**ROW**) improvements required at the time of development. These requirements are addressed in Finding #92 below and include half-street ROW improvements, including a complete curb, gutter, sidewalk system, two new ADA ramps at the corner of East 3rd and Jefferson Streets and East 3rd and Laughlin Streets, and resurfacing of the entire alleyway to the north of the development. The following revised condition of approval is required to be completed by Applicant prior to occupancy:

*5.c. All required improvements, including all ROW improvements **and alleyway resurfacing**, shall be installed prior to occupancy.*

All required improvements associated with the proposed development are Applicant’s responsibility.

5. *Downtown Parking District Restrictions*

Appellant's fifth reason for reversing the Director's decision is their claim parking restrictions of building tenants should not only include those on East 3rd and Laughlin Streets, but also on East 2nd and Jefferson Streets. As referenced in Finding #69, no tenant of the development may park along the East 3rd and Laughlin Street frontages during the hours of 9:00 a.m. through 6:00 p.m. and all violators will be towed at their own expense. That requirement is not development specific but is rather an existing requirement of all persons at their place of employment, business profession, or residence, when said placement of employment, business profession, or residence is located within the Central Business Zone Boundary (Attachment 5), pursuant to TDMC 6.080.020. The Central Business Zone Boundary was first adopted City Council in 1986 by General Ordinance 86-1078 (with later revisions in 1990, 2004, and 2004) and placed parking restrictions on several street frontages within the CBC zone district, including the 500 block of East 3rd and Laughlin Streets immediately abutting the proposed development site, and East 2nd Street. Jefferson Street is currently not included within the Central Business Zone Boundary. As stated in TDMC 6.080.010, all future revisions to the Central Business Zone Boundary area may be adopted by City Council by resolution. For purposes of this land use review, Staff referenced only those street frontages (East 3rd and Laughlin Streets) immediately abutting the development site; however, tenants of the development are also restricted from parking in areas as shown on Attachment 5. To provide clarification on district-wide parking restrictions, condition of approval 6.f. has been modified from the original ongoing condition referenced in the SPR 544-24 Staff Report to read as follows:

*6.f. Pursuant to TDMC 6.080.020, no tenant of the development (commercial or residential) may park along **the public streets in the Central Business Zone Boundary** ~~the E. 3rd Street and Laughlin Street frontages~~ during the hours of 9:00 a.m. through 6:00 p.m. and all violators will be towed at their own expense.*

Any additional street frontages not currently included in the Central Business Zone Boundary may only be added upon City Council resolution. At the date of this staff report, no additional restrictions are being proposed.

6. *Street Sweeping and Snow Removal*

Appellant's sixth reason for reversing the Director's decision is their concerns regarding street maintenance, specifically street sweeping and snow removal. During the April 25, 2024, Site Team meeting, City staff discussed parking restrictions along the East 3rd Street frontage of the development to mitigate issues with routine street sweeping. Currently, the City conducts routine street sweeping within the Downtown The Dalles/CBC zone district area on Friday mornings, with snow removal occurring as dictated by then-current weather conditions. To mitigate any disruptions to those services, an ongoing condition of approval (6.g.) was provided in the SPR 544-24 Staff Report and restricts parking along the East 3rd Street frontage during the hours of 12:00 p.m. through 7:00 a.m. on days when sweeping occurs. Although the current schedule for that service occurs on Fridays, it may be adjusted by the City at any time with minimal notice.

After further consideration of this requirement, staff determined no other street frontage within the Downtown The Dalles/CBC zone district area has restricted parking for ongoing street sweeping or snow removal purposes, nor is such a requirement referenced in TDMC. As a result, condition of approval 6.g. from the SPR 544-24 has been removed from this development approval, and is instead provided as an ongoing recommendation of the development.

~~6.g. To allow for weekly street sweeping within the downtown area, no tenant of the development (commercial or residential) may park along the E. 3rd Street frontage during the hours of 12pm-7am each day of sweeping. At this time, sweeping occurs each Friday morning, but may change at a later date in the future.~~

Upon project completion, City staff will continue to sweep and remove snow on all downtown streets in the same manner as currently practiced.

Process

Applicant submitted a Site Team request on April 25, 2024, and the meeting was held on April 25, 2024. Following that Site Team meeting, the City provided Applicant meeting notes on April 29, 2024. Applicant submitted the Application and materials for SPR 544-24 on May 7, 2024. Following that submittal, staff deemed the application incomplete on May 14, 2024, and requested additional information to include with the application materials. Applicant submitted the remainder of the application materials on May 29, 2024. A Notice of Application for Administrative Action was mailed consistent with TDMC 10.3.020.040(C) on June 10, 2024, to property owners within 100 feet, as well as any affected governmental agency, department, or public district within whose boundaries the subject property lies.

REQUEST: Applicant is requesting approval to construct 116 for-rent apartments, over +/- 9,500 sf of retail space, resident amenities and building services in a +/- 96,000 gross sf, five-story, mixed-use building. This document is limited to Site Plan Review only.

CDD has reviewed two other land use applications for the Basalt Commons Mixed Use development:

- Minor Partition (MIP 438-24): Consolidation of 3 parcels. *Approved on June 18, 2024.*
- Conditional Use (CUP 212-24): Allow height increase from 55' maximum to 60'.

The Conditions of Approval address the timing and approval of those applications in relation to the proposed development of the property.

NOTIFICATION: Property owners within 100 feet, City Departments and Franchise Utilities.

COMMENTS RECEIVED: No comments received as of the date this staff report was published.

REVIEW CRITERIA:

City of The Dalles Municipal Code

Title 10 Land Use and Development

Section 10.3.020.080 Appeal Procedures

A. De Novo

FINDING #1: The Planning Commission's hearing is de novo. Consistent with ORS 227.175(10)(a)(E), tonight's hearing allows for and the Planning Commission must consider the presentation of all relevant testimony, arguments, and evidence it accepts at the hearing.

Criterion met.

B. Right to Appeal Decisions.

FINDING #2: Appellant is a party of record because they submitted comment on June 20, 2024, during the 14-day comment period for the Application. **Criterion met.**

C. Filing Appeal.

FINDING #3: On July 22, 2024, Appellant submitted the Notice of Appeal to CDD, which was within 10 days of the Notice of Decision of SPR 544-24. The Notice of Appeal was filed with the CDD during normal business hours and date stamped upon receipt. **Criterion met.**

D. Notice of Appeal.

FINDING #4: TDMC 10.3.020.080(D)(3) provides every notice of appeal shall include the “specific grounds why the decision should be reversed or modified, based on the applicable criteria or procedural error.” The Notice of Appeal describes six reasons why the Appellant should reverse the Planning Commission’s decision. Staff will address the issues raised in the Notice of Appeal regarding applicable criteria of the Code and/or procedural errors.

Criterion met.

E. Jurisdictional Defects.

FINDING #5: Staff determined no jurisdictional defects exist with the APL 37-24 request.

Criterion met.

G. Notification of Appeal Hearing.

FINDING #6: Appropriate mailings to property owners within 300 feet and notice to affected departments and agencies were made on August 1, 2024. **Criterion met.**

Article 3.030 Site Plan Review

Section 10.3.030.020 Review Procedures

A. Process.

FINDING #7: As a condition of approval, this decision requires a detailed site plan, construction/design plans, and landscaping plans, consistent with all other conditions of approval, to be approved by the Community Development Director and the City Engineer before a building permit is issued. **Criterion met with conditions.**

B. Applications.

FINDING #8: Digital copies of all required plans have been submitted. Staff determined no paper copies are required at this time. **Criterion met.**

C. Review.

FINDING #9: Pursuant to TDMC 10.3.020.040, an SPR application is processed as an Administrative Action unless elevated to a Quasi-Judicial Action. Following receipt of APL 37-24, this Application has been elevated to a Quasi-Judicial Action for Planning Commission consideration. **Criterion met.**

D. Public Works Requirements.

FINDING #10: See Finding #7. **Criterion met.**

E. Detailed Landscape Plans.

FINDING #11: See Finding #7. **Criterion met.**

Section 10.3.030.040 Review Criteria

A. City Ordinance Provisions.

FINDING #12: Provisions for the proposed development are further addressed in subsequent findings. **Criterion met.**

B. Public Facilities Capacity.

FINDING #13: A Site Team meeting was held on April 25, 2024, with staff detailing the public facilities existing to the site and the facility requirements for the proposed development. It is Applicant's responsibility to determine specific site needs for the proposed development. Upsizing or upgrading of existing utilities will incur additional System Development Charges payable to the City. Additional fees will be collected through a separate building permit process. A condition of approval is included and requires all construction and design plans for public infrastructure, improvements, or ROW be approved by the City Engineer. *Utility and ROW Improvement Plans* (Attachment 1, C100-600) were submitted with the application. In addition, a specific building setback from an existing powerline was required by Northern Wasco County PUD. The *Site Plan* (Attachment 1, SPR-01) submitted with the application shows the required setbacks from the exiting power lines. **Criterion met with conditions.**

C. Arrangement of Site Elements.

1. Promote pedestrian, bicycle, and vehicular safety and welfare.

FINDING #14: The site plan illustrates pedestrian walkways and bicycle parking to promote pedestrian, bicycle, and vehicular safety. Details regarding these features will be addressed in the subsequent findings in this Staff Report. **Criterion met.**

2. Preserve and maintain public amenities and significant natural features.

FINDING #15: No significant natural features were identified at the subject site. No public amenities exist on site per the *Existing Conditions Plan* (Attachment 1, C-101). **Criterion met.**

3. Avoid traffic congestion.

FINDING #16: Applicant included a *Turning Movement Plan* (Attachment 1, C-202) indicating how vehicle circulation will be managed on site to avoid traffic congestion. Vehicular access to the site is taken from the alley via one way in and one way out access. In addition, a *Traffic Impact Study (TIS)*, included as Attachment 2, was submitted as the proposed development will result in the creation of 16 or more dwelling units, pursuant to TDMC 10.10.060(A)(1). City Staff reviewed the TIS and determined the proposed development would not require additional traffic mitigation tactics to control congestion at any of the nearby intersections. **Criterion met.**

4. Minimize potential adverse impacts on surrounding properties.

FINDING #17: This Staff Report addresses additional zone standards and other TDMC requirements in subsequent findings. A *PMP/PDA*, included as Attachment 3 was provided

to address the impacts and mitigation of impacts of additional parking on the surrounding properties. **Criterion met.**

D. Design Standards – All Development.

1. *Scale. Buildings with walls greater than 80 feet in length shall include street façades that are varied and articulated at regular 20-, 30-, 40- or 50-foot intervals along the façade to provide the appearance of smaller buildings. Articulation shall be achieved through the use of offsets, jogs, variation of finishes, projections, windows, bays, porches, traditional storefront elements, entries or other similar distinctive changes.*

FINDING #18: Attachment 1, *SPR-08 Exterior Elevations*, depicts the proposed building articulation, which comprises an overall length of 301 feet along East 3rd Street and a width of 66 feet along Jefferson and Laughlin Streets. To accommodate the building's length, the design incorporates shifts in the building plane along East 3rd Street, breaking the massing into varied façade widths ranging between roughly 37 and 92 feet. The choice of irregular and varied intervals in the façade was intentional to emulate the district's building widths, creating deeper usable outdoor seating at the ground floor, and directly reflecting the varied residential unit types within the building's upper floors. Each resulting façade is further articulated with a regular rhythm of piers reflecting the unit widths and the rooms within.

On the upper floors, pier spacing is varied and infilled with a variety of window types, accent material panels, and small (Juliette) balconies. Those varied infill strategies reflect the diversity of living uses and enable residents to activate the façade and connect with the outdoors.

The ground floor is differentiated from the upper façades in height, material, and amount of glazing and storefront. Pier spacing is widened to allow for transparency and visual connection from the sidewalk to the commercial space within. Storefront windows and entries are recessed into the façade to provide necessary articulation and shadow relative to the height of the ground floor. **Criterion met.**

2. *Parking Location.*

FINDING #19: Attachment 1, *SPR-01 and SPR-02*, illustrate the proposed parking area, which is an open, tuck-under surface parking lot. The lot is located along and accessed from the northern alley. The parking lot is set back from both Laughlin and Jefferson Streets and screened with the building and landscaped outdoor courtyard. **Criterion met.**

3. *Fences/Walls.*

FINDING #20: No fences and/or walls are proposed in the front and/or corner side yards. **Criterion not applicable.**

4. *Parking Lot Landscaping.*

FINDING #21: TDMC 10.7.030.040 (B) provides it is not applicable in alleys and accessways. All proposed parking is screened from Jefferson and Laughlin Streets by the building and a landscaped courtyard. Refer to Attachment 1, *SPR-01, SPR-02, and L-500*. **Criterion not applicable.**

5. *Pedestrian/Bicycle Circulation.*

FINDING #22: The proposed site plan is depicted on Attachment 1, *SPR-01 and SPR-02*. All retail entries and the residential lobby entry (which is the single shared residential entrance) are directly accessed and connected to the public ROW via sidewalks along Laughlin, East 3rd, and Jefferson Streets. On-site parking is connected to the residential lobby at the southeast corner of the lot, with retail access provided along East 3rd Street. This proposed development does not include open space areas. All sidewalks are not less than 5 feet in width. **Criterion met.**

6. *Building Orientation.*

FINDING #23: The proposed building is oriented directly to all streets, with residential unit windows, balconies, and storefront entries equally oriented along all street facades. Refer to Attachment 1, *SPR-01, and SPR-08*. **Criterion met.**

7. *Front Porches.*

FINDING #24: There is no front setback required and no front porches are proposed. **Criterion not applicable.**

8. *Trim and Details.*

FINDING #25: Prefinished sheet metal trim and flashing will be utilized at all windows, doors, and cladding seams to provide visual detail, scale, and durability to the upper floors of the building. The ground-floor storefront and entry areas will utilize durable trim and steel accent materials to accentuate the storefront windows, transoms and canopies and integrate mechanical venting. Refer to Attachment 1, *SPR-08*. **Criterion met.**

E. Design Standards – Residential. In addition to design standards for all development, the following standards shall apply to the different types of residential development:

2. *Multifamily dwellings (3 or more units) shall:*
 - a. *Have variation in roof plane and elevation. This standard is met by providing one of the following details:*
 - i. *Eaves on all sides of the building;*
 - ii. *An overhang or projecting roof form, for example, over a front porch;*
 - iii. *An offset along the ridge of the highest roof form that is at least 1 foot in height; or*
 - iv. *At least one secondary roof form in addition to the primary or largest roof elevation, such as a cross-gable, dormer, or similar roof form as shown in Figure 1 below.*
 - v. *For 3 and 4 dwellings exceeding 25 feet in height, eave or parapet at 25 feet and pitched roof for remainder of height.*

FINDING #26: Flat rooflines are required in the CBC-2 Subdistrict per TDMC 10.5.050.080(B)(2), and maximum setbacks are zero feet per TDMC 10.5.050.060. Therefore, items 2.a.ii, iv, and v are not applicable to a multifamily building within the CBC-2 Sub-district.

The proposed massing articulation provides significant variation of the elevation/building plane and a varied roofline. The building is a flat roof building like other downtown

buildings in context and therefore has no eaves or ridgelines in the roof. Instead, a stepped parapet line is provided at each alternate massing (as permitted by TDMC 10.5.050.080(B)(2)) and is offset 16 inches in height and 12 inches in depth to reinforce the feeling of separate buildings provided by the massing. Refer to architectural elevations on Attachment 1, *SPR-08*. **Criterion met.**

b. Have stairways to upper floors which are illuminated to a minimum of 1 foot candle (11 lux) and protected by a canopy or enclosure from wind, rain, sun, and snow.

FINDING #27: All residential units and spaces on upper floors are accessed via internal elevator, corridor, and stairways. These accessways will be protected from external elements and lit with a minimum of 1.0-foot candle as required by the Building Code. Refer to Attachment 1, *SPR-02 through SPR-07*. **Criterion met.**

c. Locate any garages or carports at least 10 feet behind the front building line.

FINDING #28: The parking lot is separated from the front building line (East 3rd Street) by 42 feet (the depth of the retail), as depicted on Attachment 1, *SPR-01*. **Criterion met.**

d. Provide individual covered dwelling unit entrances, such as covered front porches, portico or similar architectural detail.

FINDING #29: All residential units share a common lobby entrance along East 3rd Street. All units are at the upper floors (2-5) and have individual entries located off an internal corridor. Refer to Attachment 1, *SPR-02 through SPR-06*. **Criterion met.**

e. Have articulation such that no individual wall plane that is more than 500 square feet in area; wall planes must be broken up by changes in plane of not less than 1 foot.

FINDING #30: The proposed design reflects the scale of the context and the buildings in the CBC-2 Sub-district and of urban mixed-use, pedestrian-oriented development. The building is articulated into primary building planes ranging between 2,500 sf and 4,200 2,800-5,500 sf and are separated from each other by 7 feet of depth.

Each façade plane is further articulated by regularized window alignments and material detailing, and a horizontal band of material change at every floor. Windows and accent materials are recessed into the primary fiber cement panel material by 2 inches and contrast in color to the primary façade. This effectively articulates the façade into planes ranging between 35 and 80 square feet. See Attachment 1, *SPR-01 and SPR-08*, for building articulation. **Criterion met.**

f. Have a horizontal line that breaks up the vertical mass of the building; this standard is met by providing a belt course, bellyband, change in materials or color, or similar detail that extends the width of all exterior walls.

FINDING #31: The ground-floor is differentiated from the upper floors with a material change – from plastered brick along the ground-floor to fiber-cement panels at the upper floors. The horizontal band of brick is 34 inches tall, and is additionally strengthened with a 2-inch-tall, recessed shadow line and horizontal break. Each upper floor is further articulated with a 7-inch-tall horizontal band at each floor line. See Attachment 1, *SPR-08*, for details. **Criterion met.**

g. Where multifamily use is combined with a nonresidential use (mixed-use), the site plan review standards of this section (multifamily dwelling design) shall apply. Additionally, as applicable, nonresidential ground floors shall have a weather protection canopy or awning, corner entrance (entrance is within 20 feet of corner, for corner buildings) and ground floor detailing.

FINDING #32: The proposal combines ground-floor non-residential (retail/restaurant) with residential use on the upper floors and is in compliance with the SPR standards for multifamily design. The proposed design is illustrated in Attachment 1, *SPR-01, and SPR-08*. Changes in building plane are provided with the 7-foot-deep shifts in the proposed massing. The ground floor is articulated with brick piers and varied-width bays to differentiate picture windows vs. retail entries. All entrances are oriented directly to the streets and public ROW. Canopies provide weather protection at all storefronts and entry openings along Laughlin, East 3rd, and Jefferson Streets. Primary retail entries are at or within 20 feet of the corner, and secondary retail entries/exits will be spaced along the street frontages between. The primary residential entry is approximately 23 feet west of the southeast building corner. **Criterion met.**

F. Lighting.

FINDING #33: Exterior lighting on the proposed building is illustrated on Attachment 1, *SPR-10 and SPR-11*. All exterior lights illuminate the immediately adjacent on-site spaces, or pedestrian path and entries at the surrounding ROWs. There are no adjoining properties – all are separated by a public ROW; however, the provided photometric plan (Attachment 1, *SPR-11*) illustrates the lighting levels will not exceed 1.0 ft. candle at the rear property line adjacent to the alley which is adjacent to buildings on an adjoining property. **Criterion met.**

G. City Engineer Approval.

FINDING #34: Attachment 1, *C-200, C-201, C-300, C-400, and C-500* illustrate all proposed plans for the infrastructure and ROW affected by the proposal. All proposed civil design work is in accordance with city standards. Curb Ramp Design Exception Requests have been provided with this application for the ADA curb ramps at Laughlin and at Jefferson streets. A condition of approval is included that requires any construction/design plans for any public infrastructure, improvements, or ROW affected by, or located within, the proposed development site be approved by the City Engineer prior to issuing a building permit. **Criterion met with conditions.**

J. Improvements Required of Development.

FINDING #35: Staff will address this criterion in subsequent findings. **Criterion met with conditions.**

Section 10.3.030.070 Time Limits and Extensions

FINDING #36: Pursuant to TDMC 10.3.030.070 (A),

The duration of the site plan review approval shall be one year from the date of final approval. Construction must be commenced and diligently pursued toward completion within the one year period or the site plan approval shall expire, and a new application required

For long-term and ongoing projects expected to be completed over a period of years, a specific schedule for completion of project phases may be a condition of approval (TDMC 10.3.030.070(C)). In previous discussions, Applicant mentioned this project will certainly require an extended period of time for final design, permitting, and construction, and requested the one-year expiration period outlined in TDMC 10.3.030.070(A) be extended to three (3) years. After further review, staff determined an initial three (3) year extension request may not be granted from the onset of Application approval; therefore, the application shall be valid for a period of one (1) year from the date of the Notice of Decision. As a condition of approval, the Applicant is required to submit a specific schedule for completion of project phases to ensure construction is diligently pursued toward completion. Additionally, TDMC 10.3.030.070(B) provides for an extension of up to twelve months, approved by the CDD Director, if submitted no less than one month prior to the expiration of SPR approval. **Criterion met with conditions.**

Article 10.5.050 CBC Central Business Commercial District: Sub-district 2 Downtown Core

Section 10.5.050.030 Permitted Uses

A. Primary Uses:

- *Food Services*
- *Professional and admin. Offices and services*
- *Residential uses as Follows: CBC-2, All dwellings so long as the ground floor is a permitted commercial use*
- *Retail Uses*

FINDING #37: Proposed uses are tabulated on Attachment 1, *SPR-02*. The proposed uses of multifamily residential, retail (or leasable commercial such as restaurant) are permitted outright within the CBC-2 zone, provided that the ground floor is a permitted commercial use. The entire ground floor is commercial use except for the lobby and leasing spaces for the apartment entry. All residential units are located on upper floors. **Criterion met.**

Section 10.5.080.060 Development Standards

Setbacks:

Front and Corner Side- 0 ft maximum *Applicant may request up to 15-foot exception where outdoor seating for food service is proposed.*

*Side and Rear- No min or max, except 15 ft. where shares lot line with residential zone**

FINDING #38: The proposed building footprint is depicted in Attachment 1, *SPR-01 and SPR-02*. The proposed development is built up to the ROW for the majority of the front and side lot lines (facing Laughlin, East 3rd, and Jefferson Streets). The building is set back 7 feet from the property line at two locations along East 3rd Street. That setback is intended to expand the usable sidewalk for outdoor retail/café seating, help activate the pedestrian walkways and storefront, and further articulate the overall bulk of the building to meet other standards. As illustrated in *SPR-01*, the upper stories of the building step back 1.5 feet from the ground floor to accentuate the ground floor and allow separation from existing power lines at the Jefferson and Laughlin Street frontages. The property does not share a lot line with a residentially zoned property.

Pursuant to TDMC 10.2.030, “setbacks” are defined as

“The minimum allowable horizontal distance from a given point or line of reference, which for purposes of this Title shall be the property line unless otherwise excepted, to the nearest vertical wall of a building or structure, fence, or other elements as defined by this Title.”

Staff determined the nearest vertical wall of the proposed building complies with the zero-setback requirement of the CBC-2 Subdistrict. **Criterion met.**

Lot Size, Width, Depth: No minimum/one full City block maximum provided any public rights-of-way are maintained

FINDING #39: As previously mentioned, the proposed development includes three separate land use applications, including a Minor Replat (MIP 438-24) to consolidate three parcels into a single lot, surrounded on all frontages by public street and alley. That application was approved on June 18, 2024. With the approval of MIP 438-24, the parcel will be less than a full city block and meet the maximum lot size requirement. A condition of approval will be added by staff requiring the Final Plat be approved prior to the issuance of building permits.

Criterion met with conditions.

Building Height: 55 ft. maximum, except 75 ft. with a conditional use permit.

FINDING #40: TDMC 10.6.090.010(A)(3) provides an exception to the underlying zoning district building height limits for necessary structural components of a building not used for human occupancy and measuring less than 75 feet in height in nonresidential zones. For consideration of the Application, the Applicant demonstrated an overall physical building height of 63 feet, 4 inches, including 3 feet, 4 inches of “necessary roof structures”; however, Applicant presented a proposed building height of 60 feet for purposes of areas used for human occupancy. The additional building height of 5 feet, which exceeds the maximum permitted outright building height in the CBC zoning district, is being reviewed under Conditional Use Permit CUP 212-24. In the event CUP is not approved, a condition of approval is included and requiring Applicant, prior to final plan approval, to either demonstrate a CUP for the 60-foot building height is approved or submit revised plans complying with the permitted outright building height of the underlying zoning district (55 feet). **Criterion met with conditions.**

Building Orientation: Primarily toward a street or designated accessway rather than a parking area.

FINDING #41: The proposed building and all primary building entrances are oriented to the surrounding streets. **Criterion met.**

Pedestrian Access: All building entrances shall have a clear pedestrian connection to the street and sidewalk per 10.5.050.070.C

FINDING #42: Refer to Attachment 1, *SPR-01 and SPR-02*. The building entrances are immediately open and adjacent to the surrounding ROW at Laughlin, East 3rd, and Jefferson Streets. **Criterion met.**

Off-Street Parking

FINDING #43: Staff will address this criterion in subsequent findings. **Criterion met.**

Landscaping

FINDING #44: Staff will address this criterion in subsequent findings. **Criterion met.**

Access Management

FINDING #45: See Finding #62. **Criterion met.**

Section 10.5.050.070 Design Standards- All Development

A. Exterior Elevations.

FINDING #46: The building elevations are depicted on Attachment 1, *SPR-08*. Architectural features such as building plane offsets, differentiation of the ground floor, varied window and opening infill, Juliet balconies, and detailed storefront openings help to articulate the overall façade and give prominence to the pedestrian level.

Specifically, the following horizontal and vertical features are used:

Horizontal Features –

The whole building length is broken down into five building plane changes with offsets to more relate to the existing context and adjacent building scales. Each building plane is further articulated horizontally with piers which mark the rhythm of structure and residential rooms within. Between the piers, regular stacks of varied-width window openings are punctuated by accent panels, casements, and Juliet balconies.

Vertical Features –

A material change, a 32-inch-tall masonry ‘belly band’, and metal shadow reveal differentiate the ground floor from the upper floors. Storefront window and entry openings are vertically articulated with sills raised 2 feet above the sidewalk, and a strong transom and canopy datum 12 feet above the sidewalk. Each upper floor is delineated with a horizontal 7-inch-tall fiber cement trim board. At the roofline, the parapet comprises a fiber cement trim board, and a detailed 16-inch-tall metal coping which sets back 12 inches. The additional height request allows the ground floor to have a civic scale that matches existing patterns. **Criterion met.**

B. Entries.

FINDING #47: Refer to Attachment 1, *SPR-01 and SPR-02*. All commercial space entries are primarily located at the corners, and secondary entries will be located along the streets. Residential units on the upper floors are accessed through a shared residential lobby and leasing area along East 3rd Street, and individually entered through internal corridors at the upper floors. No exterior stairways are proposed. **Criterion met.**

C. Pedestrian Walkways.

FINDING #48: Refer to Attachment 1, *SPR-01*. Concrete sidewalks extend to the recessed building entrances with shortest practical distance and easy access. The pedestrian sidewalks are on three sides of the building with the vehicle driveway/aisle being located and separated from the building in the north along the alley. **Criterion met.**

Section 10.5.050.080 Design Standards – Sub-district CBC-2

B. Sub-District CBC-2 (Downtown Core)

1. *Building Exteriors.*

FINDING #49: Building materials are provided on the building elevations in Attachment 1, *SPR-08 and SPR-09*. The proposed building is primarily clad with masonry at the ground floor, and fiber-cementitious paneling at the upper floors. No wood, metal siding, or vinyl materials are proposed as primary materials. The upper floor fiber-cement panels will be arranged and detailed to minimize panel edges and joints and mimic a similar scale and arrangement of joints that would be seen in commercial plaster or brick facades (floor line joints, vertical joints at each pier). Secondary materials will include aluminum storefront; prefinished sheet metal flashings, copings, and fascia panels; and durable steel detailing at storefront openings and entries. Tertiary materials include reclaimed wood siding, art screening, and murals. Staff interprets this code provision to apply directly to primary building finishes only, as standard building construction materials will inevitably include to some degree wood, metal, or vinyl materials. For example, common commercial and residential storefront and window systems include all three of these materials and is evident in the majority, if not all, of the existing buildings in the surrounding downtown area.

Criterion met.

2. *Roofs.*

FINDING #50: Refer to Attachment 1, *SPR-08 and SPR-07*. The proposed building utilizes a flat roof. **Criterion met.**

3. *Minimum Building Height.*

FINDING #51: Pursuant to TDMC 10.5.050.080(B)(3), within the CBC-2 Sub-district, buildings shall be at least 16 feet minimum height with a façade having the architectural appearance of a 2-story structure. As previously mentioned, the proposed building height is 60 feet. See Finding #40 for height specific conditions of approval. **Criterion met.**

Article 6.010 Landscaping Standards

Section 10.6.010.030 General Provisions

B. Landscaping Plans

FINDING #52: Landscaping plans were submitted with the Application. **Criterion met.**

C. Completion Prior to Occupancy.

FINDING #53: A condition of approval is included and requires all landscaping and improvements be completed, or financially guaranteed per the provisions of TDMC 10.9.040.060(I): *Performance Guarantee* prior to occupancy. **Criterion met with conditions.**

E. Maintenance.

FINDING #54: An ongoing condition of approval is included and requires all landscaping, buffering, and screening be irrigated and maintained. **Criterion met with conditions.**

G. Trees in Public Rights-of-Way.

FINDING #55: As shown on landscape plans (Attachment 1, *L-200 through L-760*), street trees are provided along the street frontages of East 3rd, Jefferson, and Laughlin Streets. A condition of approval is included and requires the street trees be selected from the City's list

prior to final plan approval. In addition, Applicant is required to obtain all applicable City permits for the planting of these trees. **Criterion met with conditions.**

H. Preservation of Significant Trees.

FINDING #56: Staff determined no tree species exist on or abutting the subject property. **Criterion not applicable.**

J. Irrigation Systems. Irrigation systems shall be required where necessary to assure survival of plant materials.

FINDING #57: Attachment 1, L-600, illustrates an irrigation system to assure survival of plant materials. **Criterion met.**

K. Vision Clearance.

FINDING #58: Pursuant to TDMC 10.6.100.020, vision clearance at street intersections and alley intersections with streets shall not be required in the CBC - Central Business Commercial District. **Criterion not applicable.**

L. Fences.

FINDING #59: See Finding #15. **Criterion not applicable.**

Section 10.6.010.060 Street Trees

A. General. Street trees shall count toward the required landscape requirement. Street trees shall be planted and maintained in accordance with the following standards for all public street frontages, and along private street and accessways more than 150 feet long. Street trees shall be required in all zoning districts where there is a designated planting strip in the public right-of-way. Selection of species may be made from the recommended tree list provided by the Director.

FINDING #60: As shown on landscape plans (Attachment 1, L-200 through L-760), street trees are provided along the street frontages of East 3rd, Jefferson, and Laughlin Streets. The tree species are required to be consistent with the tree list provided by CDD. A condition of approval is included and requires the street trees be selected from the City's list prior to final plan approval. **Criteria met with conditions.**

B. Spacing.

FINDING #61: The *Planting Plan* (Attachment 1, L-500) shows trees spaced 30 feet on center. **Criterion met.**

C. Planting Requirements.

FINDING #62: Pursuant to TDMC 10.6.010.060(C), trees planted within 5 feet of permanent hard surface paving or walkways shall use special planting techniques and specifications approved by the Public Works Director. As a condition of approval, all street tree planting systems must be approved by the Public Works Director, or designee, prior to final plan approval. **Criterion met with conditions.**

D. Fire Hydrants.

FINDING #63: Pursuant to TDMC 10.6.010.060(D), street tree clearance from fire hydrants shall be as specified in the Uniform Fire Code as adopted by the local fire protection district.

As a condition of approval, the Mid-Columbia Fire and Rescue Fire Marshal must approve all proposed street tree locations prior to final plan approval. **Criterion met with conditions.**

E. Location.

FINDING #64: As a condition of approval, the City Engineer must approve all proposed street tree locations prior to final plan approval to ensure compliance with TDMC 10.6.010.060(E). **Criterion met with conditions.**

G. Clearance.

FINDING #65: As an ongoing condition of approval, trees shall be pruned, by the property owner, to provide a minimum clearance of 9 feet above sidewalks and 14 feet above street and roadway surfaces. **Criterion met with conditions.**

Section 10.6.010.070 Required Landscaping by Zone

CBC-2: none

FINDING #66: There are no on-site landscape requirements in the CBC-2 Sub-district. **Criterion met.**

Article 6.050 Access Management

E. Emergency Access.

FINDING #67: Pursuant to TDMC 10.6.050.030(E), all development shall be arranged on site so as to provide safe and convenient access for emergency vehicles. The proposed development will provide unobstructed access on East 3rd, Laughlin, and Jefferson Streets, as well as providing alley access. **Criterion met.**

Chapter 10.7 Parking Standards

Section 10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions

D. Off-Street Parking Waiver. Minimum off-street parking spaces required by Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be waived for the following:

- 2. The property is located within Sub-district CBC-2 in the Central Business Commercial district, as defined in Section 10.5.050.020: Sub-Districts.*

FINDING #68: As previously mentioned, the subject property is located within the CBC-2 Sub-district. Pursuant to TDMC 10.7.020.040(D)(2), the minimum off-street parking requirement may be waived for properties located within the CBC-2 Sub-district. The Applicant proposed to apply this waiver to the development prior to formal Application submission. This parking waiver provision provides flexibility in overall parking requirements and complements Comprehensive Plan Goal #10 Housing, Policy 14 which states:

“Development standards in residential and mixed use areas shall provide for flexibility in site planning and development. Standards shall consider flexibility for lot sizes, setbacks,

accessory residential uses on the same lot, parking, alleyways and other development features.”

In addition, as discussed in Finding #51, Staff determined from the submitted PMP/PDA (Attachment 3) that the existing parking demand and off-street parking analysis support this proposed development. **Criterion met.**

F. Parking Management Plan. The off-street parking requirements in Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be reduced or added to based on an approved parking management plan submitted by the applicant which adequately demonstrates that the plan will meet the parking needs of the proposed project without negative impact to adjacent uses. The approving authority shall approve, approve with conditions, or deny the parking management plan. The parking management plan must include the following and be prepared by a licensed professional engineer:

- 1. A parking demand analysis for the project.*
- 2. A project vicinity off-street parking supply and demand analysis.*
- 3. A shared parking analysis.*

FINDING #69: Applicant voluntarily provided a PMP/PDA (Attachment 3) prepared by a licensed professional engineer and complying with the provisions of TDMC 10.7.020.040(F)(1)-(3) and submitted it to be reviewed concurrently with the SPR application.

Demand Analysis

As referenced in the PMP/PDA, in using a “stacked demand” analysis, the proposed development would require up to 199 total parking spaces. The stacked demand is the total peak hour demand for each use layered on top of one another without considering any potential reductions to overall parking totals. Conversely, a “shared demand” analysis determined that the proposed development would require up to 152 parking spaces at a peak parking demand (8:00 p.m. through 9:00 p.m.), the time when restaurant crowds and residents are at or returning home for the evening. Both of those totals do not account for the 35 on-site parking spaces proposed with this development. In doing so, the stacked demand model would result in the need for 164 on-street parking spaces and 117 on-street parking spaces with the shared demand model.

In addition, staff used this information to verify the total minimum parking requirements of the proposed development pursuant to TDMC 10.7.060.010. This figure represents a comparison to the “stacked demand” model referenced within the PMP/PDA.

- Residential: 5 or more dwelling units
 - *Minimum: 1 space per dwelling unit*
 - 1 per dwelling unit (116 units) = 116 spaces
- Retail Trade
 - *Minimum: 3.5 spaces/1,000 SF floor area*
 - 3.5 spaces/1,000 SF floor area at 6,858 sf = 24 spaces

- Restaurants (without drive-thru)
 - Minimum: 7 spaces/1,000 SF floor area
 - 7 spaces/1,000 SF floor area at 2,985 sf = 21 spaces

Total = **161 spaces**

Similar to the PMP/PDA, TDMC 10.7.020.070 provides a formula when calculating minimum/maximum parking requirements for proposed mixed-use developments much like that of the “shared demand” model referenced above. When applying this formula, the total minimum parking requirement (in this case 161 spaces) is calculated as follows:

Primary Use. The primary use (largest portion of total floor area within the development) at 100% of the minimum vehicle parking required

- Residential: 5 or more dwelling units = 116 spaces

Secondary Use. The secondary use or uses (second largest proportion of total floor area within the development) at 70% of the minimum vehicle parking required

- Retail Trade: 24 spaces x 70% = 17 spaces

Subsequent Uses. Subsequent use(s) at 50% of the vehicle parking required

- Restaurants (without drive-thru): 21 spaces x 50% = 11

Total = **144 spaces**

Both of those totals do not account for the 35 on-site parking spaces proposed with this development. The standard minimum parking requirement per TDMC would result in the need for 126 on-street parking spaces and at least 109 on-street parking spaces with the “mixed-use” model.

Overall, both staff’s analysis of the PMP/PDA and existing provisions of TDMC determined a minimum of 109 on-street parking spaces needed for this development.

Parking Supply and Occupancy

In addition to determining overall minimum parking needs for the development, the PMP/PDA provided a study of existing conditions within a vicinity of the subject property (“study area”). That study area included analysis of all on-street and off-street (both public and private) parking spaces west to east from Court to Taylor Streets and north to south from 1st to 4th Streets. This study area was outlined to represent an area of reasonable walking distance (three blocks or less) from the subject property. In total, the study area included 789 on-street parking spaces and 729 off-street parking spaces. Due to the fact Downtown The Dalles/Central Business Commercial zone area lacks striped on-street parking spaces (“Ts and Ls”), those spaces were determined based on a general length of 23 feet. Also, many of those off-street parking spaces are located on private parking lots and resemble an opportunity for shared parking agreements for public use. Two of the off-street parking lots within the study area are signed for “public use” and total 112 spaces.

Once the study area was established, parking occupancies were measured to determine overall use of the parking system. Data was collected on a Tuesday and Saturday in

June 2023, with sunny and clear weather conditions. Overall, the PMP/PDA's key findings from the parking occupancy data collection included:

On-Street:

- *Average Occupancy: Average weekday occupancy was 35% over the 13-hour survey day (32% on Saturday), indicating low demand*
- *Peak Hour: Weekday peak occupancy occurs at 1:00 PM, when 47% of stalls are occupied (37% on Saturday at 12:00 PM).*
- *Empty Stalls: Overall, there is a high percentage of empty on-street stalls during the weekday and Saturday. At the weekday peak hour (1:00 PM), 421 empty parking stalls were observed on-street in the study area; during the Saturday peak (12:00 PM), there were 496 empty on-street stalls.*

Off-Street:

- *Average Occupancy: The average weekday occupancy was 23% over the 13-hour survey day and 15% on Saturday when all off-street parking is aggregated, indicating low demand for the off-street parking system relative to the available parking supply.*
- *Peak Hour: Weekday peak occupancy was observed at 12:00 PM when 33% of stalls were occupied, while Saturday peak occupancy was observed at 11:00 AM when 19% were occupied.*
- *Empty Stalls: A high percentage of off-street stalls are empty during the weekday and Saturday. During the weekday peak period (12:00 PM), 489 empty parking stalls were observed off-street in the public supply; on Saturday, during the 11:00 AM peak hour, there were 593 empty stalls.*

Overall PMP/PDA Analysis

The PMP/PDA demonstrated the overall parking occupancy within the study area has significant parking availability, both on and off-street during peak hours to absorb the additional parking demand created from new development. Additional opportunities may also be availability to provide more parking options through the establishment of a shared parking agreement with the many private parking lots within the area. The information compiled with the PMP/PDA, as well as current data with an ongoing 2024 Downtown Parking Assessment and supporting Advisory Committee, will further outline tools and techniques the City may use to manage parking within The Dalles Downtown/Central Business Commercial zone area.

From the information gathered, as well as current provisions outlined in TDMC, the following conditions of approval are included for this development proposal:

- Pursuant to TDMC 6.080.020, no tenant of the development (commercial or residential) may park along the East 3rd Street and Laughlin Street frontages during the hours of 9:00 a.m. through 6:00 p.m. and all violators will be towed at their own expense.

In addition to the above-mentioned conditions, staff recommends the following options to mitigate any potential impacts that may arise from any overflow parking from the proposed development:

- Provide tenants with free or reduced Gorge Transit Passes. This pass provides connections to many of the communities in the Columbia Gorge and Portland.
- Establish shared parking agreements with owners of nearby private parking lots.
- To allow for weekly street sweeping within The Dalles Downtown/Central Business Commercial zone area, no tenant of the development (commercial or residential) may park along the East 3rd Street frontage during the hours of 12:00 p.m. through 7:00 a.m. each day of sweeping. At this time, sweeping occurs each Friday morning, but may change at a later date.

Criterion met with conditions.

Section 10.7.020.070 Parking In Mixed Use Development

B. Parking Management Plan Method. A parking demand management plan may be submitted in accordance with Section 10.7.020.040(F) of this Article.

FINDING #70: See Finding #64.

Section 10.7.020.100 Stormwater Pretreatment

Finding #71: Pursuant to TDMC 10.7.020.100,

“All parking areas which are designed to accommodate 25 or more vehicles shall be required to install an oil/water separator to treat stormwater capture before discharging to the stormwater system. The design and maintenance agreement for the oil/water separator must be reviewed and approved by the City Engineer prior to any building permits being issued.”

Applicant proposes 35 parking spaces, therefore an oil/water separator is required for this development. Staff determined from the submitted plans that Applicant proposes to install an oil/water separator near the western vehicular exit to the parking lot and connected to the alley. During the Site Team meeting, staff determined the existing stormwater line in the alley is inadequately sized to handle the runoff from this proposed development and a main line extension is required to the project site from Laughlin Street. All such extensions are Applicant’s responsibility. A condition of approval is included and requires an oil/water separator be installed on the subject property and a maintenance agreement established with the City’s Public Works Department. A condition of approval is included and requires Applicant to confirm overall stormwater needs and coordinate any main line extensions with the City Engineer. **Criterion met with conditions.**

Article 7.030 General Design Standards for Surface Parking Lots

Section 10.7.030.020 Location, Surfacing, Striping and Curb Cuts

A. Location.

FINDING #72: The proposed site plan illustrates all parking areas are outside of the required setback areas. **Criterion met.**

B. Surfacing.

FINDING #73: The site plan illustrates that all vehicle maneuvering areas will be hard surfaced. **Criterion met.**

C. Striping.

FINDING #74: The site plan illustrates parking stall striping. A condition of approval is included and requires all parking spaces be striped prior to occupancy. **Criterion met with conditions.**

D. Curb Cuts.

FINDING #75: Vehicle access is provided to the site via an existing alley to the north. No new on-site curb cuts are proposed. A condition of approval is included that walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Americans with Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes. **Criterion met with conditions.**

Section 10.7.030.030 Internal Circulation

FINDING #76: The site plan and *Turning Movement Plan* (Attachment 1, *SPR-1 & C-202*) show safe pedestrian, bicycle and vehicular circulation. Pedestrian and bicycle access to the building do not cross parking areas. The parking lot circulation is one-way from the alley. Emergency vehicles may access the building via East 3rd, Laughlin, and Jefferson Streets, and not the parking area. **Criterion met.**

Section 10.7.030.040 Landscaping Requirements

A. General Provisions.

FINDING #77: The site plan (Attachment 1, *SPR-1*) illustrates 35 vehicular parking spaces with 18 tucked under the building. No parking lot landscape is proposed. Street trees are being used to meet the parking lot landscaping requirements as allowed pursuant to TDMC 10.6.010.060(A). **Criterion met.**

Section 10.7.030.050 Accessible Parking

FINDING #78: Refer to Attachment 1, *SPR-02*. The proposed development provides 35 on-site parking stalls. Two (2) of the proposed parking spaces will be ADA accessible, and one (1) of the accessible stalls will be Van Accessible pursuant to TDMC. A condition of approval is included and requires all ADA signage and spaces to be installed on site as shown on the site plan prior to occupancy. **Criterion met with conditions.**

Section 10.7.030.070 Vehicle Loading and Unloading

FINDING #79: The CBC – Central Business Commercial zoning district is exempt from vehicle loading/unloading provisions. **Criterion not applicable.**

Section 10.7.030.080 Motorcycle Parking

FINDING #80: Pursuant to TDMC 10.7.030.080, all multifamily dwelling developments shall provide areas sufficient to accommodate one (1) motorcycle for every 10 parking spaces to park and store motorcycles and mopeds. Applicant is proposing 35 on-site parking spaces with this development. As a condition of approval, the development must provide

sufficient space to accommodate no less than four (4) motorcycles and/or mopeds (rounded up from 3.5). Staff understands this may result in the loss of at least one vehicular parking space for this accommodation. **Criterion met with conditions.**

Section 10.7.030.090 Driveways, Aisles, Clearance, Drainage, and Cross Access

D. Drainage.

FINDING #81: See Finding #66. Pursuant to TDMC 10.7.030.090(D), Roof drains shall connect directly to the storm system, and shall not flow onto parking surfaces. Staff determined from Attachment 1, *C-400 and SPR-07*, that roof drains are being proposed on the western and eastern portions of the buildings connected runoff directly to the stormwater line in the alley. **Criterion met.**

Section 10.7.030.110 Refuse Collection

FINDING #82: Applicant proposes one (1) enclosed trash room within the building; therefore, no screening is required. The trash room opens to the driveway aisle. **Criterion met.**

Section 10.7.030.120 Outdoor Lighting

FINDING #83: The *Site Lighting Plan* (Attachment 1, *SPR-10*) shows the parking areas adequately lit for safety. Pursuant to TDMC 10.7.030.120, the maximum illumination at the property line for outdoor lighting shall not exceed an average horizontal foot candle of 0.3 for non-cut-off light and 1.0 for cut-off lights. The *Photometric Plan* (Attachment 1, *SPR-11*) demonstrates the average horizontal foot candle at the property line adjacent to the parking areas to be below the maximum illumination limit. **Criterion met.**

Section 10.7.030.130 Stall and Aisle Dimensions

FINDING #84: As shown on Attachment 1, *SPR-02 and C-200*, the proposed parking lot utilizes 60-degree stalls off a one-way drive aisle. Parking stalls are 19 feet deep and 9 feet wide, with a 16-foot one-way drive aisle between. **Criterion met.**

Section 10.7.040.030 Bicycle Parking Location and Access

A. Location.

FINDING #85: All required residential bicycle parking (116 spaces) are shown in each residential unit located on the upper floors (floors 2 through 5). The location of the bicycle parking in each unit type is illustrated on Attachment 1, *SPR-01 through SPR-07*. Long-term bicycle parking for the possible future commercial tenants will be provided in their respective tenant spaces. Eight (8) short-term bicycle parking spaces are provided along the East 3rd Street sidewalk as shown on Attachment 1, *L-200 and L-300*, and the bicycle rack is detailed on *L-710*. Subject to City Engineer's approval, bicycle parking may be located in the public ROW when the parking does not conflict with pedestrian accessibility. A condition of approval is included and requires either that the location of the bicycle parking on East 3rd Street be approved by the City Engineer or bicycle parking will need to be located on site consistent with the requirements of TDMC 10.7.040.030(A). **Criteria met with conditions.**

B. Visibility.

FINDING #86: The proposed location of the outdoor bicycle racks are located on the East 3rd Street sidewalk close to the buildings without visual obstructions. **Criteria met.**

C. Lighting.

FINDING #87: The outdoor bicycle racks are for short term use and illuminated by the street lighting on East 3rd Street. **Criteria met.**

D. Walkway.

FINDING #88: The outdoor bicycle racks are connected to primary building entrances by a sidewalk that is greater than 4 feet wide. **Criteria met.**

Section 10.7.040.040 Bicycle Rack Types and Space Dimensions

FINDING #89: The outdoor bicycle rack construction specifications are shown on Attachment 1, L-710. The required size and spacing of the bike parking are shown on Attachment 1, L-300. **Criteria met.**

Section 10.7.040.050 Paving and Surfacing of Bicycle Parking Area

FINDING #90: Attachment 1, L-300, shows the bicycle racks are located on concrete material of over a 2-inch depth. **Criteria met.**

Section 10.7.060.010 Minimum and Maximum Off-Street Parking Requirements

- Residential: 5 or more dwelling units
 - *Bicycle Parking: 1 space per dwelling unit*
- Retail Trade
 - *Bicycle Parking: 0.3 space/1,000 SF floor area*
- Restaurants (without drive-thru)
 - *Bicycle Parking: 1 space/1,000 SF floor area*

FINDING #91: Staff determined the following minimum bicycle parking requirements for the proposed development from the floor plan detail provided on Attachment 1, SPR-02.

Note: the exact use of the commercial space is to be determined.

- Residential: 5 or more dwelling units
 - 1 per dwelling unit (116 units) = 116 spaces
 - Retail Trade
 - 0.3 per 1,000 sf at 6,858 sf = 2 spaces
 - Restaurants (without drive-thru)
 - 1 per 1,000 sf at 2,985 sf = 3 spaces
- Total =* **121 spaces**

As detailed on Attachment 1, SPR-03 – SPR-06, the minimum number of bicycle parking spaces for residential uses (116) are to be provided in each unit. Four (4) outdoor bicycle

racks are illustrated on site with two (2) bicycle spaces in each for eight (8) short-term spaces on the 3rd Street ROW for the retail and restaurant bike parking. In addition, long-term bicycle spaces intended for commercial tenants are proposed within the ground floor retail space along the northern interior wall. In total, 134 bicycle parking spaces are proposed with this development. **Criterion met.**

Section 10.10.030 Timing of Improvements

FINDING #92: Pursuant to TDMC 10.10.030(A),

“The construction, installation, placement, or addition of one or more dwelling units on a lot, including one that replaces another dwelling or structure, shall initiate the requirement of full public improvements, including street, curb, sidewalk, and storm sewer.”

At the time of development, Applicant will be required to install half-street ROW improvements, including a complete curb, gutter, sidewalk system, and two new ADA ramps at the corner of East 3rd and Jefferson Streets and East 3rd and Laughlin Streets, as well as resurfacing of the entire alleyway to the north of the development. A condition of approval is included and requires Applicant to install all ROW improvements prior to occupancy.

Criterion met with conditions.

Section 10.10.040 Pedestrian Requirements

A. Pedestrian Requirements.

FINDING #93: Pursuant to *The Dalles Transportation System Plan (TSP)* Functional Roadway Classifications, East 3rd Street is classified as an Arterial, while Jefferson and Laughlin Streets are classified as Minor Collectors. TDMC 10.10.040(A) requires all sidewalks along collector streets be a minimum of 5 feet wide and sidewalks along arterials be a minimum of 10 feet wide. As shown on Attachment 1, *C-200*, the proposed plans are showing a design that includes a 10.5-11 foot wide sidewalk surrounding the property, with 15 4-foot wide tree wells distributed along all three street frontages. This layout is similar to the existing design on 2nd Street, with widths consistent to existing conditions along 3rd Street, and ideal for allowing wider pedestrian movement. **Criteria met.**

B. Connectivity.

FINDING #94: Pursuant to TDMC Section 10.10.04(B),

“Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, [and] commercial developments.”

Safe and convenient pedestrian access is provided from the site to adjacent developments by an existing network of public sidewalks, crosswalks, and ROW improvements with this development. See Attachment 1, *C-200*, for sidewalk connections. The main entry of the building, and of commercial tenants, are directly adjacent and oriented to public sidewalks included in public improvements with the proposal. Walkways directly align and connect to surrounding public sidewalks and are as direct as possible. No walkway/driveway crossings are proposed, and all internal walkways are separated from vehicle parking and maneuvering by grade and/or paving material in the parking lot. A condition of approval is included and

requires all ROW improvements be constructed to City standards. **Criteria met with conditions.**

C. Trail Linkages.

FINDING #95: The development is not adjacent to future trail linkages. **Criterion not applicable.**

D. Pedestrian Network.

FINDING #96: As shown on Attachment 1, *SPR-01 and C-200*. All pedestrian facilities are immediately adjacent to and connect to the site boundary and ground-floor building wall or entries. **Criteria met.**

Section 10.10.050 Bicycle Requirements

FINDING #97: Pursuant to the TSP, all surrounding streets (East 3rd, Jefferson, and Laughlin Streets) are “shared roadways” with bicyclists and motorists sharing the same travel lane. All existing shared-roadway bike facilities are maintained on all three street frontages. No new through-block bicycle or pedestrian connection is proposed, while access via an existing alley is maintained. **Criteria met.**

Section 10.10.060 Street Requirements

FINDING #98: Pursuant to TDMC 10.10.060, a TIS is required for the development of 16 or more dwelling units. As stated in previous findings, a TIS was required with the proposed development; refer to *TIS and Update* (Attachment 2). No new street development is proposed and existing public streets are maintained with the Application. Upon review of the TIS, staff determined the proposed development will result in an increase of vehicular travel along the alleyway to the north of the development due to the only ingress/egress to the parking lot. As previously mentioned, a condition of approval is included and requires the alleyway to be resurfaced at the time of development. **Criteria met with conditions.**

Section 10.10.070 Public Utility Connections

FINDING #99: The utility connections are shown in Attachment 1, *C-400 Utility Plan*. The proposed development provides public water, sanitary sewer, and storm drainage and is connected to existing public utility lines. All connections to, modifications, or extensions of public utilities in this proposal, will be constructed concurrent with the proposed development. All utilities are designed to conform to City Standards and are further illustrated in Attachment 1, *C-500 through C-502*. No private utility facilities are proposed. A condition of approval is included and requires all construction and design plans for public infrastructure to be approved by the City Engineer prior to the issuance of any building permits. **Criteria met with conditions.**

Section 10.10.080 Public Improvement Procedures

FINDING #100: All construction/design plans for public infrastructure, improvements, or ROW shall be approved by the City Engineer. Prior to the installation of public facilities, a pre-construction meeting is required between the City and Applicant. That decision includes this requirement as a condition of approval. **Criteria met with conditions.**

Section 10.10.100 Franchise Utility Installations

FINDING #101: Franchise utilities proposed include electrical power, natural gas, telecommunication, and cable television. Franchise utilities are accessed from existing gas lines and electrical overhead lines. All distribution facilities are located underground on-site, except for existing overhead power and low-voltage lines along all three street frontages and within the alley. Applicant and its general contractor are in contact with Northern Wasco County PUD to coordinate construction and future plans for the existing power lines. Existing street lighting is maintained on all three street frontages with the proposal. A condition of approval is included and requires Applicant to coordinate all required easements with local utilities and dedicate all required easements on the final plan. **Criterion met with conditions.**

Section 10.10.110 Land for Public Purposes

FINDING #102: No land for public purposes is proposed with the Application. **Criterion not applicable.**

Section 10.10.120 Mail Delivery Facilities

FINDING #103: A central mail facility is provided within the residential lobby and amenity space. All mailboxes and parcel lockers, including mailboxes for commercial tenants, will be within this area inside the building. A condition of approval is included and requires all mail delivery facility locations to be approved by the Postmaster. **Criterion met with conditions.**

Section 10.10.130 Transit Requirements

FINDING #104: The proposal does not include and is not adjacent to a planned or existing transit stop. **Criterion not applicable.**

COMMISSION ALTERNATIVES:

1. **Staff recommendation:** *Move to adopt Resolution No. PC 623A-24, a resolution denying the Appeal and affirming the Director's approval of Site Plan Review No. 544-24, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report, with all conditions of approval outlined below.*
2. If the Planning Commission desires to affirm the Director's decision based upon additional findings and conclusions, or with different conditions of approval, move to adopt Resolution No. PC 623A-24, a resolution denying the Appeal and affirming the Director's approval of Site Plan Review No. 544-24, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report, as modified by the Commission, with all conditions of approval outlined below.
3. If the Planning Commission desires to affirm the Appeal, move to adopt Resolution No. PC 623B-24, a resolution affirming the Appeal and overturning the Director's decision. Under this alternative, the Planning Commission is required to identify the specific criteria supporting its decision against the Director's decision.

CONDITIONS OF APPROVAL:

1. Conditions Requiring Resolution Prior to Final Plan Approval:

- a. Final plan submission must meet all requirements of The Dalles Municipal Code, Title 10 Land Use and Development, and all other applicable provisions of The Dalles Municipal Code.
- b. Applicant is required to submit a specific schedule for completion of project phases to ensure construction is being diligently pursued toward completion.
- c. Applicant is required to demonstrate that a Conditional Use (CUP) for the 60 ft. building height is approved or submit revised plans that comply with the permitted outright building height of the underlying zoning district (55’).
- d. All construction/design plans for public infrastructure, improvements, or ROW shall be approved by the City Engineer.
- e. Applicant is required to submit a sanitary sewer analysis for the proposed development and approved by the City Engineer.
- f. Applicant shall ensure the private stormwater facilities can manage drainage from the subject development and shall coordinate any main line extensions with the City Engineer.
- g. All proposed street trees shall be chosen from a list provided by the City.
- h. All street tree planting systems must be approved by the Public Works Director or designee.
- i. The Mid-Columbia Fire and Rescue Fire Marshal must approve all proposed street tree locations.
- j. The City Engineer must approve all proposed street tree locations to ensure compliance with TDMC 10.6.010.060(E).
- k. The bicycle parking on East 3rd Street right-of-way is required to be approved by the City Engineer or will need to be located on-site consistent with the requirements of TDMC 10.7.040.030(A).
- l. The Applicant shall coordinate all required easements with local utilities and establish said easements on the final plan.
- m. The development must provide sufficient space to accommodate no less than four (4) motorcycles and/or mopeds.
- n. All mail delivery facility locations must be approved by the Postmaster.

2. Conditions Requiring Resolution Prior to Building Permit Issuance:

- a. A detailed site plan, including construction/design and landscape plans consistent with the conditions of approval included within this Staff Report, must be approved by the Director and City Engineer prior to permit approval.
- b. The Minor Partition and Final Plat to consolidate the three tax lots into one tax lot shall be approved prior to the issuance of building permits.

- c. All construction/design plans for public infrastructure, improvements, or rights-of-way required with this development must be approved by the City Engineer.
- d. All System Development Charges shall be paid.
- e. Plans submitted with the subsequent building permits shall be consistent with the approved Site Plan Review.
- f. A cut and fill permit is required on all excavation that exceeds 50 cubic yards. If the excavation exceeds 250 cubic yards, plans must be completed by a licensed engineer.

3. Conditions Required Prior to Construction:

- a. Prior to the installation of public facilities, a pre-construction meeting is required between the City and Applicant.
- b. Applicant is required to obtain all applicable City permits for tree planting.
- c. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Americans with Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes.
- d. Applicant will be required to record all utility easements proposed for this development.

4. Conditions Required During Construction:

- a. Applicant shall take effective action to prevent the escape of sediment from the site by installation of erosion and sediment control measures and practices prior to, and concurrent with, land disturbing activities.
- b. Applicant shall prevent the formation of any airborne dust nuisance and shall be responsible for any damage resulting from failure to do so.
- c. An oil/water separator must be installed on the subject property and a maintenance agreement established with the City's Public Works Department.
- d. All ROW improvements must be constructed to City standards.

5. Conditions Required Prior to Occupancy:

- a. All required landscaping and improvements shall be completed or financially guaranteed per the provisions of TDMC 10.9.040.060(I): *Performance Guarantee* prior to occupancy.
- b. All parking spaces shall be striped and hard surfaced prior to occupancy.
- c. All required improvements, including all ROW improvements and alleyway resurfacing, shall be installed prior to occupancy.
- d. All ADA signage and spaces must be installed on site as shown on the site plan prior to occupancy.

6. Ongoing Conditions:

- a. All development must adhere to the approved site plan for this development.

- b. All proposed lighting shall not directly illuminate adjoining properties. Lighting sources in the parking area shall be shielded and arranged to prevent glare in any public ROW, with a maximum illumination at the property line not to exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights.
- c. All required landscaping shall be irrigated and maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in-kind by the developer or party responsible for removing the trees and/or plant material.
- d. Trees shall be pruned to provide a minimum clearance of 9 feet above sidewalks and 14 feet above street and roadway surfaces.
- e. All points of access for refuse collection shall remain unobstructed.
- f. Pursuant to TDMC 6.080.020, no tenant of the development may park along the public streets in the Central Business Zone Boundary during the hours of 9:00 a.m. through 6:00 p.m. and all violators will be towed at their own expense.

ATTACHMENTS:

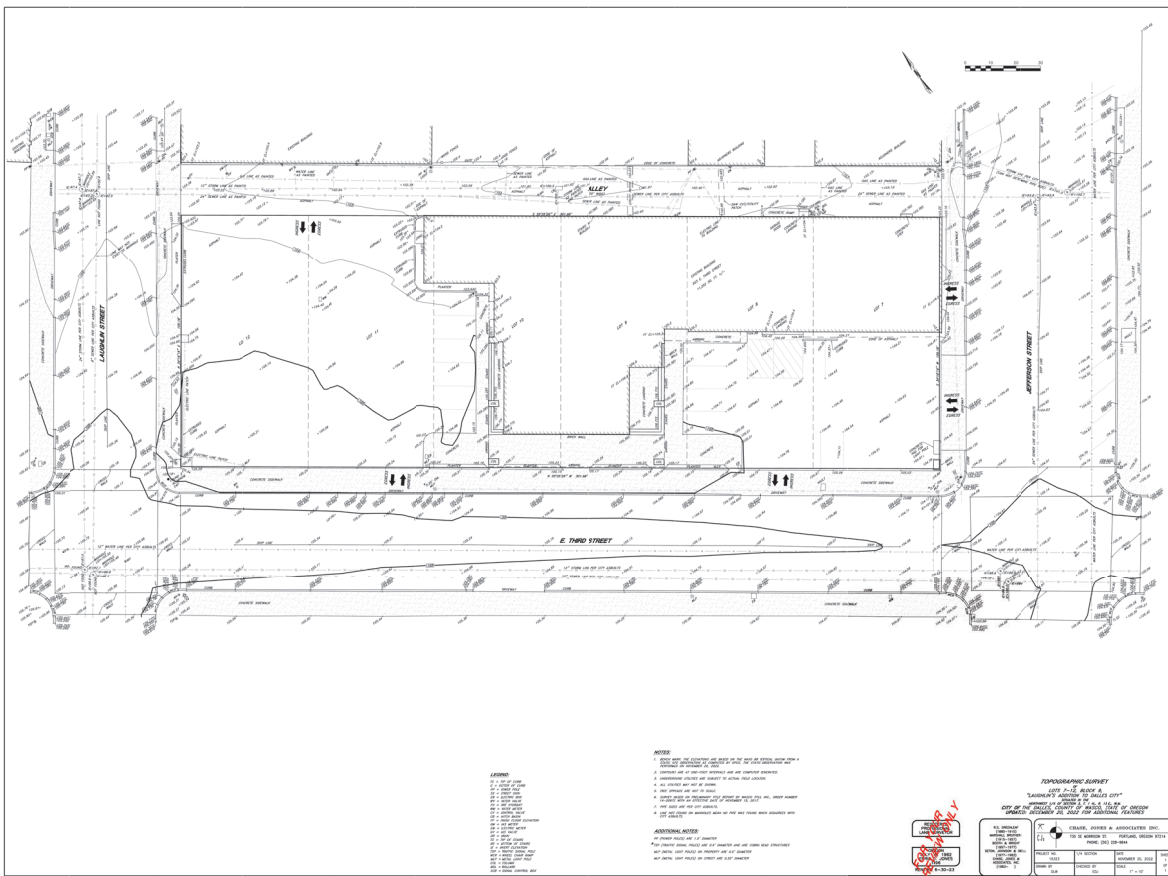
- 1. SPR 544-24 Site Plan Review Plan Set
- 2. SPR 544-24 Traffic Impact Study and Update
- 3. SPR 544-24 Parking Management Plan and Demand Assessment
- 4. SPR 544-24 Comments Received – Compiled
- 5. Central Business Zone Boundary map
- 6. PC Resolution No. 623A-24
- 7. PC Resolution No. 623B-24
- 8. APL 37-24, Public Hearing Notice
- 9. APL 37-24, Notice of Appeal
- 10. SPR 544-24, Notice of Decision
- 11. SPR 544-24, Staff Report
- 12. SPR 544-24, Notice of Administrative Action
- 13. SPR 544-24, Application

ARCHITECTS

HACKER

555 SE MLK Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT



LEGEND

- 1. 1" = 10' (GENERAL)
- 2. 1" = 20' (GENERAL)
- 3. 1" = 40' (GENERAL)
- 4. 1" = 80' (GENERAL)
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NOTES

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- 30. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
- 31. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
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- 42. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
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- 47. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
- 48. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
- 49. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.
- 50. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTER LINE OF THE STREET OR ALLEY UNLESS OTHERWISE SPECIFIED.

TOPOGRAPHIC SURVEY
 CITY OF PORTLAND
 1525 N.E. STREET
 97232-4600
 PHONE: 503.944.3300
 FAX: 503.944.3300
 WWW.CITYOFPORTLAND.ORG

CHECKED BY: [Red Stamp]
DATE: [Red Stamp]

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REVISION NO. DATE

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development
 502 E. Third Street
 THE DALY, OR, 97258

COUSANCE
 100% DESIGN DEVELOPMENT

PROJECT NUMBER
 22-C026

DATE
 04/26/2024

SCALE
 AS INDICATED

DRAWING TITLE
**EXISTING
 CONDITIONS
 PLAN**

SHEET NUMBER

C-101





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REVISION NO. _____ DATE _____

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development

523 E. Third Street

12th Floor, OR 97103

ESQUANCE

100% DESIGN DEVELOPMENT

PROJECT NUMBER

22-C026

DATE

04/26/2024

SCALE

As Indicated

DRAWING TITLE

DEMO PLAN

SHEET NUMBER

C-102

SHEET NOTES

1. CONTRACTOR MAY STAY WITH LIMITS OF DEMOLITION.
2. REMOVE ALL SITE COMPONENTS AND RECYCLE COMPONENTS AS REQUIRED IN THE SPECIFICATIONS.
3. GENERAL DEMOLITION PERMIT SHALL BE SECURED BY THE CONTRACTOR.
4. ALL TRADE LICENSES AND PERMITS NECESSARY FOR THE PROCUREMENT AND COMPLETION OF THE WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING DEMOLITION.
5. THE CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING RIGHT-OF-WAY SURVEY MONUMENTATION DURING DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT BY A LICENSED SURVEYOR OF ANY DAMAGED OR REMOVED MONUMENTS.
6. PROTECT ALL ITEMS ON ADJACENT PROPERTIES AND IN THE RIGHT OF WAY INCLUDING BUT NOT LIMITED TO SIGNAL EQUIPMENT, PARKING METERS, SIDEWALKS, STREET TREES, STREET LIGHTS, CURBS, PAVEMENT AND SIGNS. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGED ITEMS TO ORIGINAL CONDITION.
7. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, AND OTHER FACILITIES IMMEDIATELY ADJACENT TO EXCAVATIONS FROM DAMAGES CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS.
8. SAWCUT STRAIGHT LINES IN SIDEWALK, AS NECESSARY.
9. CONTRACTOR IS RESPONSIBLE TO CONTROL DUST AND MUD DURING THE DEMOLITION PERIOD, AND DURING TRANSPORTATION OF DEMOLITION DEBRIS ALL STREET SURFACES OUTSIDE THE CONSTRUCTION ZONE MUST BE KEPT CLEAN.
10. ALL EXPOSED PORTIONS OF UNDERGROUND UTILITIES TO BE ABANDONED SHALL BE PLUGGED PER DETAIL WXXX.

DEMOLITION KEY NOTES

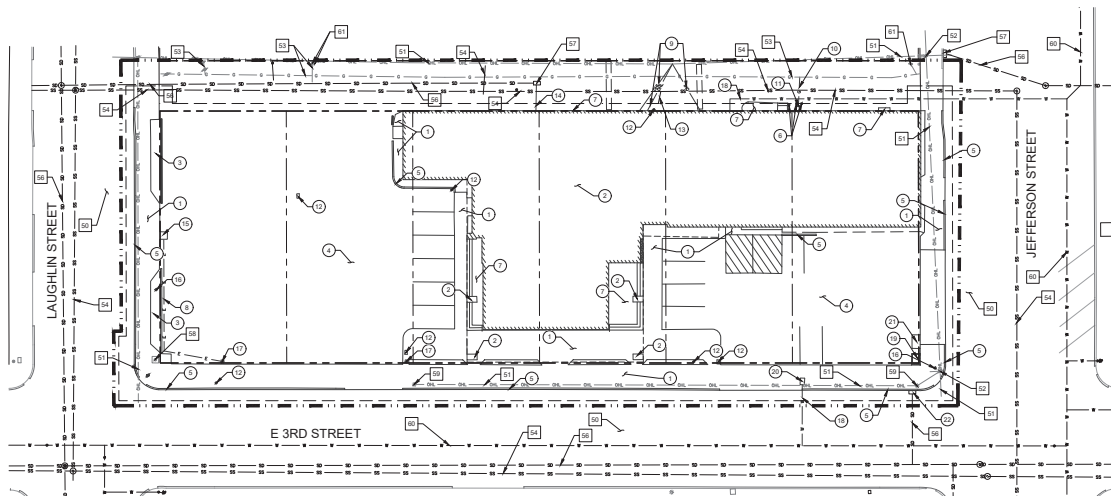
- 1 REMOVE CONCRETE SIDEWALK
- 2 REMOVE BUILDING AND COLUMNS (BY OTHERS)
- 3 REMOVE LANDSCAPING
- 4 REMOVE ASPHALT PAVEMENT
- 5 REMOVE CURB
- 6 REMOVE BOLLARDS
- 7 REMOVE STAIRS, RAMPS, AND HANDRAILS
- 8 REMOVE UNDERGROUND ELECTRICAL, COORDINATE WITH LOCAL PUD
- 9 REMOVE OVERHEAD UTILITY LINE, COORDINATE WITH LOCAL PUD
- 10 REMOVE GAS LINE AND CAP AT MAIN, COORDINATE WITH UTILITY PROVIDER
- 11 REMOVE GAS METER, COORDINATE WITH UTILITY PROVIDER
- 12 REMOVE UTILITY STRUCTURE, COORDINATE WITH UTILITY PROVIDER
- 13 REMOVE SANITARY SEWER LINE, CAP AT MAIN
- 14 ABANDON STORMWATER LINE, CAP AT CATCH BASIN
- 15 REMOVE ELECTRICAL VAULT, COORDINATE WITH LOCAL PUD
- 16 REMOVE SIGN
- 17 REMOVE LIGHT POLE
- 18 REMOVE WATER LINE, COORDINATE WITH UTILITY PROVIDER
- 19 REMOVE BRICK PLANTER
- 20 REMOVE EXISTING WATER METER, COORDINATE WITH LOCAL UTILITY PROVIDER
- 21 REMOVE CONCRETE FOOTING
- 22 REMOVE CONCRETE CATCH BASIN

PROTECTION KEY NOTES

- 50 PROTECT ASPHALT PAVEMENT
- 51 PROTECT OVERHEAD UTILITY LINE/LIGHT POLE, COORDINATE WITH LOCAL PUD
- 52 PROTECT UTILITY POLE AND GUY WIRES, COORDINATE WITH LOCAL PUD
- 53 PROTECT GAS LINE, COORDINATE WITH UTILITY PROVIDER
- 54 PROTECT SANITARY SEWER LINE
- 55 PROTECT SANITARY MANHOLE
- 56 PROTECT STORM LINE
- 57 PROTECT STORM CATCH BASIN
- 58 PROTECT ELECTRICAL STRUCTURE, COORDINATE WITH LOCAL PUD
- 59 PROTECT LIGHT POLE, COORDINATE WITH LOCAL PUD
- 60 PROTECT WATER LINE
- 61 PROTECT GAS METER, COORDINATE WITH UTILITY PROVIDER

SHEET LEGEND

- PROPERTY LINE
- WORK LIMITS
- - - SAWCUT LINE





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REVISION NO. _____ DATE _____

KEY PLAN - (INTS)



Basalt Commons

Hanlon Development
523 E. Third Street
12th Floor, OR 97105
RONSANCE
SITE PLAN REVIEW
PROJECT NUMBER
22-C026
DATE
07/11/2024
SCALE
As Indicated
DRAWING TITLE
SITE PLAN

SHEET NUMBER

C-200

SHEET NOTES

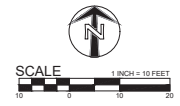
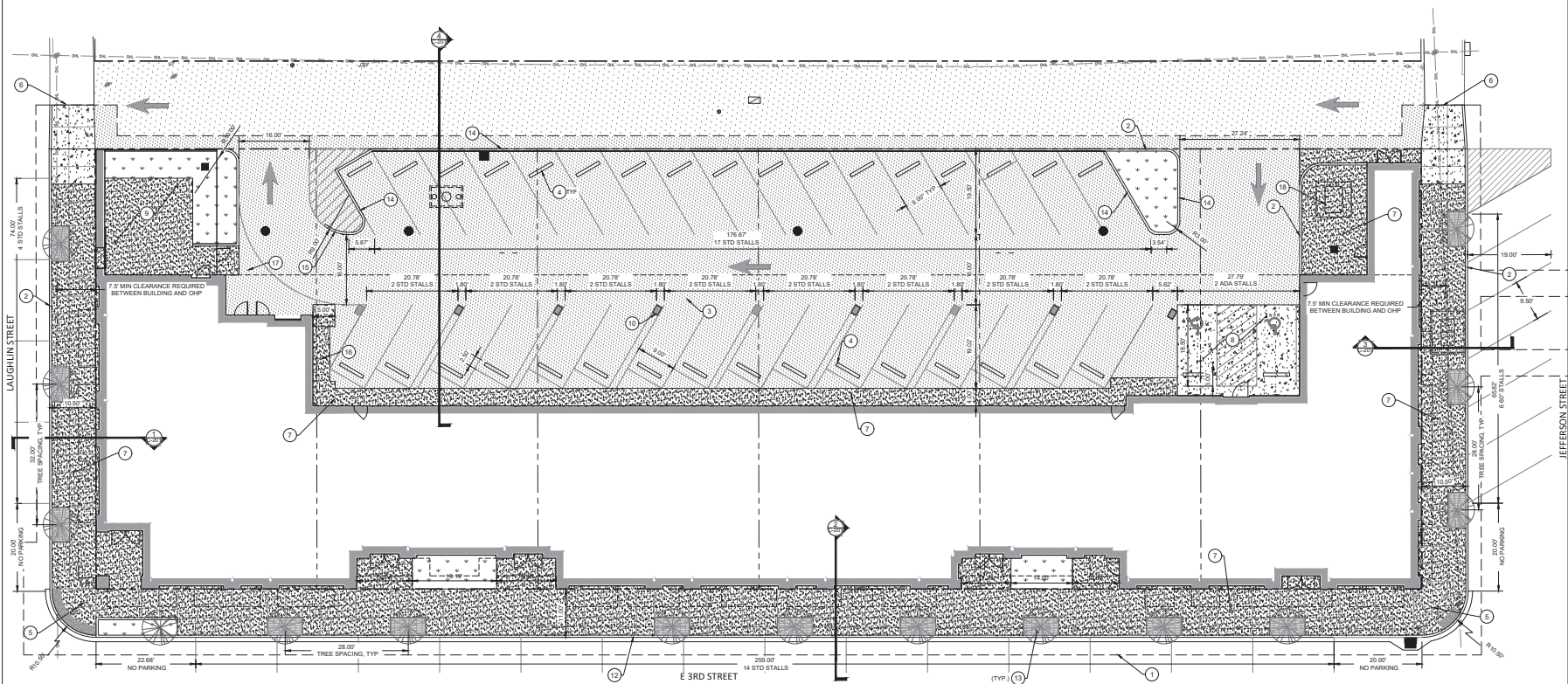
1. ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF WALL.
2. ALL SIDEWALK PAVEMENT JOINTS SHALL BE CONSTRUCTED PER DETAIL X.CS.X.

KEY NOTES

- 1 SAWCUT LINE
- 2 STANDARD CURB
- 3 CANOPY PER ARCHITECTURE PLAN
- 4 WHEEL STOP
- 5 CURB RAMP
- 6 DRIVEWAY
- 7 CONCRETE SIDEWALK
- 8 ADA PARKING STALLS
- 9 PLAZA LAYOUT PER LANDSCAPE PLAN
- 10 BUILDING COLUMN
- 11 TRANSFORMER ENCLOSURE BY OTHERS
- 12 CURB AND GUTTER
- 13 TREE GRATE PER LANDSCAPE PLANS
- 14 CURB WALL
- 15 CURB ENDING
- 16 ADA RAMP
- 17 BOLLARD
- 18 TRANSFORMER PER ELECTRICAL PLANS

SHEET LEGEND

PROPERTY LINE	
	CONCRETE SIDEWALK
	STANDARD ASPHALT PAVEMENT
	LANDSCAPING, SEE LANDSCAPE PLANS
	HEAVY DUTY CONCRETE
	RESURFACE ASPHALT PAVEMENT

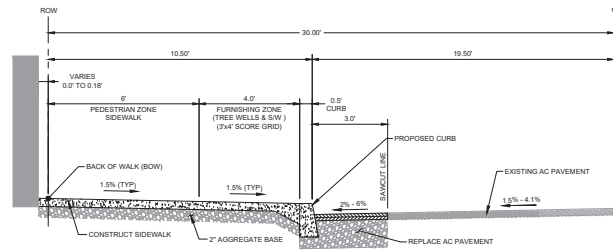


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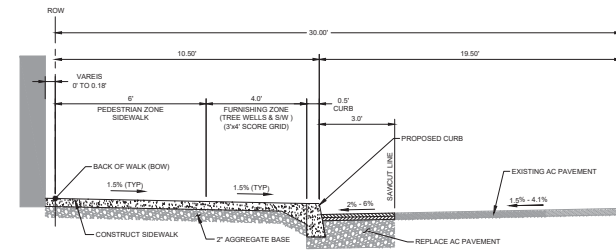
555 SE MLK Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT



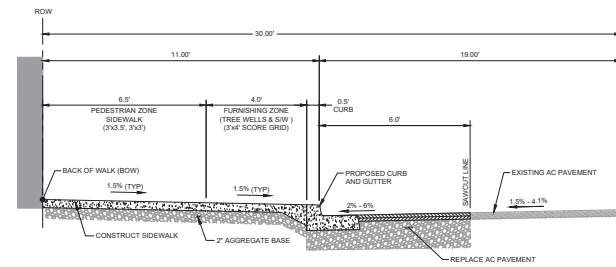
3 TYP. SECTION - JEFFERSON STREET

SCALE: NTS



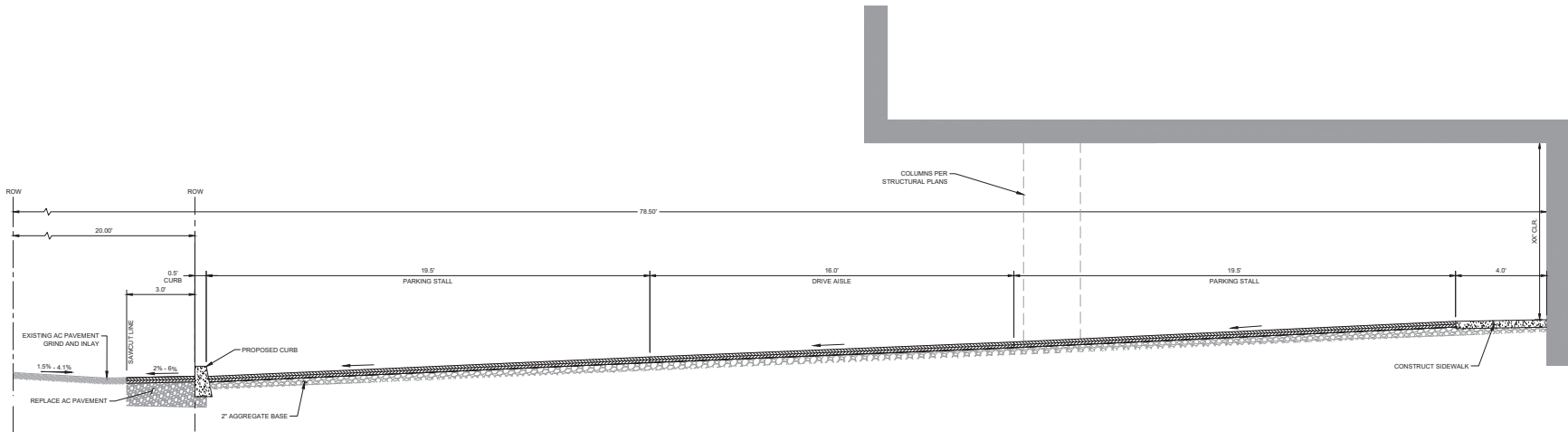
1 TYP. SECTION - LAUGHLIN STREET

SCALE: NTS



2 TYP. SECTION - E 3RD STREET

SCALE: NTS



4 TYP. SECTION - ALLEY AND PARKING LOT

SCALE: NTS

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REVISION NO. DATE

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development

522 E. Third Street

TRU DRIVE, PORTLAND, OR 97208

SEQUENCE

100% DESIGN DEVELOPMENT

PROJECT NUMBER

22-C026

DATE

04/26/2024

SCALE

As Indicated

DRAWING TITLE

FRONTAGE SECTION

SHEET NUMBER

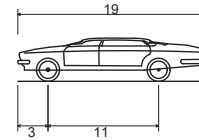
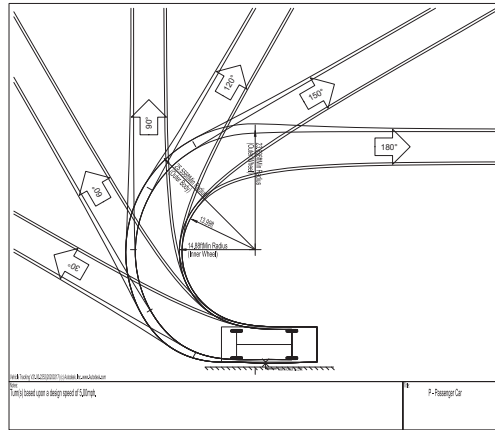
C-201

ARCHITECTS

HACKER

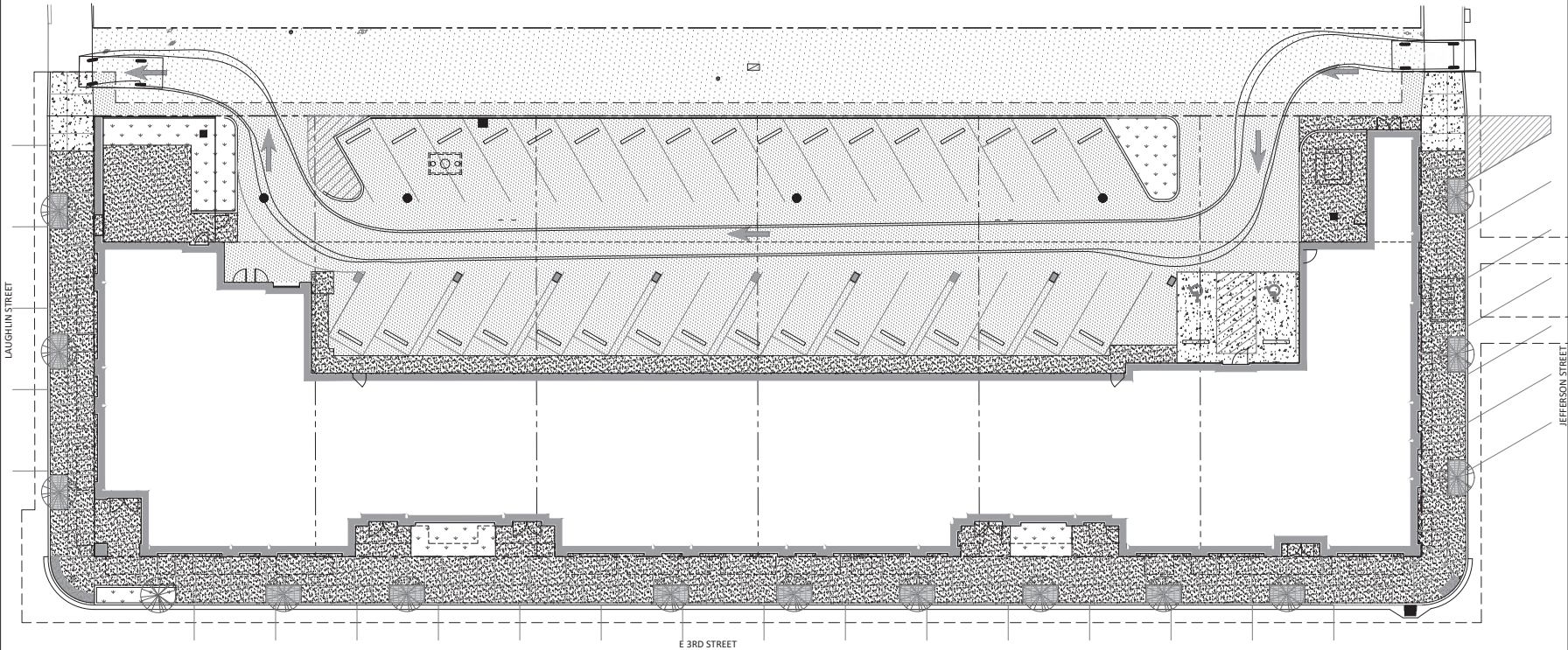
555 SE MLK Jr. Blvd. Suite 501, Portland, OR 97214

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P - Passenger Car
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock-to-lock time
 Max Steering Angle (Virtual)

19.000ft
 7.000ft
 4.300ft
 1.115ft
 6.000ft
 4.00s
 31.60°



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REVISION NO. DATE

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development
 502 E. Third Street
 The Dalles, OR 97108
 ROUNANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 22-CD26
 DATE
 07/11/2024
 SCALE
 As Indicated
 DRAWING TITLE
TURNING MOVEMENT

SHEET NUMBER

C-202



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KEY PLAN - (NTS)



Basalt Commons

Hanlon Development
523 E. Third Street
134 DRAWING SET - 07/05/20
RESURANCE
SITE PLAN REVIEW
PROJECT NUMBER
22-C026
DATE
07/11/2024
SCALE
As Indicated
DRAWING TITLE
GRADING
PLAN

SHEET NUMBER

C-300

SHEET NOTES

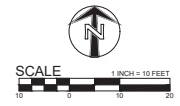
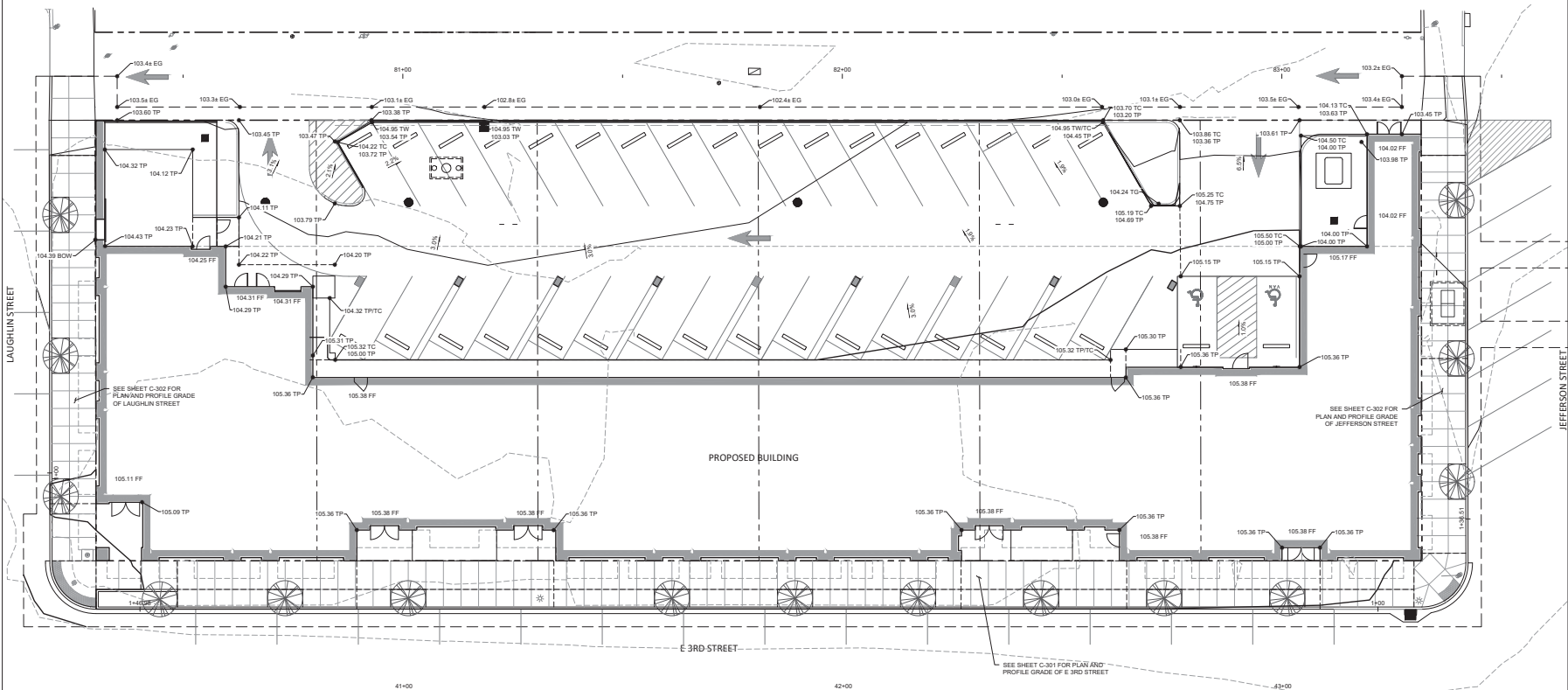
- SLOPES PROVIDED ON SLOPE ARROW ARE FOR REFERENCE ONLY.
- LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 1.5% IN ANY DIRECTION.
- ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (AGMS).
- ALL ADA COMPLIANT WALKWAYS ARE DESIGNED TO NOT REQUIRE HANDRAILS.
- TOP OF CONCRETE OUTSIDE BUILDING DOOR = FF ELEV. MINUS 0.02'

SHEET LABEL LEGEND

CALLOUT	DESCRIPTION
XX% ↓	GRADING SLOPE AND DIRECTION (DOWNHILL)
XXXX.XXX	SPOT ELEVATION
XXXX.XXX	DESCRIPTION LISTED BELOW NO DESCRIPTION MEANS TP OR TG
BOW	BACK OF WALK
EG	EXISTING GRADE
FF	FISHED FLOOR
G	GUTTER
RSM	RIM OF STRUCTURE
TC	TOP OF CURB
TG	TOP OF GROUND
TP	TOP OF PAVEMENT

SHEET LEGEND

→	DRAINAGE FLOW DIRECTION
- - - -	GRADE BREAK
- - - -	EX. CONTOUR MINOR
- - - -	EX. CONTOUR MAJOR
- - - -	CONTOUR MINOR (FG)
- - - -	CONTOUR MAJOR (FG)



ARCHITECTS

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REVISION NO. DATE

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development

523 E. Third Street

Portland, OR 97205

ESQUANCE

100% DESIGN DEVELOPMENT

PROJECT NUMBER

22-C026

DATE

04/26/2024

SCALE

As Indicated

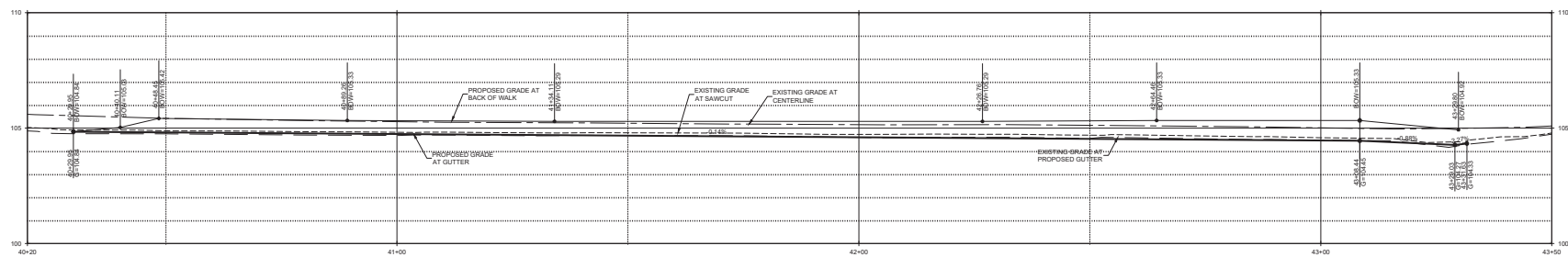
DRAWING TITLE

E 3RD ST PLAN

AND PROFILE

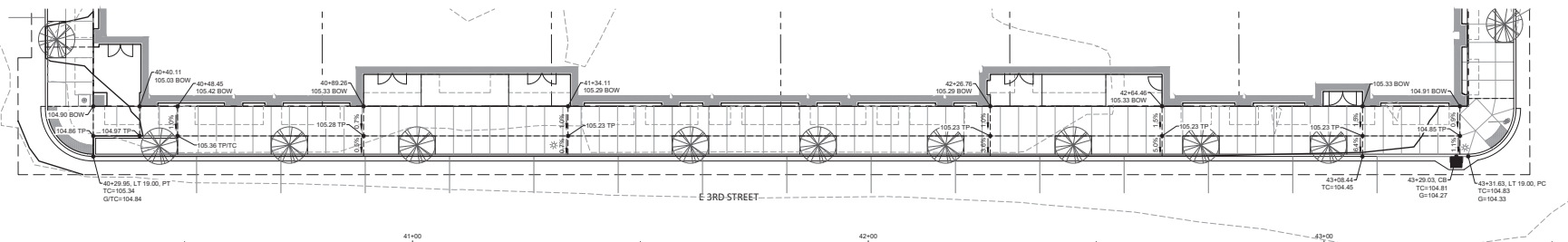
SHEET NUMBER

C-301



PROFILE - 3RD STREET

SCALE: HORIZ: 1" = 10'
VERT: 1" = 2'



PLAN - 3RD STREET

SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'



ARCHITECTS

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STAMP

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REVISION NO. DATE

KEY PLAN - (N/S)

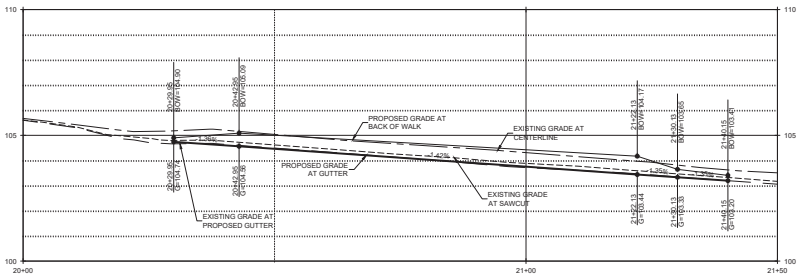


Basalt Commons

Hanlon Development
523 E. Third Street
TRU DRIVE, OR 97059
ESQUANCE
100% DESIGN DEVELOPMENT
PROJECT NUMBER
22-CD26
DATE
04/26/2024
SCALE
As Indicated
DRAWING TITLE
JEFFERSON ST
& LAUGHLIN
ST PLAN AND
PROFILE

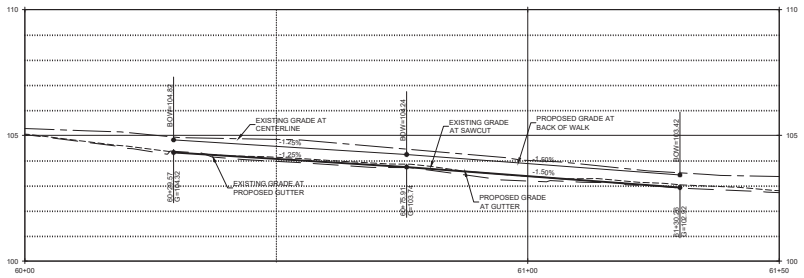
SHEET NUMBER

C-302



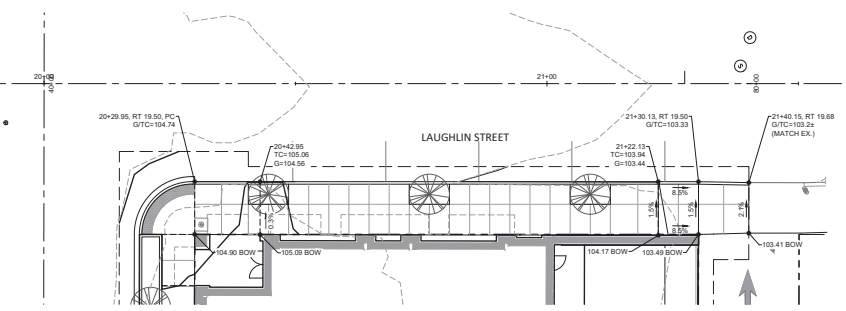
PROFILE - LAUGHLIN STREET

SCALE: HORZ: 1" = 10'
VERT: 1" = 2'



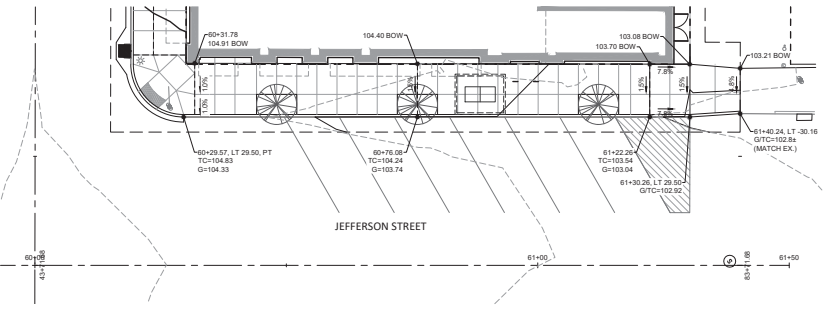
PROFILE - JEFFERSON STREET

SCALE: HORZ: 1" = 10'
VERT: 1" = 2'



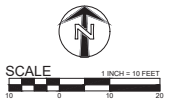
PLAN - LAUGHLIN STREET

SCALE: 1" = 10'



PLAN - JEFFERSON STREET

SCALE: 1" = 10'



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555 SE MLK, Jr. Blvd. Suite 501, Portland, OR 97214

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KEY PLAN - (INTS)



Basalt Commons

Hanlon Development

523 E. Third Street

124.0000, 041.07050

FOUNDAE

100% DESIGN DEVELOPMENT

PROJECT NUMBER

22-C026

DATE

04/26/2024

SCALE

As Indicated

DRAWING TITLE

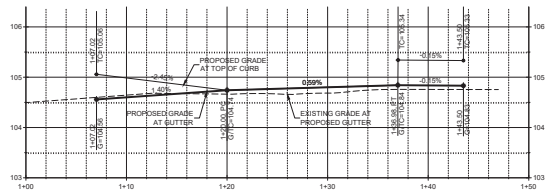
CURB RAMP

PLAN AND

PROFILE

SHEET NUMBER

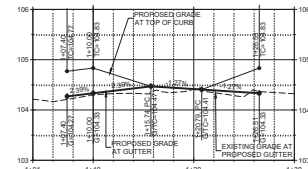
C-303



PROFILE - CURB RETURN 1 (CR1)

SCALE: HORIZ: 1" = 10'

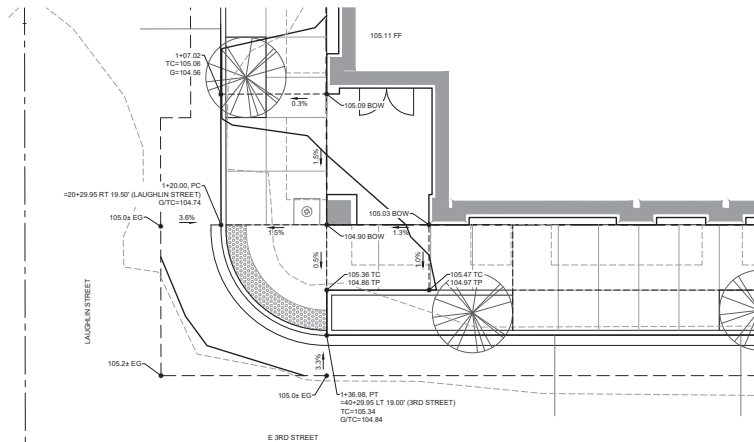
VERT: 1" = 2'



PROFILE - CURB RETURN 2 (CR2)

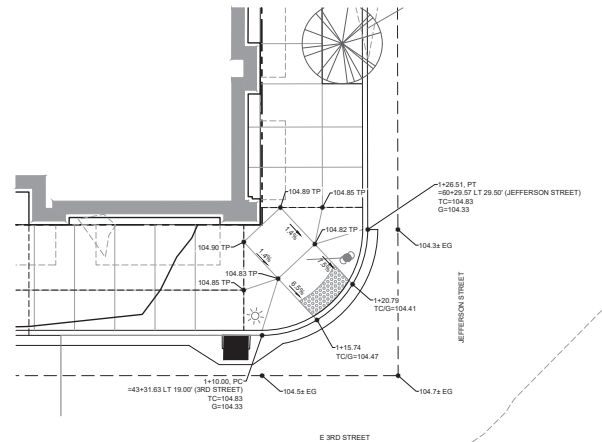
SCALE: HORIZ: 1" = 10'

VERT: 1" = 2'



PLAN - CURB RETURN 1 (CR1)

SCALE: 1" = 10'



PLAN - CURB RETURN 2 (CR2)

SCALE: 1" = 10'



ARCHITECTS

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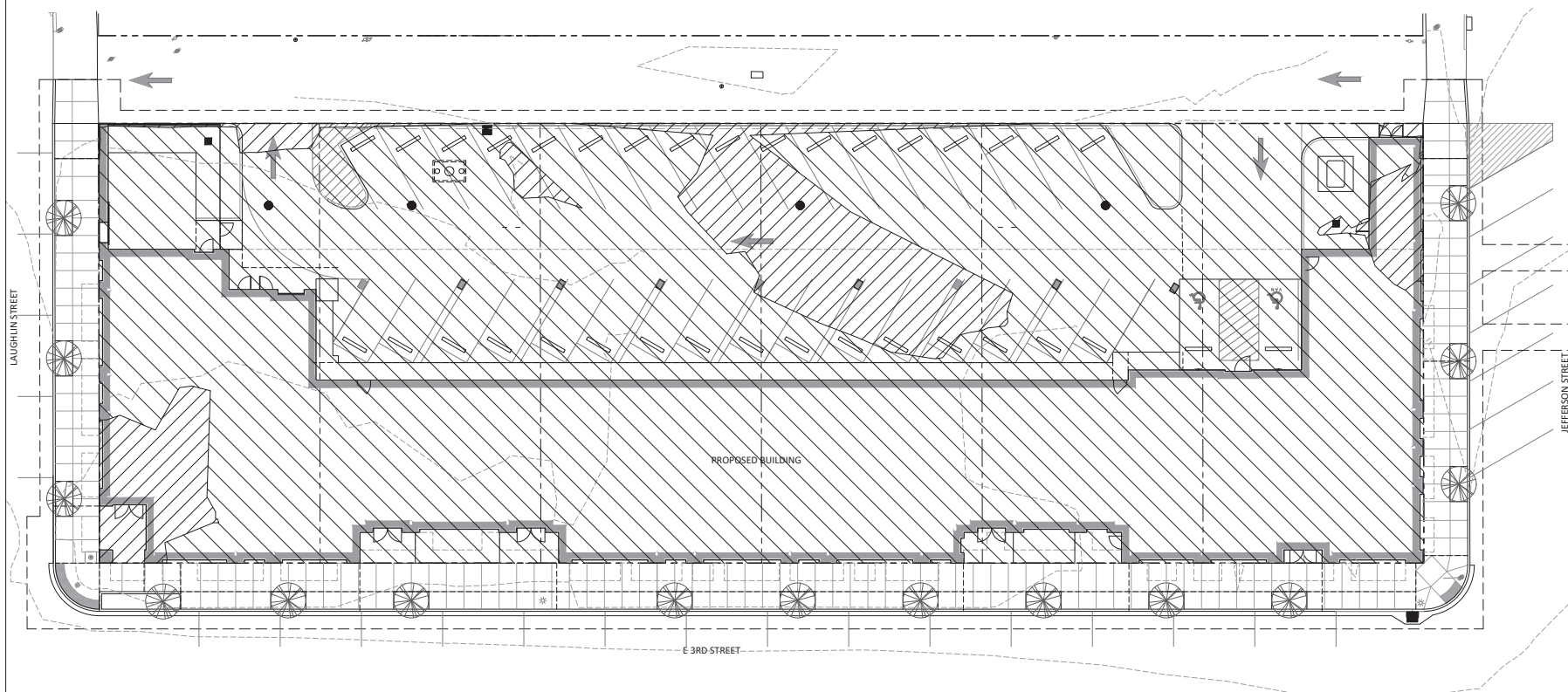


SHEET NOTES

- CUT-FILL QUANTITIES ARE PROVIDED FOR ON-SITE AREA ONLY. QUANTITIES COMPARE EXISTING SURFACE GRADES TO PROPOSED FINISHED GRADES.

SHEET LEGEND

	CUT: 14 CY
	FILL: 406 CY
TOTAL: 392 CY (FILL)	



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KEY PLAN - (INTS)

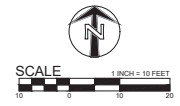
TRULY PLAN SOCIETY

Basalt Commons

Hanlon Development
 523 E. Third Street
 10th Floor, Portland, OR 97203
 RUSANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 22-C026
 DATE
 07/11/2024
 SCALE
 As Indicated
 DRAWING TITLE
EARTHWORK PLAN

SHEET NUMBER

C-304



ARCHITECTS

HACKER

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CONSULTANT



SHEET LEGEND

- (S) CONNECT TO WASTE LINE. SEE PLUMBING PLANS FOR CONTINUATION. SIZE AS NOTED.
- (SD) CONNECT TO STORM DRAIN. SEE PLUMBING PLANS FOR CONTINUATION. SIZE AND IE AS NOTED.
- (W) CONNECT TO COLD WATER SYSTEM. SEE PLUMBING PLANS FOR CONTINUATION. SIZE AND IE AS NOTED.
- UTILITY CROSSING: PROVIDE 12" MIN. CLEARANCE, U.M.O.
- (TV) CONNECT TO BUILDING FIRE PROTECTION SYSTEM. COORDINATE WITH FIRE SPRINKLER DEFERRED SUBMITTAL.
- (CI) CONNECT TO BUILDING GREASE LINE. SEE PLUMBING PLANS FOR CONTINUATION. SIZE AS NOTED.

KEY NOTES

1. COORDINATE WATER SERVICE POINT OF CONNECTION TO EXISTING 8" MAIN WITH CITY OF THE DALLES WATER DISTRICT.
2. FIELD VERIFY LOCATION AND IE OF EXISTING 24" SANITARY SEWER. CONNECT PROPOSED LATERAL TO MAIN WITH PVC GASKETED SADDLE.
3. FIELD VERIFY LOCATION AND IE OF EXISTING 12" STORM SEWER. CONNECT PROPOSED LATERAL TO MAIN WITH TEE PER DETAIL XC051.
4. 4" WATER METER PER CITY STANDARDS

STORM STRUCTURE TABLE

KEYNOTE	STRUCTURE ID	NORTHING	EASTING	RIM ELEVATION	INVERT ELEVATIONS
1	CONN-1	5071.18	5101.35	--	IE 12"(IN) = 98.79 (SE) IE 12"(IN) = 99.29 (SW) IE 12"(OUT) = 98.79 (NW)
2	COTG-1	5046.77	5084.79	103.94	IE 6"(IN) = 99.58 (SE) IE 6"(OUT) = 99.58 (NE)
3	COTG-2	5028.34	5111.70	103.68	IE 6"(IN) = 99.91 (SE) IE 6"(IN) = 99.91 (NE) IE 6"(OUT) = 99.91 (NW)
4	"STR-6B"	4978.34	5184.69	104.04	IE 6"(IN) = 100.80 (SE) IE 6"(OUT) = 100.80 (NW)
5	COTG-3	4939.03	5242.08	104.73	IE 4"(IN) = 101.49 (S) IE 4"(OUT) = 101.49 (NW)
6	NODE-3	4929.79	5243.80	104.89	IE 4"(IN) = 101.58 (SE) IE 4"(OUT) = 101.58 (N)
7	"STR-5B"	4902.03	5284.35	103.88	IE 4"(OUT) = 102.08 (NW)
8	AD-1	5066.56	5081.68	104.06	IE 4"(OUT) = 102.26 (SE)
9	NODE-1	5034.87	5119.55	103.45	IE 6"(IN) = 100.16 (SE) IE 6"(OUT) = 100.16 (SW)
10	OIL/WATER SEPARATOR	5029.92	5123.17	103.40	IE 6"(IN) = 100.33 (SE) IE 6"(OUT) = 100.26 (NW)
11	NODE-2	5025.06	5130.26	103.34	IE 6"(IN) = 100.42 (NE) IE 6"(OUT) = 100.42 (NW)
12	CB-2	5032.80	5135.56	103.06	IE 6"(OUT) = 100.51 (SW)
13	"STR-23"	5012.25	5126.33	--	IE 6"(OUT) = 102.38 (NE)
14	"STR-19"	4948.44	5219.49	--	IE 6"(OUT) = 102.38 (NE)
15	AD-2	4905.96	5283.10	103.79	IE 4"(OUT) = 102.29 (SW)

SANITARY STRUCTURE TABLE

KEYNOTE	STRUCTURE ID	NORTHING	EASTING	RIM ELEVATION	INVERT ELEVATIONS
1	CONN-1	5036.87	5146.85	--	IE 24"(IN) = 92.96 (SE) IE 6"(IN) = 93.96 (SW) IE 24"(OUT) = 92.96 (NW)
2	STUB-1	5015.56	5128.61	--	IE 6"(OUT) = 102.38 (NE)
3	CONN-2	4973.01	5239.97	--	IE 24"(IN) = 93.36 (SE) IE 6"(IN) = 94.36 (SW) IE 24"(OUT) = 93.36 (NW)
4	STUB-2	4946.75	5221.97	--	IE 6"(OUT) = 102.22 (NE)

SHEET NOTES

1. PIPE BEDDING AND BACKFILL FOR ALL UTILITIES SHALL BE DONE PER DETAIL XC051.
2. STRUCTURES LOCATIONS ARE BASED ON CENTER OF STRUCTURE.
3. CONTRACTOR TO VERIFY THE IN ELEVATION AND COMMUNICATE ANY DISCREPANCIES TO THE ENGINEER OF RECORD.
4. WATER AND FIRE BACKFLOW ASSEMBLIES TO BE LOCATED INSIDE BUILDING. SEE PLUMBING PLANS.

UTILITY LABEL LEGEND

PIPE LABEL

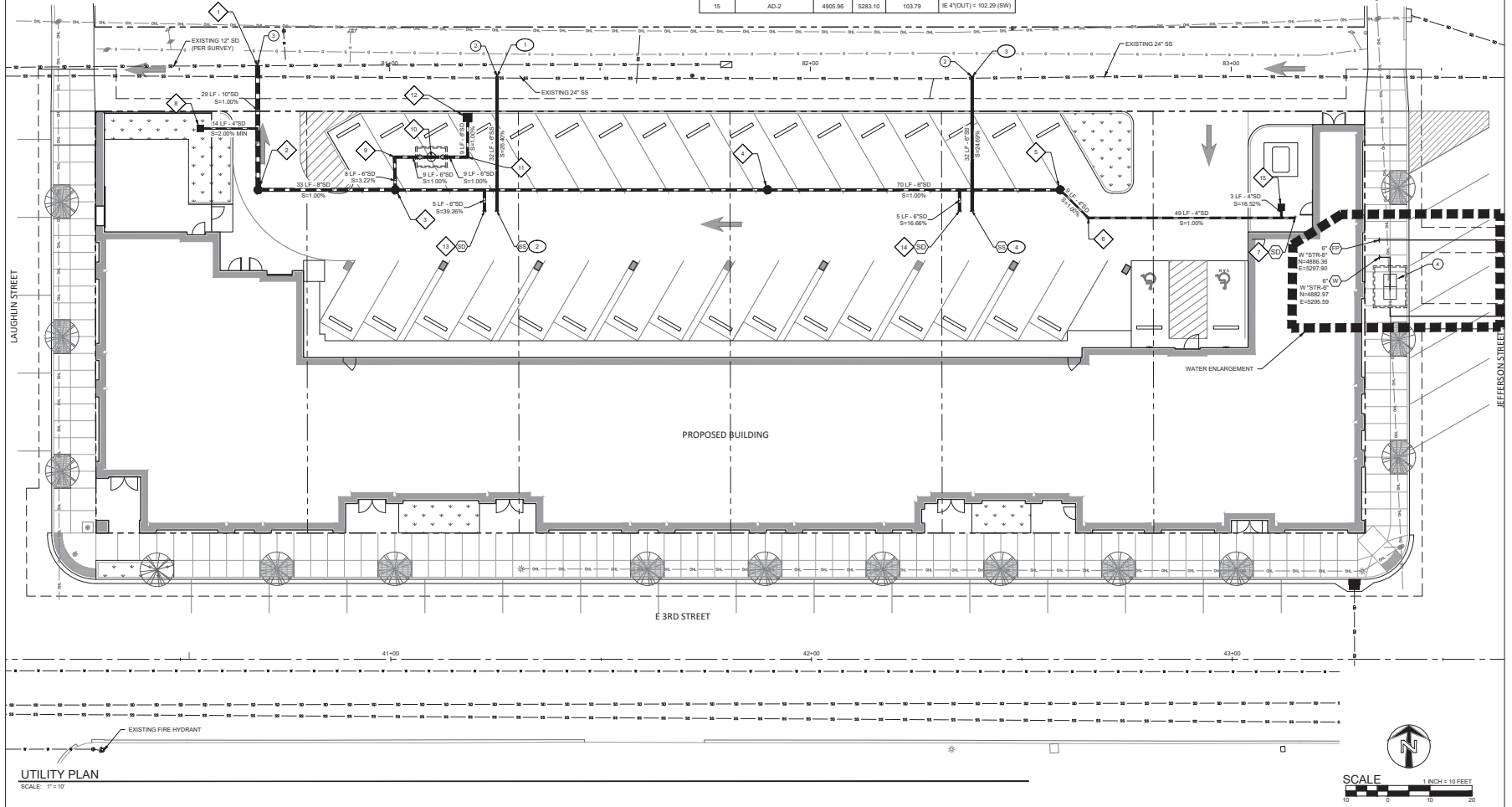
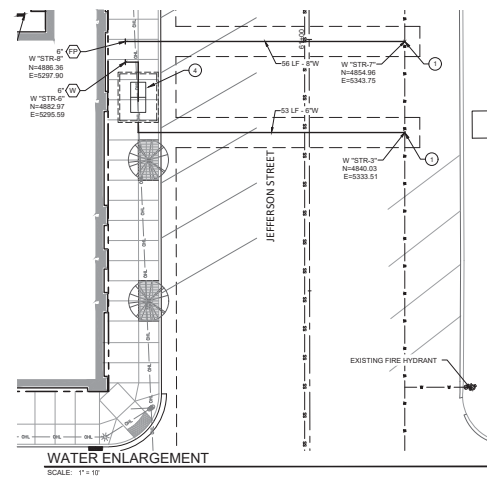
UTILITY LENGTH
UTILITY SIZE
UTILITY TYPE

XXXL - XX"XX
S=X.XX%

SLOPE (WHERE APPLICABLE)

STRUCTURE TYPE

CALLOUT	DESCRIPTION	DETAIL REF.
BEND	BEND. USE FITTING IF APPLICABLE	
CB	TRAPPED CATCH BASIN	
COTG	CLEANOUT TO GRADE CONNECTION	
CONN	CONNECTION	
FDC	FIRE DEPARTMENT CONNECTION	
PH	FIRE HYDRANT	
GI	GREASE INTERCEPTOR	
GV	GATE VALVE	
OW	OIL/WATER SEPARATOR	
OVERFLOW	OVERFLOW INLET	
STUB	STUB	
TEE	TEE CONNECTION	
WYE	WYE CONNECTION	
WM	WATER METER	



STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

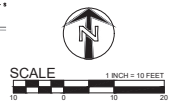
REV PLAN - (N/S)

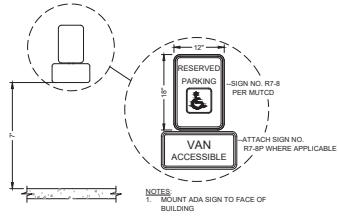


Basalt Commons

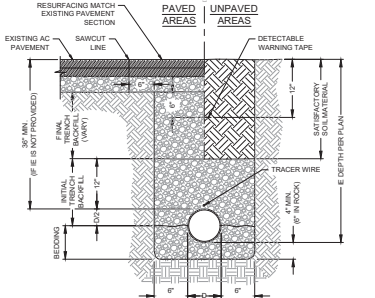
Hanlon Development
555 E. Third Street
12th Floor, Portland, OR 97214
PROJECT NUMBER: 22-C026
DATE: 07/11/2024
SCALE: As Indicated
DRAWING TITLE: UTILITY PLAN

SHEET NUMBER
C-400

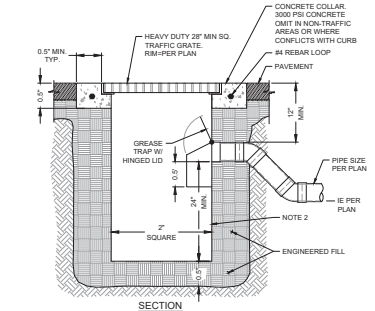




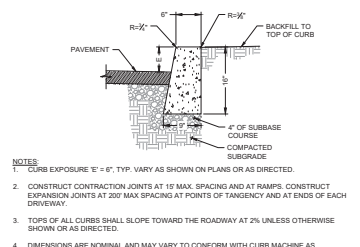
ADA PARKING SIGN - TYPE 1
SCALE: NTS



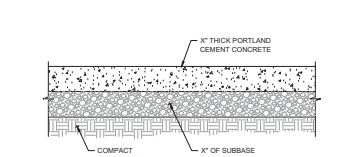
TYPICAL PIPE BEDDING AND BACKFILL
SCALE: NTS



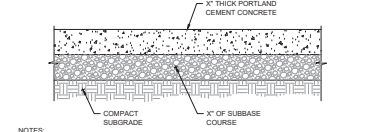
TRAPPED CATCH BASIN
SCALE: NTS



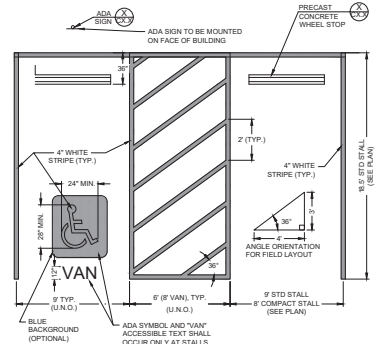
STANDARD CONCRETE CURB
SCALE: NTS



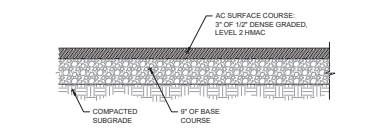
CONCRETE PAVEMENT SECTION
SCALE: NTS



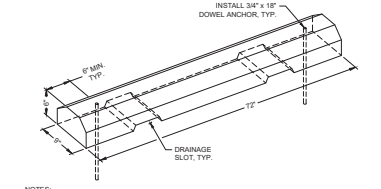
HEAVY CONCRETE PAVEMENT SECTION
SCALE: NTS



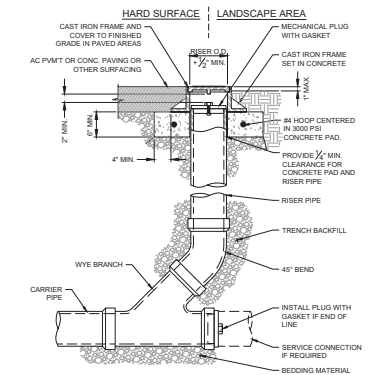
TYPICAL PARKING LAYOUT
SCALE: NTS



ASPHALT PAVEMENT SECTION
SCALE: NTS



PRECAST CONCRETE WHEEL STOP
SCALE: NTS



STANDARD CLEANOUT (COTG)
SCALE: NTS

- NOTES:**
1. CURB EXPOSURE "E" = 6". TYP. VARY AS SHOWN ON PLANS OR AS DIRECTED.
 2. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACINGS AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.
 3. TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% UNLESS OTHERWISE SHOWN OR AS DIRECTED.
 4. DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM WITH CURB MACHINE AS APPROVED BY THE ENGINEER.

- NOTES:**
1. CONTRACTOR TO WIDEN EXCAVATION AS REQUIRED TO OBTAIN COMPACTION WITH CONTRACTOR'S COMPACTION EQUIPMENT.
 2. 1/4" STEEL PLATE, BITUMINOUS COATED, AS MANUFACTURED BY GIBSON STEEL BASINS OR APPROVED EQUAL.

- NOTES:**
1. DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM TO MANUFACTURER'S PRODUCTS APPROVED BY ENGINEER.

- NOTES:**
1. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS.
 2. CONSTRUCT EXPANSION JOINTS AT 200' MAX. SPACING AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.

- NOTES:**
1. JOINTS:
 2. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS.
 3. CONSTRUCT EXPANSION JOINTS AT 200' MAX. SPACING AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.

- NOTES:**
1. CAST IRON FRAME AND COVER SHALL MEET H-20 LOAD REQUIREMENT.
 2. FOR CARRIER PIPE SIZE 6" AND LESS, PROVIDE RISER PIPE SIZE TO MATCH CARRIER PIPE.
 3. FOR CARRIER PIPE SIZE 6" AND LARGER, RISER PIPE SHALL BE 6".
 4. RISER PIPE MATERIAL TO MATCH CARRIER PIPE MATERIAL.



The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

NOTE: All material and accessories shall be in accordance with the current City of the Dalles Standard Drawings. WATER METER PLAN VIEW 3", 4" & 6" METER DETAILS

Table with 4 columns: SIZE, MATERIAL, QUANTITY, UNIT. Lists sizes 3", 4", 6" and materials like Cast Iron, Ductile Iron.

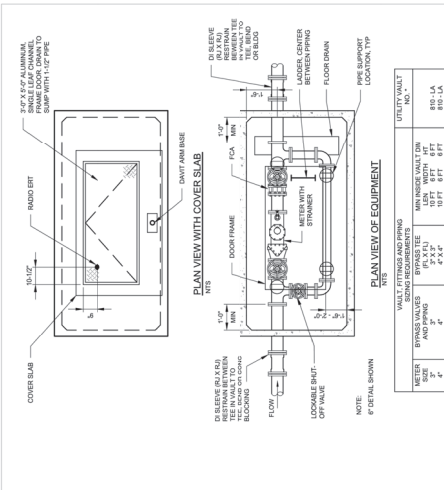
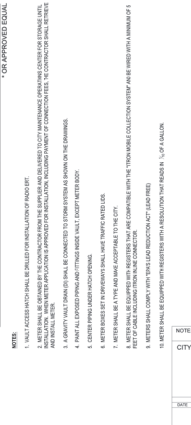


Table with 4 columns: SIZE, MATERIAL, QUANTITY, UNIT. Lists sizes 1/2", 3/4", 1" and materials like Cast Iron, Ductile Iron.

Effective Date: January 1, 2022 - December 31, 2022 RD276

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (NTS)



Hanlon Development
525 E. Third Street
Tillamook, OR 97156
FOUNDATION
100% DESIGN DEVELOPMENT
PROJECT NUMBER
22-C026
DATE
04/26/2024
SCALE
As Indicated
DRAWING TITLE
CITY STANDARD
DETAILS

SHEET NUMBER

C-501

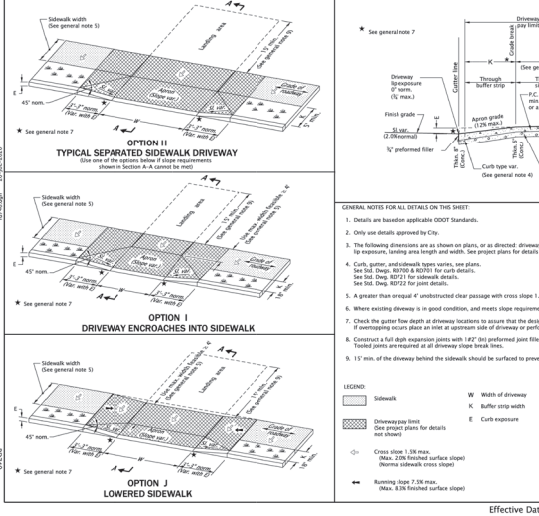
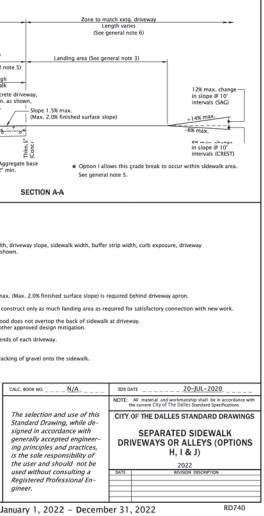


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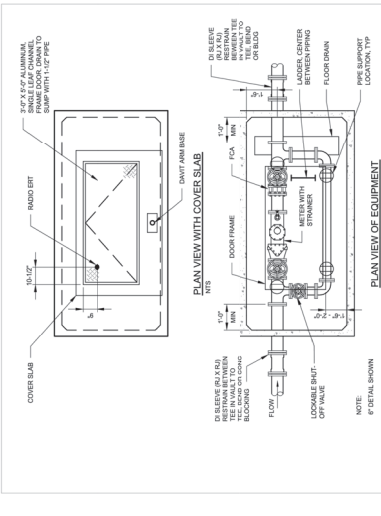
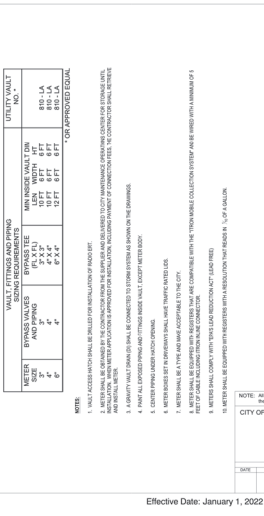


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Effective Date: January 1, 2022 - December 31, 2022 RD700

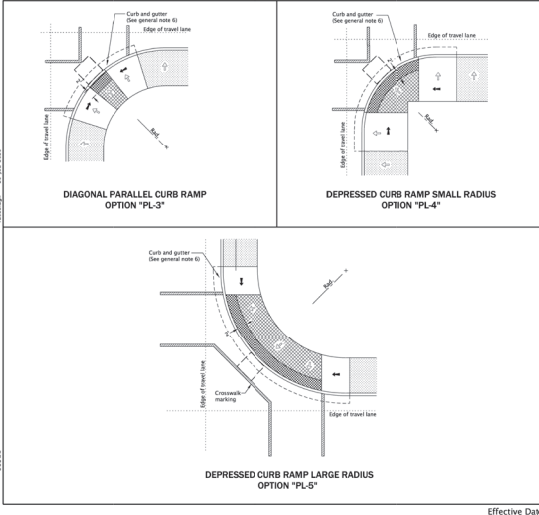
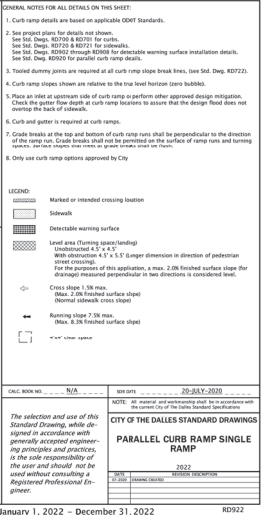


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Effective Date: January 1, 2022 - December 31, 2022 RD922

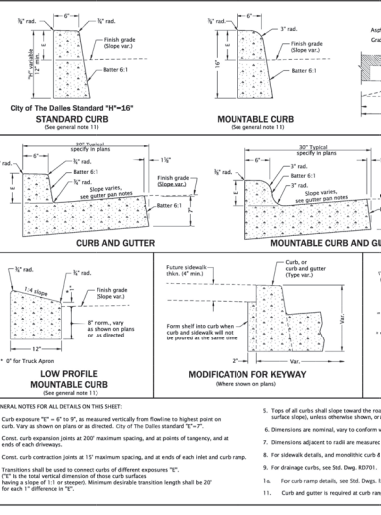


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Effective Date: January 1, 2022 - December 31, 2022 RD700

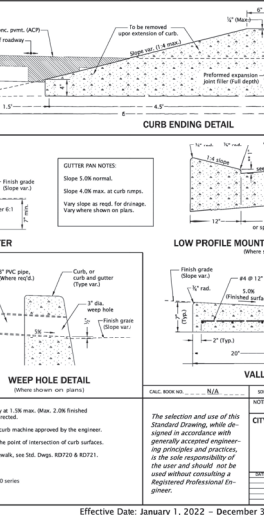
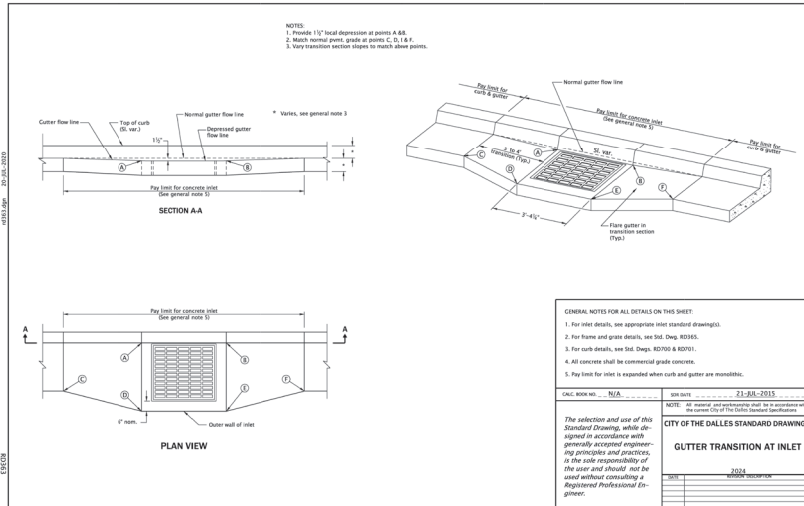
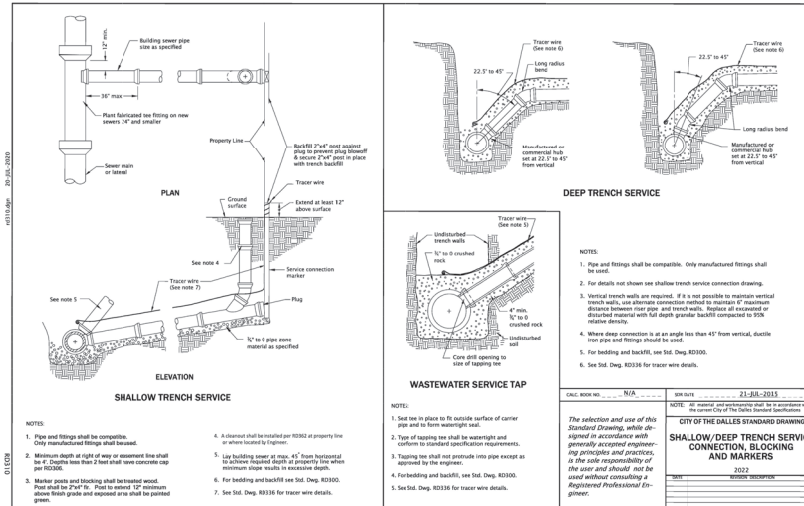


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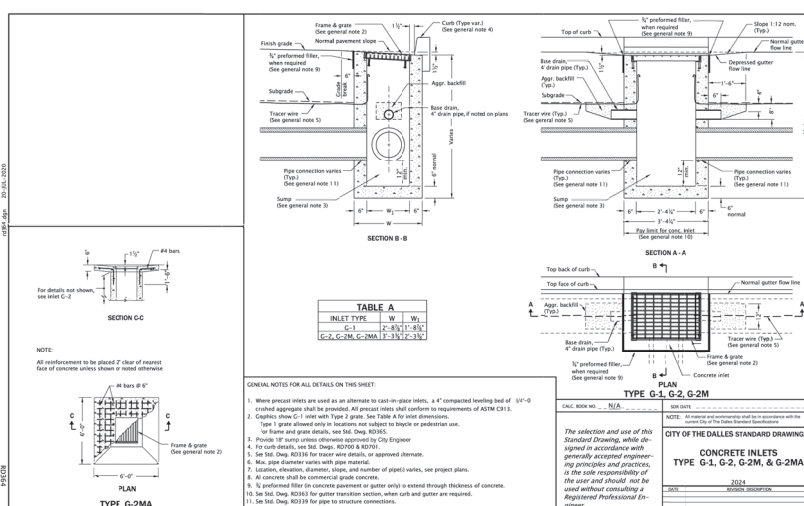
Effective Date: January 1, 2022 - December 31, 2022 RD700



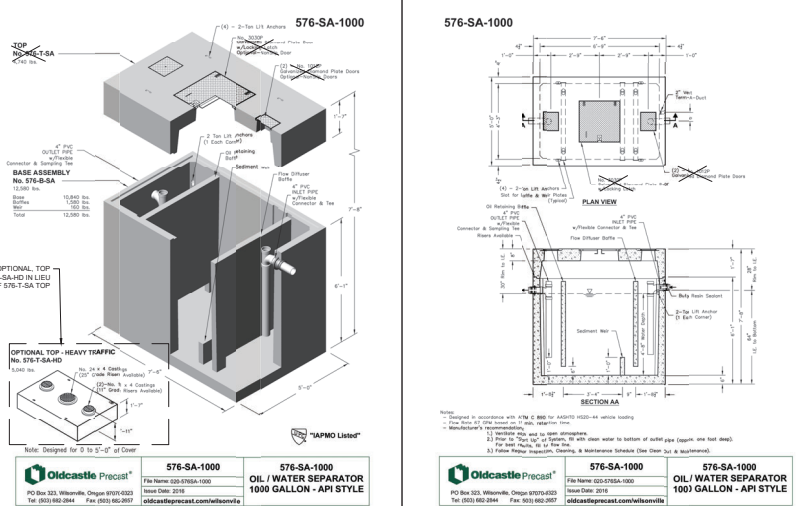
X GUTTER TRANSITION AT INLET
SCALE: NTS



X SHALLOW AND DEEP TRENCH SERVICE CONNECTION, BLOCKING, AND MARKERS
SCALE: NTS



X CONCRETE INLETS TYPE G-1, G-2, G-2M, & G-2MA
SCALE: NTS



X OIL / WATER SEPARATOR (1000 GALLON)
SCALE: NTS



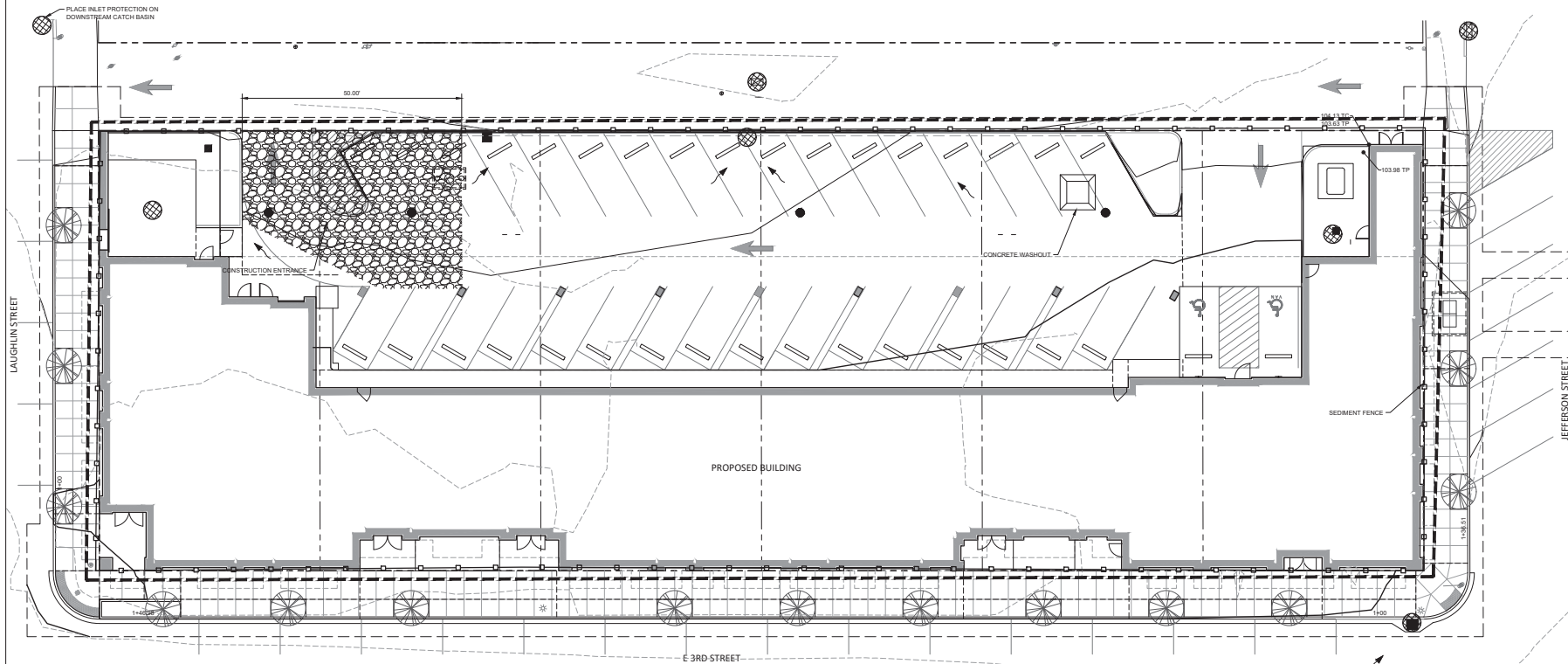
Portland, OR 97214
503.555.7515

SHEET NOTES

- APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
- IT IS THE INTENT OF THESE PLANS AND SPECIFICATIONS TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT LEAVE THE WORK SITE. THE CONTRACTOR SHALL USE ALL AVAILABLE MEANS TO ACHIEVE THIS RESULT.
- THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND PERMANENT VEGETATION/LANDSCAPING IS ESTABLISHED.
- THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS DURING THE CONSTRUCTION PERIOD. THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
- THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT.
- AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.
- STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

SHEET LEGEND

- DRAINAGE FLOW DIRECTION
- - - - GRADE BREAK
- - - - 49' EX. CONTOUR MINOR
- - - - 50' EX. CONTOUR MAJOR
- - - - 49' CONTOUR MINOR (FG)
- - - - 50' CONTOUR MAJOR (FG)
- ⊗ INLET PROTECTION
- ⊗ CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT



STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (NTS)

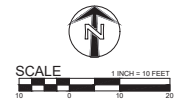


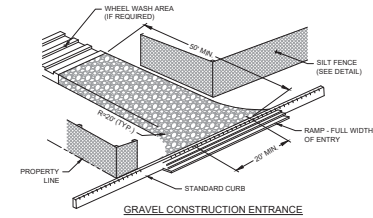
Basalt Commons

Hanlon Development
523 E. Third Street
The Dalles, OR 97158
RESURANCE
SITE PLAN REVIEW
PROJECT NUMBER
22-C026
DATE
07/11/2024
SCALE
As Indicated
ERSC PLANS

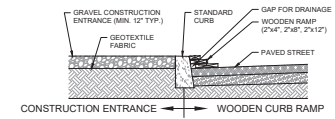
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C-600

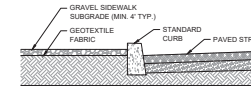




GRAVEL CONSTRUCTION ENTRANCE



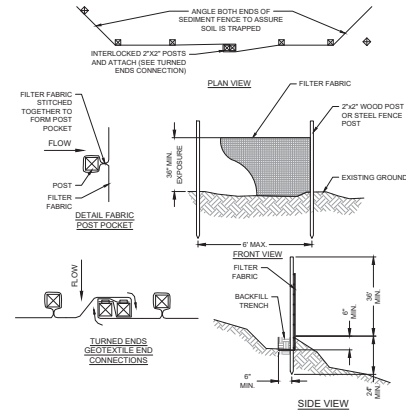
CONSTRUCTION ENTRANCE



SIDEWALK SUB-GRADE

1 STABILIZED CONSTRUCTION ENTRANCE

SCALE: NTS

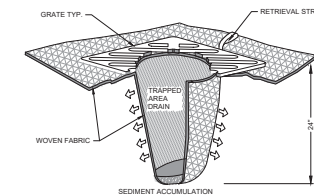


NOTES:

1. THE FILTER FABRIC SHALL BE 36\"/>

2 SEDIMENT FENCE

SCALE: NTS



INSTALLATION NOTES:

1. REMOVE CATCH BASIN GRATE.
2. CLEAN DIRT AND DEBRIS FROM GRATE LEDGE.
3. PLACE WOVEN FABRIC INSERT FILTER SACK/FILTER FABRIC U-SHAPED BRAGS/COMPOST SOCK OVER CATCH BASIN OPENING WITH BAG INSIDE BASIN. SEDIMENT PROTECTION MUST BE DESIGNED FOR LOW-FLOW AND CONTAIN NO OVERFLOW.
4. REPLACE GRATE, AT THE SAME TIME PINCH INSERT FABRIC BETWEEN GRATE AND FRAME.
5. CUT EXCESS FABRIC OFF AND LEAVE THREE TO FIVE INCHES OF FABRIC AROUND OUTSIDE SIDE OF GRATE IF INSERT IS REUSABLE.

MAINTENANCE NOTES:

1. DETERMINE SEDIMENT ACCUMULATION BY PROBING WITH YARDSTICK TO MEASURE SEDIMENT LEVEL.
2. RECOMMENDED: EMPTY AND REINSTALL WHEN UNIT IS APPROXIMATELY HALF FULL (UP TO 12 INCHES SEDIMENT).
3. RECOMMENDED: REGULARLY INSPECT INSERTS/BRAGS/COMPOST SOCKS AND LOG OBSERVATIONS AS A BEST MANAGEMENT PRACTICE.

3 INLET SEDIMENT PROTECTION

SCALE: NTS

STAMP

NOT FOR CONSTRUCTION

REVISION NO.

DATE

KEY PLAN - (NTS)



Basalt Commons

Hanlon Development

522 E. Third Street

TRU DRIVE, OR 97058

FOUNDRY

100% DESIGN DEVELOPMENT

PROJECT NUMBER

22-C026

DATE

04/26/2024

SCALE

As Indicated

DRAWING TITLE

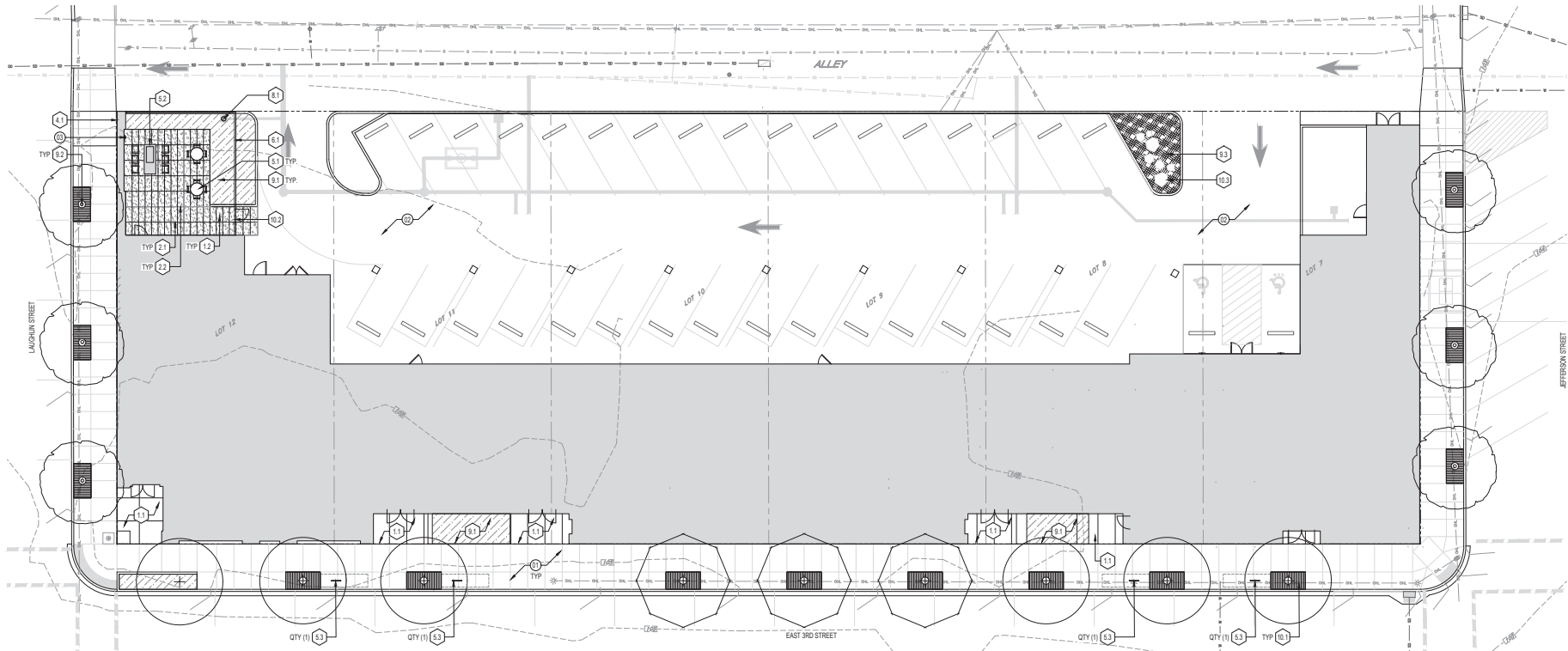
ERSC DETAILS

SHEET NUMBER

C-601



NOT FOR CONSTRUCTION



GENERAL NOTES

1. INFORMATION REGARDING EXISTING CONDITIONS USED TO PREPARE THESE DOCUMENTS HAS BEEN PROVIDED BY OTHERS. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS PRIOR TO COMMENCING CONSTRUCTION.
2. SHOULD THERE BE ANY DISCREPANCIES BETWEEN LANDSCAPE ARCHITECTURAL, ARCHITECTURAL, OR ENGINEERING DRAWINGS, THE CONTRACTOR IS TO CONTACT LANDSCAPE ARCHITECT TO REVIEW AND COORDINATE BEFORE PROCEEDING WITH WORK. THE LANDSCAPE ARCHITECT WILL ISSUE A WRITTEN DIRECTIVE IF FURTHER CLARIFICATION IS REQUIRED.
3. THE CONTRACTOR SHALL ENSURE THAT ALL WORK MEETS ALL APPLICABLE LOCAL AND NATIONAL BUILDING AND SAFETY CODES THAT PERTAIN TO THE PROJECT WORK. IF THERE IS A DISCREPANCY BETWEEN A CODE AND THE CONTENT OF THE PLANS, THE CONTRACTOR IS TO CONSULT LANDSCAPE ARCHITECT BEFORE PROCEEDING.
4. PARKING, EQUIPMENT AND MATERIAL STORAGE IS PERMITTED ONLY IN THE AREA PROVIDED BY OTHERS. PARKING FOR MATERIAL STORAGE OUTSIDE THIS AREA, EVEN TEMPORARILY, WILL NOT BE PERMITTED.
5. LANDSCAPE PLANTING CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT TO REVIEW PLANS BEFORE COMMENCING WORK IN ORDER TO ASSURE CLOSE COORDINATION.
6. PRIOR TO PROJECT COMPLETION, THE SITE IS TO BE THOROUGHLY CLEANED OF ALL CONSTRUCTION DEBRIS, SIGNS, ETC. AND REVIEWED BY LANDSCAPE ARCHITECT AND OTHER RELEVANT CONSULTANTS.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO GROUND AND BOND ALL EXPOSED METAL OBJECTS IN LANDSCAPE.
8. CONTRACTOR MUST CLEAN UP ALL TRASH AND DEBRIS ON THE CONSTRUCTION SITE AT THE END OF EACH DAY. LIGHTWEIGHT MATERIAL, PACKING, AND OTHER ITEMS MUST BE COVERED OR WEIGHTED DOWN TO PREVENT WIND FROM BLOWING SUCH MATERIALS OFF THE CONSTRUCTION SITE. CONTRACTORS ARE PROHIBITED FROM DUMPING, BURNING, OR BURNING TRASH ANYWHERE ON THE SITE. DURING THE CONSTRUCTION PERIOD, THE CONSTRUCTION SITE MUST BE KEPT NEAT AND TIDY TO PREVENT IT FROM BECOMING AN EYESORE FOR SURROUNDING PROPERTY OWNERS. DIRT, MUD, OR OTHER DEBRIS RESULTING FROM ACTIVITY ON THE SITE MUST BE PROMPTLY REMOVED FROM SURROUNDING ROADS.
9. CONTRACTOR IS TO CREATE A WORK SCHEDULE AND DISTRIBUTE TO OWNER, LANDSCAPE ARCHITECT, AND ARCHITECT PRIOR TO COMMENCEMENT OF WORK. THE SCHEDULE IS TO CLEARLY OUTLINE DATES FOR:
 - 9.1. PRE-CONSTRUCTION MEETING TO REVIEW CONSTRUCTION FENCE, EROSION & SEDIMENT CONTROL MEASURES AND TREE PROTECTION MEASURES.
 - 9.2. REVIEW OF MATERIAL MOCKUPS (SEE MATERIAL NOTES).
 - 9.3. REVIEW OF SITE AND ARCHITECTURAL LAYOUTS.
 - 9.4. ALL RELEVANT ARCHITECTURAL, STRUCTURAL, AND MEP REVIEWS.
 - 9.5. CONCRETE FOUNDATION AND SLAB REVIEW DATES.
 - 9.6. MASONRY REVIEW DATES.
 - 9.7. LANDSCAPE PLANTING TREE LAYOUTS (WITH FLAGS) AND PLANT QUANTITY REVIEW (BEFORE PLANTING).
 - 9.8. FINAL PLANTING AND HARDSCAPE REVIEW.
 - 9.9. PROJECT COMPLETION.

UTILITY NOTES

1. EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
2. VERIFY LOCATIONS AND DEPTHS OF ALL UTILITIES IN THE FIELD AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS BETWEEN LAYOUT/GRADING AND UTILITIES PRIOR TO CONSTRUCTION.
3. TRENCHING FOR UTILITIES WILL BE PERMITTED IN APPROVED LOCATIONS ONLY. CONTRACTOR MUST ALERT LANDSCAPE ARCHITECT PRIOR TO TRENCHING FOR LOCATION REVIEW AND APPROVAL.

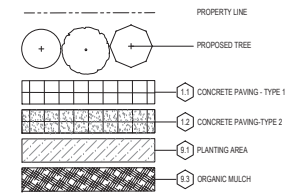
MATERIAL NOTES

1. HATCH PATTERNS REPRESENTED ARE DIAGRAMMATIC AND DO NOT REPRESENT PAVING PATTERNS.
2. ALL VENEER, TREATMENT, OR TEXTURE TO CONTINUE A MINIMUM 6" BELOW FINISH GRADE UNLESS NOTED OTHERWISE.
3. SHOP DRAWINGS FOR ALL STEP, PAVING AND METALWORK LAYOUTS SHALL BE PROVIDED FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT BEFORE FABRICATION.
4. ANY MATERIALS NOT SPECIFIED IN PLANS SHOULD BE REVIEWED WITH AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
5. PRICING MUST REFLECT IDENTIFIED MATERIAL SPECIFICATIONS AS OUTLINED. ANY DEVIATIONS OR SUBSTITUTES MUST BE APPROVED BY LANDSCAPE ARCHITECT.
6. SITE FURNISHINGS, UNLESS SPECIFIED, ARE EXCLUDED FROM THIS SITE DESIGN PACKAGE.
7. ALL PLANTING AREAS SHALL BE FULLY IRRIGATED. SEE IRRIGATION PLAN FOR MORE INFORMATION.
8. SEE LIGHTING PLANS FOR LIGHTING LAYOUT AND FIXTURE SCHEDULES.
9. QUANTITIES SHOWN IN DRAWINGS ARE FOR CONTRACTOR'S CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT MATERIAL TAKEOFFS BASED ON THIS PLAN.

DETAIL KEYNOTES

#	DESCRIPTION	DETAIL / SHEET
10	PAVEMENT RAMP, CURBS	
1.1	CONCRETE PAVING - TYPE 1	01L-710
1.2	COLOR STANDARD FINISH BROOM FINISH CONCRETE PAVING - TYPE 2	01L-710
1.3	COLOR INTEGRAL FINISH SAND ETCHED FINISH	01L-710
20	JOINTING	
2.1	SCORE JOINT	01L-710
2.2	EXPANSION JOINT	01L-710
30	STEPS	
3.1	NOT USED	
40	WALLS	
4.1	SITE WALL	SEE ARCH
50	SITE FURNISHINGS	
5.1	FURNITURE BY OWNER	
5.2	GAS FIRE TABLE	PER SPECS
5.3	BINE RACK	02L-710
60	RAILINGS, BARRIERS, FENCING	
6.1	PRIVACY SCREEN	SEE ARCH
70	LANDSCAPE LIGHTING	
7.1	PROVIDE ALLOWANCE	
80	DRAINAGE	
8.1	AREA DRAIN	SEE CIVIL
90	PLANTING, SOILS, LANDSCAPE	
9.1	PLANTING AREA	01L-750
9.2	PROPOSED TREE	06L-750
9.3	ORGANIC MULCH	PER SPECS
100	MISCELLANEOUS SITE FEATURES	
10.1	TREE GRATE	PER SPECS
10.2	PEDESTRIAN GATE	SEE ARCH
10.3	SITE BOULDER	03L-710

LANDSCAPE LEGEND



KEYNOTES

1. SEE CIVIL DRAWINGS FOR ALL WORK IN THE RIGHT OF WAY
2. CURBS, PARKING LOT AND DRIVE AISLES, SEE CIVIL
3. PROVIDE EMERGENCY GAS SHUT OFF & ELECTRIC TIMER FOR FIRE TABLE. INSTALL AND LOCATE PER LOCAL CODES. COORDINATE WITH ELECTRICAL AND MEP PRIOR TO CONSTRUCTION.



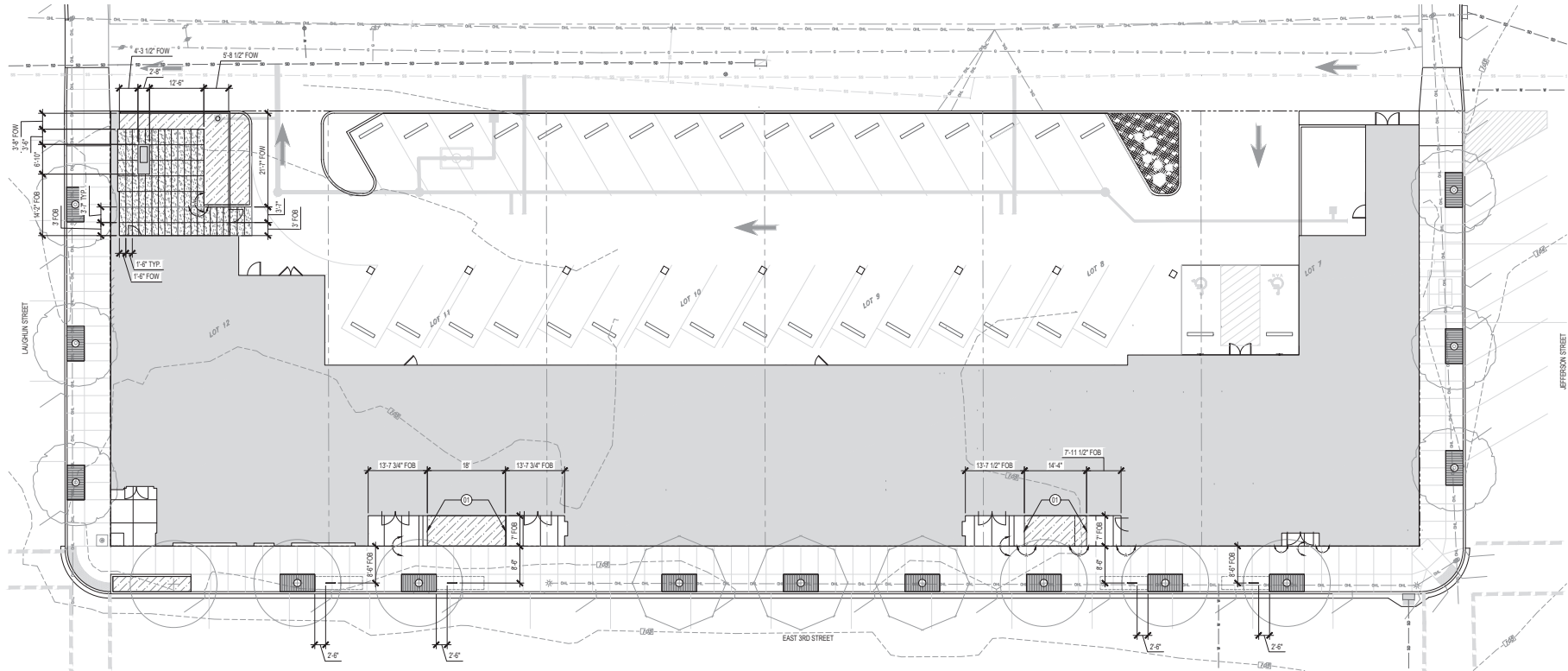
Basalt Commons

Hanlon Development
555 E. Third Street
The Dalles, OR 97056
ISSUANCE
SITE PLAN REVIEW
PROJECT NUMBER
02123
DATE
07/11/2024
SCALE

DRAWING TITLE
MATERIALS PLAN

L-200





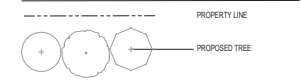
ABBREVIATIONS

ABBREVIATION	DESCRIPTION
A	ALIGN
CL	CENTERLINE
EQ	EQUAL
FOB	FACE OF BUILDING
FW	FACE OF WALL
POB	POINT OF BEGINNING
TYP	TYPICAL

SYMBOLS

SYMBOL	DESCRIPTION
—	ALIGN
— —	CENTERLINE

LANDSCAPE LEGEND



KEYNOTES

- Ⓢ PAVING EXTENT TO ALIGN WITH ARCHITECTURAL WINDOW WIDTH.

LAYOUT NOTES

- DO NOT SCALE DRAWINGS.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND LAYOUT DIMENSIONS IN THE FIELD. REPORT DISCREPANCIES TO THE LANDSCAPE ARCHITECT BEFORE STARTING CONSTRUCTION.
- ALL ANGLES ARE ASSUMED TO BE 90 DEGREES UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS FROM STRUCTURES ARE FROM FACE OF FINISH OF EXTERIOR WALL.
- ANY ALTERATIONS TO THESE DRAWINGS PROPOSED IN THE FIELD FOR CONSTRUCTION SHALL BE PROMPTLY REPORTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION.
- NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF CONFLICTS IN LAYOUT OF LANDSCAPE FEATURES ARISE DUE TO CHANGES TO ARCHITECTURAL PLANS.
- BEGIN PAVING PATTERN WHERE NOTED.
- CENTER PATTERNS WITHIN PATH UNLESS OTHERWISE NOTED OR IF ALTERNATE CENTERLINE IS PROVIDED.

CAD FILE NOTE

AUTOCAD BASE FILE AVAILABLE UPON CONTRACTOR REQUEST FOR CONSTRUCTION LAYOUT.

KEYNOTES

- Ⓢ PAVING EXTENT TO ALIGN WITH ARCHITECTURAL WINDOW WIDTH.



ARCHITECTS

HACKER

555 SE MLK, Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT



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DATE

KEY PLAN - (INTS)



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Hanlon Development

502E Third Street

The Dalles, OR 97056

ISSUANCE

SITE PLAN REVIEW

PROJECT NUMBER

02123

DATE

07/11/2024

SCALE

DRAWING TITLE

LAYOUT PLAN

SHEET NUMBER

L-300

ARCHITECTS

HACKER

555 SE MLX Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT

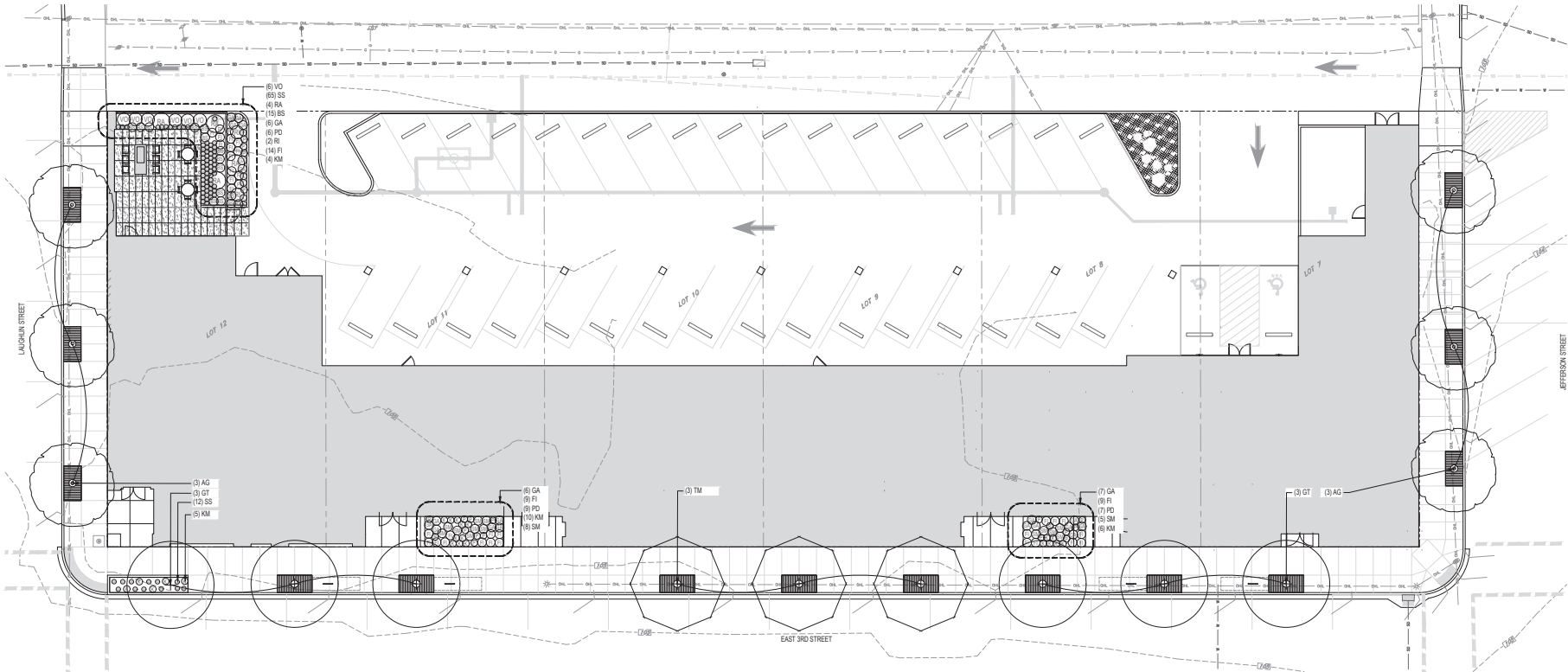


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REVISION NO.

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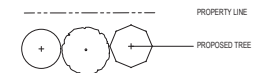
PLANTING NOTES

1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXACT PLANT QUANTITIES REQUIRED BASED ON THIS PLAN. QUANTITIES SHOWN IN PLANT CALLOUTS ARE FOR CONTRACTORS CONVENIENCE ONLY AND THE NUMBER OF ACTUAL PLANT SYMBOLS SHOWN SHALL TAKE PRECEDENCE IN THE CASE OF DISCREPANCIES.
2. ALL PLANTING AREAS TO BE FULLY IRRIGATED UNLESS OTHERWISE NOTED.
3. ALL PLANTS TO BE LAID OUT BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.
4. CLEAR PROPOSED PLANTING AREAS OF ALL INVASIVE PLANTS PRIOR TO PLANTING. CONTACT LANDSCAPE ARCHITECT IF THERE ARE PLANTS THAT ARE QUESTIONABLE TO BE REMOVED.

PLANTING SCHEDULE

TREES				
SYM	BOTANICAL NAME / COMMON NAME	SIZE	SPACING	QTY.
AG	ACER GLABRUM ROCKY MOUNTAIN MAPLE	2 GAL.	AS SHOWN	6
GT	GLADSTONIA TRICANTHOS F. INTERMIS SKYCOLE SKYCOLE HONEYLOCUST	2.5" CAL.	AS SHOWN	6
TM	TILIA MONGOLICA 'HARVEST GOLD' HARVEST GOLD MONGOLIAN LINDEN	2.5" CAL.	AS SHOWN	3
SHRUBS				
SYM	BOTANICAL NAME / COMMON NAME	SIZE	SPACING	QTY.
RA	RHUS AROMATICA FRAGRANT SUMAC	5 GAL.	36" O.C.	4
RI	RIBES AURICUM GOLDEN CURRANT	2 GAL.	36" O.C.	2
VO	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY	2 GAL.	36" O.C.	6
PERENNIALS/ GRASSES/ GROUNDCOVERS				
SYM	BOTANICAL NAME / COMMON NAME	SIZE	SPACING	QTY.
BS	BLECHNUM SPICANT DEER FERN	1 GAL.	24" O.C.	15
FI	FESTUCA IDAHOENSIS IDAHO FESCUE	1 GAL.	24" O.C.	33
GA	GALLARDA ARISTATA SLANKET FLOWER	1 GAL.	24" O.C.	19
KM	KOELARIA MACRANTHA PRAIRIE JUNE GRASS	1 GAL.	18" O.C.	25
PD	PENSTEMON DUESSTII HOT ROCK PENSTEMON	1 GAL.	18" O.C.	22
SS	SCODUM SPATHULIFOLIUM BROADLEAF STONECROP	1 GAL.	12" O.C.	77
SM	SPHAERALCEA MINORANA WHITE STEMMED GLOBEMALLOW	1 GAL.	24" O.C.	13

LANDSCAPE LEGEND



KP PLAN - (INTS)



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Hanlon Development

555 SE Third Street

The Dalles, OR 97056

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SITE PLAN REVIEW

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SCALE

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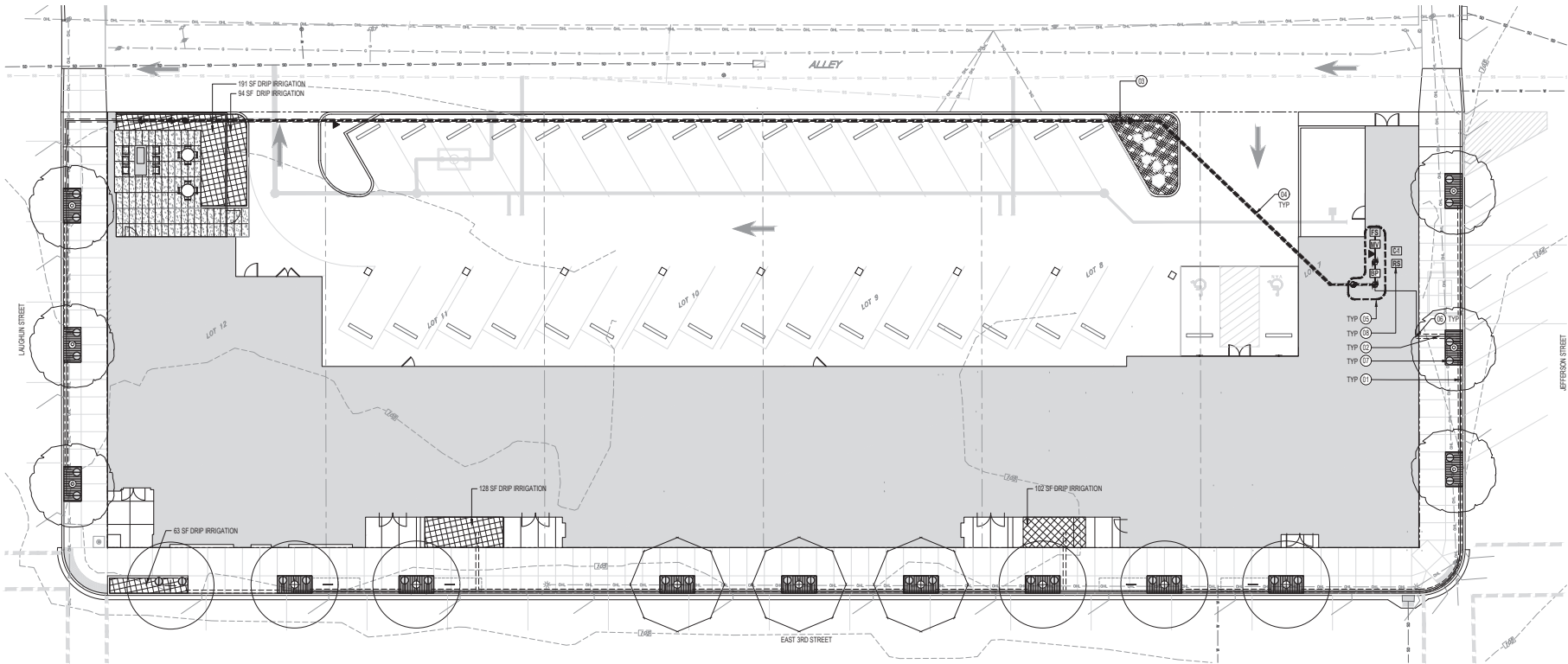
PLANTING PLAN

SHEET NUMBER

L-500



NOT FOR CONSTRUCTION



IRRIGATION NOTES

1. ALL TREES ARE TO RECEIVE (2) DEEP ROOT WATERING BUBBLERS. BUBBLERS TO BE ON INDEPENDENT ZONE.
2. ALL TREES IN NON-IRRIGATED AREAS TO RECEIVE TREE BAGS FOR ESTABLISHMENT.
3. SEE SHEET L-760 FOR TYPICAL IRRIGATION DETAILS.
4. CONTRACTOR IS RESPONSIBLE FOR DESIGN/BUILD OF A COMPLETE AND WORKING SYSTEM INCLUDING ALL PIPE SIZING, TRENCHING AND WIRING.
5. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO PROVIDE SCALED "AS-BUILT" DRAWINGS UPON COMPLETION.
7. INSTALL IRRIGATION SYSTEM IN ACCORDANCE WITH ALL LOCAL CODES & ORDINANCES. CONTRACTOR SHALL DESIGN AND BUILD THE IRRIGATION SYSTEM ACCORDING TO STANDARD CONSTRUCTION PRACTICES AND THESE DRAWINGS AND SPECIFICATIONS.
8. COORDINATE IRRIGATION POINTS OF CONNECTION AND LOCATION OF AUTOMATIC CONTROLLERS WITH OTHER TRADES INVOLVED.
9. CONTRACTOR SHALL VERIFY PSI AND GPM AT POINT OF CONNECTION PRIOR TO COMMENCING WORK TO ENSURE THAT IT IS APPROPRIATE FOR PROPER OPERATION OF IRRIGATION EQUIPMENT. PROVIDE PRESSURE COMPENSATING DEVICES AS REQUIRED.
10. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ANY AND ALL EXISTING UTILITIES ON AND ADJACENT TO THE PROJECT PRIOR TO BEGINNING CONSTRUCTION.
11. ALL IRRIGATION EQUIPMENT SHALL BE PLACED IN PLANTED AREAS WHENEVER POSSIBLE. FIELD ADJUST LINES TO AVOID CONFLICT WITH UTILITIES AND EXISTING VEGETATION TO REMAIN.
12. WHERE EXISTING TREE DRIP LINES ARE IN LINE WITH TRENCH LOCATIONS, CONTRACTOR SHALL HAND DIG.
13. ALL VALVES WILL BE PLACED IN VALVE BOXES IN A MANNER THAT FACILITATES ACCESS FOR MAINTENANCE. SIZE BOXES TO ACCOMMODATE COMPLETE VALVE ASSEMBLY INCLUDING UNIONS. LOCATED VALVE BOXES IN SHRUB AND GROUNDCOVER BEES WHEREVER POSSIBLE. REVIEW PROPOSED VALVE BOX LOCATIONS WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ALL VALVE BOXES TO BE COLOR: BLACK.
14. IRRIGATION LATERALS SHALL BE SIZED STARTING AT VALVE AND CONTINUING IN DIRECTION OF FLOW.
15. PROVIDE PERMANENT ZONE NUMBER MARKINGS ON VALVES FOR OPERATIONAL NEEDS.
16. ALL COMPONENTS OF IRRIGATION SYSTEM SHALL BE INSTALLED AND ADJUSTED TO PROVIDE 10% COVERAGE AND MINIMIZE OVERSPRAY ONTO BUILDINGS, SIDEWALKS, AND ROADS.
17. ALL LATERAL LINES TO BE SCHEDULE 40 PVC.
18. CONTRACTOR TO CLUSTER VALVES WHERE PRACTICAL.
19. CONTRACTOR SHALL GUARANTEE ALL IRRIGATION EQUIPMENT, MATERIALS, AND WORKMANSHIP FOR MINIMUM OF ONE YEAR FOLLOWING PROJECT CLOSE-OUT.

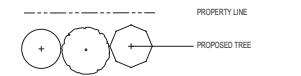
IRRIGATION SCHEDULE

SYMB	IRRIGATION TYPE	AREA
[Symbol]	AREA OF DRIP IRRIGATION	575 SF

IRRIGATION EQUIPMENT

SYMBOL	DESCRIPTION	DETAIL
[Symbol]	POINT OF CONNECTION. SEE PLUMBING DRAWINGS	03L-760
[Symbol]	MAIN LINE. SCHEDULE 40 PVC	04L-760
[Symbol]	LATERAL LINE. SCHEDULE 40 PVC. 0.75" MIN.	04L-760
[Symbol]	SLEEVING. SCHEDULE 40 PVC. 4.7" MIN.	05L-760
[Symbol]	SUBSURFACE DRIP LINE. 12" - 18" ROW SPACING	14L-760
[Symbol]	DRIP LINE CONNECTION TO LATERAL LINE	
[Symbol]	DRIP LINE AIR RELIEF POINT	12L-760
[Symbol]	DRIP LINE FLUSH POINT	13L-760
[Symbol]	SWING CHECK VALVE. LINE SIZE	
[Symbol]	CONTROLLER	01L-760
[Symbol]	BACKFLOW PREVENTER. SEE PLUMBING/CIVIL DRAWINGS	
[Symbol]	MASTER VALVE	02L-760
[Symbol]	FLOW SENSOR	06L-760
[Symbol]	RAIN SENSOR	06L-760
[Symbol]	QUICK COUPLER	07L-760
[Symbol]	REMOTE VALVE- RAINBIRD PEB SERIES	09L-760
[Symbol]	DRIP KIT VALVE- RAINBIRD XZZ-100-PRB-COM	10L-760
[Symbol]	MANUAL DRAIN VALVE. BRASS. AT LOW POINTS OF ZONE AND AT END OF EACH ZONE	
[Symbol]	DEEP ROOT WATERING BUBBLER, 18" DEEP MIN.	PER SPECS
[Symbol]	GATE VALVE	PER SPECS

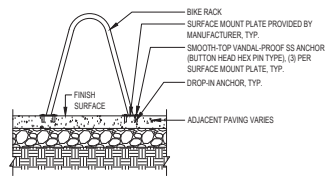
LANDSCAPE LEGEND



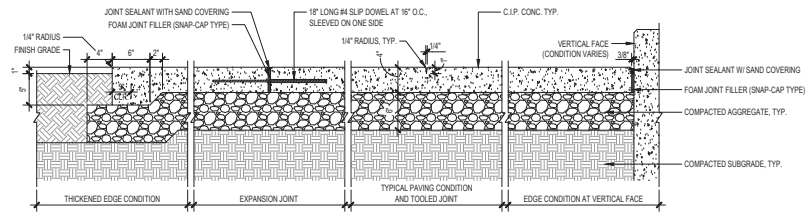
KEYNOTES

1. NO PRESSURIZED IRRIGATION LINES IN R.O.W.
2. COORDINATE ALL WORK IN THE RIGHT OF WAY WITH CIVIL ENGINEER.
3. ISOLATION VALVE REQUIRED AT ALL CROSSINGS OF VEHICULAR SURFACING.
4. ALL SLEEVING, MAINLINES, LATERAL LINES, VALVES & EQUIPMENT SHOWN ARE DIAGRAMMATIC AND SHOWN FOR DESIGN INTENT ONLY. CONTRACTOR TO PROVIDE SHOP DRAWINGS IN ACCORDANCE TO DETAILS & SPECIFICATIONS AND LOCAL CODES. SEE IRRIGATION NOTES FOR MORE INFORMATION.
5. BACKFLOW AND MASTER ASSEMBLY SHOWN FOR REFERENCE ONLY. SEE DETAIL L3L-760. COORDINATE EQUIPMENT AND LOCATION WITH PLUMBING. CONTRACTOR TO PROVIDE AND COORDINATE ROUTING INSIDE OF BUILDING FOR WATER LINES AND LOW VOLTAGE WIRES BETWEEN CONTROLLER, BACKFLOW, AND ALL PENETRATIONS TO EXTERIOR OF BUILDING. CONDUITS/SLEEVES TO BE 1" MIN.
6. EACH TREE SHALL RECEIVE (2) DEEP ROOT WATERING BUBBLERS. SEE NOTES.
7. RAIN SENSOR TO BE LOCATED ON ROOF AND INSTALLED PER SPECIFICATIONS. ROUTE CONDUIT FOR LOW VOLTAGE WIRE TO CONTROLLER LOCATION.





3/4"=1'-0" BIKE RACK **02**
section



- NOTES:
1. CONCRETE FINISH, SEE SPECS.
 2. ALL JOINTING TO BE TOOLED AT WIDTHS, DEPTHS AND RADII SHOWN. SEE PLAN FOR SCORING LOCATIONS.
 3. NO SHINERS ON TOOLED EDGES OR RADII.
 4. EXPANSION JOINTS SHALL BE PLACED WHERE CONCRETE MEETS ALL VERTICAL FACES.

1-1/2"=1'-0" CONCRETE PAVING ON GRADE **01**
section

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REVISION NO. DATE

KEY PLAN - (NTS)



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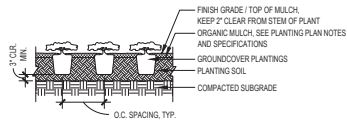
PROJECT NUMBER
 02123

DATE
 05/06/2024

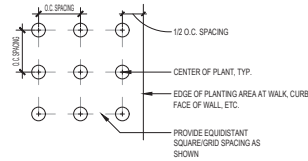
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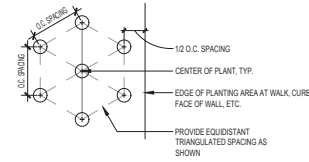
SHEET NUMBER
L-710



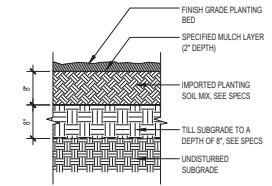
N.T.S. **GROUNDCOVER PLANTING 04**
section



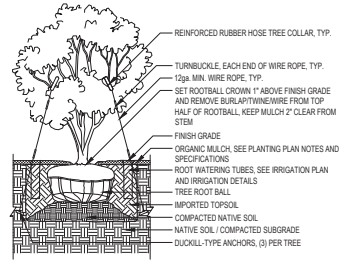
N.T.S. **SQUARE PLANT SPACING 03**
plan diagram



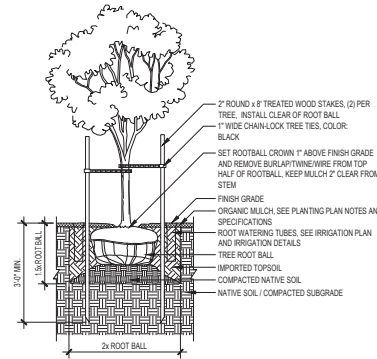
N.T.S. **TRIANGULAR PLANT SPACING 02**
plan diagram



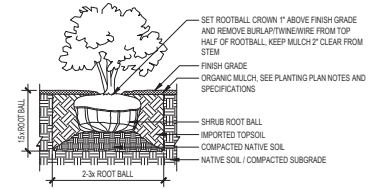
N.T.S. **PLANTING BED SOIL PREPARATION 01**
section



N.T.S. **MULTI-STEM TREE PLANTING 07**
section



N.T.S. **TREE PLANTING 06**
section



N.T.S. **SHRUB PLANTING 05**
section

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PROJECT NUMBER

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DATE

05/06/2024

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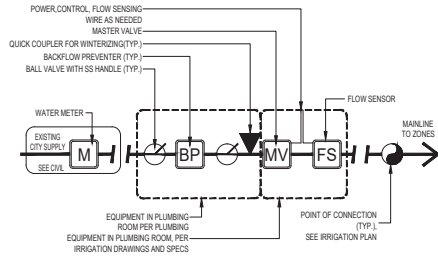
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PLANTING

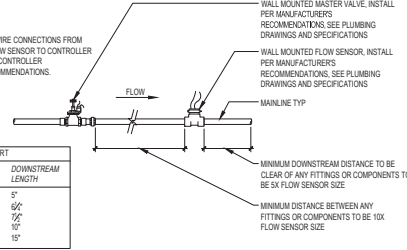
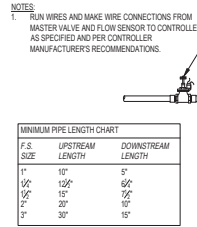
DETAILS

SHEET NUMBER

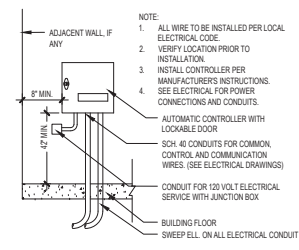
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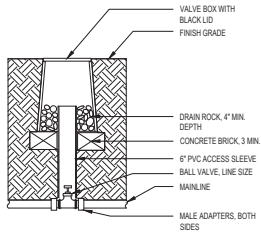
N.T.S. POINT OF CONNECTION **03** diagram



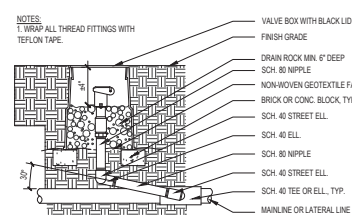
N.T.S. MASTER VALVE & FLOW SENSOR **02** elevation



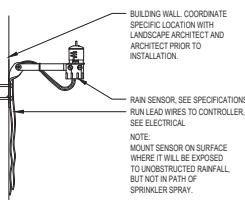
1"=1'-0" CONTROLLER **01** elevation



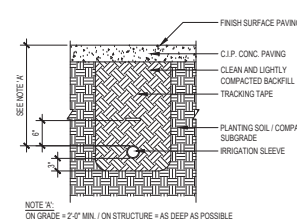
N.T.S. ISOLATION VALVE **08** section



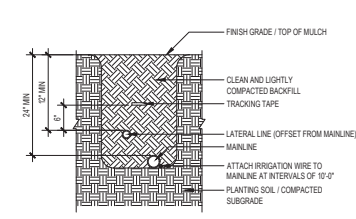
N.T.S. QUICK COUPLER **07** section



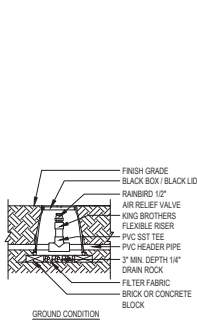
N.T.S. RAIN SENSOR **06** section



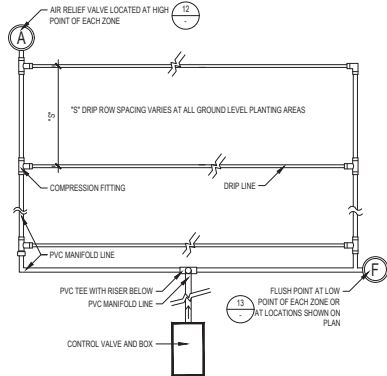
N.T.S. IRRIGATION SLEEVE **05** section



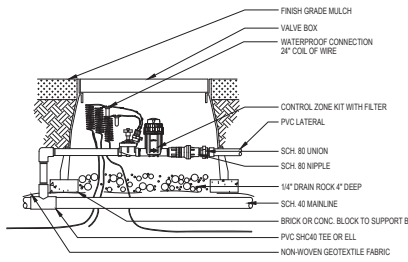
N.T.S. IRRIGATION PIPE **04** section



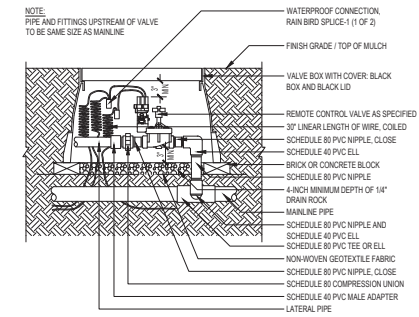
N.T.S. AIR RELIEF VALVE **12** section



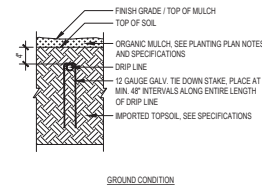
N.T.S. DRIP LAYOUT DIAGRAM **11** plan



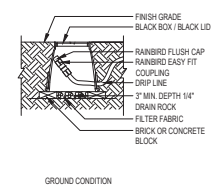
N.T.S. DRIP ZONE VALVE **10** section



N.T.S. AUTOMATIC CONTROL VALVE **09** section



N.T.S. DRIP LINE **14** section



N.T.S. FLUSH VALVE **13** section

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REVISION NO. DATE

KEY PLAN - (N/S)



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Hanlon Development
555 SE Third Street
The Dalles, OR 97056
INSURANCE
SITE PLAN REVIEW
PROJECT NUMBER
02123
DATE
05/06/2024
SCALE

DRAWING TITLE
IRRIGATION
DETAILS

SHEET NUMBER

L-760

LAND USE SUMMARY

Site Address: 523 E 3rd, The Dalles, OR
Title: 1N132800700; 1N132800800; 1N132809000
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (U) 4.0(D) Zoning Map, City of Dalles Web Map
Sub-Source: CBC-2 (SLS 059.020.3)
Permitted Uses: (Above-based, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All Types* Ground floor must be a permitted commercial use in CBC-2
 Restaurant
 Retail Trade
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 60 ft Required per Conditional Use Review
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 2 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (14) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 1 BIKE PARKING:
 (14) LONG TERM SPACES @ GROUND FLOOR TRUCK UNDER
TOTAL BUILDING BIKE PARKING SPACES: 22

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON STREET STALLS
2 CONNEXITY ON STREET STALLS
TOTAL BUILDING BIKE PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.5 per 1,000 sf
 Restaurant - 1 per 1,000 sf



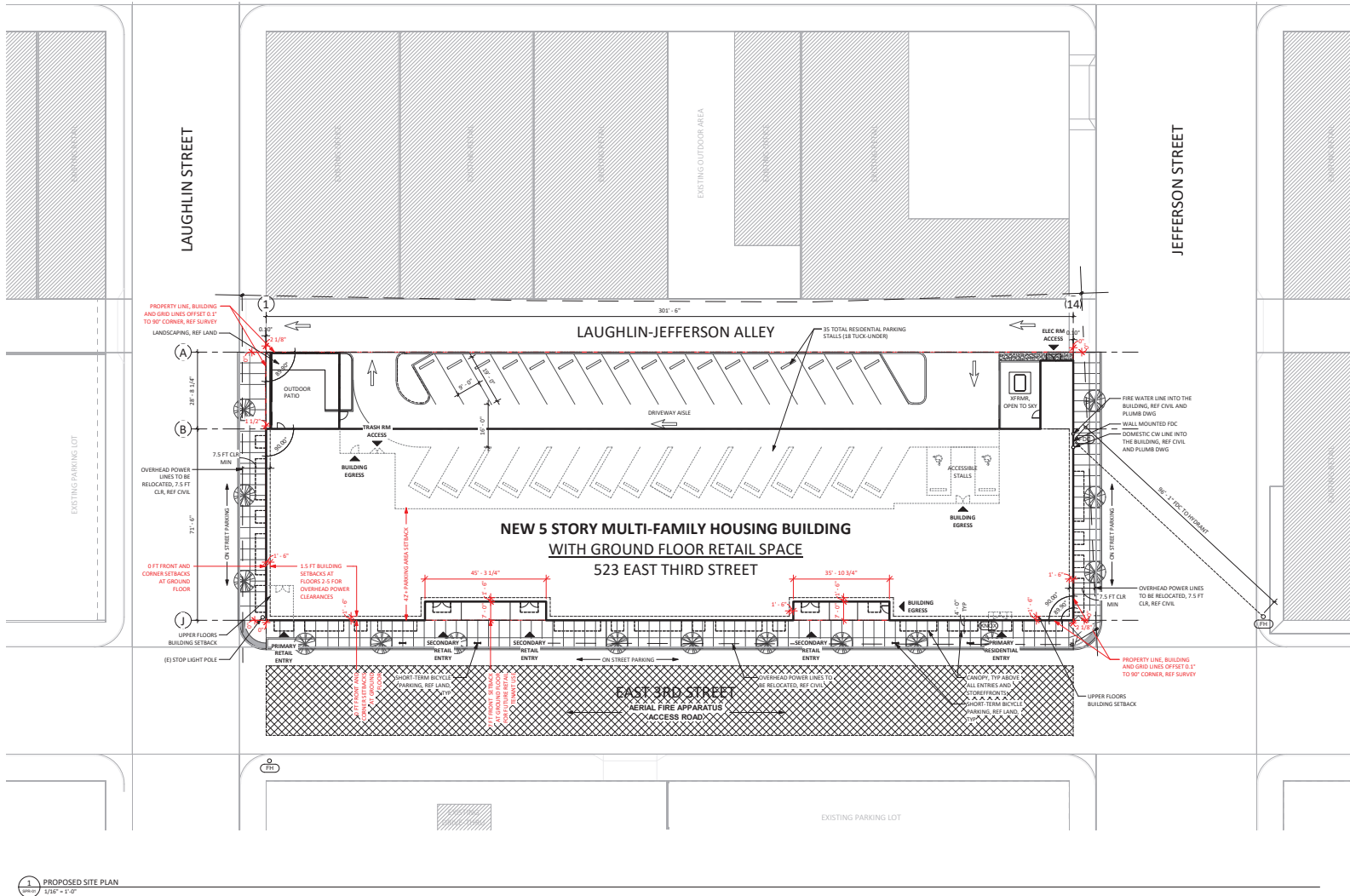
SITE PLAN LEGEND

- BUILDING FOOTPRINT
- SITE PROPERTY LINE
- GROUND FLOOR RECESS UNDER BUILDING
- OVERHEAD CANOPIES / BUILDING SETBACKS
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT (EXISTING)
- FIRE DEPARTMENT ACCESS KNOX BOX
- BUILDING ENTRANCE / EXIT
- PARKING TRAFFIC FLOW - REF CIVIL
- FIRE APPARATUS / TRASH STAGING AREA

SITE PLAN NOTES

1. REFER TO CIVIL DRAWINGS FOR ALL UTILITIES AND EASEMENTS
2. REFER TO CIVIL DRAWINGS FOR ALL GRADING
3. REFER TO LANDSCAPE DRAWINGS FOR NIGHT-DWAY DIMENSIONS AND MATERIALS
4. REFER TO LANDSCAPE DRAWINGS FOR ALL PLANTED MATERIALS

EAST 2ND STREET



STAMP

NOT FOR CONSTRUCTION

REVISION NO.

DATE

KEY PLAN - (N15)



Basalt Commons

Hanlon Development
 523 E Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 07/11/2024
 SCALE
 As indicated
 DRAWING TITLE
 SITE PLAN

SHEET NUMBER

SPR-01

1 PROPOSED SITE PLAN
 2/18" = 1'-0"

LAND USE SUMMARY

Site Address: 533 E 3rd, The Dalles, OR
Title: 1N132800700; 1N132800800; 1N132809000
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (D-4.010 Zoning Map, City of Dalles Web Map)
Sub-Zone: CBC-2 (S.U. 050.020.0)
Permitted Uses: (Abbreviated, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All types*, Ground floor must be a permitted commercial use in CBC-2
 Retail Trade
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 40 ft Required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 1 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (146) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 2 BIKE PARKING:
 (146) LONG TERM SPACES @ STUDIO/TENANT SPACES
TOTAL BUILDING BIKE PARKING SPACES: 192

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON-STREET STALLS
 2 COMBINATION STREET STALLS
TOTAL BUILDING PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.5 per 1,000 sf
 Restaurant - 1 per 1,000 sf



Bike Rack Placement

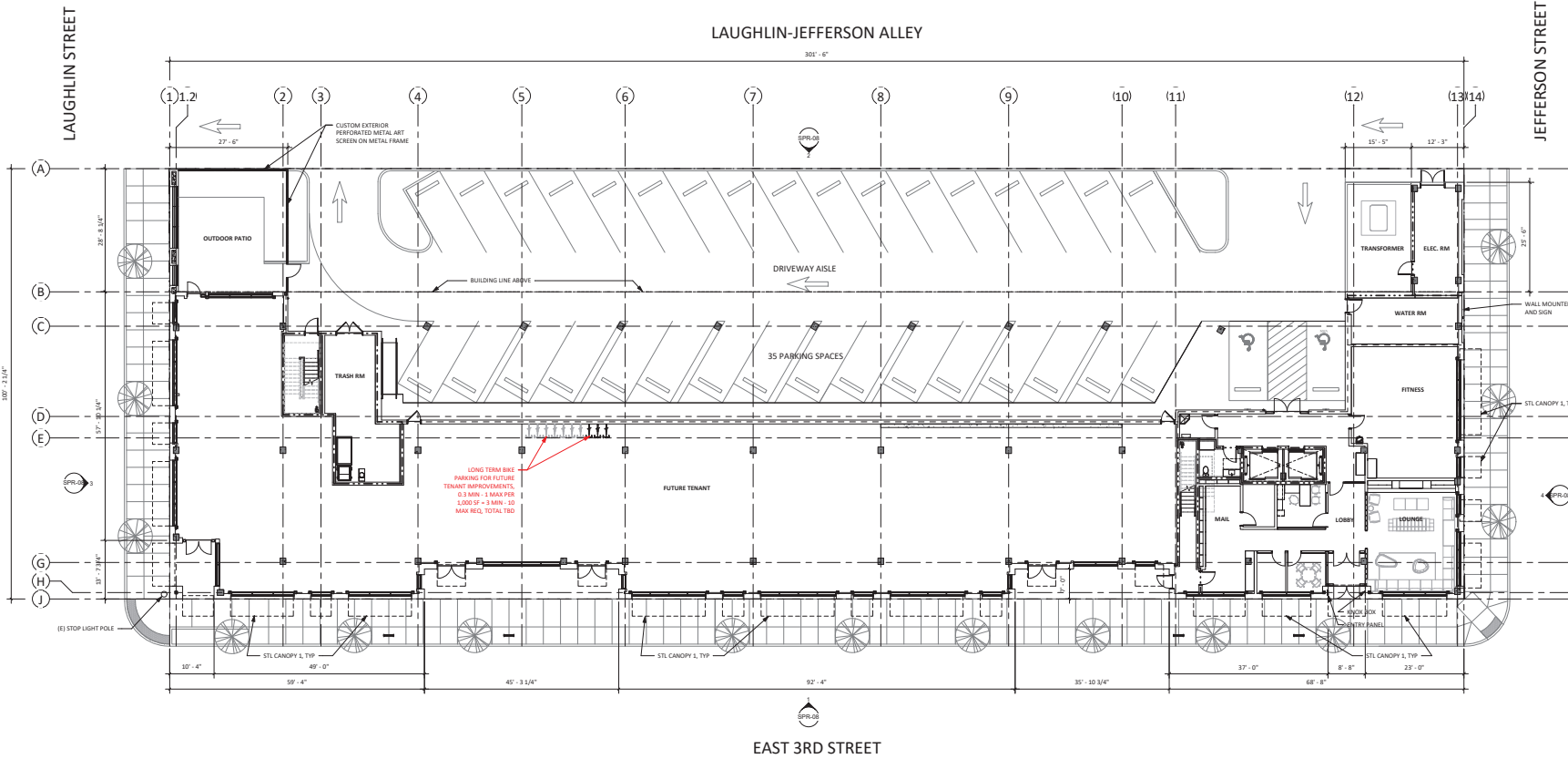
FLOOR PLAN NOTES

GROUND FLOOR MIXED USE:
 FUTURE RETAIL: 9,843 SF
 Anticipated Use
 Restaurant: 2,985 SF
 Retail Office: 6,858 SF
 LOBBY & AMENITIES: 2,600 SF
 UTILITIES & OTHER: 2,000 SF
UNIT MIX PER FLOOR LEVELS 2-5L:
 2BR/2BA: 4
 3BR/3BA: 10
 STUDIO: 15
TOTAL UNITS PER FLOOR: 30
TOTAL UNITS FLOORS 2-5: 116

PROPOSED BUILDINGS:
 PROPOSED STORIES: 5
 TYPE: VA OVER IA
 903.1.1.1 (NFPA 13)

TOTAL BUILDING AREA:
 Level Proposed (Approx. GSF)
 GROUND FLOOR: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
 SECOND FLOOR: 20,275 SF
 THIRD FLOOR: 20,275 SF
 FOURTH FLOOR: 20,275 SF
 FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF

LIGHTING:
 STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.



1 GROUND FLOOR PLAN - LEVEL 01
 3/23' x 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (NTS)

Basalt Commons

Hanlon Development
 522 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 07/11/2024
 SCALE
 As indicated
 DRAWING TITLE
 GROUND FLOOR PLAN -
 LEVEL 1

SHEET NUMBER
SPR-02

LAND USE SUMMARY

Site Address: 533 E 9th, The Dalles, OR
Title: 1N132800700; 1N132800800; 1N132800900
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (U) 4.0(D) Zoning Map, City of Dalles Web Map
Sub-District: CBC-2 (S.E.050.030)
Permitted Uses: (Abbreviated, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All Types*, Ground floor must be a permitted commercial use in CBC-2
 Retail Trade
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 60 ft Required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 1 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (14) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 2 BIKE PARKING:
 (14) LONG TERM SPACES @ STUDIO TRIBUTARY SPACES
TOTAL BUILDING BIKE PARKING SPACES: 22

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON-STREET STALLS
TOTAL BUILDING PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.25 per 1,000 sf
 Restaurant - 1 per 1,000 sf



Bike Rack Placement:
 Meeting Area: This rack is located in the meeting area...
Bike Rack Placement:
 Meeting Area: This rack is located in the meeting area...
Bike Rack Placement:
 Meeting Area: This rack is located in the meeting area...

FLOOR PLAN NOTES

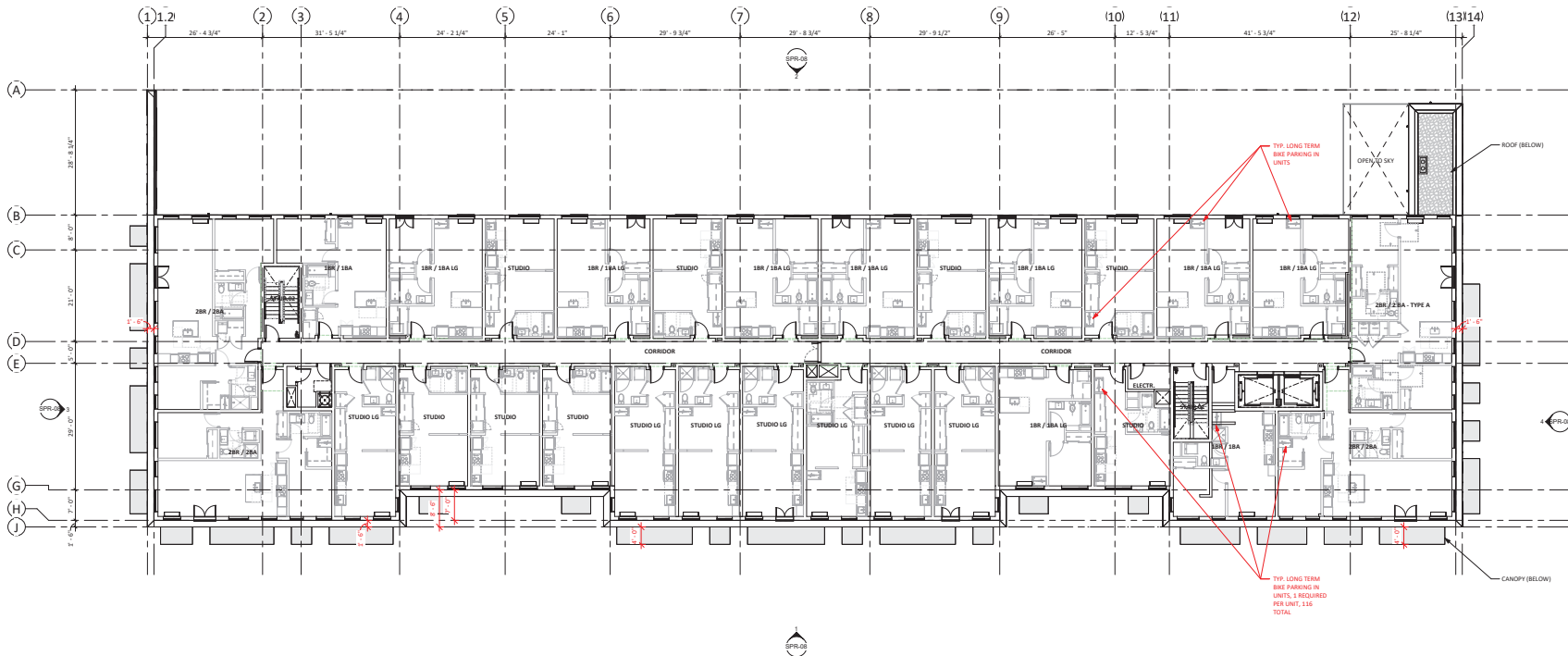
GROUND FLOOR MIXED USE:
 FUTURE RETAIL: 9,843 SF
 Anticipated Use
 Restaurant: 2,985 SF
 Retail Office: 6,858 SF
 LOBBY & AMENITIES: 2,600 SF
 UTILITIES & OTHER: 2,000 SF

UNIT MIX PER FLOOR LEVELS 2-5L:
 2BR/2BA-4
 1BR/1BA-10
 STUDIO-15
TOTAL UNITS PER FLOOR: 30
TOTAL UNITS FLOORS 2-5: 116

LIGHTING:
 STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.

PROPOSED BUILDINGS:
 PROPOSED STORIES: 5
 PROPOSED CONSTRUCTION: TYPE VA OVER IA
 SPP/NL/ERED: 903.1.1.1 (NPPA 13)

TOTAL BUILDING AREA:
 Level
 GROUND FLOOR: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
 SECOND FLOOR: 20,275 SF
 THIRD FLOOR: 20,275 SF
 FOURTH FLOOR: 20,275 SF
 FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF



1 RESIDENTIAL FLOOR PLAN - LEVEL 2
 3/12" = 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (N/S)

Basalt Commons

Hanlon Development
 522 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 05/28/2024
 SCALE
 As indicated
 DRAWING TITLE
 RESIDENTIAL FLOOR PLAN
 - LEVEL 2

SHEET NUMBER
SPR-03

LAND USE SUMMARY

Site Address: 533 E 9th, The Dalles, OR
Tax lot: 1N132800700; 1N132800800; 1N132800900
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (D-4.010 Zoning Map, City of Dalles Web Map)
Sub-District: CBC-2 (S.L.S. 050.030)
Permitted Uses: (Abbreviated, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All Types*, Ground floor must be a permitted commercial use in CBC-2
 Retail Trade
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 60 ft Required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 3 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (14) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 2 BIKE PARKING:
 (14) LONG TERM SPACES @ STUDIO TYPING SPACES
TOTAL BUILDING BIKE PARKING SPACES: 22

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON-STREET STALLS
 2 CONNECT ON-STREET STALLS
TOTAL BUILDING PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.5 per 1,000 sf
 Restaurant - 1 per 1,000 sf



Bike Rack Placement
 Meeting Area: This facility shall be well-ventilated, well-lit, and have a secure storage area for bikes. The racks shall be placed in a secure area of the building.

FLOOR PLAN NOTES

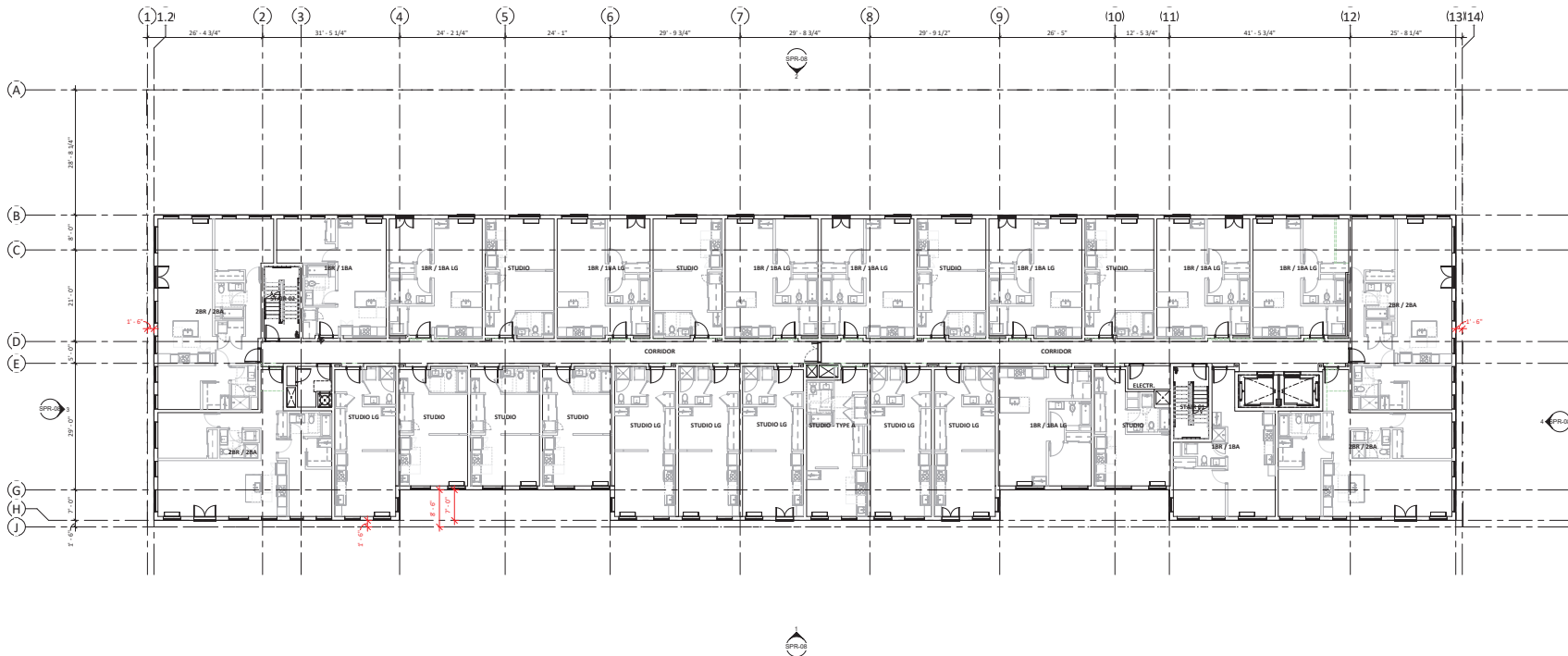
GROUND FLOOR MINIMUMS:
 FUTURE RETAIL: 9,843 SF
 Anticipated Use
 Restaurant: 2,985 SF
 Retail Office: 6,858 SF
 LOBBY & AMENITIES: 2,600 SF
 UTILITIES & OTHER: 2,000 SF

UNIT MIX PER FLOOR LEVELS 2-5L:
 2BR/2BA-4
 1BR/1BA-10
 STUDIO-15
TOTAL UNITS PER FLOOR: 30
TOTAL UNITS FLOORS 2-5: 116

LIGHTING:
 STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.

PROPOSED BUILDINGS:
 PROPOSED STORIES: 5
 PROPOSED CONSTRUCTION: TYPE VA OVER IA
 SPP/NL/ER: 903.1.1.1 (NPPA 13)

TOTAL BUILDING AREA:
 Level: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
 GROUND FLOOR: 20,275 SF
 SECOND FLOOR: 20,275 SF
 THIRD FLOOR: 20,275 SF
 FOURTH FLOOR: 20,275 SF
 FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF



1 RESIDENTIAL FLOOR PLAN - LEVEL 3
 3/28' - 1'0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (N/S)



Basalt Commons

Hanlon Development
 502 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 05/28/2024
 SCALE
 As indicated
 DRAWING TITLE
 RESIDENTIAL FLOOR PLAN
 - LEVEL 3

SHEET NUMBER
SPR-04

LAND USE SUMMARY

Site Address: 533 E 9th, The Dalles, OR
Title: 1N132B00700; 1N132B00800; 1N132B00900
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (D) 4.010 Zoning Map, City of Dalles Web Map
Sub-Source: CBC-2 (S.E.059.020.3)
Permitted Uses: (Abbreviated, See 10.5.050.030)
Food Service
Professional or Administrative Offices and Services
Residential - All Types*, Ground floor must be a permitted commercial use in CBC-2
Retail Trade
Setbacks:
Maximum Height: 55 ft - 60 ft Required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 1 BIKE PARKING:
(8) SHORT TERM SPACES @ EAST 3RD STREET
(14) LONG TERM SPACES @ RESIDENTIAL UNITS
TOTAL BIKE PARKING SPACES @ LEVEL 1: 22 TOTAL BIKE PARKING SPACES
VEHICLE PARKING:
33 STANDARD STALLS
2 ACCESSIBLE STALLS
22 ON-STREET STALLS
2 CORNER ON-STREET STALLS
TOTAL BUILDING PARKING STALLS: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
Retail Trade - 0.25 per 1,000 sf
Restaurant - 1 per 1,000 sf



FLOOR PLAN NOTES

GROUND FLOOR MINIMUM USE:
FUTURE RETAIL: 9,843 SF
Anticipated Use:
Restaurant: 2,985 SF
Retail Office: 6,858 SF
LOBBY & AMENITIES: 2,600 SF
UTILITIES & OTHER: 2,000 SF
UNIT MIX PER FLOOR LEVELS 2-5L:
2BR/2BA: 4
1BR/1BA: 10
STUDIO: 15
TOTAL UNITS PER FLOOR: 29
TOTAL UNITS FLOORS 2-5: 116
LIGHTING:
STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.

PROPOSED BUILDINGS:
PROPOSED STORIES: 5
TYPE: VA OVER IA
903.1.1.1 (NFPA 13)
TOTAL BUILDING AREA:
Level: Proposed (Approx. GSF)
GROUND FLOOR: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
SECOND FLOOR: 20,275 SF
THIRD FLOOR: 20,275 SF
FOURTH FLOOR: 20,275 SF
FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF



1 RESIDENTIAL FLOOR PLAN - LEVEL 4
3/22' - 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (N7S)

Basalt Commons

Hanlon Development
555 E. Third Street
The Dalles, OR 97058
ISSUANCE
SITE PLAN REVIEW
PROJECT NUMBER
02123
DATE
05/28/2024
SCALE
As indicated
DRAWING TITLE
RESIDENTIAL FLOOR PLAN
- LEVEL 4

SHEET NUMBER
SPR-05

LAND USE SUMMARY

Site Address: 533 E 9th, The Dalles, OR
Tax lot: 1N132800700; 1N132800800; 1N132800900
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (D) 4.010 Zoning Map, City of Dalles Web Map
Sub-District: CBC-2 (S.E.050.003)
Permitted Uses: (Abbreviated, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All Types*, Ground floor must be a permitted commercial use in CBC-2
 Retail Trade
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 60 ft Required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 1 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (14) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 2 BIKE PARKING:
 (14) LONG TERM SPACES @ STUDIO THREAT SPACES
TOTAL BUILDING BIKE PARKING SPACES: 22

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON-STREET STALLS
TOTAL BUILDING PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.25 per 1,000 sf
 Restaurant - 1 per 1,000 sf



Bike Rack Placement
 Mounting Bike Rack:
 The bike rack should be mounted on a wall or other structure that is not a load-bearing wall. The rack should be mounted at a height of 48 inches from the ground. The rack should be mounted in a location that is easily accessible to the public.

FLOOR PLAN NOTES

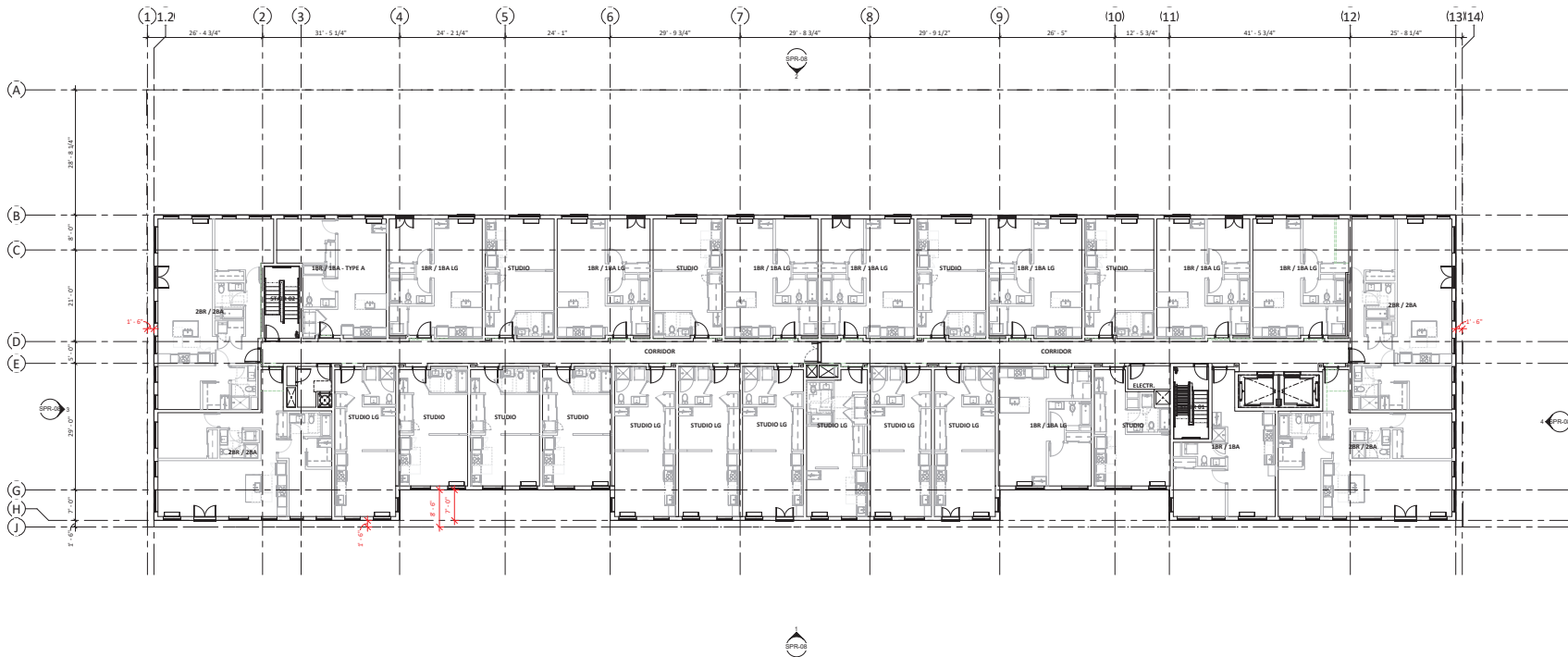
GROUND FLOOR MINIMUMS:
 FUTURE RETAIL: 9,843 SF
 Anticipated Use
 Restaurant: 2,985 SF
 Retail Office: 6,858 SF
 LOBBY & AMENITIES: 2,600 SF
 UTILITIES & OTHER: 2,000 SF

UNIT MIX PER FLOOR LEVELS 2-5L:
 2BR/2BA-4
 1BR/1BA-10
 STUDIO-15
TOTAL UNITS PER FLOOR: 30
TOTAL UNITS FLOORS 2-5: 116

LIGHTING:
 STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.

PROPOSED BUILDINGS:
 PROPOSED STORIES: 5
 PROPOSED CONSTRUCTION: TYPE VA OVER IA
 SPC.1.1.1 (NPPA 13)

TOTAL BUILDING AREA:
 Level
 GROUND FLOOR: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
 SECOND FLOOR: 20,275 SF
 THIRD FLOOR: 20,275 SF
 FOURTH FLOOR: 20,275 SF
 FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF



1 RESIDENTIAL FLOOR PLAN - LEVEL 5
 3/32" = 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (N7S)

Basalt Commons

Hanlon Development
 502 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 05/28/2024
 SCALE
 As indicated
 DRAWING TITLE
 RESIDENTIAL FLOOR PLAN
 - LEVEL 5

SHEET NUMBER
SPR-06

LAND USE SUMMARY

Site Address: 533 E 9th, The Dalles, OR
Title: 1N13200700; 1N13200800; 1N13200900
Site Size / Area: ~300 ft x ~100 ft, 30,223.76 sf
Current Zone: Central Business Commercial District (CBC) (D) 4.010 Zoning Map, City of Dalles Web Map
Sub-District: CBC-2 (D.5.050.02A)
Permitted Uses: (Abbreviated, See 10.5.050.030)
 Food Service
 Professional or Administrative Offices and Services
 Residential - All Types*, Ground floor must be a permitted commercial use in CBC-2
 Retail Trade
 Restaurant
Setbacks: 0 ft - See Table
Maximum Height: 55 ft - 40 ft required per Conditional Use Review.
Vehicle Parking: Not required in CBC-2
Loading: Not required in CBC-2

PARKING

LEVEL 1 BIKE PARKING:
 (8) SHORT TERM SPACES @ EAST 3RD STREET
 (146) LONG TERM SPACES @ RESIDENTIAL UNITS
LEVEL 2 BIKE PARKING:
 (146) LONG TERM SPACES @ STUDIO TRUNK SPACES
TOTAL BUILDING BIKE PARKING SPACES: 192

VEHICLE PARKING:
 33 STANDARD STALLS
 2 ACCESSIBLE STALLS
 22 ON-STREET STALLS
 2 COMBINE ON-STREET STALLS
TOTAL BUILDING PARKING SPACES: 59

Short-term Bike Rack: Within 50 feet of the primary building entrance(s)

Long-term Wall Rack: Residential - 1 per dwelling unit
 Retail Trade - 0.25 per 1,000 sf
 Restaurant - 1 per 1,000 sf



Bolted Bike Rack

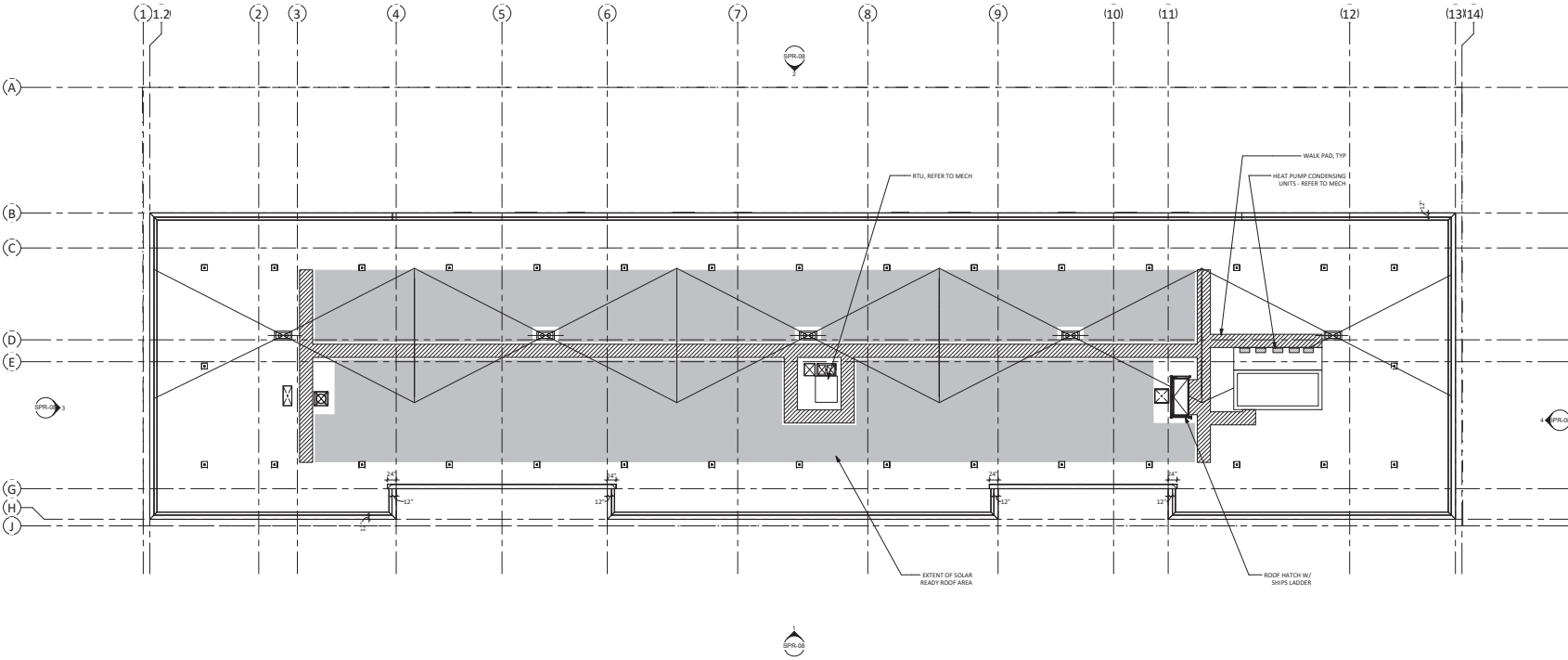
FLOOR PLAN NOTES

GROUND FLOOR MIXED USE:
 FUTURE RETAIL: 9,843 SF
 Anticipated Use
 Restaurant: 2,985 SF
 Retail Office: 6,858 SF
 LOBBY & AMENITIES: 2,600 SF
 UTILITIES & OTHER: 2,000 SF
UNIT MIX PER FLOOR LEVELS 2-5L:
 2BR/2BA: 4
 3BR/2BA: 10
 STUDIO: 15
TOTAL UNITS PER FLOOR: 30
TOTAL UNITS FLOORS 2-5: 116

LIGHTING:
 STAIRWAYS TO BE ILLUMINATED TO 1 FC MIN.

PROPOSED BUILDINGS:
 PROPOSED STORIES: 5
 PROPOSED CONSTRUCTION: TYPE VA OVER IA
 SCHEDULED: 903.1.1.1 (NPPA 13)

TOTAL BUILDING AREA:
 Level
 GROUND FLOOR: 14,300 SF (+7,000 SF TUCK-UNDER PARKING)
 SECOND FLOOR: 20,275 SF
 THIRD FLOOR: 20,275 SF
 FOURTH FLOOR: 20,275 SF
 FIFTH FLOOR: 20,275 SF
TOTAL BUILDING AREA: 95,400 SF



1 PROPOSED ROOF PLAN
 3/32" = 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. _____ DATE _____

KEY PLAN - (NTS)

Basalt Commons

Hanlon Development
 522 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 05/28/2024
 SCALE
 As indicated
 DRAWING TITLE
ROOF PLAN

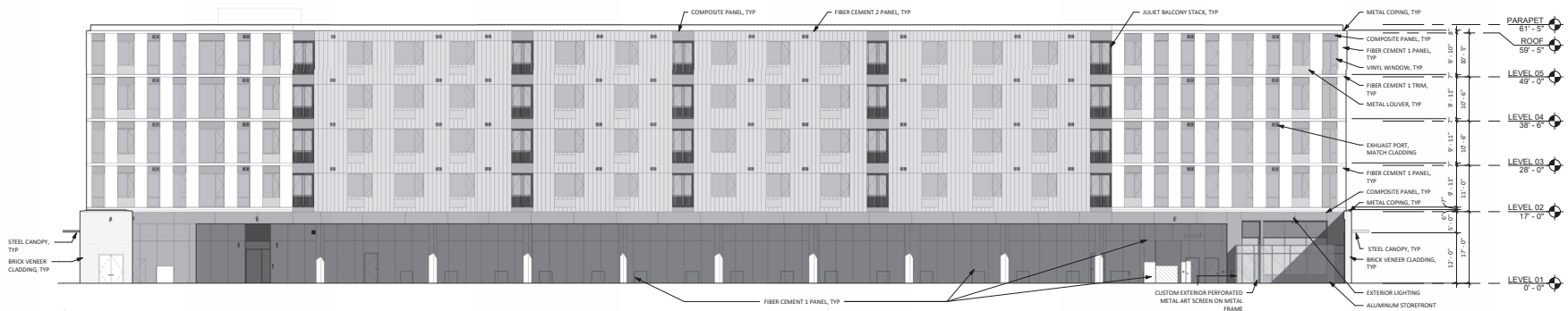
SHEET NUMBER
SPR-07

ELEVATION NOTES

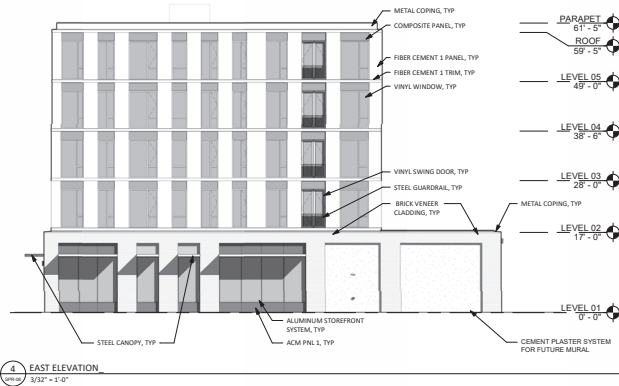
- REFER TO SITE PLAN REVIEW NARRATIVE FOR ADDITIONAL MATERIAL INFORMATION



1 SOUTH ELEVATION
3/32" = 1'-0"



2 NORTH ELEVATION
3/32" = 1'-0"



4 EAST ELEVATION
3/32" = 1'-0"



3 WEST ELEVATION
3/32" = 1'-0"

STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (N/S)

Basalt Commons

Hanlon Development
555 SE Third Street
The Dalles, OR 97058
ISSUANCE
SITE PLAN REVIEW
PROJECT NUMBER
02123

DATE
07/11/2024
SCALE
As Indicated
DRAWING TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

SPR-08

ARCHITECTS

HACKER

555 SE MLK Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT

STAMP

**NOT FOR
CONSTRUCTION**

REVISION NO. DATE

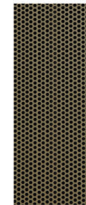
KEY PLAN - (N/T)

ARCHITECTURAL THEME | Modern expression, active ground floor, ordered facade, durable materials



RENDERING OF SOUTHEAST CORNER AND LOBBY ENTRY

HACKER



UPPER-FLOOR ACCENT
BRONZE-COLORED
METAL GUARDRAILS AND



UPPER-FLOOR PRIMARY MATERIAL |
WHITE FIBER CEMENT PANEL



GROUND-FLOOR MATERIAL | PLASTER WASHED RECLAIMED MASONRY

BASALT COMMONS | HANLON DEVELOPMENT

Basalt Commons

Hanlon Development
501 E. Third Street
The Dalles, OR 97058

ISSUANCE

SITE PLAN REVIEW

PROJECT NUMBER

02123

DATE

05/28/2024

SCALE


DRAWING TITLE

IEWS AND MATERIALITY

SHEET NUMBER

SPR-09

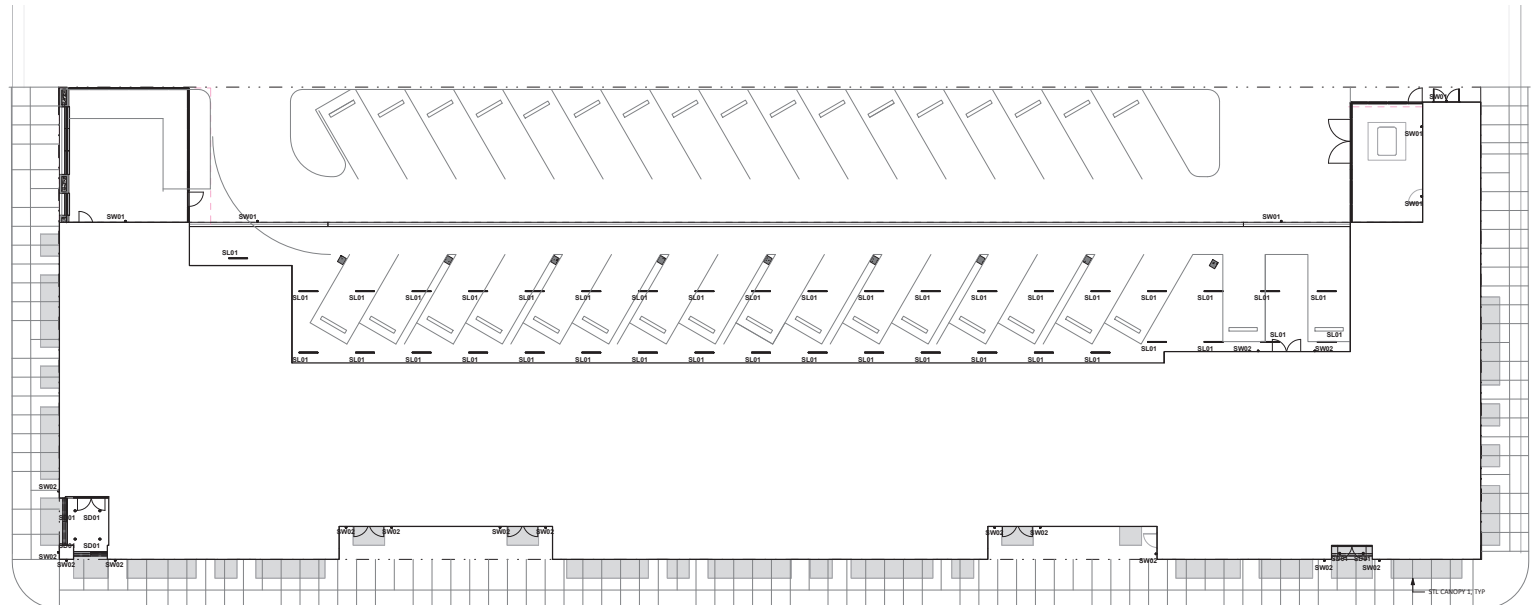
BASALT COMMONS SITE LIGHTING LUMINAIRE SCHEDULE

IMAGE	TYPE	DESCRIPTION	MANUFACTURER	MODEL	HOUSING	OPTICS	MOUNTING	FINISH	DIMMING	CCT	CRI	LUMENS	WATTAGE	NOTES	APPROVED MANUFACTURERS	URL	
	SD01	RECESSED DOWNLIGHT	PORTFOLIO	LD8 EU28 3.8	2 INCH APERTURE	40 DEGREE OPTICS	RECESSED	SELF FLANGED WHITE	NON DIMMING	3000K	90	1500	14	WATTS	DMF LIGHTING, ALPHABET LIGHTING, PRESCOUTE	COOPER PORTFOLIO LD8 RECESSED DOWNLIGHT.pdf	
	SL01	ENCLOSED AND GASKETED LINEAR	METALUX	V13 VAPORTIGHT SERIES	6 INCH WIDE BY 4 INCH TALL BY 48 INCH LONG	WIDE DISTRIBUTION	SURFACE MOUNTED	WHITE	0-10V DIMMING	3000K	90	5000	32	WATTS	COLUMBIA LIGHTING, HE WILLIAMS, LITHONIA LIGHTING	COOPER METALUX V13 VAPORTIGHT.pdf	
	SW01	EXTERIOR WALL MOUNT	MCGRAW EDISON	GWC GALLEON WALL SERIES	16 INCH WIDE BY 6 INCH TALL WITH PROJECTION OF 12 INCH	TYPE II	WALL MOUNT COORDINATE MOUNTING HEIGHT WITH ARCHITECTURAL ELEVATIONS	TO BE SELECTED	NON DIMMING	3000K	90	7500	59	WATTS	DARK SKY COMPLIANT	LITHONIA LIGHTING, END GARCO	COOPER MCGRAW EDISON GWC WALL MOUNT.pdf
	SW02	EXTERIOR WALL MOUNT	MCGRAW EDISON	GWC GALLEON WALL SERIES	16 INCH WIDE BY 6 INCH TALL WITH PROJECTION OF 12 INCH	TYPE II	WALL MOUNT COORDINATE MOUNTING HEIGHT WITH ARCHITECTURAL ELEVATIONS	TO BE SELECTED	NON DIMMING	3000K	90	3900	31	WATTS	DARK SKY COMPLIANT	LITHONIA LIGHTING, END GARCO	COOPER MCGRAW EDISON GWC WALL MOUNT.pdf

END OF LUMINAIRE SCHEDULE

GENERAL NOTES:

- 1 EXTERIOR LUMINAIRES TO BE DARK SKY CERTIFIED.
- 2 ALL LUMINAIRES TO BE LED. LED SOURCES DO NOT CONTAIN MERCURY.
- 3 PROVIDE 90 CRI OR HIGHER UNLESS NOTED OTHERWISE.
- 4 ELECTRICAL CONTRACTOR TO PROVIDE SURGE PROTECTION FOR ALL LIGHTING AND LIGHTING CONTROL CIRCUITS.



STAMP

NOT FOR CONSTRUCTION

REVISION NO. DATE

KEY PLAN - (NTS)

Basalt Commons

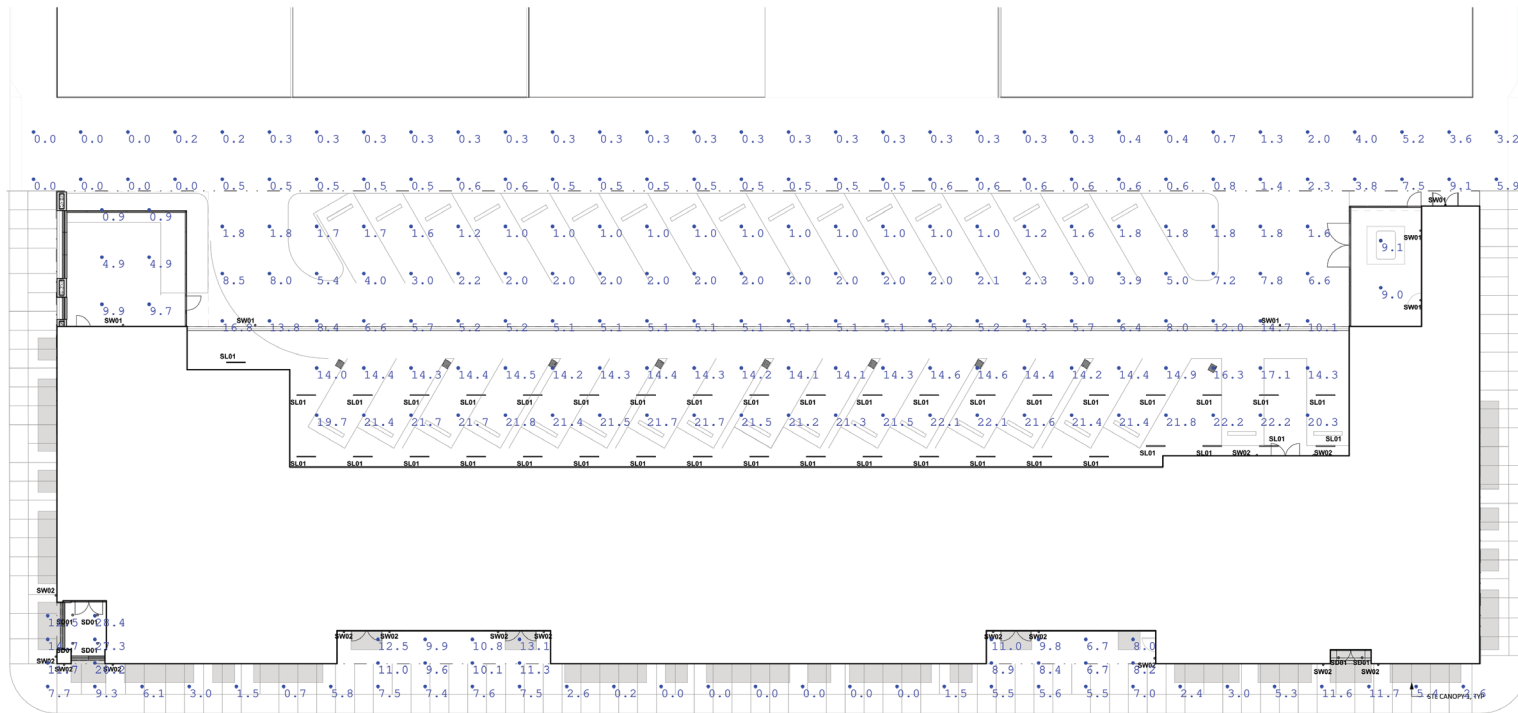
Hanlon Development
 502 E. Third Street
 The Dalles, OR 97058
 ISSUANCE
 SITE PLAN REVIEW
 PROJECT NUMBER
 02123
 DATE
 05/28/2024
 SCALE
 As indicated
 DRAWING TITLE
 SITE LIGHTING PLAN

ARCHITECTS

HACKER

555 SE MLK Jr. Blvd. Suite 501, Portland, OR 97214

CONSULTANT



STAMP

NOT FOR CONSTRUCTION

REVISION NO.

DATE

KEY PLAN - (INTS)

Basalt Commons

Hanlon Development

501E Third Street

The Dalles, OR 97058

ISSUANCE

SITE PLAN REVIEW

PROJECT NUMBER

02123

DATE

05/28/2024

SCALE

1/2" = 1'-0"

DRAWING TITLE

PHOTOMETRIC PLAN

BASALT COMMONS

SITE PLAN REVIEW
5/23/2024



Project		Catalog #		Type	
Prepared by		Notes		Date	



Portfolio

LD2B EU2B 2LB

2-Inch Spun or Die Cast Aluminum, Downlight or Wall Wash, New Construction or Retrofit 2x4 and 2x6
 500, 1000, 1500, 2000 Lumens

Typical Applications
 Healthcare • Hospitality • Retail • Institutional • Indoor Display & Signage

Interactive Menu

- Order Information page 2
- Product Specifications page 3
- Energy & Performance Data page 4
- Photometric Data page 4
- Connected Systems page 6
- Product Warranty

Product Certification



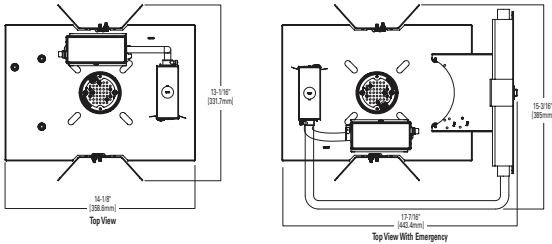
Product Features



Top Product Features

- New construction or retrofit from below, Downlight or lensed wall wash
- Excellent light control and low aperture brightness
- Installs in shallow or standard plenums, ENERGY STAR® qualified
- Round or square die-cast or spun aluminum reflectors
- 6 color temperatures: 2400K, 2700K, 3000K, 3500K, 4000K and 5000K CCT
- CRI: 80, 90 or 97, D2W™ option from 3000K to 1850K
- W2N Tunable White 2700K-6500K or 2000K-5000K
- Lumens: 500-2,000, Distributions: 15°, 25°, 40° or 55°
- Options to meet Trade Agreements Act requirements

Dimensional and Mounting Details



Portfolio **LDA2B | 2LB**

Order Information

SAMPLE ORDER NUMBER: **LD2B15D010**

Domestic Preferences ⁽¹⁵⁾	Housing	Lumens ⁽¹⁾	Voltage	Driver	Options ^{(2) (16)}
[Blank]-Standard TAA-Trade Agreements Act	LD2B-2" New Construction Downlight LDR2B-2" Remodel Downlight limit to 1500 lumens ⁽¹⁷⁾ LD2BC-2" LED Downlight Nominal Aperture, Chicago Plenum ⁽¹²⁾	05-500 lumens ⁽¹⁸⁾ 10-1000 lumens 15-1500 lumens 20-2000 lumens	[Blank]-120-277V 3-347V 0-10V only 1000-2000 lumens	500 - 2000 Lumens. D010-0-10V Dimming, 1% to 100%, 120V-277V DLV-Low voltage dimming driver (1-100%) for use with DLVP system ⁽¹⁸⁾ 1000 - 2000 Lumens. D010TR-0-10V or Line Voltage Dimming, 1% to 100%, 120V-277V DE010-0-10V Linear Dimming, 0% to 100%, 120V-277V ⁽¹⁸⁾ DSL5-Fifth Light* (DALI) Logarithmic Dimming, 0% to 100%, 120V-277V ⁽¹⁸⁾ DMX=DMX/RDM Logarithmic Dimming, 0% to 100%, 120V-277V ⁽¹⁸⁾ DMXCS=DMX/RDM Logarithmic Dimming, 0% to 100%, 120V-277V, with R,45 connection ⁽¹⁸⁾ DLE-Lutron Ecosystem dimming 1% to 100%, 120V-277V ⁽¹⁸⁾ Tunable White DSL2W2N2050 = Fifth Light (DALI) 0-100%, 120-277V, 2000K-5000K DSL2W2N2765 = Fifth Light (DALI) 0-100%, 120-277V, 2000K-5000K DE010W2N2050 = 0-10V dimming, 0-100%, 120-277V, 2000K-5000K DE010W2N2765 = 0-10V dimming, 0-100%, 120-277V, 2700K-6500K	EMB00-Bodine® Emergency Module with Remote Test Switch ⁽¹⁹⁾ EMB007ST-Bodine® Emergency Module with Self Test Remote Test Switch ⁽¹⁹⁾ EM7-7W Emergency Module with Remote Test Switch ⁽¹⁹⁾ EM14-14W Emergency Module with Remote Test Switch ⁽¹⁹⁾ EMV7-7W Low Voltage Emergency Module with Remote Test Switch ⁽¹⁹⁾ EMV14-14W Low Voltage Emergency Module with Remote Test Switch ⁽¹⁹⁾ WTA = Factory installed WaveLinX sensor Kit ^{(16) (14)} WTK = Factory installed WaveLinX Lite Sensor Kit ^{(16) (15)} WPN = WaveLinX PRO Wireless Node without sensor ⁽²⁰⁾

SAMPLE ORDER NUMBER: **EU2B15B035**

Domestic Preferences ⁽¹⁵⁾	Power Module	Lumen Levels / Distribution ⁽¹⁾ / Optic	CRI	Color
[Blank]-Standard TAA-Trade Agreements Act	EU2B-2" Universal LED Module	05SP15=500 lumen 15" IC Rated 05WW=500 lumen wall wash IC Rated* 10SP15=1000 lumen 15" IC Rated 10WW=1000 lumen wall wash Non-IC Rated* 0510NFL25=500 and 1000 lumen 25" IC Rated 0510FL40=500 and 1000 lumen 40" IC Rated 0510WFL55=500 and 1000 lumen 55" IC Rated 15NFL25=1500 lumen 25" Non IC Rated 15FL40=1500 lumen 40" Non IC Rated 15WFL55=1500 lumen 55" Non IC Rated 15WW=1500 lumen wall wash Non IC Rated* 20NFL25=2000 lumen 25" Non IC Rated 20FL40=2000 lumen 40" Non IC Rated 20WFL55=2000 lumen 55" Non IC Rated	80-80 CRI minimum 90-90 CRI minimum 97-97 CRI minimum	80 CRI 27-2700K 30-3000K 35-3500K 40-4000K 50-5000K 90 CRI 24-2400K 27-2700K 30-3000K 35-3500K 40-4000K 50-5000K 97 CRI 27-2700K 30-3000K Dim to Warm (1500 lumens and below) 10NFL259030D2W=1000 lumen 25" IC Rated 15NFL259030D2W=1500 lumen 25" Non-IC 10FL409030D2W=1000 lumen 40" IC Rated 15FL409030D2W=1500 lumen 40" Non-IC 10WFL559030D2W=1000 lumen 55" IC Rated 15WFL559030D2W=1500 lumen 55" Non-IC W2N902050 = 1000 lumen 40" 2000K-5000K W2N902765 = 1000 lumen 40" 2700K-6500K

SAMPLE ORDER NUMBER: **2LBD1LI**

Trim ⁽¹⁷⁾	Reflector	Flange	Finish
2LB-2" LED	D=Round downlight spun reflector SW=Round lensed Wall Wash, Spun Aluminum, Splay black occlus SWW=Round lensed Wall Wash, Spun Aluminum, Splay white occlus DL=Round Downlight lensed spun reflector	DC=Round Cast Downlight ⁽²⁾ DLC=Round Lensed cast downlight ⁽²⁾ PIN=Round Pinhole downlight black occlus ⁽²⁾ PINW=Round Pinhole downlight white occlus ⁽²⁾ DSQC=Square Cast Downlight ⁽²⁾ DSQLC=Square Lensed cast shallow downlight ⁽²⁾	1=Self-flanged ⁽⁷⁾ 2=White Painted Self-flanged ⁽¹¹⁾ 3=Ringless ⁽¹¹⁾ [Blank]=Pinhole LI=Specular Clear ⁽⁴⁾ H=Semi-Specular Clear Haze ⁽⁴⁾ WM=Warm Haze ⁽¹¹⁾ WH=Wheat ⁽⁴⁾ GPH=Graphite Haze ⁽⁴⁾ B=Specular Black ⁽⁴⁾ MW=Matte White MB=Matte Black ⁽³⁾ MMS=Matte Metallic Silver ⁽²⁾

Accessories ⁽¹⁸⁾	
<p>RPR2=Round plaster lathing ring (order with rimless option)</p> <p>Bar Hangers HB26=Pair C-channel bar hanger, 26" long BAA-HB26=Pair C-channel bar hanger, 26" long ⁽⁷⁾ TAA-HB26=Pair C-channel bar hanger, 26" long ⁽⁷⁾ RMBZ2=Pair wood joist bar hanger 22" long Connected Lighting Systems ⁽¹⁹⁾ WTA = Field installed WaveLinX sensor Kit ⁽¹⁴⁾ WTK = Field installed WaveLinX Lite Sensor Kit ⁽¹⁵⁾</p>	<p>L100 lenses - optical lenses L110W=Diffuse Sandblasted Lens: Provides an even beam spread - especially useful in wall washing. L111=Soft Focus Lens: Smooths irregular beam pattern while maintaining high controlled illumination levels and beam angles. L113=Prismatic Spread Lens: Provides a symmetrical broadening of lamp beam. Suitable when a wide, uniform light distribution is required. L115=Linear Spread Lens: Fans out the beam 55' (27-1/2" to each side) to produce a wide rectangular pattern. L100MB=Black finished metal hexagonal-cell louver - controls light spill while retaining lamp optics.</p>

- Notes:**
- Nominal Lumens will vary depending on selected distribution, color, driver and reflector finish.
 - Only available with Matte White, Matte metallic silver and Matte Black finishes.
 - Available on DC, DLC and PIN.
 - Not available on DC or PIN.
 - DMX, DSJT, DE010, DLC, Lutron, connected and emergency module drivers require accessible ceiling.
 - Flange is the same finish as reflector.
 - Order with 2LBSW Wall Wash trim.
 - DMX fixtures default to full on upon loss of DMX signal.
 - Refer to system specifications for additional information, features, and benefits. Order either factory installed option or accessory. Use with 0-10V driver.
 - Not available with Wall Wash.
 - Limited to 1000 lumens.
 - Available with D010 and D010TR driver only.
 - WTA = WaveLinX wireless sensor kit for daylight dimming, PIR motion sensing, and optional RLTS - Real Time Location Services, use with 0-10V only.
 - WTK = WaveLinX Lite tile mount sensor kit for daylight dimming, PIR motion sensing, use with D010 only (Refer to WaveLinX Lite system specifications).
 - Limited to D010 and D010A drivers.
 - Only product configurations with this designated prefix are built to be compliant with the Trade Agreements Act of 1979 (TAA). Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements. Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information. Trim must be ordered with power module for TAA compliance. Example: TAA-EU2B15B035-2LB
 - Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.
 - For use with plaster lathing ring RPR2 (required).
 - WPN = WaveLinX PRO wireless node provides luminaire-level control with scene and zone configuration without an integrated sensor. Connects wirelessly with daylight dimming sensor and PIR motion sensor if desired. Use with 0-10V driver only.

Portfolio **LD2B | EU2B | 2LB**

Product Specifications

Lower Reflector

- Round or square painted die cast aluminum or round anodized aluminum lower reflector with a lensed upper optical chamber providing superior lumen output with minimal source brightness.
- Anodized reflectors are offered in all Portfolio Alzak® finishes.
- Plaster lathing ring accessory offered for flush reflector transition.

Trim Retention

- Reflector is retained with three or four pressure springs holding the flange tight to the finished ceiling surface.

Optic

- TIR optic in 15°, 25°, 40, 55° or wall wash provides smooth beam without color separation.
- Media holder fits onto upper reflector and holds up one lens media.
- For non-lens trims only.

Plaster Frame / Collar

- New Construction
- Galvanized steel plaster frame designed for ceiling thickness from 1/2 to 1-1/4-inch.
- Retrofit
- Installs from below.

Universal Mounting Bracket

- Accepts 1/2" EMT, C channel and bar hangers.

Junction Box

- (4) 1/2" trade size pry outs positioned to allow straight conduit runs.
- Listed for (4) #12AWG (two in, two out) 90°C conductors and feed thru branch wiring.
- Lever connectors for simple push in wiring.

Thermal

- Forged aluminum heat sink conducts heat away from the LED COB for optimal performance and long life.

LED

- Chip on board with a multitude of highly efficient white LED's, combined with TIR optic produces an even distribution with no pixilation.

- Lumen output shall not decrease by more than 10% over the minimum life of 55,000 hours (L90 > 55,000 hours).
- Auto resetting, thermally protected, LED's are turned off when safe operating temperatures are exceeded.
- Color variation within 2-step MacAdam ellipses.
- Flexible disconnect allows for replacement of LED engine from below ceiling. Available in 80, 90 or 97 CRI.
- D2W™ – dim-to-warm shifts CCT from 3000K to 1850K as fixture dims mimicking halogen sources.
- W2N - Tunable white CCT range 2700K to 6500K or 2000K to 5000K, 90 CRI.

Driver

- Standard 120-277V 0-10V dimming driver provides flicker free dimming from 100% to 1%.
- Optional 120V leading edge, <1% 0-10V, Fifth Light, DMX or Lutron® Ecosystem.
- Driver can be serviced from above or through the aperture with standard D010 driver. Other drivers require above ceiling access.
- Distributed low voltage power system combines power, lighting, and controls with ease of installation.

Connected Lighting System

Two WaveLinX connected solutions to choose from. Refer to WaveLinX system specifications and application guides for details.

WaveLinX PRO Tilemount Sensor Kit

- WaveLinX WPST tilemount sensor kit offers daylight dimming, PIR motion sensing, scene and zone configuration, automatic commissioning; and optional RLTS - Real Time Location Services available.

WaveLinX PRO Wireless Node

- WaveLinX PRO wireless node provides luminaire-level control with scene and zone configuration without an integrated sensor; Connects wirelessly with daylight dimming sensor and PIR motion sensor if desired. Use with 0-10V driver only

WaveLinX LITE Tilemount Sensor Kit

- WaveLinX LITE WLST tilemount sensor kit offers daylight dimming and PIR motion sensing, scene and grouping configuration.

WaveLinX Tilemount Kits Application

- The WPST and WLST tilemount kits include a control module mounted on the luminaire junction box via 1/2" knock-out, and a tilemount sensor on 54-inch whip; for ceiling installation by direct-mount spring clips or via mounting bracket in octagon ceiling boxes.
- The WPST and WLST tilemount kits may be ordered as factory installed on the luminaire, or ordered separately as a field installed accessory kit.

Code Compliance

- Thermally protected
- cULus Certified to UL 1598 / C22.2 No. 250.0 suitable for wet locations with downlight; damp location with wall wash and hyperbolic with covered ceiling
- EMI/RFI emissions per FCC 47CFR Part 18 Class B consumer limits.
- Optional City of Chicago environmental air (CCEA) marking for plenum applications.
- 1500 lumen and above are Non-IC rated - Insulation must be kept 3" from top and sides of housing. IC-rated up to 1000 lumens (except wall wash).
- RoHS Compliant. Photometric testing completed in accordance with IES LM 79 and TM-30 standards. Lumen maintenance projections in accordance with IES LM-80-08 and TM-21-11.
- Can be used to comply with California Energy Commission (CEC) Title 24 2016 & 2019 JA8 High Efficacy Lighting Requirements, reference Modernized Appliance Efficiency Database System (MAEDBS) for 2016 & 2019 JA8 High Efficacy Lighting.
- ENERGY STAR® certified, reference certified light fixtures database
- Options to meet Trade Agreements Act requirements

Warranty

- Five year warranty www.cooperlighting.com/legal

Energy Data

ENERGY DATA	
Sound Rating: Class A standards	
(Values at non-dimming line voltage)	
Minimum Starting Temperature: -30°C (-22°F)	
EMC/RFI: FCC Title 47 CFR Part 15, Class B (Consumer)	
Input Voltage: ULW (120V - 277V)	
Power Factor: >0.90	
(at nominal input 120-277 VAC & 100% of Rated Output Power)	
Input Frequency: 50/60Hz	

500 Lumens D010		1000 Lumens D010	
Input Power: 7.28W	THD: <14.4%	Input Power: 11W	THD: <13.8%
120V Input Current: 0.06A	277V Input Current: 0.03A	120V Input Current: 0.06A	277V Input Current: 0.042A

1500 Lumens D010		3000 Lumens D010	
Input Power: 15.00W	THD: <13.0%	Input Power: 21.2W	THD: <8.6%
120V Input Current: 0.13A	277V Input Current: 0.06A	120V Input Current: 0.16A	277V Input Current: 0.081A

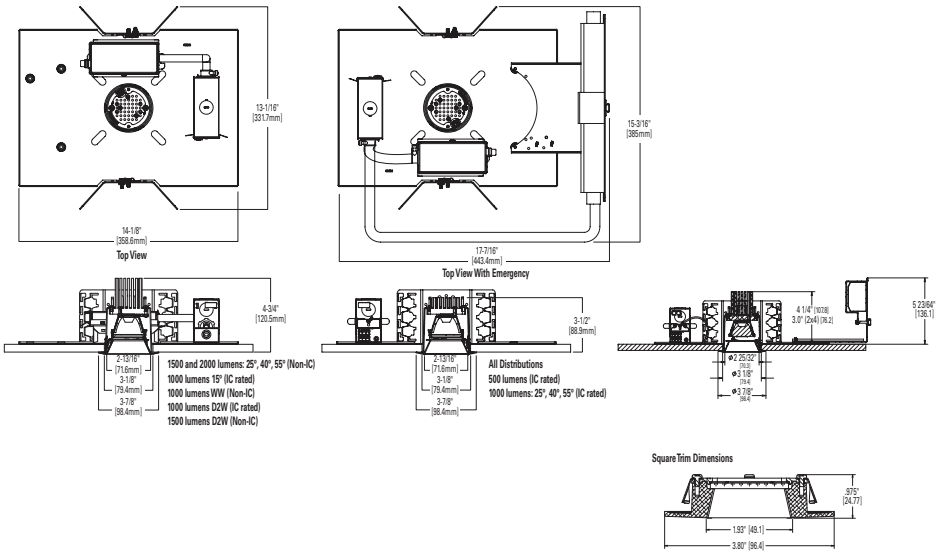
Lumens	120V		277V	
	lm/ft² (A)	Duration (min)	lm/ft² (A)	Duration (min)
500 Lumens D010	0.64	0.05	1.4	0.04
1000 Lumens D010	1.02	0.041	2.18	0.021
1500 Lumens D010	1.02	1.02	2.24	0.064
3000 Lumens D010	1.02	0.077	2.43	0.027



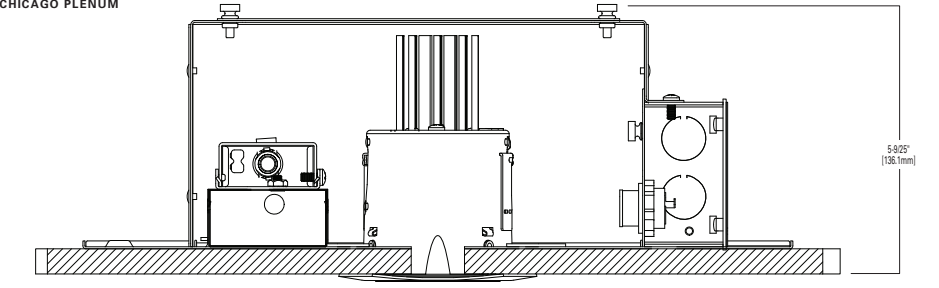
Portfolio LD2B | EU2B | 2LB

Dimensional and Mounting Details

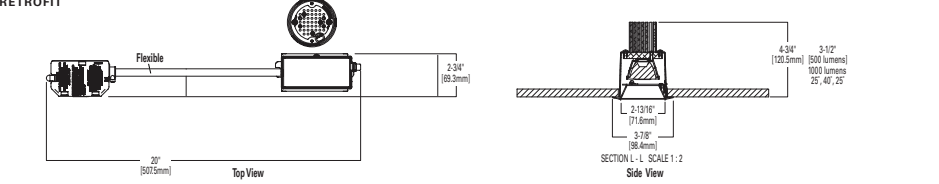
NEW CONSTRUCTION



CHICAGO PLENUM



RETROFIT



Portfolio **LD2B | EU2B | 2LB**

Photometric Data

[View IES files](#)

SPOT (15° BEAM)	CANDLEPOWER DISTRIBUTION	CONE OF LIGHT	CANDELA TABLE	ZONAL LUMEN SUMMARY	LUMINANCE																																																																																	
Test Number P264029 Housing LD2B10D010 Module EU2B101OSP158035 Trim 2LBD*LI Lumens 974 Efficacy 94.6 Lm/W 		 <table border="1"> <thead> <tr> <th>D</th> <th>FC</th> <th>L</th> <th>W</th> </tr> </thead> <tbody> <tr><td>4'</td><td>582.2</td><td>1</td><td>1</td></tr> <tr><td>7'</td><td>190.1</td><td>1.8</td><td>1.8</td></tr> <tr><td>9'</td><td>115</td><td>2.4</td><td>2.4</td></tr> <tr><td>13'</td><td>55.1</td><td>3.6</td><td>3.6</td></tr> <tr><td>16'</td><td>36.4</td><td>4.4</td><td>4.4</td></tr> </tbody> </table>	D	FC	L	W	4'	582.2	1	1	7'	190.1	1.8	1.8	9'	115	2.4	2.4	13'	55.1	3.6	3.6	16'	36.4	4.4	4.4	<table border="1"> <thead> <tr> <th>Degrees Vertical</th> <th>Candela</th> </tr> </thead> <tbody> <tr><td>0</td><td>9316</td></tr> <tr><td>5</td><td>7438</td></tr> <tr><td>15</td><td>976</td></tr> <tr><td>25</td><td>141</td></tr> <tr><td>35</td><td>30</td></tr> <tr><td>45</td><td>7</td></tr> <tr><td>55</td><td>2</td></tr> <tr><td>65</td><td>1</td></tr> <tr><td>75</td><td>0</td></tr> <tr><td>85</td><td>0</td></tr> <tr><td>90</td><td>0</td></tr> </tbody> </table>	Degrees Vertical	Candela	0	9316	5	7438	15	976	25	141	35	30	45	7	55	2	65	1	75	0	85	0	90	0	<table border="1"> <thead> <tr> <th>Zone</th> <th>Lumens</th> <th>% Fixture</th> </tr> </thead> <tbody> <tr><td>0-30</td><td>945</td><td>97</td></tr> <tr><td>0-40</td><td>965</td><td>99.1</td></tr> <tr><td>0-60</td><td>973</td><td>99.9</td></tr> <tr><td>0-90</td><td>974</td><td>100</td></tr> <tr><td>90-180</td><td>0</td><td>0</td></tr> <tr><td>0-180</td><td>974</td><td>100</td></tr> </tbody> </table>	Zone	Lumens	% Fixture	0-30	945	97	0-40	965	99.1	0-60	973	99.9	0-90	974	100	90-180	0	0	0-180	974	100	<table border="1"> <thead> <tr> <th>Average Candela Degrees</th> <th>Average 0° Luminance</th> </tr> </thead> <tbody> <tr><td>45</td><td>4884</td></tr> <tr><td>55</td><td>1720</td></tr> <tr><td>65</td><td>1167</td></tr> <tr><td>75</td><td>0</td></tr> <tr><td>85</td><td>0</td></tr> </tbody> </table>	Average Candela Degrees	Average 0° Luminance	45	4884	55	1720	65	1167	75	0	85	0
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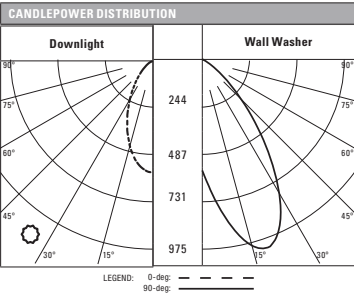


Portfolio LD2B | EU2B | 2LB

Photometric Data

View IES files

WALL WASH	
Test Number	P14828
Housing	LD2B10D010
Module	EU2B1010W/8035
Trim	2LBSW*XX
Lumens	742
Efficacy	72 Lm/W



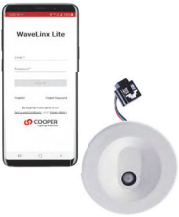
SINGLE UNIT FOOTCANDLES					MULTIPLE UNIT FOOTCANDLES											
DD	3' FROM WALL (Distance From Fixture Along Wall)				2.5' FROM WALL (Spacing Between Fixtures)			3' FROM WALL (Spacing Between Fixtures)								
	1'	2'	3'	3'	3'	4'	3'	3'	4'							
1'	0.5	0.5	0.3	0.2	1.3	1.1	1.3	1.2	0.7	1.2	0.7	0.8	0.7	0.6	0.6	0.6
2'	4.3	3.3	1.4	0.5	10.7	8.7	10.7	10.2	4.9	10.2	4.8	4.6	4.8	4.5	2.9	4.5
3'	10.1	8.1	4.2	1.6	19.2	18	19.2	17.8	11.5	17.8	11.8	12.1	11.8	10.7	8.3	10.7
4'	12.2	10.2	5.9	2.8	19.3	19.9	19.3	17.5	14	17.5	15.1	16.1	15.1	13.4	11.9	13.4
5'	10.9	9.4	6.1	3.3	15.6	16.9	15.6	13.8	12.8	13.8	14.2	15.7	14.2	12.5	12.3	12.5
6'	8.6	7.6	5.4	3.2	11.7	12.9	11.7	10.2	10.4	10.2	11.8	13.2	11.8	10.3	10.7	10.3
7'	6.4	5.8	4.4	2.9	8.5	9.5	8.5	7.5	8	7.5	9.2	10.4	9.2	8.1	8.8	8.1
8'	4.7	4.4	3.5	2.4	6.3	7	6.3	5.5	6	5.5	7.1	7.9	7.1	6.3	6.9	6.3
9'	3.4	3.3	2.7	2	4.6	5.1	4.6	4.1	4.6	4.1	5.4	6	5.4	4.8	5.4	4.8
10'	2.6	2.4	2.1	1.6	3.5	3.8	3.5	3.1	3.5	3.1	4.2	4.6	4.2	3.7	4.2	3.7



Portfolio LD2B | EU2B | 2LB

Connected Solutions

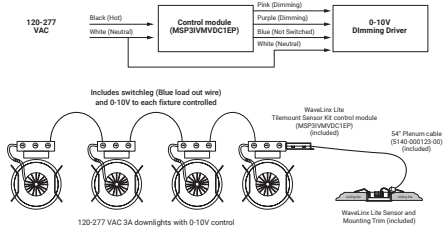
WaveLinX LITE - WLST Tilemount Sensor



- Intuitive Android™ or Apple® iOS® app for basic system code compliant set up and configuration via Bluetooth
- Up to 28 unique areas per project site (WaveLinX LITE Bluetooth network)
- Up to 50 devices for an area, any one of 16 control zones, up to 6 occupancy sets, and custom lighting scenes
- Automatic occupancy or vacancy, sensor sensitivity, daylight dimming, etc. configurable through the app
- Refer to the WaveLinX system specifications for details



WaveLinX LITE WLST Tilemount Wiring Diagram



WaveLinX LITE Bluetooth Enabled System



WaveLinX PRO Wireless – WPST Tilemount Sensor



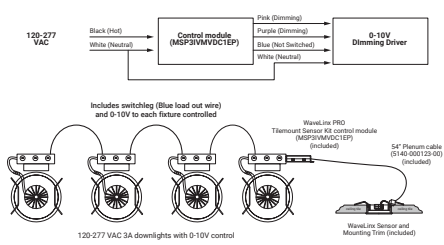
- WaveLinX PRO Wireless functionality configures zones and customizes settings from one secure mobile app
- Automatic code commissioning that meets the strictest codes
- Fixtures and sensors integrate with Wireless Area Controller, Wall Stations, and Control Devices
- Stand-Alone Offices or Entire Building Network Installations



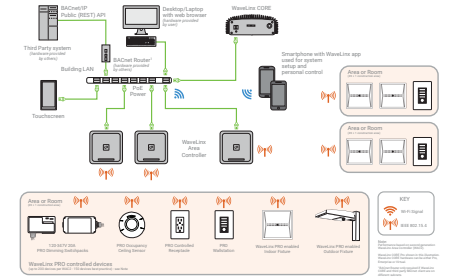
WaveLinX mobile app settings



WaveLinX PRO WPST Tilemount Wiring Diagram



WaveLinX CORE Building Management Integration



Portfolio LD2B | EU2B | 2LB

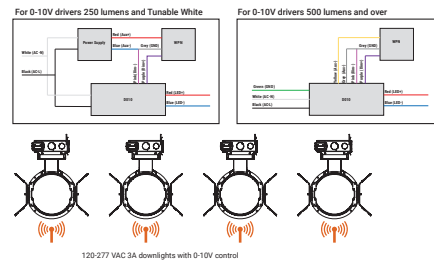
Connected Solutions

WaveLinX PRO Wireless Node - WPN

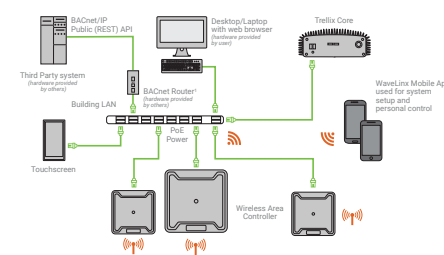
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- Stand-Alone Offices or Entire Building Network Installations



WaveLinX PRO Wireless Node (WPN) Wiring Diagram



WaveLinX CORE Building Management Integration



Project		Catalog #		Type	
Prepared by		Notes		Date	



Metalux

Vaportite LED

2' and 4' Industrial LED
Vaportite Industrial

Typical Applications

Parking Garage • Cold Storage • Canopy • Warehouse • Food Processing • Manufacturing • Complex Environments

Interactive Menu

- Order Information page 2
- Photometric Data page 3
- Product Warranty

Product Certification



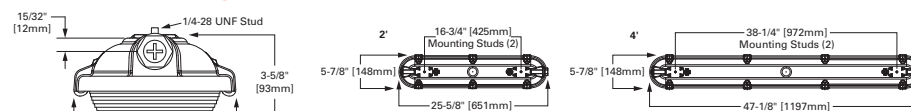
Product Features



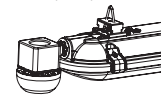
Top Product Features

- Compact and durable fiberglass reinforced polyester housing
- Precision optics in general, wide, or parking garage distribution
- High Impact Polycarbonate optical lens
- Available in 2ft and 4ft, with lumen packages up to 8,000 lumens
- Wet Location and IP67 Listed
- Impact protection rating IK07 Lens and IK07 Housing
- Options to meet Buy American and other domestic preference requirements

Dimensional, Mounting Details

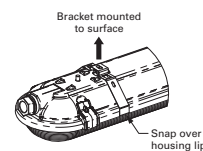


WLS2, WLS4, and ZW-SWPD3 Sidecar

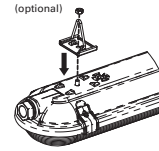


Installation Data

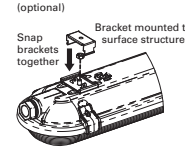
STANDARD



V-HANGER (optional)



SURFACE BRACKET (optional)



Metalux **VT3 LED Vaportite**

Order Information

SAMPLE ORDER NUMBER: **4VT3-LD5-6-G-UNV-L840-CD1-U**

Domestic Preferences	Series	Lamp Type	LED Lumens Output	Distribution	Voltage	Remote Emergency Enclosure
Domestic Preferences ⁽¹⁾	Series ⁽²⁾	Lamp Type	LED Lumens Output	Distribution ^{(3), (4)}	Voltage	Remote Emergency Enclosure
[Blank] -Standard BAA -Buy American Act TAA -Trade Agreements Act	2VT3 =2' Vaportite 4VT3 =4' Vaportite	LD5 =LED 5.0	2.fl. 2=2000 Lumens 3=3000 Lumens 4=4000 Lumens 4.fl. 4=4000 Lumens 5=5000 Lumens 6=6000 Lumens 8=8000 Lumens	G =General Distribution W =Wide Distribution P =Parking Garage Distribution WPC =Wide Distribution, Polycarbonate PPC =Parking Distribution, Polycarbonate	120V =120 Volt 277V =277 Volt 347V =347 Volt 480V =480 Volt UNV =Universal Voltage 120-277 Volt UNC =Universal Voltage 347-480 Volt	EL10W =10-watt, 120-277V emergency battery pack installed ^{(5), (6), (9)} VF-REM-EL10W =Remote mounted 10-watt, 120-277V emergency battery pack ^{(5), (10)}
Notes <small>(1) Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC.PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements.</small>	Notes <small>(2) DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.</small>			Notes <small>(3) General distribution provided with smooth frosted lens. Wide distribution provided with frosted prismatic lens, and Parking Garage distribution provided with clear prismatic lens. (4) IP69 only available in Wide or Parking Garage distributions.</small>		Notes <small>(5) EL and REM-EL options not available with UNC, 347V and 480V configurations. (6) EL10W available in 4ft 4000 and 6000 lumen packages only. (7) IP ratings require fixtures be mounted horizontally. (8) Specify voltage when ordering sensor option. (9) EL10W option rated for max. 35°C ambient. (10) VF-REM-EL10W option rated for max. 45°C ambient.</small>

CCT	Driver Type	Options	Packaging	Accessories
CCT	Driver Type	Options	Packaging	Accessories (order separately) ⁽¹³⁾
L830 =3000K, LED L835 =3500K, LED L840 =4000K, LED L850 =5000K, LED	CD1 -1 Dimming Driver SLTD1 -Fifth Light DALI	SSL =Stainless Steel Latches TP =Standard Latch with Tamper-proof Screws SSLTP =Stainless Steel Latches with Tamper-proof Screws MSWL20 =Wet Listed Motion Sensor 360° WPS4 =WaveLinX Wireless Sensor, Sidecar mount, with 1200 sq ft. coverage ⁽¹²⁾ WLS4 =WaveLinX Lite Wireless Integrated Sensor, 15'-40' Mounting Height ^{(11), (12)} WLS2 =WaveLinX Lite, Integrated Sensor, Bluetooth Programmable, 7' - 15' Mounting ^{(11), (12)}	U =Unit Pack	VT3-SS-VBK =Stainless Steel V Bracket (2 per kit) VT3-SS-SBK =Stainless Steel Surface Bracket (2 per kit)
		Notes <small>(11) Not compatible with EL10W. Not available with 347V, 480V or UNC. Not available with SLTD option. (12) WaveLinX LITE devices are not currently compatible with the WaveLinX PRO Wireless Area Controller.</small>		Notes <small>(13) Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.</small>

Product Specifications

Construction

- Rugged and durable construction
- Fiberglass housing is reinforced polyester and self-extinguishing (ASTM-D635-74) plastic
- Full metal fixture liner
- Watertight housing
- 1/2" conduit entry at each end of housing (standard) for continuous feed
- Polyurethane gasketing provides a continuous seamless seal for the diffuser lens
- Four sturdy cam latches clamp diffuser tightly for a positive seal between housing, gasketing and diffuser
- Stainless steel latches option
- Surface or chain mounting
- Impact protection rating IK07 Lens and IK07 Housing

Electrical

- Long-Life LED system coupled with electrical driver for optimal performance
- LED's available in 3000K, 3500K, 4000K and 5000K with a CRI ≥ 80
- Projected life is 60,000 hours at 91% lumen output
- Electronic drivers are available for 120-277V applications
- 0-10V dimming control (standard)
- Operating temperature of -40°C to 55°C; Ideal for cold storage environments

Lens

- Thermoformed low profile, high impact 50% DR High acrylic lens
- Smooth frosted lens for general distribution
- Frosted prismatic lens for wide distribution
- Clear prismatic lens for parking garage distribution

Warranty

- Five-year limited warranty

Compliance

- UL/cUL listed for Wet location
- LED modules comply with IESNA LM-79 and LM-80 standards
- NEMA 4X, IP65, IP66 and IP67 rated (see installation instructions for requirements)
- IP69 rated with wide or parking garage distributions
- NSF International certified for NSF/ANSI Standard 2 – Food Equipment
- DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium (refer to www.designlights.org for details)
- Acrylic lenses are IK07 Rated, and optional Polycarbonate lenses are IK10 Rated

WaveLinX LITE devices are not currently compatible with the WaveLinX PRO Wireless Area Controller

Control Solutions

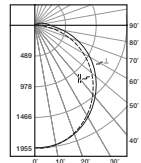
- WaveLinX LITE wireless
- WaveLinX PRO wireless
- WaveLinX CAT wired
- WaveLinX Wired



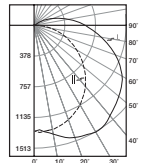

Metalux VT3 LED Vaportite

Photometric Data

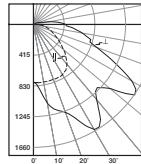
[View IES files](#)



4VT3-LD5-6-G-UNV-L840-CD1-U
Electronic Driver
Linear LED 4000K
Spacing criterion: (l) 1.24 x mounting height,
(⊥) 1.26 x mounting height
Lumens: 6033
Input Watts: 51.1W
Efficacy: 118.1 lm/W
Test Report:
4VT3-LD5-6-G-UNV-L840-CD1-U.IES



4VT3-LD5-6-W-UNV-L840-CD1-U
Electronic Driver
Linear LED 4000K
Spacing criterion: (l) 1.27 x mounting height,
(⊥) 1.67 x mounting height
Lumens: 6655
Input Watts: 49.3W
Efficacy: 135 lm/W
Test Report:
4VT3-LD5-6-W-UNV-L840-CD1-U.IES



4VT3-LD5-6-P-UNV-L840-CD1-U
Electronic Driver
Linear LED 4000K
Spacing criterion: (l) 1.45 x mounting height,
(⊥) 2.17 x mounting height
Lumens: 6050
Input Watts: 49.3W
Efficacy: 122.7 lm/W
Test Report:
4VT3-LD5-6-P-UNV-L840-CD1-U.IES

Metalux **VT3 LED Vaportite**

Energy and Performance Data by Catalog Number

Catalog Number	Description	Delivered Lumens	Watts	Efficacy (lm/W)
General				
2VT3-LD5-2-G-UNV-L850-CD1-U	2ft Vaportight, 2K Lumen, General Dist, 120-277V, 5000K, Dim	2203	16	138
2VT3-LD5-3-G-UNV-L850-CD1-U	2ft Vaportight, 3K Lumen, General Dist, 120-277V, 5000K, Dim	3334	24	139
2VT3-LD5-4-G-UNV-L850-CD1-U	2ft Vaportight, 4K Lumen, General Dist, 120-277V, 5000K, Dim	4366	32	136
4VT3-LD5-4-G-UNV-L850-CD1-U	4ft Vaportight, 4K Lumen, General Dist, 120-277V, 5000K, Dim	4428	32	138
4VT3-LD5-5-G-UNV-L850-CD1-U	4ft Vaportight, 5K Lumen, General Dist, 120-277V, 5000K, Dim	5405	44	124
4VT3-LD5-6-G-UNV-L850-CD1-U	4ft Vaportight, 6K Lumen, General Dist, 120-277V, 5000K, Dim	6490	51	127
4VT3-LD5-8-G-UNV-L850-CD1-U	4ft Vaportight, 8K Lumen, General Dist, 120-277V, 5000K, Dim	8694	67	130
Wide				
2VT3-LD5-2-W-UNV-L850-CD1-U	2ft Vaportight, 2K Lumen, Wide Dist, 120-277V, 5000K, Dim	2445	17	144
2VT3-LD5-3-W-UNV-L850-CD1-U	2ft Vaportight, 3K Lumen, Wide Dist, 120-277V, 5000K, Dim	3547	25	142
2VT3-LD5-4-W-UNV-L850-CD1-U	2ft Vaportight, 4K Lumen, Wide Dist, 120-277V, 5000K, Dim	4700	34	138
4VT3-LD5-4-W-UNV-L850-CD1-U	4ft Vaportight, 4K Lumen, Wide Dist, 120-277V, 5000K, Dim	4767	31	154
4VT3-LD5-5-W-UNV-L850-CD1-U	4ft Vaportight, 5K Lumen, Wide Dist, 120-277V, 5000K, Dim	5818	44	133
4VT3-LD5-6-W-UNV-L850-CD1-U	4ft Vaportight, 6K Lumen, Wide Dist, 120-277V, 5000K, Dim	7159	49	146
4VT3-LD5-8-W-UNV-L850-CD1-U	4ft Vaportight, 8K Lumen, Wide Dist, 120-277V, 5000K, Dim	9552	70	136
Parking				
2VT3-LD5-2-P-UNV-L850-CD1-U	2ft Vaportight, 2K Lumen, Parking Garage, 120-277V, 5000K, Dim	2228	17	131
2VT3-LD5-3-P-UNV-L850-CD1-U	2ft Vaportight, 3K Lumen, Parking Garage, 120-277V, 5000K, Dim	3231	25	129
2VT3-LD5-4-P-UNV-L850-CD1-U	2ft Vaportight, 4K Lumen, Parking Garage, 120-277V, 5000K, Dim	4271	34	126
4VT3-LD5-4-P-UNV-L850-CD1-U	4ft Vaportight, 4K Lumen, Parking Garage, 120-277V, 5000K, Dim	4338	31	140
4VT3-LD5-5-P-UNV-L850-CD1-U	4ft Vaportight, 5K Lumen, Parking Garage, 120-277V, 5000K, Dim	5294	44	121
4VT3-LD5-6-P-UNV-L850-CD1-U	4ft Vaportight, 6K Lumen, Parking Garage, 120-277V, 5000K, Dim	6509	49	133
4VT3-LD5-8-P-UNV-L850-CD1-U	4ft Vaportight, 8K Lumen, Parking Garage, 120-277V, 5000K, Dim	8671	69	126

Lumen Maintenance

Ambient Temperature	TM-21 Lumen Maintenance (60,000 hours)	Theoretical L70 (Hours)
25°C	> 91%	> 247,000

Input Watts:
4VT3LD5-4 (4,000 lumens)=31W
4VT3-LD5-5 (5,000 lumens)=44W
4VT3-LD5-6 (6,000 lumens)=49W
4VT3-LD5-8 (8,000 lumens)=69W

IK Rating

VT3	IK Rating
Lens	IK07
Housing	IK07

Ambient Ratings

2ft. Lumen Package	Ambient Rating	4ft. Lumen Package	Ambient Rating
2VT3-LD5-2	55°C	4VT3-LD5-4	55°C
2VT3-LD5-3	50°C	4VT3-LD5-5	50°C
2VT3-LD5-4	50°C	4VT3-LD5-6	50°C
		4VT3-LD5-8	45°C

Shipping Data

Catalog No.	Wt.
4VT3-LD5	12 lbs.



Project		Catalog #		Type	
Prepared by		Notes		Date	



McGraw-Edison

GWC Galleon Wall

Wall Mount Luminaire

Product Features



Product Certifications



Interactive Menu

- Ordering Information page 2
- Product Specifications page 2
- Optical Configurations page 3
- Energy and Performance Data page 4
- Control Options page 6

Quick Facts

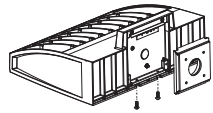
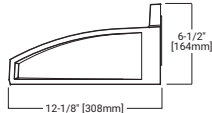
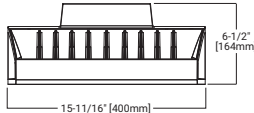
- Choice of thirteen high-efficiency, patented AccuLED Optics
- Downward and inverted wall mounting configurations
- Eight lumen packages from 3,215 up to 17,056
- Efficacies up to 154 lumens per watt

Connected Systems

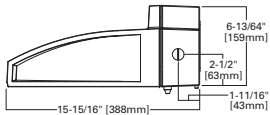
- WaveLinx
- Enlighted

Dimensional Details

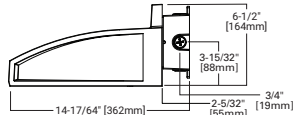
Net Weight: 17.0 lbs (7.7 kgs)



GWC with CBP option installed
(Thru-Branch Back Box accessory MA1059XX)



GWC with accessory BB/GWCXX Back Box installed



NOTES:
 1. Visit <https://www.designlights.org/search/> to confirm qualification. Not all product variations are DLC qualified.
 2. IDA Certified for 3000K CCT and warmer only.



McGraw-Edison **GWC Galleon Wall**

Ordering Information

SAMPLE NUMBER: **GWC-SA2C-740-U-T4FT-GM**

Product Family ¹	Light Engine		Color Temperature	Voltage	Distribution	Finish
	Configuration	Drive Current				
GWC =Galleon Wall BAA-GWC =Galleon Wall, Buy American Act Compliant ¹⁴ TAA-GWC =Galleon Wall, Trade Agreements Act Compliant ¹⁴	SA1 =1 Square SA2 =2 Squares ²	A =615mA B =800mA C =1000mA D =1200mA ⁴ Z =Configured ⁴⁴	722 =70CRI, 2200K 723 =70CRI, 2700K 730 =70CRI, 3000K 735 =70CRI, 3500K 740 =70CRI, 4000K 750 =70CRI, 5000K 760 =70CRI, 6000K 827 =80CRI, 2700K 830 =80CRI, 3000K AMB =Amber, 590nm ^{4,44}	U =120-277V 1 =120V 2 =208V 3 =240V 4 =277V 8 =480V ^{4,7} 9 =347V ⁴ DP =277-480V DuraVolt Drivers ^{5,4,24}	T2 =Type II T3 =Type III T4F =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I SNQ =Type V Square Narrow SMQ =Type V Square Medium SWQ =Type V Square Wide	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
		Options (Add as Suffix)		Controls and Systems Options (Add as Suffix)		Accessories (Order Separately) ²⁵
F =Single Fused (120, 277 or 347V. Must Specify Voltage) FF =Double Fused (208, 240 or 480V. Must Specify Voltage) 10K =10kV Surge Module 20K =Series 20kV UL 1449 Surge Protective Device ZL =Zero-Circuit Light Engine ²⁷ DIM =External 0-10V Dimming Leads ^{5,19} CBP =Battery Pack with Back Box, Cold Weather Rated ^{2,4,14,22} CBP-CEC =Battery Pack with Back Box, Cold Weather Rated, CEC Compliant ^{2,4,14} BB =Shipped with Back Box Accessory ¹⁴ LB =Optics Rotated 90° Left RB =Optics Rotated 90° Right HSS =Factory Installed House Side Shield ²³ GRSBK =Factory Installed Glare Shield, BK ^{24,27} GRSWH =Factory Installed Glare Shield, WH ^{24,27} UPL =Uplight Housing ¹⁴ HA =50°C High Ambient ¹⁴ LCF =Light Square Trim Plate Painted to Match Housing ²² MT =Factory Installed Mesh Top CC =Coastal Construction finish ¹ CE =CE Marking and Small Terminal Block ²⁴ AHD14S =After Hours Dim, 5 Hours ¹⁴ AHD24S =After Hours Dim, 6 Hours ¹⁴ AHD25S =After Hours Dim, 7 Hours ¹⁴ AHD35S =After Hours Dim, 8 Hours ¹⁴ DALI =DALI Driver ¹¹		BPC =Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage) PR =NEMA 3-PIN Twistlock Photocontrol Receptacle PR7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁸ FADC =Field Adjustable Dimming Controller ¹⁸ SPB1 =Dimming Occupancy Sensor with Bluetooth Interface, 8" Mounting ^{18,23} SPB2 =Dimming Occupancy Sensor with Bluetooth Interface, 8" - 20" Mounting ^{18,23} SPB4 =Dimming Occupancy Sensor with Bluetooth Interface, 21" - 40" Mounting ^{18,23} MS =DIM-LXX=Motion Sensor for On/Off Operation ^{11,14,19} MS/DIM-LXX =Motion Sensor for Dimming Operation ^{11,14,19} WPS2XX =WaveLinx Sensor Only, 7'-15" ^{24,41} WPS4XX =WaveLinx Sensor Only, 15'-40" ^{24,41} WLS2XX =WaveLinx Sensor with Bluetooth, 7'-15" ^{24,41} WLS4XX =WaveLinx Sensor with Bluetooth, 15'-40" ^{24,41} LWR-LW =Enlightened Wireless Sensor, Wide Lens for 8'-16' Mounting Height ^{14,24} LWR-LN =Enlightened Wireless Sensor, Narrow Lens for 16'-40' Mounting Height ^{14,24}		OA/RA1013 =Photocontrol Shorting Cap OA/RA1016 =NEMA Photocontrol - Multi-Tap 105-285V OA/RA1201 =NEMA Photocontrol - 347V OA/RA1027 =NEMA Photocontrol - 480V MA1252 =10kV Circuit Module Replacement MA1059XX =Thru-branch Back Box (Must Specify Color) BB/CGXX =Back Box (Must Specify Color) LS/HSS =Field Installed House Side Shield ^{24,25} LS/GRSBK-2PK =Glare Shield, Black ^{24,27} LS/GRSWH-2PK =Glare Shield, White ^{24,27} LS/PFS =Perimeter Shield, Black ²⁴ FSIR-100 =Wireless Configuration Tool for Occupancy Sensor ¹⁹ WOLC-7P-10A =WaveLinx Outdoor Control Module (7-pin) ^{14,41}		
NOTES: 1. Design Light Consortium® Qualified. Refer to www.designlights.org. Qualified Products List under Family Models for details. 2. Two light squares with CBP options limited to 25°C. CBP not available in combination with sensor options at 1200mA. 3. Narrow-band 590nm +/- 5nm for wildlife and observatory use. Choose drive current & supplied at 500mA drive current only.Exact luminaire wattage available in IES files. Available with SWQ, SMQ, SL2, SL3 and SL4 distributions. Can be used with HSS option. 4. Not available with HA option. 5. Coastal construction finish salt spray tested to over 5000-hours per ASTM B117, with a scribe rating of 9 per ASTM D1654. 6. Requires the use of a step down transformer. Not available in combination with sensor options at 1200mA. 7. 480V not to be used with ungrounded or impedance grounded systems. 8. DuraVolt drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations. Visit www.mcgrawedison.com/duravolt for more information. 9. Cannot be used with other control options. 10. Low voltage control leads extended 18" from fixture. 11. Not available in 1200mA. When used with CBP or HA options, only available with single light square. 12. Not available in 1200mA, UPL or CBP options. Available with single light square. 13. Not available with SL2, SL3, SL4, HA, CBP, PR or PR7 options. 14. Operates a single light square only. Operates at 20°C to 40°C. Backbox is non-IP rated. 15. Compatible with standard 3-PIN photocontrols, 6-PIN or 7-PIN ANSI controls. 16. Requires the use of BPC photocontrol or the PR7 or PR photocontrol receptacle with photocontrol accessory. See After Hours Dim supplemental guide for additional information. 17. The FSIR-100 configuration tool is required to adjust parameters such as high and low modes, sensitivity, time delay and cutoff. Consult your lighting representative at Cooper Lighting Solutions for more information. 18. Replace LXX with L16 (14" mounting), L20 (20" mounting) or L40W (21-40" mounting). 19. Includes integral photosensor. 20. Enlightened wireless sensors are factory installed requiring network components in appropriate quantities. 21. White sensor shipped on all housing color options. 22. Not available with HSS or GRS options. 23. Not for use with SNQ, SMQ, SWQ or RW optics. The light square trim plate is painted black when the HSS option is selected. 24. CE is not available with the 1200, DALI, LWR, MS, MS/DIM, BPC, PR or PR7 options. Available in 120/277V only. 25. One required for each light square. 26. Requires PR7. 27. Not for use with T4F, T4W or SL4 optics. 28. Set of 4 pcs. Once set required per Light Square. 29. Cannot be used in conjunction with additional photocontrol or other controls systems (BPC, PR, PR7, MS, LWR). 30. WAC Gateway required to enable field configurability. Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed. 31. Replace XX with sensor color (WH, BZ, or BK). 32. Specify 120V or 277V. 33. Smart device with mobile application required to change system defaults. See controls section for details. 34. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to www.mcgrawedison.com/buy-american website for more information. Components shipped separately may be separately analyzed under domestic preference requirements. 35. For BAA or TAA requirements, Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information. 36. Not available in 1 square configuration at 800mA or below. Not available with any control option except SPB. 37. ZL not available with FF, AHD or DALI options. Controls and/or battery packs operate only one of the two circuits when ZL is specified. ZL with controls options not available with 347V or 480V. 38. Not available with CBP or CBP-CEC options. 39. Cannot be used with PR7 or other motion response control options. 40. Customer specific specifications utilizes standard products with small adjustments to meet unique requirements such as packaging, labels, wattage adjustments, etc. 41. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (FADC, SPBx).						

Product Specifications

Construction

- Driver enclosure thermally isolated from optics for optimal thermal performance
- Die-cast aluminum heat sinks
- IP66 rated housing
- 1.5G vibration rated

Optics

- Patented, high-efficiency injection-molded AccuLED Optics technology
- 13 optical distributions
- IDA Certified (3000K CCT and warmer only)

Electrical

- LED driver assembly mounted for ease of maintenance
- Standard with 0-10V dimming
- Optional 10kV or 20kV surge module
- Suitable for operation in -40°C to 40°C ambient environments; Optional 50°C high ambient (HA) configuration
- Luminaire available with the field adjustable dimming controller (FADC) to manually adjust wattage and reduce the total lumen output and light levels. Comes pre-set to the highest position at the lumen output selected

Mounting

- Gasketed and zinc plated rigid steel mounting attachment
- "Hook-N-Lock" mechanism for easy installation

Finish

- Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Heat sink is powder coated black
- RAL and custom color matches available
- Coastal Construction (CC) option available

Typical Applications

- Exterior Wall, Walkway

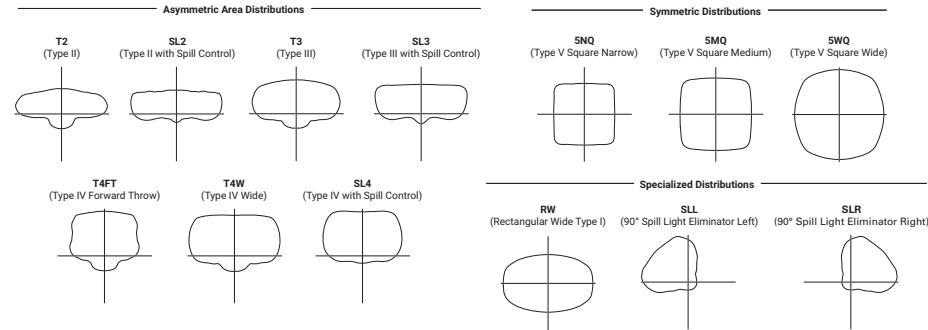
Warranty

- Five-year warranty

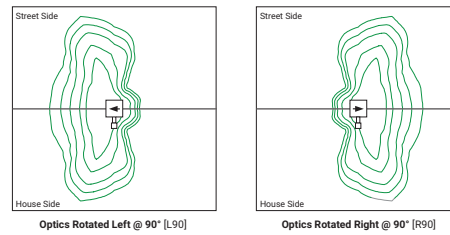


McGraw-Edison **GWC Galleon Wall**

Optical Distributions



Optic Orientation



Energy and Performance Data

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

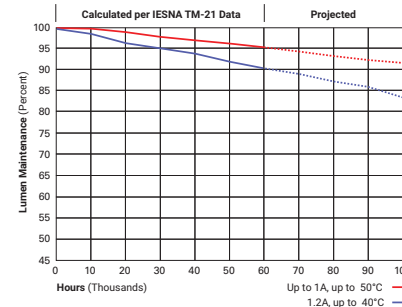
FADC Settings

FADC Position	Lumen Multiplier
1	25%
2	46%
3	55%
4	62%
5	72%
6	77%
7	82%
8	85%
9	90%
10	100%

Note: +/- 5% typical value

Lumen Maintenance

Drive Current	Ambient Temperature	TM-21 Lumen Maintenance (50,000 Hours)	Projected L70 (Hours)
Up to 1A	Up to 50°C	> 95%	> 416,000
1.2A	Up to 40°C	> 90%	> 205,000



McGraw-Edison **GWC Galleon Wall**
Energy and Performance Data [View GWC Galleon Wall IES files](#)

4000K/5000K/6000K CCT, 70 CRI

Number of Light Squares		1				2			
Drive Current		615mA	800mA	1050mA	1.2A	615mA	800mA	1050mA	1.2A
Nominal Power (Watts)		34	44	59	67	66	86	113	129
Input Current @ 120V (A)		0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.16
Input Current @ 208V (A)		0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)		0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)		0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (A)		0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (A)		0.08	0.11	0.14	0.15	0.15	0.18	0.24	0.30
Optics									
T2	Lumens	4,883	5,989	7,412	8,131	9,543	11,703	14,485	15,891
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
	Lumens per Watt	144	136	126	121	145	136	128	123
T3	Lumens	4,978	6,105	7,556	8,288	9,729	11,929	14,764	16,196
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	146	139	128	124	147	139	131	126
T4FT	Lumens	5,008	6,140	7,599	8,337	9,783	11,998	14,850	16,290
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	147	140	129	124	148	140	131	126
T4W	Lumens	4,942	6,060	7,502	8,229	9,658	11,843	14,658	16,080
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3
	Lumens per Watt	145	138	127	123	146	138	130	125
SL2	Lumens	4,874	5,979	7,399	8,117	9,528	11,684	14,461	15,863
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3	B3-U0-G3
	Lumens per Watt	143	136	125	121	144	136	128	123
SL3	Lumens	4,976	6,104	7,555	8,287	9,727	11,927	14,763	16,194
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	146	139	128	124	147	139	131	126
SL4	Lumens	4,729	5,799	7,178	7,873	9,239	11,333	14,025	15,387
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3	B2-U0-G4	B2-U0-G4
	Lumens per Watt	139	132	122	118	140	132	124	119
SNQ	Lumens	5,134	6,296	7,793	8,547	10,033	12,303	15,226	16,704
	BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2
	Lumens per Watt	151	143	132	128	152	143	135	129
SMQ	Lumens	5,228	6,412	7,935	8,705	10,216	12,529	15,508	17,011
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	154	146	134	130	155	146	137	132
SWQ	Lumens	5,242	6,428	7,956	8,728	10,244	12,563	15,548	17,056
	BUG Rating	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	154	146	135	130	155	146	138	132
SLL/SLR	Lumens	4,373	5,365	6,640	7,283	8,547	10,481	12,973	14,231
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	129	122	113	109	130	122	115	110
RW	Lumens	5,087	6,238	7,721	8,472	9,941	12,190	15,088	16,553
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	150	142	131	126	151	142	134	128

* Nominal lumen data for 70 CRI. BUG rating for 4000K/5000K. Refer to IES files for 3000K BUG ratings.

McGraw-Edison **GWC Galleon Wall**

3000K CCT, 80 CRI

Number of Light Squares		1				2			
Drive Current		615mA	800mA	1050mA	1.2A	615mA	800mA	1050mA	1.2A
Nominal Power (Watts)		34	44	59	67	66	86	113	129
Input Current @ 120V (A)		0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.16
Input Current @ 208V (A)		0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)		0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)		0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (A)		0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (A)		0.08	0.11	0.14	0.15	0.15	0.18	0.24	0.30
Optics									
T2	Lumens	3,880	4,759	5,890	6,461	7,583	9,300	11,510	12,628
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	114	108	100	96	115	108	102	98
T3	Lumens	3,956	4,851	6,004	6,586	7,731	9,479	11,732	12,870
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	Lumens per Watt	116	110	102	98	117	110	104	100
T4FT	Lumens	3,980	4,879	6,038	6,625	7,774	9,534	11,800	12,945
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	117	111	102	99	118	111	104	100
T4W	Lumens	3,927	4,816	5,961	6,539	7,675	9,411	11,648	12,778
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	Lumens per Watt	116	109	101	98	116	109	103	99
SL2	Lumens	3,873	4,751	5,880	6,450	7,571	9,285	11,491	12,605
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	114	108	100	96	115	108	102	98
SL3	Lumens	3,954	4,851	6,004	6,585	7,729	9,478	11,731	12,868
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	116	110	102	98	117	110	104	100
SL4	Lumens	3,758	4,608	5,704	6,256	7,342	9,006	11,145	12,227
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3	B1-U0-G3
	Lumens per Watt	111	105	97	93	111	105	99	95
5N0	Lumens	4,080	5,003	6,193	6,792	7,973	9,776	12,099	13,274
	BUG Rating	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2
	Lumens per Watt	120	114	105	101	121	114	107	103
5MQ	Lumens	4,154	5,095	6,305	6,917	8,118	9,956	12,323	13,518
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	122	116	107	103	123	116	109	105
5W0	Lumens	4,166	5,108	6,322	6,936	8,140	9,983	12,355	13,553
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
	Lumens per Watt	123	116	107	104	123	116	109	105
SLL/SLR	Lumens	3,475	4,263	5,276	5,787	6,792	8,329	10,309	11,309
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3	B2-U0-G3
	Lumens per Watt	102	97	89	86	103	97	91	88
RW	Lumens	4,042	4,957	6,135	6,732	7,900	9,687	11,990	13,154
	BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2
	Lumens per Watt	119	113	104	100	120	113	106	102

* Nominal lumen data for 70 CRI. BUG rating for 4000K/5000K. Refer to IES files for 3000K BUG ratings.



McGraw-Edison **GWC Galleon Wall**

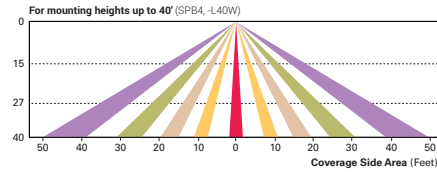
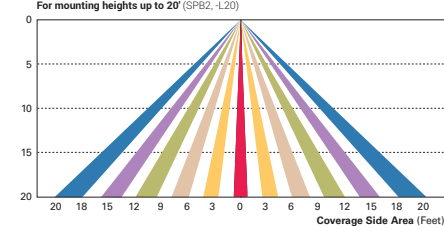
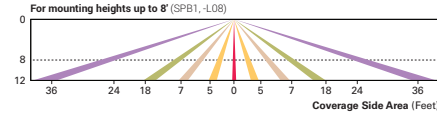
Control Options

0-10V This fixture is offered standard with 0-10V dimming driver(s). The DIM option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

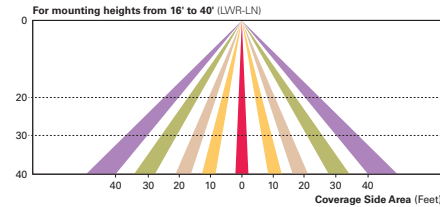
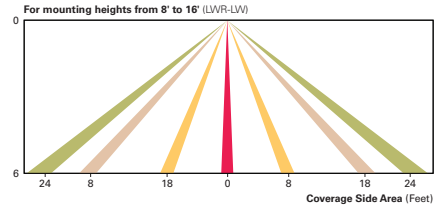
Photocontrol (BPC, PR, and PR7) Optional button-type photocontrol (BPC) and photocontrol receptacles (PR and PR7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PR7 receptacle.

After Hours Dim (AHD) This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a "dusk-to-dawn" period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (SPB, MS/DIM-LXX and MS-LXX) These sensors are factory installed in the luminaire housing. When the SPB or MS/DIM sensor options are selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The SPB sensor is factory preset to dim down to approximately 10% power with a time delay of five minutes. The MS/DIM occupancy sensors require the FSIR-100 programming tool to adjust factory defaults.



Enlighted Wireless Control and Monitoring System (LWR-LW and LWR-LN) The Enlighted control system is a connected lighting solution, combining LED luminaires with an integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes while collecting valuable data about building performance and use. Software applications utilizing energy dashboards maximize data inputs to help optimize the use of other resources beyond lighting.



WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A) The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomical or time schedules based on a 7 day week.



ADA CURB RAMP DESIGN CHECK LIST

(IF BOX IS NOT CHECKED, DESIGN EXCEPTION REQUEST REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Street Name: E 3rd Street									
Intersecting Street: Jefferson Street									
Designer: Evan Eykelbosch, PE					Company: Froelich Engineers				
Curb Ramp Number									
1									
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A. A separate curb ramp is provided for each pedestrian access route crossing (typically two curb ramps per corner) within the scope of the project unless such crossing is officially and properly closed. Note: If a crossing is closed, confirm existing official documentation or pursue closure process.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Ramp running slope meets applicable criteria below: B1. 7.5 % maximum ramp running slope on all ramp runs. Note: When maximum ramp running slope is less than 5% the curb ramp shall be considered a blended transition.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Cross slope meets the applicable criteria below: C1. 1.5% maximum cross slope on ramp runs. C2. At an intersection crossing which includes an island where the roadway is not controlled by a stop or yield sign, maximum cross slope of the island is the adjacent road profile grade, not to exceed 4.5%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade. Note: At an intersection crossing where the roadway is not controlled by a stop or yield sign, perpendicular style ramp-runs shall be allowed to transition cross-slope at an appropriate rate between the 1.5% max turning space to the street or highway grade up to a maximum of 4.5%. 0.5%/ft is a suggested appropriate cross-slope transition rate.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Gutter flow slope meets the applicable criteria below: D1. Maximum gutter flow slope is 1.5% at bottom of curb ramps where the roadway is controlled by a stop or yield sign. D2. At an intersection crossing where the roadway is not controlled by a stop or yield sign, the maximum gutter flow is the adjacent road profile grade, not to exceed 4.5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.</p>									

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See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
1										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maximum counter slope meets applicable criteria below: E. Maximum counter slope is +/- 4.0%. The standard applies to gutters and road surfaces within 2' of a curb ramp and shall be measured perpendicular to the curb.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Minimum clear width (within the Standard Drawing pay limit) meets the applicable criteria below: F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from pedestrian access route) shall be 4.5' nominal, 4' minimum. F2. Minimum clear width through a cut-through island shall be 5.5' nominal, 5' minimum. F3. Curb ramps designed for shared use paths shall have a minimum width equal to the approaching path width.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ramp flares or return curbs meet the applicable criteria below: G1. Flares are provided with maximum slope of 10%, measured parallel to the curb line; OR G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction (If no flares, curb return is used). G3. When curb ramps include flares there shall be 1' minimum separation between flares.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	H. No drainage grates within the pedestrian access route.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ramp turning space meets the applicable criteria below: J1. 1.5% maximum slope in both directions of travel; AND J2. If no constraints at back of walk 4.5' x 4.5' nominal, 4' x 4' minimum; OR J3. If constraints at back-of-walk 4.5' x 5.5' nominal, 4' x 5' minimum (5' in crosswalk direction). Note: Constraints are objects that prevent a wheel chair footrest from overhanging the edge of the turning spacing, thus requiring a larger area to turn.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian pushbuttons, if present, meets the criteria below: K1. Horizontal reach to pushbuttons shall be 10" maximum from the 4' side of the clear space; AND K2. Vertical reach to center of pushbuttons shall be 36" to 48" above the clear space, 42" nominal.

ADA CURB RAMP DESIGN CHECK LIST

(IF BOX IS NOT CHECKED, DESIGN EXCEPTION REQUEST REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
1										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: L1. 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND L2. 1.5% slope in one direction (recommended 1.5% both directions) Note: Reach and height criteria originate from nearest prepared surface. These may include turning space, sidewalk, paved shoulder or ramp run.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>N. Between curb ramps, curb exposure height is at least 3".</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>P. Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Q. Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Detectable warning surface meets the criteria below: R1. Consists of truncated domes, extending 2' along the full width of the curb ramp. R2. At a crossing island, 2' of separation is provided between detectable warning surfaces R3. Detectable warning surface meets placement criteria below: <ul style="list-style-type: none"> • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing, closest edge is placed 6' from center of nearest rail. </p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>T. Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.</p>

(IF BOX IS NOT CHECKED, DESIGN EXCEPTION REQUEST REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Street Name: E 3rd Street									
Intersecting Street: Laughlin Street									
Designer: Evan Eykelbosch, PE					Company: Froelich Engineers				
Curb Ramp Number									
1									
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A. A separate curb ramp is provided for each pedestrian access route crossing (typically two curb ramps per corner) within the scope of the project unless such crossing is officially and properly closed. Note: If a crossing is closed, confirm existing official documentation or pursue closure process.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Ramp running slope meets applicable criteria below: B1. 7.5 % maximum ramp running slope on all ramp runs. Note: When maximum ramp running slope is less than 5% the curb ramp shall be considered a blended transition.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Cross slope meets the applicable criteria below: C1. 1.5% maximum cross slope on ramp runs. C2. At an intersection crossing which includes an island where the roadway is not controlled by a stop or yield sign, maximum cross slope of the island is the adjacent road profile grade, not to exceed 4.5%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade. Note: At an intersection crossing where the roadway is not controlled by a stop or yield sign, perpendicular style ramp-runs shall be allowed to transition cross-slope at an appropriate rate between the 1.5% max turning space to the street or highway grade up to a maximum of 4.5%. 0.5%/ft is a suggested appropriate cross-slope transition rate.</p>									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Gutter flow slope meets the applicable criteria below: D1. Maximum gutter flow slope is 1.5% at bottom of curb ramps where the roadway is controlled by a stop or yield sign. D2. At an intersection crossing where the roadway is not controlled by a stop or yield sign, the maximum gutter flow is the adjacent road profile grade, not to exceed 4.5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.</p>									

(IF BOX IS NOT CHECKED, DESIGN EXCEPTION REQUEST REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
1										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maximum counter slope meets applicable criteria below: E. Maximum counter slope is +/- 4.0%. The standard applies to gutters and road surfaces within 2' of a curb ramp and shall be measured perpendicular to the curb.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Minimum clear width (within the Standard Drawing pay limit) meets the applicable criteria below: F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from pedestrian access route) shall be 4.5' nominal, 4' minimum. F2. Minimum clear width through a cut-through island shall be 5.5' nominal, 5' minimum. F3. Curb ramps designed for shared use paths shall have a minimum width equal to the approaching path width.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ramp flares or return curbs meet the applicable criteria below: G1. Flares are provided with maximum slope of 10%, measured parallel to the curb line; OR G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction (If no flares, curb return is used). G3. When curb ramps include flares there shall be 1' minimum separation between flares.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	H. No drainage grates within the pedestrian access route.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ramp turning space meets the applicable criteria below: J1. 1.5% maximum slope in both directions of travel; AND J2. If no constraints at back of walk 4.5' x 4.5' nominal, 4' x 4' minimum; OR J3. If constraints at back-of-walk 4.5' x 5.5' nominal, 4' x 5' minimum (5' in crosswalk direction). Note: Constraints are objects that prevent a wheel chair footrest from overhanging the edge of the turning spacing, thus requiring a larger area to turn.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian pushbuttons, if present, meets the criteria below: K1. Horizontal reach to pushbuttons shall be 10" maximum from the 4' side of the clear space; AND K2. Vertical reach to center of pushbuttons shall be 36" to 48" above the clear space, 42" nominal.

ADA CURB RAMP DESIGN CHECK LIST

(IF BOX IS NOT CHECKED, DESIGN EXCEPTION REQUEST REQUIRED)

Use new check list form for each intersection.

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, and RD 755 for Curb Ramp Style Examples.

Curb Ramp Number										Check List Items
1										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: L1. 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND L2. 1.5% slope in one direction (recommended 1.5% both directions) Note: Reach and height criteria originate from nearest prepared surface. These may include turning space, sidewalk, paved shoulder or ramp run.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>N. Between curb ramps, curb exposure height is at least 3".</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>P. Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Q. Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Detectable warning surface meets the criteria below: R1. Consists of truncated domes, extending 2' along the full width of the curb ramp. R2. At a crossing island, 2' of separation is provided between detectable warning surfaces R3. Detectable warning surface meets placement criteria below: <ul style="list-style-type: none"> • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing, closest edge is placed 6' from center of nearest rail. </p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>T. Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.</p>

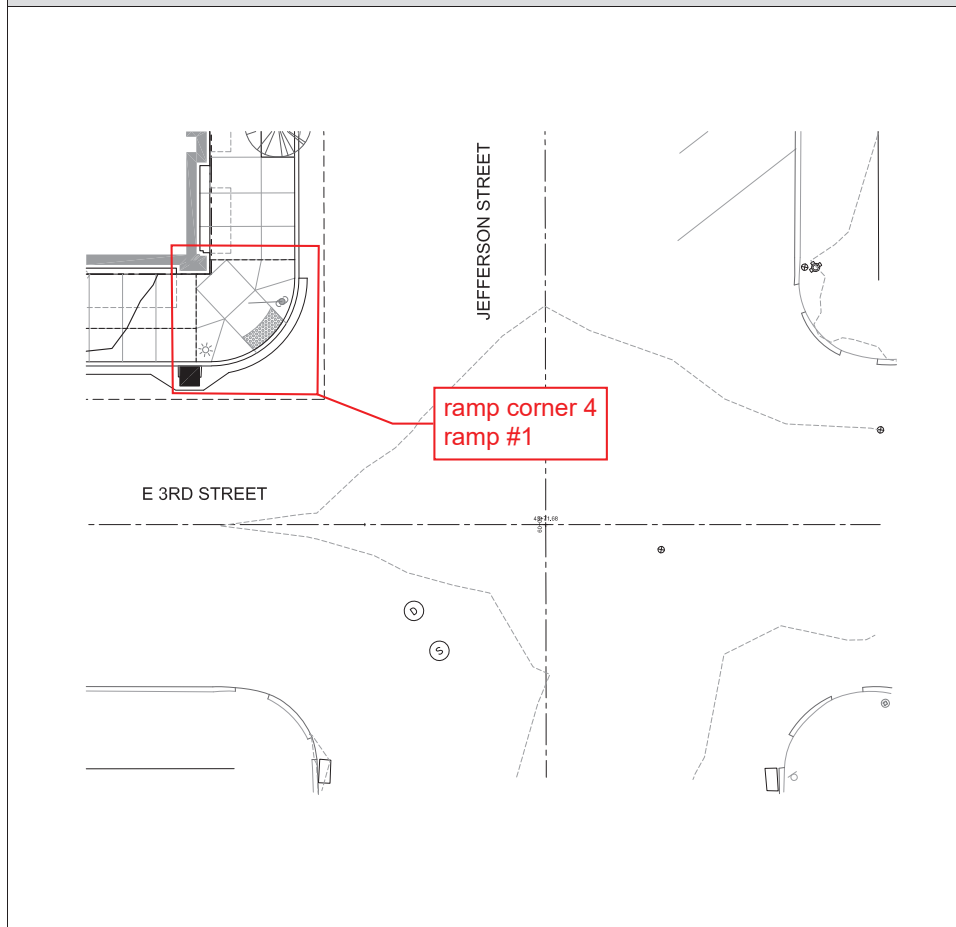
CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

City of The Dalles Public Works Use Only
Control No: _____

Street Name:	E 3rd Street
Cross Street:	Jefferson Street

Corner Position(s) and Ramp Position Number(s)	4 & 1
------------------------------------------------	-------

Curb Ramp Location (Provide sketch or insert graphic file of intersection and label corner position and ramp numbers)-[See Exhibit "A"](#).



CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Design Criteria for New Curb Ramps:	List curb ramp number(s) where criterion is not met.
A. A separate curb ramp is provided for each pedestrian access route crossing (typically two per curb ramp corner) within the scope of the project unless such crossing is officially and properly closed. (If crossing is officially closed, provide documentation)	1
B1. 7.5 % maximum ramp running slope on all ramp runs;	
C1. 1.5% maximum cross slope on all ramp-runs. C2. At an Island across an intersection approach without yield or stop control, maximum cross slope is 5.0%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade.	
D1. Maximum gutter flow slope is 2.0% at bottom of curb ramps with yield or stop control. D2. At intersection approaches without yield or stop control, the maximum gutter flow is 5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.	
E1. If gutter pan, maximum counter slope (cross slope of gutter) of 4.0%. E2. If no gutter pan, maximum slope of crosswalk (counter slope) of 4.0%.	
F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from the pedestrian access route) shall be equal to or greater than 48". F2. Minimum clear width through a cut-through island shall be equal to or greater than 60".	
G1. Flares are provided with maximum slope of 10% relative to gutter flow slope, OR G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction.	
H. Drainage grates are outside pedestrian access route.	
J1. Ramp turning space (1.5% cross slope in both directions): 4' x 5' if obstruction at back-of-walk (5' in crosswalk direction); OR J2. 4' x 4' if no obstruction at back of walk.	
K. If signalized, pushbutton located within 10" reach from clear space. The pushbutton is to be located vertically 36"-48" above the clear space.	
Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: L1. 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND L2. 1.5% slope in one direction (recommended 1.5% both directions)	
Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.	
N. Between curb ramps, curb exposure height is at least 3".	
P. Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.	
Q. Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.	
Detectable warning surface meets the criteria below: R1. Consists of truncated domes, extending 2' along the full width of the curb ramp. R2. At a crossing island, 2' of separation is provided between detectable warning surfaces R3. Detectable warning surface meets placement criteria below: <ul style="list-style-type: none"> • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing, closest edge is placed 6' from center of nearest rail. 	
T. Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.	

CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Description of Exception: (Describe each requested design exception for each curb ramp)
The design team would like to provide a diagonal curb ramp for wide sidewalks option "PR-9" per City of The Dalles Standard Drawings RD916 instead of providing two curb ramps at the ramp corner due to site constraints.
Description of Project
New Multifamily development with onsite parking lot and frontage upgrades for public street facing zones including planters, ADA curb ramps, street parking, and sidewalks.
Reasons for Not Attaining Standard: (Explain each requested design exception for each non-standard curb ramp)
Two curb ramps cannot be provided at this corner due to the existing utility pole and street light located at the back of curb. Due to the location of these poles there is insufficient space between the poles to fit two curb ramps and meet the the flare separation requirements, flare slope requirements and the exposed curb height requirement between curb ramps.
Effect on Other Standards: (Describe for each requested design exception for each curb ramp)
The requested design exception does not affect any other standards for the curb ramp.
Mitigation for Exception Included in Design (How does the design strategy accomplish accessibility to the maximum extent practicable): (Describe for each requested design exception for each curb ramps)
The design team chose to proceed with a diagonal curb ramp for wide sidewalks option "PR-9" per City of The Dalles Standard Drawings RD916 as it allows the ramp corner to meet all other curb ramp requirements to the maximum extent practicable.

*Provide additional sheets as needed

CITY OF THE DALLES
 ADA CURB RAMP DESIGN EXCEPTION REQUEST

Provide Supporting Documentation (Include the appropriate Plan Section, Cross Section, Alignments Sheets & Plan Details):

Signatures

Prepared By: 
 (Engineer of Record)

Date: 05/01/2024

Print Name:	Evan Eykelbosch, PE	Phone:	503-624-7005
Company Name:	Froelich Engineers		
Company Address:	17700 SW Upper Boones Ferry Rd Suite 115		
City:	Portland	State:	OR
Email Address:	eeykelbosch@froelich-engineers.com		
Zip:	97224		

Concurred By: _____
 City ADA Coordinator (Signature)

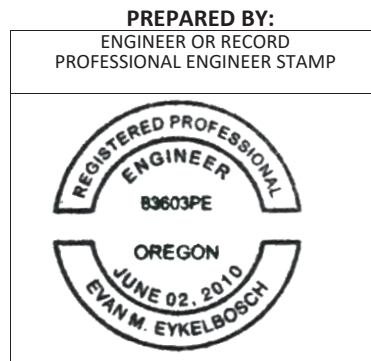
 (Print Name)

Date: _____

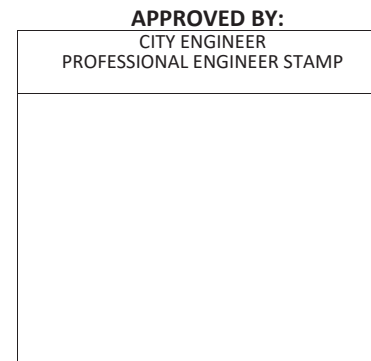
Approved By: _____
 City Engineer (Signature)

 (Print Name)

Date: _____



RENEWS: 12/31/2025



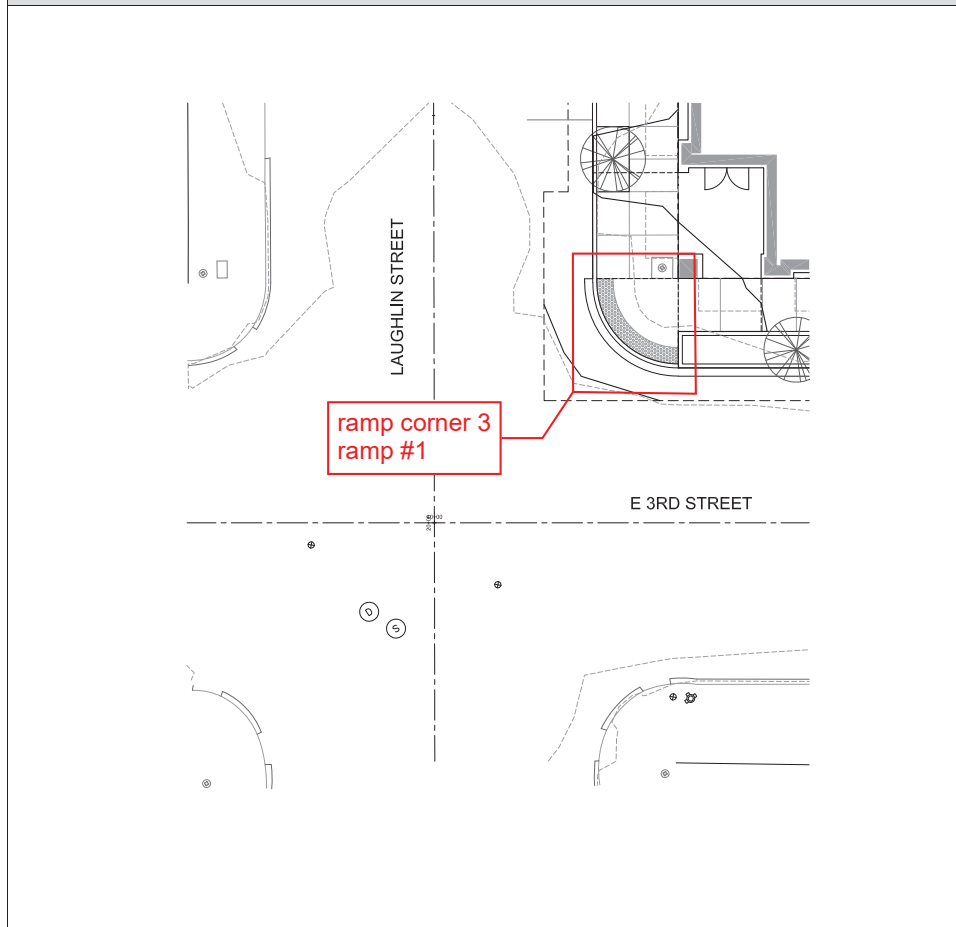
CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

City of The Dalles Public Works Use Only
Control No: _____

Street Name:	E 3rd Street
Cross Street:	Laughlin Street

Corner Position(s) and Ramp Position Number(s)	3 & 1
------------------------------------------------	-------

Curb Ramp Location (Provide sketch or insert graphic file of intersection and label corner position and ramp numbers)-[See Exhibit "A"](#).



CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Design Criteria for New Curb Ramps:	List curb ramp number(s) where criterion is not met.
A. A separate curb ramp is provided for each pedestrian access route crossing (typically two per curb ramp corner) within the scope of the project unless such crossing is officially and properly closed. (If crossing is officially closed, provide documentation)	1
B1. 7.5 % maximum ramp running slope on all ramp runs;	
C1. 1.5% maximum cross slope on all ramp-runs. C2. At an Island across an intersection approach without yield or stop control, maximum cross slope is 5.0%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade.	
D1. Maximum gutter flow slope is 2.0% at bottom of curb ramps with yield or stop control. D2. At intersection approaches without yield or stop control, the maximum gutter flow is 5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.	
E1. If gutter pan, maximum counter slope (cross slope of gutter) of 4.0%. E2. If no gutter pan, maximum slope of crosswalk (counter slope) of 4.0%.	
F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from the pedestrian access route) shall be equal to or greater than 48". F2. Minimum clear width through a cut-through island shall be equal to or greater than 60".	
G1. Flares are provided with maximum slope of 10% relative to gutter flow slope, OR G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction.	
H. Drainage grates are outside pedestrian access route.	
J1. Ramp turning space (1.5% cross slope in both directions): 4' x 5' if obstruction at back-of-walk (5' in crosswalk direction); OR J2. 4' x 4' if no obstruction at back of walk.	
K. If signalized, pushbutton located within 10" reach from clear space. The pushbutton is to be located vertically 36"-48" above the clear space.	
Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: L1. 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND L2. 1.5% slope in one direction (recommended 1.5% both directions)	
Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.	
N. Between curb ramps, curb exposure height is at least 3".	
P. Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.	
Q. Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.	
Detectable warning surface meets the criteria below: R1. Consists of truncated domes, extending 2' along the full width of the curb ramp. R2. At a crossing island, 2' of separation is provided between detectable warning surfaces R3. Detectable warning surface meets placement criteria below: <ul style="list-style-type: none"> • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing, closest edge is placed 6' from center of nearest rail. 	
T. Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.	

CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Description of Exception: (Describe each requested design exception for each curb ramp)
The design team would like to provide a depressed curb ramp small radius option "PL-4" per City of The Dalles Standard Drawings RD922 instead of providing two curb ramps at the ramp corner due to site constraints.
Description of Project
New Multifamily development with onsite parking lot and frontage upgrades for public street facing zones including planters, ADA curb ramps, street parking, and sidewalks.
Reasons for Not Attaining Standard: (Explain each requested design exception for each non-standard curb ramp)
Two curb ramps cannot be provided at this corner due to the existing signal pole located at the back of the sidewalk for the Laughlin Street frontage. The Laughlin Street curb ramp must be designed as a depressed curb ramp to allow for the pedestrian access to the corner to be between the curb and the signal pole. Due to the tight sidewalk widths, and small corner radius it is not possible to provide two separate curb ramps and to meet the other design criteria.
Effect on Other Standards: (Describe for each requested design exception for each curb ramp)
The requested design exception does not affect any other standards for the curb ramp.
Mitigation for Exception Included in Design (How does the design strategy accomplish accessibility to the maximum extent practicable): (Describe for each requested design exception for each curb ramps)
The design team chose to proceed with a depressed curb ramp small radius option "PL-4" per City of The Dalles Standard Drawings RD922 as it allows the ramp corner to meet all other curb ramp requirements to the maximum extent practicable.

*Provide additional sheets as needed

CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Provide Supporting Documentation (Include the appropriate Plan Section, Cross Section, Alignments Sheets & Plan Details):

Signatures

Prepared By: 
(Engineer of Record)

Date: 05/01/2024

Print Name:	Evan Eykelbosch, PE	Phone:	503-624-7005
Company Name:	Froelich Engineers		
Company Address:	17700 SW Upper Boones Ferry Rd Suite 115		
City:	Portland	State:	OR
Email Address:	eeykelbosch@froelich-engineers.com		
		Zip:	97224

Concurred By: _____
City ADA Coordinator (Signature)

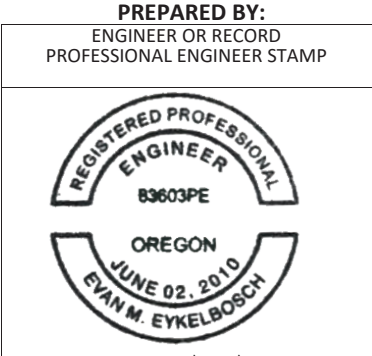
(Print Name)

Date: _____

Approved By: _____
City Engineer (Signature)

(Print Name)

Date: _____



RENEWS: 12/25/2025





TRAFFIC IMPACT STUDY

Basalt Commons

523 E. 3rd Street

PREPARED FOR:
Hanlon Development

September 11, 2023
Version 1



EXPIRES: 12/31/2024

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- F. Crash Data
- G. Traffic Operations Analysis Results

1.0 Executive Summary

1.1. PURPOSE

- The purpose of this study is to provide an analysis of the potential traffic operations and safety impacts of the proposed Basalt Commons Mixed-Use Project in The Dalles, OR.

1.2. PROJECT DESCRIPTION

- The proposed project includes ground level retail and 108 residential units on floors 2 through 5. The retail uses are assumed to be a 6,383 ft² microbrewery space and 2,966 ft² of pub/restaurant space (including 403 ft² of covered patio area).
- 32 on-site parking stalls are proposed, primarily for residents, accessed via the alley between E. 2nd Street and E. 3rd Street. Customers, employees, residential guests, and additional residents will use a combination of on-street parking and off-site leased parking.

1.3. SCOPE OF ANALYSIS

- Operational Analysis (7 intersections)
 - 2023 Existing Conditions (PM Peak Hour)
 - 2025 / 2030 Background + In-Process Trips (PM Peak Hour)
 - 2025 / 2030 Full Build + Background + In-Process Trips (PM Peak Hour)
- Crash Analysis (5 intersections, using 2017-2021 data)
- Review of Active Transportation Options and Transit Service

1.4. KEY FINDINGS

- The Institute of Transportation Engineers (ITE) estimates that the proposed Basalt Commons Mixed-Use project is expected to generate a total of 70 new PM peak hour trips (42 inbound / 28 outbound) based on the proposed uses. This includes 28 peak hour trips associated with the multifamily residential units, 5 peak hour trips associated with the brewery space, and 37 peak hour trips associated with the restaurant.
- No intersections included within the study have elevated crash levels under existing conditions (based on 2017-21 data). The Dalles and ODOT should continue to monitor the intersection and E. 2nd Street and Brewery Overpass Road, which has a crash rate near ODOT's 90th percentile rate for urban 3-leg unsignalized intersections.
- Through 2030, including background growth, in-process trips associated with a nearby project, and new project trips associated with the Basalt Commons project, all intersections analyzed are expected to operate within the mobility targets for vehicle delay/level of service (LOS) established by The Dalles and ODOT.
- Based on the analysis included as part of this TIS, level-of-service standards adopted by the City have been met and adequate transportation facilities exist to serve the proposed development.

1.5. RECOMMENDATIONS

- Identify nearby off-street locations for employees and overflow residential parking to ensure that adjacent on-street parking is prioritized for customers and short-term visitors to minimize local traffic circulation.

2.0 Introduction

2.1. PURPOSE

The purpose of this study is to provide an analysis of the potential traffic operations and safety impacts of the proposed Basalt Commons Mixed-use project at 523 E. 3rd Street in The Dalles.

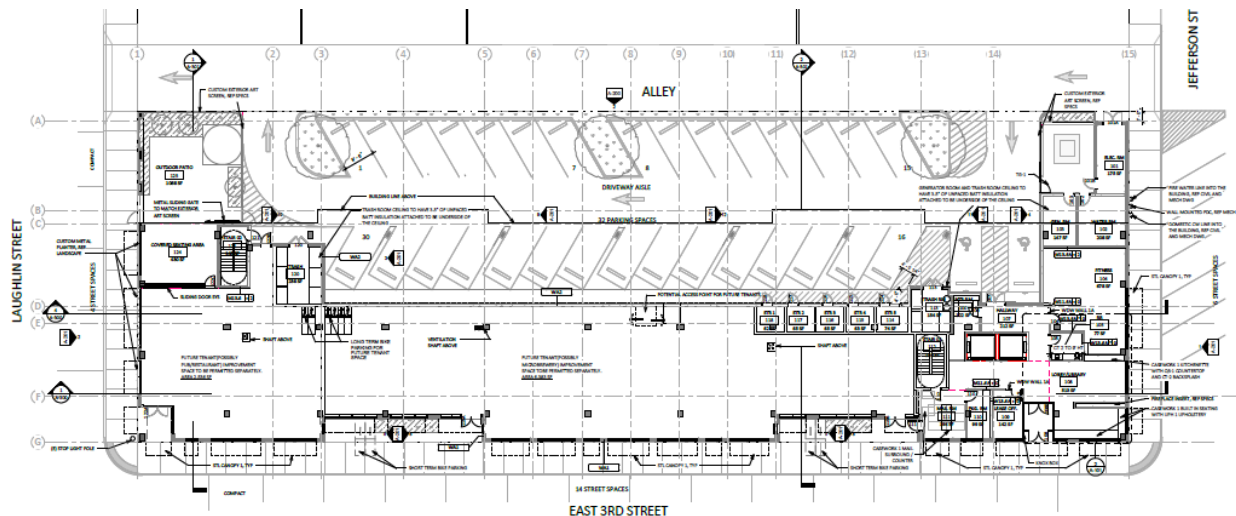
2.2. PROJECT DESCRIPTION

The proposed project includes ground level retail and 108 residential units on floors 2 through 5. The retail uses are assumed to be a 6,383 ft² microbrewery space and 2,966 ft² of pub/restaurant space (including 403 ft² of covered patio area).

32 on-site parking stalls are proposed, primarily for residents, accessed via the alley between E. 2nd Street and E. 3rd Street. Customers, employees, residential guests, and additional residents will use a combination of on-street parking and off-site leased parking.

The Site Plan for the project is shown in **Figure 1**.

Figure 1: Site Plan



2.3. STUDY AREA

As documented in the Scoping Memo submitted to the City of The Dalles on July 17, 2023 (**Appendix B**), the following study intersections are analyzed within the TIS (see **Figure 2**):

1. Laughlin St at E 2nd St (signalized)
2. Laughlin St at E 3rd St (signalized)
3. Jefferson St at E 2nd St (unsignalized)
4. Jefferson St at E 3rd St (unsignalized)
5. Site access from alley on Laughlin St between E 2nd St and E 3rd St
6. Site access from alley on Jefferson St between E 2nd St and E 3rd St
7. Brewery Overpass Rd at E 2nd St (unsignalized)

Figure 2: Study Area Intersections



*Intersection #7 (Brewery Overpass Rd at E 2nd St) not shown, located 1/2 mile east of the site

2.4. SCOPE OF TRAFFIC OPERATIONS ANALYSIS

The following analysis scenarios are included within the operational analysis, assuming full build by 2025:

- 2023 Existing Conditions (PM Peak Hour)
- 2025 Background + In-Process Trips (PM Peak Hour)
- 2025 Full Build + Background + In-Process Trips (PM Peak Hour)
- 2030 Background + In-Process Trips (PM Peak Hour)
- 2030 Full Build + Background + In-Process Trips (PM Peak Hour)

For each scenario, delay, level of service, and the volume to capacity ratio¹ has been analyzed for each study area intersection using the Highway Capacity Manual 6th Edition for signalized and unsignalized intersections.

2.5. ADDITIONAL ANALYSES

In addition to the traffic operations analysis, the following analyses has been completed to assist with the review of transportation impacts from the proposed project:

- Crash Analysis (5 intersections, using 2017-2021 data)
- Review of Active Transportation Options and Transit Service

¹ The ODOT Analysis Procedures Manual provides guidance on calculating the critical intersection v/c ratio using adjusted flow rates, saturation flow rates, lost time per cycle, and cycle length; this method has been used for all signalized v/c ratios shown in this Report.

3.0 Existing Conditions

3.1. LAND USE

The site is located within Downtown and zoned CBC: Central Business Commercial District. The site was previously occupied by a car dealership but is now vacant.

3.2. ROADWAY CHARACTERISTICS

Table 1 summarizes the roadway characteristics of the primary roadways within the study area, including pedestrian and bicycle facilities. **Figure 3** shows the existing and proposed lane configuration and control for each of the primary intersections within the study area.

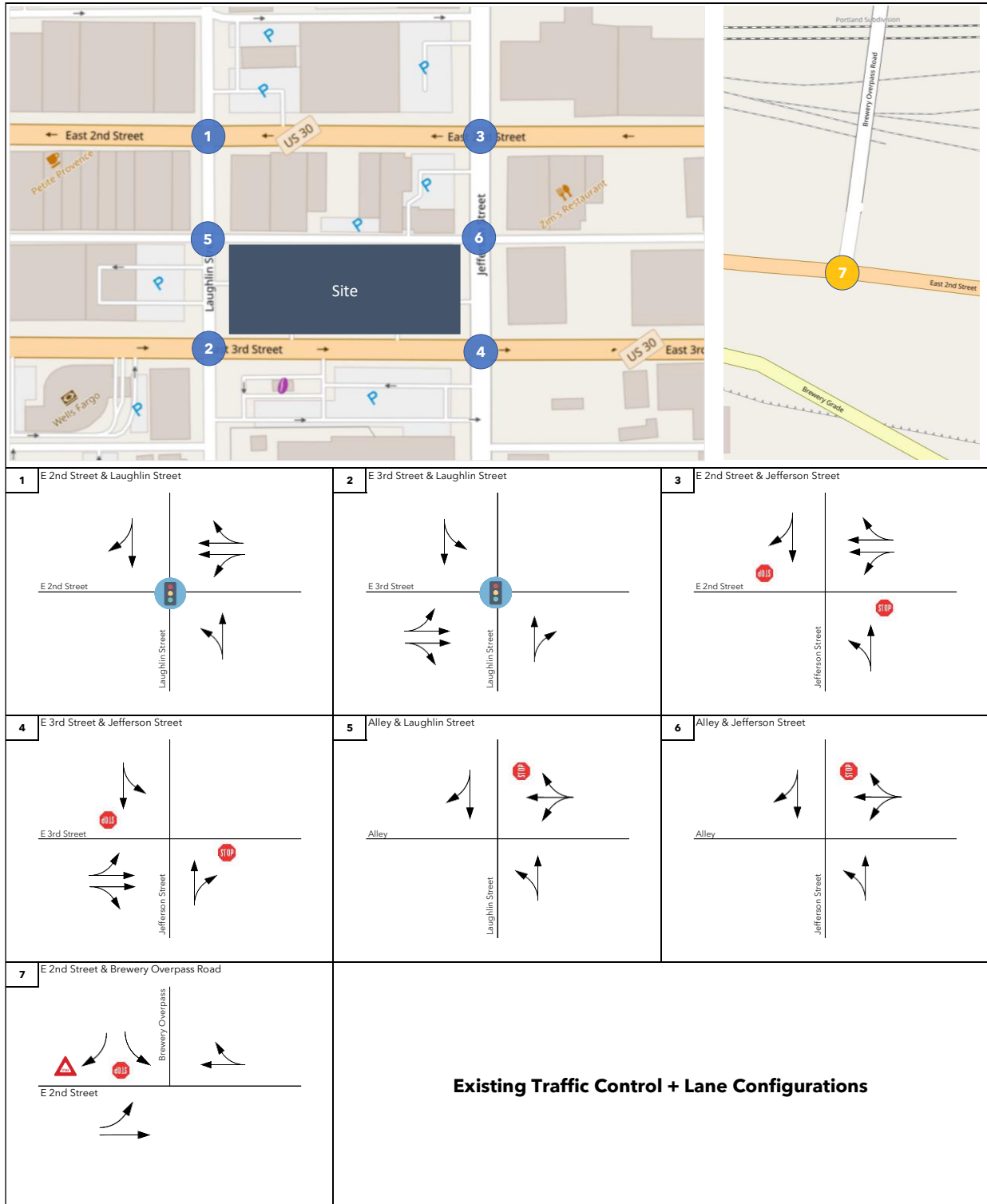
Table 1: Roadway Characteristics

Street	Owner	Functional Classification	Posted Speed	Travel Lanes	Sidewalks	On-Street Parking	Bike Lanes
E. 2nd Street	City	Principal Arterial	20	*2	Both	Both	No
E. 3rd Street	City	Principal Arterial	20	*2	Both	Both	No
Laughlin Street	City	Minor Collector	20	2	Both	Both	No
Jefferson Street	City	Minor Collector	20	2	Both	Both ²	No
Brewery Overpass	ODOT	Principal Arterial	40	2	No	No	No

*One-way

² Angled parking both sides

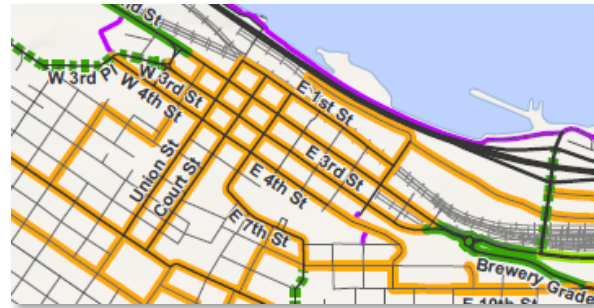
Figure 3: Existing Traffic Control and Lane Configurations



3.3. PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are available on both sides of all adjacent study area roadways within the study area³.

On-street bike lanes are available on 2nd Street on both the western and eastern sides of Downtown (west of Lincoln Street and east of Taylor Street). However, within the Downtown core, there are no dedicated bike lanes. Both E. 2nd Street and E. 3rd Street within the study area are referred to as a “shared roadways”. In the graphic shown⁴, green represents streets with an existing bike lane, and orange represents streets classified as shared roadways.



3.4. TRANSIT SERVICE

The LINK operates two routes through The Dalles, stopping approximately 800 feet from the site at 201 Federal Street:

- LINK: Blue Line
- LINK: Red Line

Each route operates on a loop to key destinations in The Dalles on Monday through Friday, 7:00 AM – 7:00 PM. On Saturdays, Blue Route only operates from 9:00 AM – 4:00 PM. Rides are \$1.00 each.



Other transit options from The Dalles include:

- LINK: The Dalles to Hood River Shuttle (from 802 Chenoweth Loop Road)
- LINK: Dial-a-ride
- LINK: Shopping bus
- Sherman County Community Transit: Shopping Bus (by reservation only)
- Mt. Adams Transportation Service: The Dalles to Goldendale (from 802 Chenoweth Loop Road)

3.5. VEHICLE TURNING MOVEMENT COUNTS

PM peak hour intersection turning movement counts were collected at all seven (7) study area intersections between the hours of 3:30 PM and 6:30 PM on **Wednesday, August 2, 2023**. Each count includes passenger vehicles, pedestrians, bicycles, and heavy vehicles (in 5-minute intervals). The count data sheets are provided in **Appendix C**. The network-wide peak hour was found to be 4:30 PM to 5:30 PM. As the summer is generally the peak season in The Dalles, no seasonal adjustments were made to the traffic counts. The traffic volumes used in the analysis for the 4:30 PM to 5:30 PM peak hour are shown in **Figure A1** in **Appendix A**.

³ With the exception of Brewery Overpass Road, located ½ mile to the east of the site.

⁴ Figure 3-9 from The Dalles’ 2017 Transportation System Plan

3.6. CRASH ANALYSIS

Historical crash records for the five (5) public study area intersections⁵ were reviewed for potential safety deficiencies. The most recent 5-year period (2017-2021⁶) was obtained from ODOT's online crash data system for the analysis. To calculate the critical crash rate for comparison with ODOT's 90th percentile rates, a K-Factor (derived from the closed AADT values⁷) was applied to the unadjusted PM peak hour counts to approximate AADT.

The complete set of crash data used in the analysis is provided in **Appendix F**.

Table 2: Crashes by Type and Severity

ID	Intersection	Collision Type								Severity					Total Crashes
		Rear-End	Sideswipe	Turning	Angle	Fixed Object	Backing	Pedestrian	Parking	PDO	C	B	A	Fatality	
1	E. 2 nd Street & Laughlin Street			1						1					1
2	E. 3 rd Street & Laughlin Street			1							1				1
3	E. 2 nd Street & Jefferson Street			2						2					2
4	E. 3 rd Street & Jefferson Street			1						1					1
7	E. 2 nd Street & Brewery Overpass Road	2		3	1					1	3	2			6

Table 3: Crash Rates

ID	Intersection	2017	2018	2019	2020	2021	Total	Entering Volume	K-Factor	AADT	Crash Rate	ODOT 90 th Percentile
1	E. 2 nd Street & Laughlin Street		1				1	660	0.063	10,500	0.05	0.86
2	E. 3 rd Street & Laughlin Street					1	1	670	0.095	7,100	0.08	0.86
3	E. 2 nd Street & Jefferson Street	1	1				2	640	0.063	10,200	0.11	0.41
4	E. 3 rd Street & Jefferson Street	1					1	750	0.095	7,900	0.07	0.41
7	E. 2 nd Street & Brewery Overpass Road		2	1	2	1	6	1,060	0.091	11,700	0.28	0.29

No intersections exceed ODOT's 90th percentile rate for similar intersection types. The intersection of E. 2nd Street & Brewery Overpass Road has the highest crash rate of the study area intersections and is approaching ODOT's 90th percentile rate for an urban unsignalized 3-leg intersection. This intersection should be monitored as a small increase in the number of reported crashes could warrant a more detailed safety analysis.

⁵ No crash data was available for the intersections with the alleyway.

⁶ Although 2022 is available, it has not been finalized, and the full 5-year period from 2017-2021 is used instead due to the potential for missing crashes from 2022.

⁷ The closest AADT on 2nd Street is 9,236 (east of Jefferson Street), which equates to a K Factor of 0.063 compared to the PM peak hour measured data on this segment. The closest AADT on 3rd Street is 7,064 (east of Jefferson Street), which equates to a K Factor of 0.095 compared to the PM peak hour measured data on this segment. The average AADT for the three legs at E. 2nd Street and Brewery Overpass Road is 11,700, which is approximately equivalent to a K-Factor of 0.091 compared to the measured PM peak hour data.

4.0 Future Year Background Conditions (2025/2030)

The future year background traffic scenarios (2025/2030) include an analysis of how the study area's transportation system will operate in the future without the proposed project.

4.1. BACKGROUND GROWTH

Forecasted traffic volumes were obtained from the nearest intersections within the TSP and shown in **Table 4**. Based on anticipated traffic growth through 2035 (using the highest growth rate from the 3 selected intersections), a linear growth rate of 1.0% was applied for two (2) years and seven (7) years to existing traffic volumes to estimate 2025 and 2030 conditions, respectively.

Table 4: Background Traffic Growth Rate

Site ID	Description	2015 Entering Volume (PM)	2035 Entering Volume (PM)	Linear Growth Rate (2015-35)
#17	Union Street / W 3 rd Street	926	1,080	0.8%
#18	Union Street / W 2 nd Street	935	1,050	0.6%
#24	Brewery Overpass Road / US 30	1,209	1,455	1.0%
Max:				1.0%

4.2. IN-PROCESS DEVELOPMENT PROJECTS

At the request of City staff, new trips associated with a proposed development at the northeast corner of Washington Street and E. 3rd Street (Chronicle Building) have been added to 2025/2030 background traffic volumes to account for additional traffic that is likely to be added to the system within the timeframe of this proposed project. It is assumed that any additional projects not listed here are either already included in the August 2023 traffic volume counts, or are captured within the general background growth rate:

- Chronicle Building⁸
 - PM Eastbound Trips through Study Area: 21 vehicle trips
 - PM Westbound Trips through Study Area: 27 vehicle trips

The in-process trips used in the Future Year Background Traffic Volume Scenarios are shown in **Figure A2** in **Appendix A**.

4.3. FUTURE BACKGROUND TRAFFIC VOLUMES

The future year (2025 and 2030) background PM peak hour traffic volumes, taking into account background traffic growth as well as traffic associated with the proposed nearby development, are shown in **Figure A3** and **A4** in **Appendix A**.

⁸ No TIS has been completed for the project as of September 2023. The following assumptions were made in calculating trips through the study area: 5,919 ft² grocery (8.95 trips/1,000 ft², 50% inbound), 4,499 ft² restaurant bar (9.05 trips/1,000 ft², 61% inbound), 1,950 ft² bar (11.36 trips/1,000 ft², 66% inbound), 735 ft² office space (2.16 trips/1,000 ft², 34% inbound), and 607 ft² medical building (3.69 trips/1,000 ft², 30% inbound). Of these calculated 68 total inbound trips and 52 total outbound trips, it was assumed that 40% of the outbound trips (21 trips) would travel on E. 3rd Street to the east through the study area, and 40% of the inbound trips (27 trips) would travel on E. 2nd Street to the west through the study area (60% of the trips would not travel through the study area of this project). At the intersection of E. 2nd Street and Brewery Overpass Road, 30% of the trips were assumed to/from Brewery Overpass Road and 10% were assumed to/from Highway 30 west of Brewery Overpass Road.

5.0 Proposed Site Development

5.1. DEVELOPMENT ASSUMPTIONS

The proposed project includes ground level retail and 108 residential units on floors 2 through 5. The retail uses are assumed to be a 6,383 ft² microbrewery space and 2,966 ft² of pub/restaurant space (including 403 ft² of covered patio area). 32 on-site parking stalls are proposed, primarily for residents. Customers, employees, residential guests, and additional residents will use a combination of on-street parking and off-site leased parking.

5.2. TRIP GENERATION

The proposed project includes three (3) distinct land uses that most closely correspond to the following land use category within ITE's Trip Generation Manual (11th Edition):

- **Multifamily Residential:** Land Use 221, Multifamily Housing (Mid-Rise)
 - *Description:* Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.
- **Microbrewery:** Land Use 140, Manufacturing
 - *Description:* A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.
- **Restaurant/Brewpub:** Land Use 930, Fast Casual Restaurant
 - *Description:* A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less.

Table 5 shows the corresponding PM peak hour vehicle trips for these land uses.

Table 5: PM Peak Hour Trips

Land Use	ITE Code	Units	Trip Rate	PM Trips In	PM Trips Out	PM Trips Total
Mid-Rise Multifamily Residential*	221	108 units	0.26 trips / dwelling unit	21	7	28
Manufacturing**	140	6,383 ksf	0.74 trips / 1,000 ft ² GFA	1	4	5
Fast Casual Restaurant**	930	2,966 ksf	12.55 trips / 1,000 ft ² GFA	20	17	37
Total				42	28	70

*Dense Multi-Use Urban Rate Used

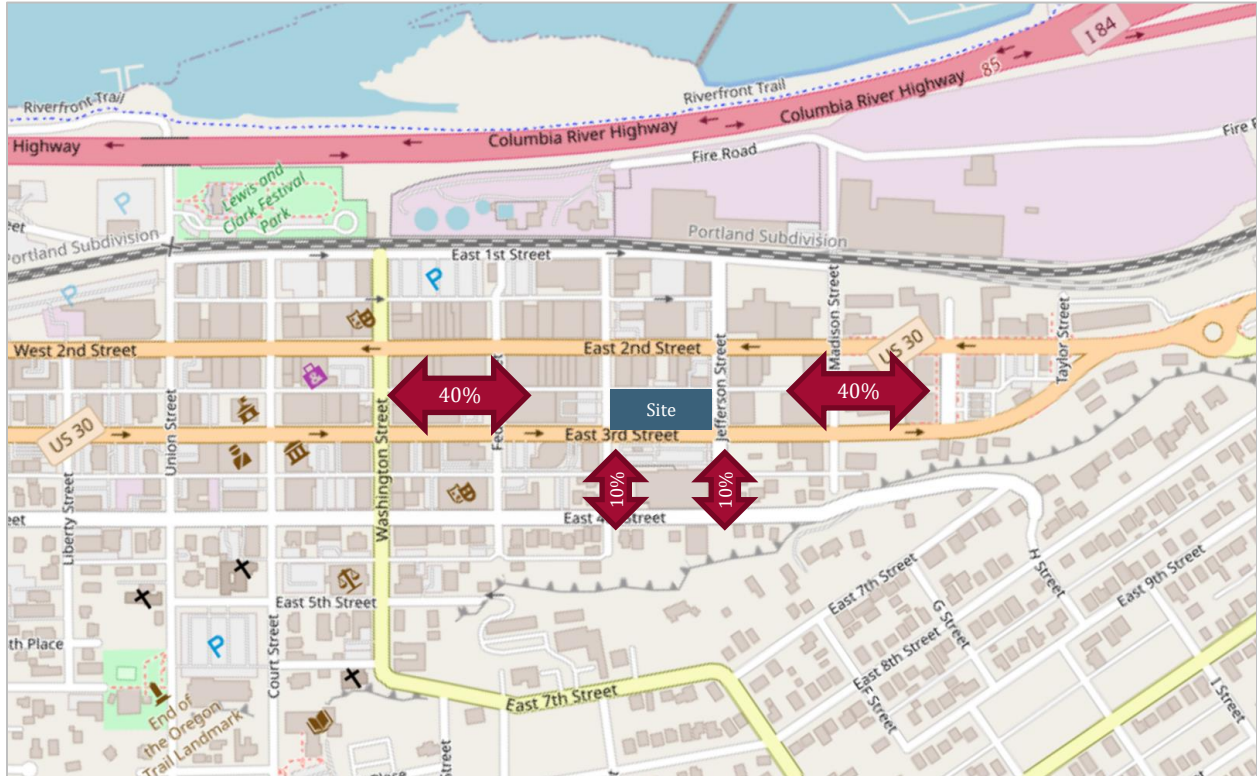
** Urban/Suburban Rate Used

5.3. DISTRIBUTION

The assumed trip distribution patterns are shown in **Figure 4**, based on a review of local traffic patterns and access to regional highways (also included in the TIS Scoping Memo dated July 17, 2023). The graphic shows the general direction of trips to and from the site, and specific assignment of individual vehicle trips is discussed in **Section 5.4**.

Most vehicle trips to and from the site during the PM peak hour are associated with the restaurant/pub, and these visitors are very likely to park on-street as close to the site as possible.

Figure 4: Proposed Trip Distribution



5.4. TRIP ASSIGNMENT

New vehicle trips are shown in **Figure A5** in **Appendix A**. It is expected that many trips will make use of on-street parking and will therefore park on some combination of E. 2nd Street, E. 3rd Street, Jefferson Street, and Laughlin Street. As a conservative assumption, all trips to and from the site have been assigned to the north end of the site via the alley. While most trips will park before turning down the alley, this assumption helps to ensure all potential turning movements off of the major corridors (E. 2nd Street and E. 3rd Street) are captured within the analysis.

Below is a detailed description of how the trips have been assigned to the local network based on the one-way street configuration and assumed regional distribution patterns:

- 30% to/from Brewery Overpass Road
 - Inbound via E. 2nd Street to Jefferson Street (**13 Trips**)
 - Outbound via Laughlin Street to E. 3rd Street to Brewery Overpass Road (**8 Trips**)

- 10% to/from Highway 30 (east of Brewery Overpass Road)
 - Inbound via E. 2nd Street to Jefferson Street (**4 Trips**)
 - Outbound via Laughlin Street to E. 3rd Street to Highway 30 (**3 Trips**)

- 10% to/from Jefferson Street (south of E. 3rd Street)
 - Inbound via Jefferson Street (**4 Trips**)
 - Outbound via Laughlin Street to E. 3rd Street to Jefferson Street (**3 Trips**)

- 10% to/from Laughlin Street (south of E. 3rd Street)
 - Inbound via E. 3rd Street to Jefferson Street (**4 Trips**)
 - Outbound via Laughlin Street (**3 Trips**)

- 40% to/from areas west of Laughlin Street
 - Inbound via E. 3rd Street to Jefferson Street (**17 Trips**)
 - Outbound via Laughlin Street to E. 2nd Street (**11 Trips**)

The combination of all background traffic and new project trips are shown in **Figures A6 and A7** in **Appendix A**.

6.0 Operational Analysis

6.1. METHODOLOGY

Intersection operations were analyzed using Synchro 10 software, making use of the Transportation Research Board's (TRB) Highway Capacity Manual 6th Edition methodologies. ODOT's default Synchro parameters (including a saturation flow rate of 1,750 vehicles per hour per lane) were used, along with actual signal timing information obtained from ODOT. ODOT's Analysis Procedures Manual includes a method for converting results from Synchro's HCM 6 results into a critical intersection volume to capacity (v/c) ratio at signalized intersections, and this method was used.

6.2. PERFORMANCE MEASURES

The Dalles' Transportation System Plan uses a mobility standard of **LOS D** for City intersections. For the intersection of Brewery Overpass Road and E. 2nd Street/Highway 30, ODOT uses a mobility standard of **v/c < 0.90**.

6.3. OPERATIONAL ANALYSIS

Table 6 presents the delay, level of service, and v/c ratio for each study area intersection for Existing Conditions (2023), Background Years (2025 / 2030), and the Full Build Scenarios (2025 / 2030). Each of the two midblock intersections with the alley operate at LOS A through all scenarios and are not reported here, but are shown in **Appendix G**.

As shown in the table, all intersections operate within the established mobility standards through all scenarios, for both The Dalles and ODOT.

Table 6: Operational Results

	PM Peak Hour		
	Delay	LOS	v/c
E. 2nd Street & Laughlin Street			
2023 Existing	11	B	0.34
2025 Background + In-Process	11	B	0.36
2025 Background + In-Process + Build	11	B	0.37
2030 Background + In-Process	12	B	0.38
2030 Background + In-Process + Build	12	B	0.39
E. 3rd Street & Laughlin Street			
2023 Existing	10	B	0.27
2025 Background + In-Process	11	B	0.28
2025 Background + In-Process + Build	11	B	0.31
2030 Background + In-Process	11	B	0.30
2030 Background + In-Process + Build	11	B	0.32
E. 2nd Street & Jefferson Street			
2023 Existing	17	C	0.13
2025 Background + In-Process	18	C	0.14
2025 Background + In-Process + Build	19	C	0.15
2030 Background + In-Process	19	C	0.15
2030 Background + In-Process + Build	20	C	0.17
E. 3rd Street & Jefferson Street			
2023 Existing	16	C	0.21
2025 Background + In-Process	16	C	0.22
2025 Background + In-Process + Build	18	C	0.25
2030 Background + In-Process	17	C	0.25
2030 Background + In-Process + Build	19	C	0.28
E. 2nd Street & Brewery Overpass Road			
2023 Existing	25	C	0.39
2025 Background + In-Process	28	D	0.43
2025 Background + In-Process + Build	29	D	0.45
2030 Background + In-Process	31	D	0.46
2030 Background + In-Process + Build	32	D	0.48

7.0 Findings and Recommendations

7.1. KEY FINDINGS

- The Institute of Transportation Engineers (ITE) estimates that the proposed Basalt Commons Mixed-Use project is expected to generate a total of 70 new PM peak hour trips (42 inbound / 28 outbound) based on the proposed uses. This includes 28 peak hour trips associated with the multifamily residential units, 5 peak hour trips associated with the brewery space, and 37 peak hour trips associated with the restaurant.
- No intersections included within the study have elevated crash levels under existing conditions (based on 2017-21 data). The Dalles and ODOT should continue to monitor the intersection and E. 2nd Street and Brewery Overpass Road, which has a crash rate near ODOT's 90th percentile rate for urban 3-leg unsignalized intersections.
- Through 2030, including background growth, in-process trips associated with a nearby project, and new project trips associated with the Basalt Commons project, all intersections analyzed are expected to operate within the mobility targets for vehicle delay/level of service (LOS) established by The Dalles and ODOT.
- Based on the analysis included as part of this TIS, level-of-service standards adopted by the City have been met and adequate transportation facilities exist to serve the proposed development⁹.

7.2. RECOMMENDATIONS

- Identify nearby off-street locations for employees and overflow residential parking to ensure that adjacent on-street parking is prioritized for customers and short-term visitors to minimize local traffic circulation.

⁹ Section 10.10.060.A.4. of The Dalles Municipal Code lists three (3) key approval criteria: a) Location of new arterial streets shall conform to the Transportation System Plan, and traffic signals should generally not be spaced closer than 1,500 feet for reasonable traffic progression, b) The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the City and, when state highway facilities are affected, to ODOT, c) For affected non-highway facilities, the TIS establishes that level-of-service standards adopted by the City have been met.

Appendix A: Traffic Volume Figures

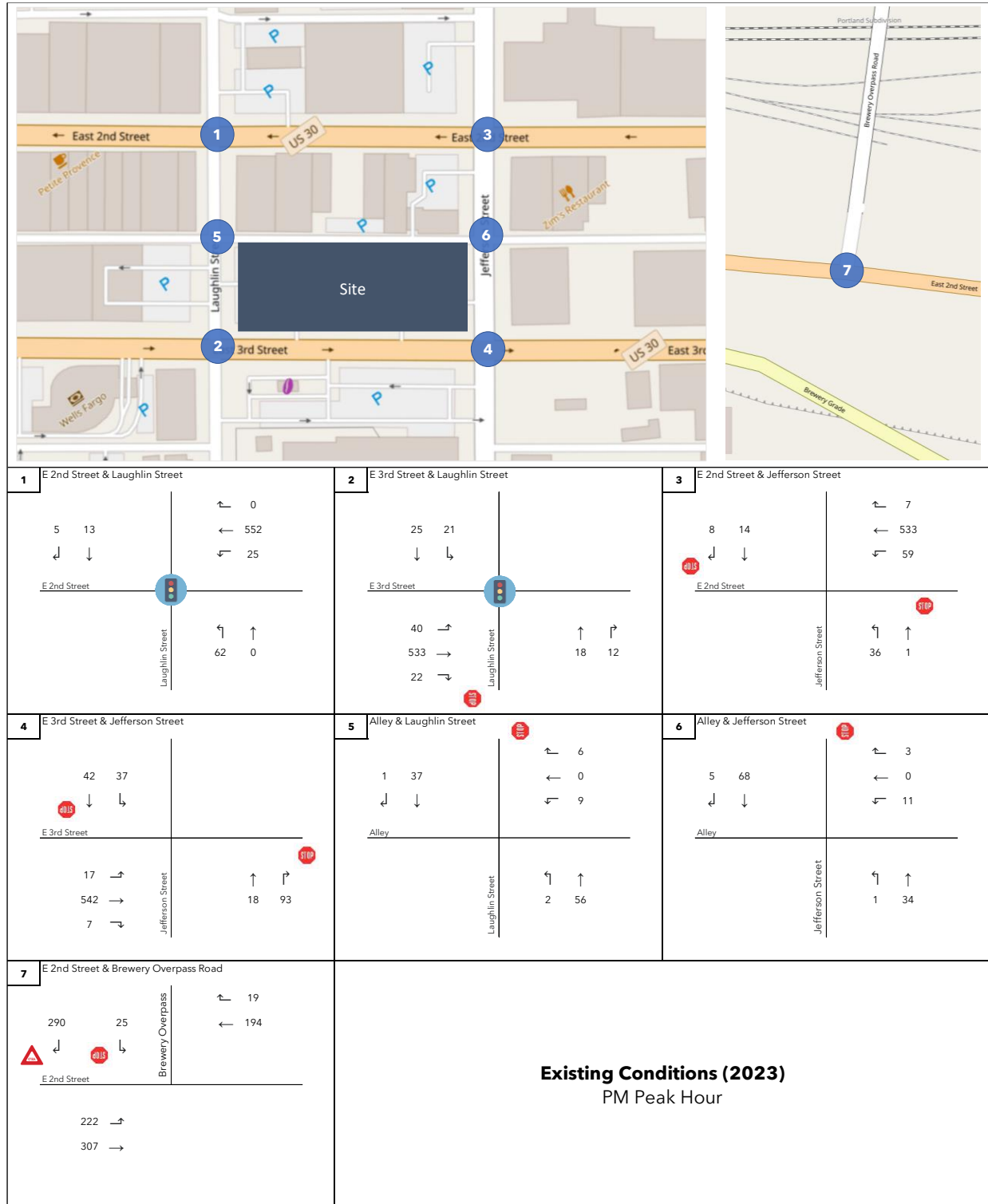


Figure A1: 2023 Existing Conditions – PM Peak Hour (4:30 PM – 5:30 PM)



Figure A2: In-Process Trips – PM Peak Hour

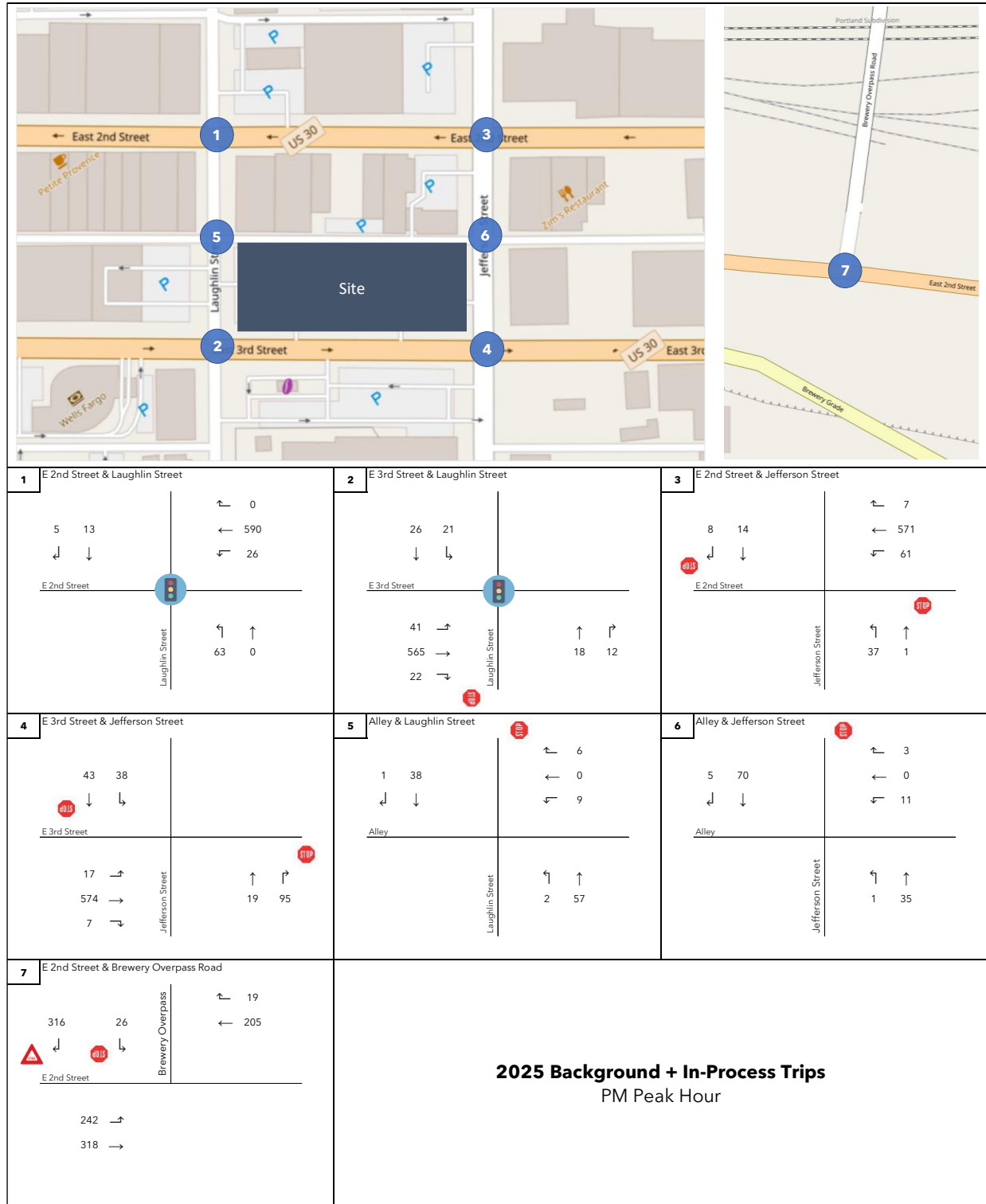


Figure A3: 2025 Background + In-Process Trips – PM Peak Hour (4:30 PM – 5:30 PM)



Figure A4: 2030 Background + In-Process Trips – PM Peak Hour (4:30 PM – 5:30 PM)

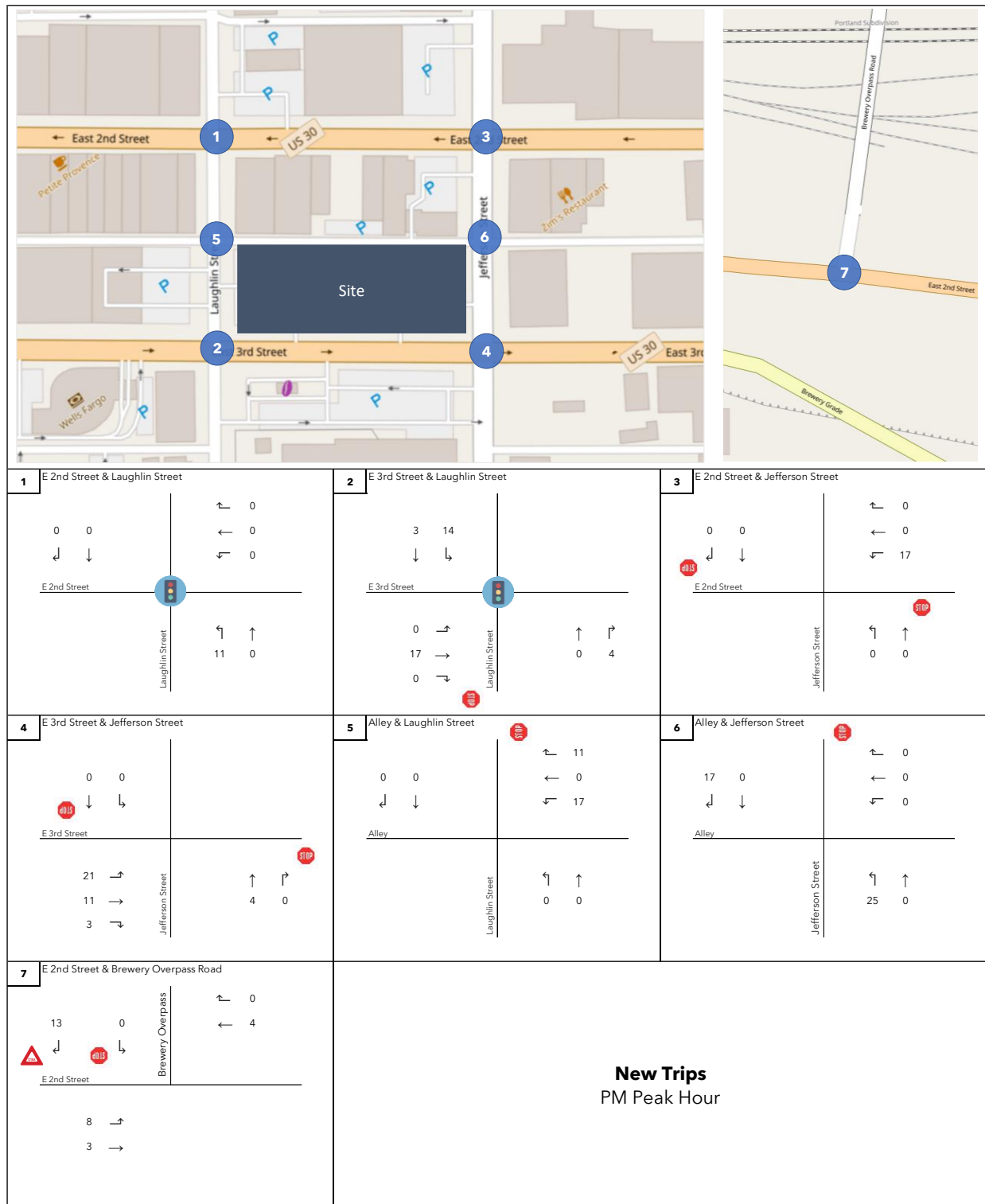


Figure A5: New Project Trips – PM Peak Hour

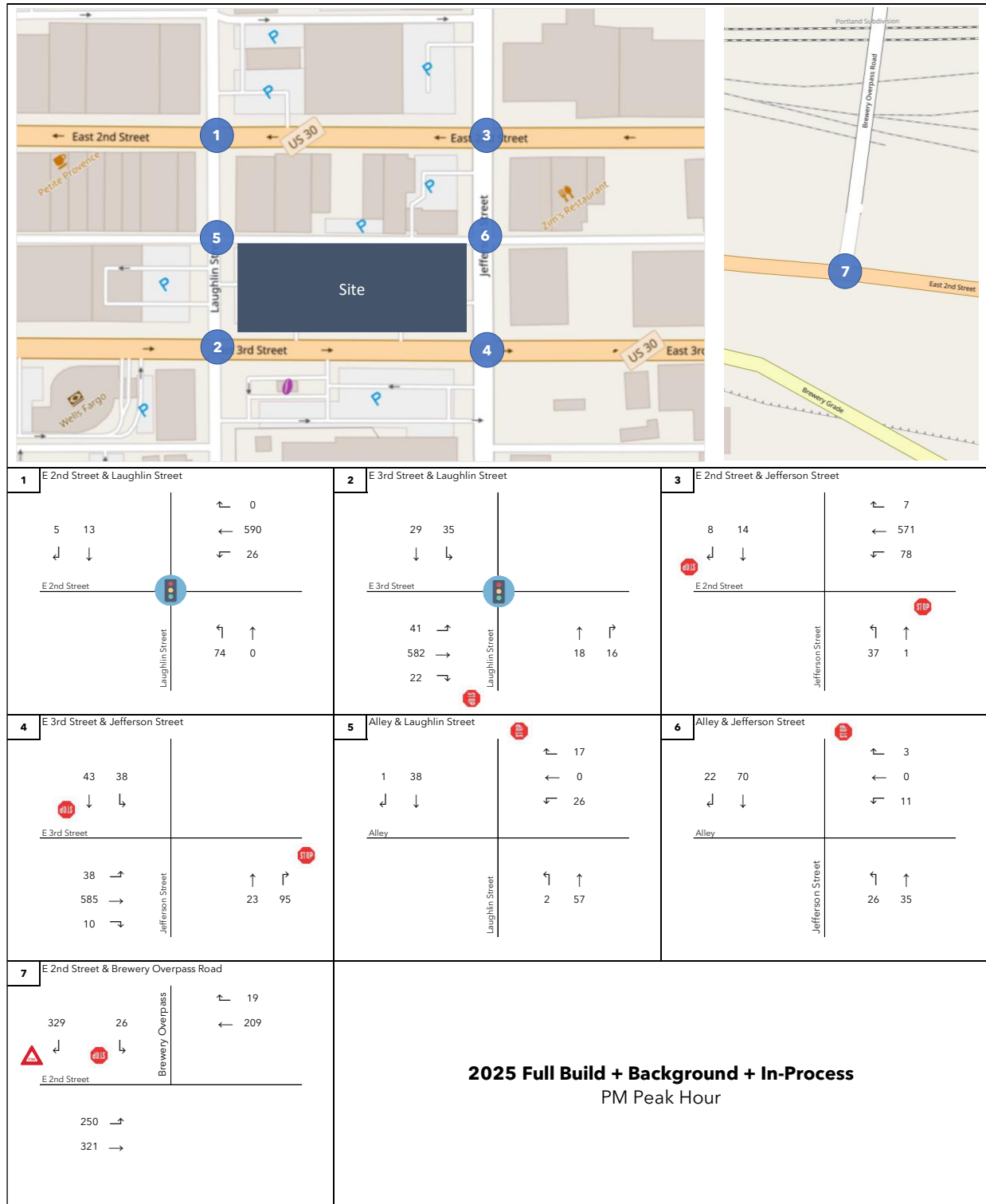


Figure A6: 2025 Full Build + Background + In-Process Trips – PM Peak Hour (4:30 PM – 5:30 PM)

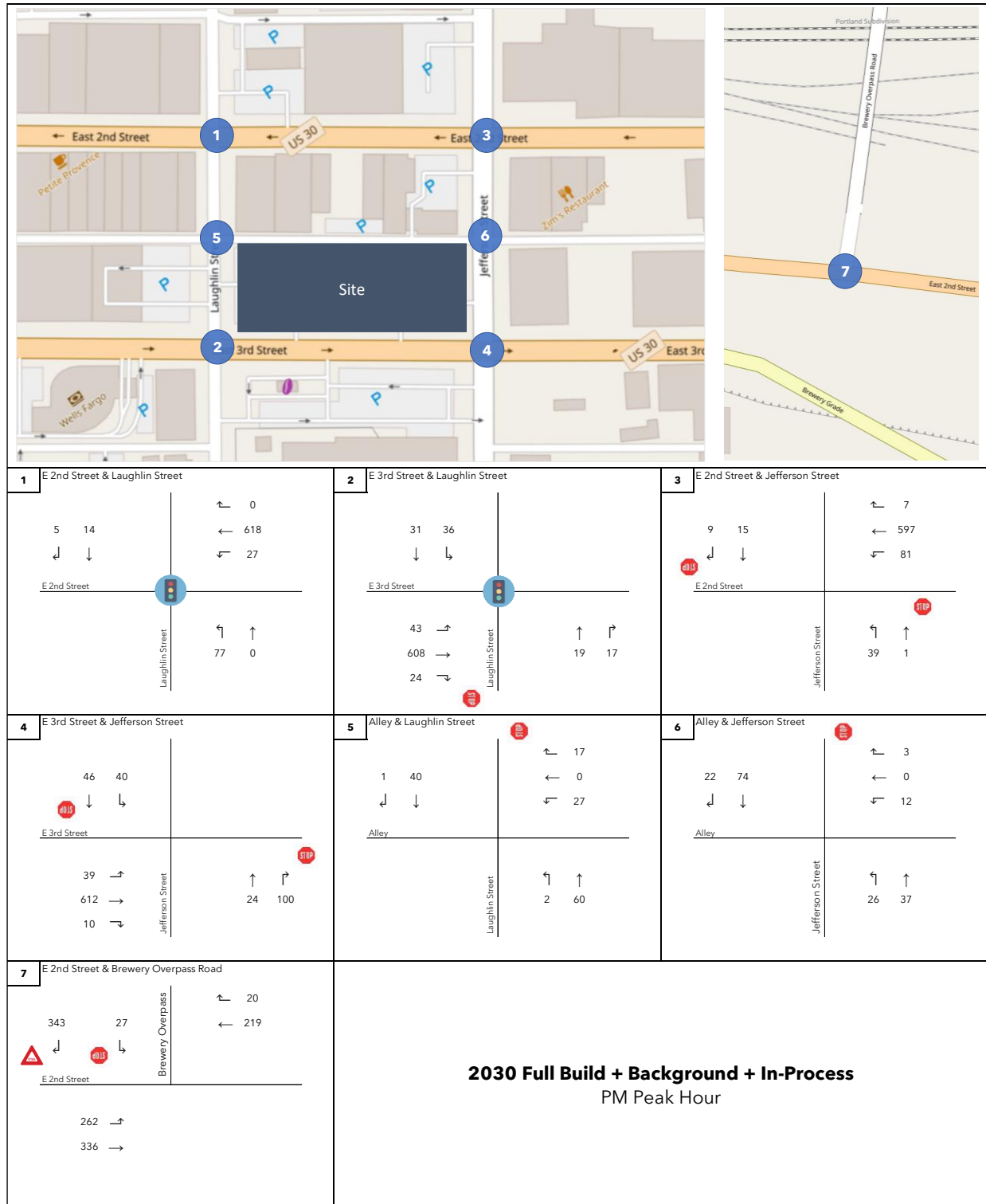


Figure A7: 2030 Full Build + Background + In-Process Trips – PM Peak Hour (4:30 PM – 5:30 PM)

Appendix B: TIS Scoping Memo



MEMORANDUM

To: Dale McCabe, PE
Joshua Chandler
City of The Dalles

From: William Reynolds, PE (OR), AICP
RBT Consultants

Date: July 17, 2023
Version 1

Subject: Basalt Commons – Traffic Impact Study Scoping Memo

Introduction

The following scoping memo summarizes the proposed Traffic Impact Study (TIS) methodology and assumptions for the proposed Basalt Commons Mixed-Use project, located at 523 E. 3rd Street in The Dalles, OR.

The proposed project includes ground level retail and 108 residential units on floors 2 through 5. The retail uses are assumed to be a 6,383 ft² microbrewery space and 2,966 ft² of pub/restaurant space (including 403 ft² of covered patio area). 32 on-site parking stalls are proposed, primarily for residents. Customers, employees, residential guests, and additional residents will use a combination of on-street parking and off-site leased parking.

Study Area

Based on preliminary discussions with the City, the following study intersections will be analyzed within the TIS:

1. Laughlin St at E 2nd St (signalized)
2. Laughlin St at E 3rd St (signalized)
3. Jefferson St at E 2nd St (unsignalized)
4. Jefferson St at E 3rd St (unsignalized)
5. Site access from alley on Laughlin St between E 2nd St and E 3rd St
6. Site access from alley on Jefferson St between E 2nd St and E 3rd St
7. Brewery Overpass Rd at E 2nd St (unsignalized)

Figure 1: TIS Study Area Intersections



*Intersection #7 (Brewery Overpass Rd at E 2nd St) not shown, located 1/2 mile east of the site

The functional classification, ownership, and mobility standards (volume to capacity ratio) are provided in **Table 1**, based on The Dalles' Transportation System Plan (TSP).

Table 1: Functional Classification / Mobility Standards

	Owner	Functional Classification	Posted Speed	Mobility Standard
East 3rd Street	City	Principal Arterial	20	LOS D
East 2nd Street	City	Principal Arterial	20	LOS D
Laughlin Street	City	Minor Collector	20	LOS D
Jefferson Street	City	Minor Collector	20	LOS D
Brewery Overpass Road	ODOT	Principal Arterial	40	v/c < 0.90

Analysis Scenarios

The following analysis scenarios are proposed, assuming full build by 2025:

1. 2023 Existing Conditions (PM Peak Hour)
2. 2025 Background Traffic (PM Peak Hour)
3. 2025 Full Build + Background (PM Peak Hour)
4. 2030 Background Traffic (PM Peak Hour)
5. 2030 Full Build + Background (PM Peak Hour)

For each scenario, the level of service, volume to capacity ratio, and queue length will be analyzed for each study area intersection using the Highway Capacity Manual 6th Edition for signalized and unsignalized intersections.

Existing Traffic Volumes

Data Collection

PM peak hour intersection turning movement counts will be collected at all seven (7) study area intersections between the hours of 3:30 PM and 6:30 PM on a midweek weekday. Data collection is anticipated to take place in either July, August, or September.

As the summer is generally the peak season in The Dalles, no seasonal adjustments are proposed.

Future Traffic Volumes

Growth Rate Adjustments

Forecasted traffic volumes were obtained from the nearest intersections within the TSP and shown in **Table 2**. Based on anticipated traffic growth through 2035 (using the highest growth rate from the 3 selected intersections), a linear growth rate of 1.0% will be applied for two (2) years and seven (7) years to existing traffic volumes to estimate 2025 and 2030 conditions, respectively.

Table 2: Proposed Background Traffic Growth Rate

TSP ID	Description	2015 Entering Volume (PM)	2035 Entering Volume (PM)	Linear Growth Rate (2015-35)
#17	Union St/W 3rd St	926	1,080	0.8%
#18	Union St/W 2nd St	935	1,050	0.6%
#24	Brewery Overpass Rd/US 30	1,209	1,455	1.0%
			Max:	1.0%

Project Trip Generation

The proposed project includes three (3) distinct land uses that most closely correspond to the following land use category within ITE's Trip Generation Manual (11th Edition):

- **Multifamily Residential:** Land Use 221, Multifamily Housing (Mid-Rise)
 - *Description:* Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.
- **Microbrewery:** Land Use 140, Manufacturing
 - *Description:* A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.
- **Restaurant/Brewpub:** Land Use 930, Fast Casual Restaurant
 - *Description:* A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-

out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less.

Table 3 shows the corresponding PM peak hour vehicle trips for these land uses.

Table 3: PM Peak Hour Trips

Land Use	ITE Code	Location	Units	Trip Rate	PM Trips
Mid-Rise Multifamily Residential	221	Dense Multi-Use Urban	108 units	0.26 trips / dwelling unit	128
Manufacturing	140	Urban/Suburban	6.383 ksf	0.74 trips / 1,000 ft ² GFA	25
Fast Casual Restaurant	930	Urban/Suburban	2.966 ksf	12.55 trips / 1,000 ft ² GFA	337
Total					70

Trip Distribution

Proposed trip distribution patterns are shown in **Figure 2**, based on a review of local traffic patterns and access to regional highways. Most vehicle trips to and from the site during the PM peak hour are associated with the restaurant/pub, and these visitors are very likely to park on-street as close to the site as possible. Rather than distribute each trip to different blocks, all trips will be assigned to the alley between 3rd Street and 2nd Street as a conservative assumption (most vehicles will find parking before turning into the alley).

These distribution assumptions may be refined based on input from the City.

¹ 74% Entering / 26% Exiting

² 31% Entering / 69% Exiting

³ 55% Entering / 45% Exiting

Figure 2: Proposed Trip Distribution



Next Steps

To finalize the TIS methodology prior to data collection, correspondence with City staff is recommended in order to:

1. Confirm intersections, scope of data collection, and all other methodology assumptions.
2. Identify any in-process projects for inclusion within the future year scenarios.
3. Confirm or refine the trip distribution assumptions.

Closing

Please feel free to reach out to me to discuss the contents of this Memo.

Sincerely,

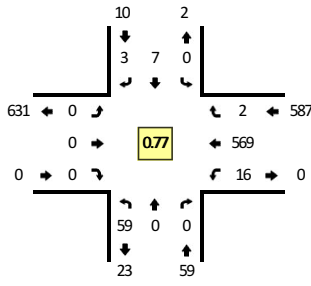
William Reynolds, PE (OR), AICP
RBT Consultants

Appendix C: Traffic Volume Counts

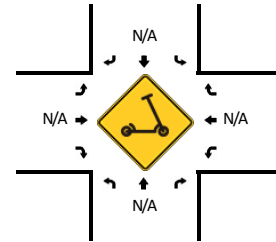
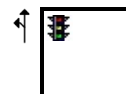
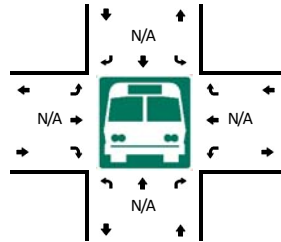
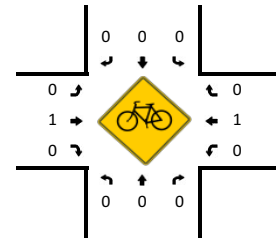
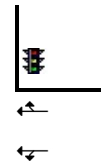
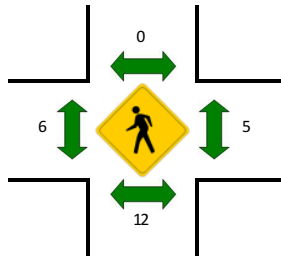
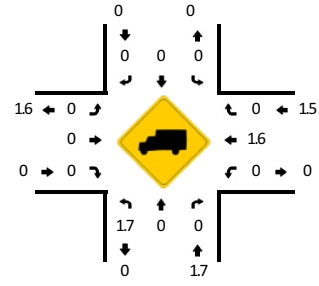
LOCATION: Laughlin St -- Mosier-the Dalles Hwy
CITY/STATE: The Dalles, OR

QC JOB #: 16255201
DATE: Wed, Aug 2 2023

Peak-Hour: 4:00 PM -- 5:00 PM
 Peak 15-Min: 4:30 PM -- 4:45 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Laughlin St (Northbound)				Laughlin St (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	8	1	0	0	0	2	1	0	0	0	0	0	1	46	0	0	59	
3:35 PM	4	0	0	0	0	0	1	0	0	0	0	0	3	44	0	0	52	
3:40 PM	6	0	0	0	0	0	2	0	0	0	0	0	2	48	0	0	58	
3:45 PM	4	1	0	0	0	0	0	0	0	0	0	0	1	42	1	0	49	
3:50 PM	4	0	0	0	0	1	2	0	0	0	0	0	2	35	0	0	44	
3:55 PM	1	1	0	0	0	2	1	0	0	0	0	0	2	35	0	0	42	
4:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	1	52	1	0	60	
4:05 PM	2	0	0	0	0	1	0	0	0	0	0	0	1	46	0	0	50	
4:10 PM	6	0	0	0	0	1	0	0	0	0	0	0	0	42	0	0	49	
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	4	38	0	0	44	
4:20 PM	4	0	0	0	0	1	1	0	0	0	0	0	0	49	1	0	56	
4:25 PM	3	0	0	0	0	0	0	0	0	0	0	0	1	30	0	0	34	597
4:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	2	67	0	0	72	610
4:35 PM	9	0	0	0	0	1	0	0	0	0	0	0	0	61	0	0	71	629
4:40 PM	11	0	0	0	0	0	1	0	0	0	0	0	2	55	0	0	69	640
4:45 PM	7	0	0	0	0	0	0	0	0	0	0	0	2	40	0	0	49	640
4:50 PM	6	0	0	0	0	0	0	0	0	0	0	0	2	46	0	0	54	650
4:55 PM	2	0	0	0	0	2	0	0	0	0	0	0	1	43	0	0	48	656
5:00 PM	4	0	0	0	0	3	1	0	0	0	0	0	1	40	0	0	49	645
5:05 PM	2	0	0	0	0	3	0	0	0	0	0	0	0	37	0	0	42	637
5:10 PM	5	0	0	0	0	1	0	0	0	0	0	0	2	33	0	0	41	629
5:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	2	39	0	0	47	632
5:20 PM	6	0	0	0	0	2	2	0	0	0	0	0	4	47	0	0	61	637
5:25 PM	1	0	0	0	0	1	1	0	0	0	0	0	6	44	0	0	53	656
5:30 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	40	624
5:35 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	54	0	0	57	610
5:40 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	34	575
5:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	0	34	0	0	37	563
5:50 PM	4	0	0	0	0	0	0	0	0	0	0	0	1	28	0	0	33	542
5:55 PM	4	0	0	0	0	0	0	0	0	0	0	0	2	24	0	0	30	524
6:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	4	33	1	0	41	516
6:05 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	27	501
6:10 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	36	0	0	39	499
6:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	34	1	0	39	491
6:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	32	462
6:25 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	36	0	0	38	447

Attachment 2

5-Min Count Period Beginning At	Laughlin St (Northbound)				Laughlin St (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	92	0	0	0	0	4	4	0	0	0	0	0	16	732	0	0	848	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8	
Buses																		
Pedestrians		20				0				0				16			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

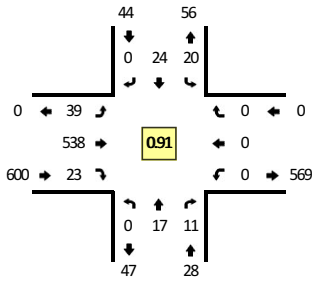
Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

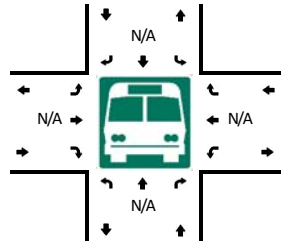
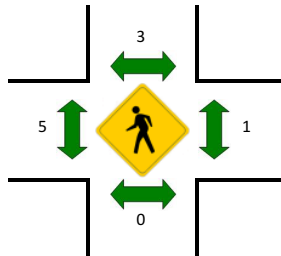
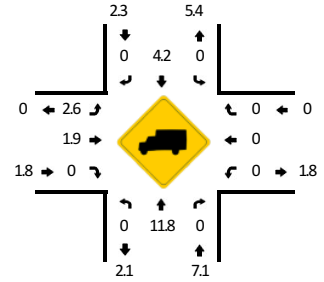
LOCATION: Laughlin St -- E 3rd St
CITY/STATE: The Dalles, OR

QC JOB #: 16255202
DATE: Wed, Aug 2 2023

Peak-Hour: 4:35 PM -- 5:35 PM
 Peak 15-Min: 5:00 PM -- 5:15 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Laughlin St (Northbound)				Laughlin St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	2	0	0	3	1	0	0	9	38	2	0	0	0	0	0	55	
3:35 PM	0	0	0	0	1	2	0	0	4	43	5	0	0	0	0	0	55	
3:40 PM	0	0	0	0	1	1	0	0	6	28	2	0	0	0	0	0	38	
3:45 PM	0	1	0	0	0	1	0	0	4	44	2	0	0	0	0	0	52	
3:50 PM	0	1	1	0	2	1	0	0	4	40	4	0	0	0	0	0	53	
3:55 PM	0	0	1	0	3	1	0	0	3	37	2	0	0	0	0	0	47	
4:00 PM	0	0	0	0	1	0	0	0	5	37	2	0	0	0	0	0	45	
4:05 PM	0	0	0	0	1	1	0	0	2	37	2	0	0	0	0	0	43	
4:10 PM	0	2	3	0	1	0	0	0	3	41	2	0	0	0	0	0	52	
4:15 PM	0	0	0	0	2	3	0	0	0	38	1	0	0	0	0	0	44	
4:20 PM	0	2	1	0	1	0	0	0	2	54	4	0	0	0	0	0	64	
4:25 PM	0	1	1	0	1	0	0	0	3	45	3	0	0	0	0	0	54	602
4:30 PM	0	0	1	0	1	1	0	0	2	41	0	0	0	0	0	0	46	593
4:35 PM	0	5	1	0	2	1	0	0	2	49	1	0	0	0	0	0	61	599
4:40 PM	0	1	1	0	2	1	0	0	7	37	2	0	0	0	0	0	51	612
4:45 PM	0	1	2	0	1	2	0	0	5	48	2	0	0	0	0	0	61	621
4:50 PM	0	1	0	0	1	1	0	0	3	40	1	0	0	0	0	0	47	615
4:55 PM	0	1	2	0	1	3	0	0	0	38	3	0	0	0	0	0	48	616
5:00 PM	0	2	1	0	4	0	0	0	3	49	1	0	0	0	0	0	60	631
5:05 PM	0	2	0	0	3	3	0	0	1	52	4	0	0	0	0	0	65	653
5:10 PM	0	0	1	0	2	3	0	0	4	46	3	0	0	0	0	0	59	660
5:15 PM	0	4	3	0	0	2	0	0	3	41	2	0	0	0	0	0	55	671
5:20 PM	0	0	0	0	3	1	0	0	6	50	2	0	0	0	0	0	62	669
5:25 PM	0	0	0	0	1	7	0	0	1	42	1	0	0	0	0	0	52	667
5:30 PM	0	0	0	0	0	0	0	0	4	46	1	0	0	0	0	0	51	672
5:35 PM	0	0	1	0	1	0	0	0	2	41	1	0	0	0	0	0	46	657
5:40 PM	0	0	0	0	0	0	0	0	3	39	1	0	0	0	0	0	43	649
5:45 PM	0	0	0	0	1	0	0	0	1	39	0	0	0	0	0	0	41	629
5:50 PM	0	1	1	0	0	1	0	0	3	36	0	0	0	0	0	0	42	624
5:55 PM	0	0	0	0	2	1	0	0	2	40	1	0	0	0	0	0	46	622
6:00 PM	0	1	1	0	3	1	0	0	1	33	0	0	0	0	0	0	40	602
6:05 PM	0	1	0	0	1	1	0	0	0	37	1	0	0	0	0	0	41	578
6:10 PM	0	1	1	0	1	1	0	0	1	47	0	0	0	0	0	0	52	571
6:15 PM	0	0	0	0	0	1	0	0	2	34	2	0	0	0	0	0	39	555
6:20 PM	0	0	0	0	1	0	0	0	1	32	1	0	0	0	0	0	35	528
6:25 PM	0	0	0	0	1	0	0	0	1	22	2	0	0	0	0	0	26	502

Attachment 2

5-Min Count Period Beginning At	Laughlin St (Northbound)				Laughlin St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	16	8	0	36	24	0	0	32	588	32	0	0	0	0	0	736
Heavy Trucks	0	8	0		0	0	0		0	12	0		0	0	0		20
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

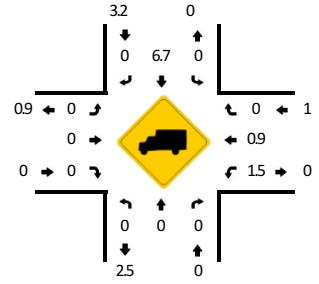
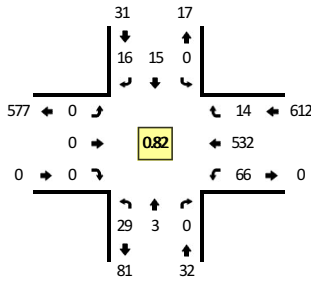
Comments:

Report generated on 8/9/2023 12:21 PM SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

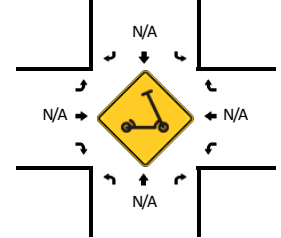
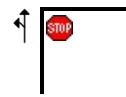
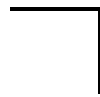
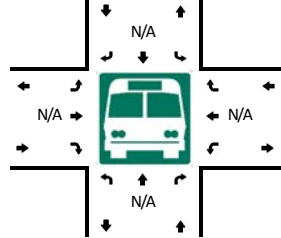
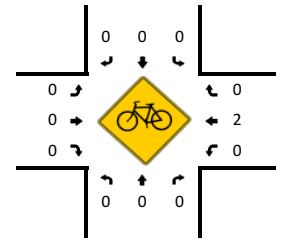
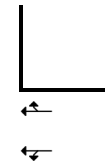
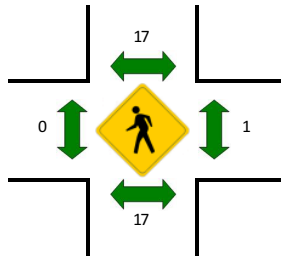
LOCATION: Jefferson St -- Mosier-the Dalles Hwy
CITY/STATE: The Dalles, OR

QC JOB #: 16255204
DATE: Wed, Aug 2 2023

Peak-Hour: 3:55 PM -- 4:55 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	1	0	0	0	1	2	0	0	0	0	0	3	44	1	0	52	
3:35 PM	2	1	0	0	0	1	0	0	0	0	0	0	3	45	1	0	53	
3:40 PM	3	0	0	0	0	0	1	0	0	0	0	0	3	45	2	0	54	
3:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	1	39	0	0	43	
3:50 PM	4	1	0	0	0	1	0	0	0	0	0	0	3	28	1	0	38	
3:55 PM	2	0	0	0	0	1	1	0	0	0	0	0	5	41	1	0	51	
4:00 PM	3	0	0	0	0	3	4	0	0	0	0	0	8	42	2	0	62	
4:05 PM	1	0	0	0	0	1	2	0	0	0	0	0	5	43	1	0	53	
4:10 PM	1	0	0	0	0	3	3	0	0	0	0	0	4	37	3	0	51	
4:15 PM	5	0	0	0	0	1	3	0	0	0	0	0	3	43	1	0	56	
4:20 PM	4	1	0	0	0	1	0	0	0	0	0	0	2	36	0	0	44	
4:25 PM	1	2	0	0	0	2	0	0	0	0	0	0	8	34	1	0	48	605
4:30 PM	4	0	0	0	0	0	2	0	0	0	0	0	6	64	0	0	76	629
4:35 PM	2	0	0	0	0	2	0	0	0	0	0	0	8	52	0	0	64	640
4:40 PM	3	0	0	0	0	0	0	0	0	0	0	0	7	56	1	0	67	653
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	6	43	2	0	52	662
4:50 PM	3	0	0	0	0	1	0	0	0	0	0	0	4	41	2	0	51	675
4:55 PM	2	1	0	0	0	2	1	0	0	0	0	0	2	41	0	0	49	673
5:00 PM	6	0	0	0	0	1	0	0	0	0	0	0	7	33	0	0	47	658
5:05 PM	4	0	0	0	0	1	1	0	0	0	0	0	3	32	1	0	42	647
5:10 PM	1	0	0	0	0	2	0	0	0	0	0	0	3	33	0	0	39	635
5:15 PM	5	0	0	0	0	2	1	0	0	0	0	0	4	39	1	0	52	631
5:20 PM	3	0	0	0	0	3	1	0	0	0	0	0	0	43	0	0	50	637
5:25 PM	3	0	0	0	0	0	1	0	0	0	0	0	5	43	0	0	52	641
5:30 PM	2	1	0	0	0	2	0	0	0	0	0	0	6	30	0	0	41	606
5:35 PM	3	0	0	0	0	0	1	0	0	0	0	0	8	52	0	0	64	606
5:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	3	27	0	0	31	570
5:45 PM	2	1	0	0	0	1	3	0	0	0	0	0	3	31	1	0	42	560
5:50 PM	2	0	0	0	0	2	2	0	0	0	0	0	4	26	2	0	38	547
5:55 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	22	1	0	27	525
6:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	1	31	0	0	37	515
6:05 PM	2	0	0	0	0	0	0	0	0	0	0	0	4	27	1	0	34	507
6:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	3	34	0	0	38	506
6:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	3	37	0	0	42	496
6:20 PM	3	0	0	0	0	1	0	0	0	0	0	0	2	30	0	0	36	482
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	34	1	0	37	467

Attachment 2

5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	0	0	0	0	8	8	0	0	0	0	0	84	688	4	0	828	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4	
Buses																		
Pedestrians		12				28				0				0			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		
<i>Comments:</i>																		

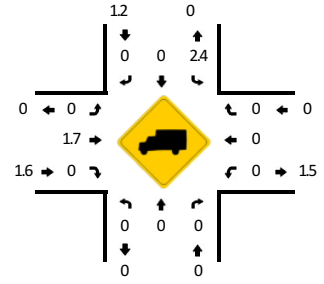
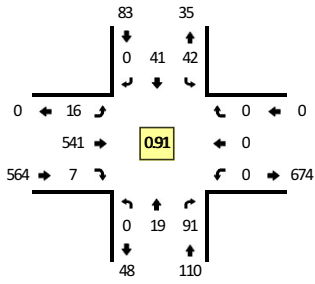
Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

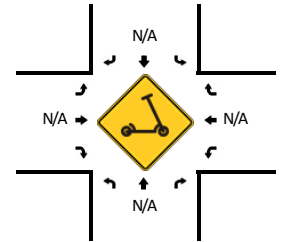
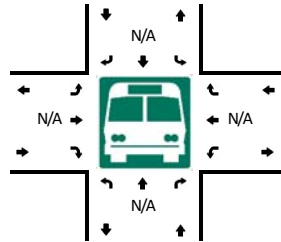
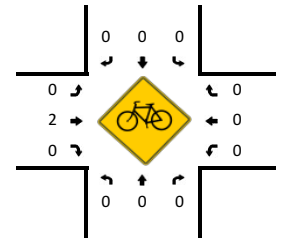
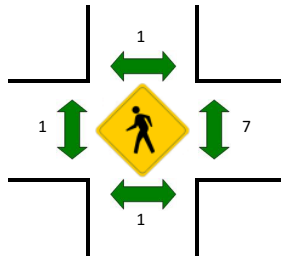
LOCATION: Jefferson St -- E 3rd St
CITY/STATE: The Dalles, OR

QC JOB #: 16255203
DATE: Wed, Aug 2 2023

Peak-Hour: 4:25 PM -- 5:25 PM
 Peak 15-Min: 5:00 PM -- 5:15 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	1	6	0	2	2	0	0	2	36	1	0	0	0	0	0	50	
3:35 PM	0	2	3	0	3	2	0	0	3	42	0	0	0	0	0	0	55	
3:40 PM	0	2	4	0	2	2	0	0	0	29	0	0	0	0	0	0	39	
3:45 PM	0	1	2	0	1	0	0	0	0	43	2	0	0	0	0	0	49	
3:50 PM	0	1	6	0	1	3	0	0	3	39	1	0	0	0	0	0	54	
3:55 PM	0	2	3	0	4	3	0	0	1	39	3	0	0	0	0	0	55	
4:00 PM	0	2	5	0	7	4	0	0	1	39	1	0	0	0	0	0	59	
4:05 PM	0	0	2	0	2	6	0	0	0	35	0	0	0	0	0	0	45	
4:10 PM	0	0	7	0	3	4	0	0	0	46	0	0	0	0	0	0	60	
4:15 PM	0	0	5	0	1	2	0	0	5	34	1	0	0	0	0	0	48	
4:20 PM	0	1	8	0	0	3	0	0	4	51	2	0	0	0	0	0	69	
4:25 PM	0	2	6	0	6	2	0	0	2	43	0	0	0	0	0	0	61	644
4:30 PM	0	3	3	0	2	4	0	0	2	42	0	0	0	0	0	0	56	650
4:35 PM	0	0	7	0	4	6	0	0	1	51	1	0	0	0	0	0	70	665
4:40 PM	0	1	8	0	1	6	0	0	1	36	0	0	0	0	0	0	53	679
4:45 PM	0	0	4	0	1	4	0	0	0	47	2	0	0	0	0	0	58	688
4:50 PM	0	3	6	0	3	3	0	0	1	39	0	0	0	0	0	0	55	689
4:55 PM	0	1	12	0	4	3	0	0	2	37	0	0	0	0	0	0	59	693
5:00 PM	0	3	4	0	2	5	0	0	2	53	0	0	0	0	0	0	69	703
5:05 PM	0	2	9	0	5	3	0	0	2	50	4	0	0	0	0	0	75	733
5:10 PM	0	0	10	0	4	2	0	0	0	47	0	0	0	0	0	0	63	736
5:15 PM	0	3	12	0	4	2	0	0	1	44	0	0	0	0	0	0	66	754
5:20 PM	0	1	10	0	6	1	0	0	2	52	0	0	0	0	0	0	72	757
5:25 PM	0	0	8	0	1	3	0	0	3	39	0	0	0	0	0	0	54	750
5:30 PM	0	0	6	0	7	2	0	0	2	45	0	0	0	0	0	0	62	756
5:35 PM	0	2	4	0	6	4	0	0	0	43	0	0	0	0	0	0	59	745
5:40 PM	0	1	5	0	2	2	0	0	0	36	1	0	0	0	0	0	47	739
5:45 PM	0	2	6	0	1	2	0	0	1	40	0	0	0	0	0	0	52	733
5:50 PM	0	0	1	0	4	3	0	0	2	35	0	0	0	0	0	0	45	723
5:55 PM	0	1	7	0	1	2	0	0	0	41	0	0	0	0	0	0	52	716
6:00 PM	0	3	3	0	1	1	0	0	2	36	0	0	0	0	0	0	46	693
6:05 PM	0	1	2	0	1	3	0	0	0	37	2	0	0	0	0	0	46	664
6:10 PM	0	0	4	0	2	2	0	0	0	49	1	0	0	0	0	0	58	659
6:15 PM	0	0	4	0	1	2	0	0	1	30	0	0	0	0	0	0	38	631
6:20 PM	0	1	5	0	1	2	0	0	1	32	0	0	0	0	0	0	42	601
6:25 PM	0	0	7	0	0	1	0	0	1	22	1	0	0	0	0	0	32	579

Attachment 2

5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				E 3rd St (Eastbound)				E 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	20	92	0	44	40	0	0	16	600	16	0	0	0	0	0	828	
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12	
Buses																		
Pedestrians		0				0				0				8			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

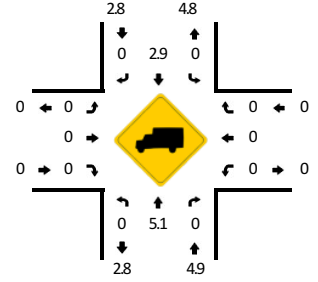
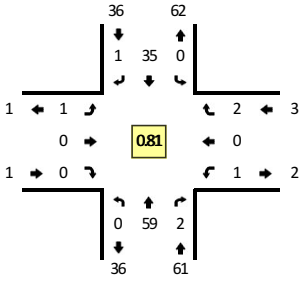
Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

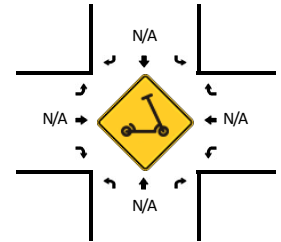
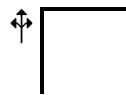
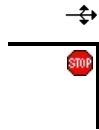
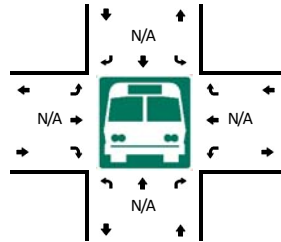
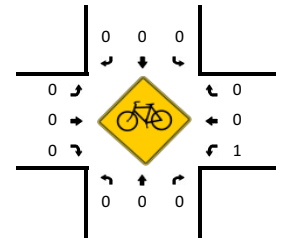
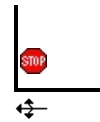
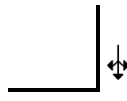
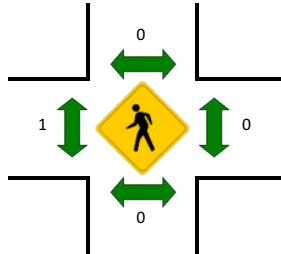
LOCATION: Laughlin St -- Alley
CITY/STATE: The Dalles, OR

QC JOB #: 16255206
DATE: Wed, Aug 2 2023

Peak-Hour: 4:35 PM -- 5:35 PM
 Peak 15-Min: 4:35 PM -- 4:50 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Laughlin St (Northbound)				Laughlin St (Southbound)				Alley (Eastbound)				Alley (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	10	1	0	0	3	0	0	0	0	0	0	0	0	0	0	15	
3:35 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	
3:40 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	
3:45 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
3:50 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	
3:55 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
4:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:05 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
4:10 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
4:15 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	7	
4:20 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
4:25 PM	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	83
4:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	73
4:35 PM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	76
4:40 PM	0	11	0	0	0	1	0	0	0	1	0	0	0	0	0	0	13	81
4:45 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	84
4:50 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	82
4:55 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	80
5:00 PM	0	4	1	0	0	3	0	0	0	0	0	0	0	0	0	0	8	82
5:05 PM	0	2	0	0	0	5	0	0	0	0	0	0	1	0	0	0	8	86
5:10 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	2	0	10	91
5:15 PM	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	0	9	93
5:20 PM	0	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	10	98
5:25 PM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8	100
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	101
5:35 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	93
5:40 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	82
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	76
5:50 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	76
5:55 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	75
6:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	73
6:05 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	68
6:10 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	62
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	56
6:20 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	48
6:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	42

Attachment 2

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	96	0	0	0	24	0	0	4	0	0	0	0	0	0	0	124
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

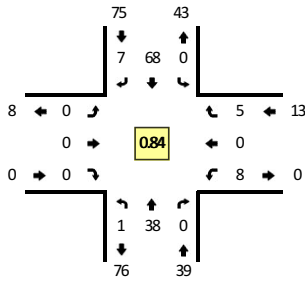
Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

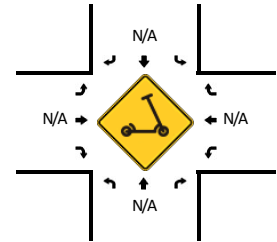
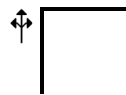
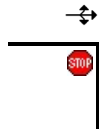
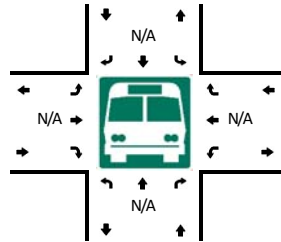
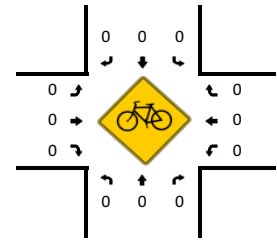
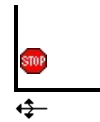
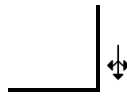
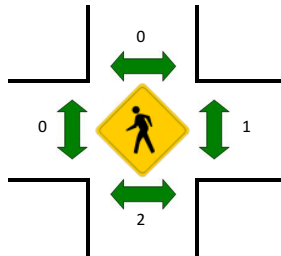
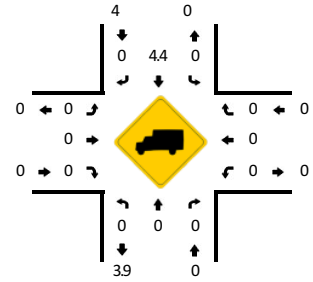
LOCATION: Jefferson St -- Alley
CITY/STATE: The Dalles, OR

QC JOB #: 16255205
DATE: Wed, Aug 2 2023

Peak-Hour: 4:10 PM -- 5:10 PM
 Peak 15-Min: 4:25 PM -- 4:40 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				Alley (Eastbound)				Alley (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	
3:35 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	9	
3:40 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	1	7	
3:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	5	
3:50 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	
3:55 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	1	0	0	10	
4:00 PM	0	2	0	0	0	9	0	0	0	0	0	0	0	1	0	0	12	
4:05 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	1	9	
4:10 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	1	8	
4:15 PM	0	5	0	0	0	3	1	0	0	0	0	0	0	0	0	1	10	
4:20 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	
4:25 PM	0	4	0	0	0	7	1	0	0	0	0	0	0	1	0	1	14	105
4:30 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	1	12	111
4:35 PM	0	2	0	0	0	9	0	0	0	0	0	0	0	1	0	0	12	114
4:40 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	117
4:45 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6	118
4:50 PM	1	3	0	0	0	7	1	0	0	0	0	0	0	1	0	0	13	124
4:55 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	2	0	0	9	123
5:00 PM	0	5	0	0	0	5	1	0	0	0	0	0	0	0	0	1	12	123
5:05 PM	0	4	0	0	0	5	2	0	0	0	0	0	0	2	0	0	13	127
5:10 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	6	125
5:15 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	1	0	0	10	125
5:20 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	0	8	125
5:25 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	9	120
5:30 PM	0	3	0	0	0	8	1	0	0	0	0	0	0	0	0	0	12	120
5:35 PM	0	3	0	0	0	9	0	0	0	0	0	0	0	3	0	0	15	123
5:40 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	117
5:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	116
5:50 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	112
5:55 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	107
6:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	1	0	0	7	102
6:05 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	1	6	95
6:10 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4	93
6:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	87
6:20 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	84
6:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	77

Attachment 2

5-Min Count Period Beginning At	Jefferson St (Northbound)				Jefferson St (Southbound)				Alley (Eastbound)				Alley (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	40	0	0	0	92	4	0	0	0	0	0	8	0	8	0	152	
Heavy Trucks	0	0	0		0	8	0		0	0	0		0	0	0		8	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

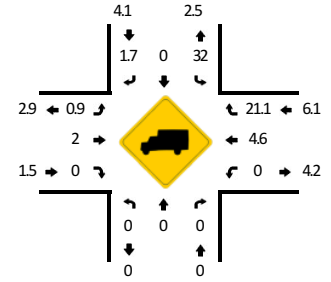
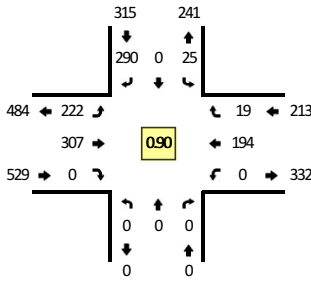
Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

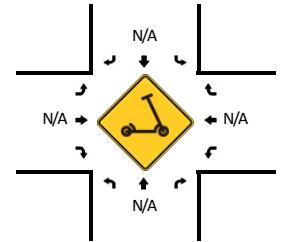
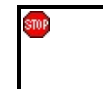
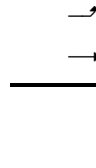
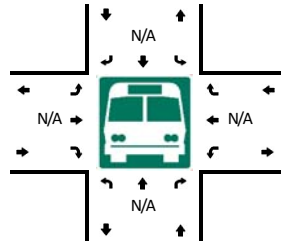
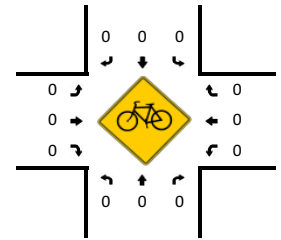
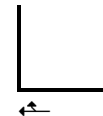
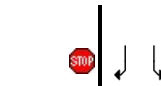
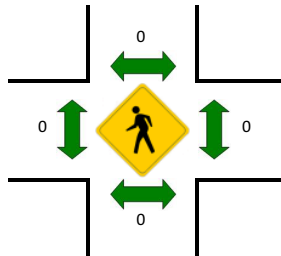
LOCATION: Brewery Overpass Rd -- Mosier-the Dalles Hwy
CITY/STATE: The Dalles, OR

QC JOB #: 16255207
DATE: Wed, Aug 2 2023

Peak-Hour: 4:30 PM -- 5:30 PM
 Peak 15-Min: 5:10 PM -- 5:25 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	Brewery Overpass Rd (Northbound)				Brewery Overpass Rd (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	1	0	26	0	17	23	0	0	0	22	0	0	89	
3:35 PM	0	0	0	0	1	0	14	0	14	21	0	0	0	15	0	0	65	
3:40 PM	0	0	0	0	2	0	25	0	21	18	0	0	0	19	0	0	85	
3:45 PM	0	0	0	0	5	0	24	0	18	22	0	0	0	19	3	0	91	
3:50 PM	0	0	0	0	5	0	19	0	9	17	0	0	0	15	3	0	68	
3:55 PM	0	0	0	0	4	0	19	0	19	22	0	0	0	26	4	0	94	
4:00 PM	0	0	0	0	2	0	37	0	14	19	0	0	0	16	2	0	90	
4:05 PM	0	0	0	0	5	0	18	0	9	20	0	0	0	20	4	0	76	
4:10 PM	0	0	0	0	1	0	11	0	20	21	0	0	0	12	3	0	68	
4:15 PM	0	0	0	0	1	0	13	0	22	22	0	0	0	14	2	0	74	
4:20 PM	0	0	0	0	3	0	20	0	14	24	0	0	0	13	0	0	74	
4:25 PM	0	0	0	0	1	0	13	0	23	21	0	0	0	18	4	0	80	954
4:30 PM	0	0	0	0	1	0	31	0	14	25	0	0	0	22	1	0	94	959
4:35 PM	0	0	0	0	1	0	15	0	17	34	0	0	0	31	3	0	101	995
4:40 PM	0	0	0	0	1	0	28	0	19	20	0	0	0	23	2	0	93	1003
4:45 PM	0	0	0	0	1	0	21	0	13	22	0	0	0	14	1	0	72	984
4:50 PM	0	0	0	0	5	0	19	0	17	18	0	0	0	13	1	0	73	989
4:55 PM	0	0	0	0	4	0	16	0	10	25	0	0	0	14	2	0	71	966
5:00 PM	0	0	0	0	0	0	25	0	21	19	0	0	0	10	1	0	76	952
5:05 PM	0	0	0	0	2	0	29	0	24	33	0	0	0	10	3	0	101	977
5:10 PM	0	0	0	0	3	0	21	0	23	31	0	0	0	14	1	0	93	1002
5:15 PM	0	0	0	0	4	0	23	0	22	29	0	0	0	10	2	0	90	1018
5:20 PM	0	0	0	0	2	0	29	0	24	31	0	0	0	23	0	0	109	1053
5:25 PM	0	0	0	0	1	0	33	0	18	20	0	0	0	10	2	0	84	1057
5:30 PM	0	0	0	0	1	0	23	0	24	26	0	0	0	14	0	0	88	1051
5:35 PM	0	0	0	0	5	0	24	0	18	26	0	0	0	18	0	0	91	1041
5:40 PM	0	0	0	0	2	0	17	0	17	13	0	0	0	8	0	0	57	1005
5:45 PM	0	0	0	0	2	0	23	0	18	15	0	0	0	11	1	0	70	1003
5:50 PM	0	0	0	0	0	0	18	0	14	15	0	0	0	12	0	0	59	989
5:55 PM	0	0	0	0	2	0	17	0	10	15	0	0	0	14	3	0	61	979
6:00 PM	0	0	0	0	1	0	22	0	11	18	0	0	0	15	1	0	68	971
6:05 PM	0	0	0	0	3	0	18	0	14	18	0	0	0	11	4	0	68	938
6:10 PM	0	0	0	0	0	0	20	0	14	21	0	0	0	12	2	0	69	914
6:15 PM	0	0	0	0	2	0	17	0	18	10	0	0	0	14	1	0	62	886
6:20 PM	0	0	0	0	2	0	15	0	13	18	0	0	0	9	1	0	58	835
6:25 PM	0	0	0	0	2	0	18	0	7	17	0	0	0	10	0	0	54	805

Attachment 2

5-Min Count Period Beginning At	Brewery Overpass Rd (Northbound)				Brewery Overpass Rd (Southbound)				Mosier-the Dalles Hwy (Eastbound)				Mosier-the Dalles Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	36	0	292	0	276	364	0	0	0	188	12	0	1168
Heavy Trucks	0	0	0	0	12	0	0	0	0	4	0	0	0	4	4	0	24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

Report generated on 8/9/2023 12:21 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix D: Volume Development Worksheets

Appendix E: Volume to Capacity Worksheets

		PM										
E. 2nd Street & Laughlin Street		Critical #1		Critical #2								
		Movement	Flow	Sat	Movement	Flow	Sat	Ratio	Sum	Lost Time	Cycle	v/c
2023 Existing		WBLTR	749		3250 NBLT	81	1260	0.2947		8	60	0.3401
2025 Background		WBLTR	800		3250 NBLT	82	1260	0.3112		8	60	0.3591
2025 Background + Build		WBLTR	800		3250 NBLT	96	1260	0.3223		8	60	0.3719
2030 Background		WBLTR	838		3250 NBLT	86	1259	0.3262		8	60	0.3763
2030 Background + Build		WBLTR	838		3250 NBLT	100	1259	0.3373		8	60	0.3892

		PM										
E. 3rd Street & Laughlin Street		Critical #1		Critical #2								
		Movement	Flow	Sat	Movement	Flow	Sat	Ratio	Sum	Lost Time	Cycle	v/c
2023 Existing		EBLTR	650		3230 SRTL	50	1556	0.2334		8	60	0.2693
2025 Background		EBLTR	686		3231 SRTL	52	1562	0.2456		8	60	0.2834
2025 Background + Build		EBLTR	705		3232 SRTL	70	1498	0.2649		8	60	0.3056
2030 Background		EBLTR	718		3231 SRTL	55	1560	0.2575		8	60	0.2971
2030 Background + Build		EBLTR	737		3231 SRTL	74	1494	0.2776		8	60	0.3203

Appendix F: Crash Data

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

CITY OF THE DALLES, WASCO COUNTY

2ND ST at LAUGHLIN ST, City of The Dalles, Wasco County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER#	P	R J S W DATE	CLASS	CITY STREET	INT-TYPE	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	MOVE	A S	G E LICNS	PED	ERROR	ACT	EVENT	CAUSE		
INVEST	E A U I C O DAY	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	ERROR	ACT	EVENT	CAUSE	
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	
00357	N N N N	12/06/2018	14	LAUGHLIN ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	STRGHT								02	
NO RPT		TH	0	2ND ST	CN		TRF SIGNAL	N	DRY	TURN	N/A		NE-SW							000	00	
N		5P			01	0		N	DLIT	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	00
N		45 36 .59	-121 10 46.25																			00
											02 NONE	9	TURN-L									00
											N/A		SW-NW									00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK			000
																						00

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.

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

CITY OF THE DALLES, WASCO COUNTY

3RD ST at LAUGHLIN ST, City of The Dalles, Wasco County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																					
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A S																
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED											
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE					
00175	Y	N	N	N	N	N	06/16/2021	14	LAUGHLIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT															
CITY					WE			0	3RD ST	CN		ONE-WAY	N	DRY	TURN		PRVTE	NW-SE									000		00					
N					9A					04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OTH-Y		050		000	30					
N					45 35 58.28			-121 10																					48.46					
																02	NONE	0	TURN-R															
																	PRVTE	SW-SE										000	00					
																01	DRVR	INJC	60	M	OR-Y			OR>25		020		000	04					
																02	NONE	0	TURN-R															
																	PRVTE	SW-SE									000		00					
																02	PSNGR	CAR	INJC	00	F					000		000	00					

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 THE DALLES, WASCO COUNTY

3RD ST at JEFFERSON ST, City of The Dalles, Wasco County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER#	S	D	M	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	A S												CAUSE								
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE												
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	ACT	EVENT	CAUSE			
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
00026	N	N	N	N			01/09/2017	14	JEFFERSON ST	INTER	CROSS	N	N	UNK	S-1TURN	01	NONE	9	STRGHT									08	
NONE							MO	0	3RD ST	CN		STOP SIGN	N	SNO	TURN	N/A	NW-SE										000	00	
N							11A			02	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
N							45 35 56.24	-121 10																					
							44.12																						

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CONTINUOUS SYSTEM CRASH LISTING

002: COLUMBIA RIVER

Highway 002 CONNECTIONS, MP 85.70 to 85.71 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 4 of 6 Crash records shown.

SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD CHAR	INT-TYPE	SPCL USE	MOVE	A	S	ACT	EVENT	CAUSE										
INVEST	E	A	U	I	C	O	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE	PRTC	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE	
RD DPT	E	L	G	N	H	R	URBAN AREA	MLG	TYP	SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
UNLOC?	D	C	S	V	L	K	LONG	MILEPNT	LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO											
00166	N	N	N	N		08/07/2020	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	0										
NONE						FR	THE DALLES	CN	0	LEWIS ST	N	YIELD	N	DRY	REAR		PRVTE	N-S								000	000	29	
N						5P	THE DLLS UA	85.71		2ND ST	06	0	N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		026	000	29	
N						45 35 48.46	-121 10 10.52			0002ET100S00																			
																	02	NONE	0										
																	PRVTE	N-S									011	00	
																	PSNGR CAR		01	DRVR	INJC	59	M	OTH-Y		000	000	00	
00137	N	N	N	N		07/08/2020	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	9										
NO RPT						WE	THE DALLES	CN	0	LEWIS ST	NW	YIELD	N	DRY	REAR		N/A	N-S								000	000	29,07	
N						2P	THE DLLS UA	85.71		2ND ST	09	1	N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
N						45 35 48.44	-121 10 10.52			0002ET100S00																			
																	02	NONE	9										
																	N/A	N-S									011	00	
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
00181	N	N	N	N		06/23/2021	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	0										
NONE						WE	THE DALLES	CN	0	LEWIS ST	CN	STOP SIGN	N	DRY	TURN		PRVTE	E-W								000	000	02	
N						5P	THE DLLS UA	85.71		2ND ST	01	0	N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	40	F	OR-Y		000	000	00	
N						45 35 48.44	-121 10 10.53			0002ET100S00																			
																	01	NONE	0										
																	PRVTE	E-W									000	000	00
																	PSNGR CAR		02	PSNG	INJB	15	F			000	000	00	
																	01	NONE	0								000	000	00
																	PRVTE	E-W									000	000	00
																	PSNGR CAR		03	PSNG	INJB	15	F			000	000	00	
																	02	NONE	0								000	000	00
																	PRVTE	N-E									000	000	00
																	PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		028	000	02	
00131	N	N	N	N		05/28/2018	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE	0										
NO RPT						MO	THE DALLES	CN	0	LEWIS ST	CN	STOP SIGN	N	DRY	TURN		UNKN	W-N								000	000	02	
N						6P	THE DLLS UA	85.71		2ND ST	02	1	N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK		028,004	000	02	
N						45 35 48.44	-121 10 10.52			0002ET100S00																			
																	02	NONE	0										
																	PRVTE	E-W									000	000	00
																	PSNGR CAR		01	DRVR	INJC	21	F	OR-Y		000	000	00	

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

002: COLUMBIA RIVER

Highway 002 CONNECTIONS, MP 85.70 to 85.71 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

5 - 6 of 6 Crash records shown.

SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD CHAR	INT-TYPE	SPCL USE																								
INVEST	E	A	U	I	C	DAY	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE	A	S																	
RD DPT	E	L	G	N	H	R	TIME	URBAN AREA	MLG	TYP	SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED												
UNLOC?	D	C	S	V	L	K	LAT	LONG	MILEPNT	LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE							
00224	N	N	N	N	N	N	07/11/2019	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	STRGHT																	
CITY							TH	THE DALLES	CN	0	BREWERY GRADE	CN				DRY	ANGL	PRVTE	E -W																		
N							2P	THE DLLS UA	85.71		2ND ST	04	2		N	DAY	INJ	PSNGR CAR		01	DRVR	INJC	35	F	OR-Y		000	000									
N							45 35 48.45	-121 10 10.52			0002ET100S00																										
																		02	NONE	TURN-L																	
																		PRVTE	N -E																		
																		PSNGR CAR		01	DRVR	NONE	39	F	OTH-Y		004,082,028	000									
00229	N	Y	N	N	N	N	08/14/2018	WASCO	1	14	2	INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE	0	TURN-R																
STATE							TU	THE DALLES	CN	0	LEWIS ST	CN				DRY	TURN	PRVTE	N -W																		
N							1P	THE DLLS UA	85.71		2ND ST	09	1		N	DAY	INJ	PSNGR CAR		01	DRVR	INJB	37	M	NONE		043	000									
N							45 35 48.44	-121 10 10.52			0002ET100S00																										
																		02	NONE	TURN-R																	
																		PRVTE	N -W																		
																		PSNGR CAR		01	DRVR	NONE	67	M	OR-Y		000	000									
















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.

Appendix G: Traffic Operations Analysis Results

HCM 6th Signalized Intersection Summary

1: Laughlin St & E 2nd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	552	0	62	0	0	0	13	5
Future Volume (veh/h)	0	0	0	25	552	0	62	0	0	0	13	5
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No			No	
Adj Sat Flow, veh/h/ln				1723	1723	1723	1709	1709	0	0	1736	1736
Adj Flow Rate, veh/h				32	717	0	81	0	0	0	17	6
Peak Hour Factor				0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %				2	2	2	3	3	0	0	1	1
Cap, veh/h				71	1661	0	589	0	0	0	429	151
Arrive On Green				0.52	0.52	0.00	0.35	0.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				137	3302	0	1340	0	0	0	1226	433
Grp Volume(v), veh/h				401	348	0	81	0	0	0	0	23
Grp Sat Flow(s),veh/h/ln				1716	1637	0	1340	0	0	0	0	1658
Q Serve(g_s), s				8.8	7.8	0.0	2.5	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s				8.8	7.8	0.0	3.0	0.0	0.0	0.0	0.0	0.5
Prop In Lane				0.08		0.00	1.00		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				887	846	0	589	0	0	0	0	580
V/C Ratio(X)				0.45	0.41	0.00	0.14	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h				887	846	0	589	0	0	0	0	580
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.1	8.9	0.0	13.8	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				1.7	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	2.7	0.0	0.8	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				10.8	10.4	0.0	14.3	0.0	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	A	B	A	A	A	A	B
Approach Vol, veh/h					749			81				23
Approach Delay, s/veh					10.6			14.3				13.0
Approach LOS					B			B				B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.0		35.0		25.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				21.0		31.0		21.0				
Max Q Clear Time (g_c+I1), s				2.5		10.8		5.0				
Green Ext Time (p_c), s				0.0		0.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					11.0							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary

2: Laughlin St & E 3rd St

09/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Volume (veh/h)	40	533	22	0	0	0	0	18	12	21	25	0
Future Volume (veh/h)	40	533	22	0	0	0	0	18	12	21	25	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723				0	1654	1654	1723	1723	0
Adj Flow Rate, veh/h	44	586	24				0	20	13	23	27	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	7	7	2	2	0
Cap, veh/h	113	1581	68				0	328	213	308	326	0
Arrive On Green	0.52	0.52	0.52				0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	219	3060	131				0	936	608	631	933	0
Grp Volume(v), veh/h	344	0	310				0	0	33	50	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	1699				0	0	1544	1563	0	0
Q Serve(g_s), s	7.3	0.0	6.5				0.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	6.5				0.0	0.0	0.9	1.2	0.0	0.0
Prop In Lane	0.13		0.08				0.00		0.39	0.46		0.00
Lane Grp Cap(c), veh/h	884	0	878				0	0	541	635	0	0
V/C Ratio(X)	0.39	0.00	0.35				0.00	0.00	0.06	0.08	0.00	0.00
Avail Cap(c_a), veh/h	884	0	878				0	0	541	635	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	8.6				0.0	0.0	13.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	1.1				0.0	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3				0.0	0.0	0.3	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	9.7				0.0	0.0	13.2	13.3	0.0	0.0
LnGrp LOS	B	A	A				A	A	B	B	A	A
Approach Vol, veh/h		654						33			50	
Approach Delay, s/veh		9.9						13.2			13.3	
Approach LOS		A						B			B	
Timer - Assigned Phs		2	4					8				
Phs Duration (G+Y+Rc), s		35.0	25.0					25.0				
Change Period (Y+Rc), s		4.0	4.0					4.0				
Max Green Setting (Gmax), s		31.0	21.0					21.0				
Max Q Clear Time (g_c+1), s		9.3	3.2					2.9				
Green Ext Time (p_c), s		0.8	0.0					0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

HCM 6th TWSC
3: Jefferson St & E 2nd St

09/06/2023

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	59	533	7	36	1	0	0	14	8
Future Vol, veh/h	0	0	0	59	533	7	36	1	0	0	14	8
Conflicting Peds, #/hr	9	0	11	11	0	9	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	77	692	9	47	1	0	0	18	10
Major/Minor	Major2			Minor1			Minor2					
Conflicting Flow All	11			0			520			875		
Stage 1	-			-			11			11		
Stage 2	-			-			509			864		
Critical Hdwy	4.12			-			7.52			6.52		
Critical Hdwy Stg 1	-			-			-			5.52		
Critical Hdwy Stg 2	-			-			6.52			5.52		
Follow-up Hdwy	2.21			-			3.51			4.01		
Pot Cap-1 Maneuver	1614			-			441			288		
Stage 1	-			-			-			0		
Stage 2	-			-			518			372		
Platoon blocked, %	-			-			-			-		
Mov Cap-1 Maneuver	1597			-			382			260		
Mov Cap-2 Maneuver	-			-			382			260		
Stage 1	-			-			-			341		
Stage 2	-			-			444			340		
Approach	WB			NB			SB					
HCM Control Delay, s	0.9			15.9			16.8					
HCM LOS				C			C					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	377	1597	-	-	333							
HCM Lane V/C Ratio	0.127	0.048	-	-	0.086							
HCM Control Delay (s)	15.9	7.4	0.2	-	16.8							
HCM Lane LOS	C	A	A	-	C							
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.3							

HCM 6th TWSC
4: Jefferson St & E 3rd St

09/06/2023

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	17	542	7	0	0	0	0	18	93	37	42	0
Future Vol, veh/h	17	542	7	0	0	0	0	18	93	37	42	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	19	596	8	0	0	0	0	20	102	41	46	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	640	303	347	644	-
Stage 1	-	-	-	-	639	-	1	1	-
Stage 2	-	-	-	-	1	-	346	643	-
Critical Hdwy	4.14	-	-	-	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	-	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1620	-	-	0	394	696	586	392	0
Stage 1	-	-	-	0	471	-	-	-	0
Stage 2	-	-	-	0	-	-	646	469	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	386	695	473	384	-
Mov Cap-2 Maneuver	-	-	-	-	386	-	473	384	-
Stage 1	-	-	-	-	462	-	-	-	-
Stage 2	-	-	-	-	-	-	518	460	-

Approach	EB	NB	SB
HCM Control Delay, s	0.3	12.3	15.8
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	615	1618	-	-	421
HCM Lane V/C Ratio	0.198	0.012	-	-	0.206
HCM Control Delay (s)	12.3	7.3	0.1	-	15.8
HCM Lane LOS	B	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.8

HCM 6th TWSC
5: Laughlin St & Alley

09/06/2023

Intersection													
Int Delay, s/veh	1.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↕			↕			↕		
Traffic Vol, veh/h	0	0	0	9	0	6	2	56	0	0	37	1	
Future Vol, veh/h	0	0	0	9	0	6	2	56	0	0	37	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	3	3	3	
Mvmt Flow	0	0	0	10	0	7	2	63	0	0	42	1	
Major/Minor	Minor1			Major1			Major2						
Conflicting Flow All		110	111	63	44	0	-	-	-	-	-	0	
Stage 1		67	67	-	-	-	-	-	-	-	-	-	
Stage 2		43	44	-	-	-	-	-	-	-	-	-	
Critical Hdwy		6.41	6.51	6.21	4.15	-	-	-	-	-	-	-	
Critical Hdwy Stg 1		5.41	5.51	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2		5.41	5.51	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy		3.509	4.009	3.309	2.245	-	-	-	-	-	-	-	
Pot Cap-1 Maneuver		889	781	1004	1545	-	0	0	-	-	-	-	
Stage 1		958	841	-	-	-	0	0	-	-	-	-	
Stage 2		982	860	-	-	-	0	0	-	-	-	-	
Platoon blocked, %						-	-	-	-	-	-	-	
Mov Cap-1 Maneuver		888	0	1004	1545	-	-	-	-	-	-	-	
Mov Cap-2 Maneuver		888	0	-	-	-	-	-	-	-	-	-	
Stage 1		957	0	-	-	-	-	-	-	-	-	-	
Stage 2		982	0	-	-	-	-	-	-	-	-	-	
Approach	WB			NB			SB						
HCM Control Delay, s		8.9			0.3			0					
HCM LOS		A											
Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR									
Capacity (veh/h)	1545	-	931	-	-								
HCM Lane V/C Ratio	0.001	-	0.018	-	-								
HCM Control Delay (s)	7.3	0	8.9	-	-								
HCM Lane LOS	A	A	A	-	-								
HCM 95th %tile Q(veh)	0	-	0.1	-	-								

HCM 6th TWSC
6: Jefferson St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	3	1	34	0	0	68	5
Future Vol, veh/h	0	0	0	11	0	3	1	34	0	0	68	5
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	13	0	3	1	39	0	0	77	6

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	123	124	39	83	0	-	-
Stage 1	41	41	-	-	-	-	-
Stage 2	82	83	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	875	768	1035	1520	-	0	0
Stage 1	984	863	-	-	-	0	0
Stage 2	944	828	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	872	0	1035	1520	-	-	-
Mov Cap-2 Maneuver	872	0	-	-	-	-	-
Stage 1	983	0	-	-	-	-	-
Stage 2	942	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1520	-	902	-
HCM Lane V/C Ratio	0.001	-	0.018	-
HCM Control Delay (s)	7.4	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

HCM 6th TWSC
7: E 2nd Street & Brewery Overpass Rd
















09/06/2023

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	222	307	194	19	25	290
Future Vol, veh/h	222	307	194	19	25	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	100	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	241	334	211	21	27	315
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	232	0	-	0	1038	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	816	-
Critical Hdwy	4.12	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1336	-	-	-	254	813
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	431	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	208	813
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	431	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.5	0	13.2			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1336	-	-	-	208	813
HCM Lane V/C Ratio	0.181	-	-	-	0.131	0.388
HCM Control Delay (s)	8.3	-	-	-	24.9	12.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4	1.8

HCM Signalized Intersection Capacity Analysis

1: Laughlin St & E 2nd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	25	552	0	62	0	0	0	13	5	
Future Volume (vph)	0	0	0	25	552	0	62	0	0	0	13	5	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.0			4.0			4.0		
Lane Util. Factor					0.95			1.00			1.00		
Frbp, ped/bikes					1.00			1.00			1.00		
Flpb, ped/bikes					1.00			1.00			1.00		
Frt					1.00			1.00			0.96		
Flt Protected					1.00			0.95			1.00		
Satd. Flow (prot)					3250			1612			1666		
Flt Permitted					1.00			0.74			1.00		
Satd. Flow (perm)					3250			1260			1666		
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	
Adj. Flow (vph)	0	0	0	32	717	0	81	0	0	0	17	6	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0	
Lane Group Flow (vph)	0	0	0	0	749	0	0	81	0	0	19	0	
Confl. Peds. (#/hr)			10	10			1		4	4		1	
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	3%	3%	3%	1%	1%	1%	
Turn Type				Perm	NA		Perm	NA			NA		
Protected Phases					6			8			4		
Permitted Phases				6			8						
Actuated Green, G (s)					31.0			21.0			21.0		
Effective Green, g (s)					31.0			21.0			21.0		
Actuated g/C Ratio					0.52			0.35			0.35		
Clearance Time (s)					4.0			4.0			4.0		
Vehicle Extension (s)					0.2			0.2			0.2		
Lane Grp Cap (vph)					1679			441			583		
v/s Ratio Prot											0.01		
v/s Ratio Perm					0.23			0.06					
v/c Ratio					0.45			0.18			0.03		
Uniform Delay, d1					9.1			13.5			12.8		
Progression Factor					1.00			1.27			1.00		
Incremental Delay, d2					0.9			0.9			0.1		
Delay (s)					10.0			18.1			12.9		
Level of Service					A			B			B		
Approach Delay (s)		0.0			10.0			18.1			12.9		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			10.8		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.34										
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						8.0		
Intersection Capacity Utilization			40.7%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

2: Laughlin St & E 3rd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	533	22	0	0	0	0	18	12	21	25	0
Future Volume (vph)	40	533	22	0	0	0	0	18	12	21	25	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		0.95						1.00			1.00	
Frbp, ped/bikes		1.00						0.99			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.99						0.95			1.00	
Flt Protected		1.00						1.00			0.98	
Satd. Flow (prot)		3230						1541			1676	
Flt Permitted		1.00						1.00			0.91	
Satd. Flow (perm)		3230						1541			1556	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	586	24	0	0	0	0	20	13	23	27	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	650	0	0	0	0	0	25	0	0	50	0
Confl. Peds. (#/hr)	3							3	5	1	1	5
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	7%	7%	2%	2%	2%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2									4		
Actuated Green, G (s)		31.0						21.0			21.0	
Effective Green, g (s)		31.0						21.0			21.0	
Actuated g/C Ratio		0.52						0.35			0.35	
Clearance Time (s)		4.0						4.0			4.0	
Vehicle Extension (s)		0.2						0.2			0.2	
Lane Grp Cap (vph)		1668						539			544	
v/s Ratio Prot								0.02				
v/s Ratio Perm		0.20									c0.03	
v/c Ratio		0.39						0.05			0.09	
Uniform Delay, d1		8.8						12.9			13.1	
Progression Factor		1.00						1.00			0.90	
Incremental Delay, d2		0.7						0.2			0.3	
Delay (s)		9.5						13.0			12.1	
Level of Service		A						B			B	
Approach Delay (s)		9.5			0.0			13.0			12.1	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			9.8									A
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			60.0								8.0	
Intersection Capacity Utilization			43.0%									A
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

1: Laughlin St & E 2nd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	26	590	0	63	0	0	0	13	5
Future Volume (veh/h)	0	0	0	26	590	0	63	0	0	0	13	5
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No			No	
Adj Sat Flow, veh/h/ln				1723	1723	1723	1709	1709	0	0	1736	1736
Adj Flow Rate, veh/h				34	766	0	82	0	0	0	17	6
Peak Hour Factor				0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %				2	2	2	3	3	0	0	1	1
Cap, veh/h				70	1662	0	589	0	0	0	429	151
Arrive On Green				0.52	0.52	0.00	0.35	0.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				136	3302	0	1340	0	0	0	1226	433
Grp Volume(v), veh/h				428	372	0	82	0	0	0	0	23
Grp Sat Flow(s),veh/h/ln				1716	1637	0	1340	0	0	0	0	1658
Q Serve(g_s), s				9.6	8.5	0.0	2.5	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s				9.6	8.5	0.0	3.1	0.0	0.0	0.0	0.0	0.5
Prop In Lane				0.08		0.00	1.00		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				887	846	0	589	0	0	0	0	580
V/C Ratio(X)				0.48	0.44	0.00	0.14	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h				887	846	0	589	0	0	0	0	580
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.3	9.1	0.0	13.9	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				1.9	1.7	0.0	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	3.0	0.0	0.8	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.2	10.7	0.0	14.4	0.0	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	A	B	A	A	A	A	B
Approach Vol, veh/h					800			82				23
Approach Delay, s/veh					11.0			14.4				13.0
Approach LOS					B			B				B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.0		35.0		25.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				21.0		31.0		21.0				
Max Q Clear Time (g_c+I1), s				2.5		11.6		5.1				
Green Ext Time (p_c), s				0.0		1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					11.3							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary

2: Laughlin St & E 3rd St

09/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Volume (veh/h)	41	565	22	0	0	0	0	18	12	21	26	0
Future Volume (veh/h)	41	565	22	0	0	0	0	18	12	21	26	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723				0	1654	1654	1723	1723	0
Adj Flow Rate, veh/h	45	621	24				0	20	13	23	29	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	7	7	2	2	0
Cap, veh/h	110	1589	64				0	328	213	298	338	0
Arrive On Green	0.52	0.52	0.52				0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	213	3075	125				0	936	608	603	967	0
Grp Volume(v), veh/h	362	0	328				0	0	33	52	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	1700				0	0	1544	1570	0	0
Q Serve(g_s), s	7.8	0.0	6.9				0.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	6.9				0.0	0.0	0.9	1.2	0.0	0.0
Prop In Lane	0.12		0.07				0.00		0.39	0.44		0.00
Lane Grp Cap(c), veh/h	885	0	878				0	0	541	636	0	0
V/C Ratio(X)	0.41	0.00	0.37				0.00	0.00	0.06	0.08	0.00	0.00
Avail Cap(c_a), veh/h	885	0	878				0	0	541	636	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	8.7				0.0	0.0	13.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.2				0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.5				0.0	0.0	0.3	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	9.9				0.0	0.0	13.2	13.3	0.0	0.0
LnGrp LOS	B	A	A				A	A	B	B	A	A
Approach Vol, veh/h		690						33			52	
Approach Delay, s/veh		10.1						13.2			13.3	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	4					8				
Phs Duration (G+Y+Rc), s		35.0	25.0					25.0				
Change Period (Y+Rc), s		4.0	4.0					4.0				
Max Green Setting (Gmax), s		31.0	21.0					21.0				
Max Q Clear Time (g_c+I1), s		9.8	3.2					2.9				
Green Ext Time (p_c), s		0.8	0.0					0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

HCM 6th TWSC
3: Jefferson St & E 2nd St

09/06/2023

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	61	571	7	37	1	0	0	14	8
Future Vol, veh/h	0	0	0	61	571	7	37	1	0	0	14	8
Conflicting Peds, #/hr	9	0	11	11	0	9	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	79	742	9	48	1	0	0	18	10

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	11	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	1614	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1597	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	1	16.7	17.8
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1597	-	-	310
HCM Lane V/C Ratio	0.139	0.05	-	-	0.092
HCM Control Delay (s)	16.7	7.4	0.3	-	17.8
HCM Lane LOS	C	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.3

HCM 6th TWSC
4: Jefferson St & E 3rd St

09/06/2023

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	17	574	7	0	0	0	0	19	95	38	43	0
Future Vol, veh/h	17	574	7	0	0	0	0	19	95	38	43	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	19	631	8	0	0	0	0	21	104	42	47	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	675	321	365	679	-
Stage 1	-	-	-	-	674	-	1	1	-
Stage 2	-	-	-	-	1	-	364	678	-
Critical Hdwy	4.14	-	-	-	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	-	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1620	-	-	0	376	678	569	374	0
Stage 1	-	-	-	0	454	-	-	-	0
Stage 2	-	-	-	0	-	-	630	452	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	368	677	453	367	-
Mov Cap-2 Maneuver	-	-	-	-	368	-	453	367	-
Stage 1	-	-	-	-	445	-	-	-	-
Stage 2	-	-	-	-	-	-	499	443	-

Approach	EB	NB	SB
HCM Control Delay, s	0.3	12.7	16.4
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	594	1618	-	-	403
HCM Lane V/C Ratio	0.211	0.012	-	-	0.221
HCM Control Delay (s)	12.7	7.3	0.1	-	16.4
HCM Lane LOS	B	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.8

HCM 6th TWSC
5: Laughlin St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	6	2	57	0	0	38	1
Future Vol, veh/h	0	0	0	9	0	6	2	57	0	0	38	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	3	3	3
Mvmt Flow	0	0	0	10	0	7	2	64	0	0	43	1

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	112	113	64	45	0	-	0
Stage 1	68	68	-	-	-	-	-
Stage 2	44	45	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.15	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.245	-	-	-
Pot Cap-1 Maneuver	887	779	1003	1544	-	0	0
Stage 1	957	840	-	-	-	0	0
Stage 2	981	859	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	886	0	1003	1544	-	-	-
Mov Cap-2 Maneuver	886	0	-	-	-	-	-
Stage 1	956	0	-	-	-	-	-
Stage 2	981	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1544	-	929	-
HCM Lane V/C Ratio	0.001	-	0.018	-
HCM Control Delay (s)	7.3	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

HCM 6th TWSC

6: Jefferson St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	3	1	35	0	0	70	5
Future Vol, veh/h	0	0	0	11	0	3	1	35	0	0	70	5
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	13	0	3	1	40	0	0	80	6

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	127	128	40	86	0	-	0
Stage 1	42	42	-	-	-	-	-
Stage 2	85	86	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	870	764	1034	1517	-	0	0
Stage 1	983	862	-	-	-	0	0
Stage 2	941	826	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	867	0	1034	1517	-	-	-
Mov Cap-2 Maneuver	867	0	-	-	-	-	-
Stage 1	982	0	-	-	-	-	-
Stage 2	939	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1517	-	898	-
HCM Lane V/C Ratio	0.001	-	0.018	-
HCM Control Delay (s)	7.4	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

HCM 6th TWSC
7: E 2nd Street & Brewery Overpass Rd
















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Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	242	318	205	19	26	316
Future Vol, veh/h	242	318	205	19	26	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	100	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	263	346	223	21	28	343
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	244	0	-	0	1106	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.12	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1322	-	-	-	231	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1322	-	-	-	185	800
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	406	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.6	0	13.9			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1322	-	-	-	185	800
HCM Lane V/C Ratio	0.199	-	-	-	0.153	0.429
HCM Control Delay (s)	8.4	-	-	-	27.9	12.8
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.5	2.2

HCM Signalized Intersection Capacity Analysis

1: Laughlin St & E 2nd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	26	590	0	63	0	0	0	13	5
Future Volume (vph)	0	0	0	26	590	0	63	0	0	0	13	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)					4.0			4.0			4.0	
Lane Util. Factor					0.95			1.00			1.00	
Frbp, ped/bikes					1.00			1.00			1.00	
Flpb, ped/bikes					1.00			1.00			1.00	
Frt					1.00			1.00			0.96	
Flt Protected					1.00			0.95			1.00	
Satd. Flow (prot)					3250			1612			1666	
Flt Permitted					1.00			0.74			1.00	
Satd. Flow (perm)					3250			1260			1666	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	0	0	0	34	766	0	82	0	0	0	17	6
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	0	800	0	0	82	0	0	19	0
Confl. Peds. (#/hr)			10	10			1		4	4		1
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	3%	3%	3%	1%	1%	1%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					6			8			4	
Permitted Phases				6			8					
Actuated Green, G (s)					31.0			21.0			21.0	
Effective Green, g (s)					31.0			21.0			21.0	
Actuated g/C Ratio					0.52			0.35			0.35	
Clearance Time (s)					4.0			4.0			4.0	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1679			441			583	
v/s Ratio Prot											0.01	
v/s Ratio Perm					0.25			0.07				
v/c Ratio					0.48			0.19			0.03	
Uniform Delay, d1					9.3			13.6			12.8	
Progression Factor					1.00			1.27			1.00	
Incremental Delay, d2					1.0			0.9			0.1	
Delay (s)					10.3			18.1			12.9	
Level of Service					B			B			B	
Approach Delay (s)		0.0			10.3			18.1			12.9	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			11.0		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						8.0	
Intersection Capacity Utilization			41.9%		ICU Level of Service						A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Laughlin St & E 3rd St
















09/06/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	41	565	22	0	0	0	0	18	12	21	26	0	
Future Volume (vph)	41	565	22	0	0	0	0	18	12	21	26	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0						4.0			4.0		
Lane Util. Factor		0.95						1.00			1.00		
Frbp, ped/bikes		1.00						0.99			1.00		
Flpb, ped/bikes		1.00						1.00			1.00		
Frt		0.99						0.95			1.00		
Flt Protected		1.00						1.00			0.98		
Satd. Flow (prot)		3231						1541			1678		
Flt Permitted		1.00						1.00			0.91		
Satd. Flow (perm)		3231						1541			1562		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	45	621	24	0	0	0	0	20	13	23	29	0	
RTOR Reduction (vph)	0	4	0	0	0	0	0	8	0	0	0	0	
Lane Group Flow (vph)	0	686	0	0	0	0	0	25	0	0	52	0	
Confl. Peds. (#/hr)	3							3	5	1	1	5	
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	7%	7%	2%	2%	2%	
Turn Type	Perm	NA						NA		Perm	NA		
Protected Phases		2						8			4		
Permitted Phases	2									4			
Actuated Green, G (s)		31.0						21.0			21.0		
Effective Green, g (s)		31.0						21.0			21.0		
Actuated g/C Ratio		0.52						0.35			0.35		
Clearance Time (s)		4.0						4.0			4.0		
Vehicle Extension (s)		0.2						0.2			0.2		
Lane Grp Cap (vph)		1669						539			546		
v/s Ratio Prot								0.02					
v/s Ratio Perm		0.21									c0.03		
v/c Ratio		0.41						0.05			0.10		
Uniform Delay, d1		8.9						12.9			13.1		
Progression Factor		1.00						1.00			0.90		
Incremental Delay, d2		0.7						0.2			0.3		
Delay (s)		9.6						13.0			12.2		
Level of Service		A						B			B		
Approach Delay (s)		9.6			0.0			13.0			12.2		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			10.0									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.28										
Actuated Cycle Length (s)			60.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			44.0%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary

1: Laughlin St & E 2nd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	27	618	0	66	0	0	0	14	5
Future Volume (veh/h)	0	0	0	27	618	0	66	0	0	0	14	5
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No			No	
Adj Sat Flow, veh/h/ln				1723	1723	1723	1709	1709	0	0	1736	1736
Adj Flow Rate, veh/h				35	803	0	86	0	0	0	18	6
Peak Hour Factor				0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %				2	2	2	3	3	0	0	1	1
Cap, veh/h				69	1663	0	588	0	0	0	436	145
Arrive On Green				0.52	0.52	0.00	0.35	0.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				134	3305	0	1338	0	0	0	1246	415
Grp Volume(v), veh/h				449	389	0	86	0	0	0	0	24
Grp Sat Flow(s),veh/h/ln				1716	1637	0	1338	0	0	0	0	1661
Q Serve(g_s), s				10.3	9.1	0.0	2.6	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s				10.3	9.1	0.0	3.2	0.0	0.0	0.0	0.0	0.6
Prop In Lane				0.08		0.00	1.00		0.00	0.00		0.25
Lane Grp Cap(c), veh/h				887	846	0	588	0	0	0	0	581
V/C Ratio(X)				0.51	0.46	0.00	0.15	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h				887	846	0	588	0	0	0	0	581
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.5	9.2	0.0	13.9	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				2.1	1.8	0.0	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	3.2	0.0	0.8	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.6	11.0	0.0	14.4	0.0	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	A	B	A	A	A	A	B
Approach Vol, veh/h					838			86			24	
Approach Delay, s/veh					11.3			14.4			13.0	
Approach LOS					B			B			B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.0		35.0		25.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				21.0		31.0		21.0				
Max Q Clear Time (g_c+I1), s				2.6		12.3		5.2				
Green Ext Time (p_c), s				0.0		1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				11.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Laughlin St & E 3rd St

09/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Volume (veh/h)	43	591	24	0	0	0	0	19	13	22	28	0
Future Volume (veh/h)	43	591	24	0	0	0	0	19	13	22	28	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723				0	1654	1654	1723	1723	0
Adj Flow Rate, veh/h	47	649	26				0	21	14	24	31	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	7	7	2	2	0
Cap, veh/h	110	1586	67				0	324	216	294	342	0
Arrive On Green	0.52	0.52	0.52				0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	212	3070	129				0	926	617	593	978	0
Grp Volume(v), veh/h	379	0	343				0	0	35	55	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	1699				0	0	1543	1571	0	0
Q Serve(g_s), s	8.3	0.0	7.3				0.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	7.3				0.0	0.0	0.9	1.3	0.0	0.0
Prop In Lane	0.12		0.08				0.00		0.40	0.44		0.00
Lane Grp Cap(c), veh/h	885	0	878				0	0	540	636	0	0
V/C Ratio(X)	0.43	0.00	0.39				0.00	0.00	0.06	0.09	0.00	0.00
Avail Cap(c_a), veh/h	885	0	878				0	0	540	636	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	8.8				0.0	0.0	13.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	1.3				0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.6				0.0	0.0	0.3	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	10.1				0.0	0.0	13.2	13.4	0.0	0.0
LnGrp LOS	B	A	B				A	A	B	B	A	A
Approach Vol, veh/h		722						35			55	
Approach Delay, s/veh		10.3						13.2			13.4	
Approach LOS		B						B			B	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		35.0		25.0				25.0				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		31.0		21.0				21.0				
Max Q Clear Time (g_c+I1), s		10.3		3.3				2.9				
Green Ext Time (p_c), s		0.9		0.0				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.6								
HCM 6th LOS				B								

HCM 6th TWSC
3: Jefferson St & E 2nd St

09/06/2023

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	64	597	7	39	1	0	0	15	9
Future Vol, veh/h	0	0	0	64	597	7	39	1	0	0	15	9
Conflicting Peds, #/hr	9	0	11	11	0	9	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	83	775	9	51	1	0	0	19	12

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	11	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	1614	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1597	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	1	17.6	18.6
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	1597	-	-	296
HCM Lane V/C Ratio	0.154	0.052	-	-	0.105
HCM Control Delay (s)	17.6	7.4	0.3	-	18.6
HCM Lane LOS	C	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.3

HCM 6th TWSC
4: Jefferson St & E 3rd St

09/06/2023

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	18	601	7	0	0	0	0	20	100	40	46	0
Future Vol, veh/h	18	601	7	0	0	0	0	20	100	40	46	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	20	660	8	0	0	0	0	22	110	44	51	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	706	335	382	710	-
Stage 1	-	-	-	-	705	-	1	1	-
Stage 2	-	-	-	-	1	-	381	709	-
Critical Hdwy	4.14	-	-	-	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	-	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1620	-	-	-	0	361	664	553	359
Stage 1	-	-	-	-	0	440	-	-	0
Stage 2	-	-	-	-	0	-	616	438	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	-	353	663	432	351
Mov Cap-2 Maneuver	-	-	-	-	-	353	-	432	351
Stage 1	-	-	-	-	-	431	-	-	-
Stage 2	-	-	-	-	-	-	-	478	429

Approach	EB	NB	SB
HCM Control Delay, s	0.3	13.1	17.4
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	578	1618	-	-	385
HCM Lane V/C Ratio	0.228	0.012	-	-	0.245
HCM Control Delay (s)	13.1	7.3	0.1	-	17.4
HCM Lane LOS	B	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	1

HCM 6th TWSC
5: Laughlin St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕		↕			
Traffic Vol, veh/h	0	0	0	10	0	6	2	60	0	0	40	1
Future Vol, veh/h	0	0	0	10	0	6	2	60	0	0	40	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	3	3	3
Mvmt Flow	0	0	0	11	0	7	2	67	0	0	45	1
Major/Minor	Minor1			Major1			Major2					
Conflicting Flow All	117			118			67			47		
Stage 1	71			71			-			-		
Stage 2	46			47			-			-		
Critical Hdwy	6.41			6.51			6.21			4.15		
Critical Hdwy Stg 1	5.41			5.51			-			-		
Critical Hdwy Stg 2	5.41			5.51			-			-		
Follow-up Hdwy	3.509			4.009			3.309			2.245		
Pot Cap-1 Maneuver	881			774			999			1541		
Stage 1	954			838			-			-		
Stage 2	979			858			-			-		
Platoon blocked, %	-			-			-			-		
Mov Cap-1 Maneuver	880			0			999			1541		
Mov Cap-2 Maneuver	880			0			-			-		
Stage 1	953			0			-			-		
Stage 2	979			0			-			-		
Approach	WB			NB			SB					
HCM Control Delay, s	9			0.2			0					
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR								
Capacity (veh/h)	1541	-	921	-								
HCM Lane V/C Ratio	0.001	-	0.02	-								
HCM Control Delay (s)	7.3	0	9	-								
HCM Lane LOS	A	A	A	-								
HCM 95th %tile Q(veh)	0	-	0.1	-								

HCM 6th TWSC
6: Jefferson St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	12	0	3	1	37	0	0	74	5
Future Vol, veh/h	0	0	0	12	0	3	1	37	0	0	74	5
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	14	0	3	1	42	0	0	84	6

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	133	134	42	90	0	-	0
Stage 1	44	44	-	-	-	-	-
Stage 2	89	90	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	863	759	1032	1512	-	0	-
Stage 1	981	860	-	-	-	0	-
Stage 2	937	822	-	-	-	0	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	860	0	1032	1512	-	-	-
Mov Cap-2 Maneuver	860	0	-	-	-	-	-
Stage 1	980	0	-	-	-	-	-
Stage 2	935	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1512	-	890	-
HCM Lane V/C Ratio	0.001	-	0.019	-
HCM Control Delay (s)	7.4	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

HCM 6th TWSC

7: E 2nd Street & Brewery Overpass Rd
















09/06/2023

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	254	333	215	20	27	330
Future Vol, veh/h	254	333	215	20	27	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	100	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	276	362	234	22	29	359
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	256	0	-	0	1159	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	914	-
Critical Hdwy	4.12	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1309	-	-	-	214	789
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	388	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	169	789
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	388	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.7	0	14.6			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1309	-	-	-	169	789
HCM Lane V/C Ratio	0.211	-	-	-	0.174	0.455
HCM Control Delay (s)	8.5	-	-	-	30.7	13.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.6	2.4

HCM Signalized Intersection Capacity Analysis

1: Laughlin St & E 2nd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	27	618	0	66	0	0	0	14	5	
Future Volume (vph)	0	0	0	27	618	0	66	0	0	0	14	5	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.0			4.0			4.0		
Lane Util. Factor					0.95			1.00			1.00		
Frbp, ped/bikes					1.00			1.00			1.00		
Flpb, ped/bikes					1.00			1.00			1.00		
Frt					1.00			1.00			0.97		
Flt Protected					1.00			0.95			1.00		
Satd. Flow (prot)					3250			1612			1669		
Flt Permitted					1.00			0.74			1.00		
Satd. Flow (perm)					3250			1259			1669		
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	
Adj. Flow (vph)	0	0	0	35	803	0	86	0	0	0	18	6	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0	
Lane Group Flow (vph)	0	0	0	0	838	0	0	86	0	0	20	0	
Confl. Peds. (#/hr)			10	10			1		4	4		1	
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	3%	3%	3%	1%	1%	1%	
Turn Type				Perm	NA		Perm	NA			NA		
Protected Phases					6			8			4		
Permitted Phases				6			8						
Actuated Green, G (s)					31.0			21.0			21.0		
Effective Green, g (s)					31.0			21.0			21.0		
Actuated g/C Ratio					0.52			0.35			0.35		
Clearance Time (s)					4.0			4.0			4.0		
Vehicle Extension (s)					0.2			0.2			0.2		
Lane Grp Cap (vph)					1679			440			584		
v/s Ratio Prot											0.01		
v/s Ratio Perm					0.26			0.07					
v/c Ratio					0.50			0.20			0.03		
Uniform Delay, d1					9.4			13.6			12.8		
Progression Factor					1.00			1.26			1.00		
Incremental Delay, d2					1.1			1.0			0.1		
Delay (s)					10.5			18.1			12.9		
Level of Service					B			B			B		
Approach Delay (s)		0.0			10.5			18.1			12.9		
Approach LOS		A			B			B			B		
Intersection Summary													
HCM 2000 Control Delay			11.3		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.38										
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						8.0		
Intersection Capacity Utilization			42.7%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

2: Laughlin St & E 3rd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	43	591	24	0	0	0	0	19	13	22	28	0	
Future Volume (vph)	43	591	24	0	0	0	0	19	13	22	28	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0						4.0			4.0		
Lane Util. Factor		0.95						1.00			1.00		
Frbp, ped/bikes		1.00						0.99			1.00		
Flpb, ped/bikes		1.00						1.00			1.00		
Frt		0.99						0.95			1.00		
Flt Protected		1.00						1.00			0.98		
Satd. Flow (prot)		3231						1539			1678		
Flt Permitted		1.00						1.00			0.91		
Satd. Flow (perm)		3231						1539			1560		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	47	649	26	0	0	0	0	21	14	24	31	0	
RTOR Reduction (vph)	0	4	0	0	0	0	0	9	0	0	0	0	
Lane Group Flow (vph)	0	718	0	0	0	0	0	26	0	0	55	0	
Confl. Peds. (#/hr)	3							3	5	1	1	5	
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	7%	7%	2%	2%	2%	
Turn Type	Perm	NA						NA		Perm	NA		
Protected Phases		2						8			4		
Permitted Phases	2									4			
Actuated Green, G (s)		31.0						21.0			21.0		
Effective Green, g (s)		31.0						21.0			21.0		
Actuated g/C Ratio		0.52						0.35			0.35		
Clearance Time (s)		4.0						4.0			4.0		
Vehicle Extension (s)		0.2						0.2			0.2		
Lane Grp Cap (vph)		1669						538			546		
v/s Ratio Prot								0.02					
v/s Ratio Perm		0.22									c0.04		
v/c Ratio		0.43						0.05			0.10		
Uniform Delay, d1		9.0						12.9			13.1		
Progression Factor		1.00						1.00			0.89		
Incremental Delay, d2		0.8						0.2			0.4		
Delay (s)		9.8						13.1			12.0		
Level of Service		A						B			B		
Approach Delay (s)		9.8			0.0			13.1			12.0		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			10.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.30										
Actuated Cycle Length (s)			60.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			44.9%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary

1: Laughlin St & E 2nd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	26	590	0	74	0	0	0	13	5
Future Volume (veh/h)	0	0	0	26	590	0	74	0	0	0	13	5
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No			No	
Adj Sat Flow, veh/h/ln				1723	1723	1723	1709	1709	0	0	1736	1736
Adj Flow Rate, veh/h				34	766	0	96	0	0	0	17	6
Peak Hour Factor				0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %				2	2	2	3	3	0	0	1	1
Cap, veh/h				70	1662	0	552	0	0	0	429	151
Arrive On Green				0.52	0.52	0.00	0.35	0.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				136	3302	0	1235	0	0	0	1226	433
Grp Volume(v), veh/h				428	372	0	96	0	0	0	0	23
Grp Sat Flow(s),veh/h/ln				1716	1637	0	1235	0	0	0	0	1658
Q Serve(g_s), s				9.6	8.5	0.0	3.2	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s				9.6	8.5	0.0	3.8	0.0	0.0	0.0	0.0	0.5
Prop In Lane				0.08		0.00	1.00		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				887	846	0	552	0	0	0	0	580
V/C Ratio(X)				0.48	0.44	0.00	0.17	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h				887	846	0	552	0	0	0	0	580
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.3	9.1	0.0	14.1	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				1.9	1.7	0.0	0.7	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.2	10.7	0.0	14.8	0.0	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	A	B	A	A	A	A	B
Approach Vol, veh/h					800			96				23
Approach Delay, s/veh					11.0			14.8				13.0
Approach LOS					B			B				B
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.0		35.0		25.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				21.0		31.0		21.0				
Max Q Clear Time (g_c+I1), s				2.5		11.6		5.8				
Green Ext Time (p_c), s				0.0		1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				11.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

2: Laughlin St & E 3rd St

09/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Volume (veh/h)	41	582	22	0	0	0	0	18	16	35	29	0
Future Volume (veh/h)	41	582	22	0	0	0	0	18	16	35	29	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723				0	1654	1654	1723	1723	0
Adj Flow Rate, veh/h	45	640	24				0	20	18	38	32	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	7	7	2	2	0
Cap, veh/h	107	1594	63				0	281	253	344	260	0
Arrive On Green	0.52	0.52	0.52				0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	207	3085	121				0	802	722	717	742	0
Grp Volume(v), veh/h	372	0	337				0	0	38	70	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	1700				0	0	1524	1460	0	0
Q Serve(g_s), s	8.1	0.0	7.2				0.0	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	7.2				0.0	0.0	1.0	1.7	0.0	0.0
Prop In Lane	0.12		0.07				0.00		0.47	0.54		0.00
Lane Grp Cap(c), veh/h	885	0	879				0	0	533	603	0	0
V/C Ratio(X)	0.42	0.00	0.38				0.00	0.00	0.07	0.12	0.00	0.00
Avail Cap(c_a), veh/h	885	0	879				0	0	533	603	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	8.7				0.0	0.0	13.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	1.3				0.0	0.0	0.3	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.6				0.0	0.0	0.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	10.0				0.0	0.0	13.3	13.6	0.0	0.0
LnGrp LOS	B	A	B				A	A	B	B	A	A
Approach Vol, veh/h		709						38			70	
Approach Delay, s/veh		10.2						13.3			13.6	
Approach LOS		B						B			B	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		35.0		25.0				25.0				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		31.0		21.0				21.0				
Max Q Clear Time (g_c+1), s		10.1		3.7				3.0				
Green Ext Time (p_c), s		0.9		0.1				0.0				
Intersection Summary												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

HCM 6th TWSC
3: Jefferson St & E 2nd St

09/06/2023

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	78	571	7	37	1	0	0	14	8
Future Vol, veh/h	0	0	0	78	571	7	37	1	0	0	14	8
Conflicting Peds, #/hr	9	0	11	11	0	9	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	101	742	9	48	1	0	0	18	10

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	11	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	1614	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1597	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	1.1	18.1	18.8
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	1597	-	-	289
HCM Lane V/C Ratio	0.153	0.063	-	-	0.099
HCM Control Delay (s)	18.1	7.4	0.3	-	18.8
HCM Lane LOS	C	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.3

HCM 6th TWSC
4: Jefferson St & E 3rd St

09/06/2023

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	38	585	10	0	0	0	0	23	95	38	43	0
Future Vol, veh/h	38	585	10	0	0	0	0	23	95	38	43	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	42	643	11	0	0	0	0	25	104	42	47	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	735	328	419	740	-
Stage 1	-	-	-	-	734	-	1	1	-
Stage 2	-	-	-	-	1	-	418	739	-
Critical Hdwy	4.14	-	-	-	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	-	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1620	-	-	0	347	671	521	345	0
Stage 1	-	-	-	0	426	-	-	-	0
Stage 2	-	-	-	0	-	-	586	424	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	332	670	401	330	-
Mov Cap-2 Maneuver	-	-	-	-	332	-	401	330	-
Stage 1	-	-	-	-	408	-	-	-	-
Stage 2	-	-	-	-	-	-	445	406	-

Approach	EB	NB	SB
HCM Control Delay, s	0.5	13.4	18.3
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	559	1618	-	-	360
HCM Lane V/C Ratio	0.232	0.026	-	-	0.247
HCM Control Delay (s)	13.4	7.3	0.1	-	18.3
HCM Lane LOS	B	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	1

HCM 6th TWSC
5: Laughlin St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	26	0	17	2	57	0	0	38	1
Future Vol, veh/h	0	0	0	26	0	17	2	57	0	0	38	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	3	3	3
Mvmt Flow	0	0	0	29	0	19	2	64	0	0	43	1

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	112	113	64	45	0	-	0
Stage 1	68	68	-	-	-	-	-
Stage 2	44	45	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.15	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.245	-	-	-
Pot Cap-1 Maneuver	887	779	1003	1544	-	0	0
Stage 1	957	840	-	-	-	0	0
Stage 2	981	859	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	886	0	1003	1544	-	-	-
Mov Cap-2 Maneuver	886	0	-	-	-	-	-
Stage 1	956	0	-	-	-	-	-
Stage 2	981	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1544	-	929	-
HCM Lane V/C Ratio	0.001	-	0.052	-
HCM Control Delay (s)	7.3	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.2	-

HCM 6th TWSC
6: Jefferson St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	3	26	35	0	0	70	22
Future Vol, veh/h	0	0	0	11	0	3	26	35	0	0	70	22
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	13	0	3	30	40	0	0	80	25

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	195	205	40	105	0	-	-
Stage 1	100	100	-	-	-	-	-
Stage 2	95	105	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	796	693	1034	1493	-	0	0
Stage 1	927	814	-	-	-	0	0
Stage 2	931	810	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	778	0	1034	1493	-	-	-
Mov Cap-2 Maneuver	778	0	-	-	-	-	-
Stage 1	908	0	-	-	-	-	-
Stage 2	929	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1493	-	822	-
HCM Lane V/C Ratio	0.02	-	0.019	-
HCM Control Delay (s)	7.5	0	9.5	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

HCM 6th TWSC

7: E 2nd Street & Brewery Overpass Rd
















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Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	250	321	209	19	26	329
Future Vol, veh/h	250	321	209	19	26	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	100	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	272	349	227	21	28	358
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	248	0	-	0	1131	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	893	-
Critical Hdwy	4.12	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1318	-	-	-	223	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1318	-	-	-	177	796
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	397	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.7	0	14.4			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1318	-	-	-	177	796
HCM Lane V/C Ratio	0.206	-	-	-	0.16	0.449
HCM Control Delay (s)	8.4	-	-	-	29.2	13.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.6	2.3

HCM Signalized Intersection Capacity Analysis

1: Laughlin St & E 2nd St
















09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	26	590	0	74	0	0	0	13	5
Future Volume (vph)	0	0	0	26	590	0	74	0	0	0	13	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)					4.0			4.0			4.0	
Lane Util. Factor					0.95			1.00			1.00	
Frbp, ped/bikes					1.00			1.00			1.00	
Flpb, ped/bikes					1.00			1.00			1.00	
Frt					1.00			1.00			0.96	
Flt Protected					1.00			0.95			1.00	
Satd. Flow (prot)					3250			1612			1666	
Flt Permitted					1.00			0.74			1.00	
Satd. Flow (perm)					3250			1260			1666	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	0	0	0	34	766	0	96	0	0	0	17	6
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	0	800	0	0	96	0	0	19	0
Confl. Peds. (#/hr)			10	10			1		4	4		1
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	3%	3%	3%	1%	1%	1%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					6			8			4	
Permitted Phases				6			8					
Actuated Green, G (s)					31.0			21.0			21.0	
Effective Green, g (s)					31.0			21.0			21.0	
Actuated g/C Ratio					0.52			0.35			0.35	
Clearance Time (s)					4.0			4.0			4.0	
Vehicle Extension (s)					0.2			0.2			0.2	
Lane Grp Cap (vph)					1679			441			583	
v/s Ratio Prot											0.01	
v/s Ratio Perm					0.25			c0.08				
v/c Ratio					0.48			0.22			0.03	
Uniform Delay, d1					9.3			13.7			12.8	
Progression Factor					1.00			1.24			1.00	
Incremental Delay, d2					1.0			1.1			0.1	
Delay (s)					10.3			18.1			12.9	
Level of Service					B			B			B	
Approach Delay (s)		0.0			10.3			18.1			12.9	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			11.2		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			41.9%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Laughlin St & E 3rd St
















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	41	582	22	0	0	0	0	18	16	35	29	0	
Future Volume (vph)	41	582	22	0	0	0	0	18	16	35	29	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0						4.0			4.0		
Lane Util. Factor		0.95						1.00			1.00		
Frbp, ped/bikes		1.00						0.99			1.00		
Flpb, ped/bikes		1.00						1.00			1.00		
Frt		0.99						0.94			1.00		
Flt Protected		1.00						1.00			0.97		
Satd. Flow (prot)		3232						1522			1669		
Flt Permitted		1.00						1.00			0.87		
Satd. Flow (perm)		3232						1522			1498		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	45	640	24	0	0	0	0	20	18	38	32	0	
RTOR Reduction (vph)	0	4	0	0	0	0	0	12	0	0	0	0	
Lane Group Flow (vph)	0	705	0	0	0	0	0	26	0	0	70	0	
Confl. Peds. (#/hr)	3							3	5	1	1	5	
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	7%	7%	2%	2%	2%	
Turn Type	Perm	NA						NA		Perm	NA		
Protected Phases		2						8			4		
Permitted Phases	2									4			
Actuated Green, G (s)		31.0						21.0			21.0		
Effective Green, g (s)		31.0						21.0			21.0		
Actuated g/C Ratio		0.52						0.35			0.35		
Clearance Time (s)		4.0						4.0			4.0		
Vehicle Extension (s)		0.2						0.2			0.2		
Lane Grp Cap (vph)		1669						532			524		
v/s Ratio Prot								0.02					
v/s Ratio Perm		0.22									c0.05		
v/c Ratio		0.42						0.05			0.13		
Uniform Delay, d1		9.0						12.9			13.3		
Progression Factor		1.00						1.00			0.93		
Incremental Delay, d2		0.8						0.2			0.5		
Delay (s)		9.7						13.1			12.9		
Level of Service		A						B			B		
Approach Delay (s)		9.7			0.0			13.1			12.9		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			10.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.31										
Actuated Cycle Length (s)			60.0									Sum of lost time (s)	8.0
Intersection Capacity Utilization			44.5%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary

1: Laughlin St & E 2nd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	27	618	0	77	0	0	0	14	5
Future Volume (veh/h)	0	0	0	27	618	0	77	0	0	0	14	5
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No			No	
Adj Sat Flow, veh/h/ln				1723	1723	1723	1709	1709	0	0	1736	1736
Adj Flow Rate, veh/h				35	803	0	100	0	0	0	18	6
Peak Hour Factor				0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %				2	2	2	3	3	0	0	1	1
Cap, veh/h				69	1663	0	588	0	0	0	436	145
Arrive On Green				0.52	0.52	0.00	0.35	0.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				134	3305	0	1338	0	0	0	1246	415
Grp Volume(v), veh/h				449	389	0	100	0	0	0	0	24
Grp Sat Flow(s),veh/h/ln				1716	1637	0	1338	0	0	0	0	1661
Q Serve(g_s), s				10.3	9.1	0.0	3.1	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s				10.3	9.1	0.0	3.7	0.0	0.0	0.0	0.0	0.6
Prop In Lane				0.08		0.00	1.00		0.00	0.00		0.25
Lane Grp Cap(c), veh/h				887	846	0	588	0	0	0	0	581
V/C Ratio(X)				0.51	0.46	0.00	0.17	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h				887	846	0	588	0	0	0	0	581
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.5	9.2	0.0	14.1	0.0	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				2.1	1.8	0.0	0.6	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	3.2	0.0	1.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.6	11.0	0.0	14.7	0.0	0.0	0.0	0.0	13.0
LnGrp LOS				B	B	A	B	A	A	A	A	B
Approach Vol, veh/h					838			100			24	
Approach Delay, s/veh					11.3			14.7			13.0	
Approach LOS					B			B			B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.0		35.0		25.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				21.0		31.0		21.0				
Max Q Clear Time (g_c+I1), s				2.6		12.3		5.7				
Green Ext Time (p_c), s				0.0		1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					11.7							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary

2: Laughlin St & E 3rd St

09/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Volume (veh/h)	43	608	24	0	0	0	0	19	17	36	31	0
Future Volume (veh/h)	43	608	24	0	0	0	0	19	17	36	31	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723				0	1654	1654	1723	1723	0
Adj Flow Rate, veh/h	47	668	26				0	21	19	40	34	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	7	7	2	2	0
Cap, veh/h	107	1591	65				0	280	253	355	272	0
Arrive On Green	0.52	0.52	0.52				0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	207	3080	126				0	800	724	750	777	0
Grp Volume(v), veh/h	389	0	352				0	0	40	74	0	0
Grp Sat Flow(s),veh/h/ln	1712	0	1700				0	0	1523	1527	0	0
Q Serve(g_s), s	8.5	0.0	7.6				0.0	0.0	1.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	7.6				0.0	0.0	1.1	1.8	0.0	0.0
Prop In Lane	0.12		0.07				0.00		0.47	0.54		0.00
Lane Grp Cap(c), veh/h	885	0	878				0	0	533	627	0	0
V/C Ratio(X)	0.44	0.00	0.40				0.00	0.00	0.08	0.12	0.00	0.00
Avail Cap(c_a), veh/h	885	0	878				0	0	533	627	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	8.8				0.0	0.0	13.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	1.4				0.0	0.0	0.3	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	2.7				0.0	0.0	0.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.0	10.2				0.0	0.0	13.3	13.6	0.0	0.0
LnGrp LOS	B	A	B				A	A	B	B	A	A
Approach Vol, veh/h		741						40			74	
Approach Delay, s/veh		10.4						13.3			13.6	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	4					8				
Phs Duration (G+Y+Rc), s		35.0	25.0					25.0				
Change Period (Y+Rc), s		4.0	4.0					4.0				
Max Green Setting (Gmax), s		31.0	21.0					21.0				
Max Q Clear Time (g_c+I1), s		10.5	3.8					3.1				
Green Ext Time (p_c), s		0.9	0.1					0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

HCM 6th TWSC
3: Jefferson St & E 2nd St

09/06/2023

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	81	597	7	39	1	0	0	15	9
Future Vol, veh/h	0	0	0	81	597	7	39	1	0	0	15	9
Conflicting Peds, #/hr	9	0	11	11	0	9	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	105	775	9	51	1	0	0	19	12
Major/Minor	Major2			Minor1			Minor2					
Conflicting Flow All	11			0			618 1014					
Stage 1	-			-			11 11					
Stage 2	-			-			607 1003					
Critical Hdwy	4.12			-			7.52 6.52					
Critical Hdwy Stg 1	-			-			-					
Critical Hdwy Stg 2	-			-			6.52 5.52					
Follow-up Hdwy	2.21			-			3.51 4.01					
Pot Cap-1 Maneuver	1614			-			376 239					
Stage 1	-			-			0 0					
Stage 2	-			-			453 320					
Platoon blocked, %	-			-			-					
Mov Cap-1 Maneuver	1597			-			309 207					
Mov Cap-2 Maneuver	-			-			309 207					
Stage 1	-			-			-					
Stage 2	-			-			365 280					
Approach	WB			NB			SB					
HCM Control Delay, s	1.1			19.2			19.8					
HCM LOS	-			C			C					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	305	1597	-	-	275							
HCM Lane V/C Ratio	0.17	0.066	-	-	0.113							
HCM Control Delay (s)	19.2	7.4	0.3	-	19.8							
HCM Lane LOS	C	A	A	-	C							
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.4							

HCM 6th TWSC
4: Jefferson St & E 3rd St

09/06/2023

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	39	612	10	0	0	0	0	24	100	40	46	0
Future Vol, veh/h	39	612	10	0	0	0	0	24	100	40	46	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	43	673	11	0	0	0	0	26	110	44	51	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	767	343	437	772	-
Stage 1	-	-	-	-	766	-	1	1	-
Stage 2	-	-	-	-	1	-	436	771	-
Critical Hdwy	4.14	-	-	-	6.52	6.92	7.52	6.52	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	-	4.01	3.31	3.51	4.01	-
Pot Cap-1 Maneuver	1620	-	-	0	333	656	506	331	0
Stage 1	-	-	-	0	412	-	-	-	0
Stage 2	-	-	-	0	-	-	572	410	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	-	318	655	381	316	-
Mov Cap-2 Maneuver	-	-	-	-	318	-	381	316	-
Stage 1	-	-	-	-	394	-	-	-	-
Stage 2	-	-	-	-	-	-	425	392	-

Approach	EB	NB	SB
HCM Control Delay, s	0.5	13.8	19.4
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	544	1618	-	-	343
HCM Lane V/C Ratio	0.25	0.026	-	-	0.276
HCM Control Delay (s)	13.8	7.3	0.1	-	19.4
HCM Lane LOS	B	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	1.1

HCM 6th TWSC
5: Laughlin St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	27	0	17	2	60	0	0	40	1
Future Vol, veh/h	0	0	0	27	0	17	2	60	0	0	40	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	3	3	3
Mvmt Flow	0	0	0	30	0	19	2	67	0	0	45	1

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	117	118	67	47	0	-	0
Stage 1	71	71	-	-	-	-	-
Stage 2	46	47	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.15	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.245	-	-	-
Pot Cap-1 Maneuver	881	774	999	1541	-	0	0
Stage 1	954	838	-	-	-	0	0
Stage 2	979	858	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	880	0	999	1541	-	-	-
Mov Cap-2 Maneuver	880	0	-	-	-	-	-
Stage 1	953	0	-	-	-	-	-
Stage 2	979	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1541	-	922	-
HCM Lane V/C Ratio	0.001	-	0.054	-
HCM Control Delay (s)	7.3	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.2	-

HCM 6th TWSC
6: Jefferson St & Alley

09/06/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	3	26	37	0	0	74	22
Future Vol, veh/h	0	0	0	12	0	3	26	37	0	0	74	22
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	14	0	3	30	42	0	0	84	25

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	201	211	42	109	0	-	-
Stage 1	102	102	-	-	-	-	-
Stage 2	99	109	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	790	688	1032	1488	-	0	0
Stage 1	925	813	-	-	-	0	0
Stage 2	927	807	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	772	0	1032	1488	-	-	-
Mov Cap-2 Maneuver	772	0	-	-	-	-	-
Stage 1	906	0	-	-	-	-	-
Stage 2	925	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1488	-	813	-
HCM Lane V/C Ratio	0.02	-	0.021	-
HCM Control Delay (s)	7.5	0	9.5	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

HCM 6th TWSC

7: E 2nd Street & Brewery Overpass Rd
















09/06/2023

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↘
Traffic Vol, veh/h	262	336	219	20	27	343
Future Vol, veh/h	262	336	219	20	27	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	100	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	285	365	238	22	29	373
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	260	0	-	0	1184	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	935	-
Critical Hdwy	4.12	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1304	-	-	-	207	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1304	-	-	-	162	785
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	379	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.7	0	15			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1304	-	-	-	162	785
HCM Lane V/C Ratio	0.218	-	-	-	0.181	0.475
HCM Control Delay (s)	8.5	-	-	-	32.1	13.7
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.6	2.6

HCM Signalized Intersection Capacity Analysis

1: Laughlin St & E 2nd St
















09/06/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	27	618	0	77	0	0	0	14	5	
Future Volume (vph)	0	0	0	27	618	0	77	0	0	0	14	5	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.0			4.0			4.0		
Lane Util. Factor					0.95			1.00			1.00		
Frbp, ped/bikes					1.00			1.00			1.00		
Flpb, ped/bikes					1.00			1.00			1.00		
Frt					1.00			1.00			0.97		
Flt Protected					1.00			0.95			1.00		
Satd. Flow (prot)					3250			1612			1669		
Flt Permitted					1.00			0.74			1.00		
Satd. Flow (perm)					3250			1259			1669		
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	
Adj. Flow (vph)	0	0	0	35	803	0	100	0	0	0	18	6	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0	
Lane Group Flow (vph)	0	0	0	0	838	0	0	100	0	0	20	0	
Confl. Peds. (#/hr)			10	10			1		4	4		1	
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	3%	3%	3%	1%	1%	1%	
Turn Type				Perm	NA		Perm	NA			NA		
Protected Phases					6			8			4		
Permitted Phases				6			8						
Actuated Green, G (s)					31.0			21.0			21.0		
Effective Green, g (s)					31.0			21.0			21.0		
Actuated g/C Ratio					0.52			0.35			0.35		
Clearance Time (s)					4.0			4.0			4.0		
Vehicle Extension (s)					0.2			0.2			0.2		
Lane Grp Cap (vph)					1679			440			584		
v/s Ratio Prot											0.01		
v/s Ratio Perm					0.26			c0.08					
v/c Ratio					0.50			0.23			0.03		
Uniform Delay, d1					9.4			13.8			12.8		
Progression Factor					1.00			1.23			1.00		
Incremental Delay, d2					1.1			1.2			0.1		
Delay (s)					10.5			18.2			12.9		
Level of Service					B			B			B		
Approach Delay (s)		0.0			10.5			18.2			12.9		
Approach LOS		A			B			B			B		
Intersection Summary													
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.39										
Actuated Cycle Length (s)			60.0		Sum of lost time (s)						8.0		
Intersection Capacity Utilization			42.7%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

2: Laughlin St & E 3rd St

09/06/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	608	24	0	0	0	0	19	17	36	31	0
Future Volume (vph)	43	608	24	0	0	0	0	19	17	36	31	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		0.95						1.00			1.00	
Frbp, ped/bikes		1.00						0.99			1.00	
Flpb, ped/bikes		1.00						1.00			1.00	
Frt		0.99						0.94			1.00	
Flt Protected		1.00						1.00			0.97	
Satd. Flow (prot)		3231						1521			1670	
Flt Permitted		1.00						1.00			0.87	
Satd. Flow (perm)		3231						1521			1494	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	668	26	0	0	0	0	21	19	40	34	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	737	0	0	0	0	0	28	0	0	74	0
Confl. Peds. (#/hr)	3							3	5	1	1	5
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	7%	7%	2%	2%	2%
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2									4		
Actuated Green, G (s)		31.0						21.0			21.0	
Effective Green, g (s)		31.0						21.0			21.0	
Actuated g/C Ratio		0.52						0.35			0.35	
Clearance Time (s)		4.0						4.0			4.0	
Vehicle Extension (s)		0.2						0.2			0.2	
Lane Grp Cap (vph)		1669						532			522	
v/s Ratio Prot								0.02				
v/s Ratio Perm		0.23									c0.05	
v/c Ratio		0.44						0.05			0.14	
Uniform Delay, d1		9.1						12.9			13.3	
Progression Factor		1.00						1.00			0.92	
Incremental Delay, d2		0.8						0.2			0.6	
Delay (s)		9.9						13.1			12.9	
Level of Service		A						B			B	
Approach Delay (s)		9.9			0.0			13.1			12.9	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			10.3					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			60.0					Sum of lost time (s)		8.0		
Intersection Capacity Utilization			45.4%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												



Parking Management Plan & Parking Demand Assessment

Basalt Commons Project



May 8, 2024
Version 4



EXPIRES: 12/31/2024

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1.0 Executive Summary

The purpose of this review is to examine parking demand related to the proposed Basalt Commons Development in downtown The Dalles, OR. The analysis examines the range of parking demand the site will generate and evaluates the potential impacts of any parking demand exceeding the proposed on-site parking supply (35 stalls).

1.1 Estimating Demand

- Using a traditional demand approach, each individual land use can be expected to generate the following range of peak demands:
 - Office: 13 to 17 vehicles
 - Restaurant: 26 to 30 vehicles
 - Residential: 114 to 152 vehicles
- Considering demand by time of day (referred to as a *shared-use demand model*), off-site parking demand is estimated to range from a minimum of 91 off-site parked vehicles at 10:00 AM to **124 off-site parked vehicles at the 8:00 PM peak hour**. This excludes on-site parking, to be used dedicated to the exclusive use of 35 resident vehicles.
- The shared-use approach is used in this model as it assumes the use of existing underutilized parking both on-street and in off-street facilities and accounts for the varied peak hours unique to each new land use. This eliminates the need to stack peak demand by use.

1.2 Assessment of Adjacent Parking Supply

- The measured demand for parking in the study area surrounding the proposed project is low by industry standards of parking occupancy. This is true for both the weekday and Saturday included in the parking demand assessment.
- There is significant parking availability, both on and off-street, during downtown peak hours (1:00 to 2:00 PM) and at the anticipated peak demand period for Basalt Commons at 9:00 PM and 10:00 PM. As such, there is sufficient capacity to absorb additional parking demand generated from new development. A protocol for setting up shared use agreements with existing off-site facilities would facilitate a program for moving residents and employees into off-street sites. Implementing on-street parking time limits on commercial streets, as necessary to manage demand and turnover, would provide easy and convenient parking to visitors of this site and general growth in visitor parking downtown.
- **The project, through this analysis, meets all provisions for a request for a reduction in on-site parking requirements, complying with the provisions of 10.7.020.040 (F)(1)-(3) with The Dalles Municipal Code.**

2.0 Purpose

The purpose of this review is to examine anticipated parking demand associated with the proposed Basalt Commons development in downtown The Dalles, located at 523 E 3rd Street. The proposed project is a mixed-use development comprising 116 residential units, 8,278 ft² of initial office space, and 1,565 ft² of initial restaurant space. The site programming is set up in a manner that could shift 1,420 ft² out of the office space and convert it to additional restaurant space (resulting in a split of 6,858 ft² office space and 2,985 ft² restaurant space). Thirty-five (35) parking spaces will be provided on-site.

Per Code Section 10.7.020.040.D, “Minimum off-street parking spaces required by Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be waived” if “the property is located within Sub-district CBC-2 in the Central Business Commercial district, as defined in Section 10.5.050.020: Sub-Districts. The proposed project is located within the CBC-2 district, and the developer is seeking a waiver to the minimum parking requirements.

To ensure parking for the project is adequately addressed, this document is following the process laid out within City Code for developing a “Parking Management Plan” within Article 10.7.020.040, which states:

F. Parking Management Plan. The off-street parking requirements in Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be reduced or added to based on an approved parking management plan submitted by the applicant which adequately demonstrates that the plan will meet the parking needs of the proposed project without negative impact to adjacent uses. The approving authority shall approve, approve with conditions, or deny the parking management plan. The parking management plan must include the following and be prepared by a licensed professional engineer:

1. A parking demand analysis for the project.
2. A project vicinity off-street parking supply and demand analysis.
3. A shared parking analysis.

This analysis assesses the new parking demand generated by the proposed land uses and how any parking demand that exceeds the provided on-site supply can be addressed. This report will also assess the impact of potential parking demands on parking adjacent to the site to demonstrate compliance with 10.7.020.040 (F)(1)-(3).

Elements evaluated to address the specific code provisions include:



- a) 10.7.020.040 (F)(1). Apply parking demand ratios to the site’s proposed land use mix, including the City’s required minimum and those recommended by the Institute of Transportation Engineers (ITE) for individual land uses (i.e., residential units and non-residential square footage). Provide approaches determining the estimated number of stalls needed to support the proposed development (stacked vs. shared demand scenarios).
- b) 10.7.020.040 (F)(2). Quantify the parking demand that can be accommodated on-site and evaluate the excess demand that could be assigned to other parking areas (on-street and off-site), and
- c) 10.7.020.040 (F)(3). Evaluate adjacent on- and off-street parking availability based on recent samples conducted by RWC in June 2023, particularly at the peak hour of demand generated by the site.

3.0 Parking Demand by Individual Land Use

Stacked peak parking demand assumes that each land use within a development needs a predetermined amount of parking (per unit or square foot), typically set at its assumed demand at the peak hour. The parking requirement is usually considered to serve this individual land use exclusively, assuming that the associated parking supply cannot be shared with other land uses in the same mixed-use site, which are approved as accessory to their unique “parking demand.”¹ In short, the variability of parking demand by time of day for each land use is not accounted for in the parking approval processes.

Traditionally, this is how most municipal codes quantify needed parking for new developments. This has resulted in overbuilt supplies, lower land use densities, and underused supply across most of the operating day. In response to this inefficient use of the urban form, many jurisdictions are now lowering or eliminating their minimum parking requirements to counteract this practice.

Sections 3.1 and 3.2 look at the peak demand for each land use and “stack” them on top of one another to determine the total amount of parking needed to support the development assuming no parking can be shared between each land use. This section, therefore, provides a high-end forecast of the parking supply needed to serve the site, recognizing that the total supply may never fill given different peak hours for each land use on site.

¹ Accessory parking means off-street parking that serves only the *parking demand of a specific use*.

3.1 Base Level Parking Demand Ratios – Minimums, Recommended & Waiver

Given that 10.7.020.040 allows for a request to reduce required parking for this project and to provide a sense of what actual demand could be, the project will be evaluated as if it were built outside the CBC-2 District, where standard parking minimums are in place. This allows for a look at how the City's required minimums, allowed credits, and reductions would affect parking in development with a similar mix of uses.

Table 1 shows the City's Standard Parking Code Requirements, expressed as parking ratios (per unit, employee, or square feet), translating allowed credits or reductions into a Resulting Minimum Parking Requirement. For comparative purposes, the column at the far right of the table shows RWC ITE-based Ratios, which come directly from the Urban Land Institute or Institute of Transportation Engineers. The table shows that demand ratios in the three proposed project land use categories (multi-family residential units, office space, and restaurant²) vary between the standard code, credit/reductions, and ITE models.

Table 1: Off-Street Parking Demand Ratio Guidelines

Land Use Category According to City Code	Standard Parking Code Requirements	Maximum Parking Credit / Reduction	Resulting Minimum Requirement	RWC ITE-based Ratios
The Dalles Parking Standards	Minimum	20%³		
Multi-Family Residential	1.00 ⁴ / unit	N/A	1.00 / unit	1.31 ⁵ / unit
Office	2.00 / 1,000 ft ²	0.20 / 1,000 ft ²	1.80 / 1,000 ft ²	2.51 ⁶ / 1,000 ft ²
Restaurant	7.00 / 1,000 ft ²	1.40 / 1,000 ft ²	5.60 / 1,000 ft ²	9.93 ⁷ / 1,000 ft ²

² The restaurant use is initially proposed at 1,565 ft², which could expand to 2,985 ft², but would reduce the office space by the same amount, roughly 1,420 ft². It is anticipated that restaurant functions will operate until 10:00 PM most evenings but are not expected to extend beyond that hour due to the on-site residences.

³ 10.7.020.040.A: A reduction of up to 10% of the minimum off-street vehicle parking requirements established in Article 7.060: Minimum and Maximum Off-Street Parking Requirements is allowed as a right of development for all nonresidential uses. Minimum and Maximum Off-Street Parking Requirements may be reduced by 10% in addition to the reductions allowed in Subsection A, if replaced by bicycle parking over the amount required in Article 7.060, at the rate of 1 bicycle space for 1 vehicle space.

⁴ 1 parking space for every 2 bedrooms, but not less than 1 parking space per dwelling unit.

⁵ ITE Multi-Family Housing (Mid-Rise), general urban/suburban (no nearby rail transit) – 1.31 average rate (1.47 @ 85th percentile).

⁶ General office building, general urban/suburban – 2.51 average rate per 1,000 SF (3.42 @ 85th percentile).

⁷ Fast Casual Restaurant, general urban/suburban

Parking Credits and Reductions

- *Right of Development.* A reduction of up to 10% of the minimum off-street vehicle parking requirements established in Article 7.060: Minimum and Maximum Off-Street Parking Requirements is allowed as a right of development for all nonresidential uses.
- *Reductions for Bicycle Parking.* Off-street motor vehicle parking requirements for nonresidential uses established in Article 7.060 may be reduced by 10% in addition to the reductions allowed in Subsection A if replaced by bicycle parking over the amount required in Article 7.060, at the rate of 1 bicycle space for 1 vehicle space.
- *Parking Management Plan.* The off-street parking requirements in Article 7.060 may be reduced or added to based on an approved parking management plan submitted by the applicant which adequately demonstrates that the plan will meet the parking needs of the proposed project without negative impact on adjacent uses. The parking management plan must include the following and be prepared by a licensed professional engineer:
 1. *A parking demand analysis for the project.*
 2. *A project vicinity off-street parking supply and demand analysis.*
 3. *A shared parking analysis.*

3.2 Quantifying Parking Stalls Based on Programmed Land Uses (Stacked Peak Demand)

The following analysis uses the proposed land use configuration provided in the development proposal to assess the “stacked peak demand,” or the total parking required if no parking is shared between uses. Stacked peak demand is the total peak hour demand for each use layered on top of one another without considering the potential for shared parking or variations in parking demand by time of day.

Table 2 summarizes the number of dwelling units and expected building square footage for both⁸ office and restaurant use and their corresponding parking requirements per code minimum with reductions (Column C), CBC-2 waiver (Column D), and RWC-generated stacked parking demand ratios (Column E). No shared parking is assumed within this analysis.⁹

⁸ For the purposes of this analysis, the larger restaurant and the smaller office footprint were chosen in order to assess the land use combination that will result in the highest parking demand.

⁹ **Section 4** assesses shared parking opportunities among compatible uses to reduce the overall parking need.

Table 2: Initial Estimated Parking Stalls Needed to Support Land Uses – Stacked Peak Demand with No Shared Parking Supply

Required Parking Stalls (Using Stacked Peak Demand)					
Land Use Classification	Column A Units/ Square Feet	Column B Standard Code Requirements	Column C Code Minimum w/ Reductions	Column D CBC-2 Waiver	Column E RWC Ratio (stacked)
Residential – multi-family	116	116	116	0	152
Office	6,858 ¹⁰	14	12	0	17
Restaurant	2,985 ¹¹	21	17	0	30
Total Stalls Required		151	145	0	199

Using the minimum requirements per unit or square foot estimates from **Table 1**, eliminating parking requirements entirely could be considered if the project is built with a CBC-2 waiver. If the project were outside the CBC-2 District, 151 stalls or as few as 145 stalls (with allowed reductions) would be required. Under the RWC Ratio (stacked peak demand model), up to 199 stalls would be needed to accommodate the peak demand for each individual land use with no sharing of the parking supply. As such, **Table 2** estimates provide a range of required parking stalls that the site would need to meet minimum code requirements (Columns B-C) or estimated peak demand for each land use with no shared parking (Column E), showing from 145 stalls at the low end to 199 stalls at the high end.

¹⁰ Assumes smaller office option (less 1,420 ft²)

¹¹ Assumes larger restaurant option (added 1,420ft²)

4.0 Shared Parking Analysis

This section evaluates a shared parking scenario to estimate the appropriate amount needed to support the Basalt Commons development, considering variations in parking demand by time of day for each land use. The goal is to maximize the efficiency of the on-site supply through shared use, thereby sizing the parking supply to anticipated parking demand at a single peak hour for the site.¹² The ability to share parking depends on the compatibility of the on-site uses and whether they have complementary or offset peak hours.

As proposed, the project is designed to have 35 on-site parking spaces. The developer is looking at off-site shared parking opportunities through lease agreements or possible purchases. Excess parking demand beyond the capacity of the off-street facilities can also be anticipated to spill over into the on-street system, which currently has no time restrictions.¹³ Currently, The Dalles has a prohibition in its Downtown Parking District, which restricts downtown residents/employees from parking on-street between 9 AM and 6 PM. This is a difficult restriction to enforce in an unregulated environment. If on-street time restrictions were imposed in this downtown area, the overall system would work more effectively, likely with higher compliance, and encourage longer-term parkers to seek off-street options. Also, it should be noted that some residents would choose to park on-street after the time-restricted period ends.

4.1 Parking Demand Analysis – Efficiency of a Shared Parking Supply

Each model run adheres to a set of operating assumptions. Assumptions can be modified, which affects the outcome of the demand model. These assumptions intend to create a progressive shared-use model, utilizing the entire parking supply across all user groups. Since, in this case, the parking isn't confined to a particular site, the goal is to minimize the total number of parking stalls in use at one time (i.e., shared use – stalls will serve multiple user groups over the operating day). However, it is assumed that there will be some level of parking management of the site(s) to safeguard parking operations and support the desired shared-use scenario. This can be accomplished through clearly displayed signage and periodic enforcement of the identified off-street locations to ensure residents are parking in the appropriate stalls and/or to urge customers to park on-street in stalls intended (and signed) for short-term stays and higher turnover.

¹² Some call this “right-sizing” parking, which optimizes the operating capacity of a parking supply to assure that land uses with varied hours of peak need are blended into a shared supply. The result is less parking built while effectively serving the demand for parking between complementary mixed-uses.

¹³ Ideally, on-street time limits in front of commercial ground-level businesses would be in place to (a) assure priority access to visitors during regulated hours and encourage/direct long-term parkers (e.g., employees and residents) to use off-street parking, both on-site and other private off-site locations engaged through agreements by the developer. This district restricts downtown residents/employees between 9a-6p.

Parking Demand Model Operating Assumptions:

Key model assumptions include:

- 1) Reserved, on-site parking will be designated only for use by residents of the project site. It is assumed that only 35 on-site permits will be issued and all other residential parking demand will need to be accommodated off-site.
- 2) Off-site (leased or purchased) parking will be managed to assure that residents not assigned to parking in the on-site facility are specifically directed to a “shared” off-site facility. This can be accomplished through a permit system, incorporated into the residents’ lease agreement, that provides access and rules of use at off-site locations. In instances of off-street parking sites without a master lease agreement, tenants may be instructed to work directly with the owner of the lot(s) to secure their parking.
- 3) All commercial visitor parking is assumed on-street (i.e., restaurant patrons and office visitors). The developer is exploring off-site parking options for tenants and guests.
- 4) Office and restaurant employees are assigned to a shared off-street site or at nearby low-use on-street spaces that continue to be managed by the City as unrestricted stalls. Similarly, off-site locations are being actively explored to provide additional parking options beyond the public right-of-way.

Using the assumptions above, individual land uses were loaded into the shared parking model.¹⁴ [NOTE: This is the *fourth iteration of the shared parking demand model*. Tolerances for shared parking vary widely, and these assumptions can be adjusted based on client feedback.]

Shared Demand Model

Figure A displays the daily ebb and flow of estimated hourly parking demand for all proposed land uses. In this demand scenario, it is anticipated that restaurant operations are estimated to conclude by 10:00 PM out of respect for Basalt Commons residents.

Table 3 shows estimated hourly aggregated *off-site* demand totals for all user groups of the development site, excluding the on-site parking supply, which will be reserved for the exclusive use by 35 residents with an on-site parking permit. The colors are presented as a “heat map,” where red indicates a higher usage level, orange and yellow moderate usage, and green indicates the lowest usage level.

According to the shared parking demand model, the overall development is estimated to generate a peak off-site demand of 124 parked vehicles (at 8:00 PM) using these assumptions. At this hour, it is assumed that 28 additional residential vehicles would be parked on-site, for a total site

¹⁴ Which follows the “weekday time-of-day adjustments” methodology outlined in ULI’s Shared Parking (3rd Edition).

parking demand of 152 vehicles. This represents a need for 1 more stalls than the Standard Code Requirement (**Table 2, Column B**), 8 more stalls than the Code Minimum with Reductions (**Column C**), and a 46-stall savings over the ITE stacked ratio stall total (**Column E**).

Figure A: Estimated Hourly Shared Weekday Parking Demand – Shared Demand Model

Estimated Hourly Combined Parking Demand - Basalt Commons

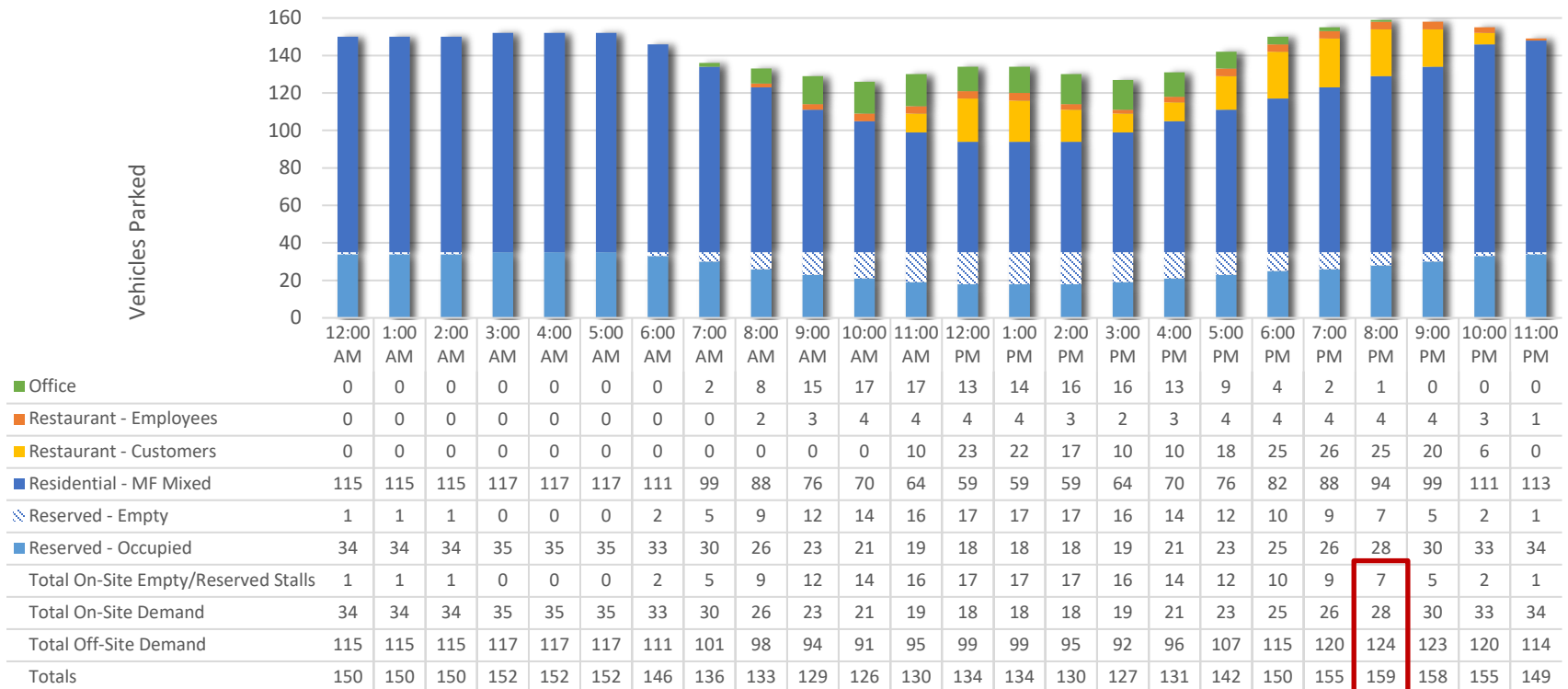


Table 3: Estimated Hourly Off-Site Demand for Shared Parking – Shared Demand Model

12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
115	115	115	117	117	117	111	101	98	94	91	95	99	99	95	92	96	107	115	120	124	123	120	114

*Note: On-site parking within the 35 on-site residential stalls is excluded from this table to focus on peak off-site parking demand.

4.2 Parking Demand Summary

Under the shared parking demand model, the peak hour for off-site parking demand will occur in the evening, between 8:00 and 9:00 PM, when some of the restaurant crowd is still there and residents are at or returning home for the evening. One hundred fifty-two (152) parked vehicles are expected at this time, including 124 vehicles parked off-site and 28 residential vehicles parked on-site¹⁵. The time of day with the lowest off-site demand is estimated to be 10:00 AM before the restaurant is open and after a number of residents have left for the day; similar low demand occurs between 3:00 and 4:00 PM we most residents are still at work and the restaurant is operating during an afternoon lull. During these times, 91 to 92 off-site vehicles are expected.



At the 8:00 PM peak hour, the model estimates that 25 vehicles would be associated with restaurant customers. The customer demand is anticipated to be accommodated in the on-street stalls on the block faces surrounding and proximate to the site. The remaining off-site demand (99 vehicles), consisting of 5 employee vehicles (restaurant + office) and 94 off-site residential vehicles represents the approximate peak need for off-site shared parking. The addition of one or more potential leased or purchased off-street lots would further reduce the off-site parking need, further minimizing on-street spillover impacts.

Peak Shared Parking Need

High-End Need (8:00 PM)

25 customer vehicles + 5 employee vehicles + 94 off-site residential vehicles = 124 stalls of shared need
(Excludes residents parking on-site)

¹⁵ 7 empty on-site stalls would be expected at this hour, assuming 20% of residents with an on-site parking permit remain away from home.

5.0 Parking Occupancy Study

This section evaluates the surrounding on and off-street parking supply within relative proximity of the development site. The assessment quantifies the number of stalls and their relative availability for use based on occupancy. The purpose of this assessment is to determine the potential availability of proximate parking resources that could accommodate up to 81 vehicles of the project’s parking need in excess of its proposed on-site parking.

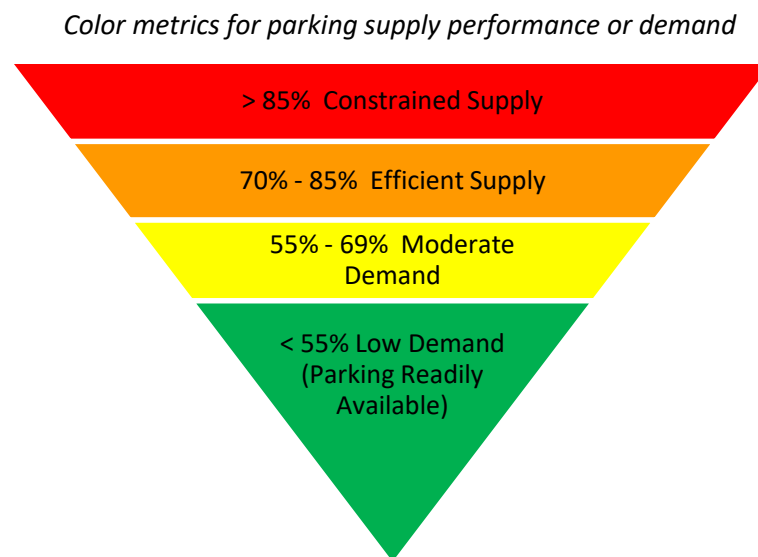
This analysis can benefit the City and the developer in identifying off-site parking opportunities and developing a shared parking approach that maximizes existing parking supplies and mitigates impacts. This is addressed in **Section 4.0**.

5.1 Measuring Performance

The 85% Occupancy Standard is the most common approach for assessing a parking supply’s performance in the parking industry. The 85% Occupancy Standard is a flexible measure for evaluating parking supply, whether as a facility-by-facility measure, sub-area, or block-face by block face.¹⁶

The parking supply is considered constrained when 85% or more of an available parking supply is occupied for sustained periods (red band on the graphic). In a constrained system, finding an open spot is difficult, especially for infrequent users such as customers and visitors. This can cause frustration and negatively affect perceptions of an area or district. Continued constraints can make it difficult to absorb and attract new growth or to manage fluctuations in demand—for example, seasonal or event-based spikes.

Most parking managers strive to maintain a supply in the 70% to 85% occupancy range (orange), deemed an “efficient” parking supply. An efficient parking supply shows active use but minimizes constraints that would create difficulty for users.



¹⁶ Some may be aware of parking analyses presented by Donald Shoup in his book *The High Cost of Free Parking*. Dr. Shoup is strongly in favor of linking parking management strategies to the 85% Occupancy Standard.

Efficient use supports vital ground-level businesses and business growth, is attractive to new users, and can respond to routine fluctuations, resulting in a supply that is robust and accessible. Occupancy rates of 69% or less (yellow and green) indicate moderate to low demand for parking, leaving greater percentages of supply empty with the potential to absorb parking demand. In other words, this indicates a potential opportunity to maximize and share with other uses.

The analysis of the parking supply in proximity to the Basalt Commons development project uses these categories to evaluate the performance of the surveyed parking areas.

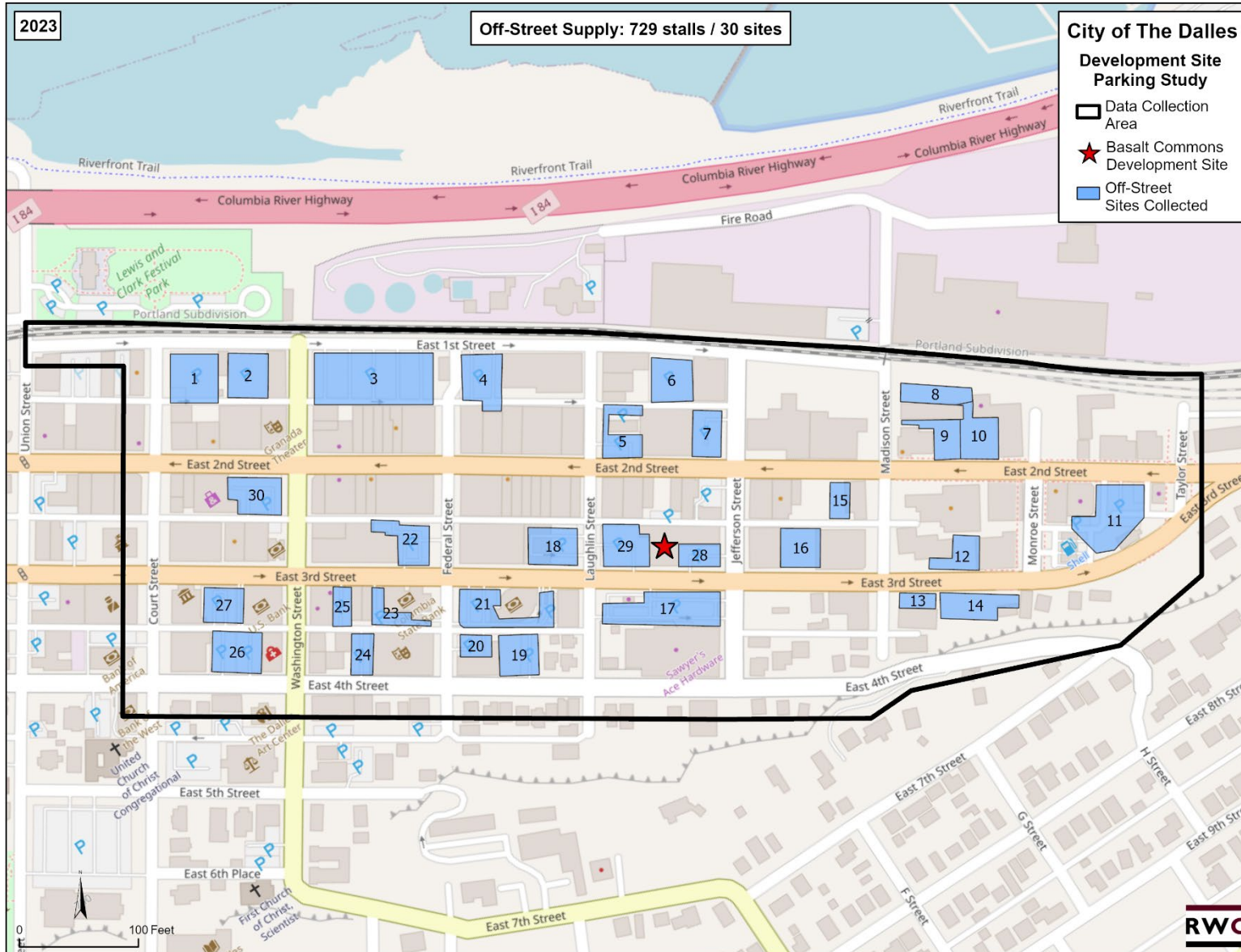
5.2 Study Area

The study area was selected in consultation with City staff to represent an area adjacent to the site that could evaluate the current performance of on and off-street parking resources within a reasonable walking distance from the proposed site (i.e., three blocks or less).

Figure B illustrates the study area with the Basalt Commons site identified with a red star. On-street parking block faces are shown in red and off-street lots studied are shaded in blue. Each blue-shaded lot has been assigned a unique lot ID number. These lot numbers allow readers to learn specific information about the number of stalls on each lot, peak hour occupancy by survey day (weekday/Saturday), empty stalls at peak hour, and the primary land use served. This information can be found in **Table 7** in **Appendix A**.



Figure B: Data Collection Area



5.3 Methodology

Inventory

Prior to data collection, RWC staff completed an on-the-ground inventory of the available on-street parking within the study area. Striped parking stalls were counted. Otherwise, unstriped stalls were physically measured to ensure an accurate parking inventory.¹⁷ Available parking supply within the inventory accounted for curb cuts (e.g., driveways/alleyways), fire hydrants, and other parking restrictions along the right-of-way.

The on-street supply was assessed for the number of stalls per block face and by “use type,” quantifying the number by specific time limit designation (e.g., 30-minute, No Limit¹⁸), if applicable. Additionally, the adjacent off-street supply was assessed by the location of the facility and the number of stalls physically striped on the lot. Each lot was assigned a Lot ID number in the database and on the study area map (**Figure B**). The breakout of inventory for the study area is summarized in **Section 5.4**.

Data Collection Dates

Surveyors were in the field collecting parking occupancy data on Tuesday, June 13th, and Saturday, June 17th, 2023. These dates were selected with input from City staff to represent a typical weekday and Saturday for parking activity. Weather conditions were ideal (sunny and clear) on both days.¹⁹

Data Collection Process

Occupancy data (count of number of parked vehicles) was recorded every hour over 13 hours on each survey day between 9:00 AM and 10:00 PM. In other words, the number of parked vehicles parked along each block face was recorded in the three study areas. Similar hourly occupancy counts were collected for the off-street lots. No license plates were recorded as part of the study, as the intent was to observe the number of occupied parking stalls to measure demand rather than complete system utilization (e.g., duration of stay, violation rates, etc.)

¹⁷ RWC surveyors use a 23-foot standard to quantify parallel on-street parking spaces. They also account for sight lines, distance from curb cuts, intersections, fire hydrants, and other obstructions that might prevent “creating” a usable parking space.

¹⁸ “No Limit” parking stalls are parking spaces on-street that are unregulated, allowing unlimited parking duration. This contrasts with parking stalls that are time-limited, restricting the duration of use and requiring some level of corollary enforcement to facilitate compliance.

¹⁹ Weather can, at times, affect parking activity, particularly for customers. For instance, rain/cold can reduce activity. Having sunny and clear weather for this study is advantageous, having no effect on parking activity.

5.4 Format of the Parking Supply

On-street

Table 4 summarizes the breakout of the on-street parking supply in Downtown. As shown in the table, there are 789 on-street spaces located in the 21-block area around the Basalt Commons project site.

- 99% of the on-street parking supply is No-Limit parking (stalls without any signage indicating a time restriction), which allows an unlimited time stay by any user (visitor, resident, employee).²⁰
- A total of 11 stalls are designated for handicapped parking (shown as ADA accessible).
- Currently, no time restrictions are posted for stays on-street within the study area, all days, and all hours.

Table 4: Downtown On-Street Inventory by Use Type

Use Type	Stalls	% Total
On-Street Supply Studied	789	100%
ADA accessible	11	1.4%
No Limit	778	98.6%

Off-street

There are 30 off-street lots located within the study area. Combined, they total 729 parking stalls²¹. Two of the 30 lots are signed for “public parking,” totaling 112 stalls; this includes Lot 3 (80 stalls) and Lot 4 (32 stalls) – shown in **Figure B** and referenced in **Table 7**.

Surveyors cataloged the lots by their observed use, looking at signage, adjacency of nearby buildings, street orientation, or inquiring with facility users. **Table 5** summarizes the off-street supply based on these categories. **Figure F** in **Appendix B** provides a look at the location of these lots within the study area.

²⁰ As stated earlier, The Dalles has an on-street employee/resident restriction in the Downtown Parking District. The consultant did not find that this restriction was enforced or measurably impacting the use of the on-street system for purposes of estimating actual weekday and Saturday demand.

²¹ It is worth noting most of the building use along 3rd Avenue is office (Gohbi/County, three banks, Salvation Army), consequently the parking demand related to these uses dissipates dramatically at 5:00 PM.

Table 5: Downtown Off-Street Inventory by Public Lot

Use Type	Sites	Stalls	% Total
Off-Street Supply Studied	30	729	100%
Institution	2	31	4%
Mixed Use	2	33	5%
Office	8	199	27%
Public	2	112	15%
Residential	1	39	5%
Retail	13	275	38%
Vacant	2	40	6%

- The largest category of off-street lots is Retail, with 13 facilities representing 275 stalls or 38% of the study area’s supply.
- The largest individual lot within the study area is an 80-stall public parking lot (Lot 3) located two blocks from the project site (corner of Washington and E 1st Street).
- The lot located immediately south of the project site across E 3rd Street is a 41-stall lot serving Ace Hardware (Lot 17).
- The lot west of the site, across Laughlin Street, is the 37-stall Gobhi lot (Lot 18); on-site signage identifies it as permit only.

5.5 Parking Occupancies

On-Street

Figure C illustrates occupancy levels for the study area in hourly increments. All surveyed hours fall in the low-demand range for performance metrics described in **Section 5.1** (green band).

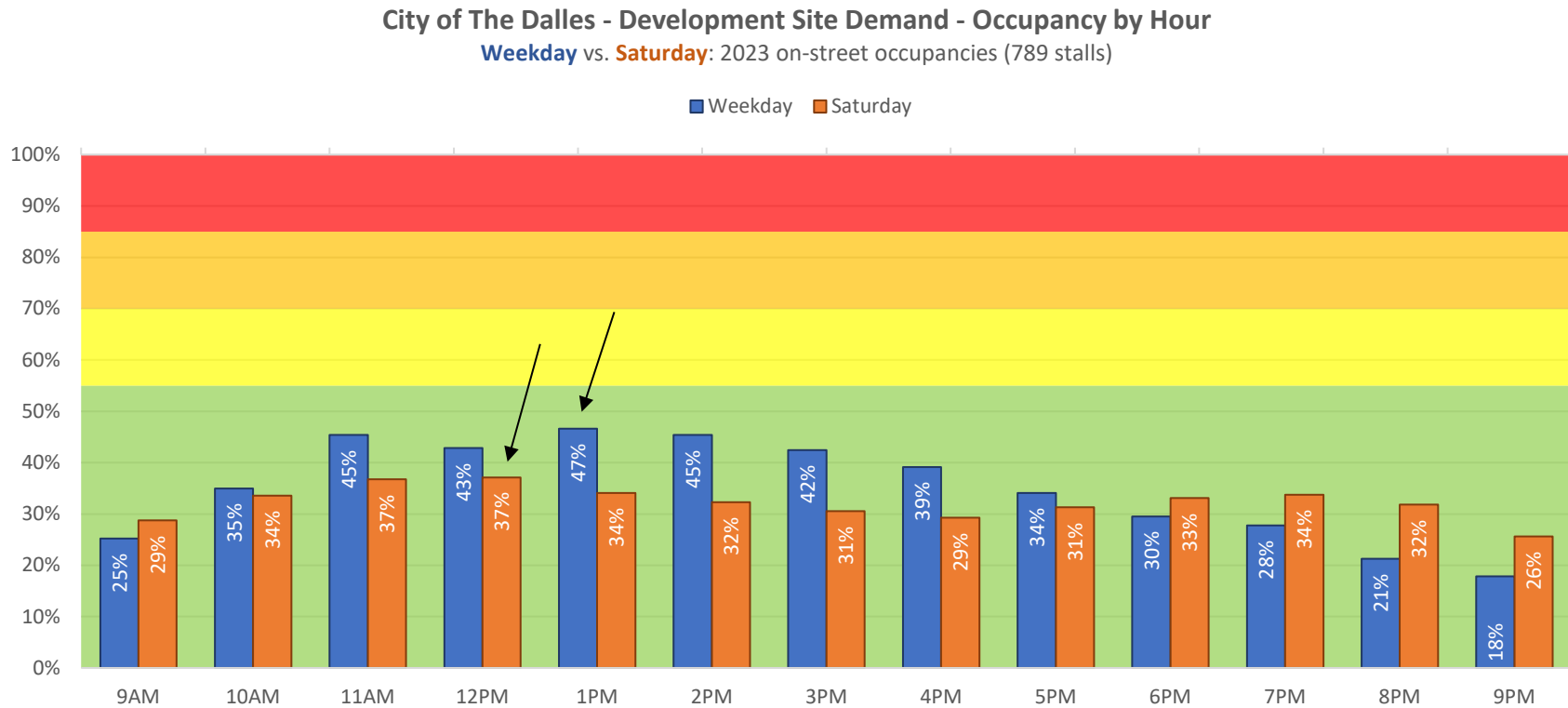
Key Findings:

- **Average Occupancy:** Average weekday occupancy was 35% over the 13-hour survey day (32% on Saturday), indicating low demand (green band).
- **Peak Hour:** Weekday peak occupancy occurs at 1:00 PM, when 47% of stalls are occupied (37% on Saturday at 12:00 PM).
- **Occupancy Trend:** Weekday occupancies elevate early in the day and sustain themselves throughout the early afternoon, then taper off in the early evening. Saturday occupancies have less variation throughout the day, retaining consistent demand in the evening hours

(e.g., restaurant/bar crowd). Nonetheless, overall demand for parking is very low relative to the available supply throughout the weekday and Saturday operating days.

- **Empty Stalls:** Overall, there is a high percentage of empty on-street stalls during the weekday and Saturday. At the weekday peak hour (1:00 PM), 421 empty parking stalls were observed on-street in the study area; during the Saturday peak (12:00 PM), there were 496 empty on-street stalls.

Figure C: Weekday/Saturday On-Street Occupancies by Hour



Off-Street

Figure D illustrates occupancy trends for the surrounding off-street supply in hourly increments. All surveyed hours fall in the low-demand range for performance (green band).

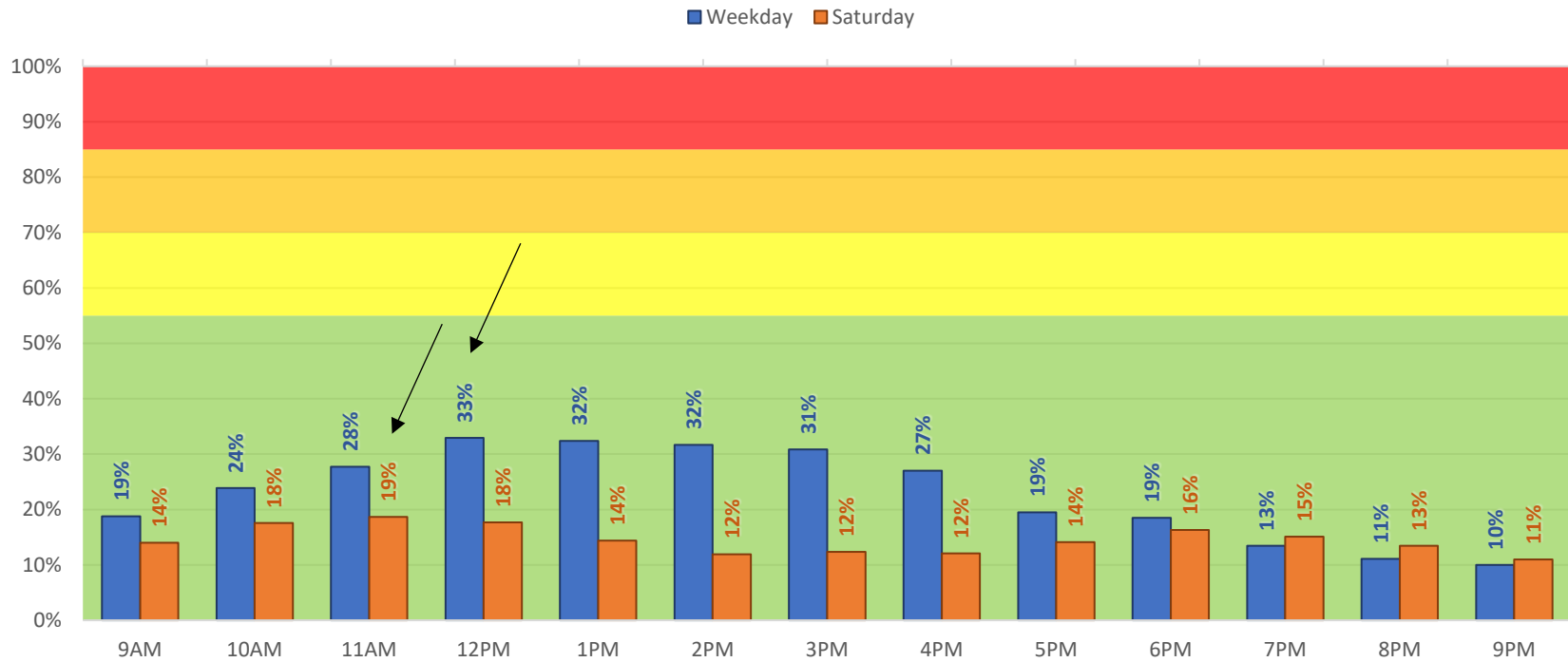
Key Findings:

- **Average Occupancy:** The average weekday occupancy was 23% over the 13-hour survey day and 15% on Saturday when all off-street parking is aggregated, indicating low demand for the off-street parking system relative to the available parking supply.
- **Peak Hour:** Weekday peak occupancy was observed at 12:00 PM when 33% of stalls were occupied, while Saturday peak occupancy was observed at 11:00 AM when 19% were occupied.
- **Occupancy Trend:** Weekday occupancies follow a similar trendline as the on-street supply, peaking around 12:00 PM with sustained rates through 3:00 PM, then tapering off through the end of the day. On Saturday, occupancy rates never reach 20%; as such, it is difficult to determine a prevailing trend.
- **Empty Stalls:** A high percentage of off-street stalls are empty during the weekday and Saturday. During the weekday peak period (12:00 PM), 489 empty parking stalls were observed off-street in the public supply; on Saturday, during the 11:00 AM peak hour, there were 593 empty stalls.

Figure D: Weekday/Saturday Off-Street Occupancies by Hour

City of The Dalles - Development Site Demand - Occupancy by Hour

Weekday vs. Saturday: 2023 off-street occupancies (729 stalls)



Focusing on the weekday, with noticeably higher average occupancy rates, **Table 6** provides a lot-by-lot breakout of peak hour performance in each of the five (5) off-street lots located closest to the development site. These sites were selected because of their location and size and to illustrate a potential shared-use solution for the site’s demonstrated off-site parking need. In actuality, any of the sites shown in **Figure E** below could be considered potential shared-use opportunity sites, as demand in all sites is low.

The top row of this table shows the combined peak hour at the 12:00 – 1:00 PM hour (33%). All subsequent rows indicate the peak hour occupancy for each unique lot and the number of empty stalls during the stated peak.

Each of the five (5) lots has more than 20 empty stalls during their individual peak hour and is within a two-block walking distance from the project site. Four (4) of the five (5) lots are privately owned, which would require personal follow-up if lease agreements (or purchases) were to occur. These five (5) lots combine for 133 empty parking stalls. Lots 6, 17, and 18 would have even more empty stalls as their individual peak hours occur well before the 8:00 PM peak hour of demand of the Basalt Commons Development. This would indicate an adequate parking supply if agreements were procured at these sites, not including other off-site facilities totaling 356 empty stalls.

A complete list of each surveyed lot can be found in the **Appendix** of this report (**Table 7**).

Table 6: Weekday Off-Street Occupancies by Unique Lot and Peak Hour

ID	Facility	Stalls	Peak Hour	Peak Occupancy	Empty Stalls
	Total off-street supply studied (30 lots)	729	12:00 PM – 1:00 PM	33%	489
4	Public Parking #2	32	7:00 PM - 8:00 PM*	13%	28
6	Gravel Lot	37	9:00 AM - 1:00 PM	16%	31
17	Sawyer's Ace Hardware	41	3:00 PM - 4:00 PM	41%	24
18	Gobhi (Permit Only)	37	12:00 PM - 1:00 PM	27%	27
19	Hammel Building Tenants	30	9:00 AM - 10:00 AM	23%	23

*9:00 PM – 10:00 PM had identical demand

Heat Maps

Occupancy findings within a large study area boundary can often understate performance outcomes, masking localized areas of constraint. This can be addressed with heat maps that provide visual observation of smaller operating areas and the relationship between parking activity on-street relative to the off-street supply. A heat map uses the same industry color-coded performance categories illustrated in **Section 5.1** to display occupancy levels (red, orange, yellow, and green).

Occupancies During Project's Peak Demand – Weekday Evening

Figure E (next page) summarizes on-street occupancy by block face and off-street occupancies by lot at a set time, 8:00 PM, during the peak period of demand for parking usage at the Basalt Commons.

Key Findings:

The study area has 24 total or partial city blocks. Within those 24 blocks are 84 block faces, 79 allowing vehicle parking.²² As part of the assessment, 30 off-street facilities were measured.

On-street parking

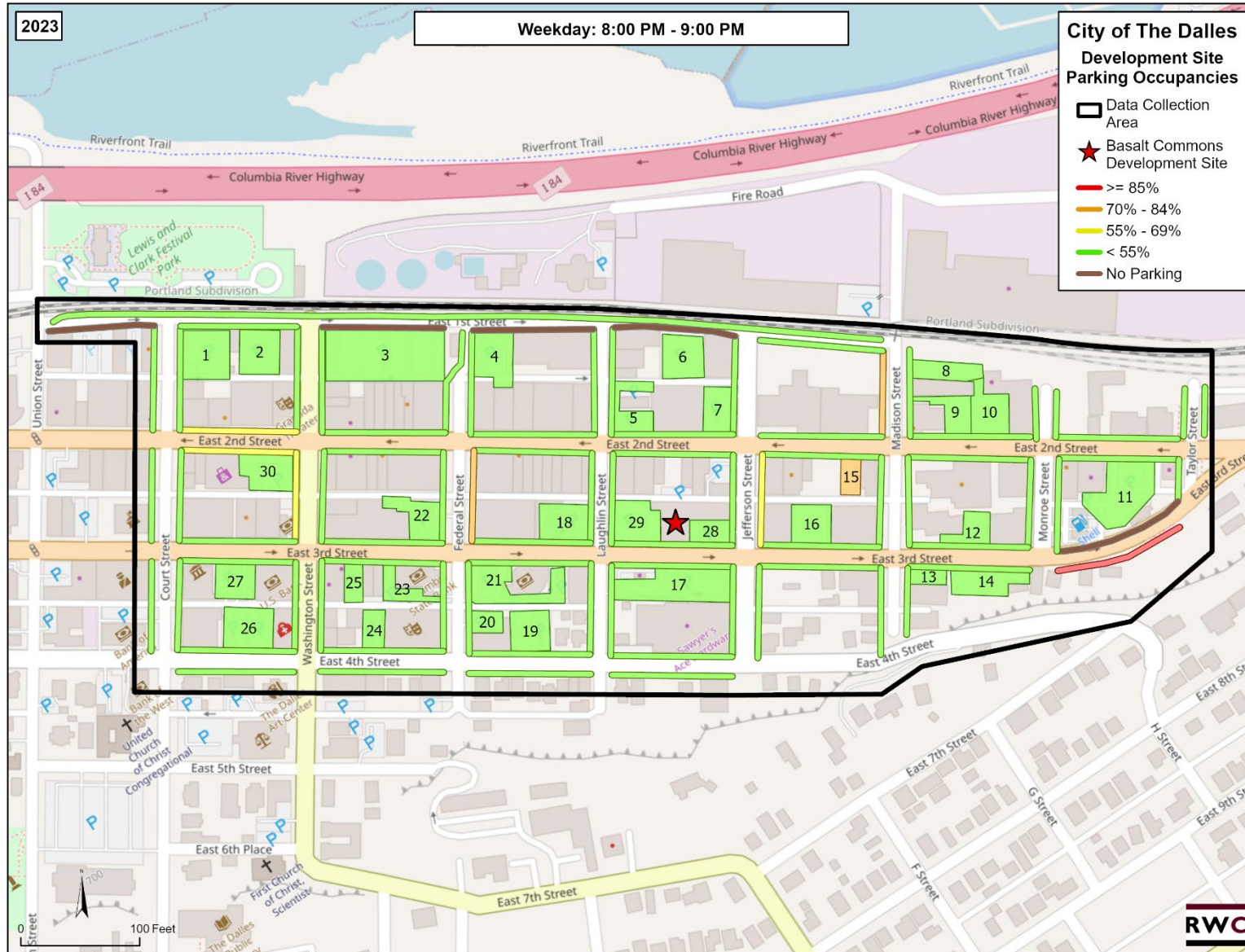
- During the observed weekday peak hour for the proposed project (8:00 PM), only one (1) block face is constrained and occupied at or above 85% (red). This represents just over 1% of all parkable block faces.
- Two (2) block faces are in the “efficient” level (orange) – 3% of parkable block faces; both are located at least one block from the development site.
- Four (4) block faces are considered to have “moderate” occupancy (yellow) – 5% of parkable block faces. One (1) is located on the east side of Jefferson Street across from the development site; the rest are at least two blocks away.
- The remaining 72 block faces are green with low demand, 91% of parkable block faces.

Off-street parking

- At the proposed project's 8:00 PM weekday peak hour, only one surface lot (Lots #15 – Zims Frau Haus) shows an efficient occupancy level (orange) above the low-demand category.
- All other off-street facilities show low demand (green).

²² As a rule, a city “block” is generally comprised of four “block faces.” Of these block faces, some allow the parking of a vehicle. Other block faces (or portions) may not allow parking. Block faces that allow vehicle parking are considered “parkable” for purposes of occupancy and utilization measurement.

Figure E: Weekday Heat Map for On and Off-street Occupancy at 8:00 PM – During Peak Demand for Basalt Commons



5.6 Occupancy Data Summary

Except for a few isolated pockets of moderately-low parking demand, the parking system in this section of The Dalles has significant parking availability, both on and off-street, during peak hours (1:00/2:00 PM) and during the peak demand period for Basalt Commons (8:00 PM). As such, there is sufficient capacity to absorb additional parking demand that comes from new development. A protocol for setting up shared use agreements with existing off-site facilities would facilitate a program for moving residents and employees into off-street sites. Implementing on-street parking time limits on commercial streets, as necessary to manage demand and turnover, would provide easy and convenient parking for visitors to this site and general growth in visitor parking downtown.

6.0 Assessment Summary

The Basalt Commons is estimated to generate a peak need for 124 off-site vehicles during its peak-hour operations (8:00 PM). As described in **Section 4.0**, the development site will also accommodate the demand for up to 35 residential vehicles. For residents and employees, this can be reasonably accommodated in proximate off-street sites. Visitor demand can be easily accommodated on-street. **To this end, the analyses provided in Sections 3.0 and 4.0 fully comply with the intent of 10.7.020.040 (F)(1) to provide a thorough and accurate parking demand analysis.**

Section 5.0 comprehensively examined parking occupancies and demand for parking within the defined study zone surrounding the proposed development site. The analysis looked at a typical weekday and a Saturday, measuring occupancy performance for both the on and off-street systems across 13-hour operating days. Given the current capacity within the parking system, all the vehicles can be accommodated within the reasonably adjacent supply (on and off-street), which currently performs at a very low level of demand relative to the available supply per parking industry standards, with abundant empty parking. **To this end, the analysis provided in Section 5.0 fully complies with the intent of 10.7.020.040 (F)(2) to provide a thorough and accurate parking demand analysis of off-street parking in the vicinity of the project.** The standard was further exceeded with the inclusion of the on-street system.

Section 5.0 also provided a lot-by-lot demand analysis of 30 off-street lots in the study area summarizing peak demand and unused parking capacity. This summary is included in **Appendix A**. A more focused summary was provided in **Table 6** of five (5) potential shared-use opportunity sites close to the site. These five (5) sites alone have 133 empty parking stalls, more than enough to procure shared-use agreements for off-street parking for residents and employees not served by the 35 on-site stalls. Further, there is an abundance of nearby available off-street parking stalls beyond these five (5) sites. **To this end, the analysis provided in Section 5.0 fully complies with the intent of 10.7.020.040 (F)(3) to conduct a shared-use analysis.**

As a corollary note, and to ensure that the overspill of long-term users from the site does not monopolize on-street parking, the City will need to strategically initiate time restrictions on directly abutting and proximate commercial block faces favoring customer/visitor trips and on-street turnover. On-street time restrictions will reinforce a shared use program for residents and employees, encouraging off-street options.

In sum, the demand for parking downtown is low relative to the available parking supply. Available parking is abundant, providing a reasonably proximate space near almost any destination in the study area. A well-managed shared-use program by the developer of the Basalt Commons and a controlled on-street supply by the City that favors customers and visitors will bring new land uses to the downtown and capture efficiencies within the existing parking supply. This will contribute to greater vibrancy downtown with a more compact urban form.

Appendix A – Weekday/Weekend Off-street Occupancies by Lot

Table 7: Comparative Off-Street Peak Hour Occupancies by Lot – Weekday (blue) vs. Weekend (orange)

Lot ID	Facility	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Use Type
Off-Street Supply Studied (30 sites)		729	12:00 PM - 1:00 PM	32.9%	489	
			12:00 PM - 1:00 PM	18.7%	593	
1	Commodore II (Permit Only)	39	10:00 AM - 1:00 PM	23.1%	30	Residential
			4:00 PM - 10:00 PM	12.8%	34	
2	Authorized Parking Only	23	2:00 PM - 4:00 PM	13.0%	20	Office
			11:00 AM - 12:00 PM	4.3%	22	
3	Public Parking #1	80	2:00 PM & 4:00 PM	32.5%	54	Public
			7:00 PM - 8:00 PM	20.0%	64	
4	Public Parking #2	32	7:00 PM & 9:00 PM	12.5%	28	Public
			7:00 PM - 8:00 PM	12.5%	28	
5	JD Smith Jewelers/ StateFarm	14	1:00 PM - 2:00 PM	50.0%	7	Retail
			multiple	7.1%	13	
6	Gravel Lot	37	9:00 AM - 1:00 PM	16.2%	31	Office
			10:00 AM - 12:00 PM	2.7%	36	
7	Second Street Mercantile/ La Fogata	18	1:00 PM - 2:00 PM	66.7%	6	Retail
			7:00 PM - 9:00 PM	27.8%	13	
8	Wonderworks Children's Museum	15	9:00 AM - 1:00 PM	33.3%	10	Institution
			9:00 AM - 12:00 PM	6.7%	14	
9	RiverTap Restaurant and Pub	20	7:00 PM - 8:00 PM	80.0%	4	Retail
			6:00 PM - 10:00 PM	100.0%	0	
10	Mid Columbia Auto Dealing/ RiverTap Parking after 5 pm	18	multiple	72.2%	5	Retail
			multiple	27.8%	13	
11	Dominoes/ Sinclair Gas/ Holsteins Coffee	31	multiple	35.5%	20	Retail
			6:00 PM - 7:00 PM	35.5%	20	
12	Optimist Printers	6	11:00 AM - 12:00 PM	66.7%	2	Retail
			9:00 AM - 10:00 PM	50.0%	3	

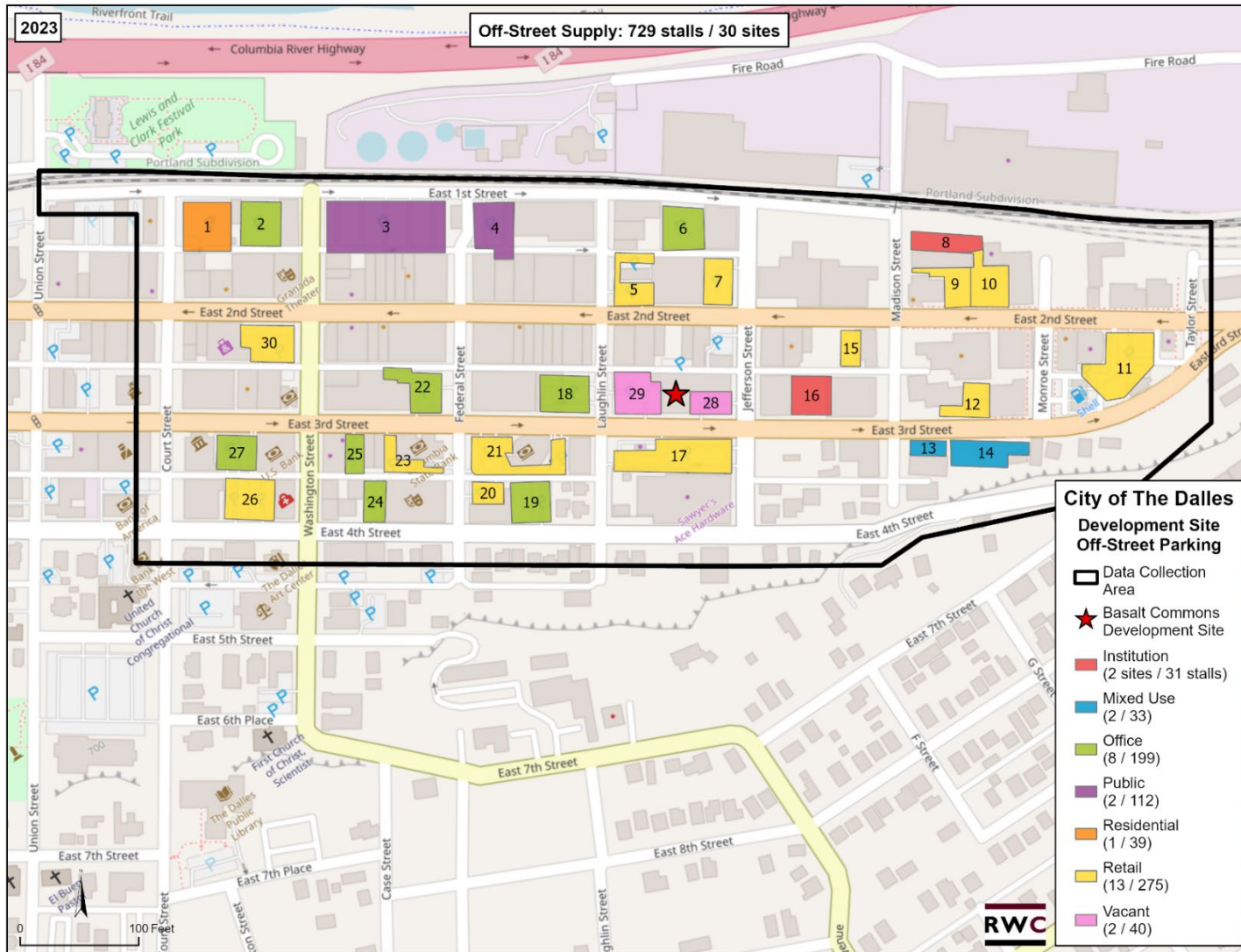
Lot ID	Facility	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Use Type
13	Farmers Insurance/ Infinity	9	multiple 2:00 PM - 3:00 PM	33.3% 22.2%	6 7	Mixed Use
14	Gorge Recovery Service/ Rio Grande Taqueria	24	1:00 PM - 2:00 PM 6:00 PM - 7:00 PM	66.7% 45.8%	8 13	Mixed Use
15	Zims Brau Haus	17	6:00 PM - 7:00 PM 6:00 PM - 7:00 PM	100.0% 70.6%	0 5	Retail
16	Reserved for Salvation Army	16	- -	0.0% 0.0%	16 16	Institution
17	Sawyer's Ace Hardware	41	3:00 PM - 4:00 PM 12:00 PM - 1:00 PM	41.5% 43.9%	24 23	Retail
18	Gobhi (Permit Only)	37	12:00 PM - 1:00 PM -	27.0% 0.0%	27 37	Office
19	Hammel Building Tenants (Private Parking)	30	9:00 AM - 10:00 AM 3:00 PM - 10:00 PM	23.3% 6.7%	23 28	Office
20	Oliver's Floor Covering	8	9:00 AM - 4:00 PM 6:00 PM - 7:00 PM	50.0% 37.5%	4 5	Retail
21	Wells Fargo	21	2:00 PM - 3:00 PM 10:00 AM - 11:00 AM	52.4% 52.4%	10 10	Retail
22	The Dalles Chronicle	19	multiple 9:00 AM - 1:00 PM	63.2% 68.4%	7 6	Office
23	Umpqua Bank	10	1:00 PM - 2:00 PM 6:00 PM - 10:00 PM	70.0% 50.0%	3 5	Retail
24	Medical Arts Building	15	3:00 PM - 4:00 PM 6:00 PM - 7:00 PM	93.3% 60.0%	1 6	Office
25	Private Parking	16	11:00 AM - 12:00 PM 9:00 AM - 12:00 PM	62.5% 12.5%	6 14	Office
26	US Bank/ CenturyLink	39	11:00 AM & 3:00 PM 9:00 AM - 12:00 PM	33.3% 10.3%	26 35	Retail
27	Mid-Columbia Vision Source	22	4:00 PM - 5:00 PM 6:00 PM - 7:00 PM	45.5% 22.7%	12 17	Office



Lot ID	Facility	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Use Type
28	Development Site - East Lot	10	-	0.0%	10	Vacant
			-	0.0%	10	
29	Development Site - West Lot	30	1:00 PM - 3:00 PM	3.3%	29	Vacant
			7:00 PM - 9:00 PM	3.3%	29	
30	Discounts Plus	32	12:00 PM - 1:00 PM	43.8%	18	Retail
			12:00 PM - 1:00 PM	59.4%	13	

Appendix B – Off-street Site by Land Use Category

Figure F: Off-Street Sites Collected – By Land Use Type Served



June 13, 2024

Community Development Department
City of The Dalles
313 Court Street
The Dalles, OR 97058

RE: SPR 544-24 Hodney, Hacker Architects

My name is Ronald Walters, my wife and I own the property at 518 E 2nd Street in The Dalles. We are very much against this project due to the number of apartments being planned. We believe this will be a huge problem for everyone both business and residential, due to parking. This will negatively affect everyone a lot further than 100 feet. Property values will be affected and not in a positive way. Please have the development department reconsider this proposal.

Sincerely,



Ronald Walters
Kathryn Walters
2710 SE Merritt Drive
Battle Ground, WA 98604
(360) 608-3605



June 18, 2024

To: The City of The Dalles

Dept.: Community Development Department

Subject: 523 East 3rd Street Development

To whom it may concern:

Being the owner of a business which is across the street from the above-referenced proposed development, it concerns me greatly about the negative impact this project will have on our business.

We purchased Downey Furniture in July of 2022; this business has been at the same location since 1968.

Since my wife and I purchased the business, one of our main concerns is providing customers with parking. Many of our customers are elderly and often need help with walkers/wheelchairs when entering our business.

On many days, the parking spots adjacent to our store are taken especially leading up to and after the lunch hour.

Without a doubt parking already has had an impact on our business as we have heard this from customers.

Allowing a project such as this to happen, which does not have enough parking spaces per any standard will only hurt our business.

Unless the city can come up with a solution to ensure that long established businesses next to this project have proper parking for their customers such as dedicated, time limited or metered parking this project should NOT proceed.

Sincerely,

Bob and Debbie Wickwire

Downey Furniture and Design

*601 E. 3rd St
The Dalles*



Paula Webb

From: Bets Stelzer <betsstelzer@gmail.com>
Sent: Monday, June 24, 2024 7:26 PM
To: cdd
Subject: Mary Hanlon Project

WARNING: Email from external source. Links and attachments could pose security risks. Investigate sender and think before you click.

Hey guys, first of all thank you for everything you've done to get my project almost to the finish line now.

I just want to put my two cents in about Mary Halon's project. She mentioned that some downtown neighbors were concerned, and campaigning against it, and I just want to say how instrumental I believe this development to be to the success of my business and downtown in general. We need more people downtown, we need more walkers, and we need more housing.

I have gotten to see firsthand the hollowing out of Hood Rivers labor market the last 10 years, simply because there wasn't reasonable places to stay for single people or small families in the service industry. This development is going to be an amazing labor resource for downtown, and I fully expect to be able to find at least some part-time workers who want to be able to walk to work and who enjoy the neighborhood market. I also expect the convenient distance to my business to be a huge attraction to renters, and for renters to be a huge opportunity for business for me.

In my view, this is an unquestioning good for the community, and a huge reason why I bought 315 federal and put in a grocery store. Myself, and the neighbors that I've talk to are all enthusiastic about the project, and there shouldn't be any illusion that it's not wanted because there are a couple of loud protesters. To my knowledge, we are all enthusiastic about it and anything we can do to help it succeed we will.

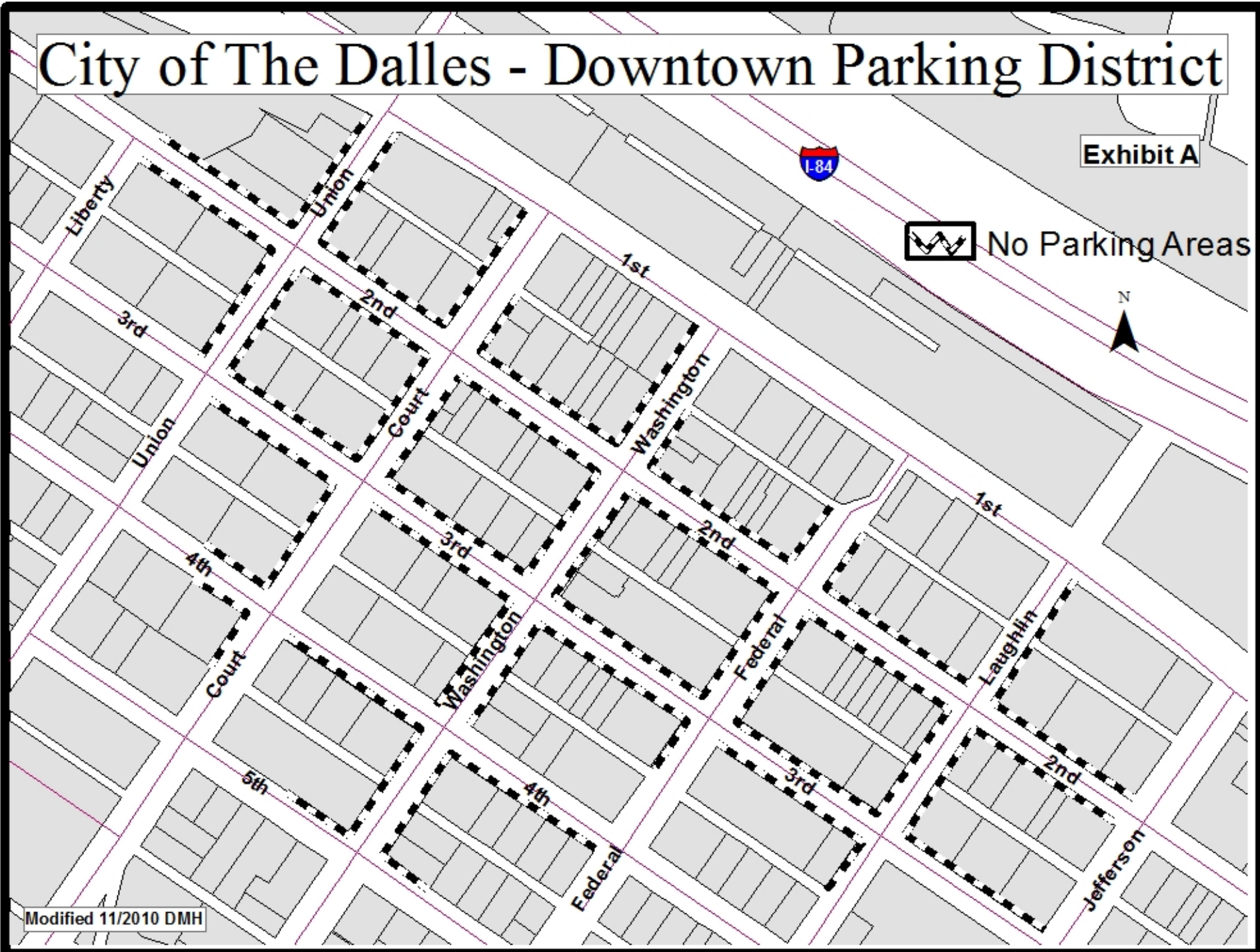
Bets Stelzer
541-993-2813

City of The Dalles - Downtown Parking District

Exhibit A

 No Parking Areas

N



Modified 11/2010 DMH


CITY of THE DALLES

 313 COURT STREET
 THE DALLES, OREGON 97058

 (541) 296-5481 ext. 1125
 PLANNING DEPARTMENT

RESOLUTION NO. PC 623A-24

Denial of Appeal Application 037-24, Bob Wickwire, and affirming the Community Development Director's approval of Site Plan Review 544-24, requesting approval to construct 116 for-rent apartments, over +/-9,500 sf of retail space, resident amenities and building services in a +/- 96,000 gross sf, five-story, mixed-use building. Property is located at 523 East 3rd Street, in The Dalles, Oregon, as depicted in Assessor's Map No. 1N 13E BD as Tax Lots 6700, 6800, and 6900. Property is zoned "CBC" – Central Business Commercial.

I. RECITALS:

- A. On August 15, 2024, the Planning Commission of the City of The Dalles conducted a public hearing to consider the above appeal. A staff report was presented and stated findings of fact, conclusions of law, and a staff recommendation. Testimony and other evidence was submitted and entered into the hearing record.
- B. The staff report and its attachments, the evidence presented at the public hearing, and all other components of the hearing record provide the basis for the Planning Commission's decision and this Resolution and are incorporated herein by reference.

II. RESOLUTION:

Now, therefore, be it FOUND, DETERMINED, and RESOLVED by the Planning Commission of the City of The Dalles as follows:

- A. In all respects, as set forth in Recitals, Part "I" of this Resolution:
 Appeal 037-24 is hereby denied.

III. APPEALS AND CERTIFICATION:

- A. Any party of record may appeal a decision of the Planning Commission to the City Council for review. Appeals to the Planning Commission's final decisions on quasi-judicial planning actions must be made according to Section 3.020.080 of the Land Use and Development Ordinance.
- B. The Secretary of the Commission shall (a) certify to the adoption of this Resolution and (b) transmit a copy of this Resolution with the notice of appeal decision to all parties participating in the appeal.

Continued on next page.

APPROVED AND ADOPTED THIS 15th DAY OF AUGUST, 2024.

Cody Cornett, Chair
Planning Commission

I, Joshua Chandler, Community Development Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at the regular meeting of the City Planning Commission, held on the 15th day of August, 2024.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____
Joshua Chandler
Community Development Director
City of The Dalles


CITY of THE DALLES

 313 COURT STREET
 THE DALLES, OREGON 97058

 (541) 296-5481 ext. 1125
 PLANNING DEPARTMENT

RESOLUTION NO. PC 623B-24

Approval of Appeal Application 037-24, Bob Wickwire and reversing the Community Development Director's approval of Site Plan Review 544-24, requesting approval to construct 116 for-rent apartments, over +/-9,500 sf of retail space, resident amenities and building services in a +/- 96,000 gross sf, five-story, mixed-use building. Property is located at 523 East 3rd Street, in The Dalles, Oregon, as depicted in Assessor's Map No. 1N 13E BD as Tax Lots 6700, 6800, and 6900. Property is zoned "CBC" – Central Business Commercial.

I. RECITALS:

- A. On August 15, 2024, the Planning Commission of the City of The Dalles conducted a public hearing to consider the above appeal. A staff report was presented and stated findings of fact, conclusions of law, and a staff recommendation. Testimony and other evidence was submitted and entered into the hearing record.
- B. During that hearing, the Planning Commission challenged staff's recommendation to deny Appeal Application 037-24 and to affirm the Community Development Director's denial of Site Plan Review 544-24, citing inconsistencies with staff's findings of unmet criterion; specifically, the Planning Commission identified the following criteria to validate its determination:
 1. *Text to be inserted following Planning Commission deliberations.*
 2. *Text to be inserted following Planning Commission deliberations.*
- C. The staff report and its attachments, the evidence presented at the public hearing, and all other components of the hearing record provide the basis for the Planning Commission's decision and this Resolution and are incorporated herein by reference.

II. RESOLUTION:

Now, therefore, be it FOUND, DETERMINED, and RESOLVED by the Planning Commission of the City of The Dalles as follows:

- A. In all respects, as set forth in Recitals, Part "I" of this Resolution:
 Appeal 037-24 is hereby approved.

III. APPEALS AND CERTIFICATION:

- A. Any party of record may appeal a decision of the Planning Commission to the City Council for review. Appeals to the Planning Commission's final decisions on quasi-

judicial planning actions must be made according to Section 3.020.080 of the Land Use and Development Ordinance.

- B. The Secretary of the Commission shall (a) certify to the adoption of this Resolution and (b) transmit a copy of this Resolution with the notice of appeal decision to all parties participating in the appeal.

APPROVED AND ADOPTED THIS 15th DAY OF AUGUST, 2024.

Cody Cornett, Chair
 Planning Commission

I, Joshua Chandler, Community Development Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at the regular meeting of the City Planning Commission, held on the 15th day of August, 2024.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____

Joshua Chandler
 Community Development Director, City of The Dalles
 Planning Commission Secretary



CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Public Hearing

regarding:

APL 037-24 – Bob Wickwire

On August 1, 2024, by mailing a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid and deposited in the post office at The Dalles Oregon on said day. Between the said Post Office and the address to which said copy was mailed, there is a regular communication by US Mail.

DATED: August 1, 2024

Secretary
Community Development Department

Name		PC Public Hearing Notices 2024-07-08
Name	E-mail	
Amie Ell	amell@ci.the-dalles.or.us	
Art Smith	arthurs@co.wasco.or.us	
Aviation Contacts		
Ben Beseda	BBeseda@tennesoneng.com	
Bradley Cross	bradleyc@co.wasco.or.us	
CDD	cotdcd@gmail.com	
customerservice2044@wasteconnections.com	customerservice2044@wasteconnections.com	
Cynthia Keever	ckeever@ci.the-dalles.or.us	
Dale McCabe	dmccabe@ci.the-dalles.or.us	
Dan Shanahan	dan.t.shanahan@odot.oregon.gov	
Dave Anderson	danderson@ci.the-dalles.or.us	
Don Morehouse	donald.morehouse@odot.oregon.gov	
Eric Grendel	ericg@ncphd.org	
Ernie Garcia	ernie.garcia@charter.com	
Jamie Carrico	JCarrico@ci.the-dalles.or.us	
Jay Wood	jwood@mcf.org	
Jeff Teel	Jeff-Teel@nwascopud.org	
Jonathan Kara	jkara@ci.the-dalles.or.us	
Joshua Chandler	jchandler@ci.the-dalles.or.us	
Kara Flath	flathk@nwasco.k12.or.us	
Karly Aparicio	kcnaparicio@gmail.com	
Kelsey Dobo	dobokelsey@deq.state.or.us	
Mario Esquivel	mario.m.esquivel@usps.gov	
MEDIA		
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us	
Pat Cimmiyotti	Patrick.M.Cimmiyotti@odot.state.or.us	
Paula Grendel	paulag@ncphd.org	
Riley Skov	riley.skov@odot.oregon.gov	
Sean Bailey	seanb@co.wasco.or.us	
Shane Johnson	Shane.R.Johnson@odot.state.or.us	
Shilah Olson - Wasco County SWCD	shilah.olson@or.nacdnet.net	
TD Irrigation District	tdid@gorge.net	
Tom Holmes	tholmes@dunncarney.com	
Tom Worthy	tworthy@ci.the-dalles.or.us	
Tonya Brumley	tlb@nwnatural.com	
Ty Wyman	twyman@dunncarney.com	
Wasco County Assessor	assessor@co.wasco.or.us	
Wasco County Planning	wcplanning@co.wasco.or.us	

Name		Aviation Contacts
Name	E-mail	
Brandon Pike	brandon.pike@odav.orgeon.gov	
Jeff Renard	manager@flycgra.com	
ODA	oda.planning@odot.oregon.gov	
WA DOT Aviation	AviationLandUse@wsdot.wa.gov	

Century Link
 902 Wasco St
 Hood River OR 97031

418 E 2ND ST LLC
592 SE ANDOVER PL
PORTLAND, OR 97202

516E297058 LLC
PO BOX 582
HOUSTON, TX 77001

616 E 3RD ST LLC
19305 SOUTHWEST TETON AVE
TUALATIN, OR 97062

ALLEN PATRICIA SCHANO
4384 N 6TH ST
HARRISBURG, PA 17110

AMICCI BRUNO C TRUSTEE
12205 SW WINTERHAWK LN
BEAVERTON, OR 97007

BACKUS NICOLE M
414 JEFFERSON ST
THE DALLES, OR 97058

BAKER ROGER L
9 MONROE PKY STE 140
LAKE OSWEGO, OR 97035

BARRTELL PROPERTIES LLC
PO BOX 2317
THE DALLES, OR 97058

BIG RAM LLC
608 E 2ND ST
THE DALLES, OR 97058

BONHAM DANIEL G & LORILYN E
624 E 2ND ST
THE DALLES, OR 97058

C & E LLC
PO BOX 1371
THE DALLES, OR 97058

CHRISMAN & CHASE LLC
200 E MAIN ST
ENTERPRISE, OR 97828

CLARK HOWARD P
508 E 2ND
THE DALLES, OR 97058

COLUMBIA LODGE #5 IOOF
1100 W 18TH ST
THE DALLES, OR 97058

CREZ PARTNERS LLC
PO BOX 331
THE DALLES, OR 97058

ENTERPRISE TD LLC
2406 NE 32ND AVE
PORTLAND, OR 97212

FIRST INTERSTATE BANK OF OR
PO BOX 2609
CARLSBAD, CA 92018

FISHER JOHN & REBEKAH T
421 E 4TH ST
THE DALLES, OR 97058

GOLZ CHRISTOPHER H
417 E 4TH
THE DALLES, OR 97058

GREATER GORGE COMMUNITY
HOUSING LLC
312 COURT ST STE 419
THE DALLES, OR 97058

GREATER GORGE COMMUNITY
HOUSING LLC
500 E 2ND ST
THE DALLES, OR 97058

GRIZZLY FIREFIGHTERS INC
PO BOX 17426
SALEM, OR 97305

HEISLER STANLEY D
PO BOX 3
THE DALLES, OR 97058

MANCIU ANTHONY
612 E 3RD
THE DALLES, OR 97058

MATTHEW BUILDINGS LLC
PO BOX 939
THE DALLES, OR 97058

PENTA LLC
2860 ARBOR DR
WEST LINN, OR 97068

QUEENLAND INVESTMENTS LLC
812 E 20TH ST
THE DALLES, OR 97058

RUSHFORD PROPERTY PARTNERS LLC
PO BOX 1562
HOOD RIVER, OR 97031

SALVATION ARMY THE
8495 SE MONTEREY AVE
HAPPY VALLEY, OR 97086

SALVATION ARMY THE
623 E 3RD ST
THE DALLES, OR 97058

SAWYER PROPERTIES
3350 SW XERO CT
REDMOND, OR 97756

SAWYER PROPERTIES LLC
500 E 3RD ST
THE DALLES, OR 97058

SAWYER WARREN & MARCIA
500 E 3RD ST
THE DALLES, OR 97058

SMITH PENELOPE A
409 LAUGHLIN
THE DALLES, OR 97058

TD3RD LLC
101 SW MAIN ST, STE 825
PORTLAND, OR 97204

TD3RD LLC
101 W 2ND ST #2049
THE DALLES, OR 97031

THE DALLES CITY OF
313 COURT ST
THE DALLES, OR 97058

TKW PROPERTIES LLC
3426 BROKEN TEE DR
HOOD RIVER, OR 97031

TLG PROPERTIES LLC
PO BOX 362
WOLF CREEK, MT 59648

VANN VINCENT JEFFERY
3100 OLD DUFUR RD
THE DALLES, OR 97058

VERGEER RONALD D & CAROL L
601 E 3RD ST
THE DALLES, OR 97058

WALTERS RONALD & KATHRYN
2710 SE MERRITT DR
BATTLE GROUND, WA 98604

WASCO COUNTY ADMINISTRATOR
511 WASHINGTON
THE DALLES, OR 97058

WEED THOMAS E & KERRI P
3426 BROKEN TEE DR
HOOD RIVER, OR 97031

WOOLSEY SAMUEL H
751 E 18TH ST
THE DALLES, OR 97058

ZSBG DEVELOPMENT LLC
2530 E 14TH
THE DALLES, OR 97058

ZSBG PROPERTY LLC
2530 E 14TH
THE DALLES, OR 97058


CITY of THE DALLES

 313 COURT STREET
 THE DALLES, OREGON 97058

 (541) 296-5481 ext. 1125
 COMMUNITY DEVELOPMENT DEPARTMENT

August 1, 2024

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of The Dalles Planning Commission will conduct a quasi-judicial public hearing on **Thursday, August 15, 2024 at 5:30 p.m.** The meeting will be held in the City Hall Council Chambers, 313 Court Street, The Dalles, Oregon 97058. The meeting will be conducted in a room in compliance with ADA standards. Anyone requiring accommodations may call the office of the City Clerk, (541) 296-5481, ext. 1119, Monday through Friday, from 8:00 a.m. to 5:00 p.m. to make arrangements. Interested parties may attend in person, via Zoom at <https://us06web.zoom.us/j/88147760127?pwd=bzF6UVBBS0EvaDIxTEVYRngrbExmQT09>, or by phone at 1-253-215-8782 or 1-669-900-6833. Meeting ID: **881 4776 0127**, Passcode: **007612**. The livestream can be viewed at www.thedalles.org/live_streaming.

This notice is sent to affected agencies, parties of record, and property owners within 300 feet of the subject property. The request is outlined below, and followed by procedures for the public hearing. **The application and all related documents, as well as the applicable criteria, are available for viewing in the Community Development Department in City Hall.**

APPELLANT: Bob Wickwire

APPLICATION NUMBER: APL 037-24

REQUEST: Appeal of the administrative approval of Site Plan Review (SPR) 544-24 on July 12, 2024, for the approval to construct 116 for-rent apartments, over +/-9,500 sq. ft. of retail space, resident amenities and building services in a +/-96,000 gross sq. ft., five-story, mixed-use building.

PROPERTY OWNER: TD3RD LLC

LOCATION: The property is located at 523 E. 3rd Street and further described as 1N 13E BD tax lots 6700, 6800, and 6900. Property is zoned CBC – Central Business Commercial District.

REVIEW CRITERIA: City of The Dalles Municipal Code Title 10 Land Use and Development, Section 3.020.080 Appeal Procedures, Article 3.030 Site Plan Review, Article 5.050 CBC – Central Business Commercial District, Chapter 10.6 General Regulations, Chapter 10.7 Parking Standards, Chapter 10.10 Improvements Required with Development.

COMMENT PROCEDURE:

1. Signed written comments may be submitted prior to the hearing by mail or personal delivery. Faxes will be accepted only if sent to 541-296-6906. Emails will be accepted only if sent to jchandler@ci.the-dalles.or.us. All comments must include the name and address of the person making the comments. Comments for a quasi-judicial hearing which are longer than one side of one page shall be accepted only by mail or in person and only if 12 copies are presented. Comments must be at least equal in size to ten point type. Comments must be received by 5:00 p.m .on the hearing date or may be presented in person at the hearing. Additional information relating to comments and the quasi-judicial hearing process can be found in The Dalles Municipal Code, Title 10 Land Use and Development, Article 3.020.070. The full Code is on line at www.thedalles.org.
2. Failure to raise an issue during the public hearing process, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue will preclude an appeal to the City Council and the Land Use Board of Appeals based upon that issue.
3. Copies of all review criteria and evidence relied upon by the decision maker or evidence provided by the applicant are available for free review or may be purchased at the Community Development Department, 313 Court Street, The Dalles, Oregon 97058.
A Staff Report will be available for inspection seven days prior to the hearing.

DECISION PROCESS:

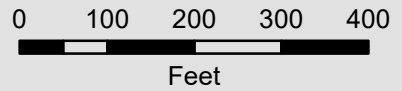
1. An application is received, decision date set, and notice mailed to property owners within 300 feet of the subject property.
2. All affected City departments and other agencies are asked to comment.
3. All timely comments and the application are weighed against the approval criteria in a Staff Report.
4. The provisions of The Dalles Municipal Code and the City of The Dalles Comprehensive Plan must be met.
5. A decision is reached by the City Council based on the Findings of Fact in the Staff Report and other evidence submitted.
6. Parties of Record (notified property owners, affected public agencies, and other parties who make timely comment) will receive a Notice of Decision.
7. Aggrieved parties may appeal a quasi-judicial decision to the City Council within 10 days of the date a Notice of Decision is mailed, subject to the requirements for appeal procedures.

Please direct any questions to Joshua Chandler, Director, Community Development Department at (541) 296-5481, ext. 1121, or contact via e-mail jchandler@ci.the-dalles.or.us.



- ★ Subject Property
- ▨ Notified Properties
- Taxlots
- Roads

Properties within 300 feet of
APL 37-24
523 E. 3rd Street
1N 13E 3 BD, tax lots 6700, 6800, 6900



City of The Dalles
Community Development
Department
August 1, 2024 | JC





City of The Dalles
Community Development Dept
313 Court Street
The Dalles, OR 97058
(541) 296-5481, ext. 1125
www.thedalles.org

Application #: APL 37-24
Filing Fee: 250⁰⁰ receipt # 520694
Receipt #: 520694
Received: 7/22/2024

Notice of Appeal for Land Use Decision

Appellant's Name: Bob Wickwire Downey Furniture & Design
Address: 601 E. 3rd Street
The Dalles, OR 97058
Phone: 541.296.2871
Email: info@downeyfurnitureanddesign.com

Please state the reasons why the appellant qualifies as a party entitled to file a notice of appeal:
We (my wife & I) operate Downey Furniture and Design which has been in business since 1968.

Please provide the date and a brief description of the decision being appealed:
July 12, 2024 SPR 544-24. There are too many unanswered questions regarding this project.

Please cite the specific grounds why the decision should be reversed or modified, and cite the applicable criteria or procedural error which supports the grounds for appeal:*

Parking issues are still unresolved. The parking study is NOT realistic. NO one will park 3 blocks away to purchase or shop for furniture especially the elderly who is a big part of our customer base. You have rules listed for parking and no way to enforce.
** See Attached

Robert M. Wickwire
Appellant Signature

7/22/24
Date

*Attach additional sheets as necessary.

1. (1.c) Height of building. Building height exceeds the 55'
- (4,b) Airborne dust nuisance. How are they going to mitigate this, if I have to incur costs to maintain a clean environment for my customers and employees due to dust and contaminations what will be the procedure for reimbursement.
- (5.c) On-site parking – 38 spaces for 116 apartments. On-site parking to be accessible from the alley. On-site parking is inadequate for a project of this size. Alley needs to be repaved and that should be required to be done and paid for by the property owner.
- (6.f) Why is just 3rd St and Laughlin St. designated no parking from 9 am to 6 pm for tenants. If should be e 3rd St., Laughlin, E 2nd St. and Jefferson St.
- (6.g) How is the city going to sweep the other streets when they only restrict parking on 3rd St. on Fridays between 12 pm and 7 am

If this project is completed and worst case fears of parking are realized and the parking on public streets is the only remedy for the tenants, how is the City of The Dalles going to sweep the streets and address snow removal.

Even with the City of The Dalles providing a public parking lot for this projects tenants, there is still inadequate parking for this development, there by effecting surrounding businesses because parking spaces will be used by those tenants. The waiver for on-site parking should not be granted and the design of the project should incorporate adequate parking for the tenants on-site.



CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Administrative Decision

regarding:

SPR 544-24 – Chris Hodney, Hacker Architects

On July 12, 2024, by mailing a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid and deposited in the post office at The Dalles Oregon on said day. Between the said Post Office and the address to which said copy was mailed, there is a regular communication by US Mail.

DATED: July 12, 2024

Paula Webb

Secretary
Community Development Department

Name	
Name	E-mail
Amie Ell	amell@ci.the-dalles.or.us
Art Smith	arthurs@co.wasco.or.us
Aviation Contacts	
Ben Beseda	BBeseda@tennesoneng.com
Bradley Cross	bradleyc@co.wasco.or.us
Brenna La Vigne	brennal@co.wasco.or.us
'Brumley, Tonya'	tlb@nwnatural.com
Building Codes	buildingcodes@co.wasco.or.us
CDD	cotdcdd@gmail.com
customerservice2044@wasteconnections.com	customerservice2044@wasteconnections.com
Cynthia Keever	ckeever@ci.the-dalles.or.us
Dale McCabe	dmccabe@ci.the-dalles.or.us
Dan Shanahan	dan.t.shanahan@odot.oregon.gov
'dan@gorge.net'	'dan@gorge.net'
Darcy Long	dlong@ci.the-dalles.or.us
Dave Anderson	danderson@ci.the-dalles.or.us
Don Morehouse	donald.morehouse@odot.oregon.gov
Eric Grendel	ericg@ncphd.org
Ernie Garcia	ernie.garcia@charter.com
Jamie Carrico	jcarrico@ci.the-dalles.or.us
Jay Wood	jwood@mfr.org
Jeff Teel	Jeff-Teel@nwascopud.org
Jonathan Kara	jkara@ci.the-dalles.or.us
Kara Flath	flathk@nwasco.k12.or.us
Kelly Howsley-Glover	kellyg@co.wasco.or.us
Mario Esquivel	mario.m.esquivel@usps.gov
Matthew Klebes	mklebes@ci.the-dalles.or.us
MEDIA	
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us
Paula Grendel	paulag@ncphd.org
PC Commissioners & Staff	
'rowapplications@bpa.gov'	'rowapplications@bpa.gov'
Sean Bailey	seanb@co.wasco.or.us
Shane Johnson	Shane.R.Johnson@odot.state.or.us
Tom Peterson	tomvpeterson@gmail.com
Tom Worthy	tworthy@ci.the-dalles.or.us
Wasco County Assessor	assessor@co.wasco.or.us
Wasco County Planning	wcplanning@co.wasco.or.us

CENTURY LINK
902 WASCO ST
HOOD RIVER OR 97031

MARK POPPOFF
213 E 9th ST
THE DALLES OR 97058

CHRIS HODNEY
HACKER ARCHITECTS
555 SE MLK JR BLVD, STE 501
PORTLAND OR 97214

TD3RD LLC
101 W 2ND ST, #2049
THE DALLES OR 97058

RONALD & KATHRYN WALTERS
2710 SE MERRITT DR
BATTLE GROUND WA 98604

BOB & DEBBIE WICKWIRE
DOWNEY FURNITURE & DESIGN
601 E 3RD ST
THE DALLES OR 97058

BETS STELZER
VIA EMAIL:
BETSSTELZER@GMAIL.COM

DANIEL MEADER
911 E 7TH ST
THE DALLES OR 97058



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
COMMUNITY DEVELOPMENT DEPARTMENT

**NOTICE OF ADMINISTRATIVE DECISION
SPR 544-24**

Chris Hodney, Hacker Architects

DECISION DATE: July 12, 2024

APPLICANT: Chris Hodney, Hacker Architects

PROPERTY OWNER: TD3rd, LLC

REQUEST: Applicant is requesting approval to construct 116 for-rent apartments, over +/-9,500 sq. ft. of retail space, resident amenities and building services in a +/- 96,000 gross sq. ft., five-story, mixed-use building.

LOCATION: The subject property is located at **523 East 3rd Street** and further described as 1N 13E 3 BD tax lots 6700, 6800, 6900.

COMPREHENSIVE PLAN AND ZONING DESIGNATIONS: CBC – Central Business Commercial District

AUTHORITY: City of The Dalles Municipal Code, Title 10 Land Use and Development

DECISION: Based on the findings of fact and conclusions in the staff report of **SPR 544-24**, the request by **Chris Hodney, Hacker Architects** is hereby **approved** with the following conditions:

1. Conditions Requiring Resolution Prior to Final Plan Approval:

- a. Final plan submission must meet all requirements of The Dalles Municipal Code, Title 10 Land Use and Development, and all other applicable provisions of The Dalles Municipal Code.
- b. Applicant is required to submit a specific schedule for completion of project phases to ensure construction is diligently pursued toward completion.

- c. The applicant is required to demonstrate that a Conditional Use (CUP) for the 60 ft. building height is approved, or submit revised plans that comply with the building height of the underlying zoning district (55’).
- d. All construction/design plans for public infrastructure, improvements, or ROW shall be approved by the City Engineer.
- e. A sanitary sewer analysis is required to be submitted for this development and approved by the City Engineer.
- f. The Applicant shall ensure the private stormwater facilities can manage drainage from the subject development and shall coordinate any main line extensions with the City Engineer.
- g. All proposed street trees shall be chosen from a list provided by the City.
- h. All street tree planting systems must be approved by the Public Works Director, or designee.
- i. The Mid-Columbia Fire and Rescue Fire Marshal must approve all proposed street tree locations.
- j. The City Engineer must approve all proposed street tree locations to ensure compliance with TDMC 10.6.010.060(E).
- k. The bicycle parking on E. 3rd Street right-of-way is required to be approved by the City Engineer or will need to be located on-site consistent with the requirements of TDMC 10.7.040.030(A).
- l. The Applicant shall coordinate all required easements with local utilities and establish said easements on the final plan.
- m. The development must provide sufficient space to accommodate no less than four (4) motorcycles and/or mopeds.
- n. All mail delivery facility locations must be approved by the Postmaster.

2. Conditions Requiring Resolution Prior to Building Permit Issuance:

- a. A detailed site plan, construction/design and landscape plan consistent with the conditions of approval included within this Staff Report must be approved by the Director and City Engineer prior to permit approval.
- b. The Minor Partition and Final Plat to consolidate the three tax lots into one tax lots shall be approved prior to the issuance of building permits.
- c. All construction/design plans for public infrastructure, improvements, or rights-of-way required with this development must be approved by the City Engineer.
- d. All System Development Charges shall be paid.
- e. Plans submitted with the subsequent building permits shall be consistent with the approved Site Plan Review.
- f. A cut and fill permit is required on all excavation that exceeds 50 cubic yards. If the excavation exceeds 250 cubic yards, plans must be completed by a licensed engineer.

3. Conditions Required Prior to Construction:

- a. Prior to the installation of public facilities, a pre-construction meeting is required between the City and the Applicant.
- b. Applicant is required to obtain all applicable City permits for the planting of these trees.
- c. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Americans with Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes.
- d. The Applicant will be required to record all utility easements proposed for this development.

4. Conditions Required During Construction:

- a. The Applicant shall take effective action to prevent the escape of sediment from the site by installation of erosion and sediment control measures and practices prior to, and concurrent with, land disturbing activities.
- b. The Applicant shall prevent the formation of any airborne dust nuisance and shall be responsible for any damage resulting from failure to do so.
- c. An oil/water separator must be installed on the subject property and a maintenance agreement established with the City's Public Works Department.
- d. All ROW improvements must be constructed to City standards.

5. Conditions Required Prior to Occupancy:

- a. All required landscaping and improvements shall be completed or financially guaranteed per the provisions of Section 10.9.040.060(I): Performance Guarantee prior to occupancy.
- b. All parking spaces shall be striped and hard surfaced prior to occupancy.
- c. All required improvements, including all ROW improvements, shall be installed prior to occupancy.
- d. All ADA signage and spaces must be installed on site as shown on the site plan prior to occupancy.

6. Ongoing Conditions:

- a. All development must adhere to the approved site plan for this development.
- b. All proposed lighting shall not directly illuminate adjoining properties. Lighting sources in the parking area shall be shielded and arranged to prevent glare in any public ROW, with a maximum illumination at the property line not to exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights.
- c. All required landscaping shall be irrigated and maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind by the developer or party responsible for removing the trees and/or plant material.

- d. Trees shall be pruned by the property owner, to provide a minimum clearance of 9 feet above sidewalks and 14 feet above street and roadway surfaces.
- e. All points of access for refuse collection shall remain unobstructed.
- f. Pursuant to TDMC 6.080.020, no tenant of the development (commercial or residential) may park along the E. 3rd Street and Laughlin Street frontages during the hours of 9am-6pm. All violators will be towed at their own expense.
- g. To allow for weekly street sweeping within the downtown area, no tenant of the development (commercial or residential) may park along the E. 3rd Street frontage during the hours of 12pm-7am each day of sweeping. At this time, sweeping occurs each Friday morning, but may change at a future date.

Signed this 12th day of July, 2024 by



Joshua Chandler
Director
Community Development Department

TIME LIMITS: The period of approval is valid for the time period specified for the particular application type in City of The Dalles Municipal Code, Title 10 Land Use and Development. All conditions of approval shall be fulfilled within the time limit set forth in the approval thereof, or, if no specific time has been set forth, within a reasonable time. Failure to fulfill any of the conditions of approval within the time limits imposed can be considered grounds for revocation of approval by the Director.

Please Note! No guarantee of extension or subsequent approval either expressed or implied can be made by the City of The Dalles Community Development Department. Please take care in implementing your approved proposal in a timely manner.

APPEAL PROCESS: The Director's approval, approval with conditions, or denial is the City's final decision, and may be appealed to the Planning Commission if a completed Notice of Appeal is received by the Director no later than 5:00 p.m. on **July 22, 2024**. The following may file an appeal of administrative decisions:

1. Any party of record to the particular administrative action.
2. A person entitled to notice and to whom no notice was mailed. (A person to whom notice is mailed is deemed notified even if notice is not received.)
3. The Historic Landmarks Commission, the Planning Commission, or the City Council by majority vote.

A complete record of application for administrative action is available for review upon request during regular business hours, or copies can be ordered at a reasonable price, at the City of The Dalles Community Development Department. Notice of Appeal forms are also available at The Dalles Community Development Office. The fee to file a Notice of Appeal is \$250.00. **The appeal process is regulated by Section 10.3.020.080: Appeal Procedures of The Dalles Municipal Code, Title 10 Land Use and Development.**



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT
Site Plan Review 544-24
Chris Hodney, Hacker Architects
Basalt Commons

Procedure Type: Administrative

Assessor’s Map: Township 1 North, 13 East, Section 3 BD

Tax Lots: 6700, 6800, 6900

Address: 523 E. 3rd Street

Zoning District: “CBC” Central Business Commercial

Subdistrict: CBC-2

Prepared by: Joshua Chandler, Community Development Director

Date Prepared: July 12, 2024

REQUEST: Applicant is requesting approval to construct 116 for-rent apartments, over +/- 9,500 sq. ft. of retail space, resident amenities and building services in a +/- 96,000 gross sq. ft., five-story, mixed-use building. This document is limited to Site Plan Review only.

The Basalt Commons Mixed Use development has two additional land use applications reviewed through the Community Development Department (CDD).

- Minor Partition (MIP 438-24): Consolidation of 3 parcels. *Approved on June 18, 2024.*
- Conditional Use (CUP 212-24): Allow height increase from 55’ maximum to 60’. *Currently under appeal (APL 036-24) and awaiting a City Council decision at the July 22, 2024 hearing.*

The Conditions of Approval address the timing and approval of these applications in relation to the development of the property.

NOTIFICATION: Property owners within 100 feet, City Departments and Franchise Utilities.

COMMENTS RECEIVED: Three comments were received during the 14-day comment period are compiled in Attachment 4 and are outlined below:

- June 13, 2024: Ronald and Kathryn Walters | 518 E. 2nd Street. The comment received was in opposition of the project due to the total number of proposed units. The Walters believe that the lack of parking will create a huge problem for everyone much further than a 100' vicinity. In addition, they also cite a potential negative impact on nearby property values.

RESPONSE #1: This Staff Report will address the applicable development standards, including parking, in subsequent findings below.

- June 18, 2024: Bob and Debbie Wickwire | 601 E. 3rd Street. The comment received expressed concern over the proposed development due to the overall lack of parking spaces provided. As a result, the Wickwires believe allowing this project to continue with the lack of parking will only hurt businesses in the area. They believe that the project should not proceed unless the unless the City can come up with a solution to ensure that long established businesses next to this project have proper parking for their customers such as dedicated, time limited or metered parking.

RESPONSE #2: This Staff Report will address the applicable development standards, including parking, in subsequent findings below. In addition, the City is currently in the process of evaluating downtown parking as a whole with a 2024 Downtown Parking Assessment, which will outline tools, and techniques the City may use to manage parking within the downtown area. This assessment is anticipated for completion by fall 2024.

- June 24, 2024: Bets Stelzer | betsstelzer@gmail.com. The comment received was in overall support for the project for various reasons, namely the positive impact it will have on the downtown area, ultimately leading to more people downtown, more walkers, and addressing the overall need for more housing.

RESPONSE #3: No comment.

ATTACHMENTS:

- Attachment 1 – Site Plan Review Plan Set
- Attachment 2 – Traffic Impact Study and Update
- Attachment 3 – Parking Management Plan and Demand Assessment
- Attachment 4 – Comments Received - Compiled

REVIEW CRITERIA:

City of The Dalles Municipal Code

Title 10 Land Use and Development

Section 10.3.010.040 Applications

A. Acceptance

FINDING #1: The Applicant submitted a pre-application (Site Team) request on April 9, 2024, and the meeting was held on April 25, 2024. Following the Site Team meeting, the City provided Applicant meeting notes on April 29, 2024. Applicant submitted the

application and materials for Site Plan Review (SPR) No. 544-24 on May 7, 2024. Following the submittal, Staff deemed the application incomplete on May 14, 2024, and requested additional information to include with the application materials. Applicant submitted the remainder of the application material on May 29, 2024. **Criteria met.**

B. Completeness

FINDING #2: The application was deemed complete on May 29, 2024. **Criterion met.**

Section 10.3.020.040 Administrative Actions

B. Decision Types.

FINDING #3: Pursuant to The Dalles Municipal Code (TDMC), an SPR application is processed as an Administrative Action unless elevated to a Quasi-Judicial Action. **Criterion met.**

C. Notice of Application

FINDING #4: A Notice of Application for Administrative Action was mailed June 10, 2024 to property owners within 100 feet, as well as any affected governmental agency, department, or public district within whose boundaries the subject property lies. **Criterion met.**

D. Staff Report

FINDING #5: This document serves as the Staff Report. **Criterion met.**

Article 3.030 Site Plan Review

Section 10.3.030.020 Review Procedures

A. Process.

FINDING #6: As a condition of approval, this decision requires a detailed site plan, construction/design plans, and landscaping plans, consistent with all other conditions of approval, to be approved by the Community Development Director and the City Engineer before a building permit is issued. **Criterion met with conditions.**

Section 10.3.030.040 Review Criteria

A. City Ordinance Provisions.

FINDING #7: Provisions for the proposed development are further addressed in subsequent findings. **Criterion met.**

B. Public Facilities Capacity.

FINDING #8: A Site Team meeting was held on April 25, 2024 with Staff detailing the public facilities that exist to the site and the facility requirements for the proposed development. It is the responsibility of the Applicant to determine specific site needs for the proposed development. Upsizing or upgrading of existing utilities will incur additional System Development Charges payable to the City. Additional fees will be collected through a separate building permit process. A condition of approval is included that requires all construction and design plans for public infrastructure, improvements, or rights-of-way (ROW) be approved by the City Engineer. Utility and ROW Improvement Plans (Attachment 1, C100-600) were submitted with the application. In addition, a specific building setback from an existing powerline was required by Northern Wasco County PUD Electric. The Site

Plan (Attachment 1, SPR-01) submitted with the application shows the setbacks from the exiting power lines. **Criterion met with conditions.**

C. Arrangement of Site Elements.

1. Promote pedestrian, bicycle, and vehicular safety and welfare.

FINDING #9: The site plan illustrates pedestrian walkways and bicycle parking to promote pedestrian, bicycle, and vehicular safety. Details regarding these features will be addressed in the subsequent findings in the Staff Report. **Criterion met.**

2. Preserve and maintain public amenities and significant natural features.

FINDING #10: No significant natural features were identified at the subject site. No public amenities exist on site per the Existing Conditions Plan (Attachment 1, C-101). **Criterion met.**

3. Avoid traffic congestion.

FINDING #11: The Applicant included a Turning Movement Plan (Attachment 1, C-202) indicating how vehicle circulation will be managed on site to avoid traffic congestion. Vehicular access to the site is taken from the alley via one way in and one way out access. In addition, a Traffic Impact Study (TIS), included as Attachment 2, was submitted as the proposed development will result in the creation of 16 or more dwelling units, pursuant to TDMC 10.10.060(A)(1). City Staff reviewed the TIS and determined the development would not require additional traffic mitigation tactics to control congestion at any of the nearby intersections. **Criterion met.**

4. Minimize potential adverse impacts on surrounding properties.

FINDING #12: The Staff Report addresses additional zone standards and requirements of this article in subsequent findings. A Parking Management Plan and Parking Demand Assessment (PMP/PDA), included as Attachment 3 was provided to address the impacts and mitigation of impacts of additional parking on the surrounding properties. **Criterion met.**

D. Design Standards – All Development.

1. Scale. Buildings with walls greater than 80 feet in length shall include street façades that are varied and articulated at regular 20-, 30-, 40- or 50-foot intervals along the façade to provide the appearance of smaller buildings. Articulation shall be achieved through the use of offsets, jogs, variation of finishes, projections, windows, bays, porches, traditional storefront elements, entries or other similar distinctive changes.

FINDING #13: Attachment 1, SPR-08 Exterior Elevations, depicts the proposed building articulation, which comprises an overall length of 301 feet along E. 3rd Street, and a width of 66 feet along Jefferson and Laughlin streets. To mitigate the building's length, the design incorporates shifts in the building plane along E. 3rd Street, breaking the massing into varied facade widths ranging between roughly 37 and 92 feet. The choice of irregular and varied intervals in the façade was intentional to emulate the district's building widths, creating deeper usable outdoor seating at the ground floor, and directly reflecting the varied residential unit types within the building's upper floors. Each resulting facade is further articulated with a regular rhythm of piers that reflect the unit widths and the rooms within.

At the upper floors, pier spacing is varied, and infilled with a variety of window types, accent material panels, and small (Juliette) balconies. These varied infill strategies reflect the diversity of living uses and enable residents to activate the facade and connect with the outdoors.

The ground floor is differentiated from the upper facades in height, material, and amount of glazing and storefront. Pier spacing is widened to allow for transparency and visual connection from the sidewalk to the commercial space within. Storefront windows and entries are recessed into the façade to provide necessary articulation and shadow relative to the height of the ground floor. **Criterion met.**

2. *Parking Location.*

FINDING #14: Attachment 1, SPR-01 and SPR-02 illustrate the proposed parking area, which is an open, tuck-under surface parking lot. The lot is located along and accessed from the northern alley. The parking lot is set back from both Laughlin and Jefferson streets and screened with the building and landscaped outdoor courtyard. **Criterion met.**

3. *Fences/Walls.*

FINDING #15: No fences and/or walls are proposed in the front and/or corner side yards. **Criterion not applicable.**

4. *Parking Lot Landscaping.*

FINDING #16: TDMC 10.7.030.040 (B) states that this standard is not applicable in alleys and accessways. All proposed parking is screened from Jefferson and Laughlin streets by the building and a landscaped courtyard. Refer to Attachment 1, SPR-01, SPR-02, and L-500. **Criterion not applicable.**

5. *Pedestrian/Bicycle Circulation.*

FINDING #17: The proposed site plan is depicted on Attachment 1, SPR-01 and SPR-02. All retail entries and the residential lobby entry (which is the single shared residential entrance) are directly accessed and connected to the public ROW via sidewalks along Laughlin, E. 3rd, and Jefferson streets. On-site parking is connected to the residential lobby at the southeast corner of the lot, with retail access provided along E. 3rd Street. This proposed development does not include open space areas. All sidewalks are not less than 5 feet in width. **Criterion met.**

6. *Building Orientation.*

FINDING #18: The proposed building is oriented directly to all streets, with residential unit windows, balconies, and storefront entries equally oriented along all street facades. Refer to Attachment 1, SPR-01, and SPR-08. **Criterion met.**

7. *Front Porches.*

FINDING #19: There is no front setback required and no front porches are proposed. **Criterion not applicable.**

8. *Trim and Details.*

FINDING #20: Prefinished sheet metal trim and flashing will be utilized at all windows, doors, and cladding seams to provide visual detail, scale, and durability to the upper floors of

the building. The ground-floor storefront and entry areas will utilize durable trim and steel accent materials to accentuate the storefront windows, transoms and canopies and integrate mechanical venting. Refer to Attachment 1, SPR-08. **Criterion met.**

E. Design Standards – Residential. In addition to design standards for all development, the following standards shall apply to the different types of residential development:

2. *Multifamily dwellings (3 or more units) shall:*
 - a. *Have variation in roof plane and elevation. This standard is met by providing one of the following details:*
 - i. *Eaves on all sides of the building;*
 - ii. *An overhang or projecting roof form, for example, over a front porch;*
 - iii. *An offset along the ridge of the highest roof form that is at least 1 foot in height; or*
 - iv. *At least one secondary roof form in addition to the primary or largest roof elevation, such as a cross-gable, dormer, or similar roof form as shown in Figure 1 below.*
 - v. *For 3 and 4 dwellings exceeding 25 feet in height, eave or parapet at 25 feet and pitched roof for remainder of height.*

FINDING #21: Flat rooflines are required in the CBC-2 Subdistrict per TDMC 10.5.050.080(B)(2), and maximum setbacks are zero feet per TDMC 10.5.050.060. Therefore, items 2.a.ii, iv, and v are not applicable to a multifamily building within the CBC-2 Subdistrict.

The proposed massing articulation provides significant variation of the elevation/building plane, and a varied roofline. The building is a flat roof building like other downtown buildings in context and therefore has no eaves or ridgelines in the roof. Instead, a stepped parapet line is provided at each alternate massing (as permitted by TDMC 10.5.050.080(B)(2)) and is offset 16 inches in height and 12 inches in depth to reinforce the feeling of separate buildings provided by the massing. Refer to architectural elevations on Attachment 1, SPR-08. **Criterion met.**

- b. *Have stairways to upper floors which are illuminated to a minimum of 1 foot candle (11 lux) and protected by a canopy or enclosure from wind, rain, sun, and snow.*

FINDING #22: All residential units and spaces on upper floors are accessed via internal elevator, corridor, and stairways. These accessways will be protected from external elements and lit with a minimum of 1.0-foot candle as required by the Building Code. Refer to Attachment 1, SPR-02 through SPR-07. **Criterion met.**

- c. *Locate any garages or carports at least 10 feet behind the front building line.*

FINDING #23: The parking lot is separated from the front building line (E. 3rd Street) by 42 feet (the depth of the retail) as depicted on Attachment 1, SPR-01. **Criterion met.**

- d. *Provide individual covered dwelling unit entrances, such as covered front porches, portico or similar architectural detail.*

FINDING #24: All residential units share a common lobby entrance along E. 3rd Street. All units are at the upper floors (2-5) and have individual entries located off an internal corridor. Refer to Attachment 1, SPR-02 through SPR-06. **Criterion met.**

e. Have articulation such that no individual wall plane that is more than 500 square feet in area; wall planes must be broken up by changes in plane of not less than 1 foot.

FINDING #25: The proposed design is reflective of the scale of the context and the buildings in the CBC-2 Subdistrict and of urban mixed-use, pedestrian oriented development. The building is articulated into primary building planes ranging between 2,500 sf and 4,200 2,800-5,500 sf separated from each other by 7 feet of depth.

Each façade plane is further articulated by regularized window alignments and material detailing, and a horizontal band of material change at every floor. Windows and accent materials are recessed into the primary fiber cement panel material by 2 inches and are contrasting in color to the primary façade. This effectively articulates the facade into planes ranging between 35 and 80 square feet. See Attachment 1, SPR-01 and SPR-08 for building articulation. **Criterion met.**

f. Have a horizontal line that breaks up the vertical mass of the building; this standard is met by providing a belt course, bellyband, change in materials or color, or similar detail that extends the width of all exterior walls.

FINDING #26: The ground-floor is differentiated from the upper floors with a material change – from plastered brick along the ground-floor to fiber-cement panels at the upper floors. The horizontal band of brick is 34 inches tall, and is additionally strengthened with a 2-inch-tall, recessed shadow line and horizontal break. Each upper floor is further articulated with a 7-inch-tall horizontal band at each floor line. See Attachment 1, SPR-08 for details. **Criterion met.**

g. Where multifamily use is combined with a nonresidential use (mixed-use), the site plan review standards of this section (multifamily dwelling design) shall apply. Additionally, as applicable, nonresidential ground floors shall have a weather protection canopy or awning, corner entrance (entrance is within 20 feet of corner, for corner buildings) and ground floor detailing.

FINDING #27: The proposal combines ground-floor non-residential (retail/restaurant) with residential use on the upper floors and is in compliance with the SPR standards for multifamily design. The proposed design is illustrated in Attachment 1, SPR-01, and SPR-08. Changes in building plane are provided with the 7-foot-deep shifts in the proposed massing. The ground floor is articulated with brick piers and varied-width bays to differentiate picture windows vs. retail entries. All entrances are oriented directly to the streets and public ROW. Canopies provide weather protection at all storefronts and entry openings along Laughlin, E. 3rd, and Jefferson streets. Primary retail entries are at or within 20 feet of the corner, and secondary retail entries/exits will be spaced along the street frontages between. The primary residential entry is approximately 23 feet west of the southeast building corner. **Criterion met.**

F. Lighting.

FINDING #28: Exterior lighting on the proposed building is illustrated on Attachment 1, SPR-10 and SPR-11. All exterior lights illuminate the immediately adjacent on-site spaces, or pedestrian path and entries at the surrounding ROWs. There are no adjoining properties – all are separated by a public ROW; however, the provided photometric plan (Attachment 1, SPR-11) illustrates the lighting levels will not exceed 1.0 ft. candle at the rear property line adjacent to the alley which is adjacent to buildings on an adjoining property. **Criterion met.**

G. City Engineer Approval.

FINDING #29: Attachment 1, C-200, C-201, C-300, C-400, and C-500 illustrate all proposed plans for the infrastructure and ROW affected by the proposal. All proposed civil design work is in accordance with city standards. Curb Ramp Design Exception Requests have been provided with this application for the ADA curb ramps at Laughlin and at Jefferson streets. A condition of approval is included that requires any construction/design plans for any public infrastructure, improvements, or ROW affected by, or located within, the proposed development site be approved by the City Engineer prior to issuing a building permit. **Criterion met with conditions.**

J. Improvements Required of Development.

FINDING #30: Staff will address this criterion in subsequent findings. **Criterion met with conditions.**

Section 10.3.030.070 Time Limits and Extensions

FINDING #31: Pursuant to TDMC 10.3.030.070 (A),

The duration of the site plan review approval shall be one year from the date of final approval. Construction must be commenced and diligently pursued toward completion within the one year period or the site plan approval shall expire, and a new application required

For long-term and ongoing projects expected to be completed over a period of years, a specific schedule for completion of project phases may be a condition of approval (TDMC 10.3.030.070(C)). In previous discussions, the Applicant mentioned this project will certainly require an extended period of time for final design, permitting, and construction, and requested the one-year expiration period outlined in TDMC 10.3.030.070(A) be extended to three (3) years. After further review, Staff determined an initial three (3) year extension request may not be granted from the onset of application approval; therefore, the application shall be valid for a period of one (1) year from the date of the Notice of Decision. As a condition of approval, the Applicant is required to submit a specific schedule for completion of project phases to ensure construction is diligently pursued toward completion. Additionally, TDMC 10.3.030.070(B) provides for an extension of up to twelve months, approved by the CDD Director, if submitted no less than one month prior to the expiration of SPR approval. **Criterion met with conditions.**

Article 10.5.050 CBC Central Business Commercial District: Sub-district 2 Downtown Core

Section 10.5.050.030 Permitted Uses

A. *Primary Uses:*

- *Food Services*
- *Professional and admin. Offices and services*
- *Residential uses as Follows: CBC-2, All dwellings so long as the ground floor is a permitted commercial use*
- *Retail Uses*

FINDING #32: Proposed uses are tabulated on Attachment 1, SPR-02. The proposed uses of multifamily residential, retail (or leasable commercial such as restaurant) are permitted outright within the CBC-2 zone, provided that the ground floor is a permitted commercial use. The entire ground floor is commercial use except for the lobby and leasing spaces for the apartment entry. All residential units are located on upper floors. **Criterion met.**

Section 10.5.080.060 Development Standards

Setbacks:

Front and Corner Side- 0 ft maximum *Applicant may request up to 15-foot exception where outdoor seating for food service is proposed.*

*Side and Rear- No min or max, except 15 ft. where shares lot line with residential zone**

FINDING #33: The proposed building footprint is depicted in Attachment 1, SPR-01 and SPR-02. The proposed development is built up to the ROW for the majority of the front and side lot lines (facing Laughlin, E. 3rd, and Jefferson streets). The building is set back 7 feet from the property line at two locations along E. 3rd Street. These are intended to expand the usable sidewalk for outdoor retail/café seating, help activate the pedestrian walkways and storefront, and further articulate the overall bulk of the building to meet other standards. As illustrated in SPR-01, the upper stories of the building step back 1.5 feet from the ground floor to accentuate the ground floor, and allow separation from existing power lines at the Jefferson and Laughlin street frontages. The property does not share a lot line with a residentially zoned property.

Pursuant to TDMC 10.2.030, “setbacks” are defined as

“The minimum allowable horizontal distance from a given point or line of reference, which for purposes of this Title shall be the property line unless otherwise excepted, to the nearest vertical wall of a building or structure, fence, or other elements as defined by this Title.”

Staff determined the nearest vertical wall of the proposed building complies with the zero setback requirement of the CBC-2 Subdistrict. **Criterion met.**

Lot Size, Width, Depth: No minimum/one full City block maximum provided any public rights-of-way are maintained

FINDING #34: As previously mentioned, the proposed development includes three separate land use applications, including a Minor Replat (MIP 438-24) to consolidate three parcels into a single lot, surrounded on all frontages by public street and alley. This application was approved on June 18, 2024. With the approval of MIP 438-24, the parcel will be less than a full city block and meet the maximum lot size requirement. A condition of approval will be

added by staff requiring the Final Plat be approved prior to the issuance of building permits.

Criterion met with conditions.

Building Height: 55 ft. maximum, except 75 ft. with a conditional use permit.

FINDING #35: TDMC 10.6.090.010.A.3 provides an exception to the underlying zoning district building height limits for necessary structural components of a building not used for human occupancy and measuring less than 75 feet in height in nonresidential zones. For consideration of this application, the Applicant demonstrated an overall physical building height of 63 feet, 4 inches, including 3 feet, 4 inches of “necessary roof structures”; however, the applicant presented a proposed building height of 60 feet for purposes of areas used for human occupancy. The additional building height of 5 feet, which exceeds the maximum building height in the CBC zoning district, is being reviewed under Conditional Use Permit CUP 212-24. In the event CUP is not approved, a condition of approval is included that requires the Applicant, prior to final plan approval, to demonstrate that a CUP for the 60-foot building height is approved, or submit revised plans that comply with the building height of the underlying zoning district (55 feet). **Criterion met with conditions.**

Building Orientation: Primarily toward a street or designated accessway rather than a parking area.

FINDING #36: The proposed building and all primary building entrances are oriented to the surrounding streets. **Criterion met.**

Pedestrian Access: All building entrances shall have a clear pedestrian connection to the street and sidewalk per 10.5.050.070.C

FINDING #37: Refer to Attachment 1, SPR-01 and SPR-02. The building entrances are immediately open and adjacent to the surrounding ROW at Laughlin, E. 3rd, and Jefferson streets. **Criterion met.**

Off-Street Parking

FINDING #38: Staff will address this criterion in subsequent findings. **Criterion met.**

Landscaping

FINDING #39: Staff will address this criterion in subsequent findings. **Criterion met.**

Access Management

FINDING #40: See Finding #62. **Criterion met.**

Section 10.5.050.070 Design Standards- All Development

A. Exterior Elevations.

FINDING #41: The building elevations are depicted on Attachment 1, SPR-08. Architectural features such as building plane offsets, differentiation of the ground floor, varied window and opening infill, Juliet balconies, and detailed storefront openings help to articulate the overall façade and give prominence to the pedestrian level.

Specifically, the following horizontal and vertical features are used:

Horizontal Features –

The whole building length is broken down into five building plane changes with offsets to more relate to the existing context and adjacent building scales. Each building plane is further articulated horizontally with piers which mark the rhythm of structure and residential rooms within. Between the piers, regular stacks of varied-width window openings are punctuated by accent panels, casements, and Juliet balconies.

Vertical Features –

A material change, a 32-inch-tall masonry ‘belly band’, and metal shadow reveal differentiate the ground floor from the upper floors. Storefront window and entry openings are vertically articulated with sills raised 2 feet above the sidewalk, and a strong transom and canopy datum 12 feet above the sidewalk. Each upper floor is delineated with a horizontal 7-inch-tall fiber cement trim board. At the roofline, the parapet comprises a fiber cement trim board, and a detailed 16-inch-tall metal coping which sets back 12 inches. The additional height request allows the ground floor to have a civic scale that matches existing patterns. **Criterion met.**

B. Entries.

FINDING #42: Refer to Attachment 1, SPR-01 and SPR-02. All commercial space entries are primarily located at the corners, and secondary entries will be located along the streets. Residential units on the upper floors are accessed through a shared residential lobby and leasing area along E. 3rd Street, and individually entered through internal corridors at the upper floors. No exterior stairways are proposed. **Criterion met.**

C. Pedestrian Walkways.

FINDING #43: Refer to Attachment 1, SPR-01. Concrete sidewalks extend to the recessed building entrances with shortest practical distance and easy access. The pedestrian sidewalks are on three sides of the building with the vehicle driveway/ aisle being located and separated from the building in the north along the alley. **Criterion met.**

Section 10.5.050.080 Design Standards – Sub-district CBC-2

B. Sub-District CBC-2 (Downtown Core)

1. Building Exteriors.

FINDING #44: Building materials are provided on the building elevations in Attachment 1, SPR-08 and SPR-09. The proposed building is primarily clad with masonry at the ground floor, and fiber-cementitious paneling at the upper floors. No wood, metal siding, or vinyl materials are proposed as primary materials. The upper floor fiber-cement panels will be arranged and detailed to minimize panel edges and joints and mimic a similar scale and arrangement of joints that would be seen in commercial plaster or brick facades (floor line joints, vertical joints at each pier). Secondary materials will include aluminum storefront; prefinished sheet metal flashings, copings, and fascia panels; and durable steel detailing at storefront openings and entries. Tertiary materials include reclaimed wood siding, art screening, and murals. Staff interprets this code provision to apply directly to primary building finishes only, as standard building construction materials will inevitably include to some degree wood, metal, or vinyl materials. For example, common commercial and residential storefront and window systems include all three of these materials and is evident

in the majority, if not all, of the existing buildings in the surrounding downtown area.

Criterion met.

2. Roofs.

FINDING #45: Refer to Attachment 1, SPR-08 and SPR-07. The proposed building utilizes a flat roof. **Criterion met.**

3. Minimum Building Height.

FINDING #46: Pursuant to TDMC 10.5.050.080(B)(3), within the CBC-2 Subdistrict, buildings shall be at least 16 feet minimum height with a façade having the architectural appearance of a 2-story structure. As previously mentioned, the proposed building height is 60 feet. See Finding #35 for height specific conditions of approval. **Criterion met.**

Article 6.010 Landscaping Standards

Section 10.6.010.030 General Provisions

B. Landscaping Plans

FINDING #47: Landscaping plans were submitted with the application. **Criterion met.**

C. Completion Prior to Occupancy.

FINDING #48: A condition of approval is included that requires all landscaping and improvements be completed, or financially guaranteed per the provisions of Section 10.9.040.060(I): *Performance Guarantee* prior to occupancy. **Criterion met with conditions.**

E. Maintenance.

FINDING #49: An ongoing condition of approval is included that requires all landscaping, buffering, and screening be irrigated and maintained. **Criterion met with conditions.**

G. Trees in Public Rights-of-Way.

FINDING #50: As shown on landscape plans (Attachment 1, L-200 through L-760) street trees are provided along the street frontages of E. 3rd, Jefferson, and Laughlin streets. A condition of approval is included that requires the street trees be selected from the City's list prior to final plan approval. In addition, the Applicant is required to obtain all applicable City permits for the planting of these trees. **Criterion met with conditions.**

H. Preservation of Significant Trees.

FINDING #51: Staff determined no tree species exist on or abutting the subject property. **Criterion not applicable.**

J. Irrigation Systems. Irrigation systems shall be required where necessary to assure survival of plant materials.

FINDING #52: Attachment 1, L-600 illustrates an irrigation system to assure survival of plant materials. **Criterion met.**

K. Vision Clearance.

FINDING #53: Pursuant to TDMC 10.6.100.020, vision clearance at street intersections and alley intersections with streets shall not be required in the CBC - Central Business Commercial District. **Criterion not applicable.**

L. Fences.

FINDING #54: See Finding #15. **Criterion not applicable.**

Section 10.6.010.060 Street Trees

A. General. Street trees shall count toward the required landscape requirement. Street trees shall be planted and maintained in accordance with the following standards for all public street frontages, and along private street and accessways more than 150 feet long. Street trees shall be required in all zoning districts where there is a designated planting strip in the public right-of-way. Selection of species may be made from the recommended tree list provided by the Director.

FINDING #55: As shown on landscape plans (Attachment 1, L-200 through L-760) street trees are provided along the street frontages of E. 3rd, Jefferson, and Laughlin streets. The tree species are required to be consistent with the tree list provided by the City of The Dalles planning department. A condition of approval is included that requires the street trees be selected from the City's list prior to final plan approval. **Criteria met with conditions.**

B. Spacing.

FINDING #56: The Planting Plan (Attachment 1, L-500) shows trees spaced 30 feet on center. **Criterion met.**

C. Planting Requirements.

FINDING #57: Pursuant to TDMC 10.6.010.060(C), trees planted within 5 feet of permanent hard surface paving or walkways shall use special planting techniques and specifications approved by the Public Works Director. As a condition of approval, all street tree planting systems must be approved by the Public Works Director, or designee, prior to final plan approval. **Criterion met with conditions.**

D. Fire Hydrants.

FINDING #58: Pursuant to TDMC 10.6.010.060(D), street tree clearance from fire hydrants shall be as specified in the Uniform Fire Code as adopted by the local fire protection district. As a condition of approval, the Mid-Columbia Fire and Rescue Fire Marshal must approve all proposed street tree locations prior to final plan approval. **Criterion met with conditions.**

E. Location.

FINDING #59: As a condition of approval, the City Engineer must approve all proposed street tree locations prior to final plan approval to ensure compliance with TDMC 10.6.010.060(E). **Criterion met with conditions.**

G. Clearance.

FINDING #60: As an ongoing condition of approval, trees shall be pruned, by the property owner, to provide a minimum clearance of 9 feet above sidewalks and 14 feet above street and roadway surfaces. **Criterion met with conditions.**

Section 10.6.010.070 Required Landscaping by Zone

CBC-2: none

FINDING #61 There are no on-site landscape requirements in the CBC-2 Subdistrict. **Criterion met.**

Article 6.050 Access Management

E. Emergency Access.

FINDING #62: Pursuant to TDMC 10.6.050.030(E), all development shall be arranged on site so as to provide safe and convenient access for emergency vehicles. The proposed development will provide unobstructed access on E. 3rd, Laughlin, and Jefferson streets, as well as providing alley access. **Criterion met.**

Chapter 10.7 Parking Standards

Section 10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions

D. Off-Street Parking Waiver. Minimum off-street parking spaces required by Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be waived for the following:

- 2. The property is located within Sub-district CBC-2 in the Central Business Commercial district, as defined in Section 10.5.050.020: Sub-Districts.*

FINDING #63: As previously mentioned, the subject property is located within the CBC-2 Subdistrict. Pursuant to TDMC 10.7.020.040(D)(2), the minimum off-street parking requirement may be waived for properties located within the CBC-2 Subdistrict. The Applicant proposed to apply this waiver to the development prior to formal application submission. This parking waiver provision provides flexibility in overall parking requirements and complements Comprehensive Plan Goal #10 Housing, Policy 14 which states:

“Development standards in residential and mixed use areas shall provide for flexibility in site planning and development. Standards shall consider flexibility for lot sizes, setbacks, accessory residential uses on the same lot, parking, alleyways and other development features.”

In addition, as discussed in Finding #51, Staff determined from the submitted PMP/PDA (Attachment 3), that the existing parking demand and off-street parking analysis support this proposed development. **Criterion met.**

F. Parking Management Plan. The off-street parking requirements in Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be reduced or added to based on an approved parking management plan submitted by the applicant which adequately demonstrates that the plan will meet the parking needs of the proposed project without negative impact to adjacent uses. The approving authority shall approve, approve with

conditions, or deny the parking management plan. The parking management plan must include the following and be prepared by a licensed professional engineer:

1. A parking demand analysis for the project.
2. A project vicinity off-street parking supply and demand analysis.
3. A shared parking analysis.

FINDING #64: The Applicant voluntarily provided a PMP/PDA (Attachment 3) prepared by a licensed professional engineer that complies with the provisions of TDMC 10.7.020.040(F)(1-3) and submitted it to be reviewed concurrently with the SPR application.

Demand Analysis

As referenced in the PMP/PDA, in using a “stacked demand” analysis, the proposed development would require up to 199 total parking spaces. The stacked demand is the total peak hour demand for each use layered on top of one another without considering any potential reductions to overall parking totals. Conversely, a “shared demand” analysis determined that the proposed development would require up to 152 parking spaces at a peak parking demand (8pm-9pm), the time when restaurant crowds and residents are at or returning home for the evening. Both of these totals do not account for the 35 on-site parking spaces proposed with this development. In doing so, the stacked demand model would result in the need for 164 on-street parking spaces and 117 on-street parking spaces with the shared demand model.

In addition, Staff used this information to verify the total minimum parking requirements of the proposed development pursuant to TDMC 10.7.060.010. This figure represents a comparison to the “stacked demand” model referenced within the PMP/PDA.

- Residential: 5 or more dwelling units
 - Minimum: 1 space per dwelling unit
 - 1 per dwelling unit (116 units) = 116 spaces
- Retail Trade
 - Minimum: 3.5 spaces/1,000 SF floor area
 - 3.5 spaces/1,000 SF floor area at 6,858 sf = 24 spaces
- Restaurants (without drive-thru)
 - Minimum: 7 spaces/1,000 SF floor area
 - 7 spaces/1,000 SF floor area at 2,985 sf = 21 spaces

Total = 161 spaces

Similar to the PMP/PDA, TDMC 10.7.020.070 provides a formula when calculating minimum/maximum parking requirements for proposed mixed-use developments much like that of the “shared demand” model referenced above. When applying this formula, the total minimum parking requirement (in this case 161 spaces) is calculated as follows:

Primary Use. The primary use (largest portion of total floor area within the development) at 100% of the minimum vehicle parking required

- Residential: 5 or more dwelling units = 116 spaces

Secondary Use. The secondary use or uses (second largest proportion of total floor area within the development) at 70% of the minimum vehicle parking required

- Retail Trade: 24 spaces x 70% = 17 spaces

Subsequent Uses. Subsequent use(s) at 50% of the vehicle parking required

- Restaurants (without drive-thru): 21 spaces x 50% = 11

Total = **144 spaces**

Both of these totals do not account for the 35 on-site parking spaces proposed with this development. In doing so, the standard minimum parking requirement per TDMC would result in the need for 126 on-street parking spaces and at least 109 on-street parking spaces with the “mixed-use” model.

Overall, both Staff’s analysis of the PMP/PDA and existing provisions of TDMC determined a minimum of 109 on-street parking spaces needed for this development.

Parking Supply and Occupancy

In addition to determining overall minimum parking needs for the development, the PMP/PDA provided a study of existing conditions within a vicinity of the subject property (“study area”). This study area included analysis of all on-street and off-street (both public and private) parking spaces west to east from Court to Taylor streets and north to south from First to Fourth streets. This study area was outlined to represent an area of reasonable walking distance (three blocks or less) from the subject property. In total, the study area included 789 on-street parking spaces and 729 off-street parking spaces. Due to the fact Downtown The Dalles lacks striped on-street parking spaces (“Ts and Ls”), these spaces were determined based on a general size of 23 feet in length. Also, of the off-street parking spaces, many of these are located on private parking lots and resemble an opportunity for shared parking agreements for public use. Two of the off-street parking lots within the study area are signed for “public use” totaling 112 spaces.

Once the study area was established, parking occupancies were measured to determine overall use of the parking system. Data was collected on a Tuesday and Saturday in June 2023, with sunny and clear weather conditions. Overall, key findings from the parking occupancy data collection included (per PMP/PDA):

On-Street:

- *Average Occupancy: Average weekday occupancy was 35% over the 13-hour survey day (32% on Saturday), indicating low demand*
- *Peak Hour: Weekday peak occupancy occurs at 1:00 PM, when 47% of stalls are occupied (37% on Saturday at 12:00 PM).*
- *Empty Stalls: Overall, there is a high percentage of empty on-street stalls during the weekday and Saturday. At the weekday peak hour (1:00 PM), 421 empty parking stalls were observed on-street in the study area; during the Saturday peak (12:00 PM), there were 496 empty on-street stalls.*

Off-Street:

- *Average Occupancy: The average weekday occupancy was 23% over the 13-hour survey day and 15% on Saturday when all off-street parking is aggregated, indicating low demand for the off-street parking system relative to the available parking supply.*
- *Peak Hour: Weekday peak occupancy was observed at 12:00 PM when 33% of stalls were occupied, while Saturday peak occupancy was observed at 11:00 AM when 19% were occupied.*
- *Empty Stalls: A high percentage of off-street stalls are empty during the weekday and Saturday. During the weekday peak period (12:00 PM), 489 empty parking stalls were observed off-street in the public supply; on Saturday, during the 11:00 AM peak hour, there were 593 empty stalls.*

Overall PMP/PDA Analysis

The PMP/PDA demonstrated the overall parking occupancy within the study area has significant parking availability, both on and off-street during peak hours to absorb the additional parking demand created from new development. Additional opportunities may also be availability to provide more parking options through the establishment of a shared parking agreement with the many private parking lots within the area. The information compiled with the PMP/PDA, as well as current data with an ongoing 2024 Downtown Parking Assessment and supporting Advisory Committee will further outline tools and techniques the City may use to manage parking within the downtown area.

From the information gathered, as well as current provisions outlined in TDMC, the following conditions of approval are included for this development proposal.

- Pursuant to TDMC 6.080.020, no tenant of the development (commercial or residential) may park along the E. 3rd Street and Laughlin Street frontages during the hours of 9am-6pm. All violators will be towed at their own expense.
- To allow for weekly street sweeping within the downtown area, no tenant of the development (commercial or residential) may park along the E. 3rd Street frontage during the hours of 12pm-7am each day of sweeping. At this time, sweeping occurs each Friday morning, but may change at a later date in the future.

In addition to the above-mentioned conditions, Staff recommends the following options to mitigate any potential impacts that may arise from any overflow parking from the proposed development.

- Provide tenants with free or reduced Gorge Transit Passes. This pass provides connections to many of the communities in the Columbia Gorge and Portland.
- Establish shared parking agreements with owners of nearby private parking lots.

Criterion met with conditions.***Section 10.7.020.070 Parking In Mixed Use Development***

B. Parking Management Plan Method. A parking demand management plan may be submitted in accordance with Section 10.7.020.040(F) of this Article.

FINDING #65: See Finding #64.

Section 10.7.020.100 Stormwater Pretreatment**Finding #66:** Pursuant to TDMC 10.7.020.100,

“All parking areas which are designed to accommodate 25 or more vehicles shall be required to install an oil/water separator to treat stormwater capture before discharging to the stormwater system. The design and maintenance agreement for the oil/water separator must be reviewed and approved by the City Engineer prior to any building permits being issued.”

The Applicant is proposing 35 parking spaces, therefore an oil/water separator is required for this development. Staff determined from the submitted plans that the Applicant is proposing to install an oil/water separator near the western vehicular exit to the parking lot and connected to the alley. During the Site Team meeting, Staff determined the existing stormwater line in the alley is inadequately sized to handle the runoff from this development and a main line extension is required to the development from Laughlin Street. All such extensions are the responsibility of the development. A condition of approval is included that requires that an oil/water separator be installed on the subject property and a maintenance agreement established with the City’s Public Works Department. A condition of approval is included that requires the Applicant to confirm overall stormwater needs and coordinate any main line extensions with the City Engineer. **Criterion met with conditions.**

Article 7.030 General Design Standards for Surface Parking Lots***Section 10.7.030.020 Location, Surfacing, Striping and Curb Cuts****A. Location.*

FINDING #67: The proposed site plan illustrates all parking areas are outside of the required setback areas. **Criterion met.**

B. Surfacing.

FINDING #68: The site plan illustrates that all vehicle maneuvering areas will be hard surfaced. **Criterion met.**

C. Striping.

FINDING #69: The site plan illustrates parking stall striping. A condition of approval is included that requires all parking spaces be striped prior to occupancy. **Criterion met with conditions.**

D. Curb Cuts.

FINDING #70: Vehicle access is provided to the site via an existing alley to the north. No new on-site curb cuts are proposed. A condition of approval is included that walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Americans with Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes. **Criterion met with conditions.**

Section 10.7.030.030 Internal Circulation

FINDING #712: The site plan and Turning Movement Plan (Attachment 1, SPR-1 & C-202) show safe pedestrian, bicycle and vehicular circulation. Pedestrian and bicycle access to the

building do not cross parking areas. The parking lot circulation is one-way from the alley. Emergency vehicles may access the building via E. 3rd, Laughlin, and Jefferson streets, and not the parking area. **Criterion met.**

Section 10.7.030.040 Landscaping Requirements

A. General Provisions.

FINDING #72: The site plan (Attachment 1, SPR-1) illustrates 35 vehicular parking spaces with 18 tucked under the building. No parking lot landscape is proposed. Street trees are being used to meet the parking lot landscaping requirements as allowed pursuant to TDMC 10.6.010.060(A). **Criterion met.**

Section 10.7.030.050 Accessible Parking

FINDING #73: Refer to Attachment 1, SPR-02. The proposed development provides 35 on-site parking stalls. Two (2) of the proposed parking spaces will be ADA accessible, and one (1) of the accessible stalls will be Van Accessible pursuant to TDMC. A condition of approval is included that requires all ADA signage and spaces to be installed on site as shown on the site plan prior to occupancy. **Criterion met with conditions.**

Section 10.7.030.070 Vehicle Loading and Unloading

FINDING #74: The CBC – Central Business Commercial zoning district is exempt from vehicle loading/unloading provisions. **Criterion not applicable.**

Section 10.7.030.080 Motorcycle Parking

FINDING #75: Pursuant to TDMC 10.7.030.080, all multifamily dwelling developments shall provide areas sufficient to accommodate one (1) motorcycle for every 10 parking spaces to park and store motorcycles and mopeds. The Applicant is proposing 35 on-site parking spaces with this development. As a condition of approval, the development must provide sufficient space to accommodate no less than four (4) motorcycles and/or mopeds (rounded up from 3.5). Staff understands this may result in the loss of at least one vehicular parking space for this accommodation. **Criterion met with conditions.**

Section 10.7.030.090 Driveways, Aisles, Clearance, Drainage, and Cross Access

D. Drainage.

FINDING #76: See Finding #66. Pursuant to TDMC 10.7.030.090(D), Roof drains shall connect directly to the storm system, and shall not flow onto parking surfaces. Staff determined from Attachment 1, C-400 and SPR-07 that roof drains are being proposed on the western and eastern portions of the buildings connected runoff directly to the stormwater line in the alley. **Criterion met.**

Section 10.7.030.110 Refuse Collection

FINDING #77: Applicant is proposing one (1) enclosed trash room within the building; therefore, no screening is required. The trash room opens to the driveway aisle. **Criterion met.**

Section 10.7.030.120 Outdoor Lighting

FINDING #78: The Site Lighting Plan (Attachment 1, SPR-10) shows the parking areas adequately lit for safety. Pursuant to TDMC 10.7.030.120, the maximum illumination at the

property line for outdoor lighting shall not exceed an average horizontal foot candle of 0.3 for non-cut-off light and 1.0 for cut-off lights. The Photometric Plan (Attachment 1, SPR-11) demonstrates the average horizontal foot candle at the property line adjacent to the parking areas to be below the maximum illumination limit. **Criterion met.**

Section 10.7.030.130 Stall and Aisle Dimensions

FINDING #79: As shown on Attachment 1, SPR-02 and C-200, the proposed parking lot utilizes 60 degree stalls off a one-way drive aisle. Parking stalls are 19 feet deep and 9 feet wide, with a 16-foot one-way drive aisle between. **Criterion met.**

Section 10.7.040.030 Bicycle Parking Location and Access

A. Location.

FINDING #80: All required residential bicycle parking, 116 spaces, are the proposed shown in each residential unit located on the upper floors (2-5). The location of the bicycle parking in each unit type is illustrated on Attachment 1, SPR-01 through SPR-07. Long-term bicycle parking for the possible future commercial tenants will be provided in their respective tenant spaces. Eight (8) short-term bicycle parking spaces are provided along the E. 3rd Street sidewalk as shown on Attachment 1, L-200 and L-300 and the bicycle rack detail on L-710. Subject to the approval of the City Engineer, bicycle parking may be located in the public ROW when the parking does not conflict with pedestrian accessibility. A condition of approval is included that requires the location of the bicycle parking on E. 3rd Street to be approved by the City Engineer or will need to be located on site consistent with the requirements of TDMC 10.7.040.030(A). **Criteria met with conditions.**

B. Visibility.

FINDING #81: The proposed location of the outdoor bicycle racks are located on the E. 3rd Street sidewalk close to the buildings without visual obstructions. **Criteria met.**

C. Lighting.

FINDING #82: The outdoor bicycle racks are for short term use and illuminated by the street lighting on E. 3rd Street. **Criteria met.**

D. Walkway.

FINDING #83: The outdoor bicycle racks are connected to primary building entrances by a sidewalk that is greater than 4 feet wide. **Criteria met.**

Section 10.7.040.040 Bicycle Rack Types and Space Dimensions

FINDING #84: The outdoor bicycle rack construction specifications are shown on Attachment 1, L-710. The required size and spacing of the bike parking is shown on Attachment 1, L-300. **Criteria met.**

Section 10.7.040.050 Paving and Surfacing of Bicycle Parking Area

FINDING #85: Attachment 1, L-300 shows the bicycle racks are located on concrete material of over a 2-inch depth. **Criteria met.**

Section 10.7.060.010 Minimum and Maximum Off-Street Parking Requirements

- *Residential: 5 or more dwelling units*

- *Bicycle Parking: 1 space per dwelling unit*
- Retail Trade
 - *Bicycle Parking: 0.3 space/1,000 SF floor area*
- Restaurants (without drive-thru)
 - *Bicycle Parking: 1 space/1,000 SF floor area*

FINDING #86: Staff determined the following minimum bicycle parking requirements for the proposed development from the floor plan detail provided on Attachment 1, SPR-02. *Note the exact use of the commercial space is to be determined.*

- Residential: 5 or more dwelling units
 - 1 per dwelling unit (116 units) = 116 spaces
 - Retail Trade
 - 0.3 per 1,000 sf at 6,858 sf = 2 spaces
 - Restaurants (without drive-thru)
 - 1 per 1,000 sf at 2,985 sf = 3 spaces
- Total = 121 spaces*

As detailed on Attachment 1, SPR-03 – SPR-06, the minimum number of bicycle parking spaces for residential uses (116) are to be provided in each unit. Four (4) outdoor bicycle racks are illustrated on site with two (2) bicycle spaces in each for eight (8) short-term spaces on the 3rd Street ROW for the retail and restaurant bike parking. In addition, long-term bicycle spaces intended for commercial tenants are proposed within the ground floor retail space along the northern interior wall. In total, 134 bicycle parking spaces are proposed with this development. **Criterion met.**

Section 10.10.030 Timing of Improvements

FINDING #87: Pursuant to TDMC 10.10.030(A),

“The construction, installation, placement, or addition of one or more dwelling units on a lot, including one that replaces another dwelling or structure, shall initiate the requirement of full public improvements, including street, curb, sidewalk, and storm sewer.”

At the time of development, the Applicant will be required to install half-street ROW improvements, including a complete curb, gutter, sidewalk system, and two new ADA ramps at the corner of E. 3rd/Jefferson streets and E. 3rd/Laughlin streets, as well as resurfacing of the entire alleyway to the north of the development. A condition of approval is included that requires the Applicant to install all ROW improvements prior to occupancy. **Criterion met with conditions.**

Section 10.10.040 Pedestrian Requirements

A. Pedestrian Requirements.

FINDING #88: Pursuant to The Dalles Transportation System Plan (TSP) Functional Roadway Classifications, E. 3rd Street is classified as an Arterial, while Jefferson and

Laughlin streets are classified as Minor Collectors. TDMC 10.10.040(A) requires that all sidewalks along collector streets be a minimum of 5 feet wide and sidewalks along arterials be a minimum of 10 feet wide. As shown on Attachment 1, C-200, the proposed plans are showing a design that includes a 10.5-11 foot wide sidewalk surrounding the property, with 15 4-foot wide tree wells distributed along all three street frontages. This layout is similar to the existing design on 2nd Street, with widths consistent to existing conditions along 3rd Street, and ideal for allowing wider pedestrian movement. **Criteria met.**

B. Connectivity.

FINDING #89: Pursuant to TDMC Section 10.10.04(B),

“Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, [and] commercial developments.”

Safe and convenient pedestrian access is provided from the site to adjacent developments by an existing network of public sidewalks, crosswalks, and ROW improvements with this development. See Attachment 1, C-200 for sidewalk connections. The main entry of the building, and of commercial tenants, are directly adjacent and oriented to public sidewalks included in public improvements with the proposal. Walkways directly align and connect to surrounding public sidewalks and are as direct as possible. No walkway/driveway crossings are proposed, and all internal walkways are separated from vehicle parking and maneuvering by grade and/or paving material in the parking lot. A condition of approval is included that requires all ROW improvements be constructed to City standards. **Criteria met with conditions.**

C. Trail Linkages.

FINDING #90: The development is not adjacent to future trail linkages. **Criterion not applicable.**

D. Pedestrian Network.

FINDING #91: As shown on Attachment 1, SPR-01 and C-200. All pedestrian facilities are immediately adjacent to and connect to the site boundary and ground-floor building wall or entries. **Criteria met.**

Section 10.10.050 Bicycle Requirements

FINDING #92: Pursuant to The Dalles TSP, all surrounding streets (E. 3rd, Jefferson, and Laughlin) are “shared roadways” with bicyclists and motorists sharing the same travel lane. All existing shared-roadway bike facilities are maintained on all three street frontages. No new through-block bicycle or pedestrian connection is proposed, while access via an existing alley is maintained. **Criterion met.**

Section 10.10.060 Street Requirements

FINDING #93: Pursuant to TDMC 10.10.060, a TIS is required for the development of 16 or more dwelling units. As stated in previous findings, a TIS was required with the proposed development; refer to TIS and Update (Attachment 2). No new street development is proposed, and existing public streets are maintained with this application. Upon review of the TIS, Staff determined the development will result in an increase of vehicular travel along the

alleyway to the north of the development due to the only ingress/egress to the parking lot. As previously mentioned, a condition of approval is included that requires the alleyway to be resurfaced at the time of development. **Criterion met with conditions.**

Section 10.10.070 Public Utility Connections

FINDING #94: The utility connections are shown in Attachment 1, C-400 Utility Plan. The proposed development provides public water, sanitary sewer, and storm drainage and is connected to existing public utility lines. All connections to, modifications, or extensions of public utilities in this proposal, will be constructed concurrent with the proposed development. All utilities are designed to conform to City Standards and are further illustrated in Attachment 1, C-500 through C-502. No private utility facilities are proposed. A condition of approval is included that requires all construction and design plans for public infrastructure to be approved by the City Engineer prior to the issuance of any building permits. **Criterion met with conditions.**

Section 10.10.080 Public Improvement Procedures

FINDING #95: All construction/design plans for public infrastructure, improvements, or ROW shall be approved by the City Engineer. Prior to the installation of public facilities, a pre-construction meeting is required between the City and the Applicant. This decision includes this requirement as a condition of approval. **Criterion met with conditions.**

Section 10.10.100 Franchise Utility Installations

FINDING #96: Franchise utilities proposed include electrical power, natural gas, telecommunication, and cable television. Franchise utilities are accessed from existing gas lines and electrical overhead lines. All distribution facilities are located underground on-site, except for existing overhead power and low-voltage lines along all three street frontages and within the alley. The Applicant and general contractor are in contact with the electrical power provider to coordinate construction and future plans for the existing power lines. Existing street lighting is maintained on all three street frontages with the proposal. A condition of approval is included that requires the Applicant to coordinate all required easements with local utilities and dedicate all required easements on the final plan. **Criterion met with conditions.**

Section 10.10.110 Land for Public Purposes

FINDING #97: No land for public purposes is proposed with this application. **Criterion not applicable.**

Section 10.10.120 Mail Delivery Facilities

FINDING #98: A central mail facility is provided within the residential lobby and amenity space. All mailboxes and parcel lockers, including mailboxes for commercial tenants, will be within this area inside the building. A condition of approval is included that requires all mail delivery facility locations to be approved by the Postmaster. **Criterion met with conditions.**

Section 10.10.130 Transit Requirements

FINDING #99: The proposal does not include and is not adjacent to a planned or existing transit stop. **Criterion not applicable.**

RECOMMENDATION: Based on the application materials and findings demonstrating compliance with the applicable criteria, **Staff recommends approval of Site Plan Review 544-24 subject to the following conditions of approval.** This approval is based on the Applicant's submitted plans, written narrative, and supplemental application materials received by June 10, 2024.

1. Conditions Requiring Resolution Prior to Final Plan Approval:

- a. Final plan submission must meet all requirements of The Dalles Municipal Code, Title 10 Land Use and Development, and all other applicable provisions of The Dalles Municipal Code.
- b. Applicant is required to submit a specific schedule for completion of project phases to ensure construction is being diligently pursued toward completion.
- c. The applicant is required to demonstrate that a Conditional Use (CUP) for the 60 ft. building height is approved or submit revised plans that comply with the building height of the underlying zoning district (55').
- d. All construction/design plans for public infrastructure, improvements, or ROW shall be approved by the City Engineer.
- e. A sanitary sewer analysis is required to be submitted for this development and approved by the City Engineer.
- f. The Applicant shall ensure the private stormwater facilities can manage drainage from the subject development and shall coordinate any main line extensions with the City Engineer.
- g. All proposed street trees shall be chosen from a list provided by the City.
- h. All street tree planting systems must be approved by the Public Works Director, or designee.
- i. The Mid-Columbia Fire and Rescue Fire Marshal must approve all proposed street tree locations.
- j. The City Engineer must approve all proposed street tree locations to ensure compliance with TDMC 10.6.010.060(E).
- k. The bicycle parking on E. 3rd Street right-of-way is required to be approved by the City Engineer or will need to be located on-site consistent with the requirements of TDMC 10.7.040.030(A).
- l. The Applicant shall coordinate all required easements with local utilities and establish said easements on the final plan.
- m. The development must provide sufficient space to accommodate no less than four (4) motorcycles and/or mopeds.
- n. All mail delivery facility locations must be approved by the Postmaster.

2. Conditions Requiring Resolution Prior to Building Permit Issuance:

- a. A detailed site plan, construction/design and landscape plan consistent with the conditions of approval included within this Staff Report must be approved by the Director and City Engineer prior to permit approval.
- b. The Minor Partition and Final Plat to consolidate the three tax lots into one tax lots shall be approved prior to the issuance of building permits.
- c. All construction/design plans for public infrastructure, improvements, or rights-of-way required with this development must be approved by the City Engineer.
- d. All System Development Charges shall be paid.
- e. Plans submitted with the subsequent building permits shall be consistent with the approved Site Plan Review.
- f. A cut and fill permit is required on all excavation that exceeds 50 cubic yards. If the excavation exceeds 250 cubic yards, plans must be completed by a licensed engineer.

3. Conditions Required Prior to Construction:

- a. Prior to the installation of public facilities, a pre-construction meeting is required between the City and the Applicant.
- b. Applicant is required to obtain all applicable City permits for the planting of these trees.
- c. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Americans with Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes.
- d. The Applicant will be required to record all utility easements proposed for this development.

4. Conditions Required During Construction:

- a. The Applicant shall take effective action to prevent the escape of sediment from the site by installation of erosion and sediment control measures and practices prior to, and concurrent with, land disturbing activities.
- b. The Applicant shall prevent the formation of any airborne dust nuisance and shall be responsible for any damage resulting from failure to do so.
- c. An oil/water separator must be installed on the subject property and a maintenance agreement established with the City's Public Works Department.
- d. All ROW improvements must be constructed to City standards.

5. Conditions Required Prior to Occupancy:

- a. All required landscaping and improvements shall be completed or financially guaranteed per the provisions of Section 10.9.040.060(I): Performance Guarantee prior to occupancy.
- b. All parking spaces shall be striped and hard surfaced prior to occupancy.

- c. All required improvements, including all ROW improvements, shall be installed prior to occupancy.
- d. All ADA signage and spaces must be installed on site as shown on the site plan prior to occupancy.

6. Ongoing Conditions:

- a. All development must adhere to the approved site plan for this development.
- b. All proposed lighting shall not directly illuminate adjoining properties. Lighting sources in the parking area shall be shielded and arranged to prevent glare in any public ROW, with a maximum illumination at the property line not to exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights.
- c. All required landscaping shall be irrigated and maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind by the developer or party responsible for removing the trees and/or plant material.
- d. Trees shall be pruned, by the property owner, to provide a minimum clearance of 9 feet above sidewalks and 14 feet above street and roadway surfaces.
- e. All points of access for refuse collection shall remain unobstructed.
- f. Pursuant to TDMC 6.080.020, no tenant of the development (commercial or residential) may park along the E. 3rd Street and Laughlin Street frontages during the hours of 9am-6pm. All violators will be towed at their own expense.
- g. To allow for weekly street sweeping within the downtown area, no tenant of the development (commercial or residential) may park along the E. 3rd Street frontage during the hours of 12pm-7am each day of sweeping. At this time, sweeping occurs each Friday morning, but may change at a later date in the future.



CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Application for Administrative Action

regarding:

SPR 544-24 – Chris Hodney, Hacker Architects

On June 10, 2024, by mailing a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid and deposited in the post office at The Dalles Oregon on said day. Between the said Post Office and the address to which said copy was mailed, there is a regular communication by US Mail.

DATED: June 10, 2024

Paula Webb

Secretary
Community Development Department

VERGEER RONALD D & CAROL L
601 E 3RD ST
THE DALLES, OR 97058

418 E 2ND ST LLC
592 SE ANDOVER PL
PORTLAND, OR 97202

WEED THOMAS E & KERRI P
3426 BROKEN TEE DR
HOOD RIVER, OR 97031

GREATER GORGE COMMUNITY
HOUSING LLC
312 COURT ST STE 419
THE DALLES, OR 97058

GREATER GORGE COMMUNITY
HOUSING LLC
500 E 2ND ST
THE DALLES, OR 97058

RUSHFORD PROPERTY PARTNERS LLC
PO BOX 1562
HOOD RIVER, OR 97031

CLARK HOWARD P
508 E 2ND
THE DALLES, OR 97058

516E297058 LLC
PO BOX 582
HOUSTON, TX 77001

WALTERS RONALD & KATHRYN
2710 SE MERRITT DR
BATTLE GROUND, WA 98604

TD3RD LLC
101 SW MAIN ST
PORTLAND, OR 97204

TD3RD LLC
101 W 2ND ST #2049
THE DALLES, OR 97058

ENTERPRISE TD LLC
2406 NE 32ND AVE
PORTLAND, OR 97212

WASCO COUNTY ADMINISTRATOR
511 WASHINGTON
THE DALLES, OR 97058

CREZ PARTNERS LLC
PO BOX 331
THE DALLES, OR 97058

SAWYER PROPERTIES LLC
500 E 3RD ST
THE DALLES, OR 97058

CENTURY LINK
902 WASCO ST
HOOD RIVER, OR 97031

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TD Irrigation District	tdid@gorge.net
Tom Peterson	tomvpeterson@gmail.com
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Wasco County Planning	wcplanning@co.wasco.or.us
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ODA	oda.planning@odot.oregon.gov
WA DOT Aviation	AviationLandUse@wsdot.wa.gov

Century Link
 902 Wasco St
 Hood River OR 97031


CITY of THE DALLES

 313 COURT STREET
 THE DALLES, OREGON 97058

 (541) 296-5481 ext. 1125
 COMMUNITY DEVELOPMENT DEPARTMENT

June 10, 2024

NOTICE OF APPLICATION FOR ADMINISTRATIVE ACTION

Notice is hereby given that an application for Administrative Action has been received by The Dalles Community Development Department. The City of The Dalles Community Development Director will make an Administrative Decision on the request stated below. **You are entitled to comment for or against the proposal by submitting a written statement** to the Community Development Department, City of The Dalles, 313 Court Street, The Dalles, Oregon, 97058 by the due date shown.

COMMENTS DUE BY: June 24, 2024

APPLICANT(S): Chris Hodney, Hacker Architects

APPLICATION NUMBER: SPR 544-24

REQUEST: Applicant is requesting approval for construction of 116 for-rent apartments, over +/-9,500 sq. ft. of retail space, resident amenities and building services in a +/- 96,000 gross sq. ft., five-story, mixed-use building.

PROPERTY OWNER: TD3RD, LLC

LOCATION: Property is located at 523 E. Third Street and further described as 1N 13E BD tax lots 6700, 6800 and 6900. Property is zoned CBC – Central Business Commercial District.

REVIEW CRITERIA: City of The Dalles Municipal Code Title 10 Land Use and Development, Section 3.030.040 Site Plan Review, Article 5.050 CBC – Central Business Commercial District, Chapter 10.6 General Regulations, Chapter 10.7 Parking Standards, Chapter 10.10 Improvements Required with Development.

COMMENT PROCEDURE:

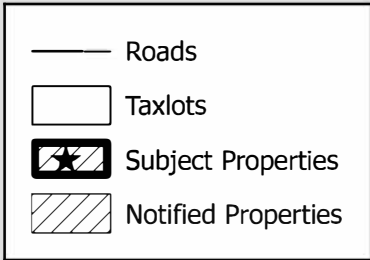
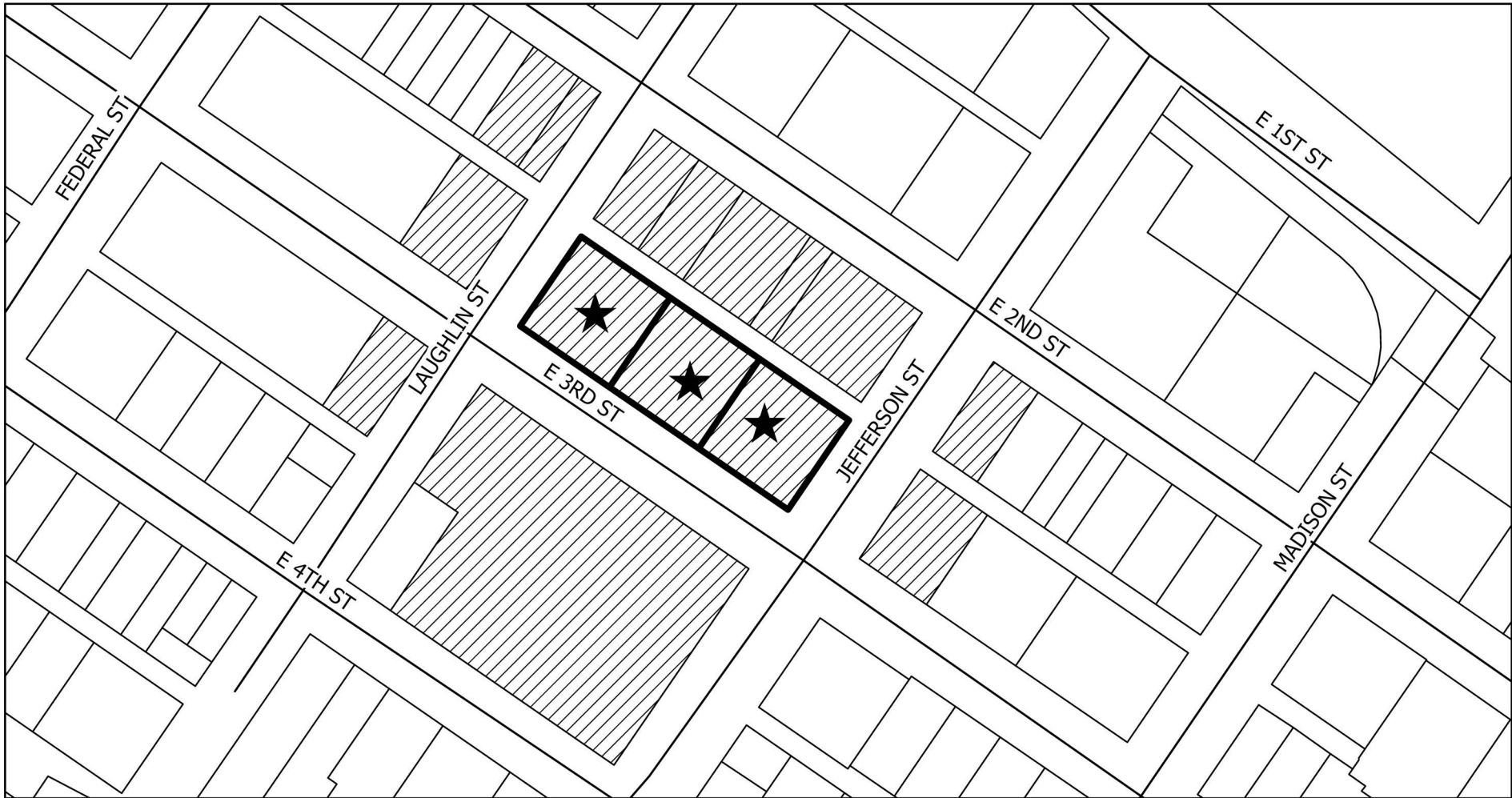
1. **Written comments for or against the proposal will be accepted for 14 days from the date this notice is mailed and are due by 5:00 p.m., June 24, 2024**, in The Dalles Community Development Office, 313 Court Street, The Dalles, Oregon 97058.

2. Failure to raise an issue in writing within the comment period, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue, precludes further appeal on that issue.
3. Copies of all review criteria and evidence relied upon by the decision maker or evidence provided by the applicant are available for free review or may be purchased at the Community Development Department, 313 Court Street, The Dalles, Oregon 97058.

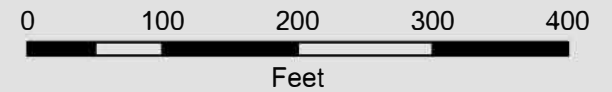
DECISION PROCESS:

1. An application is received, decision date set, and notice mailed to property owners within 100' of the subject property.
2. All affected City departments and other agencies are asked to comment.
3. All timely comments and the application are weighed against the approval criteria in a staff report.
4. The provisions of The Dalles Municipal Code, Title 10 Land Use and Development, and the City of The Dalles Comprehensive Plan must be met.
5. A decision is reached by the Director based on the Findings of Fact in the staff report.
6. Parties of Record (notified property owners, affected public agencies, and other parties who make timely comment) will receive a Notice of Decision.
7. Aggrieved parties may appeal an Administrative Decision to the Planning Commission within 10 days of the date a Notice of Decision is mailed, subject to the requirements for appeal procedures.

Please direct any questions to Joshua Chandler, Director, Community Development Department, at (541) 296-5481, ext. 1121, or email jchandler@ci.the-dalles.or.us.



Properties within 100 feet of
SPR 544-24
523 E. 3rd Street
1N 13E BD tax lots 6700/6800/6900



City of The Dalles
Community Development
Department
June 10, 2024





City of The Dalles
Community Development Dept
 313 Court Street
 The Dalles, OR 97058
 (541) 296-5481, ext. 1125
 www.thedalles.org

Application #: SPR 544-24
 Filing Fee: \$440
 Receipt #: 520659
 Deemed Complete: _____
 Ready to Issue: _____
 Date Issued: _____

Received: 5/7/24

Site Plan Review Application

Applicant

Name: Chris Hodney
 Address: 555 SE MLK Jr Blvd, Suite 501
Portland, OR 97214
 Phone #: 503-227-1254
 Email: chodney@hackerarchitects.com

Legal Owner (if different than Applicant)

Name: Mary Hanlon, Managing member, Hanlon Development
 Address: TD3rd LLC, W 2nd St., #2049
The Dalles, OR 97058
 Phone #: 503-539-2880
 Email: mary@hanlondevelopment .COM

Property Information

Address: 523 E. 3rd Street
 Zone: CBC, CBC-2 Subdistrict
 City Limits: Yes No
 Geohazard Zone: None

Map and Tax Lot: 1N 13E BD 6700/6800/6900
 Overlay: None
 Size of Development: 5 Stories, 96,000 gross sf, 116 units
 Flood Designation: None

Project Information

New Construction Expansion/Alteration Change of Use Amend Approved Plan

Current Use of Property: Auto Sales

Proposed Use of Property: Multifamily Housing and Retail

Briefly Explain the Project:

5-Story (Fully Sprinklered, Type VA over IA) multifamily residential, with ground floor commercial (office, retail sales, restaurant) uses, resident amenities, and building management. Right-of-way and utility improvements on all 3 street frontages. Provides 59 total parking stalls (35 on-site, 24 in adjacent street improvements). Additional height requested through separate Conditional Use Review. Applicant requesting the expiration date on the Site Plan Approval be extended so the decision is valid so long as construction has begun within 3 years of the final decision.

Proposed Building(s) Footprint Size (ft²): 20,373 sf

Total Number of Parking Spaces Proposed: 59

Parking Lot Landscaping Proposed (ft²): 1,165

Total Landscaping Proposed (ft²): 1,165

Percentage of Irrigated Landscaping: 100%

Project Information (continued)

Economic Development Information

Proposed Project is in the Enterprise Zone

(for questions regarding Enterprise Zones, please contact the Assistant to the City Manager's Office at (541) 296-5481, ext. 1150)

Full Time Equivalent (FTE) jobs are currently provided: 0

FTE jobs are expected to be created by the proposed project: 12

In addition to the requirements of Article 3.010: Application Procedures, this application must be accompanied by the information required in Article 3.030 Site Plan Review, contained in Title 10 Land Use and Development of the City of The Dalles Municipal Code.

Upon submission of this application, please provide the following material:

Site Team / Pre-Application:

- Completed application
- Concept plan (PDF recommended)
- 50% application fee

Official Site Plan Review:

- Remainder of application fees
- Professional plans (PDF required)

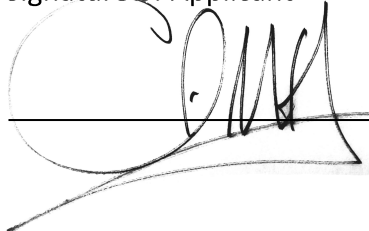
Following an approved Site Plan Review determination, plans with all necessary changes must be submitted to City Staff for final review. Please provide the following number of copies for review:

- 1 – PDF of final plans
- 1 – 11" x 17" sets of final plans
- 2 – Full size sets of construction detail plans

Following final plan review, please provide the following number of copies:

- 1 – PDF of final plans
- 2 – 11" x 17" sets of final plans
- 4 – Full size sets of construction detail plans

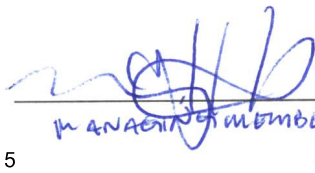
Signature of Applicant



5/6/2024

Date

Signature of Property Owner



SO WE MEMBER HANVON DEVELOPMENT LLC
 IN AGENCY MEMBER TD3CO LLC
 Date 9/30/24



BASALT COMMONS MULTIFAMILY DEVELOPMENT
Land Use Reviews Application
May 29, 2024

Project Description

The proposed project combines 116 for-rent apartments over approximately 9,000 sf of retail, resident amenity and building services in a 95,400 gross square feet mixed-use building. The anticipated construction type will be (4) floors of Type VA over a Type IA podium, and fully sprinklered. Open-air, 'tuck-under' surface parking is proposed along the alley, with ground-floor retail, resident lobby, amenity, and building services wrapping along all pedestrian frontages. An Open-air retail courtyard and outdoor seating niches are proposed along E. 3rd and Laughlin frontages to activate the corners, and provide expanded public sidewalk areas.

The conceptual design recognizes tall ground-floor heights and varied building widths of the district as a defining character, and emulates these through a modern, timeless expression. The building massing is broken to read as (4) separate masses, and the building plane alternates to pull back from E. 3rd - creating expanded outdoor seating off the sidewalk and breaking up the overall bulk of the building.

Conditional Use Review Requests

The CBC zone allows 55' height in the zone, with up to 75' allowed under Conditional Use review.

This proposal is requesting an additional 5 feet of building height be allowed to grow the height of the ground floor. The additional height will allow the ground floor to have a truly civic scale and match existing patterns for corner or more public buildings. The resulting building height would be very similar to the historic Commodore at E. 3rd and Court Streets.

The additional height provides some benefits to the vitality of the ground-floor, such as:

- Provides civic scale and prominence to the ground-floor for the pedestrian experience
- Allows ground-floor height that is consistent with commercial corner buildings of the district
- Provides better proportion of ground-floor height to overall building height
- Improves leasability - Creates flexible retail space that is attractive to a wider variety of tenant types (restaurants, pubs, etc. want taller ceilings)
- Improves natural daylighting of the ground-floor spaces

Additionally, the proposal requests that the expiration date of the land-use reviews be extended so that they are valid so long as development (construction) begins within 3 years from the final decision of the land use reviews (CUP, MIP, and SPR). The anticipated project schedule including design phases and all entitlements and building permit reviews will take roughly 14 months. Therefore, with any reasonable schedule contingency, a conditional use decision will typically expire if held to the current code expiration limits prior to construction beginning on any project of this scale.

*CUP Request is under review in case number CUP 212-24

10.3.050.040 Review Criteria

A conditional use permit shall be granted if the Commission finds that the proposed use conforms with, or can be made to conform with through added conditions, any related requirements of this and other City ordinances and all of the following criteria:

Requirement	Code Reference	Standard
Permitted Use	10.3.050.040.A, 10.5.050.030, 10.5.050.040	<p>The proposed use is conditionally permitted in the zone district where it is proposed to be located</p> <p><i>RESPONSE: Complies.</i> <i>Proposed uses are illustrated on Exhibit SPR-02. The proposed uses are multifamily residential, food services (restaurants), retail uses, office. All are allowed out-right within the district. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Standards	10.3.050.040.B	<p>The proposed use conforms to all applicable standards of the zone district where the use is proposed to be located. The proposed use will also be consistent with the purposes of this Title, and any other statutes, ordinances, or policies that may be applicable.</p> <p><i>RESPONSE: Complies..</i> <i>Complies with applicable standards described and responded to in the following tables. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Impact – Noise	10.3.050.040.C.1	<p>Noise impacts across the property line shall not exceed 60 decibels. Noise related to traffic impacts shall not be included in this determination. Nothing in the Article shall modify other noise ordinance standards as adopted by the City.</p> <p><i>RESPONSE: Complies,</i> <i>The proposed site uses are not expected to generate noise exceeding 60 decibels. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Impact – Lighting	10.5.050.040.C.2	<p>Lighting impacts across the property line shall not exceed 0.5 foot-candles (a foot-candle is the amount of light falling upon a 1-square-foot surface which is 1 foot away from a 1-candlepower light source).</p> <p><i>RESPONSE: Complies,</i> <i>Exterior lighting is illustrated on Exhibits SPR-10 and SPR-11, and will be located and detailed to focus light to the immediate pedestrian path around the building (sidewalk and retail/lobby entries). An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>

Impact – Dust	10.5.050.040.C.3	<p>Dust and other particulate matter shall be confined to the subject property</p> <p><i>RESPONSE: Complies, N/A</i> <i>The proposed uses will not generate dust or other particulate matter which would impact surrounding properties or right-of-way. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Impact – Odors	10.5.050.040.C.4	<p>The following odors shall be completely confined to the subject property:</p> <ul style="list-style-type: none"> a) Industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances. b) Fuels ,and c) Fertilizers, manure, or other animal waste products, other than for landscape installation and maintenance. <p><i>RESPONSE: Complies , N/A</i> <i>The proposed uses will not generate any of the specified odors that would impact surrounding properties or right-of way. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Impact –Vibrations	10.5.050.040.C.5	<p>Vibrations shall not be felt across the property line.</p> <p><i>RESPONSE: Complies,</i> <i>The proposed uses will not generate any vibrations that would impact surrounding properties or right-of way. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
Impact – Transportation	10.5.050.040.C.6	<p>The transportation system is capable, or can be made capable, of supporting the additional transportation impacts generated by the use. Evaluation factors shall include, but are limited to:</p> <ul style="list-style-type: none"> a. Street designation and capacities; b. On-street parking impacts c. Bicycle safety and connectivity d. Pedestrian safety and connectivity, and e. Transit capacity and efficiency. <p><i>RESPONSE: N/A for this review.</i> <i>No negative impacts to the transportation system are anticipated with this proposal. Proposed uses and density are consistent with the requirements of the CBC-2 Subdistrict, and supported by traffic and parking analysis provided in the professional Traffic Impact Study and Parking Management and Demand Study which are provided with this application. The additional requested building height, nor the extension to the expiration date of the land-use decisions impact the allowed use or traffic and parking demand described in the reports.</i></p>

<p>Impact – Historic Districts</p>	<p>10.5.050.040.C.7</p>	<p>In areas designated as Historic Districts, proposed development and redevelopment shall first require review and approval of the Historic Landmarks Commission in accordance with the procedures of Chapter 11.12 – Historic Resources</p> <p><i>RESPONSE: Not applicable.</i></p> <p><i>The proposed building property is not within a designated Historic District. An extension of the expiration date of the land-use reviews nor the additional height request affect this criterion.</i></p>
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10.3.030.040.D Design Standards – All Development

Requirement	Code Reference	Standard
Scale	10.3.030.040.D.1	<p>Buildings with walls greater than 80 feet in length shall include street façades that are varied and articulated at regular 20’, 30’, 40’, or 50’ intervals along the façade to provide the appearance of smaller buildings. Articulation shall be achieved through the use of offsets, jogs, variation of finishes, projections, windows, bays, porches, traditional storefront elements, entries or other similar distinctive changes.</p> <p><i>RESPONSE: Complies</i></p> <p><i>Exhibit SPR-08 Exterior Elevations depicts the proposed building articulation, which comprises an overall length of 301 feet along East 3rd St., and a width of 66 feet along Jefferson and Laughlin Streets. To mitigate the building’s length, the design incorporates shifts in the building plane along E. 3rd, breaking the massing into varied facade widths ranging between roughly 37 and 92 feet. These varied massings emulate the district’s building widths, creating deeper usable outdoor seating at the ground floor, and directly reflecting the varied residential unit types within the building’s upper floors. Each resulting facade is further articulated with a regular rhythm of piers that reflect the unit widths and the rooms within. At the upper floors, pier spacing is varied, and infilled with a variety of window types, accent material panels, and Juliette balconies. These varied infill strategies reflect the diversity of living uses and enable residents to activate the facade and connect with the outdoors.</i></p> <p><i>The ground floor is differentiated from the upper facades in height, material, and amount of glazing and storefront. Pier spacing is widened to allow for transparency and visual connection from the sidewalk to the commercial space within. Storefront windows and entries are recessed into the façade to provide necessary articulation and shadow relative to the height of the ground floor.</i></p>
Parking Location	10.3.030.040.D.2	<p>With exception of driveway parking, parking areas and parking lots shall not be located in the front yard setback.</p> <p><i>RESPONSE: Complies</i></p> <p><i>Exhibits SPR-01 and SPR-02 illustrate the proposed parking area which is an open, tuck-under surface parking lot. The lot is located along and accessed from the northern alley. The parking lot is set back from both Laughlin and Jefferson Streets and screened with the building and landscaped outdoor courtyard.</i></p>

Fences/Walls	10.3.030.040.D.3	<p>Fences and walls in front yards and corner side yards, individually or in combination, shall be no more than 4 feet in height. A fence and wall are considered combined when located less than 5 feet apart at grade.</p> <p><i>RESPONSE: Complies, N/A</i> <i>There is no front yard / front lot setback, therefore there are no fences or walls proposed in the front yard.</i></p>
Parking Lot Landscaping	10.3.030.040.D.4	<p>Where more than 4 contiguous surface parking spaces are provided, the requirements of Section 10.7.030.040(B) Landscaping and Screening Along a Public Right-of-Way shall apply.</p> <p><i>RESPONSE: Complies, N/A</i> <i>Code section 10.7.030.040 (B) states that this standard is not applicable in alleys and accessways. All proposed parking is screened from Jefferson and Laughlin streets by the building and a landscaped courtyard. Therefore this standard is not relevant. Refer to exhibits SPR-01, SPR-02, and L-500.</i></p>
Pedestrian/Bicycle Circulation	10.3.030.040.D.5	<p>All primary building entrances in a development shall be connected to the public right-of-way, on-site parking, and open space areas, if any, by a network of paved walkways or sidewalks of not less than 5 feet in width.</p> <p><i>RESPONSE: Complies</i> <i>The proposed site plan is depicted on exhibits SPR-01 and SPR-02. All retail entries and the residential lobby entry are directly accessed and connected to the public R.O.W. along Laughlin, E. 3rd and Jefferson. On-site parking is connected to the residential lobby at the southeast corner of the lot, and additionally to the retail at the southwest corner of the lot.</i></p>
Building Orientation	10.3.030.040.D.6	<p>Except where a building cannot orient to a street because it is accessed from a private drive or is part of a multi-building complex and does not have street frontage, new buildings shall have their primary orientation to the street utilizing features such as front porches, windows, doorways, walkways, and traditional storefront elements.</p> <p><i>RESPONSE: Complies</i> <i>The proposed building is oriented directly to all streets, with residential unit windows, balconies, and storefront entries equally oriented along all street facades. Refer to Exhibits SPR-01, and SPR-08.</i></p>
Front Porches	10.3.030.040.D.7	<p>The minimum front setback for covered front porches is 5 feet less than the standard front setback for the zone. For purposes of this standard, a covered front porch must connect to the primary building entrance.</p> <p><i>RESPONSE: Not applicable.</i> <i>There is no front setback required and no front porches are proposed. therefore the criterion is met.</i></p>

Trim and Details	10.3.030.040.D.8	<p>Trim shall be used around the windows, doors, frieze, and corners of buildings. Details shall be used around the porch, fascia board, and window and door tops.</p> <p><i>RESPONSE: Complies</i> <i>Prefinished sheet metal trim and flashing will be utilized at all windows, doors, and cladding seams to provide visual detail, scale, and durability to the upper floors of the building. The ground-floor storefront and entry areas will utilize durable trim and steel accent materials to accentuate the storefront windows, transoms and canopies and integrate mechanical venting. Refer to Exhibit SPR-08.</i></p>
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10.3.030.040.E.2 Design Standards – Multifamily dwellings (3 or more units)

Requirement	Code Reference	Standard
Variation in Roof and Elevation	10.3.030.040.E.2.a	<p>Have variation in roof plane and elevation. This standard is met by providing one of the following details:</p> <ul style="list-style-type: none"> i. Eaves on all sides of the building ii. An overhang or projecting roof form, for example, over a front porch iii. An offset along the ridge of the highest roof form that is at least 1 foot in height; or iv. At least one secondary roof form in addition to the primary or largest roof elevation, such as a cross-gable, dormer, or similar roof form as shown in the Figure 1 below v. For 3 and 4 dwellings exceeding 25 feet in height, eave or parapet at 25 feet and pitched roof for remainder of height. <p><i>RESPONSE: Complies</i></p> <p><i>The referenced Figure 1 illustrates a pitched roof building, with significant setback. Flat rooflines are required in the CBC-2 per 10.5.050.080.B.2, and maximum setbacks are zero feet per 10.5.050.060. Therefore items ii, iv, and v are not applicable to a multifamily building within the CBC-2 district.</i></p> <p><i>The proposed massing articulation provides significant variation of the elevation/building plane, and a varied roofline. The building is a flat roof building like other downtown buildings in context and therefore has no eaves or ridge lines in the roof. Instead, a stepped parapet line is provided at each alternate massing and is offset 16 inches in height and 12 inches in depth to reinforce the feeling of separate buildings provided by the massing. Refer to architectural elevations on exhibit SPR-08.</i></p>
Stairways	10.3.030.040.E.2.b	<p>Have stairways to upper floors which are illuminated to a minimum of 1 foot candle (11 lux) and protected by a canopy or enclosure from wind, rain, sun, and snow</p> <p><i>RESPONSE: Complies</i></p> <p><i>All residential units and spaces on upper floors are accessed via internal elevator, corridor, and stairways. These accessways will be protected from external elements and lit with a minimum 1-foot candle as required by the Building Code. Refer to Exhibits SPR-02 through SPR-07.</i></p>
Garages and Carports	10.3.030.040.E.2.c	<p>Locate and garages or carports at least 10 feet behind the front building line</p> <p><i>RESPONSE: Complies.</i></p> <p><i>The parking lot is separated from the front building line (E. 3rd) by 42 feet (the depth of the retail) as depicted on exhibit SPR-01.</i></p>

Covered Entrances	10.3.030.040.E.2.d	<p>Provide individual covered dwelling unit entrances, such as covered front porches, portico or similar architectural detail.</p> <p><i>RESPONSE: Complies</i> All residential units share a common lobby entrance along E. 3rd. All units are at the upper floors and have individual entries located off an internal corridor. Refer to exhibits SPR-02 through SPR-06.</p>
Articulation	10.3.030.040.E.2.e	<p>Have articulation such that no individual wall plane that is more than 500 square feet in area; wall planes must be broken up by changes in plane of not less than 1 foot.</p> <p><i>RESPONSE: Complies.</i> Refer to exhibits SPR-01 and SPR-08. The proposed design is reflective of the scale of the context and the buildings in the CBC-2 district or of urban mixed-use, pedestrian oriented development. The building is articulated into primary building planes ranging between 2,500 sf and 4,200 2,800-5,500 sf separated from each other by 7 feet of depth. Each façade plane is further articulated by regularized window alignments and material detailing, and a horizontal band of material change at every floor. Windows and accent materials are recessed into the primary fiber cement panel material by 2 inches and are contrasting in color to the primary façade. This effectively articulates the facade into planes ranging between 35 and 80 square feet. The regularized rhythm of piers with recessed windows, accent panels, and Juliette balconies directly reflects the structure and units within in a timeless expression of multi-story mixed-use buildings of the district.</p>
Horizontal Line	10.3.030.040.E.2.f	<p>Have a horizontal line that breaks up the vertical mass of the building; this standard is met by providing a belt course, bellyband, change in materials or color, or similar detail that extends the width of all exterior walls.</p> <p><i>RESPONSE: Complies</i> Refer to exhibit SPR-08. The ground-floor is differentiated from the upper floors with a material change – from plastered brick along the ground-floor to fiber-cement panels at the upper floors. The horizontal band of brick is 34 inches tall, and is additionally strengthened with a 2-inch-tall recessed shadow line and horizontal break. Each upper floor is further articulated with an 7-inch-tall horizontal band at each floor line.</p>

<p>Multifamily Mixed-Use</p>	<p>10.3.030.040.E.2.g</p>	<p>Where multifamily use is combined with a nonresidential use (mixed-use), the site plan review standards of this section (multifamily dwelling design) shall apply. Additionally, as applicable, nonresidential ground floors shall have a weather protection canopy or awning, corner entrance (entrance is within 20 feet of corner, for corner buildings) and ground floor detailing shown in Figure 2 – Mixed Use.</p> <p><i>RESPONSE: Partially Complies</i> The proposal combines ground-floor nonresidential (retail) with residential use on the upper floors. Figure 2 illustrates a number of requirements. The proposed design is illustrated in exhibits SPR-01, and SPR-08. Changes in building plane are provided with the 7-foot-deep shifts in the proposed massing. The ground floor is articulated with brick piers and varied-width bays to differentiate picture windows vs. retail entries. All entrances are oriented directly to the streets and public R.O.W. Canopies provide weather protection at all storefront and entry openings along Laughlin, E. 3rd, and Jefferson. Primary retail entries are at or within 20 feet of the corner, and secondary retail entries/exits will be spaces along the street frontages between. The primary residential entry is approximately 23 feet west of the southeast building corner, allowing an active resident lounge and library to hold the corner.</p>
<p>Lighting</p>	<p>10.3.030.040.F</p>	<p>Proposed lighting shall not directly illuminate adjoining properties.</p> <p><i>RESPONSE: Complies.</i> Exterior lighting on the proposed building is illustrated on exhibits SPR-10 and SPR-11. All exterior lights illuminate the immediately adjacent on-site spaces, or pedestrian path and entries at the surrounding rights-of-way. There are no adjoining properties – all are separated by a public right-of-way.</p>
<p>City Engineer Approval</p>	<p>10.3.030.040.G</p>	<p>Detailed construction/design plans for public infrastructure, improvements, or rights-of-way affected by a or located within a proposed development site shall be approved by the City Engineer prior to granting a building permit as a condition of site plan review approval.</p> <p><i>RESPONSE: Complies</i> Exhibits C-200, C-201, C-300, C-400, and C-500 illustrate all proposed plans for the infrastructure and rights-of-way affected by the proposal. All proposed civil design work is in accordance with city standards. Curb Ramp Design Exception Requests have been provided with this application for the ADA curb ramps at Laughlin and at Jefferson.</p>

<p>Waiver of Remonstrance</p>	<p>10.3.030.040.H</p>	<p>Where applicable, the applicant shall agree to waive any future rights to remonstrate against future public improvements, per the provision of Article 6.110: Waiver of Right to Remonstrate</p> <p><i>RESPONSE: Not applicable. Not applicable for this phase of site plan review.</i></p>
<p>Deferring Approval</p>	<p>10.3.030.040.I</p>	<p>For all land use actions, when another public entity has primary subject matter jurisdiction, the City may defer development approval for those subjects to the entity with the jurisdiction.</p> <p><i>RESPONSE: Not Applicable</i></p>
<p>Improvements Required of Development</p>	<p>10.3.030.040.J</p>	<p>The proposal complies with all of the applicable LUDO Chapter 10.10 standards including, but not limited to :</p> <ul style="list-style-type: none"> Section 10.10.040 Pedestrian Requirements Section 10.10.050 Bicycle Requirements Section 10.10.060 Street Requirements (Ord. 21-1384; Ord. 19-1373). <p><i>RESPONSE: Complies</i></p> <p><i>Refer to exhibits C-200, SPR-01 through SPR-06.</i></p> <p><u><i>Section 10.10.040 Pedestrian Requirements:</i></u> <i>The proposed plans are showing a design that includes a minimum 6' pedestrian zone, and 4' tree wells for a local street frontage. This layout is similar to the existing conditions shown on E 2nd Street, and is ideal for allowing a wider pedestrian movement. The Section 10.10.040.A.1 is unclear as to whether the landscape zone is required to be 5' in width.</i></p> <p><u><i>Section 10.10.050 Bicycle Requirements:</i></u> <i>On-street bike lanes are not required along local streets. The three adjacent streets are all local.</i></p> <p><u><i>Section 10.10.060 Street Requirements (Ord. 21-1384; Ord. 19-1373):</i></u> <i>- A traffic impact study, parking demand assessment, and parking management plan are provided with this application.</i> <i>- Half street improvements are being provided (curb, tree wells, sidewalk)</i></p>

10.5.050 CBC Central Business Commercial District, Sub-district 2 Downtown Core – Development Standards

Requirement	Code Reference	Standard
Permitted uses	10.5.050.030 10.5.050.040	<p>Permitted Outright: Food Services Professional and admin. Offices and services Residential uses as Follows: CBC-2, All dwellings so long as the ground floor is a permitted commercial use Retail Uses</p> <p><i>RESPONSE: Complies.</i> <i>Proposed uses are tabulated on exhibit SPR-02. The proposed uses of multifamily residential, retail (or leasable commercial such as restaurant) are permitted outright within the CBC-2 zone, provided that the ground floor is all commercial use. The entire ground floor is commercial use except for the lobby and leasing spaces for the apartment entry. All residential units are located on upper floors.</i></p>
Setbacks – Front and Corner Side	10.5.050.060	<p>0 ft maximum* *Applicant may request up to 15-foot exception where outdoor seating for food service is proposed.</p> <p><i>RESPONSE: Complies.</i> <i>The proposed building footprint is depicted in exhibits SPR-01 and SPR-02. The proposed development is built up to the right-of-way for the majority of the front and side lot lines (facing Laughlin, E. 3rd, and Jefferson). The building is set back 7 feet from the property line at two locations along E. 3rd Street. These are intended to expand the usable sidewalk for outdoor retail/café seating, help activate the pedestrian walkways and storefront, and further articulate the overall bulk of the building to meet other standards. As illustrated in SPR-01, the upper stories of the building step back 1.5 feet from the ground floor to accentuate the ground floor, and allow separation from existing power lines at the Jefferson and Laughlin street frontages.</i></p>
Setbacks – Side and Rear	10.5.050.060	<p>No min or max, except 15 ft. where shares lot line with residential zone* *Unless there is a vertical grade change between adjacent zones greater than 20 feet.</p> <p><i>RESPONSE: Complies</i> <i>There is no limit to the proposal. The property does not share a lot line with a residentially zoned property and has less than 20 feet vertical grade change between adjacent zone districts.</i></p>

Lot Size, Width, Depth	10.5.050.060	No minimum. One full City block maximum maintaining all public R.O.W. (alleys) <i>RESPONSE: Complies</i> <i>The proposal consolidates three parcels into a single lot, surrounded on all frontages by public street and alley, and is being reviewed under a Minor Partition/Plat review. An extension of the expiration date of the land-use reviews provides the time needed for permitting and scheduling a development of this scale.</i>
Building Height	10.5.050.060	55 ft. maximum, except 75 ft. with a conditional use permit. <i>RESPONSE: The proposed building height is 60 feet, with the additional height being reviewed under a Conditional Use Permit CUP 214-24</i>
Building Orientation		Primarily toward a street or designated accessway rather than a parking area. <i>RESPONSE: Complies</i> <i>Refer to exhibit SPR-01. The proposed building and all primary building entrances are oriented to the surrounding streets.</i>
Pedestrian Access	10.5.050.070	All building entrances shall have a clear pedestrian connection to the street and sidewalk per 10.5.050.070.C <i>RESPONSE: Complies</i> <i>Refer to exhibit SPR-01 and SPR-02. The building entrances are immediately open and adjacent to the surrounding right-of-way at Laughlin, E. 3rd, and Jefferson.</i>
Off-Street Parking (Bicycles and Vehicles)	10.5.050.070 10.7	Refer to following responses and tables for Chapter 7.
Landscaping	Article 6.010 Landscaping Standards	Required : None in CBC-2 (10.6.010.070) <i>RESPONSE: Complies.</i> <i>No on-site landscaping required in CBC-2.</i>
Accessory Uses, Buildings and Structures	Article 6.030: Accessory Development	<i>RESPONSE: Complies</i> <i>No accessory uses, buildings, or structures are proposed in the development.</i>
Access Management	Article 6.050 Access Management	<i>RESPONSE: Complies</i> <i>Refer to Exhibit C-200. No curb cuts or driveways are proposed off of surrounding streets. A one-way entry, and one-way exit are proposed to the on-site parking area and accessed from the alley. Each driveway is separated from the street property lines by at least 27'-0".</i>

10.5.050.070 Design Standards – All Development

Requirement	Code Reference	Standard
Exterior Elevations	10.5.050.070.A.1, 2	<p>Elevations shall incorporate arch. Features such as offsets, balconies, projections, base/wall/cornice design, windows, entries, bays, seating, wall articulation, traditional storefront elements, or similar elements to preclude large expanses of uninterrupted building surfaces.</p> <ol style="list-style-type: none"> 1. Horizontal – At least 3 architectural design features shall be incorporated along the horizontal face (side to side) of the structure 2. Vertical – At least 2 architectural features shall be incorporated along the vertical (top to bottom) face of the structure <p><i>RESPONSE: Complies</i></p> <p><i>The building elevations are depicted on exhibits SPR-08. Architectural features such as building plane offsets, differentiation of the ground floor, varied window and opening infill, Juliet balconies, and detailed storefront openings help to articulate the overall façade and give prominence to the pedestrian level.</i></p> <p><i>Specifically, the following horizontal and vertical features are used:</i></p> <p><i>Horizontal Features –</i></p> <p><i>The whole building length is broken down into 4 building plane changes with offsets to more relate to the existing context and adjacent building scales. Each building plane is further articulated horizontally with piers which mark the rhythm of structure and residential rooms within. Between the piers, regular stacks of varied-width window openings are punctuated by accent panels, casements, and Juliet Balconies.</i></p> <p><i>Vertical Features –</i></p> <p><i>A material change, a 32-inch-tall masonry ‘belly band’, and metal shadow reveal differentiate the ground floor from the upper floors. Storefront window and entry openings are vertically articulated with sills raised 2 feet above the sidewalk, and a strong transom and canopy datum 12 feet above the sidewalk. Each upper floor is delineated with an horizontal 7-inch-tall fiber cement trim board. At the roofline, the parapet comprises a fiber cement trim board, and an a detailed 16-inch-tall metal coping which sets back 12 inches. The additional height request allows the ground floor to have a truly civic scale that matches existing patterns.</i></p>
Entries		<ol style="list-style-type: none"> 1. Commercial and Residential – Primary entries shall face a public street or designated access drive and shall be accessed from a public sidewalk per ‘Pedestrian Walkways’ below. Secondary entries may face parking and loading. Doors shall not swing into R.O.W.

		<p>2. Residential Only – Within CBC-2 – Upper story residential uses shall have a shared or individual entry on the first level only. No outside stairways serving upper story dwellings are allowed.</p> <p><i>RESPONSE: Complies</i> Refer to exhibit SPR-01 and SPR-02. All commercial space entries are primarily located at the corners, and secondary entries will be located along the streets. Residential units at the upper floors are accessed through a shared residential lobby and leasing area along E. 3rd, and individually entered through internal corridors at the upper floors. No exterior stairways are proposed.</p>
<p>Pedestrian Walkways</p>		<p>(Abbreviated) Must be designed for the shortest practical distance from the main entrance and the public sidewalk. Must be distinguished from driveways/drive aisles with distinctive paving materials.</p> <p><i>RESPONSE: Complies</i> Refer to exhibit SPR-01. Concrete sidewalks extend to the recessed building entrances with shortest practical distance and easy access. The pedestrian sidewalks are on 3 sides of the building with the vehicle driveway/ aisle being located and separated from the building in the north along the alley.</p>

10.5.050.080 Design Standards – Sub-district CBC-2

Requirement	Code Reference	Standard
Building Exteriors	10.5.050.080.B.1	<p>Buildings may be finished with brick (excluding concrete brick), rock, stucco, plaster, cut stone such as marble or granite, and similar materials. Wood, metal, and vinyl exteriors are prohibited.</p> <p><i>RESPONSE: Complies</i> <i>Building materials are noted on the building elevations in exhibit SPR-08 and SPR-09. The proposed building is primarily clad with masonry at the ground floor, and fiber-cementitious paneling at the upper floors. No wood, metal siding, or vinyl materials are proposed as primary materials. The upper floor fiber-cement panels will be arranged and detailed to minimize panel edges and joints and mimic a similar scale and arrangement of joints that would be seen in commercial plaster or brick facades (floor line joints, vertical joints at each pier). Secondary materials will include aluminum storefront; prefinished sheet metal flashings, copings, and fascia panels; and durable steel detailing at storefront openings and entries. Tertiary materials include reclaimed wood siding, art screening, and murals.</i></p>
Roofs	10.5.050.080.B.2	<p>Buildings shall have flat roof lines. Roof lines may include parapets.</p> <p><i>RESPONSE: Complies</i> <i>Refer to exhibits SPR-08 and SPR-07. The proposed building utilizes a flat roof.</i></p>
Minimum Building Height	10.5.050.080.B.3	<p>Building shall have at least 16 feet minimum height, with a façade having the architectural appearance of a 2-story structure.</p> <p><i>RESPONSE: Complies. Refer to exhibit SPR-08.</i> <i>The proposed building is 60 feet, with a requested additional 5 feet of height through Conditional Use Review to further accentuate a 17-foot tall ground floor.</i></p>

10.7 Parking Standards

Requirement	Code Reference	Standard
Allowed motor vehicle parking reductions, waivers, and exemptions	10.7.060.010, 10.7.020.070, 10.7.020.040.C	D. Off-Street Parking Waiver. Minimum off-street parking spaces required by Article 7.060: Minimum and Maximum Off-Street Parking Requirements may be waived for the following: 1. The property is located within the boundaries of a legally adopted parking assessment district that provides district-wide parking facilities. 2. The property is located within Sub-district CBC-2 as defined in Section 10.5.050.020: Sub-Districts <i>RESPONSE: Complies.</i> <i>The minimum off-street parking requirement is waived for the CBC-2 subdistrict. A Traffic Impact Study and Parking Management and Demand Analysis has been provided with this application, showing that the proposed parking management plan supports the proposed development.</i>
Accessible Parking	10.7.030.050	See Table in 10.7.030.050 Accessible Parking <i>RESPONSE: Complies</i> <i>Refer to exhibit SPR-02. The proposed development provides 35 on-site parking stalls. 2 of the proposed will be accessible, and 1 of the accessible stalls will be Van Accessible per code.</i>
Vehicle Loading and Unloading	10.7.030.070>The CBC – Central Business zone district is exempt from these vehicle loading/unloading provisions. <i>RESPONSE: Complies</i> <i>None required.</i>
Stall and Aisle Dimensions	10.7.030.130	See Figure 7-1 <i>RESPONSE: Complies</i> <i>Refer to exhibits SPR-02 and C-200. The proposed parking lot utilizes 60 deg. Stalls off a one-way drive aisle. Parking stalls are 19’ deep and 9’ wide, with a 16’ one-way drive aisle between.</i>
Minimum Bicycle Parking	10.7.060.010 10.7.040.030	Residential – 1 per dwelling unit Retail Trade – 0.3 per 1,000 sf Restaurant – 1 per 1,000 sf <i>RESPONSE: Complies</i> <i>All required residential bike parking in the proposed development is shown in all residential units on the upper floors. Long-term bike parking for the possible future commercial tenants will be provided in their respective tenant spaces. 8 short-term bike parking spaces are provided along the E. 3rd Street sidewalk. Refer to submitted sheets SPR-01 through SPR-07.</i>

10.10 Improvements Required with Development

Requirement	Code Reference	Standard
Timing of Improvements	10.10.030A	<p>A. General. Except sidewalks which are described below in subsection B, all improvements required by the standards in this Chapter shall be installed per the provisions of Section 10.9.040.060(H): Installation of Required Improvements. The construction, installation, placement, or addition of one or more dwelling units on a lot, including one that replaces another dwelling or structure, shall initiate the requirement of full public improvements, including street, curb, sidewalk, and storm sewer, except when the existing dwelling is destroyed by an act of God and the replacement dwelling has no more than 110% of the total square footage of the original.</p> <p><i>RESPONSE: Complies.</i> <i>Full public improvements including curbs, sidewalks, and utilities upgrades are provided as required to accommodate the new development. Refer to exhibits C-300 through C-303, and C-400.</i></p>
	10.10.030B	<p>B. Sidewalks. The timing of the installation of sidewalks shall be as follows: Sidewalks and planted areas along arterial and collector streets shall be installed with street improvements. Sidewalks along local streets shall be installed per the requirements of any final plat approval, in conjunction with development of a particular site unless postponed with City approval. Where sidewalks on local streets abut common areas, drainage ways, or other publicly owned areas, the sidewalks and planted areas shall be installed with street improvements.</p> <p><i>RESPONSE: Complies.</i> <i>Full public improvements including curbs and sidewalks upgrades are provided as required to accommodate the new development. Refer to exhibits C-300 through C-303, and C-400.</i></p>
	10.10.030C	<p>C. Phased Development. Where specific approval for a phasing plan has been granted for a planned development and/or subdivision, improvements may similarly be phased in accordance with that plan.</p> <p><i>RESPONSE: Not applicable.</i> <i>No phased development is proposed.</i></p>

	10.10.030D	<p>D. Annexation. As part of any development, including, but not limited to, new construction, land division, extension of City services, rezone, or a change of use, of a parcel inside the urban growth boundary but outside the City limits, the City may require annexation or the signing of a consent to annexation and a waiver of the one year limitation on consent to annexation.</p> <p><i>RESPONSE: Not applicable.</i> <i>The development is within the current City limits.</i></p>
	10.10.030E	<p>E. Waivers of Remonstrance. Developments of other than single-family dwellings or duplexes may be able to use the provisions of Article 6.110: Waiver of Right to Remonstrate, in lieu of immediate installation of public improvements.</p> <p><i>RESPONSE: Not applicable.</i></p>
Pedestrian Requirements	10.10.040A	<p>A. Sidewalks. Sidewalks shall typically be required along both sides of all arterial, collector, and local streets as follows. The approving authority may reduce the sidewalk requirement to one side of the street where significant topographic barriers exist (such as west Scenic Drive), or in other nonresidential areas where the developer can demonstrate that sidewalks are not necessary on both sides of the street.</p> <ol style="list-style-type: none"> 1. Local. Sidewalks shall be a minimum of 5 feet wide, and may be separated from curbs by a planting area that provides at least five feet of separation. 2. Collectors. Sidewalks along collector streets shall be a minimum of 5 feet wide and may be required to be separated from curbs by a planting area a minimum of 5 feet wide between the sidewalk and curb. 3. Arterials. Sidewalks along arterial streets may be required to be separated from curbs by a planted area a minimum of 10 feet wide between the sidewalk and curb, and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of 5 feet wide if separated from the street by a 10-foot planting area; otherwise the sidewalk shall be 10 feet wide. <p><i>RESPONSE: Complies.</i> <i>Refer to exhibits C-200 and C-201. All three streets surrounding the site are classified as Local streets. Public improvements are provided within City standards as illustrated on C-200 and detailed on C-201, showing a pedestrian zone varying between 6 and 6.5 feet, a 4 foot furnishing and tree well zone, and a 6 inch curb.</i></p>

	10.10.04OB.1	<p>B. Connectivity. Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, and neighborhood activity centers such as schools and parks, as follows:</p> <ol style="list-style-type: none"> 1. For the purposes of this Chapter, "safe and convenient" means pedestrian facilities that are reasonably free from hazards which would interfere with or discourage pedestrian travel for short trips, that provide a direct route of travel between destinations, and that meet the travel needs of pedestrians considering destination and length of trip. <p><i>RESPONSE: Complies.</i> <i>Safe and convenient pedestrian access is provided from the site to adjacent developments by an existing network of public sidewalks, crosswalks, and right-of-way improvements with this development. Refer to C-200.</i></p>
	10.10.04OB.2	<ol style="list-style-type: none"> 2. To meet the intent of this subsection B, separated pedestrian rights-of-way connecting non-through streets or passing through unusually long or oddly shaped blocks shall be a minimum of 18 feet wide. When these connections are less than 220 feet long (measuring both the on-site and the off-site portions of the path) and they directly serve 10 or fewer on-site dwellings, the paved improvement shall be no less than 6 feet wide. Connections that are either longer than 220 feet or serve more than 10 on-site dwellings shall have a minimum 10-foot wide paving width, or wider as specified in Section 10.10.050(C): Pedestrian and Bicycle Facilities Widths. <p><i>RESPONSE: Not applicable.</i></p>

	<p>10.10.04OB.3</p>	<p>3. Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian walkways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:</p> <ul style="list-style-type: none"> a) The on-site pedestrian circulation system shall connect the sidewalk on adjacent street(s) to the main entrance of the primary structure on the site to minimize out-of-direction pedestrian travel. b) Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities which abut the site but are not adjacent to the streets abutting the site. c) Walkways shall be as direct as possible and avoid unnecessary meandering. d) Walkway/driveway crossings shall be minimized, and internal parking lot circulation design shall maintain ease of access for pedestrians from abutting streets and pedestrian facilities. e) Walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. (This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on site unless an unusual parking lot hazard exists). <p><i>RESPONSE: Complies.</i> <i>Refer to exhibits SPR-01 and C-200. The main entry of the building, and of commercial tenants, are directly adjacent and oriented to public sidewalks included in public improvements with the proposal. Walkways directly align and connect to surrounding public sidewalks and are as direct as possible. No walkway/driveway crossings are proposed, and all internal walkways are separated from vehicle parking and maneuvering by grade and/or paving material in the parking lot.</i></p>
	<p>10.10.04OC</p>	<p>C. Trail Linkages. Where a development site is traversed by or adjacent to a future trail linkage identified within The Dalles Transportation System Plan, Comprehensive Plan, or Riverfront Plan, improvement of the trail linkage shall occur concurrent with development. Dedication of the trail to the public shall be provided in accordance with Section 10.10.110(C): Future Trail Linkages.</p> <p><i>RESPONSE: Not applicable.</i> <i>The development is not traversed by or adjacent to a future trail linkage.</i></p>

	10.10.040D	<p>D. Pedestrian Network. To provide for orderly development of an effective pedestrian network, pedestrian facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).</p> <p><i>RESPONSE: Complies.</i> <i>Refer to exhibits SPR-01 and C-200. All pedestrian facilities are immediately adjacent to and connect to the site boundary and ground-floor building wall or entries.</i></p>
	10.10.040E	<p>E. Off-Site Improvements. To ensure improved access between a development site and an existing developed facility such as a commercial center, school, park, or trail system, the approving authority may require off-site pedestrian facility improvements concurrent with development.</p> <p><i>RESPONSE: Not applicable.</i></p>
Bicycle Requirements	10.10.050A	<p>A. Bike Lanes. On-street bike lanes shall be required on all new arterial and major collector streets, and with improvements and widening of such streets, and constructed at the time of street improvements.</p> <p><i>RESPONSE: Not applicable.</i> <i>All surrounding streets are classified as Local Streets.</i></p>
	10.10.050B	<p>B. Connectivity. Safe and convenient bicycle facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, and neighborhood activity centers such as schools and parks. To provide for orderly development of an effective bicycle network, bicycle facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).</p> <ol style="list-style-type: none"> 1. For the purposes of this Chapter, "safe and convenient" means bicycle facilities which are reasonably free from hazards that would interfere with or discourage bicycle travel for short trips, provide a direct route of travel between destinations, and meet the travel needs of bicyclists considering destination and length of trip. 2. Bicycle/pedestrian rights-of-way connecting non-through streets or passing through unusually long or oddly shaped blocks shall be a minimum of 18 feet wide. <p><i>RESPONSE: Complies.</i> <i>The development and provided public improvements are within City street and sidewalk design standards. Existing shared-roadway bike facilities are maintained on all three street frontages. No new through-block bicycle or pedestrian connection is proposed, while access via an existing alley is maintained.</i></p>

	10.10.050C	<p>C. Pedestrian and Bicycle Facilities Widths. Adequate widths for pedestrian/bicycle facilities shall be provided in accordance with the following standards:</p> <ol style="list-style-type: none"> 1. Eight-foot wide bike paths should be used where long-term bicycle and pedestrian usage is expected to be relatively low (a neighborhood facility rather than a community-wide facility) and with proper alignment to ensure adequate sight distance. 2. Ten feet shall be used as a standard width for two-way bike paths. 3. 3. Twelve-foot wide bike paths shall be provided in areas with high bicycle volumes or multiple use by bicyclists, pedestrians and joggers. <p><i>RESPONSE: Complies.</i> <i>Existing bike facilities are maintained in public improvements in all three surrounding streets.</i></p>
Street Requirements	10.10.060A – 10.10.060K	<p><i>RESPONSE: Complies.</i> <i>Refer to Traffic Impact Study and Update, Parking Demand Assessment, and Parking Management Plan reports with this application. No new street development is proposed, and existing public streets are maintained with this application.</i></p>
Public Utility Extensions	10.10.070	<p><i>RESPONSE: Complies.</i> <i>Refer to exhibit C-400 Utility Plan. The proposed development provides public water, sanitary sewer, and storm drainage and is connected to existing public utility lines. All connections to, or modifications or extensions of public utilities in this proposal will be constructed concurrent with the proposed development. All utilities are designed to conform to City Standards, and are further illustrated in exhibits C-500 through C-502. No private utility facilities are proposed.</i></p>
Public Improvement Procedures	10.10.080	<p><i>RESPONSE: Procedural. All public improvements with this proposal conform to City standards and applicable policies. All improvements will be warranted for a full year from completion.</i></p>
Final Inspection Procedure	10.10.090	<p><i>RESPONSE: Procedural. All public improvements with this proposal conform to City standards and applicable policies. All improvements will be warranted for a full year from completion.</i></p>

Franchise Utility Installations	10.10.100	<p><i>RESPONSE: Complies. Refer to exhibits C-101 and C-400.</i></p> <p><i>Franchise utilities proposed include electrical power, natural gas, telecommunication, and cable television. Franchise utilities are accessed from existing gas lines and electrical overhead lines. All distribution facilities are located underground on-site, except for existing overhead power and low-voltage lines along all three street frontages and within the alley. The applicant and general contractor are in contact with the electrical power provider to coordinate construction and future plans for the existing power lines.</i></p> <p><i>Existing street lighting is maintained on all three frontages with the proposal and is compliant with the requirements for Local Streets.</i></p>
Land For Public Purposes	10.10.110	<p><i>RESPONSE: Not applicable.</i></p> <p><i>No land for public purpose is proposed with this application.</i></p>
Mail Delivery Facilities	10.10.120	<p><i>RESPONSE: Complies.</i></p> <p><i>A central mail facility is provided within the residential lobby and amenity space. All mailboxes and parcel lockers, including mailboxes for commercial tenants, will be at this area within the building.</i></p>
Transit Requirements	10.10.130	<p><i>RESPONSE: Not applicable.</i></p> <p><i>The proposal does not include and is not adjacent to a planned or existing transit stop.</i></p>