

PLANNING COMMISSION MEETING

Wednesday, December 6, 2023 at 6:30 PM

City Council Chambers, 125 SW "E" Street, Madras, OR 97741

Telephone (541) 475-2344 www.ci.madras.or.us

This meeting is open to the public. Audio/Video of the meeting will be available on our website within 24 hours following the meeting. This agenda includes a list of the principal subjects anticipated to be considered at the meeting. However, the agenda does not limit the ability of the Commission to consider additional subjects. Meetings may be canceled without notice. Zoom participants should use the "raise your hand" feature during the public comment portions of the meeting to alert the moderator that they would like to speak.

Zoom Link: <https://us02web.zoom.us/j/89158939359?pwd=9SriNOpzLXhLOIsJZvfqG2a61Sf6C7.1>

Dial: **253-215-8782**

Meeting ID: **891 5893 9359**

Passcode: **465328**

MADRAS PLANNING COMMISSION AGENDA

I. Call Meeting to Order

II. Roll Call

III. Approval of Planning Commission Minutes

1. October 4, 2023, Planning Commission Meeting.

IV. Public Hearing(s)

1. Starbucks Application, Files No. CU-23-2, SP-23-4, & SD-23-5.
(Quasi-Judicial)
 - A. Open Public Hearing
 - B. Planning Commission Chair reads quasi-judicial hearing statement
 - C. Staff Report
 - D. Applicant Testimony
 - E. Proponent Testimony
 - F. Neutral Testimony
 - G. Opponent Testimony
 - H. Applicant Rebuttal Testimony
 - I. Close Public Hearing
 - J. Planning Commission Deliberation

Fatima Taha, Associate Planner

V. Additional Discussion

VI. Adjourn Meeting

I. Call Work Session to Order

II. Work Session Topic(s) (approx. 7:00 pm)

- a. Joint Workshop - County and City Planning Commissions: Overview of the second Regional Large Lot Industrial Site Project

Nicholas Snead, Community Development Director

III. Additional Discussion

IV. Adjourn Work Session

CITY OF MADRAS
Request for Planning Commission Action

Date Submitted: November 29, 2023
Agenda Date Requested: December 6, 2023
To: Madras Planning Commission
From: Fatima Taha, Associate Planner
Files: CU-23-2, SP-23-4, & SD-23-5
Subject: Conditional Use, Site Plan, and Subdivision Replat Application for Starbucks

TYPE OF ACTION REQUESTED: (Check One)

- | | |
|---|------------------------------------|
| <input type="checkbox"/> Resolution | <input type="checkbox"/> Ordinance |
| <input checked="" type="checkbox"/> Formal Action/Motion | <input type="checkbox"/> Other |
| <input type="checkbox"/> No Action - Report & Discussion Only | |

MOTION FOR PLANNING COMMISSION ACTION:

I move that the Planning Commission approve the proposed Conditional Use, Site Plan, and Subdivision Replat for Starbucks, File No. CU-23-2, SP-23-4, and SD-23-5 based on the Planning Commission Recommended Findings and Decision.

OVERVIEW:

Johnnie & Vicki Ertle (the applicant/property owner) has requested Conditional Use, Site Plan, and Subdivision Replat, file no. CU-23-2, SP-23-4, and SD-23-5. This proposal includes a site plan review for a 2,460 square foot drinking and eating establishment with a drive-thru. The proposed subdivision is located on a through lot fronting SW Prince Place, 4th and 5th Streets. The property is zoned Community Commercial (C-3), which identifies final actions on a proposed conditional use pursuant to Type III and requires approval from the Madras Planning Commission. The Community Development Director elevated the proposed Site Plan and Subdivision Replat from a Type II decision to a Type III decision. City staff did not see any demonstrative reason to impose additional conditions of approval, beyond those specified in the Planning Commission Findings and Decision, for the proposed Conditional Use.

DISCUSSION:

120-Day Clock

Quasi-judicial land use decisions are required to be issued and final within 120 days from the date the application is deemed complete. The application was submitted and deemed complete on October 17, 2023. On December 6, 2023, the application will be on day 50 of the 120-day clock.

Notice:

On October 17, 2023, the Community Development Department notified all property owners within 250 feet of the subject property of the subdivision proposal. On October 17, 2023, the Department provided notice to the Development Team (i.e., agencies) requesting comments. The Department also published a Public Hearing Notice in the November 8, 2023, Madras Pioneer newspaper. Collectively, the adjacent property owner notice, the newspaper Public Hearing notice, and the Development Team notice satisfy all notice requirements for Type III (quasi-judicial) land use actions as specified in MMC 18.80.090(3).

STAFF ANALYSIS:

Applicable Criteria

The applicable approval criteria for the proposed land use decision are identified in the Recommended Findings and Decision (Attachment 1). These are the basis for the decision that the Planning Commission must legally base its decision on the land use proposal. The proposed Conditional Use, Site Plan, and Subdivision Replat land use, file no. CU-23-2, SP-23-4, and SD-23-5 is a quasi-judicial land use decision for which the applicant has the burden of proof to demonstrate compliance with the approval criteria. In addition, such land use decisions are to be based on fact. The Planning Commission must determine the facts and base its decision on the proposed Conditional Use, Site Plan, and Subdivision Replat. The staff has reviewed the proposed Conditional Use, Site Plan, and Subdivision Replat applications and has made findings of compliance that demonstrate the proposal is consistent with the approval criteria for Conditional Use, Site Plan, and Subdivision Replat. Throughout the findings and decisions are conditions stating when certain actions must be taken prior to the final plat.

SUPPORTING DOCUMENTATION:

Attachment 1: Planning Commission Recommended Findings and Decision

Attachment 2: Conditional Use, Site Plan, and Subdivision Applications and Plans

STAFF RECOMMENDATION:

That the Planning Commission approves the proposed Conditional Use, Site Plan, and Subdivision Replat based on the Planning Commission Recommended Findings and Decision.



CITY OF MADRAS
COMMUNITY DEVELOPMENT DEPARTMENT
125 SW "E" Street Madras, OR, 97741

PLANNING COMMISSION FINDINGS AND DECISION

FILE: CU-23-2 & SP-23-4 & SD-23-5

APPLICANT/ PROPERTY OWNER: Johnnie & Vicki Ertle
2813 NW Anderson Ct.
Bend, OR 97703

120-DAY STATUS: The application for the Subdivision replat was submitted on October 12, 2022. The application was deemed complete on October 17, 2023. This land use decision was rendered December 4, 2023, which is day on day 50 of the 120-day clock.

SITE ADDRESS:

Lot 6600	814 SW Prince Place
Lot 6700	Unaddressed
Lot 6790	Unaddressed
Lot 6801	Unaddressed
Lot 7000	Unaddressed

MAP & TAXLOT:

- 11-13-11DD-6600
- 11-13-11DD-6700
- 11-13-11DD-6790
- 11-13-11DD-6801
- 11-13-11DD-7000

ZONING: Community Commercial (C-3)

PROPOSAL: A site plan review for a 2,460 square foot drinking and eating establishment (Starbucks) with a drive-through.

DECISION TYPE: Type III, quasi-judicial

STAFF REVIEWER: Fatima Taha
Associate Planner
ftaha@cityofmadras.us
541-325-0305

APPLICABLE STANDARDS AND CRITERIA:

I. APPLICABLE CRITERIA:

The following City of Madras Plans, Standards, and Ordinances may be applicable to the proposal:

Pursuant to Madras Municipal Code (MMC)

Title 18, Development Code:

- Chapter 18.10 – Basic Provisions
- Chapter 18.15 – Land Use Zone
 - Section 18.15.070 – Corridor commercial (C-1), Downtown Commercial (C-2), and Community Commercial (C-3)
- Chapter 18.20 – Public Improvement and Site Development Standards
- Chapter 18.25 – Supplementary Provisions
- Chapter 18.30 – Special Standards for Certain Use
 - Section 18.30.160 – Drive-through and drive-up facilities
- Chapter 18.35 – Signs
- Chapter 18.60 – Land Division, Replats, and Property Line Adjustments
- Chapter 18.65 – Conditional Uses
- Chapter 18.80 – Administrative Provisions

Note: The City of Madras, when issuing a Findings and Decision for development, attempts to list all applicable City Ordinances and requirements. However, should the City inadvertently not specify a particular ordinance, policy or standard, that oversight does not relieve the applicant from meeting the requirements from that ordinance, policy or standard, or remove the City’s obligation and authority to enforce that ordinance, policy or standard.

FINDINGS

II. EXHIBITS:

The following exhibits make up the record in this matter and are on file with the Community Development Department and are incorporated herein by reference into this land use decision to demonstrate compliance with the applicable approval criteria and supplement the findings and conditions of approval.

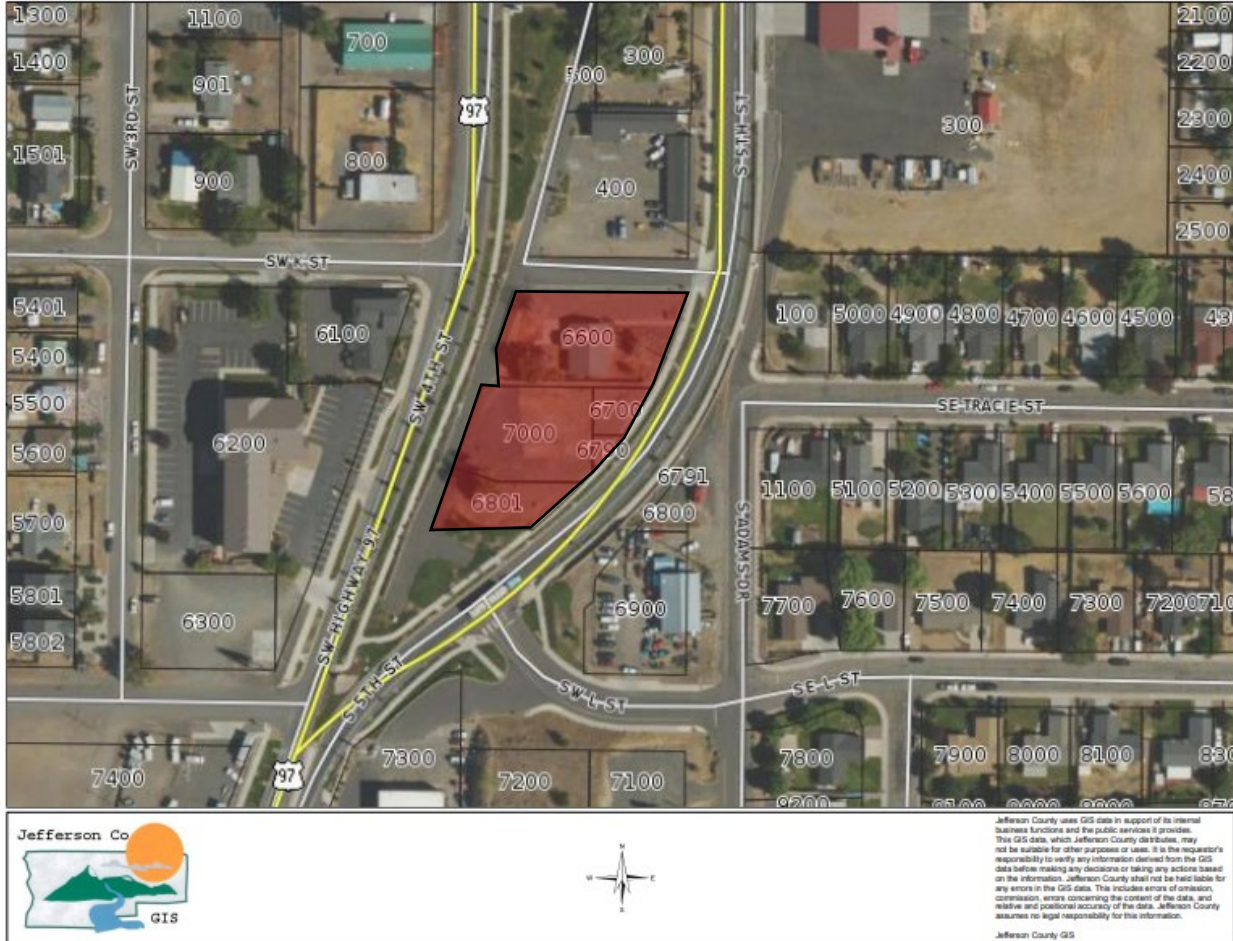
Exhibit A:	Conditional Use, Site Plan, and Subdivision replat application and supporting information submitted by the applicant on October 12, 2023, and thereafter.
Exhibit B:	October 17, 2023, Adjacent Property Owner Notice.
Exhibit C:	October 17, 2023, Development Team Notice.
Exhibit D:	The City of Madras Public Works Director Memorandum (referred to as Memorandum) regarding the proposed development dated November 14, 2023 (updated 11/29/2023).
Exhibit E:	November 8, 2023, public hearing notice in Madras Pioneer.
Exhibit F:	Revised Traffic Impact Analysis submitted by the applicant on November 28, 2023.
Exhibit G:	Revised east elevation drawing submitted by the applicant on November 2, 2023.

III. FINDINGS OF FACT:

1. PROPERTY LOCATION:

The subject property is between 4th and 5th Street, adjacent to SW Prince Place. The properties are not addressed but are identified as Tax Lots 6600, 6700, 6790, 6801, and 7000 on Jefferson County Assessor's Map No. 11-13-11DD (see Figure 1 below).

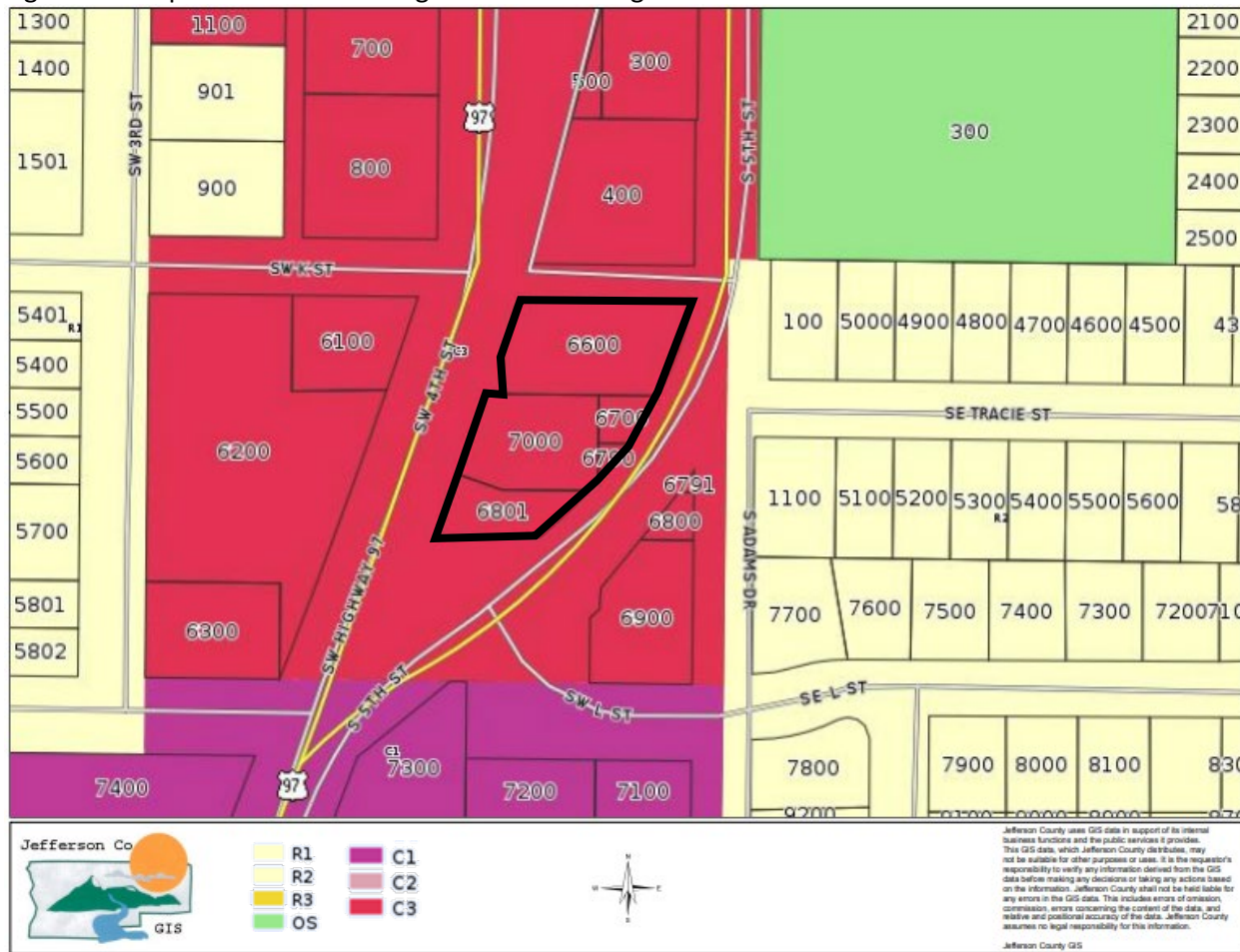
Figure 1. Aerial Photograph of Subject Property.



2. ZONING AND COMPREHENSIVE PLAN DESIGNATION:

The property is designated and zoned Community Commercial (C-3) on the City of Madras Urban Area Comprehensive Plan and Zoning Map (See Figure 2 below).

Figure 2. Comprehensive Plan Designation and Zoning.



3. SITE DESCRIPTION AND SURROUNDING USES:

The subject property is approx. 0.97 acres. Tax lot 6600 is developed and the remaining site is flat and vegetated with native grasses.

MAP & TAXLOT	Area (acres)
11-13-11DD-6600	0.46
11-13-11DD-6700	0.05
11-13-11DD-6790	0.01
11-13-11DD-6801	0.15
11-13-11DD-7000	0.3
Total	0.97

4. SURROUNDING USES:

Properties to the north are developed as commercial within City limits and with all properties being zoned Community Commercial (C-3). To the west and south, adjacent properties are partially developed and within the City limits and zoning of these properties is C-3 with some residential properties on the east zoned residential R-2.

Direction From Subject Property	Existing Land Use	Map & Taxlot	Existing Zoning
North	Commercial – Developed	11-13-11DD-400	C-3
East	Residential – Developed	11-13-12CC-100 11-13-12CC-1100	R-2
	Commercial – Developed	11-13-11DD-6791	C-3
	Commercial – Undeveloped	11-13-11DD-6800	
		11-13-11DD-6900	
South	Commercial – Developed	11-13-11DD-7300 11-13-11DD-7200	C-1
West	Commercial – Developed	11-13-11DD-6100	C-3
		11-13-11DD-6200	

5. PROPOSAL:

Conditional use, site plan, and subdivision replat for eating and drinking establishment with a drive-through (Starbucks).

6. DEVELOPMENT TEAM COMMENTS:

City of Madras Public Works Director:

The City of Madras Public Works Director provided comments on tax lots 6600, 6700, 6790, 6801, and 7000 on Jefferson County Assessor’s Map No. 11-13-11DD. The Director’s comments are located in the file for this land use action.

Jefferson County Fire and EMS:

No comments provided.

Oregon Department of Transportation:

Oregon Department of Transportation provided comments on the City land use approvals related to the subject property. Comments are located in the file for this land use action.

Jefferson County Building Department:

Jefferson County Building Department provided comments on the City land use approvals related to the subject property. Comments are located in the file for this land use action.

No other agency submitted comments for this application.

EXHIBITS

The following exhibits make up the record in this matter and are on file with the Community Development Department and are incorporated herein by reference into this land use decision to demonstrate compliance with the applicable approval criteria and supplement the findings and conditions of approval.

7. PROCEDURES, STANDARDS, AND APPROVAL CRITERIA

**MADRAS DEVELOPMENT CODE
Chapter 18.15
LAND USE ZONES**

(...)

18.15.070 Corridor commercial (C-1), downtown commercial (C-2), and community commercial (C-3).

(1) Uses.

(a) Types of Uses. For the purposes of this section, there are three types of uses:

(i) A permitted use (P) is a use which is permitted outright subject to zoning review or site plan approval, as applicable, and to all of the applicable provisions of this code. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of MDC [18.80.320](#).

(ii) A conditional use (C) is a use which must be approved at the discretion of the Planning Commission, is subject to site plan approval, and must comply with all of the applicable provisions of this code. The conditional use specific approval process and criteria are set forth in Chapter [18.65](#) MDC. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of MDC [18.80.320](#).

(iii) A prohibited use (X) is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in MDC Table 18.15.070-1, or which are deemed to be similar uses pursuant to MDC [18.80.320](#), are also prohibited.

(b) Use Table. A list of permitted, conditional, and prohibited uses in commercial zones is presented in MDC Table 18.15.070-1.

Table 18.15.070-1. Uses in the C-1, C-2, and C-3 Zones

Uses	C-1	C-2	C-3	Limitations and qualifications
Eating and drinking establishments	P	P	P	Eating and drinking establishments including drive-throughs/drive-ins are permitted in C-1, not permitted in C-2, and are a conditional use in C-3. Drive-through/drive-in facilities subject to standards in MDC 18.30.160 .

Notes:

1 Notwithstanding anything to the contrary, conditional use approval is required if a commercial use abuts or is otherwise within 50 feet, measured from property line to property line at the closest points, of a residential zone and is larger than 10,000 square feet and/or 40 feet or taller.

FINDING: The applicant has proposed an Eating and Drinking establishment which is identified as a conditional use in the C-3 zone per Table 18.15.070-1.

(3) Housing Types.

(a) Types of Housing Units. For the purposes of this section, the types of permitted housing are listed in MDC Table 18.15.070-2 below. Minimum lot sizes noted for specific housing types apply only to new lots of record. Existing nonconforming lots are permitted to develop housing types permitted in the applicable zone as long as all development standards in MDC Table 18.15.070-3 can be met.

Table 18.15.070-2. Housing Types in the C-1, C-2, and C-3 Zones

Use Category	C-1	C-2	C-3	Limitations and qualifications
Accessory dwelling unit	P	P	P	(a) Permitted in conjunction with existing single detached dwelling.
Townhouse	X	P	P	(a) Permitted on lots 1,500 square feet or greater. (b) No more than six consecutive townhouses that share a common wall(s) or a total street-facing width not to exceed 150 feet, whichever is less. A set of six townhouses with common walls is allowed to be adjacent to a separate set of six townhouses with common walls. (c) See MDC 18.30.191 , Townhouse design and development standards.
One to four dwelling units, attached or detached	X	P	P	(a) One to three units are permitted on lots 5,000 square feet or greater, per MDC 18.50.030 . (b) One to four units are permitted on lots 7,500 square feet or greater. (c) See MDC 18.30.190 , Residential design standards. (d) Notwithstanding anything herein to the contrary, no standalone detached single-unit dwellings are permitted in the C-2 or C-3 zones. Existing standalone detached single-unit dwellings in C-1, C-2, and C-3 zones are nonconforming uses subject to MDC 18.50.010 .
Cottage cluster	X	P	P	(a) Permitted on lots 7,500 square feet or greater. Single detached cottages permitted on lots 1,500 square feet or greater, when dwelling is a cottage and is part of a cottage cluster that meets all the requirements of a cottage cluster. (b) See MDC 18.30.192 , Cottage cluster design and development standards.
Apartments	X	P	X	(a) Permitted on lots 7,500 square feet or greater (first four units), plus 1,000 square feet for each additional dwelling unit in C-2 zone. (b) See MDC 18.30.190 , Residential design standards. (c) See MDC 18.40.030(7) , Standards for Approvals for Needed Housing.

FINDING: The applicant has not proposed any new or additional residential uses on the subject properties. However, all future residential uses of the property shall be permitted uses in the C-3 zone per Table 18.15.070-2.

(3) Development Standards. In the C-1, C-2, and C-3 zones, the development standards in MDC Table 18.15.070-3 apply. The standards in MDC Table 18.15.070-3 are not applicable to cottage cluster development or townhouse development. See development standards for these housing types in MDC [18.30.191](#) and [18.30.192](#).

Table 18.15.070-3. Development Standards in the C-1, C-2, and C-3 Zones

Standard	Commercial Zones			Limitations and Qualifications
	C-1	C-2	C-3	
A. Lot Size Requirements				
1. Minimum lot size (square feet)	N/A	7,500	N/A	Minimum lot size applies to all new lots of record other than lots created as part of townhome or cottage cluster developments. For permitted housing types on this lot size see MDC Table 18.15.070-2 above. See MDC 18.50.030 .
2. Minimum street frontage requirements (feet)	N/A	25		
B. Development Standards				
1. Minimum setbacks (feet)				
a. Front	None, except structure(s) must not be < 10 from the property line where the commercial lot line abuts residentially zoned parcels.	No minimum setback.		
b. Side				
c. Rear				

Standard	Commercial Zones			Limitations and Qualifications
	C-1	C-2	C-3	
2. Maximum setbacks (feet)	N/A	5	5	This standard is met when 100% of the front building elevation is placed no more than five feet back from the front property line. On parcels with more than one building, this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area, or seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.
3. Building height				
a. Minimum building height (feet)	N/A	20	N/A	
b. Maximum building height (feet)	45			
4. Minimum density (dwelling units per gross acre)	N/A	12	12	Only applies to standalone residential uses.
5. Landscaping, minimum percentage of lot	15%	10% of any off-street parking area	10% of any off-street parking area	All residential uses in the C-2 and C-3 zones other than cottage cluster developments must also provide 50 square feet per dwelling unit for passive use, such as patios (ground level or rooftop), decks, balconies, etc.

FINDING: The applicant has proposed to develop a permitted use on the subject properties and Exhibit A submitted by the applicant demonstrates that the existing property complies with Table 18.15.070-3(A)(1) & 18.15.070(B)(1) & (3). Per the preliminary plan submitted by the applicant (Sheet P1.0), a 2,460 square feet building is proposed with a height of 21 feet as well as a 1,580 square feet public plaza area with seating to be developed along the north and west side of the site. The proposed street frontage exceeds the minimum frontage requirements. The site is identified as a through lot (a lot with front and rear frontage on a street), hence the maximum permitted 5-foot setback standard applies only

to the front setback. Per the plan submitted by the applicant (Sheet P1.0 & P1.2), the proposed increased front setback from the property line that serves as the primary entrance to the lot meets the requirement in MDC Table 18.15.070-1(B)(2). The applicant has proposed a 9,921 square feet parking lot area. Thus, to meet the landscaping requirement, a 10% of the proposed street area counts towards MDC Table 18.15.070-1(B)(5). The applicant proposed 12,740 square feet of landscaping (Sheet L1.0) towards the minimum landscaping percentage requirement. Therefore, the landscape requirements are satisfied. All future uses of the property shall be reviewed for compliance with standards in Table 18.15.020-3(A) through (B).

(4) Parking Regulations. Parking must meet the requirements of MDC [18.25.050](#).

FINDING: The findings of compliance with MMC 18.25.050 are herein by reference incorporated to demonstrate compliance with this standard.

(5) Sanitation Regulations. Before any structure receives a certificate of occupancy, it must be connected to the City sewer system where the structure is within 300 feet of an existing City sewer.

(6) Water Regulations. Before any structure receives a certificate of occupancy, it must be connected to the City water system unless authorized by the City for connection to any adjoining water system.

FINDING: All development on the lots within the proposed subdivision replat shall be connected to the City's sewer system and a municipal water service. Deschutes Valley Water District supplies water to the site. Applicant shall coordinate and perform Fire Hydrant layout and sizing, and fire flow requirements with the Deschutes Valley Water & Jefferson County Fire Department. Applicant shall provide a fire flow analysis to confirm fire hydrant capacity needs are satisfied. Applicant shall perform all necessary design and capacity improvements as required to provide the necessary minimum flow to the new development. Fire flow analysis is required to determine capacity improvement needs. Development is responsible for all system improvement costs necessary to supply new building improvements. The City will review for compliance with the above stated standards MMC 18.15.070(5) & (6) prior to the issuance of Zoning Review by the City of Madras.

(7) Flood Hazard Areas. Any structure proposed to be located in the flood hazard area must meet the standards of the Federal Emergency Management Agency (FEMA) and Chapter [18.45](#) MDC.

FINDING: The subject property is not mapped in Zones A or X500 on the FIRM No. 4101030001C.

(8) Lighting. All lighting must comply with the outdoor lighting standards.

FINDING: The applicant has proposed development on the lots within the proposed subdivision replat. The applicable standards in MMC 18.25.160 will be reviewed for consistency prior to the issuance of Zoning Review by the City of Madras.

(9) Outdoor Storage, Trash Collection, and Loading Areas. Must comply with the outdoor storage, trash collection and loading area standards in MDC [18.25.110](#).

FINDING: Applicant submitted plans showing a proposed trash collection (Sheet P1.2). Should items be stored outside, the applicant is subject to this criterion.

(10) Landscaping and Screening. All landscaping and screening must comply with the landscaping standards.

FINDING: The findings of compliance with MMC 18.15.070(10) are herein by reference incorporated to demonstrate compliance with this standard.

(11) Design Review. Permitted residential uses are allowed outright. They are subject to design standards in MDC [18.30.190](#). Townhouses and cottage clusters are subject to additional design standards above and beyond MDC [18.30.190](#). See MDC [18.30.191](#) and [18.30.192](#). All development in the commercial zones is subject to the Design Review Standards as applicable. [Ord. 968 § 2.5 (Exh. E), 2022; Ord. 933 § 3.7, 2019.]

FINDING: The findings of compliance with MMC 18.40.030 are herein by reference incorporated to demonstrate compliance with this standard.

Chapter 18.20 PUBLIC IMPROVEMENT AND SITE DEVELOPMENT STANDARDS

18.20.010 Compliance required.

All development must be in compliance with this chapter. The term “public improvement standards” is not intended to be limited to publicly owned improvements but to any improvements governed or regulated by this chapter. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 4.1, 2019.]

FINDING: The materials submitted by the applicant demonstrate that the requirements on MMC 18.20.010 are satisfied. Where the materials submitted by the applicant either do not directly address the requirements on MMC 18.20.010 or the proposal needs to be modified to comply, conditions of approval will be imposed herein this land use decision to ensure the proposal satisfies the above stated standard.

18.20.020 Streets.

(1) Access. No development may occur unless the development has frontage or approved access to a public or private street and the following standards are met:

(a) Streets within or adjacent to a development must be improved in accordance with the design and construction standards.

(b) Development of new streets, and additional street width or improvements planned as a portion of an existing street, must be improved in accordance with this section, and public street right-of-way and private street easements must be dedicated to the City.

(c) All new and/or existing streets and alleys must be paved per the design and construction standards.

FINDING: The materials submitted by the applicant (Sheet P1.0) identifies no new proposed streets will be developed. This standard is met.

(2) General. The location, width, and grade of streets must be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use

of land to be served by the streets. The street system must assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Subdivisions must provide for the continuation of the principal streets existing in the adjoining subdivision or of their proper projection. Where, in the opinion of the Planning Commission, topographic conditions make such continuation or conformity impractical, exception may be made. In cases where the City has adopted a master development plan, street plan, or plat of a neighborhood or area of which the development is a part, the development must conform to such adopted plans or plat.

(3) Existing Streets. Whenever existing streets, adjacent to or within a development, are of inadequate width to accommodate the increase in traffic expected from the development or by the City's transportation policies, additional right-of-way must be provided at the time of the land development by the applicant. During consideration of the development, the City Public Works Director will determine whether the improvements to existing streets, adjacent to or within the development, are required. If so determined, such improvements shall be required as a condition of approval of the application. Improvements to adjacent streets shall be required where traffic on said streets is directly affected by the proposed development.

FINDING: The site is developed with existing streets that serve the surrounding area and subject property. Highway 97 (4th and 5th streets) border the property on the south and east and contain adequate right of way width, while Prince Place which is a local street borders the property to the north and east has 30 feet of right of way. ODOT provided comments limiting access from both highways and staff determined that Prince Place will serve the proposed development and no additional right of way dedication needed. Therefore, this standard has been satisfied.

(4) Minimum Right-of-Way and Roadway Width. The street right-of-way and roadway surfacing widths must be in conformance with standards and specifications set forth in the design and construction standards.

(5) Extension of Streets. Streets must be extended "to and through" the development, meaning that streets meeting the design and construction standards are extended along all frontages. The resulting dead-end streets may be approved without a permanent turn-around.

(6) Frontage and Access. If a development abuts or contains an existing or proposed collector or arterial street, the Public Works Director shall restrict or limit access by means consistent with the design and construction standards. The Public Works Director may require private streets with access easements, reciprocal access easements, access restriction agreements, reserve strips, or similar requirements to achieve the objectives of this subsection. Provision may be made for emergency access. All private streets and access drives must comply with applicable standards set forth in the design and construction standards.

FINDING: Access to the proposed development will be permitted in accordance with the City's Public Improvement Design and Construction Standards. This standard is met.

(7) Continuation of Streets. New streets or street extensions that constitute the continuation of existing streets in contiguous territory must be aligned along their respective centerlines to produce a straight street. Where straight line continuations are not possible, such centerlines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the

Public Works Director where such continuation is necessary to maintain the function of the street or desirable to support development of the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern acceptable to the Public Works Director may be started that is solar-oriented.

(8) **Street Layout.** Streets should be oriented to form a grid to the greatest possible extent.

(9) **Intersection Angles.** Street intersections must be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60 degrees.

(10) **Street Names.** Except for extensions of existing streets, no street name may be used which will duplicate or be confused with the name of an existing street in a nearby city or in the County. Street names and numbers must conform to the established pattern in the City and are subject to the approval of the Fire Department and Public Works Director.

(11) **Alignment and Separation.** The alignment of streets and the separation distances between streets shall be governed by the design and construction standards. [Ord. 933 § 4.2, 2019.]

18.20.030 Sidewalks and pedestrian amenities.

(1) **Sidewalks.** Sidewalks are required to be installed along all frontages of the subject property and on both sides of internal streets unless waived by the Public Works Director. The location of the sidewalks, whether curb side or property lines, will be determined by the Public Works Director.

FINDING: As shown on Sheet P1.2, the applicant has not proposed sidewalks all frontages of the lots within this subdivision replat. Per the Public Works Director's Memorandum dated November 29, 2023, there is no requirement to construct sidewalk along the subject property's frontage on Prince Place. This standard is met.

(2) **Bicycle Routes/Multi-Use Paths.** If appropriate to the extension of a system of bicycle routes and multi-use paths, existing or planned, the City may require the installation of separate bicycle lanes within streets and/or the dedication of easements or rights-of-way for multi-use paths. [Ord. 933 § 4.3, 2019.]

FINDING: Staff finds no changes are required to the proposed subdivision replat plan based on the above stated standard.

18.20.040 Frontage and access.

Except as otherwise provided herein, every lot must abut a street (other than an alley) for at least 50 feet and access to all lots or parcels must comply with the access management strategies contained in the Transportation System Plan. Notwithstanding the foregoing, townhome/zero-lot line subdivisions (as defined in MDC [18.60.110](#)) may have as little as 25 feet of frontage, properties abutting a cul-de-sac only require 30 feet of frontage, properties within commercial zones may have as little as 30 feet if access is shared with at least one adjoining property with no less than 30 feet of frontage, and cottage lots within a cottage cluster subdivision need not have any frontage when abutting a public utility easement that connects to a street (to allow for extension of utilities to the lot) and access easements acceptable to City are provided to the cottage lot.

Table 18.20.040.

Type of Development	Minimum Frontage
Regular lot	50 feet
Lots in commercial zones	30 feet if access is shared with at least one adjoining property with no less than 30 feet of frontage

FINDING: As shown on Sheet P1.2 submitted by the applicant, the lots within the proposed subdivision replat meet or exceed the standards for lots in Table 18.20.040. No shared access and hence this standard is satisfied.

18.20.050 Utilities.

(1) Underground Facilities. All permanent utility services, both existing and any new proposed utilities infrastructure, must be provided from underground facilities and no overhead utility service shall be permitted; with the exception of poles or electroliers used exclusively for street lighting and other equipment appurtenant to underground facilities which are impractical for the utility companies to install underground. All development must:

- (a) Provide underground electricity and telephone service and wiring for future street lighting. The developer must also provide such present street lighting, gas lines, and cable television or other data transmission lines as may be required by the City Public Works Director.
- (b) Obtain all necessary permits for the placement of all underground utilities.
- (c) Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with the rules and regulations of the Public Utility Commission of the State of Oregon.
- (d) All underground utilities, sewer lines, and storm drains installed in streets must be constructed prior to the surfacing of such streets to the extent practicable, and sewer lines must be placed to such lengths as will obviate the necessity for disturbing the street improvements when service connections are made.
- (e) Utilities must be installed prior to paving or other surface improvements.

FINDING: The materials submitted by the applicant propose extending utilities underground. The applicant did not provide will serve letters.

CONDITION OF APPROVAL: The applicant is to install utilities to serve the site underground. No overhead utilities will be permitted. All electrical service improvements shall be reviewed and approved by Pacific Power and Light Company prior to the installation of the underground electrical utilities on or adjacent to the subject property.

(2) Utility Easements. Easements must be provided along property lines when necessary for the placement of utilities. Such easements must be “public utility easements” and must be marked as

such on a final plat or any instrument dedicating such easements. Unless otherwise approved by the Public Works Director, utility easements must be at least 12 feet in width and centered on lot lines where possible.

FINDING: Sheet P1.2 submitted by the applicant does identify utility easements therefore the above stated standard does apply.

(3) Deferred Development. Locating or relocating utility installations underground for any development may be deferred when, in the discretion of the Public Works Director, impacts on existing utilities, timing of utility projects, or other considerations make deferral advantageous. Any such deferral must be memorialized in an instrument recorded against the property. [Ord. 933 § 4.5, 2019.]

FINDING: The materials submitted by the applicant do not include a request to defer undergrounding utilities therefore the above stated standard does not apply.

18.20.060 Street trees.

(1) Purpose. This section sets standards and requirements for planting trees along all streets for shading, comfort, safety, and aesthetic purposes and is intended to implement the City of Madras Urban Forestry Plan. Requirements for street tree planting and tree wells are provided herein. Planting along unimproved streets must be deferred until after the construction of curbs and sidewalks. Such deferrals must be secured with a bond or cash deposit acceptable to the City. Street trees must conform to the following standards and guidelines:

(a) Street trees must be selected from the following list of preferred trees or of a species approved by the City Public Works Director:

- Cherry (Japanese Flowering)**
- Crab Apple (Pink, Red, White)**
- Golden-Raintree**
- Hawthorn (English, Laval, Washington)**
- Pear, Flowering**
- Plum, Flowering Purple**
- Redbud, Eastern**
- Ash (Green, White)**
- Birch, River**
- Catalpa, Northern**
- Ginkgo**
- Hackberry, Common**
- Honeylocust, Common Thornless**
- Linden (American, Crimean, Littleleaf)**
- Maple (Crimson King, Schwedler, Emerald Queen, Sugar)**
- Pagoda Tree, Japanese**
- Sweetgum, American**
- Beech (American, European)**
- Kentucky Coffeetree**
- Oak (Bur, Pin, Red, Scarlet, White)**
- Planetree, London**

(b) All trees must have at least a one-inch caliper trunk and must be planted in accordance with City specifications.

(c) Trees must be spaced 30 to 40 feet apart or as recommended by the Public Works Director and must be planted no closer than 35 feet from any intersection.

(d) Street trees must be planted within existing and proposed planting strips, or in City-approved sidewalk tree wells on streets without planting strips. Small stature trees must be planted no closer to the curb or sidewalk than three feet, medium trees – three feet, and large trees – four feet. Root barriers may be required with street tree planting to protect the City's curbs and sidewalks.

(e) The placement of street trees may be waived if the Public Works Director finds existing street trees exist or proposed trees will interfere with existing trees, landscaping, or public or private utilities.

(f) For land divisions, the Public Works Director may defer the planting of street trees until physical development of the site where anticipated development may result in street trees being damaged or having to be replaced.

(g) All street trees must be maintained in a healthy and aesthetically pleasing manner. Any tree that dies or becomes diseased must be removed and replaced with a healthy tree within a reasonable time period of noticing that a tree needs to be removed. [Ord. 933 § 4.6, 2019.]

FINDING: The materials submitted by the applicant do include provisions demonstrating compliance with the above stated standards. When reviewing a Zoning Review for the lot, the city will review the associated plans for compliance with MMC 18.20.060. The city constructed the landscape improvements along 5th Street and 4th Street as part of the J Street project in 2015. The irrigation system was designed to be separated for connection to adjacent properties. Nonetheless, it shall be a condition of approval the applicant will be required to take over irrigation and maintenance of the landscaping within the Public ROW with the exception of the Welcome Sign Area which will be continued to be maintained by Public Works. The applicant is required to enter into a maintenance agreement describing the maintenance responsibilities and depicting the areas they will maintain.

CONDITION OF APPROVAL: The applicant will be required to take over irrigation and maintenance of the landscaping within the Public ROW with the exception of the Welcome Sign Area which will be continued to be maintained by Public Works. The applicant is required to enter into a maintenance agreement describing the maintenance responsibilities and depicting the areas they will maintain.

18.20.070 General provisions.

(1) Street Lighting. The developer must provide street lighting with underground wiring to the standards set forth in the design and construction standards.

FINDING: The materials submitted by the applicant do not include provisions demonstrating compliance with the above stated standards. The Public Works Director' Memorandum for the proposed development dated November 29, 2023, include the requirement to install streetlights. Therefore, it shall be a condition of approval that the applicant is to submit construction plans to the Public Works

Director for review and approval that includes the installation of any proposed streetlights in a manner consistent with the City's Public Improvement Design and Construction Standards.

CONDITION OF APPROVAL: The applicant shall submit construction plans to the Public Works Director for review and approval that includes the installation of any proposed streetlights in a manner consistent with the City's Public Improvement Design and Construction Standards.

(2) Fire Hazards. The Fire Marshal must approve the placement of fire hydrants or other firefighting apparatus, and the points of access to the subdivision to provide the residents adequate fire safety and assured access for emergency vehicles and ease resident evacuation.

FINDING: The materials submitted by the applicant do not include provisions demonstrating compliance with the above stated standards. Prior to final plat, that applicant shall submit all necessary plans to the Jefferson County Fire & EMS District in accordance with the applicable standards administered by the District.

CONDITION OF APPROVAL: Prior to final plat, that applicant shall submit all necessary plans to the Jefferson County Fire & EMS District in accordance with the applicable standards administered by the District.

(3) Water/Sewer. All development must provide water and sewer lines "to and through" the proposed development, be constructed to the design and construction standards, and approved by the City Public Works Director. All lots must be served from the City of Madras water system or by water systems acceptable to the City. Water mains and service lines must be installed prior to the curbing and paving of new streets. [Ord. 933 § 4.7, 2019.]

FINDING: As shown on Sheet P1.2 provide by the applicant, existing sewer and water service mains are extended to and through the proposed development. This standard is met.

18.20.080 Grading and drainage.

(1) Grading. Except with the approval of the Public Works Director, grading or clearing is not permitted prior to receipt of land use approval. All grading must be performed to the standards set forth in the design and construction standards including, without limitation, requirements for dust abatement and noxious weed prevention.

FINDING: The materials submitted by the applicant do not include provisions demonstrating compliance with the above stated standards. It shall be a condition of approval that the applicant obtain prior written approval from the City of Madras Public Works for all grading and/or clearing activities prior to the Public Works Director issuing Construction Plan approval.

CONDITION OF APPROVAL: The applicant shall obtain prior written approval from the City of Madras Public Works for all grading and/or clearing activities prior to the Public Works Director issuing Construction Plan approval.

(2) Drainage. Unless otherwise approved by the Public Works Director, all drainage must be managed on site. All development requiring grading must submit a stormwater management plan prepared by

a licensed engineer demonstrating how the development will comply with the design and construction standards.

FINDING: The materials submitted by the applicant is proposing stormwater will be captured, directed to catch basins, and conveyed via laterals to drywells. The Public Works Director' Memorandum for the proposed development dated November 29, 2023, include the requirement for stormwater to be managed in accordance with City standards. Therefore, it shall be a condition of approval that the applicant is to submit construction plans to the Public Works Director for review and approval that includes stormwater management in a manner consistent with the City's Public Improvement Design and Construction Standards.

CONDITION OF APPROVAL: The applicant is to submit construction plans to the Public Works Director for review and approval that includes stormwater management in a manner consistent with the City's Public Improvement Design and Construction Standards.

(3) Watercourse. If a development is traversed by a watercourse, such as a drainage way, channel, or stream, the developer must dedicate a stormwater easement or drainage right-of-way conforming substantially with the lines of the watercourse or in such further width as will be adequate for the purpose as determined by the Public Works Director. Streets or parkways parallel to major watercourses and drainage ways may be required. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 4.8, 2019.]

FINDING: No watercourse traverses the proposed development; therefore, the above stated standard does not apply.

18.20.090 Special setbacks.

(1) If special building setback lines are to be established as part of a development, they must be shown on the tentative plan or other submittal document and memorialized on the final plat or in other deed restrictions satisfactory to the City.

FINDING: The applicant has not requested any special setbacks other than those specified in the standards identified in this land use decision. Similarly, no other agency has requested special setbacks.

(2) If development is proposed along a street with substandard right-of-way, development on the subject property must be set back a distance from the centerline of the right-of-way equal to one-half (1/2) of the applicable minimum right-of-way width based on street classification as identified in the Transportation System Plan, plus the applicable setback for the zone in which the subject property is located. [Ord. 933 § 4.9, 2019.]

18.20.100 Improvement procedures.

In addition to other requirements, improvements to be installed by the applicant, either as a requirement of this Development Code or other applicable regulations, or at the election of the applicant, must conform to the requirements of this section.

(1) Plan Review and Approval. Improvement work must not be commenced until plans have been reviewed by the Subdivision Committee established pursuant to MDC [18.60.040](#). To the extent necessary for evaluation of a proposed development, such improvement plans may be required before land use approval.

(2) Improvements as Approved. Improvements must be designed, installed, and constructed as approved.

FINDING: Based on the applicant's ability to comply with the requirements of the Public Works Director's Memorandum dated November 29, 2023, the above stated standard is satisfied.

(3) Improvement Plans. Plans and maps stamped by a licensed engineer showing public improvements must be filed with the City Public Works Department prior to commencing the work.

(4) Inspection. Improvements must be constructed under the inspection and approval of the Public Works Director. The Public Works Director may accept certification of a registered professional engineer consistent with ORS [92.097](#). Expenses incurred shall be borne by the applicant.

(5) As-Built. "As-built" drawings stamped by a licensed engineer must be filed with the City upon completion of the public improvements. [Ord. 933 § 4.10, 2019.]

FINDING: The applicant shall submit all necessary plans and obtain all permits prior to construction from the City of Madras Public Works Department. The applicant shall also be responsible to obtain the necessary inspections and provide as-builts to the City of Madras. As such, the above stated standards are determined to be satisfied.

18.20.110 Acceptance of improvements.

Improvements must be considered for acceptance after inspection by the City Public Works Department at the time the improvements are constructed. [Ord. 933 § 4.11, 2019.]

FINDING: The materials submitted by the applicant do not address the above stated standards. Therefore, it shall be a condition of approval that the applicant shall comply with the requirements of MMC 18.20.100 and MMC 18.20.110.

CONDITION OF APPROVAL: The applicant shall comply with the requirements of MMC 18.20.100 and MMC 18.20.110.

18.20.120 Public park dedication/park fund.

All subdivisions must comply with the following standards:

(1) All subdivisions must dedicate at least eight percent (8%) of the gross area of the property proposed to be subdivided to the City of Madras for public parks, open space, trails, and other recreational purposes.

(2) The Public Works Director will determine the manner in which the property is dedicated or conveyed to the City including, without limitation, the form of the instrument and the timing of the dedication or conveyance.

(3) Property dedicated to the City for public parks, open space, trails, and other recreational purposes should be located to ensure maximum access, visibility, use, reduce maintenance needs, to maintain public safety, and minimize adverse impacts to neighboring residents and must otherwise:

(a) Be consistent with the provisions of the City of Madras Parks and Open Space Master Plan;

- (b) Front at least two public streets;
- (c) Be located on a part of the site that can reasonably be developed with public parks, open space, trails, and other recreational purposes as determined by the Public Works Director considering: slope, topography, watercourses, drainage facilities, rock outcroppings, underground and overhead utility services, easements and encumbrances, availability of domestic water and sewer service, and proximity to existing or planned streets; and

(d) Comply with the City's Transportation System Plan, Trails Plan, and Safe Routes to School Plan standards and specifications for trail improvements.

(4) Trails crossing public right-of-way used for vehicular transportation (i.e., road crossings) must comply with standards specified in the City's Transportation System Plan, Trails Plan, Safe Routes to School Plan and Americans with Disabilities Act (ADA) including, without limitation, location, sight distances, and construction specifications.

FINDING: The applicant has not proposed a trail crossing. Additionally, the Public Works Director's Memorandum for the proposed development does not include such requirement. Therefore, the above stated standard does not apply.

(5) The Public Works Director, in his or her sole discretion, may allow a payment in lieu for all or a part of the required dedication of property to the City of Madras for public parks, trails, and recreational purposes. If a developer is permitted to pay fees to the City of Madras in lieu of dedicating property, the fees must be equal to eight percent (8%), or a proportionately lesser amount if a partial dedication/partial fee in lieu is approved, of the real market value (RMV) of the property proposed to be subdivided. The RMV of the property shall be established from the most recent tax assessment for the property proposed to be subdivided by the Jefferson County Assessor.

(6) Expenditure of Funds. Funds collected from a developer in lieu of dedicating public park, trail, and recreation land shall be credited to a park acquisition and development fund and must be deposited with the City Finance Director prior to the final plat of the subdivision (for multi-phase subdivisions, prior to phase 1 final plat approval). Such funds may be expended only on order of the City Council for the purpose of acquiring, developing, or maintaining existing land for parks, trail, or recreational purposes. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 4.12, 2019.]

FINDING: Based on the applicant's ability to comply with the requirements of the Public Works Director's Memorandum dated November 29, 2023, the above-stated standards will be satisfied.

18.20.130 Waiver, modification, and deferral of public improvement standards.

(1) Authority to Grant Waiver, Modification, or Deferral. Waivers, modifications, and/or deferrals of the standards of this chapter and/or the design and construction standards may be granted as part of a development approval only if the criteria of subsection (2) of this section are met.

(2) Criteria. The Public Works Director may waive, modify, or defer any requirement of the Public Improvement Standards and/or the design and construction standards if the Public Works Director finds that: (1) the waiver or modification will not harm or will be beneficial to the public in general; (2) the waiver or modification is not inconsistent with the general purpose, or any City plans or policies, of ensuring adequate public facilities; and (3) one or more of the following conditions are met:

- (a) The modification or waiver is necessary to eliminate or reduce impacts on existing drainage patterns or natural features such as riparian areas, significant trees or vegetation, or steep slopes.**
- (b) An existing structure, such as a substantial retaining wall, makes widening a street or right-of-way or required placement of lines impractical or undesirable.**
- (c) Street access to an existing lot would be eliminated without the waiver or modification.**
- (d) Building on an existing lot would be infeasible without the waiver or modification.**
- (e) The standard is a street or right-of-way standard and existing structures on the same side of the block make future widening of the remainder of the street or right-of-way unlikely and the additional width on the development site would not be beneficial for sidewalks or parking without the extension for the rest of the block.**
- (f) The modification or waiver is needed to allow development of, or street access to, the property because of topographical constraints.**
- (g) The existing infrastructure: (i) does not meet current standards; (ii) is and will remain functionally equivalent to current standards; and (iii) there is little likelihood that current standards will be met in the area.**
- (h) The installation of the required improvements would likely cause unacceptable significant adverse environmental impacts and the waiver/modification would avoid such impacts.**
- (i) There is insufficient right-of-way to allow a full width street cross-section and additional right-of-way cannot be provided.**
- (j) There is no street or right-of-way adjacent to the property and easement access has been obtained across private property.**
- (k) Required street frontage improvements for individual single-family dwellings could best be accomplished by planned area-wide improvements at a future date.**
- (l) The City has conflicting or inconsistent standards and the proposal would comply with one set of adopted standards. Standards are conflicting or inconsistent only when it is not possible to comply with both. In most situations, the more recently adopted standard should be followed and the older standard may be waived.**
- (m) There is a readily identifiable future project in which the required improvements or other obligation of the developer under the Public Improvement Standards will be satisfied and deferral to the future project will not unduly burden the ability to serve the subject property or adjoining properties with public facilities.**
- (n) Maximization of the number of lots or parcels in a land division is not a reason to allow a waiver or modification.**

FINDING: The applicant has not requested any modifications to the applicable standards for development related to the public improvements. The Public Works Director has not granted any waiver, modification, and deferral of public improvement standards for any of the conditions listed above. Therefore, the above stated standard does not apply.

(3) Other Requirements Not Waived. Any waivers under this section do not exempt the developer from submitting plans that meet all other applicable specifications.

FINDING: Unless specified herein, the applicable standards to the proposed subdivision replat.

(4) Application Requirements. The application for a waiver, modification, or deferral must be in writing submitted as part of a development application and shall be subject to applicable fees established by the City Council. The application must specify which requirement(s) of this chapter and/or the design and construction standards are at issue and which of the condition(s) listed above are met. The application must contain a statement explaining why the deviation from the required standards is necessary and why the waiver or modification sought will not harm or will be beneficial to the general public.

(5) Conditions. The City may impose any condition of approval necessary to satisfy the purposes of this chapter, including, without limitation, requiring a signed agreement not to remonstrate against the formation of a local improvement district. [Ord. 933 § 4.13, 2019.]

18.20.140 Improvement agreement.

(1) A developer may, in lieu of constructing required public improvements, request the City Administrator to approve an agreement between himself and the City specifying the schedule by which the required improvements and repairs must be completed; provided, however, any schedule of improvements agreed to must not exceed three years from the date the approval establishing the required improvements becomes final. The agreement must also provide the following information:

- (a) A list of all the contractors who will construct or complete the improvements and repairs required, and the cost of the project.**
- (b) That developer must post a performance bond or other security acceptable to the City and that the City may call upon the security filed to construct or complete the improvements and repairs if the schedule of improvements is not adhered to.**
- (c) That the City shall recover the full cost and expense of any work performed by the City to complete construction of the improvements and repairs, including, but not limited to, attorneys' and engineering fees.**
- (d) That a warranty bond for one year must be deposited with the City following acceptance of the improvements. Said bond must be in the amount of ten percent (10%) of the value of the improvements as determined by the Public Works Director.**
- (e) A waiver of remonstrance against formation of a local improvement district if the required improvements are not timely completed.**

(f) Such other provisions as deemed appropriate by the City.

(2) The City Administrator may reject an agreement authorized by this section for any reason the Administrator deems sufficient. [Ord. 933 § 4.14, 2019.]

FINDING: Should the City or the applicant determine it appropriate, the two parties shall enter into an Improvement Agreement.

18.20.150 Bond, cash deposit or guarantee.

(1) If the City Administrator allows a developer to enter into an improvement agreement in lieu of completing required improvements, the developer must file one of the following to assure full and faithful performance under the improvement agreement:

(a) A surety bond executed by a surety company authorized to transact business in the State of Oregon in a form approved by the City Attorney;

(b) A cash deposit in a City account at an approved lending institution; or

(c) Other security satisfactory to the City.

(2) The value of the security provided by the developer must be for one hundred twenty percent (120%) of the cost of the improvements and repairs as determined by the Public Works Director.

(3) If the developer fails to carry out the provisions of the agreement, the City may call upon the bond, cash deposit, or other security to finance any cost or expenses resulting from said failure. The City may also elect to form a local improvement district to lien the properties in accordance with the relevant provisions of Oregon State Law and Madras City Code. If the amount of the deposit or bond exceeds the cost and expense incurred by completing the improvements, the City shall release the remainder. If the amount of the deposit or bond is less than the cost and expense incurred by the City for the improvements and repairs, the developer is liable to the City for the difference. [Ord. 933 § 4.15, 2019.]

FINDING: The applicant has not requested a waiver or modification to the standards applicable to the required public improvements. Therefore, the above stated standards do not apply.

18.20.160 Street dedications.

Any person desiring to create a street that is not part of a subdivision or partition must make written application to the City Public Works Department. Said application must be accompanied by the required information and appropriate filing fee. [Ord. 933 § 4.16, 2019.]

FINDING: The applicant has not proposed to dedicate a portion of the subject property as part of the proposed Site Plan. As such, the above stated provisions are satisfied.

18.20.170 Minimum design standards.

The minimum standards of design and improvements for the dedication of a street shall be the same as set forth in the design and construction standards and must be in compliance with other applicable street standard regulations. [Ord. 933 § 4.17, 2019.]

FINDING: As previously discussed and conditioned, all public improvements shall be designed and constructed in accordance with the City's Public Improvement Design and Construction Standards.

**Chapter 18.25
SUPPLEMENTARY PROVISIONS**

18.25.010 Maintenance of minimum requirements.

No lot may be reduced below the minimum square footage required by this Development Code except that legal nonconforming lots may be increased in size even if below the minimum square footage required by this Development Code. [Ord. 933 § 5.1, 2019.]

18.25.020 Internal pedestrian circulation.

(1) Affected Developments.

- (a) All nonresidential development.**
- (b) Institutional development and public buildings.**

FINDING: The proposed development is a nonresidential development; therefore, this standard applies.

(2) Walkway Locations.

- (a) A walkway must be provided to each street abutting the property.**
- (b) A walkway must be provided for every 300 feet of street frontage, or for every eight rows of vehicle parking.**
- (c) A walkway must be provided to any site that is not bordered by a street.**

FINDING: Based on the submitted site plan by the applicant (P1.2), walkways are proposed to connect the building to the adjacent parking area and existing public sidewalk system. Therefore, the above standards are satisfied.

(3) Connections.

- (a) Walkways must connect building entrances to one another, and to public streets which are existing or planned transit stops.**
- (b) On-site walkways must connect with sidewalks, bike paths, alleyways, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use.**
- (c) Walkways and driveways must provide a direct connection to walkways and driveways on adjacent developments.**
- (d) Potential pedestrian connections between the proposed development and the existing or future development on adjacent properties, other than connections via the street system, must**

be identified. The development application must designate these connections on the proposed site plan, or findings must be submitted demonstrating that the connection is infeasible.

FINDING: Per the submitted preliminary site plan, walkways are proposed to provide connections to the building entrances, plaza areas, and parking areas. This standard is satisfied.

(4) Dedications. Rights-of-way or public easements must be provided for all required walkways that provide a direct connection to adjacent properties.

(5) Exemptions. A required walkway or walkway connection need not be provided where another required sidewalk or walkway route provides a reasonably direct route. An alternate route is reasonably direct if the walking distance increases by less than fifty percent (50%) but not more than 100 feet over the other required route.

Walkways are required between most parts of a site that people on the site normally would or could walk between. Walkways are not required between buildings or portions of a site which are not intended to be used by pedestrians. Such buildings and features include truck loading docks and warehouses; not including office/warehouse combinations, automobile sales lots, temporary uses, or outdoor storage areas.

(6) Routing.

(a) Walkways must be as direct as possible and avoid unnecessary meandering. Pedestrian walkways must be directly linked to entrances and internal circulation of the building.

(b) Driveway crossings must be minimized. Internal parking lot circulation and design must maintain ease of access for pedestrians from streets and transit stops.

(7) Design.

(a) Walkways must be at least five feet in paved width. Walkways bordering parking spaces must be at least seven feet wide unless concrete bumpers, bollards, or curbing and landscaping or other similar improvements are provided which prevent parked vehicles from obstructing the walkway.

(b) Pedestrian-scale lighting fixtures must be provided along all walkways. On-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents, and customers.

FINDING: Applicant did not provide lighting plans as part of their application.

CONDITION OF APPROVAL: Prior to issuance of zoning review, Applicant shall provide plans demonstrating compliance with lighting of walkways that meet City standards.

(c) Stairs or ramps must be provided where necessary to provide a direct route. Walkways without stairs shall have a maximum slope of eight percent (8%) and a maximum cross slope of two percent (2%).

FINDING: Per Exhibit A submitted by applicant does not provide information on the gradient of walkways.

CONDITION OF APPROVAL: Prior to issuance of zoning review, the applicant shall provide plans showing specifically the gradient of walkways that meet the above stated standards.

(d) Internal driveways crossing walkways must be a maximum of 14 feet wide for parking lots of less than 20 vehicles and a maximum of 18 feet wide for parking lots of more than 20 vehicles.

(e) Walkways on private property that provide direct links between publicly owned pedestrian routes must be placed in public easements. Where public access is to be provided on private land, easements must be provided.

(f) Walkways along nonresidential building frontages must be covered with awnings or building overhangs. The minimum vertical clearance is nine feet for awnings and 12 feet for building overhangs. Structural supports and facades for building overhangs must not obscure more than ten percent (10%) of the area between the building and the street.

FINDING: The applicant has proposed nonresidential development and therefore the above stated standard does apply.

(g) The on-site circulation system must incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards, and street trees.

(h) Walkways must be constructed to sidewalk standards except for portions of walkways in driveways and other vehicle maneuvering areas which must be raised at least three inches and paved with a different material than the surrounding driveway.

(8) ADA Compliance. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. For example, the maximum slope for walkways subject to the ADA is five percent (5%). Walkways up to eight percent (8%) slope are treated as ramps with special standards for railings and landings. The ADA applies primarily to the walkway which is the principal building entrance and walkways that connect transit stops to building entrances. Where ADA applies to a walkway, the stricter standards of ADA should apply. [Ord. 933 § 5.2, 2019.]

FINDING: The applicant shall satisfy all applicable ADA requirements prior to the issuance of Certificate of Occupancy of the dwelling constructed on the subject property.

CONDITION OF APPROVAL: The applicant shall satisfy all applicable ADA requirements prior to the issuance of Certificate of Occupancy of the dwelling constructed on the subject property.

18.25.030 Fences.

Fences, hedges, and walls not more than eight feet in height are permitted on all front, rear, and side property lines of the parcel. However, the vision clearance areas must be maintained. [Ord. 933 § 5.3, 2019.]

FINDING: Staff finds no fences are proposed; therefore, this standard does not apply.

18.25.040 Off-street parking and loading.

General provisions are as follows:

(1) The provision and maintenance of off-street parking and loading spaces are a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, they must ensure these requirements are complied with.

(2) Requirements for types of buildings and uses not specifically listed in this Development Code shall be determined by the decision maker based upon the requirements for comparable uses listed.

(3) Required parking spaces must be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

(4) Loading. Buildings or structures to be built or substantially altered that receive and distribute materials and merchandise by trucks must provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this Development Code must not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

(a) In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similarly requiring the receipt or distribution by vehicles or materials or merchandise, at least one off-street loading berth, plus one additional off-street loading berth for each 20,000 square feet there, must be provided and maintained. Said loading berth(s) must be provided with access, driveways, and surfacing in the same manner as for off-street parking, except that each space must be at least 10 feet wide and 22 feet long with a height clearance of at least 14 feet. A sight-obscuring screen, berm, or landscaping must conceal all loading areas from view from public streets or roads.

FINDING: The proposed structure is below the 10,000 square foot threshold. Therefore, this criterion does not apply.

(b) Loading and unloading of merchandise, equipment, etc., is not permitted from public streets or roads. [Ord. 933 § 5.4, 2019.]

18.25.050 Off-street parking.

All buildings and uses must comply with the parking requirements set forth in this section.

(1) Amount Required. The number of required off-street vehicle parking spaces shall be determined in accordance with MDC Table 18.25.050-1. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway, or landscape area.

(a) Where parking requirements are based on the square footage of a building, the applicable square footage shall be the gross floor area of the building excluding any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

(b) For uses not specified in MDC Table 18.25.050-1, the decision maker must determine the minimum number of required parking spaces as part of the development review process accompanying the proposed use, based upon similar uses listed in MDC Table 18.25.050-1 or other substantial evidence of expected parking demand.

(c) In the event that several uses occupy a single structure or parcel of land, the total requirements of off-street parking shall be the sum of the requirements of the several uses computed separately. Notwithstanding the foregoing, the total requirement may be reduced by an amount determined by the decision maker where the applicant sufficiently demonstrates that peak parking demands are less because of differing peak parking demand periods among the uses.

(d) Owners of two or more parcels of land may agree to share parking and loading spaces; provided, that the parking areas supporting a particular use are located within 500 feet of that use and satisfactory legal evidence is presented to the City in the form of deeds, leases, or contracts to establish shared use of parking facilities. Notwithstanding the foregoing, the total parking requirement on the parcels subject to the shared use arrangement may be reduced by an amount determined by the decision maker where the applicant sufficiently demonstrates that peak parking demands are less because of differing peak parking demand periods among the uses sharing the parking facilities.

(e) **Parking Within the C-2 and C-3 Zoning Districts.** No minimum off-street parking is required for buildings and uses within the C-2 and C-3 zoning districts. Whether or not off-street parking is constructed within the C-2 or C-3 zoning districts, no developer, property owner, tenant, or any other party holds any rights or entitlements to public on-street parking stalls (beyond their availability to the general public as regulated by City) or to any publicly owned off-street parking facilities (beyond that provided to the general public as regulated by City or as provided by a special agreement or program established by City) nor is City precluded from altering or removing such parking stalls or facilities. Any on-street parking stalls or off-street parking facilities constructed within the C-2 and C-3 zones must meet applicable dimensional requirements.

FINDING: Applicant has proposed development in the C-3 zone and no minimum off-street parking is required for buildings and uses within the C-3 zoning districts. This standard is satisfied.

(2) Location.

(a) Except as allowed pursuant to MDC [18.40.040\(8\)](#), no automobile parking, with the exception of accessible parking, is permitted between the building and an arterial or collector street unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area must be paved with a hard surface (concrete or unit pavers, not asphalt) and must incorporate seating and landscaping. A public entrance must be within 100 feet of the right-of-way of an arterial or collector street.

(b) Development on lots or sites with three frontages may have vehicle parking areas between the building and one of the streets. Development on full blocks may have vehicle parking areas between the building and two of the streets. However, the parking area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.

(c) Parking lots with 50 spaces or more must be divided into separate areas and divided with landscaped areas or walkways at least 10 feet in width or by a building or group of buildings.

(d) Parking lots cannot occupy more than thirty-three percent (33%) of the subject property's street frontage. Parking areas should be located behind or to the side of a building. If a property has multiple street frontages, then this standard will apply to the frontage along the highest order street. If all street frontages have the same classification, then this standard will apply to the frontage to which the primary building entrance is located.

(e) Required off-street parking spaces for a dwelling must be located on the same lot or parcel as the dwelling. Notwithstanding the foregoing, the Community Development Director may approve off-street parking for a dwelling within the C-2 and C-3 zoning districts to be located off-site, provided the off-site parking area is located within the C-2 or C-3 zoning district. Other required parking spaces must be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

FINDING: Applicant has proposed parking on subject property, so the above stated standard does apply.

Table 18.25.050-1. Required Vehicle Parking

BUILDING/USE TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)	
	C-2 and C-3 Zones	All Other Zoning Districts
COMMERCIAL AND INDUSTRIAL		
Office Buildings, Banks	No minimum requirement	2.5 spaces
Business and Professional Services	No minimum requirement	2.86 spaces
Commercial Recreational/Entertainment Facilities	No minimum requirement	10.0 spaces
Shopping Goods (Retail)	No minimum requirement	2.86 spaces
Convenience Goods (Retail)	No minimum requirement	2.86 spaces
Restaurants and Bars	No minimum requirement	10.0 spaces
Personal Services and Repairs	No minimum requirement	2.86 spaces
Manufacturing	No minimum requirement	2.0 spaces

BUILDING/USE TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)	
	LAND USE CATEGORY	C-2 and C-3 Zones
Warehouses	Not allowed	1.0 spaces
Wholesale	Not allowed	1.5 spaces
RV Park	Not allowed	See MDC 18.30.040(2)(l)
Hotels	No minimum requirement	1.0 space per room
Motels	No minimum requirement	1.0 space per room
RESIDENTIAL		
Single-Unit Dwelling	Not allowed as a standalone use; No minimum requirement for a single-unit dwelling in a residential mixed-use development	1.0 space per dwelling unit
Townhomes	See MDC 18.30.191(4)(k)	See MDC 18.30.191(4)(k)
Accessory Dwelling Units	No minimum requirement	1.0 space per ADU
Apartments	No minimum requirement	1.0 space per dwelling unit
PUBLIC AND INSTITUTIONAL		
Museums and Libraries	No minimum requirement	3.3 spaces
Government Facilities	No minimum requirement	3.3 spaces
Welfare Institutions	No minimum requirement	2.5 spaces
MEDICAL		
Medical and Dental Offices	No minimum requirement	2.86 spaces
Hospitals	No minimum requirement	2.86 spaces
Convalescent Homes or Assisted Living	No minimum requirement	1.0 space per 2 patient beds or 1.0 space per apartment unit
AUDITORIUMS		
General Auditoriums and Theaters	No minimum requirement	0.25 space per seat
Stadiums and Arenas	No minimum requirement	0.25 space per seat
School Auditoriums	No minimum requirement	0.10 space per seat
University Arenas	No minimum requirement	0.10 space per seat

[Ord. 968 §§ 2.2 (Exh. B), 2.5 (Exh. E), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 955 § 2.1 (Exh. B), 2021; Ord. 945 § 2 (Exh. B), 2020; Ord. 933 § 5.5, 2019.]

FINDING: The applicant has proposed a commercial use with associated parking spaces. The proposed parking lots does not occupy more than (33%) of the subject property's street frontage. The proposed parking is located on the north side of the building. Therefore, the above standards are satisfied.

18.25.060 Design and improvement standards for parking lots.

The design and improvement standards for parking lots are:

(1) **Parking Table and Diagram.** MDC Table 18.25.060-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width, and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

(2) Each parking space or stall shall be governed by the requirements of MDC Table 18.25.060-1, and in no case have less than a minimum width of eight feet and a minimum length of 18 feet, but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.

(3) Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling must be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet in height except where vision clearance is required.

(4) Parking spaces along the outer boundaries of a parking lot must be contained by a bumper rail or by a curb which is at least four inches high and which is set back a minimum of one and one-half feet from the property line.

(5) Artificial lighting shall not shine or create glare in any residential zone or on any adjacent dwelling.

(6) Access aisles must be of sufficient width to permit easy turning and maneuvering.

(7) Except for single-family and duplex dwellings, groups of more than two parking spaces must be located and served by a driveway such that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.

(8) Service drives to off-street parking areas must be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.

(9) The following standards apply to parking within the Industrial Zone:

(a) Parking must be located at the rear and sides of a new building; parking can only be allowed in front of the building (between the landscaping and street) upon approval by the Site Plan Committee.

(b) Parking is not allowed on collectors or arterials when industrial zoning is contiguous to said street.

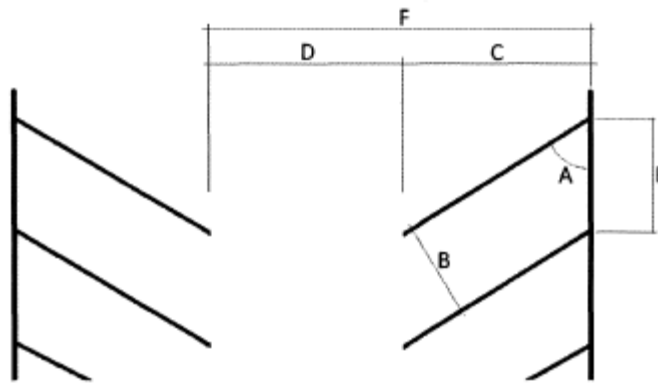
(c) All parking areas shall be limited to 60 spaces plus access. Additional required parking must be separated by a minimum of five-foot landscaped strips except for access. The 60 parking spaces shall be referred to as a cluster of parking.

Table 18.25.060-1. Parking Area Dimensions

Angle	Stall Width (ft.)	90° Depth (ft.)	Aisle Width (ft.)	Parallel Length (ft.)	Aisle and Bay (ft.)	Private Aisle Max. Reduction (ft.)
A	B	C	D	E	F	G
Parallel	8.0	8.0	12.0	22.0	20.0	2.0
20°	8.0	13.6	11.0	23.4	24.6	1.0
	8.5	14.1	11.0	24.9	25.1	
	9.0	14.6	11.0	26.3	25.6	
	10.0	15.5	11.0	29.2	25.5	
30°	8.0	16.0	11.0	16.0	27.0	1.0
	8.5	16.4	11.0	17.0	27.4	
	9.0	16.8	11.0	18.0	27.8	
	9.5	17.3	11.0	19.0	28.3	
	10.0	17.7	11.0	20.0	28.7	
45°	8.0	18.4	14.0	11.3	32.4	3.0
	8.5	18.7	13.5	12.0	32.2	
	9.0	19.1	13.0	12.7	32.1	
	9.5	19.4	13.0	13.4	32.4	
	10.0	19.8	13.0	14.1	32.8	
60°	8.0	19.7	19.0	9.2	38.7	3.0
	8.5	20.0	18.5	9.8	38.5	
	9.0	20.3	18.0	10.4	38.3	
	9.5	20.5	18.0	11.0	38.5	
	10.0	20.8	18.0	11.5	38.8	
70°	8.0	19.8	20.0	8.5	39.8	3.0
	8.5	20.1	19.5	9.0	39.6	
	9.0	20.4	19.0	9.6	39.4	
	9.5	20.6	18.5	10.1	39.1	
	10.0	20.9	18.0	10.6	38.9	
80°	8.0	19.2	25.0	8.1	44.2	3.0
	8.5	19.3	24.0	8.6	43.3	

Angle	Stall Width (ft.)	90° Depth (ft.)	Aisle Width (ft.)	Parallel Length (ft.)	Aisle and Bay (ft.)	Private Aisle Max. Reduction (ft.)
A	B	C	D	E	F	G
	9.0	19.4	24.0	9.1	43.4	
	9.5	19.5	24.0	9.6	43.5	
	10.0	19.6	24.0	10.2	43.6	
90°	8.0	18.0	29.0	8.0	44.0	3.0
	8.5	18.0	25.0	8.5	43.0	
	9.0	18.0	24.0	9.0	42.0	
	9.5	18.0	24.0	9.5	42.0	
	10.0	18.0	24.0	10.0	42.0	

Figure 18.25.060-1. Parking Diagram



[Ord. 933 § 5.6, 2019.]

18.25.070 Bicycle parking.

(1) **Applicability.** Apartments, commercial, institutional development, transit transfer stations, and park-and-ride lots must provide bicycle parking facilities.

(2) **Exemptions.** The Community Development Director may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.

(3) **Number of Spaces.** The minimum number of bicycle parking spaces is set forth in MDC Table 18.25.070. For uses not listed, the Community Development Director may determine the number of spaces based on the most similar listed use.

Table 18.25.070.

Use	Amount of Bicycle Parking
Apartments	1 covered space per unit. Covered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar

Use	Amount of Bicycle Parking
	area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
Retirement home or assisted living complex	2 covered spaces or 1 covered space for every 10 employees, whichever is greater
Retail sales and service	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Multiple uses	For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Stadium, arena, theater or similar use	1 covered space for every 20 seats
Public or private recreational facility	1 space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Parking lots	All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
Industrial uses without retail trade or service	1 covered space for every 20 employees
Industrial uses with retail	1 covered space for every 20 employees
Elementary school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.

Use	Amount of Bicycle Parking
Junior high school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
High school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.

FINDING: The applicant is anticipating no more than ten (10) employees to operate the facility. Per the proposed site plan, the applicant has proposed 23 parking spaces and 2 covered bike racks thus meeting the requirement of 2.15 covered spaces. Therefore, this standard is satisfied.

(4) Location. All required bicycle parking must be located on site within 50 feet of the primary entrance to the building but in no event further from such entrance than the closest off-street parking space.

(a) For buildings with multiple entrances, required short-term bicycle parking must be distributed proportionally at the various entrances. Required long-term public parking must also be distributed at the various public entrances, while employee parking must be located at the employee entrance, if applicable.

(b) Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.

(c) Employee and residential bicycle parking must offer a high level of security, e.g., bicycle lockers or a locked cage or room with locking facilities inside to provide safe, long-term parking.

(d) Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.

(e) Bicycle parking facilities must be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.

(f) Cover for bicycle parking must be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eaves, or other overhang; or other facility as determined by the decision maker that protects the bicycles from direct exposure to the elements.

(g) All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.

(5) Parking Space Dimensions. Each required bicycle parking space must be at least two and one-half feet by six feet and when covered, provide a vertical clearance of at least seven feet. An access aisle at least five feet wide must be provided and maintained beside or between each row of bicycle parking

(vertical clearance may be four feet in an enclosed bicycle locker). Each required bicycle parking space must be accessible without moving another bicycle.

(6) Parking Facilities. The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

(a) Bicycle parking facilities must offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a rack) upon which the bicycle can be locked.

(b) Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

(7) Lighting. Lighting must be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking must be at least as well lit as motor vehicle parking.

(8) Signing. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs must be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee bicycle parking facilities may be signed or supplied as appropriate.

(9) Paving/Surfacing. Outdoor bicycle parking facilities must be surfaced in the same manner as the motor vehicle parking or with a minimum of one-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well drained condition.

(10) Rental. Bicycle parking spaces required by this Development Code may not be rented or leased except where required motor vehicle parking is rented or leased. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 5.7, 2019.]

FINDING: Staff determined that this proposed development is located in a commercial zone and is subject to these criteria. Based on the proposed bicycle facilities in plans submitted by applicant, these criteria have been met.

18.25.080 Moving structures.

No structure may be moved within or into the City without conforming to this Development Code, building codes, and other applicable ordinances of the City. A moving permit must be obtained from the City in advance of the move.

(1) Requirements. Prior to issuing a moving permit, the applicant must obtain all required permits and approvals to connect the structure to necessary utilities, including, but not limited to, water, sewer, and power.

While moving is in progress, the owner of said structure must protect passersby and citizens of the City from injury due to conditions of the structure or the property from which the structure was moved. Structures cannot be left on public streets after sunset, unless the owner has obtained permission of the City Council. The owner of the structure or the mover shall provide flares and a night watchman for protection of the citizens using said streets.

Within ninety (90) days after a structure has been moved onto a lot within the City, the structure shall have been placed upon its foundation in accordance with the building code and shall connect to necessary utilities. The Community Development Director may grant an extension of up to thirty (30) days upon a showing of good cause and reasonable progress. The structure must have been so remodeled and redesigned as to meet requirements of state building codes. All scrap lumber, trash, debris, and other materials including timbers and equipment for the moving of the structure must be removed from the premises; and all holes, underground structures, and excavations shall be filled to the rough grade level as indicated in the building permit. No such structure may be occupied until all the above requirements are met.

(2) Cleanup Required. Within ten (10) days after a structure is moved, the lot from which the structure was moved must be cleared of all debris, including pipe, concrete, scrap lumber, and other materials which will cause a health hazard, nuisance, or constitute a danger; all basements, abandoned septic tanks and wells must be filled with earth, except that upon written application, the City Council may give permission for useful basements or other structures to remain; provided the same are fenced or left open only for such period of time as the City Council may allow. [Ord. 933 § 5.8, 2019.]

18.25.090 Vision clearance.

Vision clearance must be maintained in all zoning districts. The size of the vision clearance area is described below and shown in MDC Figure 18.25.090-1:

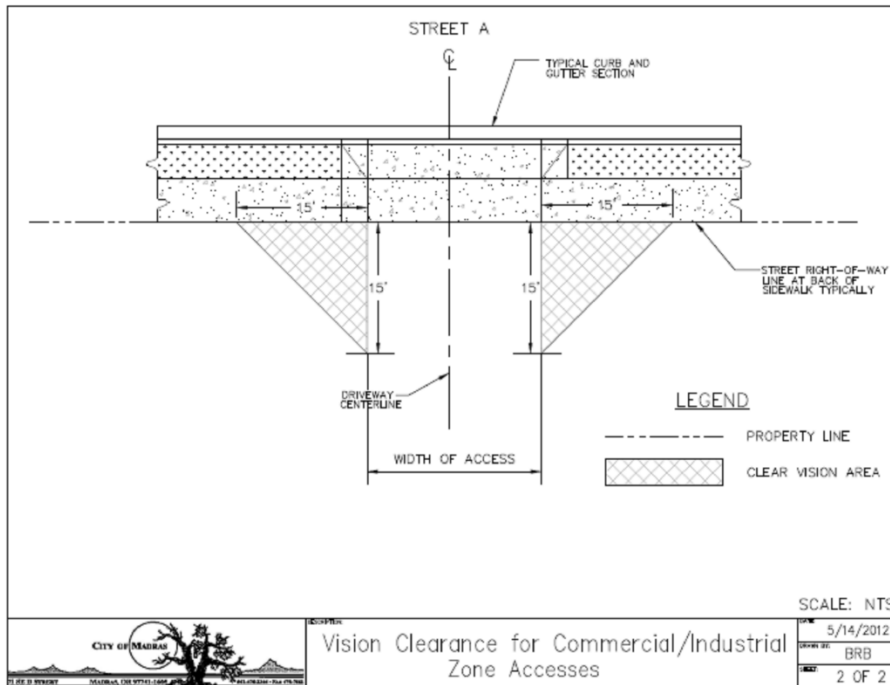
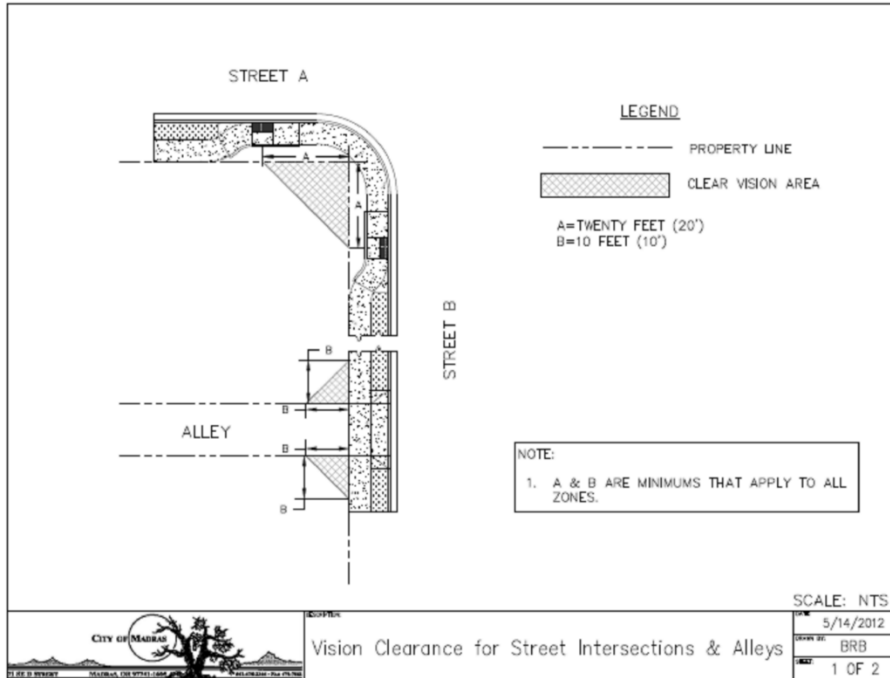
(1) The minimum distance is 20 feet at intersections comprised of two streets or one street and a railroad right-of-way.

(a) Exception. This standard does not apply to the Downtown Commercial Zone (C2).

(2) At intersections of commercial/industrial access, the minimum distance is 15 feet.

(3) At intersections including an alley, the minimum distance is 10 feet.

Figure 18.25.090-1. Vision Clearance Diagram



[Ord. 933 § 5.9, 2019.]

FINDING: The materials submitted by the applicant (Exhibit F) do address the above stated standards. Therefore, this standard is satisfied.

18.25.100 Signs.

Sign placement and size is regulated according to Chapter [18.35 MDC](#). [Ord. 933 § 5.10, 2019.]

FINDING: The findings of compliance with MMC 18.35 are herein by reference incorporated to demonstrate compliance with this standard.

18.25.110 Outdoor storage, trash collection, and loading spaces.

The following standards are intended to reduce the impacts of outdoor storage, loading, and operations areas on adjacent land uses.

- (1) Areas for truck parking and loading must be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.**
- (2) Outdoor storage, loading, and operations areas must be attractively screened from adjacent parcels and streets.**
- (3) Outdoor storage, trash collection and/or compaction, loading, or other such uses must be located in the rear of the lot where feasible.**
- (4) Outdoor storage, HVAC equipment, trash collection or trash compaction, and other service functions must be incorporated into the overall site design. Views of these areas must be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian walkways. Screening structures must be made of the same materials as the principal structure.**
- (5) Areas for the storage and sale of seasonal merchandise must be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences must conform to those used in the principal structure. If such areas are to be covered, then the covering must conform to the colors on the building.**
- (6) Outdoor display and storage must not encroach on any portion of a walkway, drive aisles, or required parking spaces. No areas for outdoor storage, trash collection or trash compaction, loading, or other such uses may be located within 30 feet of any internal pedestrian walkway. [Ord. 933 § 5.11, 2019.]**

FINDING: Based on the site plan submitted by the applicant (Sheet P1.2), a trash collection area will be associated with the use. According to the plan, the trash area will be located within the parking area with a sight obscuring screening, matching the materials of the building. Therefore, this standard is met.

18.25.120 Historic structure preservation.

Upon receiving an application for demolition or major exterior alteration involving a historic area, site, structure, or object, as designated by the Comprehensive Plan, the Planning Commission in a public meeting shall review the application to determine its conformance with the historic preservation factors of this Development Code.

The City shall allow owners of inventoried historic resources to refuse historic resource designation at any time prior to adoption of the designation and must not include a site on a list of significant historic resources if the owner of the property objects to its designation.

The City must allow a property owner to remove from the property a historic property designation that was imposed on the property by the local government.

The City shall not issue a permit for demolition or modification of a historic structure within one hundred twenty (120) days from the date the property owner requested the removal of a historic structure designation from the property.

(1) **Demolition Procedure.** If it is determined the land use action will result in the demolition or extensive exterior modification of any historical building, the Planning Commission shall review the application taking into account the following:

- (a) State of repair of the building.
- (b) The reasonableness of the cost of restoration or repair.
- (c) The purpose of preserving such designated historical building and site(s).
- (d) The character of the neighborhood.
- (e) All other factors the Planning Commission feels are appropriate.

Following Planning Commission review, the Planning Commission may approve or deny the permit for land use action or delay action for sixty (60) days to allow cognizant agencies to explore alternatives. If no suitable alternatives are available, the permit may be issued. The Planning Commission, upon finding significant progress is being made toward preserving the structure, may extend the delay for an additional thirty (30) days.

(2) **Major Exterior Alteration Procedure.** Exterior alterations must be in accordance with the following:

- (a) Upon receipt of an application for a major exterior alteration of a historic structure listed in the Comprehensive Plan, the Planning Commission, in a public meeting, shall review the proposed alteration to determine if the resource's historical significance will be altered. This review is based on the criteria for determining historic significance contained in the Comprehensive Plan.
- (b) Major exterior alterations as defined by this action include any change or alteration of a facade, texture, design, materials, fixtures, or other treatment.
- (c) All applications for major exterior alterations must be accompanied by plans and specifications of the proposed alteration. The Planning Commission may request additional sketches and other information deemed necessary to make an informed decision.
- (d) In order to approve the application, the Planning Commission must find the alteration harmonious and compatible with the resource with respect to style, scale, texture, and construction materials and/or find the alteration will enhance the historical value of the resource. Conditions may be attached to the approval if the Planning Commission deems it necessary to achieve the above objectives. The Planning Commission must deny the request if the proposal would reduce the resource's value or historic significance.

Conditions attached to a permit for a major exterior alteration of a historic structure shall be limited to permit requirements addressing architectural design, surface texture, materials, fixtures, or other facade or surface treatments which are deemed inconsistent with the integrity of the historic values being preserved.

The Planning Commission shall not make any recommendation or requirement except for the purpose of preventing developments out of character with the historic aspects of the resource.

(e) Nothing in this section shall be construed to prevent the ordinary maintenance or repair of any exterior architectural feature which does not involve a change in design, or the construction, reconstruction, or alteration of such feature which the building inspectors certify is required by public safety because of an unsafe condition. [Ord. 933 § 5.12, 2019.]

18.25.130 Riparian habitat protection.

(1) **Riparian Corridor.** A riparian corridor boundary (along Willow Creek within the City limits and urban growth boundary) is hereby established at 50 feet from the top of each bank.

(2) **Activities Within the Riparian Area.**

(a) The permanent alteration of the riparian area by grading or by the placement of structures of impervious surfaces is prohibited, except for the following uses, provided they are designated to minimize intrusion into the riparian area, and no other options or locations are feasible:

(i) Streets, roads, and paths.

(ii) Drainage facilities, utilities, and irrigation pumps.

(iii) Water-related and water-dependent uses.

(iv) Replacement of existing structures in the same location that does not disturb additional riparian surface area.

(v) Structures or other nonconforming alterations existing fully or partially within the riparian area may be expanded, provided the expansion does not occur within the riparian area. Substantial improvement of a nonconforming structure in the riparian area shall require compliance with the standards of this Development Code.

(vi) Existing lawn within the riparian area may be maintained, but not expanded within the riparian area. Development activities on the property shall not justify replacement of riparian area with lawn.

(vii) Existing shoreline stabilization and flood control structures may be maintained. Any expansion of existing structures or development of new structures shall be evaluated by the Community Development Director and appropriate natural resources agency staff. Such alteration of the riparian area shall be approved only if less invasive or nonstructural methods will not adequately meet the stabilization or flood control needs.

(b) **Removal of riparian vegetation is prohibited, except for:**

(i) Removal of nonnative vegetation and replacement with native plant species. The replacement vegetation must cover, at a minimum, the area from which vegetation was removed, and must meet or exceed the density of the removed vegetation.

(ii) Removal of vegetation for the development of approved water-related or water-dependent uses. Vegetation removal must be kept to the minimum necessary to allow the water-dependent or water-related use.

(iii) Trees in danger of falling and thereby posing a hazard to life or property may be removed following consultation and approval from the Community Development Department. If no hazard will be created, the Department may require these trees, once felled, to be left in place in the riparian area.

(c) Exceptions. The following activities are not required to meet the standards of this section:

(i) Commercial forest practices regulated by the Oregon Forest Practices Act.

(ii) Normal and accepted farming practices other than buildings or structures occurring on land zoned for exclusive farm use and existing in the riparian area prior to the date of adoption of this Development Code.

(3) Alteration Requiring Mitigation.

(a) Permanent alteration of the riparian area by placement of structures or impervious surfaces is allowable under the following procedures, subject to the mitigation requirements of subsection [\(2\)](#) of this section:

(i) A setback adjustment as allowed under subsection [\(3\)\(c\)\(ii\)](#) of this section.

(ii) A variance to the riparian setback approved through the procedures of subsection [\(3\)\(c\)\(ii\)](#) of this section.

(b) Proposals for development activities within the riparian area allowed in subsection [\(2\)](#) of this section must be reviewed by the Oregon Department of Fish and Wildlife (ODFW), as per OAR [635-415](#) Fish and Wildlife Habitat Mitigation Policy. A mitigation recommendation must be obtained from ODFW. For purposes of implementing Goal 5, the goal is no net loss of protected resources; correspondingly, the purpose of designing appropriate mitigation sites should be considered at least in Habitat Category 2 (OAR [635-415-030](#)), which strives for no net loss of habitat values. Approval of the development proposal shall be conditional, requiring compliance with the mitigation recommendations of ODFW.

(c) Setback Adjustment.

(i) Qualifying Lots. Lots on which the riparian setback required by this Development Code exceeds any other setbacks in a particular yard, and which, when combined with other required setbacks, results in a building area depth of 25 feet or less, or a building envelope of 800 square feet or less.

(ii) **Setback Reduction Procedure.** Setback reduction shall be the minimum necessary to create either a building envelope 25 feet deep, or a building envelope of 800 square feet (whichever requires a lesser reduction of the setback). The setback opposite the riparian area may be reduced up to one-half (1/2) of the standard setback. If this does not create a sufficient building envelope, the riparian setback may be reduced up to one-half (1/2) the required setback. Additional reductions of setbacks require a variance pursuant to MDC [18.50.040](#). Removal of vegetation within the original riparian setback shall be the minimum necessary to allow development of the use and must otherwise conform with the standards of subsection [\(2\)\(b\)](#) of this section. [Ord. 933 § 5.13, 2019.]

18.25.140 Wetland notification.

Written notice must be provided to the Oregon Division of State Lands (DSL) of applications involving lands that are wholly or partially within areas that are identified as wetlands on the Statewide Wetlands Inventory. Wetland boundaries must be verified in the field by a qualified professional before any application for development in or adjacent to a wetland is accepted as complete.

(1) Notice must be sent within five working days of the acceptance of a complete application for a subdivision, building permit for new structure, planned development, or any other development permit or approval that allows physical alteration of the land involving excavation, grading, fill, or construction on the land, and any development in a flood hazard area.

(2) Notice must be sent if the City receives information that there is a possible wetland on the subject property following acceptance of the application.

(3) Notice is not required for any application listed in MDC [18.25.130](#) if a permit has been issued by the Division of State Lands for that activity.

(4) If the Division of State Lands fails to respond to the notice from the City within thirty (30) days of the postmark date of the notice, the City may issue an approval for the proposed activity with written notice to the applicant and owner of record that the proposed activity may require state or federal permits.

(5) The City may issue an approval for a Comprehensive Plan Map or Zoning Map amendment for parcels identified as or including wetlands on the Statewide Wetlands Inventory upon providing to the applicant and the owner of record of the affected parcel a written notice of the possible presence of wetlands and the potential need for state and federal permits, and providing the Division of State Lands with a copy of the notification of Comprehensive Plan Map or Zoning Map amendment for specific properties.

(6) The City may issue approval for any activity listed in MDC [18.25.130](#); provided, that the approval includes one of the following statements:

(a) Issuance of a permit under ORS [196.665](#) and [196.800](#) by the Division of State Lands is required for the proposed project before any physical alteration takes place within the wetlands;

(b) Notice from the Division of State Lands that no permit is required; or

(c) Notice from the Division of State Lands that no permit is required until specific proposals to remove, fill, or alter the wetlands are submitted to DSL.

(7) Notice of activities authorized within an approved wetland conservation plan must be provided to the Division of State Lands within five days following approval by the City.

(8) Failure of the City to provide notice to the Division of State Lands as required in this section will not invalidate City approval of the proposed activity. [Ord. 933 § 5.14, 2019.]

18.25.150 Flag pole standards.

The height and illumination of flag poles must comply with the provisions of MDC Table 18.25.150-1, Flag Pole Regulations, below.

Table 18.25.150-1. Flag Pole Regulations

Zoning District	Maximum Flag Pole Height	Illumination Permitted	Illumination Requirements
R-1, R-2, R-3	No greater than 5 feet above dwelling height	Yes	Full cut-off fixtures, up lighting
C-1, C-2, C-3	35 feet	Yes	Full cut-off fixtures, up lighting
NC	20 feet	Yes	Full cut-off fixtures, up lighting
I	35 feet	Yes	Full cut-off fixtures, up lighting
OS/PF	35 feet	Yes	Full cut-off fixtures, up lighting
AD	35 feet	Yes, subject to FAA approval	Full cut-off fixtures, up lighting, and subject to compliance with the applicable FAA regulations

[Ord. 933 § 5.15, 2019.]

18.25.160 Outdoor lighting standards.

(1) Purpose. The purpose of the outdoor lighting standards is to allow reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night; curtail and reverse any degradation of the nighttime visual environment and the night sky; minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary; conserve energy and resources to the greatest extent possible; and help protect the natural environment from the damaging effects of night lighting.

(2) Outdoor Lighting Standards.

(a) Outdoor lighting, including that for signage, must not project directly into an abutting lot.

(b) Unless necessary for safe and convenient air travel, outdoor lighting must not project directly into the airport runway, taxiway, or approach safety zone.

(c) All outdoor lighting must be shielded such that the source of light, or light reflective or amplifying device, is not visible from adjacent properties or right-of-way.

- (d) Outdoor lighting shall not blink, strobe, move, or rotate unless required by the FAA.
- (e) Unless otherwise provided in the Development Code, lighted poles must not exceed 20 feet in height.
- (f) Wiring for monument signs and similar permanent lighting installations must be underground or otherwise not visible.
- (g) All street lighting must comply with the design and construction standards. [Ord. 933 § 5.16, 2019.]

FINDING: The applicant has proposed development on the lots within the proposed subdivision replat. The applicable standards in MMC 18.25.160 will be reviewed for consistency prior to the issuance of Zoning Review by the City of Madras.

CONDITION OF APPROVAL: The applicant shall submit all applicable information with each Zoning Review for the development of each lot that demonstrates compliance with MDC 18.25.160.

18.25.170 Landscaping standards.

(1) General Standards. Unless otherwise specified for a specific use or zone in this Development Code, the minimum amount of landscaping is established by zone as follows:

R-1:	15%
R-2:	15%
R-3:	15%
C-1:	15%
C-2:	10% of off-street parking area
C-3:	15% of off-street parking area
NC:	15%
I:	10%
MUE:	15%
OS/PF:	25%
AD:	10%
MO:	15%
CPUD:	15%
C-3:	15% of off-street parking area

(2) Specific Standards. Landscaping shall comply with the following standards:

(a) **Plant Selection.** Native vegetation shall be preserved or planted where practical. A combination of live nonnative deciduous and evergreen trees, shrubs and ground covers, including lawn, shall be used for all planted areas. Drought-tolerant plantings are encouraged. Fire-resistive plants should be planted in areas or on slopes where necessary to reduce the risk of fire spreading to structures. As necessary, soils shall be amended to allow for healthy plant growth.

(b) **Hardscape Features.** Ground-level areas for passive use, such as patios, decks, plazas, paved dining areas, etc., may cover up to fifteen percent (15%) of required landscaping area; swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscaping requirement.

(c) **Stormwater Facilities.** Stormwater facilities (e.g., detention/retention ponds and swales) that are landscaped can be counted in the required amount of landscaped area on the site. Planting of broadleaf canopy trees is encouraged as effective surface water interceptors.

(d) In the R-1, R-2, and R-3 zones, at least fifty percent (50%) of the required landscaping must be located in the front yard setback or otherwise between the structure and the front property line.

(e) Landscaped areas must be appropriately irrigated. Xeriscaping may be unirrigated at the discretion of the Community Development Director.

(f) Required landscaping must be continuously maintained. Plants or trees that die or are damaged must be replaced and maintained similar to initially installed landscaping.

(g) Surface drainage must be managed in accordance with the Public Improvement Standards.

(h) Ground-level areas for passive use, such as patios, decks, etc., may cover up to fifteen percent (15%) of the required landscaping area; swimming pools, sports courts, and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

(a) **New Construction.** Landscaping is required on the front and side portions of the lot adjacent to the dwelling or structure. The developer is required to put up security in an amount established by the City's fee schedule to the Finance Department for landscaping prior to obtaining the building permit for the dwelling or structure. Once the landscaping has been completed, the Finance Department shall release the bond back to the developer. The developer has one year from the date of final inspection to complete landscaping the lot.

FINDING: The applicant has submitted a landscaping plan (Sheet L1.0 & L1.1) for proposed development on the lots within the proposed subdivision replat. The proposed landscaping is 38% thus exceeding the minimum amount of landscaping in the community commercial zone. The proposed parking area is 9,921 square feet and a total of 28% of landscaping has been proposed within the parking lot and the area surrounding the parking area. The proposed landscape exceeds the requirement of 15% on public gathering areas in planter beds. The standards stated above are met.

18.25.180 Transportation impact studies.

(1) Applicability.

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- (a) A transportation impact analysis shall be required under the following circumstances:
- (i) The development generates fifty (50) or more peak hour trips or five hundred (500) or more daily trips.
 - (ii) An access spacing exception is required for the site access driveway(s) or access is proposed from an arterial or collector street.
 - (iii) The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour.
 - (iv) The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high accident locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.
 - (v) Otherwise as determined by the Public Works Director.

(b) All development subject to site plan review, but not meeting the thresholds for a transportation impact analysis, will be required to submit a transportation assessment letter to the reviewing agencies prepared by an Oregon licensed transportation engineer indicating why the proposed land use action is exempt. This letter should outline the potential trip-generating characteristics of the proposed land use action and verify that the site-access driveways or roadways meet sight-distance requirements and City of Madras roadway design standards.

(2) Requirements of a Transportation Impact Analysis. Transportation impact analyses shall meet the following standards:

(a) Licensed Professional. Transportation impact analyses shall be prepared by a licensed professional engineer registered in the State of Oregon.

(b) Study Area. The transportation impact analysis area should include, at a minimum, all site-access points and intersections (signalized and unsignalized) adjacent to the proposed development site. In particular, if the proposed site fronts an arterial or collector street, the transportation impact analysis should include all intersections along the site frontage and within the access spacing distances extending out from the boundary of the site frontage. Beyond the minimum study area, the transportation impact analysis should evaluate all intersections that receive site-generated trips that make up at least ten percent (10%) or more of the total intersection volume. In addition to these requirements, the Public Works Director (or his/her designee) shall determine any additional intersections or roadway links that might be adversely affected as a result of the proposed development. If the study area includes any state and/or County facilities, then the state and/or County shall be notified and provided an opportunity to comment on the transportation impact analysis.

(c) Study Period. The following study periods or horizon years shall be analyzed:

(i) Existing Year Analysis. Assesses all existing roadways, intersections, and land uses within the study area.

(ii) Background Analysis. Assesses the expected roadway, intersection, and land use conditions in the year the proposed land use action is expected to be fully built out, without the expected traffic from the proposed land use action. This analysis should include all in-process developments, or those City-approved developments that are expected to be fully built out in the proposed land use action horizon year.

(iii) Full Build-Out Traffic Analysis. Assesses the expected roadway, intersection, and land use conditions resulting from the background growth and the proposed land use action assuming full build-out and occupancy.

(d) Peak Hour Analysis. Within each horizon year, specific consideration should be directed to the time period(s) that experience the highest degree of network travel. These periods typically occur during weekday mornings (7:00 a.m. to 9:00 a.m.) and weekday evenings (4:00 p.m. to 6:00 p.m.) and are known as peak commuting hours. The transportation impact analysis should always address the weekday a.m. and p.m. peak hours when the proposed land use action is expected to generate twenty-five (25) trips or more during the peak time periods. If the applicant can demonstrate that the peak hour trip generation of the proposed land use action is negligible during one of the two peak study periods and the peak trip generation of the land use action corresponds to the roadway system peak, then only the worst-case study period need be analyzed. Depending on the proposed land use action and the expected trip-generating characteristics of that development, consideration of nonpeak hour travel periods may be appropriate. Examples of land uses that have nontypical trip-generating characteristics include schools, restaurants, nightclubs, and churches. The Public Works Director (or his/her designee) and applicant should discuss the potential for additional study periods prior to the commencement of the transportation impact analysis.

(e) Traffic Count Requirements. Turning movement counts shall be collected at all study area intersections to determine the base traffic conditions. These turning movement counts shall be conducted Tuesday through Thursday between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m., depending on the proposed land use. Notwithstanding the foregoing, historical turning movement counts may be used if the data are less than twelve (12) months old, but must be factored to meet the existing traffic conditions.

(f) Trip Generation for the Proposed Development. To determine the impacts of a proposed development on the surrounding transportation network, the trip-generating characteristics of that development must be estimated. Trip-generating characteristics should be obtained from one of the following acceptable sources:

(i) Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition).

(ii) Specific trip generation studies that have been conducted for the particular land use action for the purposes of estimating peak hour trip-generating characteristics. The Public Works Director (or his/her designee) should approve the use of these studies prior to their inclusion in the transportation impact analysis.

In addition to new site-generated trips, several land uses typically generate additional trips that are not added to the adjacent traffic network. These trips include pass-by trips and internal trips

and are considered to be separate from the total number of new trips generated by the proposed development. The procedures listed in the Trip Generation Manual (ITE) should be used to account for pass-by and internal trips.

(g) Trip Distribution. Estimated site-generated traffic from the proposed development shall be distributed and assigned on the existing or proposed arterial/collector street network. Trip distribution methods should be based on a reasonable assumption of local travel patterns and the locations of off-site original/destination points within the site vicinity. Acceptable trip distribution methods should be based on one of the following procedures:

(i) An analysis of local traffic patterns and intersection turning movement counts can be used, as long as the data have been gathered within the previous 12 months.

(ii) A detailed market study specific to the proposed development and surrounding land uses can be used to determine the specific influence area. Site-generated traffic within the identified influence area should be distributed based on principles and concepts associated with the gravity model theory.

(h) Intersection Operation Standards. To identify impacts of the proposed land use action on the transportation system, the transportation impact analysis must compare the existing, background, and full build-out intersection traffic volumes to the minimum intersection operation standards. The City of Madras evaluates intersection operational performance based on levels of service and “demand-to-capacity” (d/c) calculations.

(i) Intersection Demand-to-Capacity Analysis. A capacity analysis should be performed at all intersections within the identified study area. The methods identified in the latest edition of the Highway Capacity Manual, published by the Transportation Research Board, are to be used for all intersection capacity calculations. The City of Madras requires that all intersections within the study area must maintain a d/c ratio of 0.95 or less.

(j) Intersection Levels of Service. The City of Madras requires all intersections within the study area to maintain an acceptable level of service (LOS) upon full build-out of the proposed land use action. LOS calculations for signalized intersections are based on the average control delay per vehicle, while LOS calculations for un-signalized intersections are based on the average control delay and volume-to-capacity ratio for the worst or critical movement. All LOS calculations should be made using the methods identified in the most recent version of the Highway Capacity Manual published by the Transportation Research Board. The minimum acceptable level of service for signalized intersections is LOS “D,” while the minimum acceptable level of service for un-signalized intersections is LOS “E” or LOS “F” with a d/c ratio of 0.95 or less. Any intersections not operating at these standards will be considered unacceptable.

(k) Modifications. The Public Works Director may amend or waive any requirement of a transportation impact analysis.

(3) Transportation Planning Rule. Every application subject to the Transportation Planning Rule shall include discussion and proposed findings of compliance with the Transportation Planning Rule as part of the transportation assessment letter or transportation impact analysis, as applicable.

(4) Review Policy and Procedure. To be utilized as part of an application for a land use approval, the Public Works Director must approve, or approve with conditions, the traffic assessment letter or transportation impact analysis based on the following considerations:

- (a) The road system is designed to meet the projected traffic demand at full build-out and the functional roadway classification standards are consistent with the proposed use.**
- (b) Access is properly placed in relation to sight distance (i.e., does the driveway location meet both intersection and stopping sight distance requirements), driveway spacing, and other related considerations, including opportunities for joint or crossover access.**
- (c) The driveway access for dwelling units is located on interior residential access streets rather than major roadways.**
- (d) Traffic movement within the site is provided without having to use the peripheral road network.**
- (e) The road system provides adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.**
- (f) The site plan provides for potential future crossover of consolidated access, and/or alternative access.**

(5) Conditions of Approval. As part of approving a transportation assessment letter or transportation impact analysis, the Public Works Director may impose conditions of approval including, without limitation, the following:

- (a) Crossover easement agreements between adjoining parcels.**
- (b) Access restrictions including requiring shared access.**
- (c) Right-of-way dedications including dedications for multi-use paths.**
- (d) Street improvements including traffic signs and signals.**
- (e) Trip caps. [Ord. 933 § 5.18, 2019.]**

FINDING: The applicant provided an updated TIA (dated November 28, 2023) to include analysis of the J Street intersection at 4th Street and the J Street intersection at 5th Street. Based on the analysis, the proposed Starbucks development does impact the intersection and the applicant has proposed a pro-rata payment to the City for their impacts to the intersection. The mitigation required is to signalize the intersection of J Street at 4th and 5th Street. The cost to signalize J Street at 4th Street and 5th Street as of November 2023 is \$2,000,000. The existing J Street design intersection is designed for 2,301 peak hour trips and is at capacity. The proposed Starbucks development will add 30 peak hour trips to the intersection, therefore, the applicant pro-rata share of signalizing the intersection is 1.3% of the cost ($2,301/30 * 100 = 1.3\%$) or \$26,075.62. The parcels that have been proposed for the Starbucks development has an existing 2,019 SF building classified as a Government Office Building and had an existing Store/Restaurant classified as Shopping Center for determining Transportation System

Development Charges (see resolution 13-2019). The City of Madras policy is to credit development for the highest previous use on the parcel within the past 20 years on Transportation SDCs. With the proposed new use calculated against the credits of the previous uses, the net Transportation System Development Charge was a credit of 14.13 people peak hour trips or -\$43,571.41. The City's policy on SDC credits is not to pay for credits, but to document people peak hour trip credits to be applied toward future development on the property with an expiration date of 20 years. The applicant has proposed a payment of \$26,075.62 to mitigate their impacts to the intersection of J Street and 4th Street and J Street and 5th Street. The applicant is proposing the mitigation payment to be applied towards the Transportation SDC credits of \$43,571.41. This would result in a credit balance of \$17,495.79 in Transportation SDCs on the property. The Public Works Director is acceptable to this methodology and requires the remaining credits allocated as people peak hour trips versus a dollar amount. The current people peak hour trip rate is \$3,083.61 which equates 5.67 people peak hour trips; therefore, the property has a credit of 5.67 people peak hour trips as a result of the developments pro-rata share of mitigation for signalization of J Street intersection at 4th Street and 5th. The credit remains with the property and is not transferrable to any other property. The credit is valid from 20 years from date of the land use decision.

CONDITION OF APPROVAL: The applicant shall comply with the requirements of MMC 18.25.180, and the requirements of the Public Works Director's Memorandum dated November 29, 2023.

18.25.190 Exterior colors.

The exterior of any structure shall be a color consistent with Ordinance [845](#)*. [Ord. 933 § 5.19, 2019.]

*** Code reviser's note: Ord. [845](#) is on file in the City Recorder's office.**

Chapter 18.30

SPECIAL STANDARDS FOR CERTAIN USES

18.30.160 Drive-through and drive-up facilities.

The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.

(1) Standards. Drive-through or drive-up facilities must meet and comply with the following standards:

- (a) Stacking lanes must be set back five feet from all lot lines.**
- (b) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.**
- (c) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.**
- (d) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.**
- (e) Service Stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.**

(f) Drive-in Restaurants. A minimum of 150 feet for a single stacking lane, or 80 feet per lane when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.

(g) Other Drive-Through and Drive-Up Facilities. A minimum of 45 feet for a single stacking lane, or 30 feet when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear. [Ord. 933 § 6.16, 2019.]

FINDING: Per materials submitted by applicant, the proposed use is an Eating and Drinking Establishment (i.e., Starbucks) with a drive through. The proposed drive through stacking lane in the site plan (Sheet P1.0 & P1.2) is a single stacking lane and separated from the property line by a minimum of 5 feet setback. Based on the applicant's ability to comply with the requirements of MDC 18.30.160, the above stated standard is satisfied.

Chapter 18.35 SIGNS

18.35.010 Basic provisions.

(1) Sign Erection, Repair, Etc. It is unlawful for any person to erect, repair, alter, relocate or maintain within the City any sign or other graphic except as provided in this Development Code.

(2) Sign Conformance. All signs must be erected, altered, and maintained in conformance with this Development Code, the Uniform Building Code, and all other applicable state and federal laws. No sign shall stand on, protrude onto, or be anchored in rights-of-way or other public property without the written authorization of the public entity responsible for such property. [Ord. 933 § 7.1, 2019.]

18.35.020 Prohibited signs.

Except for nonconforming signs, the following signs are unlawful and are declared nuisances:

(1) Abandoned signs.

(2) Video signs or other signs that display a moving image other than scrolling/flashing/changing text or numbers.

(3) Electronic signs that flash, change colors, display a moving/changing image (including scrolling/flashing/changing text or numbers), or would otherwise pose a distraction to motorists unless authorized to be located on public property.

(4) Any sign constructed, maintained, or altered in a manner without a permit or otherwise in violation of this Development Code.

(5) Any sign constructed or maintained which, by reason of its size, location, movement, coloring, or manner of illumination may be confused with or construed as a traffic control device/signage or which hides from view any traffic control device/signage.

- (6) Any sign constructed in such a manner or at such a location that it will obstruct access to any fire escape or other means of ingress or egress from a building or an exit corridor, exit hallway, or exit doorway. No sign or supporting structure shall cover, wholly or partially, any window or doorway in any manner that it will substantially limit access to the building in case of fire or other emergency.**
- (7) Any sign located in a manner that could impede traffic on any street, alley, sidewalk, bikeway, or other pedestrian or vehicular travel way.**
- (8) Any sign equipped with moving, rotating, or otherwise animated parts.**
- (9) Any sign that is wholly or partially illuminated by a flashing or intermittent light, lights, lamps, bulbs, or tubes. Rotary beacon lights, zip lights, strobe lights, or similar devices shall not be erected or maintained, or attached to or incorporated in any sign.**
- (10) Any sign located on private property within the vision clearance area.**
- (11) Any sign attached to a tree, plant, or utility pole, except as otherwise allowed or required by applicable law.**
- (12) Any sign within or over any public right-of-way (including banners spanning a public right-of-way) or located on private property less than two feet from any area subject to vehicular travel, except for signs, whether permanent or temporary, specifically allowed within the public right-of-way with the approval of the controlling jurisdiction.**
- (13) Off-premises signs and signs not authorized within a right-of-way by the controlling jurisdiction.**
- (14) Roof signs.**
- (15) Any other sign that is not allowed under this Development Code that presents a threat to public health, safety, or welfare, or is otherwise unlawful. [Ord. 933 § 7.2, 2019.]**

18.35.030 Signs in residential zones.

- (1) Residential properties are limited to two residential signs per property.**
- (2) Notwithstanding subsection (1) of this section, nonresidential uses authorized by the Development Code and residential structures comprised of five or more independent dwelling units may erect additional signs as follows:
 - (a) One or more wall-mounted signs not exceeding 100 square feet. Signs authorized under this provision must be erected as a flush-mounted wall sign as defined in this Development Code.**
 - (b) One freestanding sign not exceeding 100 square feet in size.**
 - (c) The total area for all signage shall be limited to 150 square feet.**
 - (d) Signs shall not be back-lighted or electronic. Front-light illumination is authorized where it does not project onto adjoining properties and is otherwise compliant with the outdoor lighting standards.****

(3) Property designated as common property on a plat or other deed restriction is deemed to be an authorized nonresidential use for purposes of this section.

(4) Notwithstanding subsection (2) of this section, only residential signs may be used to advertise home occupations, as that term is defined in the Development Code. [Ord. 933 § 7.3, 2019.]

18.35.040 Signs in nonresidential zones.

Signs in nonresidential zones shall meet the following standards:

(1) The total area of all signs on the premises may not exceed 300 square feet. Unless otherwise prohibited by this section, the maximum area shall be 150 square feet for any individual sign.

(2) Freestanding signs in all nonresidential zones are subject to the following restrictions:

Table 18.35.040-1. Freestanding Signs in Nonresidential Zones

FREESTANDING SIGNS				
ZONE	TYPE ALLOWED	NUMBER ALLOWED	MAXIMUM AREA	MAXIMUM HEIGHT
C-1	Pole or Monument	1 *	150 sq. ft.	20 ft.
C-2	Monument	1 *	32 sq. ft.	8 ft.
C-3	Pole or Monument	1 *	40 sq. ft.	20 ft.
NC	Pole or Monument	1 *	32 sq. ft.	20 ft.
Industrial	Pole or Monument	1 *	150 sq. ft.	35 ft.

* One freestanding sign shall be allowed per property except as allowed by subsections (3) and (4) of this section.

(3) For through lots (properties that have frontage on opposite sides of the same block), two freestanding signs are permitted. The freestanding signs must be oriented toward opposite frontages.

(4) A business complex under two acres in gross area, regardless of the number of individual properties comprising the business complex, shall only be permitted the amount of signage permitted for a single property. A business complex over two acres in gross area shall be permitted the amount of signage permitted for two properties, which may be distributed throughout the business complex regardless of internal property lines. These limitations apply regardless of the number of businesses, buildings, or properties that comprise the business complex.

(5) Each building on a property shall be entitled to two square feet of flush-mounted or wall sign area per lineal foot of the building's width on the dominant facade, with a maximum of 150 square feet of signs or six percent (6%) of the linear measurement of the building's dominant facade, whichever is greater. This limitation applies regardless of the number of businesses that may occupy the building. [Ord. 933 § 7.4, 2019.]

18.35.050 Projecting signs.

Unless otherwise permitted by this Development Code or by the Public Works Director, signs shall not encroach onto:

- (1) Adjoining properties;
- (2) A public right-of-way; or
- (3) Any vision clearance area. [Ord. 933 § 7.5, 2019.]

18.35.060 Directional signs.

Directional signs designed to be read by a person on the premises on which the sign is located and used to identify buildings/businesses/amenities or direct persons on the premises are limited to four square feet in area and may be no more than four feet high if freestanding. If the sign is on the wall of a building, the directional sign shall be limited to four square feet in area and located no more than eight feet high. [Ord. 933 § 7.6, 2019.]

18.35.070 Sign location.

Except for billboards, signs may not extend above the roofline, eaves, or parapet wall of the building to which they are attached, or above the tallest building on the premises (or closest building if the property is vacant) if the sign is freestanding. [Ord. 933 § 7.7, 2019.]

18.35.080 Billboards.

Billboards are allowed with certain limitations in specified nonresidential zones but are prohibited in all residential zones. Billboards shall also be subject to the following regulations:

(1) **Limitation on the Total Number of Billboards.** The total number of billboards located within the City limits and urban growth boundary shall be limited to eighteen (18). Signs lost or removed for any reason shall not be replaced until the total number of billboards in the City limits and urban growth boundary is reduced to fourteen (14), which shall then become the maximum number of billboards permitted thereafter.

(2) **Replacement of Billboards.** When the total number of billboards within the City limits and urban growth boundary has been reduced in number to a total of fourteen (14), in accordance with subsection (1) of this section, billboards may be replaced upon application by any person or entity possessing an appropriate State of Oregon permit, subject at all times to the maximum fourteen (14) sign number limitation.

(a) No person or entity shall file an application for a new or replacement billboard without proof of possession of a valid State of Oregon permit allowing placement of a billboard within the designated City limits and urban growth boundary. New or replacement billboards shall be permitted only as provided in subsection (3) of this section.

(3) **Maximum Size Limit for Replacement Billboard.** The maximum size of each replacement billboard sign, noted in subsection (2) of this section, shall be 250 square feet per side.

(4) Location of Billboards.

(a) No billboards shall be permitted on 4th or 5th Streets between S.E. J Street and N.E. Cedar Street.

(b) Only one billboard is permitted per property.

(c) No billboard shall be located within 400 feet of another billboard.

(5) Height of Billboards. No billboard shall exceed 35 feet in height.

(6) Features. Billboards may not feature video screens, reader boards, or other components that flash, change colors, display movement, or would otherwise pose a distraction to motorists. [Ord. 933 § 7.8, 2019.]

18.35.090 Temporary signs.

(1) General Requirements. Temporary signs shall not be restricted by content and shall not affect the amount or type of signage otherwise allowed by this Development Code. Examples of temporary signs include, but are not limited to, nonpermanent signs usually and customarily used to advertise real estate sales, political or ideological positions, garage sales, construction, or events. Temporary signs may be erected and maintained in the City only in compliance with the following specific provisions:

(a) No temporary sign shall be internally illuminated or be illuminated by an external light source primarily intended for the illumination of the temporary sign without a permit.

(b) Temporary signs may not be reflective, electronic, or contain any moving or flashing parts.

(c) A temporary sign shall be attached to the site or constructed in a manner that both prevents the sign from being easily removed by unauthorized persons or blown from its location and allows for the easy removal of the sign by authorized persons.

(d) Except as provided in this Development Code, temporary signs shall not be attached to trees, shrubbery, utility poles, or traffic control signs or devices.

(e) No temporary sign shall be erected or maintained which, by reason of its size, location, or construction constitutes a hazard to the public.

(f) No temporary signs shall be allowed in the public right-of-way or on public property except as provided below. The following temporary signs shall be permitted in the right-of-way without issuance of a permit and shall not affect the amount or type of signage otherwise allowed by this Development Code. No temporary sign permitted under this subsection shall interrupt the normal flow of vehicle, pedestrian, or bicycle traffic, shall provide a minimum of five feet of clear passage for pedestrians on a sidewalk where a sidewalk exists, and shall not inhibit the use of parking facilities. No temporary sign permitted under this subsection shall extend into a vision clearance area. Temporary signs allowed under this subsection include:

(i) Signs owned or erected by the public body that owns or manages the right-of-way or public property;

(ii) Sidewalk signs subject to the following limitations:

(A) Sidewalk signs shall be displayed only during the business hours of the responsible business.

(B) Sidewalk signs shall occupy no more than four square feet of right-of-way and shall be no taller than four feet.

(C) Sidewalk signs placed anywhere other than directly adjacent to the business shall be placed only with the written consent of the property owner of the adjacent property.

(D) No more than one sidewalk sign shall be permitted per business on a particular property except that one additional sidewalk sign shall be permitted per property for each 200 feet of street frontage. Notwithstanding the foregoing, in no event may a property be associated with more than three sidewalk signs.

(g) Substantially similar temporary signs and those advertising the same event, which are erected sequentially, will be considered the same temporary sign for purposes of applicable temporal limitations.

(h) Temporary signs shall be removed within seven days after the culmination of the event or purpose for which the temporary sign was erected, regardless of any permitted time then remaining.

(2) Temporary Signs in Residential Zones. Temporary signs in residential zones shall be restricted as follows:

(a) Temporary signs not exceeding six square feet in area or four feet in height shall be permitted for a period of ninety (90) days.

(b) Temporary signs exceeding six square feet in area and/or four feet in height, but not exceeding 12 square feet and/or six feet in height shall be permitted for a period of thirty (30) days. No more than one such sign shall be permitted per property.

(c) The maximum square footage of temporary signs on any particular residential property is 25 square feet.

(3) Temporary Signs in Nonresidential Zones. Temporary signs in nonresidential zones shall be restricted as follows:

(a) Temporary signs not exceeding 20 square feet in area or six feet in height shall be permitted for a period of one hundred twenty (120) days.

(b) Temporary signs exceeding 20 square feet in area and/or six feet in height, but not exceeding 32 square feet and/or 10 feet in height, shall be permitted for a period of sixty (60) days.

(c) The maximum square footage of temporary signs on any particular nonresidential property is 250 square feet per acre with a minimum of 50 square feet and maximum of 500 square feet. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 7.9, 2019.]

18.35.100 Exemptions.

The following signs are exempt from the permitting requirements of this Development Code. All signs, even those exempt from permitting, must comply with sign dimensional, location, placement, maintenance, and all other applicable requirements.

- (1) Traffic or pedestrian control signs.
- (2) Signs erected or maintained by public bodies.
- (3) Flags mounted on a pole in the ground or on a building are exempt, but are subject to Development Code height regulations and shall be located and constructed so that, if the pole should collapse, its reclining length would be contained on the property on which it is installed.
- (4) Signs placed in the public right-of-way by the public body responsible for administering the right-of-way or by a public body providing transit services within the right-of-way.
- (5) Plaques, tablets, or inscriptions on buildings that do not exceed four square feet in area.
- (6) Signs constructed to identify emergency services such as fire, police, or hospital facilities.
- (7) Temporary signs that comply with the provisions of MDC 18.35.090.
- (8) Residential signs.
- (9) Signs altered or erected pursuant to MDC 18.35.120(1)(c). [Ord. 933 § 7.10, 2019.]

18.35.110 Sign permits.

(1) **Permit Applications.** Unless exempt under MDC 18.35.100, a permit issued by the Community Development Director is required to erect or alter any sign within the City limits. Applications for a sign permit shall be made in writing upon forms furnished by the City and subject to applicable fees. Such applications shall include a scale drawing of the sign, including dimensions, height, and materials, and show its relationship to the ground or to any building or structure to which the sign is proposed to be installed or affixed. When appropriate, a plot plan drawn to scale shall be submitted that indicates the location of proposed signage relative to streets and property lines. Prior to the issuance of a sign permit, the Building Official may review the construction aspects of the proposed sign and a building permit may be required. The Building Official or Community Development Director may require other pertinent information where, in their opinion, such information is necessary to determine compliance with the provisions of this Development Code.

(2) **Issuance of Permit.** The Community Development Director shall approve an application and issue a sign permit unless the sign fails to meet the standards or is otherwise in violation of the provisions of this Development Code. Sign permits mistakenly issued in violation of this Development Code are void.

(3) Permit Revocation. The Community Development Director may revoke a sign permit if there was a material omission or misleading statement of fact in the application for the permit.

(4) Permit Time Restrictions. A sign permit shall be null and void if all work necessary to erect the sign has not been completed within six months of the date of issuance of the permit. The Community Development Director may authorize a single extension for up to an additional three months if the applicant demonstrates significant progress or that the delay was the result of circumstances outside of the applicant's control. Otherwise, the applicant must apply for and obtain a new approval to erect the subject sign.

(5) Temporary Sign Permits. The Community Development Director may grant temporary permits for nonexempt temporary signs for a period of no more than thirty (30) days if the Community Development Director determines the sign will not present a risk to health, safety, or welfare and does not exceed applicable regulations for a comparable permanent sign. The Community Development Director may condition a temporary sign permit by any means necessary to achieve the objectives of this Development Code. Applicants shall apply for a temporary sign permit on the forms prescribed by the Community Development Director. [Ord. 933 § 7.11, 2019.]

18.35.120 Sign maintenance and enforcement.

(1) Existing Sign Alteration or Replacement.

(a) Nonconforming signs must not be altered or replaced unless the sign is made to conform to the provisions of this Development Code, or otherwise allowed under subsection (3) of this section, Sign Maintenance Requirements.

(b) Premises with a nonconforming sign shall not be eligible for any additional signs until the existing sign is made to conform to the requirements of this Development Code.

(c) Pole signs located in the Downtown Commercial (C-2) Zone are permitted to change the business name and logo on existing pole signs without application for a new sign permit so long as the use of a building does not change (e.g., retail to retail). A change in use of a building requires all signage to comply with all requirements of this Development Code. A change of use shall be determined by the difference in the minimum number of required off-street parking spaces between the previous and proposed uses as required under MDC Table 18.25.050-1. If there is a difference in the minimum number of required off-street parking spaces, it shall constitute a change of use only for the purposes of the sign maintenance requirements of this Development Code under subsection (3) of this section.

(d) For signs subject to permitting requirements, changes to interchangeable panels or other alterations to the face of a sign shall also be subject to the permitting requirements in MDC 18.35.110.

(2) Damaged Signs. Any sign that is damaged by over fifty-one percent (51%) of the replacement cost of the sign shall not be eligible for repair, but shall be immediately removed. Any replacement signs shall conform to the standards of this Development Code and be subject to the same permitting requirements as if the sign were new.

(3) Sign Maintenance Requirements.

- (a) All signs within the City limits shall be maintained in a secure and safe manner. Maintenance includes minor repairs necessary to maintain the sign in its original state.
- (b) Temporary and freestanding signs shall be kept clear of rubbish and weeds. All other signs shall be securely mounted to a structure. If any sign is found not to be securely mounted, or if it is a hazard, the owner shall be notified and shall be instructed to secure the sign. An owner shall secure the sign within ten (10) days of notice. [Ord. 933 § 7.12, 2019.]

18.35.130 Variance.

An applicant for a sign permit or an applicant owning or leasing a sign that is not in compliance with the provisions of this Development Code may apply for a variance. Applications for a minor or major variance shall be processed in accordance with the procedures and criteria for a variance set out in MDC 18.50.040. [Ord. 933 § 7.13, 2019.]

FINDING: Applicant has proposed signage as part of this application. Staff finds Applicant is subject to the standards in MMC 18.35-Signs.

CONDITION OF APPROVAL: Application for a sign permit shall be made in writing upon forms furnished by the City and subject to applicable fees.

**Chapter 18.40
ZONING REVIEW, SITE PLAN REVIEW, AND DESIGN REVIEW**

18.40.020 Site plan review.

Purpose. To determine compliance with this Development Code for development not subject to Zoning Review.

(1) Applicability. Site plan review is required for the following:

- (a) All new or modified conditional uses.
- (b) All new nonresidential development.
- (c) Apartments.
- (d) All new or modified outdoor uses of 3,000 square feet or greater.
- (e) Any expansion or modification of an existing nonresidential or apartment or residential mixed-use development in excess of 3,000 square feet or that requires a new or modified point of access.
- (f) All townhome developments.
- (g) Cottage cluster developments.

FINDING: The proposed development is considered a new nonresidential development and therefore subject to the requirements of Site Plan Review.

(2) Site Plan Committee.

(a) The Site Plan Committee shall consist of:

- (i) Community Development Director;**
- (ii) Public Works Director;**
- (iii) Fire Marshal; and**
- (iv) Building Official.**

These individuals shall carry out the duties as set forth in this section.

(b) The Site Plan Committee shall review the proposal subject to site plan review of the Development Code. Once the Site Plan Committee members have submitted their comments to the Community Development Director, the Community Development Director may approve a proposal with conditions if minimal modification will permit the proposal to comply with requirements of this Development Code. The Community Development Director may refer any site plan application to the Planning Commission for determination.

(3) Procedures.

(a) Before any building permit is issued for any development subject to a site plan review, a site plan application shall be submitted for determination.

(b) Prior to filing a site plan application, the applicant is encouraged to confer with the Community Development Department concerning the requirements of a formal application.

(c) The site plan application shall be filed on a form provided by the Community Development Department.

(d) The site plan shall be drawn to scale and shall indicate the following:

- (i) Location, size, and height of all existing or proposed structures.**
- (ii) Location, size, and dimension of existing and proposed setbacks, and all spaces between buildings.**
- (iii) Adjoining streets and rights-of-way.**
- (iv) Points of access and circulation patterns, loading and maneuvering spaces.**
- (v) Off-street parking; showing location of parking areas, number of parking spaces including accessible parking, and type of surface.**
- (vi) Sidewalks, patios, courtyards, and decks.**

(vii) Storm drainage system, including, but not limited to, draining and grading plan, existing topography, and elevations.

(viii) Fences, screens, and retaining walls, including heights and materials.

(ix) Existing utilities (e.g., electric, gas, power lines).

(x) Exterior lighting (show location and general nature).

(xi) Sanitary sewer system or location of septic tank and drain field (if still using and not connected to City sewer), and the distance the lot is from the nearest sewer connection.

(xii) Water supply (showing size of main, water flow, and size of water line).

(xiii) Location of existing and, if any, proposed fire hydrants with size and flow data.

(xiv) Identify any existing or proposed easements.

(xv) Proposed public improvements.

(xvi) Sign (if existing, location and size). Signs are subject to the provisions of Chapter [18.35](#) MDC.

(xvii) Give intended type of occupancy for the structure (e.g., assembly, educational, manufacturing, processing, storage and type of contents).

(xviii) List all existing or proposed conditions that could be hazardous to life and property from fire or explosion (e.g., storage of: liquefied petroleum gas, flammable or combustible liquids, explosives and blasting agents).

(e) Within thirty (30) days, the Community Development Director shall deem the application complete or notify the applicant of the deficiencies in the application.

(...)

(4) Approval Criteria for Other Than Needed Housing and Needed Housing on Discretionary Track.

(a) Approval of a site plan for other than needed housing shall be based on the following criteria:

(i) **Allowed Use.** The proposed land use is a permitted or conditional use in the zoning district. Conditionally permitted uses require approval of a conditional use permit.

FINDING: The proposed nonresidential development is conditionally permitted use in the C-3 zone per MDC 18.15.070 thus requiring approval of a conditional use permit.

(ii) **Zoning Standards.** The proposal complies with the applicable standards of the applicable zoning district(s) in which it is located.

FINDING: The proposed nonresidential development complies with the applicable zoning standards for C-3 as identified in MDC 18.15.070.

(iii) Safety. The proposed development can meet applicable building and fire code standards. The proposed development does not present, or adequately mitigates, any unique safety hazards.

FINDING: The applicant will be required to obtain all necessary building permits and thereby the proposed development will comply with the applicable building and fire codes. To ensure compliance with the Building and Fire Codes, the applicant shall obtain all necessary permits and satisfy all applicable standards for the proposed development as identified in the Building and Fire Codes prior to the issuance of Certificate of Occupancy.

CONDITION OF APPROVAL: The applicant shall obtain all necessary permits and satisfy all applicable standards for the proposed development as identified in the Building and Fire Codes prior to the issuance of Certificate of Occupancy.

(iv) Special Needs of the Disabled. When deemed appropriate, the site plan shall provide for the special needs of disabled persons, such as ramps for wheelchairs, drop curbs, and disabled parking stalls.

FINDING: The materials submitted by the applicant do not directly demonstrate compliance with the above state standards. Therefore, the applicant shall comply with the applicable ADA requirements prior to the issuance of Certificate of Occupancy.

CONDITION OF APPROVAL: The applicant shall comply with the applicable ADA requirements prior to the issuance of Certificate of Occupancy.

(v) Preservation of the Natural Landscape. The landscape and existing grade shall be preserved to the maximum practical degree, considering development constraints and suitability of the landscape or grade to serve the applicant's functions. Preserved trees and shrubs shall be protected during construction.

(vi) Pedestrian and Vehicular Circulation and Parking. The location and number of points of access to the site, sidewalks, the interior circulation patterns, designs of parking areas, and the separation between pedestrians and moving and parked vehicles shall be designed to promote safety and avoid congestion on adjacent streets.

FINDING: Based on the requirements identified in the Public Works Department's Memorandum dated November 29, 2023, for the proposed development, all public facilities will be adequate to serve the proposed development.

(vii) Buffering and Screening. Areas, structures, and facilities for storage, machinery and equipment, services (main, refuse, utility wires, and similar materials), parking and loading, and similar accessory areas and structures shall be designed, located, buffered, or screened to minimize adverse impacts on the site and neighboring properties.

(viii) Public Improvements. The proposal demonstrates compliance with the Public Improvement Standards.

(ix) Public Facilities. All required public facilities have adequate capacity, as determined by the City, to serve the proposed use including, without limitation, the transportation, sewer, stormwater, and water systems.

(x) Supplementary Provisions. All applicable provisions in Chapter 18.25 MDC are satisfied

(xi) Special Standards for Certain Uses. All applicable provisions in Chapter 18.30 MDC are satisfied.

FINDING: The findings of compliance relate to MMC 18.30. are incorporated herein by reference to demonstrate compliance with the above stated standard.

(xii) Master Plan Compliance. The proposal is in substantial conformance with any applicable approved master plan, master facilities plan, refinement plan, and/or special planned district.

(6) To ensure that a development proposal satisfies applicable criteria, and mitigates identified impacts, the City may impose conditions of approval including, but not limited to, the following:

(a) An increase in the required setback(s).

(b) Modifications to pedestrian and vehicular circulation patterns, parking provisions, the location and number of points of access to the site, sidewalks, and designs of parking areas.

(c) Additional off-street parking.

(d) Limitations on the size, location, and number of outdoor lights.

(e) Limitations on the number and location of curb cuts.

(f) Dedication of land for the creation or enlargement of streets where the existing street system will be impacted by or inadequate to handle the additional burden caused by the proposal.

(g) Dedication of land or an easement for the creation or extension of access corridors for pedestrian and bicycle travel.

(h) Improvements, including, but not limited to, paving, curbing, installation of traffic signals, construction of sidewalks, striping bike lanes, or other improvements to the street system which serves the subject property where the existing street system will be burdened by the applicant's proposal or the proposal would create health or safety issues if unmitigated.

(i) Improvement or enlargement of utilities serving the subject property where the existing utilities system will be burdened by the proposal. Improvements may include, but shall not be limited to, extension of utility facilities to serve the proposed use and installation of fire hydrants.

(j) Landscaping shall comply with the appropriate zoning district's landscape requirements within the Development Code.

(k) Transit facility or an easement for bus pullout if on a mass transit route.

(l) Location or orientation of buildings and entrances closer to the street to serve pedestrians, bicyclists, and/or mass transit use.

(m) Any other limitations or conditions necessary to achieve the purpose of this Development Code.

FINDING: The proposed development is less than 5 acres (MDC 18.55.010) and therefore is not subject to the Master Plan requirements.

(7) Review Process. The Community Development Director may (at his discretion) elevate the application to a Type III application and review process.

(8) Appeal. The applicant or any interested person may appeal a decision of the Site Plan Committee to the City Council, in accordance with the procedures of MDC 18.80.240.

(9) Revisions. Revisions made by the applicant to an approved site plan shall be made pursuant to the procedures set forth in this section. Where required site plan approval has been granted, it shall be unlawful for any person to cause or permit the proposed construction, alteration, improvement, or use in any manner except in complete and strict compliance with the approved site plan.

(10) Time Limit on Site Plan Approval. Authorization of site plan approval shall become void after one year unless a building permit has been obtained and remains valid and active. [Ord. 968 § 2.5 (Exh. E), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 955 § 2.1 (Exh. B), 2021; Ord. 945 § 2 (Exh. B), 2020; Ord. 933 § 8.2, 2019.]

18.40.030 Design review.

(1) Purpose. The purpose of design review is to ensure that the public health, safety, and general welfare are protected, and the general interest of the public is served. The standards provide for originality, flexibility, and innovation in site planning and development in order to enhance the special characteristics that make Madras a unique place to live.

(2) Applicability. Unless exempt, the provisions of this section shall apply to the following activities:

(a) All new nonresidential development.

(b) All new apartment developments and mixed-use residential buildings that cannot meet or choose not to meet all applicable design standards in MDC 18.30.190.

(c) All exterior modifications to existing buildings except detached single-family dwellings.

(d) All new parking lots.

(e) All outdoor storage and display areas.

(f) Any expansion or modification of an existing nonresidential or apartment or residential mixed-use development in excess of 3,000 square feet or that requires a new or modified point of access that cannot meet or chooses not to meet all applicable design standards in MDC 18.30.190.

FINDING: The proposed development is considered a new nonresidential development and therefore subject to the requirements of Design Review in MDC 18.40.030.

(3) Exemptions. This Development Code section does not apply to the following activities:

(a) Maintenance of the exterior of an existing structure such as re-roofing or re-siding.

(b) Interior remodeling.

(c) Parking lot expansions not exceeding twenty-five percent (25%) of the gross square footage of the original lot with no new access.

(4) Review Process. The Community Development Director shall approve, approve with conditions, or deny an application based upon compliance with the site plan criteria and Design Review Standards. Approval shall be obtained from the review authority prior to the issuance of all building permits.

(5) Application Requirements. All applicants shall attend a pre-application conference prior to filing a land use application that involves design review with the Community Development Department. After attending the pre-application conference, the applicant shall file an application for design review along with other applicable applications (site plan and/or conditional use) with the Community Development Department.

(6) Standards for Approvals for Other Than Needed Housing.

(a) Natural Features. Buildings shall be sited to protect areas of special interest and significant natural features such as natural grade, trees, vegetation, and rock outcroppings. These resources are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement. They are to be protected during construction.

(b) Pedestrian Walkways.

(i) Walkways From the Sidewalk to Building Entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, and drop-off bays for at least fifty percent (50%) of the length of the walkway. Walkways shall be connected to adjacent sites wherever practicable.

FINDING: Per the plans submitted by the applicant satisfies the standard by providing walkways from sidewalk to the building entrances (Sheet P1.2).

(ii) Walkways From Parking Areas to Building Entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking areas. The walkways shall be located within the parking areas and shall be designed to provide access

from the parking areas to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of five feet with no car overhang or other obstruction. The walkways must also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified. The walkways shall be distinguished from the parking and driving areas by use of any of the following materials: special pavers, bricks, raised elevation, or scored concrete. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.

FINDING: The proposed walkways from the parking areas to the building entrances satisfied this standard.

(c) Building and Sign Colors. Exterior colors and those used on signs shall be low reflectance, subtle, neutral and otherwise consistent with Ordinance 845*. The use of high intensity colors such as black, neon, metallic, or fluorescent for the facade and/or roof of the building is prohibited except as approved for building trim. Structures shall be painted or repainted as needed to maintain an attractive appearance.

FINDING: The materials proposed by the applicant satisfied the above standard.

(d) New primary buildings shall have at least one principal building entrance oriented toward the primary front property line. Entrances for customers or members of the public should be clearly delineated. Canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged.

FINDING: As shown on the site plan and architectural plans (Sheet A210), the orientation of the building entrances is proposed to be oriented to both Hwy 97 (4th Street) and Prince Place with the primary entrance oriented towards the west property line. Based on the proposal, this standard has been satisfied.

(e) Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public streets, parks, or other public areas. The architectural design of the building shall incorporate design features that screen and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks, and service yards.

FINDING: Based on the application submitted by the applicant (Sheet P1.2), mechanical equipment, including HVAC and the trash enclosure are proposed to be screened. This standard is satisfied.

(f) Exterior Building Design.

(i) Exterior walls of buildings that are greater than 50 feet in horizontal length shall be constructed using a combination of architectural features and a variety of building materials and landscaping near the walls. Walls that can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least fifty percent (50%) of the wall length. Other walls shall incorporate architectural features and landscaping for at least thirty percent (30%) of the wall length.

(ii) Architectural features include, but are not limited to, the following: recesses, projections, wall insets, arcades, window display areas, awnings, balconies, window projections, landscape structures, or other features that complement the design intent of the structure and are acceptable to the review authority.

(iii) A portion of the on-site landscaping shall abut the walls of the structure so that the vegetation combined with the architectural features significantly reduces the visual impact of the building mass as viewed from the street.

(iv) The predominant building materials should be characteristic of Central Oregon such as brick, wood, native stone and tinted/textured concrete masonry units, and/or glass products.

(v) Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or prefabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Metal roofs may be allowed if compatible with the overall architectural design of the building.

(vi) Roofs shall be designed to reduce the apparent exterior mass of a building, add visual interest, and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible rooflines and roofs that project out over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat rooftops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.

(vii) Community amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.

FINDING: Per the application submitted by the applicant for the building elevations (Exhibit A), the north and south walls of the building are 81 feet in length, while the east and west walls are 29 feet. The applicant proposed the following:

1. North wall: doors and window finishes, along with a canopy and variety of cement panels and metal finishes, landscaping abutting the wall, and a variety of features for over 50% of the wall length.
2. South wall: window finishes, a canopy and variety of cement panels and metal finishes, 6 x 12 feet projection, landscaping abutting the wall, and a variety of features for over 50% of the wall length.
3. West wall: door finishes, a canopy and a variety of cement panels, landscaping with a sight obscuring fence feature, and a variety of features for over 50% of the wall length.
4. East wall: A revised design submitted on November 2, 2023 (exhibit G) shows window door finishes, a canopy and a variety of cement panels and metal finishes, textured metal panels, landscaping abutting the wall, and a variety of features for over 50% of the wall length.

Based on the applicant ability to comply with MDC 18.40.030(6)(f), this standard is satisfied.

(g) Architectural Features for Industrial Buildings.

(i) Exterior walls of buildings that can be viewed from a primary public street shall be constructed with at least three of the following architectural features: recesses, projections, wall insets, arcades, windows, window display areas, doors, awnings, balconies, window projections, landscape structures, or other features that complement the design intent of the structure.

FINDING: The proposed development is not an industrial building; therefore, this standard does not apply.

(...)

(8) Exceptions to Design Standards. An exception to the Design Review Standards may be approved by the Madras Planning Commission. The Planning Commission shall conduct a quasi-judicial hearing in accordance with the provisions of Chapter 18.80 MDC. The Planning Commission's decision may be appealed to the City Council in accordance with MDC 18.80.240. [Ord. 968 § 2.5 (Exh. E), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 955 § 2.1 (Exh. B), 2021; Ord. 945 § 2 (Exh. B), 2020; Ord. 933 § 8.3, 2019.]

*** Code reviser's note: Ord. 845 is on file in the City Recorder's office.**

FINDING: Applicant is subject to the provisions set forth in MDC 18.40.030. The applicant has proposed an Eating and Drinking Establishment (i.e., Starbucks) on the subject property. The design review standards will be reviewed for compliance with MMC 18.40.030 when subsequent Zoning Review applications are filed.

**Chapter 18.60
LAND DIVISIONS, REPLATS, AND PROPERTY LINE ADJUSTMENTS**

18.60.020 Applicability.

Units of land shall only be created or reconfigured in conformance with the standards of this chapter and ORS Chapter 92. No person may subdivide, partition, or reconfigure land within the City of Madras except in accordance with ORS Chapter 92 and the provisions of this Development Code. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.2, 2019.]

FINDING: The applicant has proposed a subdivision replat and therefore the applicable provisions of MMC 18.60 apply to the proposed development.

18.60.030 Delegation.

The City Council, pursuant to ORS 92.044(2), hereby delegates to the Planning Commission the power to take final action on a proposed subdivision and any major replat involving fifty (50) or more lots pursuant to the Type III procedures and to the Community Development Director the power to take final action on any subdivision, partition, major replat, minor replat, or property line adjustment involving fewer than fifty (50) lots pursuant to the Type II procedures. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.3, 2019.]

FINDING: The applicant has proposed a replat of a subdivision located in a prior “Northwest Townsite Company’s First Addition to Madras”, approved in 1912 for which the replat can be approved through the Type II procedures per the above stated standard. The Community Development Director elevated the proposed subdivision replat to a Type III decision.

18.60.050 Pre-application meeting.

Prior to submitting a tentative plan for a land division, each applicant or their representative is encouraged to meet with the Community Development Director or a designated staff member to review the proposal. The intent of this meeting is to advise the applicant of the requirements and standards of this Development Code. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.5, 2019.]

18.60.060 Application submission.

Any person, or his authorized agent or representative, proposing a subdivision, partition, or replat shall file an application and the filing fee for the applicable approval, along with a tentative plan, improvement plans, and other supplementary materials as may be required by this chapter or requested by the Subdivision Committee. If any concurrent approvals are sought, the applications for the concurrent approvals will collectively be processed using the highest level procedures for any particular application (i.e., Type II decisions sought concurrently with Type III decisions will be processed as Type III decisions) and shall also include all required information and materials for the applicable concurrent approval. The applicant must either provide electronic copies or submit four paper copies of all application materials to the Community Development Director. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.6, 2019.]

FINDING: An authority having individual submitted the appropriate land use application to the authority having jurisdiction (City of Madras) thereby satisfying the above stated standard.

18.60.070 General approval process for land divisions.

Land divisions generally follow a two-step approval process. First, a tentative plan is submitted for approval. After receiving tentative plan approval, and after satisfying any conditions of approval from the tentative plan approval, the applicant then files for final plat approval. After receiving final plat approval and satisfying any additional conditions of approval and any requirements of the County, the applicant can then record the plat to perfect the land division. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.7, 2019.]

FINDING: MMC 18.60.070 is advisory in nature and is not an approval criterion.

18.60.080 Informational requirements for tentative plans.

Unless waived by the Community Development Director, the following information shall be shown on a tentative plan or provided in accompanying materials. No tentative plan shall be considered complete unless all such information is provided:

(1) General Information Required.

(a) The proposed name of the subdivision, if applicable.

(b) Names, addresses, and phone numbers of the owner of record, authorized agents or representatives, engineer or surveyor, and any assumed business names filed or to be filed with the Secretary of State by the applicant.

- (c) Date of preparation, north point, scale, and gross area of the subject property.
- (d) Appropriate identification of the drawing as a tentative plan for a subdivision, partition, or replat.
- (e) Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.
- (f) Certified copy of the recorded instrument under which the applicant claims an ownership interest, or copy of a land sales contract that binds the applicant in the event of tentative plan approval.

(2) Information Concerning Existing Conditions.

- (a) Location, names, and widths of existing improved and unimproved streets and roads within and adjacent to the subject property.
- (b) Location of any existing features such as section lines, section corners, City and special district boundary lines, and survey monuments.
- (c) Location of existing structures, irrigation canals and ditches, pipelines, waterways, railroads, any natural features such as rock outcroppings, and natural hazards.
- (d) Location and direction of watercourses, and the location of areas subject to flooding.
- (e) Location, width, and use or purpose of any existing easement or right-of-way within and adjacent to the subject property.
- (f) Existing sewer lines, water mains, culverts, and other underground and overhead utilities within and adjacent to the subject property together with pipe sizes, grades, and locations.
- (g) Contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent (5%), five feet for slopes of five percent (5%) to fifteen percent (15%), 10 feet for slopes of fifteen percent (15%) to twenty percent (20%), and 20 feet for slopes greater than twenty percent (20%).
- (h) Zoning classification of land within and adjacent to the subject property.
- (i) Names and addresses of all adjoining property owners for a distance of 250 feet.

(3) Information Concerning Proposed Development.

- (a) Location, names, width, typical improvements, cross-sections, bridges, culverts, approximate grades, curve radii and centerline lengths and reserve strips of all proposed streets, and the relationship to all existing and projected streets.

- (b) Location, width, and purpose of all proposed easements or rights-of-way and relationship to all existing easements and rights-of-way.
 - (c) Location of at least one temporary benchmark within the subject property's boundaries.
 - (d) Location, approximate area, and dimensions of each lot/parcel, and proposed lot/parcel and block numbers.
 - (e) Location, approximate area, and dimensions of any lot/parcel or area proposed for public use, the use proposed, and plans for improvements or development thereof.
 - (f) Proposed use, location, approximate area, and dimensions of any lot/parcel intended for nonresidential use.
 - (g) An outline of the area proposed for partial recording, if contemplated or proposed.
 - (h) Source, method, and preliminary plans for domestic water supplies, sewer lines, and all utilities.
 - (i) Description and location of any proposed community facility.
 - (j) Stormwater and other drainage facility plans.
 - (k) Proposed deed restrictions, including access restrictions or protective covenants if such are proposed to be utilized for the proposed development.
 - (l) Statement from each utility company proposed to serve the resulting lots/parcels stating that each company is able and willing to serve the proposed development as set forth in the tentative plan, and the conditions thereof.
 - (m) Proposed fire protection system for the proposed development and written approval thereof by the appropriate serving fire protection agency.
 - (n) If grading is proposed, a separate grading and drainage plan prepared by an engineer must be submitted that must show as-developed contour lines related to some established benchmark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent (5%), five feet for slopes of five to fifteen percent (5% to 15%), 10 feet for slopes of fifteen to twenty percent (15% to 20%), and 20 feet for slopes greater than twenty percent (20%).
 - (o) An addressing plan for the development depicting proposed addresses and driveway locations for each proposed lot or parcel consistent with the requirements of Jefferson County Code Chapter 12.03.
- (4) Scale. All tentative plans shall be drawn on a sheet at a scale not greater than one inch per 400 feet. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.8, 2019.]

FINDING: The materials submitted by the applicant provide the necessary information.

18.60.090 Block standards.

To promote efficient multi-modal circulation along parallel and connecting streets throughout the City, developments shall produce complete blocks bounded by a connecting network of streets, in accordance with the following standards:

(1) New development shall construct and extend planned streets (arterials, collectors and locals) in their proper projection to create continuous through streets and provide the desirable pattern of orderly developed streets and blocks. Streets shall be developed within a framework that is established in the Transportation System Plan and any applicable special area plan, refinement plan, master plan or other adopted or approved development plan. Where such plans do not provide specific block length and perimeter standards, the requirements listed below shall apply:

(2) Block lengths and perimeters shall not exceed the following standards as measured from centerline to centerline of through intersecting streets:

(a) Six hundred sixty foot block length and 2,000-foot block perimeter in all residential zones;

(b) Four hundred foot block length and 1,500-foot block perimeter in the C-2 Zone;

(c) Six hundred sixty foot block length and 2,640-foot block perimeter for all other commercial, industrial and mixed-use zones;

(d) An exception may be granted to the maximum block length and/or block perimeter by the decision maker if the applicant can demonstrate that the block length and/or block perimeter cannot be satisfied due to topography, natural features, existing development or other barriers, or it is unreasonable to meet such standards based on the existing pattern of development, or other relevant factors. When an exception is granted, the decision maker may require the land division or property reconfiguration to provide blocks divided by one or more access corridors. Access corridors shall be located to minimize out-of-direction travel by pedestrians and bicyclists and shall meet all applicable accessibility standards. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.9, 2019.]

FINDING: The subject property is 0.97 acres. No proposed street creates a block. Therefore, the above stated standards do not apply.

18.60.100 Lot standards.

The size, width, and orientation of lots/parcels shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall be consistent with the lot size provisions of the governing zoning district, subject to the following:

(1) Lot Sizes. Portions of a lot with slopes in excess of twenty percent (20%) will not be counted for purposes of meeting minimum lot sizes.

FINDING: The materials submitted by the applicant do identify lot containing significant topography to be oversized in order to minimize impacts to the slopes with building pads.

(2) Frontage. Each lot shall satisfy applicable frontage requirements established by MDC [18.20.040](#).

FINDING: The findings of compliance with MMC 18.20.040 are incorporated hereinto by reference to demonstrate compliance with this standard.

(3) All side lot lines shall be at right angles to street lines or radial to curved streets. The decision maker may grant an exception where topography, watercourses, existing streets, infrastructure, and other development preclude such lot lines.

(4) Through Lots. Lots that span an entire block should be avoided except where they are essential to provide separation of residential development from major streets or adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. The decision maker may require landscaping buffers or access restrictions as a condition of approval for any through lot.

FINDING: As shown on Sheet P1.2, the proposed subdivision replat does create a through lot and therefore the above stated standard does apply. Access to the subject properties shall be via Prince Place, as shown in the current site plan.

CONDITON OF APPROVAL: Access to the subject properties shall be via Prince Place.

(5) Solar Access. The lines of lots and parcels must be oriented such that the long axis is in the east-west direction. The decision maker may grant a waiver, where topography, natural features, existing development or other barriers inhibit required orientation. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.10, 2019.]

18.60.130 Approval process for tentative plan for partition or minor replat.

(1) The Community Development Director shall process the application under a Type II process and shall review all reports and recommendations of appropriate officials and agencies.

(2) The Community Development Director may approve, modify, or deny the tentative plan for the proposed development and shall set forth findings for such decision.

(3) Approval of the tentative plan shall not constitute final acceptance of the plat of the proposed partition or minor replat for recording; however, approval of such tentative plan shall be binding upon the City for purposes of the preparation of the plat and the City may require only such changes in the plat as are necessary for compliance with the terms of its approval of the tentative plan for the proposed partition or minor replat and the terms of this chapter. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.13, 2019.]

FINDING: Per MMC 18.60.130, the proposed tentative plan will be reviewed using the Type III procedures which is directly consistent with the above stated standards.

18.60.140 Approval criteria for a tentative plan.

The Planning Commission shall not approve a tentative plan for a proposed subdivision or major replat, and the Community Development Director shall not approve a tentative plan for a proposed partition or minor replat, unless the applicable review body finds that the proposal satisfies the requirements of the Development Code, the design and construction standards and the following:

(1) For development other than needed housing, the proposed development contributes to orderly development and land use patterns in the area and provides for the preservation of natural features and resources of the area.

(2) All required public facilities have adequate capacity, as determined by the City, to serve the proposed land division including, without limitation, the transportation, sewer, stormwater, and water systems.

(3) The tentative plan for the proposed development meets the applicable requirements of ORS [92.090](#).

FINDING: The material submitted by the applicant appears to comply with the requirements of ORS 92.090. However, it shall be the responsibility of the applicant to ensure that the proposed subdivision replat satisfies the applicable requirements of ORS 92.090 for which shall be a condition of final plat approval.

CONDITION OF APPROVAL: The applicant shall prepare subdivision replat that complies with ORS 92.090.

(4) The tentative plan meets the applicable provisions of this chapter.

FINDING: The findings of compliance with MMC 18.60 are herein by reference incorporated to demonstrate compliance with this standard.

(5) The tentative plan satisfies the Public Improvement Standards. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.14, 2019.]

FINDING: The materials submitted do not completely satisfy the requirements of the City's Public Improvement Design and Construction Standards. Therefore, it shall be a condition of approval that the applicant satisfy all applicable standards in the City's Public Improvement and Design Standards.

18.60.150 Submission of final plat.

(1) Filing Time Period Requirements. The applicant shall prepare and submit to the Community Development Department a final plat that is in conformance with the approved tentative plan. Within three years after the approval date for the tentative plan, the applicant shall submit the final plat, filing fee, and any supplementary information required by this Development Code and the decision maker. If the applicant fails to proceed with the submission of the final plat before the expiration of the three-year period following the approval of the tentative plan, the tentative plan approval shall be void. The applicant may, however, submit a new tentative plan together with the appropriate filing fee.

FINDING: The above standard applies to the proposed tentative plat. The applicant shall submit the final plat for the proposed development in a manner consistent with MMC 18.60.150.

(2) Extensions.

(a) If the applicant is unable to comply with the filing time requirements of the Development Code, the applicant may submit a written letter to the Community Development Director

requesting an extension of the final plat deadline. The letter shall be filed no earlier than sixty (60) days and no later than ten (10) days prior to the date the three-year period expires. It shall also be accompanied by the appropriate fee.

(b) If there is good cause, the Community Development Director may grant an extension up to six months from the date of expiration. Good cause shall require a showing by the applicant that the delay is unavoidable and was not the result of the applicant's own negligence. The applicant must also show they have made significant progress on each condition of the tentative plan.

(c) Any extension granted by the Community Development Director may be conditioned by a requirement that the applicant provide appropriate guarantees that the requirements of the Development Code will be met.

(d) The applicant may appeal a decision of the Community Development Director to the Planning Commission pursuant to MDC [18.80.240](#). [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.15, 2019.]

FINDING: The above stated standards are not approval criteria rather are informational in nature regarding an event where the applicant cannot record the subdivision replat in a timely manner.

18.60.160 Submission of final plats for phased development.

(1) If a tentative plan is approved for phased development, the final plat for the first phase shall be filed within one year of the approval date for the tentative plan.

(2) The final plats for any subsequent phase shall be filed within three years of the approved date for the tentative plan.

(3) The applicant may request an extension for any final plat under this section in the manner provided for in MDC [18.80.280](#).

(4) If the applicant fails to file a final plat within the specified time period, the tentative plan approval for those phases shall become null and void. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.16, 2019.]

FINDING: The above stated standards are not approval criteria rather are informational in nature.

18.60.170 Form of final plat.

(1) The final plat shall be submitted in the form prescribed by state statute and this Development Code.

(2) All plats and other writings or dedications made a part of such plats offered for recording, shall be made in black India ink, upon material that is 18 inches by 24 inches, suitable for binding and copying, having such characteristics of strength and permanency as may be required by the City. The plat shall be of such a scale, and the indication of the approvals thereof and of the dedication and affidavit of the surveyor shall be of such size or type as will be clearly legible, but no part shall come nearer any edge of the sheet than one inch. The plat may contain as many sheets as necessary, but a fact sheet and an index page shall be included for plats of two or more sheets. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.17, 2019.]

18.60.180 Information on final plat.

(1) General Requirements. In addition to that required for the tentative plan or otherwise specified by law, the following information shall be shown on the final plat:

- (a) The name of the subdivision, partition, or replat.**
- (b) The name of the owner, applicant, and engineer or surveyor.**
- (c) The date, scale, north point, legend, controlling topography such as bluffs, creeks and other bodies of water, and existing highways and railroads.**
- (d) A legal description of the tract boundaries.**
- (e) Reference points of existing surveys, identified, related to the plat by distances and bearings, and referenced to a field book or map as follows:**
 - (i) Stakes, monuments, or other evidences found on the ground and used to determine the boundaries of the development.**
 - (ii) Adjoining corners of adjoining developments.**
 - (iii) Other monuments found or established in making the survey or required to be installed by provisions of this Development Code.**
- (f) The exact location and width of streets and easements intercepting the boundary of the tract.**
- (g) Tract, block, and lot boundary lines and street rights-of-way and centerlines, with dimensions, bearing or deflecting angles, radii, arcs, points of curvature, and tangent bearings. Normal high-water lines for any creek, bay, or other body of water. Tract boundaries and street bearings shall be shown to the nearest thirty (30) seconds with the basis of bearings. Distances shall be shown to the nearest 0.01 feet. No ditto marks shall be used.**

(2) Streets. The width of the streets being dedicated and the curve data shall be based on the street centerline. In addition to the centerline dimensions, the radius and central angle shall be indicated together with the long chord distance and bearing.

(3) Easements. Easements shall be noted by fine dotted lines, clearly identified and, if already of record, their recorded reference. If an easement is not on record, a statement of the easement shall be given. The width of the easement, its length and bearings, and sufficient ties to locate the easement with respect to the development shall be shown. If the easement is being dedicated by the map, it shall be properly referenced in the owner's certificates of dedication.

(4) Lot Numbers. Lot numbers beginning with the number "1" and numbered consecutively in each block.

(5) Block Numbers. For subdivisions and major replats, block numbers beginning with the number "1" and continuing consecutively without omission or duplication throughout the development. The

numbers shall be placed so as not to obliterate any figures. Block numbers in an addition to a subdivision of the same name shall be a continuation of the numbering in the original subdivision.

(6) Public Lands. Public lands, including strips and easements, shall be clearly marked to distinguish them from lots intended for sale.

(7) Access Restrictions. Limitations on rights of access to and from streets, lots/parcels, and other parcels of land shall be clearly indicated.

(8) Area. The area of each lot/parcel, if larger than one acre, to the nearest hundredth (1/100 or 0.01) of an acre; and the area of each lot/parcel less than one acre, to the nearest square foot.

(9) Certificates and Signatures. The following certificates and signatures are required and shall be combined where appropriate:

(a) A certificate signed and acknowledged by all parties having any record title interest in the land consenting to the preparation and recording of the final plat.

(b) A certificate signed and acknowledged as above, dedicating all land intended for public use, except land intended for the exclusive use of the lot owners in the development, their licensees, visitors, tenants, and servants.

(c) A certificate with the seal of and signed by the surveyor responsible for the survey and final map.

(d) A certificate for execution by the County Surveyor. Any plat prepared by the County Surveyor in his private capacity shall be approved by the county surveyor of another county in accordance with ORS [92.100\(2\)](#) and [\(3\)](#).

(e) A certificate for execution by the County Assessor.

(f) A certificate for execution by the County Tax Collector.

(g) A certificate for execution by the irrigation district, where applicable. All plans, plats, or replats of subdivisions or partitions located within the boundaries of an irrigation district, drainage district, water control district, district improvement company, or similar service district shall be submitted to the board of directors of the district or company and its approval thereof shall be indicated thereon by the board before City approval of such plan, plat, or replat of any subdivision or partition. Except that if the applicant is unable to obtain action or approval of any district or company within forty-five (45) days, the applicant shall notify the manager or administrator in writing and thereafter the City shall serve notice on that district or company that any objections to the plan, plat, or replat must be filed in writing with the City within twenty (20) days. Failure of the district or company to respond shall be considered an approval of such plan, plat, or replat.

(h) The signature of the Public Works Director.

(i) The signature of the Community Development Director.

(j) A signature of approval by the City Council.

(k) Other certificates required by state regulations. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.18, 2019.]

FINDING: The applicant shall submit replat in a manner consistent with MMC 18.60.170 and MMC 18.60.180

18.60.190 Requirements of survey and monumentation.

Any final plat submitted shall meet the survey and monumentation requirements of ORS Chapter [92](#). [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.19, 2019.]

18.60.200 Supplemental information with final plat.

The following data, if applicable, shall accompany the final plat:

(1) Title Report. A preliminary title report or subdivision guarantee report issued by a title insurance company in the name of the owner of the land, showing all parties whose consent is necessary and their interest in the premises; such report shall show evidence of a clear and marketable title.

(2) Survey Data Sheets. Sheets and drawings shall contain the following information:

(a) Traverse data including the coordinates of the boundary of the development and ties to section corners and donation land claim corners, and showing the error of closure, if any. A survey control work sheet may be substituted for this item.

(b) The computation of distances, angles, and courses shown on the plat.

(c) Ties to existing monuments, proposed monuments, adjacent developments, street corners, and state highway stationing.

(3) Deed Restrictions. A copy of any deed restrictions applicable to the development.

(4) Homeowner's Association. If applicable, a copy of any homeowner's association agreement proposed or required for the development.

(5) Dedications. A copy of any dedication requiring separate documents with specific reference to parks, playgrounds, etc.

(6) Taxes. A list of all taxes and assessments on the tract which have become a lien on the land subdivided.

(7) Improvements. If grading, street improvements, sewer or water facilities are required as a condition of approval of the final plat, the following shall be required to be submitted with final plat:

(a) An improvement plan in accordance with MDC [18.20.100\(3\)](#).

(b) Plans and profiles of sanitary sewers, location of manholes, and drainage system.

- (c) Plans and profiles of the water distribution system showing pipe sizes and location of valves and fire hydrants.
- (d) Specifications for the construction of all utilities.
- (e) Grading plans and specifications as required for areas other than streets and ways.
- (f) Planting plans and specifications for street trees and other plantings in public areas.
- (g) Plans for improvements, design factors, or other provisions for fire protection or fire hazard reduction. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.20, 2019.]

18.60.210 Technical review of final plat.

(1) **Compliance Check.** Upon receipt by the Community Development Department, the final plat and other data shall be reviewed by the Subdivision Committee or Community Development Director, as applicable, to determine that the development, as shown, is substantially the same as it appeared on the approved tentative plan, and for compliance with provisions of this Development Code and other applicable laws.

(2) **Field Check.** The Public Works Director, the Community Development Director, and the County Surveyor, may make such checks in the field as are desirable to verify that the plat is sufficiently correct. The applicant shall grant permission to the Public Works Director, Community Development Director, or County Surveyor to enter the property for this purpose. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.21, 2019.]

FINDING: The applicant shall submit replat in a manner consistent with MMC 18.60.190 through MMC 18.60.210.

18.60.220 Conditions of final plat approval.

(1) The Subdivision Committee or Community Development Director, as applicable, shall determine whether the final plat conforms with the approved tentative plan and these regulations. If the applicable review body does not approve the final plat, it shall advise the applicant of the changes or additions that must be made and shall afford them an opportunity to make corrections. If the applicable review body determines that the plat conforms to all requirements, it shall recommend approval, provided supplemental documents and provisions for required improvements are satisfactory. Approval of the final plat does not constitute or effect an acceptance by the public of the dedication of any street or other easement shown on the plat, nor does such approval bind any other jurisdiction with review authority over the plat.

(2) No final plat shall be approved unless:

- (a) Streets and roads for public use are to be dedicated without any reservation or restriction.
- (b) Streets and roads held for private use as indicated on the tentative plan for such development have been approved by the City Public Works Director.

(c) The plat or map contains provisions for dedication to the public of all public improvements, including, but not limited to, streets, roads, parks, and sewage disposal and water supply systems, if made a condition of the approval of the tentative plan.

(d) Explanations of all public improvements required as conditions of approval of the tentative plan shall be recorded and referenced on the final plat or map.

(3) No plat shall be approved unless the developer has either constructed, and had accepted by the City Public Works Director, the required public improvements, or the developer has executed an improvement agreement acceptable to the City. If the developer chooses to construct the improvements, the developer shall all also file with the City a warranty bond executed by a surety company to cover the one-year warranty period following acceptance by the City. Said bond shall be in the amount of ten percent (10%) of the value of the improvements as determined by the Public Works Director. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.22, 2019.]

18.60.230 Final signatures.

After the final plat has been checked and approved as provided in this chapter, and all signatures have been obtained, except for those of the Community Development Director and any signatures required from County officials, the Community Development Director shall certify the final plat and submit it to the County for final signatures. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.23, 2019.]

FINDING: The City will not sign the subdivision replat unless the requirements of MMC 18.60.220 and MMC 18.60.230.

18.60.240 Recording of final plat.

(1) No plat shall have any force or effect until the same has been duly executed and recorded. No title to any property described in any offer of dedication shall pass until the final plat has been recorded.

(2) No plat shall be recorded unless all ad valorem taxes and all special assessment fees or other charges required by law to be placed upon the tax roll, which have become a lien upon the development or which will become a lien during the calendar year, have been paid.

(3) The applicant shall provide exact copies of the recorded plat to the Community Development Director. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.24, 2019.]

18.60.250 Errors in the final plat.

If an error in the final plat is discovered after the plat has been filed with the County Clerk, the error shall be corrected by filing a correction plat, which shall be submitted in the same manner as a final plat. [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.25, 2019.]

FINDING: The City will not sign the subdivision replat unless the requirements of MMC 18.60.240 through MMC 18.60.250.

18.60.260 Property line adjustments.

(1) **General.** A property line adjustment is the movement or elimination of a common boundary line between two units of land.

(a) No more than one common boundary line can be relocated at one time. Additional property line adjustments each require a separate application.

(b) Deeds describing the new boundary lines for the affected units of land shall be recorded with the County Clerk's office before another property line adjustment application involving one of the affected units of land can be submitted.

(c) Property line adjustments are a land use decision and shall follow the noticing requirements of Chapter [18.80](#) MDC.

FINDING: The applicant has requested approval only to adjust the common property line between tax lots 6600, 6700, 6790, 6801, and 7000 in C-3 zone at the time this subdivision application was filed. The applicant shall record new deeds that include legal descriptions for each property that reflect the approved subdivision and provide a copy of the recorded replat to the City prior to filing for a Zoning Review Application with the City of Madras. The findings of compliance with the applicable standards of MDC 18.80 are included herein by reference to demonstrate with the above stated standards.

CONDITON OF APPROVAL: The applicant shall record new deeds that include legal descriptions for each property that reflect the approved subdivision and provide a copy of the recorded replat to the City prior to filing for a Zoning Review Application with the City of Madras.

(2) Review Criteria. The property line adjustment may be approved only if the reviewing authority shall find that it satisfies the following criteria:

(a) The proposed property line adjustment is in conformance with applicable provisions of ORS Chapter [92](#).

FINDING: The proposed subdivision will be required to comply with the applicable requirements of ORS Chapter 92 prior to recording new deeds with the new legal descriptions for the property.

CONDITION OF APPROVAL: The proposed subdivision will be required to comply with the applicable requirements of ORS Chapter 92 prior to recording new deeds with the new legal descriptions for the property.

(b) The proposed property line adjustment will not conflict with legally established easements or access within or adjacent to the proposed property line adjustment.

FINDING: The materials submitted by the applicant do not identify any existing easements on the subject property. The applicant's licensed surveyor shall confirm that there are not existing easements that will affect the proposed subdivision prior to recording new deeds with the new legal descriptions for the property.

CONDITION OF APPROVAL: The applicant's licensed surveyor shall confirm that there are not existing easements that will affect the proposed subdivision prior to recording new deeds with the new legal descriptions for each property.

(c) The resulting lots comply with applicable regulations of the zoning district in which they are located. A property line adjustment for a nonconforming lot may be approved; provided, that the property line adjustment does not exacerbate the nonconformity.

FINDING: The subject properties, tax lots 6600, 6700, 6790, 6801, and 7000, are zone C-3 on the City of Madras Urban Area Comprehensive Plan and Zoning Map. MDC Table 18.15.070-3 identifies the minimum lot size for the C-3 as N/A square feet. Exhibit A submitted by the applicant demonstrates that the proposed subdivision does not create properties that are less than N/A square feet. This standard is satisfied.

(d) A property line adjustment shall not cause existing structures to straddle the new line or otherwise violate applicable setbacks.

FINDING: Per Sheet P1.1 submitted by the applicant, the subject property lot 6600 has an existing building. The applicant proposed demolition of the existing former building within the property and construction of a new Eating and Drinking Establishment (i.e., Starbucks) with drive-through. Lots 6700, 6790, 6801, and 7000 are vacant. This standard is satisfied.

(e) For lot consolidations, the applicant agrees to remove excess utility connections such that the consolidated lot will only have a single service for water and sewer and will otherwise comply with service requirements from other utility providers.

FINDING: The applicant request is to consolidate tax lots 6600, 6700, 6790, 6801, and 7000. The applicant shall remove excess utility connections such that the consolidated lot will only have a single service for water and sewer and will otherwise comply with service requirements from other utility providers prior to filing for a Zoning Review Application with the City of Madras. All Public Improvements shall be designed and constructed in accordance with the Public Works Memorandum dated November 29, 2023, and the City's Public Improvement Design and Construction Standards. The above stated standard is satisfied.

CONDITION OF APPROVAL: The applicant shall remove excess utility connections such that the consolidated lot will only have a single service for water and sewer and will otherwise comply with service requirements from other utility providers prior to filing for a Zoning Review Application with the City of Madras. All public Improvements shall be designed and constructed in accordance with the Public Works Memorandum dated November 29, 2023, and the City's Public Improvement Design and Construction Standards. The above stated standard is satisfied.

(3) The property line adjustment application shall meet the following requirements:

(a) Drawn to scale (example: one inch to 100 feet);

(b) Show the existing boundary line as a solid line and the proposed movement of the boundary line as a dashed line;

(c) Show sizes of the units of land involved (current and after adjustment);

(d) Show location of existing structures, access, and utilities; and

(e) Show the township, range, section, and tax lot numbers of the two tax lots involved.

FINDING: Exhibits A submitted by the applicant provide the information stated above.

(4) The applicant shall contact the County Surveyor for surveying requirements once the property line adjustment has been approved by the Community Development Director.

FINDING: The above standard shall be a condition of approval.

CONDITION OF APPROVAL: The applicant shall contact the County Surveyor for surveying requirements once the subdivision has been approved by the Planning Commission.

(5) Appeals of a property line adjustment decision shall follow MDC [18.80.240](#). [Ord. 959 § 2.1 (Exh. B), 2021; Ord. 933 § 12.26, 2019.]

FINDING: Any appeal of this land use decision shall adhere to the requirements of MDC 18.80.240.

18.60.270 Flag lots.

(1) Eligibility for Flag Lots. Flag lots may only be created if the Public Works Director determines that it is impractical to extend a street (including, without limitation, a cul-de-sac) to the flag portion of a proposed flag lot development.

(2) Development Standards. In addition to meeting all other applicable criteria, flag lots must comply with the following standards:

(a) The minimum lot frontage and minimum width for the pole of a flag lot is 15 feet. The minimum frontage and minimum width for the front lot is the otherwise applicable minimum less 10 feet. Any pole exceeding 150 feet will have to meet all applicable fire code requirements.

(b) When a shared driveway serves two or more properties, the shared driveway width must be a minimum of 20 feet. A shared driveway must be employed if the parent parcel has less than 100 feet of street frontage (or less than 80 feet of frontage if on a cul-de-sac) or for any proposed flag lot on a collector or arterial. The maximum number of properties utilizing a shared driveway is four. Any shared driveway must have a reciprocal access and maintenance easement acceptable to City recorded for all properties utilizing the shared driveway prior to or current with platting.

(c) Except for the minimum requirements for the pole stated above, minimum lot widths and depths, if any, are measured on the flag portion of a flag lot.

(d) The flag portion of a flag lot must meet the applicable minimum lot sizes without considering the area of the pole portion of the flag lot.

(e) The front setback does not apply to the flag portion of the flag lot. The lot lines in the flag portion of a flag lot are side lot lines except for the rear lot line, which is a rear lot line.

(f) Except as otherwise provided in this subsection, the front lot must meet all applicable requirements for creation of a lot in the applicable zone.

(g) Flag lots and front lots are not eligible for any variances from dimensional requirements.

Chapter 18.65 CONDITIONAL USES

18.65.010 Authorization to grant or deny conditional uses.

(1) Conditional uses listed or otherwise described in the Development Code may be permitted, enlarged, or otherwise altered only upon authorization by the Planning Commission in accordance with the standards and conditions in this chapter. The Planning Commission may elect to forward any request to the City Council for determination. In permitting a conditional use or the modification of a conditional use, the Planning Commission may impose any additional conditions necessary to protect the best interests of the surrounding property or the City as a whole.

(2) Standards for Granting Conditional Uses.

(a) The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use or structure, considering building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.

FINDING: The City finds the proposed Eating and Drinking Establishment is a conditional use in the C-3 zone and thereby the plans submitted by applicant must meet these standards. The City finds that notice to adjacent property owners was provided to all property owners (Exhibit B) within 250 feet of the subject property. The City has not received any written comments identifying concerns regarding any aspect of the business operations as a result of the adjacent property owner notice. Therefore, the City finds there are no identified impacts of the proposed Conditional Use to surrounding properties from adjacent property owner comments. Based on the property owner's ability to operate the business in the specified manner, the City concludes that the proposed development satisfies the above stated standard.

(b) Taking into account location, size, design, and operating characteristics, the proposal, including any proposed conditions of approval, is compatible with and will have a minimal adverse impact on abutting properties and the surrounding area in terms of:

(i) Livability;

(ii) Property values; and

(iii) Development opportunities.

FINDING: The City notified adjacent property owners within 250 feet of the subject property and to affected agencies. No concerns were identified from adjacent property owners or agencies about compatibility of the proposed Conditional Use with the surrounding neighborhood. Staff finds applicant's proposal meets this standard.

(c) The proposal will not place an excessive burden on urban services, including, but not limited to, sewage, water supply, parks, schools, police, fire, and transportation infrastructure.

FINDING: The City notified affected agencies of the proposed Conditional Use. No concerns were identified from agencies regarding the proposed Conditional Use's excessive burden on urban services that serve the property. Therefore, the criterion is satisfied.

(3) In permitting a new conditional use, the Planning Commission may impose (in addition to those standards and requirements expressly specified by this Development Code) additional conditions which the Planning Commission considers necessary to protect the best interests of the surrounding area or the City as a whole. These conditions may include, but are not limited to, the following:

- (a) Increasing the required lot size or setbacks.**
- (b) Limiting the height, size, or location of buildings.**
- (c) Controlling the location and number of vehicle access points.**
- (d) Increasing street standards.**
- (e) Increasing the number of required off-street parking spaces.**
- (f) Limiting the number, size, location, height, and/or lighting of signs.**
- (g) Requiring diking, fencing, screening, landscaping, or other facilities to protect adjacent or nearby property.**
- (h) Designating sites for open space.**
- (i) Limiting the hours, days, place, and/or manner of operation.**
- (j) Requiring site or architectural design features that minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor, and/or dust.**
- (k) Requiring street rights-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved.**
- (l) Any other condition necessary to achieve the objectives of this Development Code.**

FINDING: The Planning Commission may impose additional conditions as specified in the above criteria. At the time this land use decision was drafted for consideration, City staff did not see any demonstrative reason to impose additional conditions of approval, beyond those specified herein, for the proposed Conditional Use.

(4) Where a conditional use was initiated prior to the requirement for conditional use approval, any change in use, lot dimensions, or structures shall require conditional use approval consistent with the present requirements for conditional uses. [Ord. 933 § 13.1, 2019.]

18.65.020 Procedures.

The procedure for processing a conditional use application shall be as follows:

(1) A property owner may initiate a request for a conditional use by filing an application with the Community Development Department.

(2) Conditional use applications are processed as a Type III application with a public hearing before the Planning Commission.

(3) The decision of the Planning Commission shall be final unless appealed under MDC [18.80.240](#). [Ord. 933 § 13.2, 2019.]

FINDING: Staff finds applicant has complied with the criteria specified herein by submitting appropriate applications, providing necessary information and following the processes for a Type III application. Staff also finds this matter will be heard before the December 6, 2023, Planning Commission meeting.

18.65.030 Time limit.

Authorization of a conditional use shall be void after one year unless a building permit has been obtained and remains valid. However, a written request to extend the time limit for an additional period not to exceed one year may be submitted to the Community Development Department. [Ord. 933 § 13.3, 2019.]

FINDING: Staff finds this criterion does apply as applicant has proposed a development construction. Applicant shall obtain the necessary business license from the City of Madras.

CONDITION OF APPROVAL: Applicant shall obtain necessary business licenses from the City of Madras.

18.65.040 Limitation on reapplications.

No substantially similar conditional use application shall be considered by the Planning Commission within a one-year period immediately following a previous denial of such request unless amendments to the Development Code would now allow the previously denied application. [Ord. 933 § 13.4, 2019.]

FINDING: Staff finds this criterion shall apply only if this matter results in a denial of the application.

**Chapter 18.80
ADMINISTRATIVE PROVISIONS**

18.80.010 Pre-application conference.

Unless the application is filed by the City, a pre-application conference is required for all Type III and Type IV applicants. Pre-application conferences are also highly recommended for complex applications and for applicants who are unfamiliar with the land use process. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of this Development Code and to identify issues likely to arise in processing an application. [Ord. 933 § 16.1, 2019.]

FINDING: The applicant attended a meeting with staff from the Community Development Department and satisfied this requirement.

18.80.020 Applications.

No land use approval or planning review shall be processed unless the applicant submits a complete application.

(1) All applications shall:

- (a) Be submitted by the property owner or a person who has written authorization from the property owner to make the application;**
- (b) Be completed on the applicable form prescribed by the City;**
- (c) Include supporting information required by this Development Code and any other information necessary to, in the judgment of the Community Development Director, demonstrate compliance with applicable standards;**
- (d) Be accompanied by the appropriate application fee, and any applicable public hearing fee, established by the City from time to time; and**
- (e) Provide proof of ownership in the form of a deed or other recorded document; except this requirement shall not apply to:
 - (i) Applications submitted by or on behalf of a public entity or public utility having the power of eminent domain with respect to the property subject to the application; or**
 - (ii) Applications for development proposals sited on lands owned by the state or the federal government.****

(2) For purposes of this Development Code, a complete application refers to an application submitted in conformance with this section and any other requirements of the particular application set forth in this Development Code. An application is not complete unless, in the judgment of the Community Development Director, the application contains sufficient information to address all applicable standards. Acceptance of an application as complete shall not preclude a determination at a later date that additional applicable standards need to be addressed or a later determination that additional information is needed to adequately address applicable standards. [Ord. 933 § 16.2, 2019.]

FINDING: The applicant submitted all of the applicable information stated above.

18.80.050 Burden of proof.

The burden of proof to demonstrate compliance with the applicable standards is upon the applicant for all land use approvals and planning reviews. [Ord. 933 § 16.5, 2019.]

18.80.060 Applicable standards.

The standards and criteria applicable to an application shall be the standards and criteria applicable at the time the application was first submitted. [Ord. 933 § 16.6, 2019.]

FINDING: The applicant submitted a burden proof statement based on what they believed to be the approval criteria and satisfied the above stated standards.

18.80.070 Final action.

The City shall take final action on all applications in accordance with the time limitations set forth in ORS [227.178](#) as the same may be amended from time to time. [Ord. 933 § 16.7, 2019.]

FINDING: The applicant submitted the application on October 12, 2023, and the city deemed the application on complete on October 17, 2023. As identified on page 1 of this land use decision has been rendered in accordance with ORD 227.178.

18.80.090 Classification of decisions.

All land use approvals and planning reviews shall be processed based on the decision classification hierarchy set forth below. Except where the classification is expressly prescribed in this Development Code, the Community Development Director shall have discretion as to how a particular application, request, or review shall be classified and which review procedures will be used, which shall not be an appealable decision.

(2) Type III Decisions.

(a) Type III decisions are made by the Planning Commission after a public hearing following quasi-judicial hearings procedures set forth in this chapter.

(b) Applications for a subdivision, planned unit development, conditional use, major variance, quasi-judicial zone change, master development plan, and such other applications as prescribed by this Development Code shall be processed as Type III decisions.

(c) If appealed, Type III decisions may be appealed to the City Council subject to the City Council's discretion to hear the appeal.

FINDING: Staff determined a conditional use application shall be reviewed and processed as a type III application.

18.80.110 Notice of application.

(1) No notice is required for the receipt of an application for a Type I decision.

(2) Notice of an application for a Type II decision shall be mailed within ten (10) days after City's acceptance of a complete application. Written notice shall also be mailed to the following persons:

(a) The applicant.

(b) Unless specified elsewhere in this Development Code, to all owners of property within a distance of 250 feet of the subject property at the owner's address of record with the Jefferson County Tax Assessor.

(c) Affected public agencies, including the following:

(i) Division of State Lands. The City shall notify the Oregon Division of State Lands (DSL) of any application that involves lands that are wholly or partially within areas that are identified as wetlands. Notice shall be in writing using the DSL Wetland Land Use Notification

form and shall be sent within five working days of acceptance of a complete application ([ORS 227.350](#)).

(ii) **Department of Fish and Wildlife.** The City shall notify the Oregon Department of Fish and Wildlife (ODFW) in writing of any application for development activities within the riparian corridor. A mitigation recommendation shall be obtained from ODFW. Approval of the proposed development shall include a condition requiring compliance with the ODFW mitigation recommendations ([OAR 635-415](#)).

(iii) **Other Agencies.** The City shall notify other public agencies, as appropriate, that have statutory or administrative rule authority to review or issue state permits associated with local development applications.

FINDING: Notice was sent by staff to adjacent property owners on October 17, 2023, and to the Development Team on October 17, 2023. Notice was published in the Madras Pioneer on November 8, 2023, 28 days prior to the scheduled December 6, 2023, Planning Commission meeting.

18.80.120 Contents of public notice.

(1) All required public notices shall provide a brief description of the applicant's request, a list of applicable standards, the location of the property, the date, time, and place of the public hearing (if applicable), and instructions on obtaining copies of the application and providing written comment.

(2) All notices for public hearings shall also contain a statement that recipients may request a copy of the staff report.

FINDING: Per MMC 18.60.030, this land use decision has been processed in accordance with the Type III procedures. The City sent notice to the Development Team (agencies) and to the adjacent property owners within 250 ft. on October 17, 2023 (Exhibits B and C).

18.80.120 Contents of public notice.

(1) All required public notices shall provide a brief description of the applicant's request, a list of applicable standards, the location of the property, the date, time, and place of the public hearing (if applicable), and instructions on obtaining copies of the application and providing written comment.

(2) All notices for public hearings shall also contain a statement that recipients may request a copy of the staff report. [Ord. 933 § 16.12, 2019.]

FINDING: Staff issued notices per requirements of MDC 18.80.120.

18.80.130 Public hearing procedure.

(1) A public hearing shall be conducted in the following order:

(a) The decision maker shall explain the purpose of the public hearing and announce the order of proceedings, including reasonable time limits on presentations by parties.

(b) A statement by the decision maker regarding pre-hearing contacts, bias, prejudice, or personal interest shall be made.

- (c) Any evidence received outside of the hearing shall be stated in the record.
- (d) Challenges to the decision maker's qualifications to hear the matter must be stated.
- (e) Order of presentation:
 - (i) Staff report.
 - (ii) Proponent's presentation.
 - (iii) Opponent's presentation.
 - (iv) Interested parties.
 - (v) Proponent's rebuttal.
 - (vi) Staff comments.
 - (vii) Questions from or to the decision maker may be entertained at any time at the decision maker's discretion. [Ord. 933 § 16.13, 2019.]

FINDING: A hearing following the procedures set forth in MDC 18.80.130 has been scheduled as part of the regular December 6, 2023, Planning Commission meeting.

18.80.140 Filing of staff report for public hearing.

- (1) A staff report shall be completed at least seven days prior to the public hearing.
- (2) A copy of the staff report shall be filed with the decision maker, mailed to the applicant, and made available to such other persons who request a copy.
- (3) Oral or written modifications and additions to the staff report shall be allowed prior to or at the time of the public hearing. [Ord. 933 § 16.14, 2019.]

FINDING: Staff has complied with the above requirements.

18.80.230 Appeals.

- (1) A decision shall be final unless a complete notice of appeal, compliant with MDC [18.80.240](#), is received by the Community Development Department within fifteen (15) days of the mailing date of the final written decision and provided the challenged decision is subject to appeal.
- (2) Who may file an appeal:
 - (a) A party to the application.
 - (b) A person to whom notice was to be mailed in accordance with MDC [18.80.110](#), and to whom no notice was mailed.

(c) The Planning Commission; provided, however, any appeal by the Planning Commission shall go directly to the City Council. No fee shall be required for an appeal filed by the Planning Commission.

(3) If more than one party files a notice of appeal on the same decision, the appeals shall be consolidated, noticed, and heard as one proceeding.

(4) An appeal may be withdrawn in writing by an appellant at any time prior to the rendering of a final decision on the appeal. Subject to the existence of other appeals on the same application, in such event the appeal proceedings shall terminate as of the date the withdrawal is received. An appeal may be withdrawn under this section regardless of whether other nonfiling parties have relied upon the appeal filed by the appellant.

(5) Any failure to conform to the requirements of MDC [18.80.240](#) and MDC [18.80.250](#) shall constitute a jurisdictional defect requiring dismissal of the appeal as untimely and/or unperfected.

(6) Determination of jurisdictional defects in an appeal shall be made by the body to whom an appeal has been made.

FINDING: Any appeal filed as a result of the land use decision shall be filed in a manner consistent with MMC 18.80. 230.

18.80.270 Duration of approval.

Except as provided elsewhere in this Development Code, all land use approvals and planning reviews shall be valid for a period of one year from the date of approval, unless a shorter or longer duration is granted or required as part of the approval. The date of the approval is the date that the land use approval becomes final for all purposes (no longer subject to appeal or further appeals) or, for planning reviews, the date the planning review approval is issued. [Ord. 933 § 16.27, 2019.]

18.80.280 Extension.

(1) Except as provided elsewhere in this Development Code, any land use approval or planning review may be extended, prior to expiration, by the Community Development Director for periods of six months, but in no event by more than two years. Such extensions shall be administrative, without notice, and in writing.

(2) No land use approval may be extended unless significant progress occurred during the duration of the approval or prior extension, or circumstances occurred which were out of the applicant's control. If the land use approval is subject to conditions of approval, significant progress means that some action must have commenced or occurred towards satisfaction of the conditions of approval. [Ord. 933 § 16.28, 2019.]

FINDING: The land use decision shall be valid in accordance with MMC 18.80.270 and as modified by MMC 18.60.150 and MMC 18.60.160.

DECISION:

Based on the submitted plans and application materials, and the findings in this decision, the applicable approval criteria for a Land Division, Site Plan, and Conditional applications are met and

the tentative plan is approved subject to the conditions of approval listed below. Where specific improvements are proposed and approved as submitted, the construction of those improvements may not be listed as a specific condition of approval. Any substantial alteration of the approved plans, other than revisions required to comply with the conditions of approval, may require a new application.

CONDITIONS OF APPROVAL:

1. The applicant is to install utilities to serve the site underground. No overhead utilities will be permitted. All electrical service improvements shall be reviewed and approved by Pacific Power and Light Company prior to the installation of the underground electrical utilities on or adjacent to the subject property.
2. The applicant will be required to take over irrigation and maintenance of the landscaping within the Public ROW with the exception of the Welcome Sign Area which will be continued to be maintained by Public Works. The applicant is required to enter into a maintenance agreement describing the maintenance responsibilities and depicting the areas they will maintain.
3. The applicant shall submit construction plans to the Public Works Director for review and approval that includes the installation of any proposed streetlights in a manner consistent with the City's Public Improvement Design and Construction Standards.
4. Prior to final plat, that applicant shall submit all necessary plans to the Jefferson County Fire & EMS District in accordance with the applicable standards administered by the District.
5. The applicant shall obtain prior written approval from the City of Madras Public Works for all grading and/or clearing activities prior to the Public Works Director issuing Construction Plan approval.
6. The applicant is to submit construction plans to the Public Works Director for review and approval that includes stormwater management in a manner consistent with the City's Public Improvement Design and Construction Standards.
7. The applicant shall comply with the requirements of MMC 18.20.100 and MMC 18.20.110.
8. Prior to issuance of zoning review, Applicant shall provide plans demonstrating compliance with lighting of walkways that meet City standards.
9. Prior to issuance of zoning review, the applicant shall provide plans showing specifically the gradient of walkways that meet the above stated standards.
10. The applicant shall satisfy all applicable ADA requirements prior to the issuance of Certificate of Occupancy of the dwelling constructed on the subject property.
11. The applicant shall submit all applicable information with each Zoning Review for the development of each lot that demonstrates compliance with MDC 18.25.160.
12. The applicant shall comply with the requirements of MMC 18.25.180, and the requirements of the Public Works Director's Memorandum dated November 29, 2023.
13. Application for a sign permit shall be made in writing upon forms furnished by the City and subject to applicable fees.
14. The applicant shall obtain all necessary permits and satisfy all applicable standards for the proposed development as identified in the Building and Fire Codes prior to the issuance of Certificate of Occupancy.

15. The applicant shall comply with the applicable ADA requirements prior to the issuance of Certificate of Occupancy.
16. The applicant shall prepare subdivision replat that complies with ORS 92.090.
17. The proposed subdivision will be required to comply with the applicable requirements of ORS Chapter 92 prior to recording new deeds with the new legal descriptions for the property.
18. The applicant’s licensed surveyor shall confirm that there are not existing easements that will affect the proposed subdivision prior to recording new deeds with the new legal descriptions for each property.
19. The applicant shall remove excess utility connections such that the consolidated lot will only have a single service for water and sewer and will otherwise comply with service requirements from other utility providers prior to filing for a Zoning Review Application with the City of Madras. All public Improvements shall be designed and constructed in accordance with the Public Works Memorandum dated November 29, 2023, and the City’s Public Improvement Design and Construction Standards. The above stated standard is satisfied.
20. The applicant shall contact the County Surveyor for surveying requirements once the subdivision has been approved by the Planning Commission.
21. Applicant shall obtain necessary business licenses from the City of Madras.

DURATION OF APPROVAL:

THE LAND USE DECISION SHALL BE VALID IN ACCORDANCE WITH MMC 18.80.270 AND AS MODIFIED BY MMC 18.60.150 AND MMC 18.60.160. THIS LAND USE DECISION IS SUBJECT TO APPEAL. ALL APPEALS SHALL BE SUBMITTED IN ACCORDANCE WITH MMC 18.80.230 TO THE COMMUNITY DEVELOPMENT DEPARTMENT WITH A PAYMENT OF A \$590 APPEAL FEE. FOR INFORMATION ON APPEALS, PLEASE CALL (541) 475-2344.

Melisa Irvine
Chair, Planning Commission

Date

Mailed by
Fatima Taha
Associate Planner

Date

cc: Development Team, Parties of the Record, Files CU-23-2, SP-23-4, and SD-23-5.

**CITY OF MADRAS
COMMUNITY DEVELOPMENT DEPARTMENT**

CONDITIONAL USE APPLICATION

(To be accompanied by a Site Plan Map and Letter of Authorization, if applicable.)

OFFICE USE ONLY	
FILE # _____	FEE \$ _____
ZONING DISTRICT _____	
RECEIPT # _____	
DATE RECEIVED _____	

The Burden of Proof for Approval of an Application rests with the applicant. You must provide documentation regarding the property and application criteria in sufficient detail and accuracy to enable the department to find that your application complies with the approval criteria.

Please answer the questions as completely as possible.

Legal Description of the Subject Property:

Township 11 Range 13 Section 11dd Tax Lot 6600, 6700, 6790, 6801, 7000

Property street address 814 SW Prince Place, Madras, OR

“I have examined all statements and information contained herein, and all attached exhibits, and to the best of my knowledge and belief, they are true and correct. I authorize the City of Madras staff, Hearing’s Officers and Planning Commissioners to enter property for inspection of the site in conjunction with this land use application.”

APPLICANT :

Printed Name Johnnie and Vicki Ertle

Signature:  Date 10/9/2023

Address: 2813 NW Anderson Ct. City/State/Zip: Bend, OR 97703

Phone: 541-317-2800 ⁴⁰⁸⁻⁰⁰³⁵ Email: rusty@rustyertle.com

PROPERTY OWNER (if different from Applicant):

Printed Name: _____

Signature: _____ Date: _____

Address: _____ City/State/Zip: _____

Phone: _____ Email _____

1. **Proposal** (purpose of this conditional use application 0 be specific and detailed):
Drive through restaurant in the C3 Zone

2. **List all existing structures on the parcel and their use:**
Office building to be demolished

3. **Current Use of Adjoining parcels?**
See attached burden of proof.

4. **Street Access for subject parcel:**
From Prince Place

5. **Character of Land Including vegetations and topography:**
Existing office and landscaping to be demolished

In Order to Approve a Conditional Use Application, All Required Findings Must Be Met. It Is the Applicants Responsibility to Document Compliance with These Findings.

6. To Comply with Article 6 of the Madras Land Development Ordinance the following findings must be made: (Please provide sufficient detail when addressing all the issues identified in each listed criteria. Use additional pages as necessary.)
 - A. The proposed use will be consistent with the goals and policies of the City of Madras Comprehensive Plan (a copy of the Comprehensive Plan is available for review at City of Madras Community Development Department.)
 - B. The proposed use will be in compliance with other required findings, if any which may be listed in the zone? _____
 - C. Please describe why the location, size, design and operating characteristics of the proposed use will have minimal and insignificant adverse impact on the livability, value or appropriate development of abutting properties and the surrounding area.

To provide adequate findings for the criteria, the courts have held that the applicant must identify the characteristics, which create livability in this area. The applicant must then show how the proposal will have a minimal adverse effect on each of these characteristics.

D. The location of the proposed structure and its use will be as attractive as the nature of the use and its setting warrants. Please Explain:

E. The proposal will preserve assets of particular interest to the community.

F. The applicant has a bonafide intent and capability to develop and use the land as proposed and has an appropriate purpose for submitting the proposal and is not solely motivated by the alteration of property values for speculative purposes.

G. The proposal will not place an excessive burden on sewer, water, parks, schools or other public facilities including traffic flows in the area.

Return Application To:

City of Madras
Community Development Department
125 SW 'E' Street
Madras, Oregon 97741

Phone: 541-475-3388
Fax: 541-475-3959

MAP INSTRUCTIONS AND CHECKLIST

The following checklist identifies the specific information which should be included.
Note: additional information may be required depending on the actual project.

- Provide a Title Report verifying ownership.
- Provide a vicinity map "to scale" on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- Township, Range, Section and Tax Lot number of the subject property (ies) shall be included.
- North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
- Illustrate all existing buildings and their sizes.
- The site plan shall be drawn to scale and shall indicate the following:
 - a. Location, size, and height of all existing or proposed structures.
 - b. Location, size, and dimension of existing and proposed setbacks, and all spaces between buildings.
 - c. Adjoining street and right-of-ways.
 - d. Points of access and circulation patterns, loading and maneuvering spaces.
 - e. Off-street parking; showing location of parking areas, number of parking spaces including handicap parking, and type of surface.
 - f. Sidewalks, patios, courtyards, and decks.
 - g. Storm drainage system, including but not limited to, draining and grading plan, existing topography, and elevations.
 - h. Fences, screens, and retaining walls, including heights and materials.
 - i. Existing utilities (i.e. electric, gas, power lines).
 - j. Exterior lighting (show location and general nature).
 - k. Sanitary sewer system or location of septic tank and drainfield (if still using and not connected to city sewer), and the distance the lot is from the nearest sewer connection.
 - l. Water supply (showing size of main, water flow and size of water line).
 - m. Location of existing and, if any, proposed fire hydrants with size and flow data.
 - n. Identify any existing or proposed easements.
 - o. Proposed public improvements.
 - p. Sign (if existing, location and size). Any new or sign alteration will require a sign application to be submitted to the Community Development Department for approval.
 - q. Give intended type of occupancy for the structure (i.e. assembly, educational, manufacturing, processing, storage and type of contents).
 - r. List all existing or proposed conditions that could be hazardous to life and property from fire or explosion (i.e. storage of: liquefied petroleum gas, flammable or combustible liquids, explosives and blasting agents).
- Provide Building Elevations; five full sized copies of each and one reduced (8.5x11 or 11x17) copy of each.
- Provide a Landscaping Irrigation Plan where a minimum of fifteen percent (15%) of the total lot area shall be landscaped and of the 15:
 - a. At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - b. Landscape buffers are required between parking areas and streets and shall have a minimum width of three (3') feet.
 - c. Landscape buffers between parking abutting a property line shall have a minimum width of three (3') feet.
 - d. Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - e. There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - f. Landscape buffers shall consist of evergreens, ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - g. Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
 - h. Landscaping shall be continuously maintained and replaced as necessary.
- Provide three copies of the floor plan for each building, plus one reduced (8.5 x 11 or 11x17). Include the class of construction.
- Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- Illustrate all proposed new construction with dashed lines (include dimensions).
- Provide a Trip Generation statement prepared by a professional transportation planner or equivalent. Note if more than 200 ADT result (or at the discretion of the City Engineer), a Traffic Impact Study may be required.
- Illustrate the existing or proposed location, height, and material of all fences and walls.
- Illustrate existing or proposed trash and garbage container locations, including screening.
- Illustrate drainage plans. Surface drainage shall be contained on-site.

**CITY OF MADRAS
COMMUNITY DEVELOPMENT DEPARTMENT**

SITE PLAN REVIEW APPLICATION

To be accompanied by a Site Plan Map and Letter of Authorization, if applicable.

- Residential
- Commercial
- Industrial

OFFICE USE ONLY	
FILE # _____	FEE \$ _____
ZONING DISTRICT _____	
RECEIPT # _____	
DATE RECEIVED _____	

The site plan review process is a method for assuring compliance with the policies of the City of Madras Comprehensive Plan and Land Development Ordinance, for ensuring wise utilization of land resources, and proper integration of land uses utilizing appropriate landscaping or screening measures. A commercial enterprise must also consider traffic circulation patterns, off-street parking, refuse containers, safe exits and entrances to the business, building height, dust control, future widening of major thoroughfares, and signs.

Please answer the questions as completely as possible.

Legal Description of the Subject Property: Township 11 Range 13 Section 11DD


Tax Lot 6600, 6700, 6790, 6801, 7000 Property street address 814 SW Prince Place, Madras, OR

Value of Project: \$2,000,000

I have examined all statements and information contained herein, and all attached exhibits, and to the best of my knowledge and belief, they are true and correct. I authorize the City of Madras staff, Hearing's Officers and Planning Commissioners to enter property for inspection of the site in conjunction with this land use application

APPLICANT

Printed Name Johnnie and Vicki Ertle

Signature:  Date: 10/9/2023

Address: 2813 NW Anderson Ct. City/State/Zip: Bend, OR 97703

Phone: 541-347-2800 ⁴⁰⁸⁻⁰⁰³⁵ Fax: rusty@rustyertle.com

PROPERTY OWNER (if different from Applicant):

Printed Name: _____

Signature: _____ Date: _____

Address: _____ City/State/Zip: _____

Phone: _____ Fax: _____

1. Please describe your proposal with as much detail as possible:
2,640 square foot restaurant with a drive through in the C3 zone.

2. Are you planning to install signs? Yes **If yes, a separate application is required.**

3. What type of business, commodity, manufacturing or service are you proposing? Restaurant

4. Number of employee's: Current 0 Projected number of customers per day Unknown
 Days of Operation 7 Days a week Hours of Operation 6 am to 7 pm
 Number of shipments/deliveries per day Unknown per week unknown
 By what method will these be arriving/sent? Truck

5. Does this property have an existing business or businesses? Yes, office building

If yes, please list the business names and their addresses, and note these businesses on your site plan map.
ODOT office to be demolished at 814 SW Prince Place, Madras, OR

5. Is there a residence or residences on this property? No

6. If yes, list the number of residences and please show these structures on your site plan map. _____
 Will the residential use of these structures continue? _____
 If so, who will occupy these residences? _____
 What is their relationship with the business? _____

7. Availability of services: City water Yes City sewer Yes

8. If you are an existing business, where are materials or merchandise currently being stored? N/A

9. Where do you propose to store materials or merchandise for sale or processing? Inside the building

10. What percentage of the property is currently landscaped? Proposed 12740 square feet

11. How do you intend to irrigate the landscaping? Underground irrigation

11. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary. In accordance with City standards

12. Please provide the type of development and zoning on the adjacent properties.

See attached burden of proof for type of development and zoning on the adjacent properties.

North: _____

South: _____

East: _____

West: _____

13. Will all parking for your business be provided on the property? Yes No _____

**If off-street parking is to be provided on another property,
please attach a copy of the parking easement or agreement from the property owner.**

PLEASE UNDERSTAND THAT THIS APPLICATION WILL NOT BE OFFICIALLY ACCEPTED UNTIL
DEPARTMENT STAFF HAS DETERMINED THAT THE APPLICATION IS COMPLETELY FILLED OUT AND
THE MAP REQUIREMENTS HAVE BEEN COMPLETED.

Return Application To:

City of Madras
Community Development Department
125 SW 'E' Street
Madras, Oregon 97741
Phone: 541-475-3388
Fax: 541-475-3959

MAP INSTRUCTIONS AND CHECKLIST

The following checklist identifies the specific information which should be included.
Note: additional information may be required depending on the actual project.

- Provide a Title Report verifying ownership.
- Provide a vicinity map "to scale" on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- Township, Range, Section and Tax Lot number of the subject property (ies) shall be included.
- North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
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 - j) Exterior lighting (show location and general nature).
 - k) Sanitary sewer system or location of septic tank and drainfield (if still using and not connected to city sewer), and the distance the lot is from the nearest sewer connection.
 - l) Water supply (showing size of main, water flow and size of water line).
 - m) Location of existing and, if any, proposed fire hydrants with size and flow data.
 - n) Identify any existing or proposed easements.
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 - p) Sign (if existing, location and size). Any new or sign alteration will require a sign application to be submitted to the Community Development Department for approval.
 - q) Give intended type of occupancy for the structure (i.e. assembly, educational, manufacturing, processing, storage and type of contents).
 - r) List all existing or proposed conditions that could be hazardous to life and property from fire or explosion (i.e. storage of: liquefied petroleum gas, flammable or combustible liquids, explosives and blasting agents).
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 - d) Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - e) There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.

- f) Landscape buffers shall consist of evergreens, ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
- g) Landscaping in a parking or loading area shall have a width of not less than five feet (5').
Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
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- Provide three copies of the floor plan for each building, plus one reduced (8.5 x 11 or 11x17). Include the class of construction.
 - Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
 - Illustrate all proposed new construction with dashed lines (include dimensions).
 - Provide a Trip Generation statement prepared by a professional transportation planner or equivalent. Note if more than 200 ADT result (or at the discretion of the City Engineer), a Traffic Impact Study may be required.
 - Illustrate the existing or proposed location, height, material and color of all fences and walls.
 - Illustrate existing or proposed trash and garbage container locations, including screening.
 - Illustrate drainage plans. Surface drainage shall be contained on-site.

***Narrative for Site Plan and Conditional Use Application for the
City of Madras***

**APPLICANT/
OWNER:**

Johnnie & Vicki Ertle
2813 NW Anderson Ct.
Bend, OR 97703

**ENGINEER/
CONTACT:**

H.A McCoy Engineering and Surveying
Contact: Hayes McCoy
1180 SE Lake Road
Redmond, OR 97756

ARCHITECT:

Soos and Associates Inc.
Attn: Melanie Soos
105 Schelster Road, Suite 101
Lincolnshire, IL 60069

LOCATION:

814 SW Prince Place; Block 10 and a portion of Lots 12,13, 14,15 and 16 Northwest Townsite Company's; further identified on Deschutes County Assessor's Map 11-13-11DD as Tax Lots 6600, 6700, 6790, 6801 and 7000.

REQUEST:

A site plan, design review and conditional use review for a 2,460 square foot retail building with a drive thru in the C-3 zone

APPLICABLE STANDARDS:

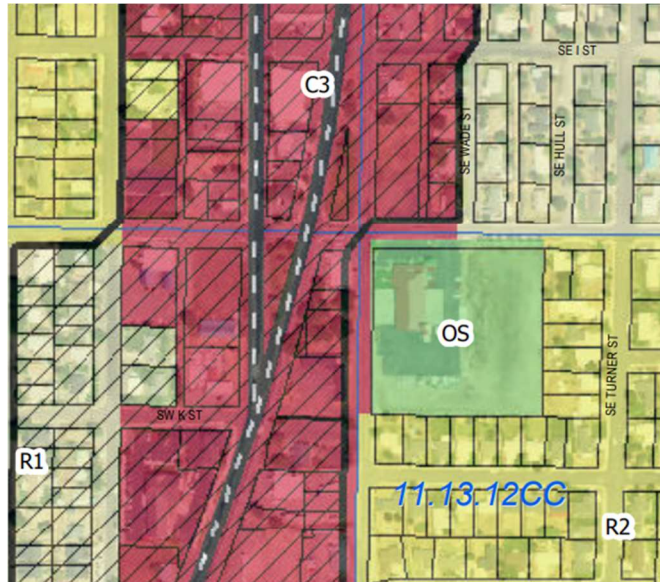
- Chapter 18.15 LAND USE ZONES
- Chapter 18.20 – PUBLIC IMPROVEMENT AND SITE DEVELOPMENT STANDARDS
- Chapter 18.25 – SUPPLEMENTARY STANDARDS
- Chapter 18.30 – SPECIAL STANDARDS FOR CERTAIN USES
- Chapter 18.35 – SIGNS
- Chapter 18.40 – ZONING REVIEW, SITE PLAN REVIEW, AND DESIGN REVIEW
- Chapter 18.60 – LAND DIVISIONS, REPLATS, AND PROPERTY LINE ADJUSTMENTS
- Chapter 18.65 – CONDITIONAL USES

APPLICABLE PROCEDURES:

Chapter 18.80, Administrative Provisions

APPLICANT'S RESPONSES OF FACT:

1. **LOCATION:** The property is located 814 SW Prince Place; Block 10 and a portion of Lots 12,13, 14,15 and 16 Northwest Townsite Company's; further identified on Deschutes County Assessor's Map 11-13-11DD as Tax Lots 6600, 6700, 6790, 6801 and 7000.
2. **ZONING:** The subject property is zoned Community Commercial (C-3) and designated as such on the City of Madras Comprehensive Plan Map.



3. **SITE DESCRIPTION & SURROUNDING USES:** The property is triangular in shape made up of 5 tax lots. One of the Tax lots contains an office building that is to be demolished as part of the development. The remainder of the property is level and improved with a mixture of gravel and asphalt. The site contains a few existing trees that were part of the existing landscaping.

The surrounding area is located at the south end of downtown Madras and is considered the gateway to the downtown. The adjacent state roadway facilities were recently improved as part of the South Madras Gateway project. Improvements included. As part of the ODOT project, complete property-tight sidewalks were installed along the re-formed section of US 97, along with ornamental street lighting, bicycle lanes, storm drainage improvements, and accessibility improvements Surrounding uses include the Relax Inn due north, the Jefferson County Rural Fire Station to the northeast, offices to the west, Madras Tires to the south, and single-family residential due east across US 97.



4. **PROPOSAL:** A site plan, design review and conditional use review for a 2,460 square foot retail building with a drive thru in the C-3 zone.
5. **DEVELOPMENT NOTES:** The Applicant understands that the property is made up of 5 tax lots that will need to be adjusted to accommodate the proposed development. Subsequent property line adjustments will be submitted and approved as required by the City.

APPLICATION OF THE CRITERIA:

CONFORMANCE WITH CITY OF MADRAS DEVELOPMENT CODE

Chapter 18.15 LAND USE ZONES

18.15.070 Corridor commercial (C-1), downtown commercial (C-2), and community commercial (C-3).

(1) Uses.

(a) Types of Uses. For the purposes of this section, there are three types of uses:

(i) A permitted use (P) is a use which is permitted outright subject to zoning review or site plan approval, as applicable, and to all of the applicable provisions of this code. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of MDC 18.80.320.

(ii) A conditional use (C) is a use which must be approved at the discretion of the Planning Commission, is subject to site plan approval, and must comply with all of the applicable provisions of this code. The conditional use specific approval process and criteria are set forth in Chapter 18.65 MDC. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of MDC 18.80.320.

(iii) A prohibited use (X) is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in MDC

Table 18.15.070-1, or which are deemed to be similar uses pursuant to MDC [18.80.320](#), are also prohibited.

(b) Use Table. A list of permitted, conditional, and prohibited uses in commercial zones is presented in MDC Table 18.15.070-1.

Table 18.15.070-1. Uses in the C-1, C-2, and C-3 Zones

Uses	C-1	C-2	C-3	Limitations and qualifications
Eating and drinking establishments	P	P	P	Eating and drinking establishments including drive-throughs/drive-ins are permitted in C-1, not permitted in C-2, and are a conditional use in C-3. Drive-through/drive-in facilities subject to standards in MDC 18.30.160 .

Notes:

1 Notwithstanding anything to the contrary, conditional use approval is required if a commercial use abuts or is otherwise within 50 feet, measured from property line to property line at the closest points, of a residential zone and is larger than 10,000 square feet and/or 40 feet or taller.

APPLICANT’S RRESPONSE: The proposal is a for a 2,460 square foot eating and drinking establishment with a drive-through facility, which is a conditional use within C-3 zone. The conditional use section will be addressed below as part of the narrative. In addition, compliance with the standards of section 18.30.160 is required and will be addressed as part of the narrative. As demonstrated below, compliance with all applicable standards have been established; therefore, the use as proposed is considered a permitted use within the C-3 zone.

Table 18.15.070-3. Development Standards in the C-1, C-2, and C-3 Zones

Standard	Commercial Zones			Limitations and Qualifications
	C-1	C-2	C-3	
A. Lot Size Requirements				

Standard	Commercial Zones			Limitations and Qualifications
	C-1	C-2	C-3	
1. Minimum lot size (square feet)	N/A	7,500	N/A	Minimum lot size applies to all new lots of record other than lots created as part of townhome or cottage cluster developments. For permitted housing types on this lot size see MDC Table 18.15.070-2 above. See MDC 18.50.030 .
2. Minimum street frontage requirements (feet)	N/A	25		

B. Development Standards

1. Minimum setbacks (feet)

a. Front	None, except structure(s) must not be < 10 from the property line where the commercial lot line abuts residentially zoned parcels.	No minimum setback.		
b. Side				
c. Rear				
2. Maximum setbacks (feet)	N/A	5	5	This standard is met when 100% of the front building elevation is placed no more than five feet back from the front property line. On parcels with more than one building,

Standard	Commercial Zones			Limitations and Qualifications
	C-1	C-2	C-3	
				this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area, or seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.
3. Building height				
a. Minimum building height (feet)	N/A	20	N/A	
b. Maximum building height (feet)	45			
4. Minimum density (dwelling units per gross acre)	N/A	12	12	Only applies to standalone residential uses.
5. Landscaping, minimum percentage of lot	15%	10% of any off-street parking area	10% of any off-street parking area	All residential uses in the C-2 and C-3 zones other than cottage cluster developments must also provide 50 square feet per dwelling unit for passive use, such as patios (ground level or rooftop), decks, balconies, etc.

APPLICANT’S RRESPONSE: The total land area related to the project s 33,492 square feet. The current land configuration involves multiple lots that are to be lot line

adjusted as a part of the proposal. Approval of the subsequent lot line adjustments will result in a lot size that exceeds the minimum lot size requirement. In addition, the lot is surrounded on each side by a street, resulting in a total street frontage that exceeds the minimum frontage requirements for the zone.

As discussed above, the property is irregular shaped lot with street frontage along all sides. Therefore, the only setback that applies to the property is the front yard setback. However, the front yard setbacks contains 2 standards; the minimum and maximum setback. According to the code language above, the maximum setbacks only applies to the designated front yard setback for lots with multiple frontages. In order to determine which property line should have the front setback designation, the Applicant turned to the definition for clarification. Based the definition for the front yard setback, the front is defined as follows:

(a) *Front.* The setback from the property line that serves as the primary entrance to a lot or parcel. Where lot or parcel shapes are irregular or have multiple primary entrances, each side with a primary entrance is subject to front setback requirements.

The site as a presented has a distinguishable side of the property that is used as a primary entrance for the lot. The proposed single access point for the lot is proposed via the north property line, while the building entrance amenities is oriented to the north property line as well. As proposed it can be found that the front setback applies to the property's north property line.

Based on the submitted preliminary site plan the building is centrally located on the lot with a drive-through lane ringing the building along the east west and south, while a parking lot abuts the building to the north. The site as presented does not satisfy the setback requirement outright. However, the site has been designed with amenities to mitigate the impact and justify an exception to the maximum setback as permitted in the code. In order to meet the requirements for the setback the Applicant has proposed a 1,580 square foot public plaza area with seating along the north and west side of the building. The plaza area is a large usable area that will provide pedestrian amenities, allowing pedestrians easy access the site's entrance and outdoor area. Therefore, the amenities as proposed will meet the intent of the code, providing justification for the setback as proposed. Therefore, instead of the 5 foot setback, the Applicant is requesting that the larger setback as shown on the plan be granted. By finding that the setback requirements is met with the exception, it can be found that the setback requirements for the property are met.

The building height for the structure is proposed to be a 21 feet in height meeting the height requirement for the zone.

Based on the parking lot size of 9,921 square feet the property is required to have 3,353 square feet of landscaping to meet the 10% landscape requirement. The submitted landscape plan states that the site will contain 12,740 square feet of landscape or 130% of the parking lot area. Furthermore, the actual parking lot landscaping accounts for 28% of the parking area. Therefore, the landscape requirements are satisfied.

(4) *Parking Regulations.* Parking must meet the requirements of MDC [18.25.050](#).

(5) Sanitation Regulations. Before any structure receives a certificate of occupancy, it must be connected to the City sewer system where the structure is within 300 feet of an existing City sewer.

(6) Water Regulations. Before any structure receives a certificate of occupancy, it must be connected to the City water system unless authorized by the City for connection to any adjoining water system.

(7) Flood Hazard Areas. Any structure proposed to be located in the flood hazard area must meet the standards of the Federal Emergency Management Agency (FEMA) and Chapter [18.45](#) MDC.

(8) Lighting. All lighting must comply with the outdoor lighting standards.

(9) Outdoor Storage, Trash Collection, and Loading Areas. Must comply with the outdoor storage, trash collection and loading area standards in MDC [18.25.110](#).

(10) Landscaping and Screening. All landscaping and screening must comply with the landscaping standards.

(11) Design Review. Permitted residential uses are allowed outright. They are subject to design standards in MDC [18.30.190](#). Townhouses and cottage clusters are subject to additional design standards above and beyond MDC [18.30.190](#). See MDC [18.30.191](#) and [18.30.192](#). All development in the commercial zones is subject to the Design Review Standards as applicable. [Ord. 968 § 2.5 (Exh. E), 2022; Ord. 933 § 3.7, 2019.]

APPLICANT'S RESPONSE: Compliance with the Section 4-11 as listed above have been met. Findings related to the compliance can be found below under the individual standards that relate to complying with the above criteria.

Chapter [18.20](#): PUBLIC IMPROVEMENT AND SITE DEVELOPMENT STANDARDS

18.20.010 Compliance required.

All development must be in compliance with this chapter. The term "public improvement standards" is not intended to be limited to publicly owned improvements but to any improvements governed or regulated by this chapter. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 4.1, 2019.]

18.20.020 Streets.

(1) Access. No development may occur unless the development has frontage or approved access to a public or private street and the following standards are met:

(a) Streets within or adjacent to a development must be improved in accordance with the design and construction standards.

(b) Development of new streets, and additional street width or improvements planned as a portion of an existing street, must be improved in accordance with this section, and public street right-of-way and private street easements must be dedicated to the City.

(c) All new and/or existing streets and alleys must be paved per the design and construction standards.

APPLICANT'S RESPONSE: The submitted Preliminary Site Plan shows the site has adequate frontage on a public street. The other applicable transportation improvement standards are addressed through out the narrative. No new public streets are planned within the project boundary. However, Prince Place is planned to include frontage improvements consistent with the applicable local street standards as required. The applicable standards can be met.

(2) General. The location, width, and grade of streets must be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of land to be served by the streets. The street system must assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Subdivisions must provide for the continuation of the principal streets existing in the adjoining subdivision or of their proper projection. Where, in the opinion of the Planning Commission, topographic conditions make such continuation or conformity impractical, exception may be made. In cases where the City has adopted a master development plan, street plan, or plat of a neighborhood or area of which the development is a part, the development must conform to such adopted plans or plat.

APPLICANT'S RESPONSE: The areas has been developed with a network of existing streets that serve the surrounding area and subject property. No new streets are planned as part of the proposal. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses.

(3) Existing Streets. Whenever existing streets, adjacent to or within a development, are of inadequate width to accommodate the increase in traffic expected from the development or by the City's transportation policies, additional right-of-way must be provided at the time of the land development by the applicant. During consideration of the development, the City Public Works Director will determine whether the improvements to existing streets, adjacent to or within the development, are required. If so determined, such improvements shall be required as a condition of approval of the application. Improvements to adjacent streets shall be required where traffic on said streets is directly affected by the proposed development.

APPLICANT'S RESPONSE: The areas has been developed with a network of existing streets that serve the surrounding area and subject property. ODOT street facilities border the property on the south and east and contain adequate right of way width, while Prince Place, a City street borders the property to the north and east has 30 feet of right of way. While a public street, Prince Place was developed more like and alley to provide an alternative access to the abutting properties, since access to ODOT facilities are prohibited or limited. Based on the street operations it has been determined that the Prince Place is adequate to serve the area as planned, resulting in no additional right of way dedication. Therefore, as proposed this standard has been satisfied.

(4) Minimum Right-of-Way and Roadway Width. The street right-of-way and roadway surfacing widths must be in conformance with standards and specifications set forth in the design and construction standards.

APPLICANT'S RESPONSE: As discussed above, the areas has been developed with a network of existing streets that adequately serve the surrounding area and subject property. In addition, no new streets are planned as part of the proposal. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses.

(5) Extension of Streets. Streets must be extended “to and through” the development, meaning that streets meeting the design and construction standards are extended along all frontages. The resulting dead-end streets may be approved without a permanent turn-around.

APPLICANT'S RESPONSE: The areas has been developed with a network of existing streets that serve the surrounding area and subject property. No new streets are planned as part of the proposal. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses.

(6) Frontage and Access. If a development abuts or contains an existing or proposed collector or arterial street, the Public Works Director shall restrict or limit access by means consistent with the design and construction standards. The Public Works Director may require private streets with access easements, reciprocal access easements, access restriction agreements, reserve strips, or similar requirements to achieve the objectives of this subsection. Provision may be made for emergency access. All private streets and access drives must comply with applicable standards set forth in the design and construction standards.

APPLICANT'S RESPONSE: Per the submitted site plan, access is to be taken from the street with the lowest classification, Prince Place; therefore, as proposed this standard has been satisfied.

(7) Continuation of Streets. New streets or street extensions that constitute the continuation of existing streets in contiguous territory must be aligned along their respective centerlines to produce a straight street. Where straight line continuations are not possible, such centerlines shall be continued as curves. These streets or the continuation of streets in contiguous territory may be required by the Public Works Director where such continuation is necessary to maintain the function of the street or desirable to support development of the surrounding area. Where solar orientation would not be possible if the street area continued, a new pattern acceptable to the Public Works Director may be started that is solar-oriented.

(8) Street Layout. Streets should be oriented to form a grid to the greatest possible extent.

(9) Intersection Angles. Street intersections must be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60 degrees.

(10) Street Names. Except for extensions of existing streets, no street name may be used which will duplicate or be confused with the name of an existing street in a nearby city or in the County. Street names and numbers must conform to the established pattern in the City and are subject to the approval of the Fire Department and Public Works Director.

(11) Alignment and Separation. The alignment of streets and the separation distances between streets shall be governed by the design and construction standards. [Ord. 933 § 4.2, 2019.]

APPLICANT'S RESPONSE: The area has been developed with a network of existing streets that serve the surrounding area and subject property. No new streets are planned as part of the proposal. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses, satisfying sections 7-11 above.

18.20.030 Sidewalks and pedestrian amenities.

(1) Sidewalks. Sidewalks are required to be installed along all frontages of the subject property and on both sides of internal streets unless waived by the Public Works Director. The location of the sidewalks, whether curb side or property lines, will be determined by the Public Works Director.

APPLICANT'S RESPONSE: As discussed earlier in the narrative, the area was carefully planned with a network of existing streets that serve the surrounding area and subject property. As part of that plan, Prince Place was developed to facilitate vehicular access, addressing access limitation the adjacent state roadway facilities. At the time of planning, it was determined that 30 feet of right of way and an alley type design for Prince Place would be adequate to the serve the areas needs. Furthermore, the decision was made that sidewalks would not be appropriate and that pedestrian access could be served from the adjacent 5th street and Hwy 97. Therefore, as originally contemplated and designed, sidewalks along Prince Street are not required, allowing the requirement to be waived by the public works director.

The design a proposed, combined with the waiver will satisfy the above standard.

(2) Bicycle Routes/Multi-Use Paths. If appropriate to the extension of a system of bicycle routes and multi-use paths, existing or planned, the City may require the installation of separate bicycle lanes within streets and/or the dedication of easements or rights-of-way for multi-use paths. [Ord. 933 § 4.3, 2019.]

APPLICANT'S RESPONSE: The areas has been developed with a network of existing streets that serve the surrounding area and subject property. The existing facilities that

are designated for bike lanes have been developed in compliance with City and ODOT standards. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses.

18.20.040 Frontage and access.

Except as otherwise provided herein, every lot must abut a street (other than an alley) for at least 50 feet and access to all lots or parcels must comply with the access management strategies contained in the Transportation System Plan. Notwithstanding the foregoing, townhome/zero-lot line subdivisions (as defined in MDC [18.60.110](#)) may have as little as 25 feet of frontage, properties abutting a cul-de-sac only require 30 feet of frontage, properties within commercial zones may have as little as 30 feet if access is shared with at least one adjoining property with no less than 30 feet of frontage, and cottage lots within a cottage cluster subdivision need not have any frontage when abutting a public utility easement that connects to a street (to allow for extension of utilities to the lot) and access easements acceptable to City are provided to the cottage lot.

Table 18.20.040.

Type of Development	Minimum Frontage
Regular lot	50 feet
Townhome/zero-lot line subdivision	25 feet
Lots fronting a cul-de-sac	30 feet
Lots in commercial zones	30 feet if access is shared with at least one adjoining property with no less than 30 feet of frontage
Cottage lots in cottage cluster	0 feet when abutting a public utility easement that connects to a street (to allow for extension of utilities to the lot) and access easements acceptable to City are provided to the cottage lot

[Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 4.4, 2019.]

APPLICANT'S RESPONSE: As discussed above, the property exceeds the frontage standard as the property is surrounded on 3 sides by streets. Therefore, this standard is satisfied.

18.20.050 Utilities.

(1) Underground Facilities. All permanent utility services, both existing and any new proposed utilities infrastructure, must be provided from underground facilities and no overhead utility service shall be permitted; with the exception of poles or electroliers used exclusively for street lighting and other equipment appurtenant to underground facilities which are impractical for the utility companies to install underground. All development must:

(a) Provide underground electricity and telephone service and wiring for future street lighting. The developer must also provide such present street lighting, gas lines, and cable television or other data transmission lines as may be required by the City Public Works Director.

(b) Obtain all necessary permits for the placement of all underground utilities.

(c) Make all necessary arrangements with the utility companies and other persons or corporations affected by the installation of such underground utilities and facilities in accordance with the rules and regulations of the Public Utility Commission of the State of Oregon.

(d) All underground utilities, sewer lines, and storm drains installed in streets must be constructed prior to the surfacing of such streets to the extent practicable, and sewer lines must be placed to such lengths as will obviate the necessity for disturbing the street improvements when service connections are made.

(e) Utilities must be installed prior to paving or other surface improvements.

APPLICANT'S RESPONSE: The Applicant understands that all new utilities that are extended to the site will need to be extended underground. All new utility installations will be installed in conformance with the standards, thus satisfying the standards.

(2) Utility Easements. Easements must be provided along property lines when necessary for the placement of utilities. Such easements must be "public utility easements" and must be marked as such on a final plat or any instrument dedicating such easements. Unless otherwise approved by the Public Works Director, utility easements must be at least 12 feet in width and centered on lot lines where possible.

APPLICANT'S RESPONSE: It is not anticipated that utility easements will be needed to serve the property. However, in the event an easement is needed, the Applicant understands that a public utility easement will need to be created.

(3) Deferred Development. Locating or relocating utility installations underground for any development may be deferred when, in the discretion of the Public Works Director, impacts on existing utilities, timing of utility projects, or other considerations make deferral advantageous. Any such deferral must be memorialized in an instrument recorded against the property. [Ord. 933 § 4.5, 2019.]

APPLICANT'S RESPONSE: No deferred development is being requested with this application; therefore, this standard does not apply at this time.

18.20.060 Street trees.

(1) Purpose. This section sets standards and requirements for planting trees along all streets for shading, comfort, safety, and aesthetic purposes and is intended to implement the City of Madras Urban Forestry Plan. Requirements for street tree planting and tree wells are provided herein. Planting along unimproved streets must be deferred until after the construction of curbs and sidewalks. Such deferrals must be secured with a bond or cash deposit acceptable to the City. Street trees must conform to the following standards and guidelines:

(a) Street trees must be selected from the following list of preferred trees or of a species approved by the City Public Works Director:

Cherry (Japanese Flowering)

Crab Apple (Pink, Red, White)

Golden-Raintree

Hawthorn (English, Lavallo, Washington)

Pear, Flowering

Plum, Flowering Purple

Redbud, Eastern

Ash (Green, White)

Birch, River

Catalpa, Northern

Ginkgo

Hackberry, Common

Honeylocust, Common Thornless

Linden (American, Crimean, Littleleaf)

Maple (Crimson King, Schwedler, Emerald Queen, Sugar)

Pagoda Tree, Japanese

Sweetgum, American

Beech (American, European)

Kentucky Coffeetree

Oak (Bur, Pin, Red, Scarlet, White)

Planetree, London

(b) All trees must have at least a one-inch caliper trunk and must be planted in accordance with City specifications.

(c) Trees must be spaced 30 to 40 feet apart or as recommended by the Public Works Director and must be planted no closer than 35 feet from any intersection.

(d) Street trees must be planted within existing and proposed planting strips, or in City-approved sidewalk tree wells on streets without planting strips. Small stature trees must be planted no closer to the curb or sidewalk than three feet, medium trees – three feet, and large trees – four feet. Root barriers may be required with street tree planting to protect the City's curbs and sidewalks.

(e) The placement of street trees may be waived if the Public Works Director finds existing street trees exist or proposed trees will interfere with existing trees, landscaping, or public or private utilities.

(f) For land divisions, the Public Works Director may defer the planting of street trees until physical development of the site where anticipated development may result in street trees being damaged or having to be replaced.

(g) All street trees must be maintained in a healthy and aesthetically pleasing manner. Any tree that dies or becomes diseased must be removed and replaced with a healthy tree within a reasonable time period of noticing that a tree needs to be removed. [Ord. 933 § 4.6, 2019.]

APPLICANT'S RESPONSE: Both the east and west highway frontages have been developed, including the planting of street trees along the entire property frontage, thus satisfying the requirements for those frontages. The Prince Place frontage does not contain any street trees. However, the Applicant is proposing to plant 4 Armstrong Red Maples. As existing and proposed, the requirements for street trees is satisfied.

18.20.070 General provisions.

(1) Street Lighting. The developer must provide street lighting with underground wiring to the standards set forth in the design and construction standards.

APPLICANT'S RESPONSE: No street lighting is being proposed with this application; therefore, this standard does not apply.

(2) Fire Hazards. The Fire Marshal must approve the placement of fire hydrants or other firefighting apparatus, and the points of access to the subdivision to provide the residents adequate fire safety and assured access for emergency vehicles and ease resident evacuation.

APPLICANT'S RESPONSE: Fire protection is to be coordinated with the fire marshal and all necessary fire protection improvements will be constructed in conformance to the code.

(3) Water/Sewer. All development must provide water and sewer lines “to and through” the proposed development, be constructed to the design and construction standards, and approved by the City Public Works Director. All lots must be served from the City of Madras water system or by water systems acceptable to the City. Water mains and service lines must be installed prior to the curbing and paving of new streets. [Ord. 933 § 4.7, 2019.]

APPLICANT'S RESPONSE: The area has been developed with a network of sewer and water lines that serve the surrounding area and subject property. No new water and sewer facilities are planned as part of the proposal. Therefore, it can be found that the existing facilities are adequate to serve the property and the associated uses and do not need to be extended.

18.20.080 Grading and drainage.

(1) Grading. Except with the approval of the Public Works Director, grading or clearing is not permitted prior to receipt of land use approval. All grading must be performed to the standards set forth in the design and construction standards including, without limitation, requirements for dust abatement and noxious weed prevention.

APPLICANT'S RESPONSE: No grading will commence until the land use approval is issued.

(2) Drainage. Unless otherwise approved by the Public Works Director, all drainage must be managed on site. All development requiring grading must submit a stormwater management plan prepared by a licensed engineer demonstrating how the development will comply with the design and construction standards.

APPLICANT'S RESPONSE: The submitted Preliminary Grading and Drainage Plan shows stormwater will be captured, directed to catch basins, and conveyed via laterals to drywells. All stormwater will be retained on the subject property, and will not flow into the public right-of-way or other private property; therefore, meeting the standard.

(3) Watercourse. If a development is traversed by a watercourse, such as a drainage way, channel, or stream, the developer must dedicate a stormwater easement or drainage right-of-way conforming substantially with the lines of the watercourse or in such further width as will be adequate for the purpose as determined by the Public Works Director. Streets or parkways parallel to major watercourses and drainage ways may be required. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 4.8, 2019.]

APPLICANT'S RESPONSE: No watercourses, channels or streams traverse the property. Therefore, this standard does not apply.

18.20.100 Improvement procedures.

In addition to other requirements, improvements to be installed by the applicant, either as a requirement of this Development Code or other applicable regulations, or at the election of the applicant, must conform to the requirements of this section.

(1) Plan Review and Approval. Improvement work must not be commenced until plans have been reviewed by the Subdivision Committee established pursuant to MDC 18.60.040. To the extent necessary for evaluation of a proposed development, such improvement plans may be required before land use approval.

(2) Improvements as Approved. Improvements must be designed, installed, and constructed as approved.

(3) Improvement Plans. Plans and maps stamped by a licensed engineer showing public improvements must be filed with the City Public Works Department prior to commencing the work.

(4) Inspection. Improvements must be constructed under the inspection and approval of the Public Works Director. The Public Works Director may accept certification of a registered professional engineer consistent with ORS 92.097. Expenses incurred shall be borne by the applicant.

(5) As-Built. "As-built" drawings stamped by a licensed engineer must be filed with the City upon completion of the public improvements. [Ord. 933 § 4.10, 2019.]

APPLICANT’S RESPONSE: A construction plan set meeting all City standards will be submitted to the City for review and approval. All improvements will be made in compliance with the standards and specifications. Therefore, as the conditioned, the above standards will be met.

18.20.110 Acceptance of improvements.

Improvements must be considered for acceptance after inspection by the City Public Works Department at the time the improvements are constructed. [Ord. 933 § 4.11, 2019.]

APPLICANT’S RESPONSE: All improvements will be constructed to standards and specification and ready for acceptance by the governing body.

18.20.140 Improvement agreement.

(1) A developer may, in lieu of constructing required public improvements, request the City Administrator to approve an agreement between himself and the City specifying the schedule by which the required improvements and repairs must be completed; provided, however, any schedule of improvements agreed to must not exceed three years from the date the approval establishing the required improvements becomes final. The agreement must also provide the following information:

(a) A list of all the contractors who will construct or complete the improvements and repairs required, and the cost of the project.

(b) That developer must post a performance bond or other security acceptable to the City and that the City may call upon the security filed to construct or complete the improvements and repairs if the schedule of improvements is not adhered to.

(c) That the City shall recover the full cost and expense of any work performed by the City to complete construction of the improvements and repairs, including, but not limited to, attorneys' and engineering fees.

(d) That a warranty bond for one year must be deposited with the City following acceptance of the improvements. Said bond must be in the amount of ten percent (10%) of the value of the improvements as determined by the Public Works Director.

(e) A waiver of remonstrance against formation of a local improvement district if the required improvements are not timely completed.

(f) Such other provisions as deemed appropriate by the City.

APPLICANTS RESPONSE: The Applicant understands that all public improvements will require an improvement agreement to be executed per the standards above.

(2) The City Administrator may reject an agreement authorized by this section for any reason the Administrator deems sufficient. [Ord. 933 § 4.14, 2019.]

18.20.150 Bond, cash deposit or guarantee.

(1) If the City Administrator allows a developer to enter into an improvement agreement in lieu of completing required improvements, the developer must file one of the following to assure full and faithful performance under the improvement agreement:

(a) A surety bond executed by a surety company authorized to transact business in the State of Oregon in a form approved by the City Attorney;

(b) A cash deposit in a City account at an approved lending institution; or

(c) Other security satisfactory to the City.

(2) The value of the security provided by the developer must be for one hundred twenty percent (120%) of the cost of the improvements and repairs as determined by the Public Works Director.

(3) If the developer fails to carry out the provisions of the agreement, the City may call upon the bond, cash deposit, or other security to finance any cost or expenses resulting from said failure. The City may also elect to form a local improvement district to lien the properties in accordance with the relevant provisions of Oregon State Law and Madras City Code. If the amount of the deposit or bond exceeds the cost and expense incurred by completing the improvements, the City shall release the remainder. If the amount of the deposit or bond is less than the cost and expense incurred by the City for the improvements and repairs, the developer is liable to the City for the difference. [Ord. 933 § 4.15, 2019.]

APPLICANT'S RESPONSE: The Applicant does not anticipate needing to post a bond or cash deposit for improvements. However, it needed the Applicant understands that the Bond or Cash Deposit will follow the above standards.

Chapter 18.25: SUPPLEMENTARY PROVISIONS

18.25.020 Internal pedestrian circulation.

(1) Affected Developments.

- (a) All nonresidential development.**
- (b) Institutional development and public buildings.**

APPLICANTS RESPONSE: The proposed development is for a nonresidential development; therefore, this section applies.

(2) Walkway Locations.

- (a) A walkway must be provided to each street abutting the property.**
- (b) A walkway must be provided for every 300 feet of street frontage, or for every eight rows of vehicle parking.**
- (c) A walkway must be provided to any site that is not bordered by a street.**

APPLICANTS RESPONSE: Per the submitted site plan, walkways are proposed to connect the building to the adjacent parking area and existing public sidewalk system. Therefore, the above standards are satisfied.

(3) Connections.

- (a) Walkways must connect building entrances to one another, and to public streets which are existing or planned transit stops.**
- (b) On-site walkways must connect with sidewalks, bike paths, alleyways, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use.**
- (c) Walkways and driveways must provide a direct connection to walkways and driveways on adjacent developments.**
- (d) Potential pedestrian connections between the proposed development and the existing or future development on adjacent properties, other than connections via the street system, must be identified. The development application must designate these connections on the proposed site plan, or findings must be submitted demonstrating that the connection is infeasible.**

APPLICANTS RESPONSE: Based on the submitted preliminary site plan, walkways are proposed as a part of the site. The walkways will provide direct connections to the

adjacent public sidewalk, building entrances, plaza areas and parking areas. Based on the walkways as designed this standard is satisfied.

(4) Dedications. Rights-of-way or public easements must be provided for all required walkways that provide a direct connection to adjacent properties.

APPLICANTS RESPONSE: No walkways are proposed to provide a connection to an adjacent property. Therefore, no dedication is needed.

(5) Exemptions. A required walkway or walkway connection need not be provided where another required sidewalk or walkway route provides a reasonably direct route. An alternate route is reasonably direct if the walking distance increases by less than fifty percent (50%) but not more than 100 feet over the other required route.

APPLICANTS RESPONSE: No exemption is being requested; therefore, this standard does not apply.

Walkways are required between most parts of a site that people on the site normally would or could walk between. Walkways are not required between buildings or portions of a site which are not intended to be used by pedestrians. Such buildings and features include truck loading docks and warehouses; not including office/warehouse combinations, automobile sales lots, temporary uses, or outdoor storage areas.

APPLICANTS RESPONSE: As discussed above, the walkways as proposed to provide direct and convenient connections between the on site amenities and adjacent public sidewalks. Therefore, it can be found that the walkways as proposed satisfies the standard.

(6) Routing.

(a) Walkways must be as direct as possible and avoid unnecessary meandering. Pedestrian walkways must be directly linked to entrances and internal circulation of the building.

(b) Driveway crossings must be minimized. Internal parking lot circulation and design must maintain ease of access for pedestrians from streets and transit stops.

APPLICANTS RESPONSE: As discussed above, the walkways as proposed provide direct and convenient connections between the on-site amenities and adjacent public sidewalks. The site has been designed to minimize the driveway crossing points, minimizing conflicts between drivers and pedestrians. Furthermore, the access to the site from the public right of way is separate from the on-site parking lot, eliminating unnecessary conflict point for pedestrians accessing the site. Therefore, it can be found that the walkways as proposed satisfies the standard.

(7) Design.

(a) Walkways must be at least five feet in paved width. Walkways bordering parking spaces must be at least seven feet wide unless concrete bumpers, bollards, or curbing and landscaping or other similar improvements are provided which prevent parked vehicles from obstructing the walkway.

(b) Pedestrian-scale lighting fixtures must be provided along all walkways. On-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents, and customers.

(c) Stairs or ramps must be provided where necessary to provide a direct route. Walkways without stairs shall have a maximum slope of eight percent (8%) and a maximum cross slope of two percent (2%).

(d) Internal driveways crossing walkways must be a maximum of 14 feet wide for parking lots of less than 20 vehicles and a maximum of 18 feet wide for parking lots of more than 20 vehicles.

(e) Walkways on private property that provide direct links between publicly owned pedestrian routes must be placed in public easements. Where public access is to be provided on private land, easements must be provided.

(f) Walkways along nonresidential building frontages must be covered with awnings or building overhangs. The minimum vertical clearance is nine feet for awnings and 12 feet for building overhangs. Structural supports and facades for building overhangs must not obscure more than ten percent (10%) of the area between the building and the street.

(g) The on-site circulation system must incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards, and street trees.

(h) Walkways must be constructed to sidewalk standards except for portions of walkways in driveways and other vehicle maneuvering areas which must be raised at least three inches and paved with a different material than the surrounding driveway.

APPLICANTS RESPONSE: The proposed walkways are an integrated system that connects the site amenities, while allowing pedestrians to easily access the site from the adjacent public sidewalk. In order to safely and conveniently facilitates movement through the site, the walkways as proposed are to be a minimum of 5 feet with lighting being provided to clearly mark the pathways in the dark. Identifying that the proposed drive through can produce additional pedestrian conflict points, the site was carefully designed to allow pedestrians to easily access the site from the public sidewalks. In an effort to minimize conflict points, the site was designed to create short driveway crossings with well delineated walkways. Once on the site, the site's relatively level grade will allow pedestrian to move around the site without having to navigate stairs and ramps. Therefore, it can be found that as designed the site satisfies standards a-h above.

(8) ADA Compliance. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. For example, the maximum slope for walkways subject to the ADA is five percent (5%). Walkways up to eight

percent (8%) slope are treated as ramps with special standards for railings and landings. The ADA applies primarily to the walkway which is the principal building entrance and walkways that connect transit stops to building entrances. Where ADA applies to a walkway, the stricter standards of ADA should apply. [Ord. 933 § 5.2, 2019.]

APPLICANTS RESPONSE: All walkways as proposed will be designed to meet the ADA requirements. A building plan set will be submitted to the City for review and approval prior to installation, ensuring compliance with e standards.

18.25.030 Fences.

Fences, hedges, and walls not more than eight feet in height are permitted on all front, rear, and side property lines of the parcel. However, the vision clearance areas must be maintained. [Ord. 933 § 5.3, 2019.]

APPLICANTS RESPONSE: No fences are proposed as part of this application; therefore, this standard does not apply.

18.25.040 Off-street parking and loading.

General provisions are as follows:

(1) The provision and maintenance of off-street parking and loading spaces are a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, they must ensure these requirements are complied with.

(2) Requirements for types of buildings and uses not specifically listed in this Development Code shall be determined by the decision maker based upon the requirements for comparable uses listed.

(3) Required parking spaces must be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

APPLICANTS RESPONSE: The Applicant understands that the standards above are to be continually adhered to and will be an ongoing condition of the use. Therefore, the standards are satisfied.

(4) Loading. Buildings or structures to be built or substantially altered that receive and distribute materials and merchandise by trucks must provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this Development Code must not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.

(a) In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail

sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similarly requiring the receipt or distribution by vehicles or materials or merchandise, at least one off-street loading berth, plus one additional off-street loading berth for each 20,000 square feet there, must be provided and maintained. Said loading berth(s) must be provided with access, driveways, and surfacing in the same manner as for off-street parking, except that each space must be at least 10 feet wide and 22 feet long with a height clearance of at least 14 feet. A sight-obscuring screen, berm, or landscaping must conceal all loading areas from view from public streets or roads.

(b) Loading and unloading of merchandise, equipment, etc., is not permitted from public streets or roads. [Ord. 933 § 5.4, 2019.]

APPLICANTS RESPONSE: The proposed building is 2,460 square feet in size, therefore above standards do not apply as the building is less than 10,000 square feet in size.

18.25.050 Off-street parking.

All buildings and uses must comply with the parking requirements set forth in this section.

(1) Amount Required. The number of required off-street vehicle parking spaces shall be determined in accordance with MDC Table 18.25.050-1. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway, or landscape area.

(a) Where parking requirements are based on the square footage of a building, the applicable square footage shall be the gross floor area of the building excluding any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.

(b) For uses not specified in MDC Table 18.25.050-1, the decision maker must determine the minimum number of required parking spaces as part of the development review process accompanying the proposed use, based upon similar uses listed in MDC Table 18.25.050-1 or other substantial evidence of expected parking demand.

(c) In the event that several uses occupy a single structure or parcel of land, the total requirements of off-street parking shall be the sum of the requirements of the several uses computed separately. Notwithstanding the foregoing, the total requirement may be reduced by an amount determined by the decision maker where the applicant sufficiently demonstrates that peak parking demands are less because of differing peak parking demand periods among the uses.

(d) Owners of two or more parcels of land may agree to share parking and loading spaces; provided, that the parking areas supporting a particular use are located within 500 feet of that use and satisfactory legal evidence is presented to the City in the form of deeds, leases, or contracts to establish shared use of parking facilities. Notwithstanding the foregoing, the total parking requirement on the parcels subject to the shared use arrangement may be reduced by an amount determined by the decision maker where the applicant sufficiently demonstrates that peak parking demands are less because of differing peak parking demand periods among the uses sharing the parking facilities.

(e) Parking Within the C-2 and C-3 Zoning Districts. No minimum off-street parking is required for buildings and uses within the C-2 and C-3 zoning districts. Whether or not off-street parking is constructed with the C-2 or C-3 zoning districts, no developer, property owner, tenant, or any other party holds any rights or entitlements to public on-street parking stalls (beyond their availability to the general public as regulated by City) or to any publicly owned off-street parking facilities (beyond that provided to the general public as regulated by City or as provided by a special agreement or program established by City) nor is City precluded from altering or removing such parking stalls or facilities. Any on-street parking stalls or off-street parking facilities constructed within the C-2 and C-3 zones must meet applicable dimensional requirements.

APPLICANTS RESPONSE: The proposed use is a single tenant building on a single property. All parking will be provided on the site as shown on the submitted site plan; therefore, the site is parked in conformance with the standards outline below.

(2) Location.

(a) Except as allowed pursuant to MDC [18.40.040\(8\)](#), no automobile parking, with the exception of accessible parking, is permitted between the building and an arterial or collector street unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area must be paved with a hard surface (concrete or unit pavers, not asphalt) and must incorporate seating and landscaping. A public entrance must be within 100 feet of the right-of-way of an arterial or collector street.

(b) Development on lots or sites with three frontages may have vehicle parking areas between the building and one of the streets. Development on full blocks may have vehicle parking areas between the building and two of the streets. However, the parking area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.

APPLICANTS RESPONSE: The property is surrounded by streets on all 3 sides. The site is designed with parking between the local street and the building. As proposed, the

parking location minimizes the visual and functional impacts to the greatest degree practical. Therefore, this standard is satisfied.

(c) Parking lots with 50 spaces or more must be divided into separate areas and divided with landscaped areas or walkways at least 10 feet in width or by a building or group of buildings.

(d) Parking lots cannot occupy more than thirty-three percent (33%) of the subject property's street frontage. Parking areas should be located behind or to the side of a building. If a property has multiple street frontages, then this standard will apply to the frontage along the highest order street. If all street frontages have the same classification, then this standard will apply to the frontage to which the primary building entrance is located.

(e) Required off-street parking spaces for a dwelling must be located on the same lot or parcel as the dwelling. Notwithstanding the foregoing, the Community Development Director may approve off-street parking for a dwelling within the C-2 and C-3 zoning districts to be located off-site, provided the off-site parking area is located within the C-2 or C-3 zoning district. Other required parking spaces must be located not farther than 300 feet from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

APPLICANTS RESPONSE: The proposed use is a commercial use with an associated parking lot that is 23 spaces. The site has been designed so that parking area is oriented to the street with the lowest street classification. As designed, the parking area occupies the Prince Street frontage which is well below 33% of the total site frontage. Based on the design, the above standards that apply are satisfied.

Table 18.25.050-1. Required Vehicle Parking

BUILDING/USE TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)	
	C-2 and C-3 Zones	All Other Zoning Districts
COMMERCIAL AND INDUSTRIAL		
Restaurants and Bars	No minimum requirement	10.0 spaces

18.25.060 Design and improvement standards for parking lots.
The design and improvement standards for parking lots are:

(1) *Parking Table and Diagram. MDC Table 18.25.060-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where “A” equals the parking angle, “B” equals the stall width, “C” equals the minimum stall depth, “D” equals the minimum clear aisle width, “E” equals the stall distance at bay side, “F” equals the minimum clear bay width, and “G” is the maximum permitted decrease in clear aisle width for private parking areas.*

APPLICANTS RESPONSE: The submitted site plan is in compliance with all applicable parking, standards, dimensions, and location as outlined below.

(2) *Each parking space or stall shall be governed by the requirements of MDC Table 18.25.060-1, and in no case have less than a minimum width of eight feet and a minimum length of 18 feet, but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.*

(3) *Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling must be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet in height except where vision clearance is required.*

APPLICANTS RESPONSE: The subject property is not adjacent to a residential property; therefore, this standard does not apply.

(4) *Parking spaces along the outer boundaries of a parking lot must be contained by a bumper rail or by a curb which is at least four inches high and which is set back a minimum of one and one-half feet from the property line.*

APPLICANTS RESPONSE: As presented on the submitted site plan, the parking lot is contained by a curb which will be at a minimum 4 inches in height, demonstrating compliance with the above standard.

(5) *Artificial lighting shall not shine or create glare in any residential zone or on any adjacent dwelling.*

APPLICANTS RESPONSE: All lighting is proposed to be shielded and directed downwards onto the site, so not to create and glare on adjacent roadways or properties. Based on the lighting as proposed, this standard is satisfied.

(6) *Access aisles must be of sufficient width to permit easy turning and maneuvering.*

APPLICANTS RESPONSE: The submitted site plan is in compliance with all applicable parking, standards, dimensions, and location as outlined below.

(7) *Except for single-family and duplex dwellings, groups of more than two parking spaces must be located and served by a driveway such that their use will*

require no backing movements or other maneuvering within a street right-of-way other than an alley.

APPLICANTS RESPONSE: As presented on the submitted site plan, the parking lot is designed with a driveway access and on-site maneuvering areas, eliminating the use of right of way for backing and maneuvering. Therefore, the plan as proposed demonstrates compliance with the above standard.

(8) Service drives to off-street parking areas must be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.

APPLICANTS RESPONSE: As designed, the submitted site plan creates a functional environment for both pedestrians and vehicular traffic. The single driveway access limits conflicts points, allowing the site to have safe and convenient functionality for all modes of transportation. Therefore, the plan as proposed demonstrates compliance with the above standard.

(9) The following standards apply to parking within the Industrial Zone:

(a) Parking must be located at the rear and sides of a new building; parking can only be allowed in front of the building (between the landscaping and street) upon approval by the Site Plan Committee.

(b) Parking is not allowed on collectors or arterials when industrial zoning is contiguous to said street.

(c) All parking areas shall be limited to 60 spaces plus access. Additional required parking must be separated by a minimum of five-foot landscaped strips except for access. The 60 parking spaces shall be referred to as a cluster of parking.

APPLICANTS RESPONSE: The property is not located in an industrial zone; therefore, this standard does not apply.

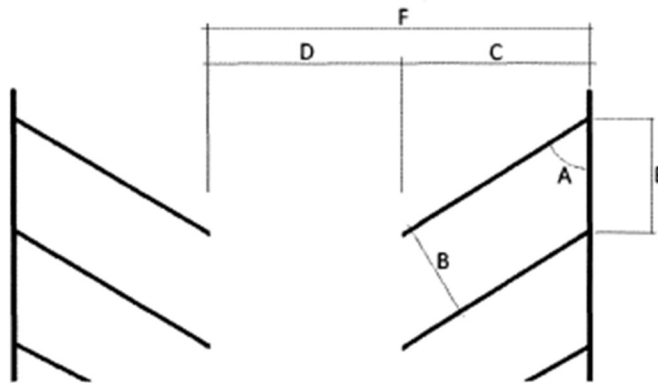
Table 18.25.060-1. Parking Area Dimensions

<i>Angle</i>	<i>Stall Width (ft.)</i>	<i>90° Depth (ft.)</i>	<i>Aisle Width (ft.)</i>	<i>Parallel Length (ft.)</i>	<i>Aisle and Bay (ft.)</i>	<i>Private Aisle Max. Reduction (ft.)</i>
<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>
Parallel	8.0	8.0	12.0	22.0	20.0	2.0
20°	8.0	13.6	11.0	23.4	24.6	1.0
	8.5	14.1	11.0	24.9	25.1	

<i>Angle</i>	<i>Stall Width (ft.)</i>	<i>90° Depth (ft.)</i>	<i>Aisle Width (ft.)</i>	<i>Parallel Length (ft.)</i>	<i>Aisle and Bay (ft.)</i>	<i>Private Aisle Max. Reduction (ft.)</i>
<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>
	9.0	14.6	11.0	26.3	25.6	
	10.0	15.5	11.0	29.2	25.5	
30°	8.0	16.0	11.0	16.0	27.0	1.0
	8.5	16.4	11.0	17.0	27.4	
	9.0	16.8	11.0	18.0	27.8	
	9.5	17.3	11.0	19.0	28.3	
	10.0	17.7	11.0	20.0	28.7	
45°	8.0	18.4	14.0	11.3	32.4	3.0
	8.5	18.7	13.5	12.0	32.2	
	9.0	19.1	13.0	12.7	32.1	
	9.5	19.4	13.0	13.4	32.4	
	10.0	19.8	13.0	14.1	32.8	
60°	8.0	19.7	19.0	9.2	38.7	3.0
	8.5	20.0	18.5	9.8	38.5	
	9.0	20.3	18.0	10.4	38.3	
	9.5	20.5	18.0	11.0	38.5	
	10.0	20.8	18.0	11.5	38.8	
70°	8.0	19.8	20.0	8.5	39.8	3.0
	8.5	20.1	19.5	9.0	39.6	

Angle	Stall Width (ft.)	90° Depth (ft.)	Aisle Width (ft.)	Parallel Length (ft.)	Aisle and Bay (ft.)	Private Aisle Max. Reduction (ft.)
A	B	C	D	E	F	G
	9.0	20.4	19.0	9.6	39.4	
	9.5	20.6	18.5	10.1	39.1	
	10.0	20.9	18.0	10.6	38.9	
80°	8.0	19.2	25.0	8.1	44.2	3.0
	8.5	19.3	24.0	8.6	43.3	
	9.0	19.4	24.0	9.1	43.4	
	9.5	19.5	24.0	9.6	43.5	
	10.0	19.6	24.0	10.2	43.6	
90°	8.0	18.0	29.0	8.0	44.0	3.0
	8.5	18.0	25.0	8.5	43.0	
	9.0	18.0	24.0	9.0	42.0	
	9.5	18.0	24.0	9.5	42.0	
	10.0	18.0	24.0	10.0	42.0	

Figure 18.25.060-1. Parking Diagram



APPLICANTS RESPONSE: The parking area as designed creates 23 spaces that are 9x20 and have 24 feet of backing distance. Therefore, the above standards outlined in the tables above are met.

18.25.070 Bicycle parking.

(1) Applicability. Apartments, commercial, institutional development, transit transfer stations, and park-and-ride lots must provide bicycle parking facilities.

(2) Exemptions. The Community Development Director may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.

(3) Number of Spaces. The minimum number of bicycle parking spaces is set forth in MDC Table 18.25.070. For uses not listed, the Community Development Director may determine the number of spaces based on the most similar listed use.

Table 18.25.070.

Use	Amount of Bicycle Parking
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces

APPLICANTS RESPONSE: Based on the building square footage it is unlikely that there will ever be more than 10 employees at a given time. In addition, there is a total of 23 parking spaces. Therefore, a total of 3 spaces are required to serve the use. As proposed, there are 2 covered bike racks, providing a total of 4 covered spaces. Based on the proposal the above requirement is met.

(4) Location. All required bicycle parking must be located on site within 50 feet of the primary entrance to the building but in no event further from such entrance than the closest off-street parking space.

(a) For buildings with multiple entrances, required short-term bicycle parking must be distributed proportionally at the various entrances. Required long-term public parking must also be distributed at the various public entrances, while employee parking must be located at the employee entrance, if applicable.

(b) Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.

(c) Employee and residential bicycle parking must offer a high level of security, e.g., bicycle lockers or a locked cage or room with locking facilities inside to provide safe, long-term parking.

(d) Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.

(e) Bicycle parking facilities must be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.

(f) Cover for bicycle parking must be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eaves, or other overhang; or other facility as determined by the decision maker that protects the bicycles from direct exposure to the elements.

(g) All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.

APPLICANTS RESPONSE: As presented on the submitted site plan, the parking is proposed to be located under the awning that is at the entrance of the building. The location as proposed will satisfy the above standard by providing covered, safe, secure parking that is located within 50 feet of the building entrance.

(5) Parking Space Dimensions. Each required bicycle parking space must be at least two and one-half feet by six feet and when covered, provide a vertical clearance of at least seven feet. An access aisle at least five feet wide must be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet in an enclosed bicycle locker). Each required bicycle parking space must be accessible without moving another bicycle.

APPLICANTS RESPONSE: As designed, each of the spaces will meet the requirement with a clear area that measured at least 2'x6' and has at least 7 feet of vertical clearance. Therefore, this standard is met.

(6) Parking Facilities. The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

(a) Bicycle parking facilities must offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a rack) upon which the bicycle can be locked.

(b) Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

APPLICANTS RESPONSE: The proposed inverted U racks will be provided in a location that is safe and secure. The racks will allow at least two points of contact for the bicycle, while providing a secure bolted rack to lock to. As proposed, the above standards are satisfied.

(7) Lighting. *Lighting must be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking must be at least as well lit as motor vehicle parking.*

(8) Signing. *Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs must be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee bicycle parking facilities may be signed or supplied as appropriate.*

(9) Paving/Surfacing. *Outdoor bicycle parking facilities must be surfaced in the same manner as the motor vehicle parking or with a minimum of one-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well drained condition.*

(10) Rental. *Bicycle parking spaces required by this Development Code may not be rented or leased except where required motor vehicle parking is rented or leased. [Ord. 968 § 2.6 (Exh. F), 2022; Ord. 933 § 5.7, 2019.]*

APPLICANTS RESPONSE: All areas for bicycle parking will be clearly marked and lit for safety. The bicycle racks are proposed to be placed on a concrete surface and no bicycles will be for rent as part of the use. Therefore, as designed and proposed, the bicycle parking meets sections 7-10 above.

18.25.090 Vision clearance.

Vision clearance must be maintained in all zoning districts. The size of the vision clearance area is described below and shown in MDC Figure 18.25.090-1:

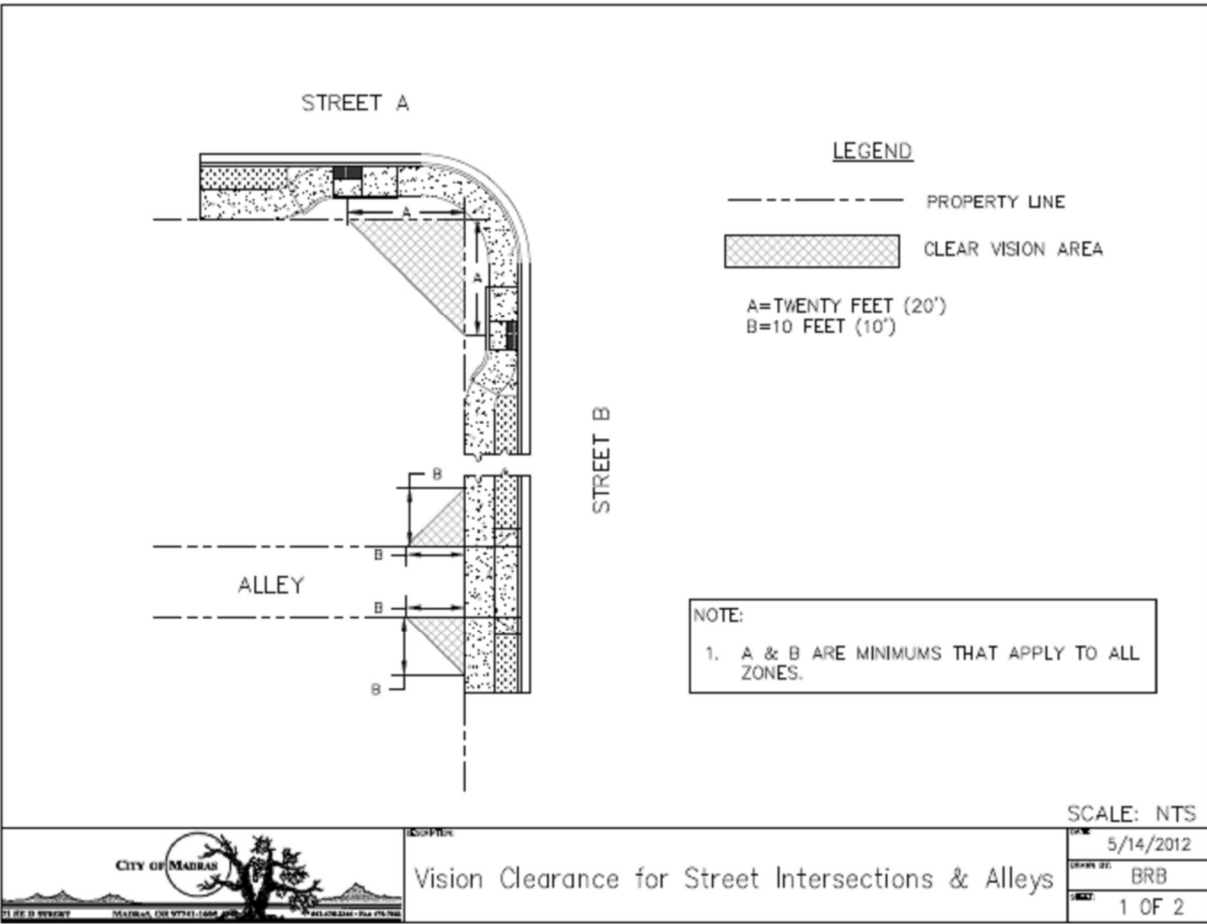
(1) *The minimum distance is 20 feet at intersections comprised of two streets or one street and a railroad right-of-way.*

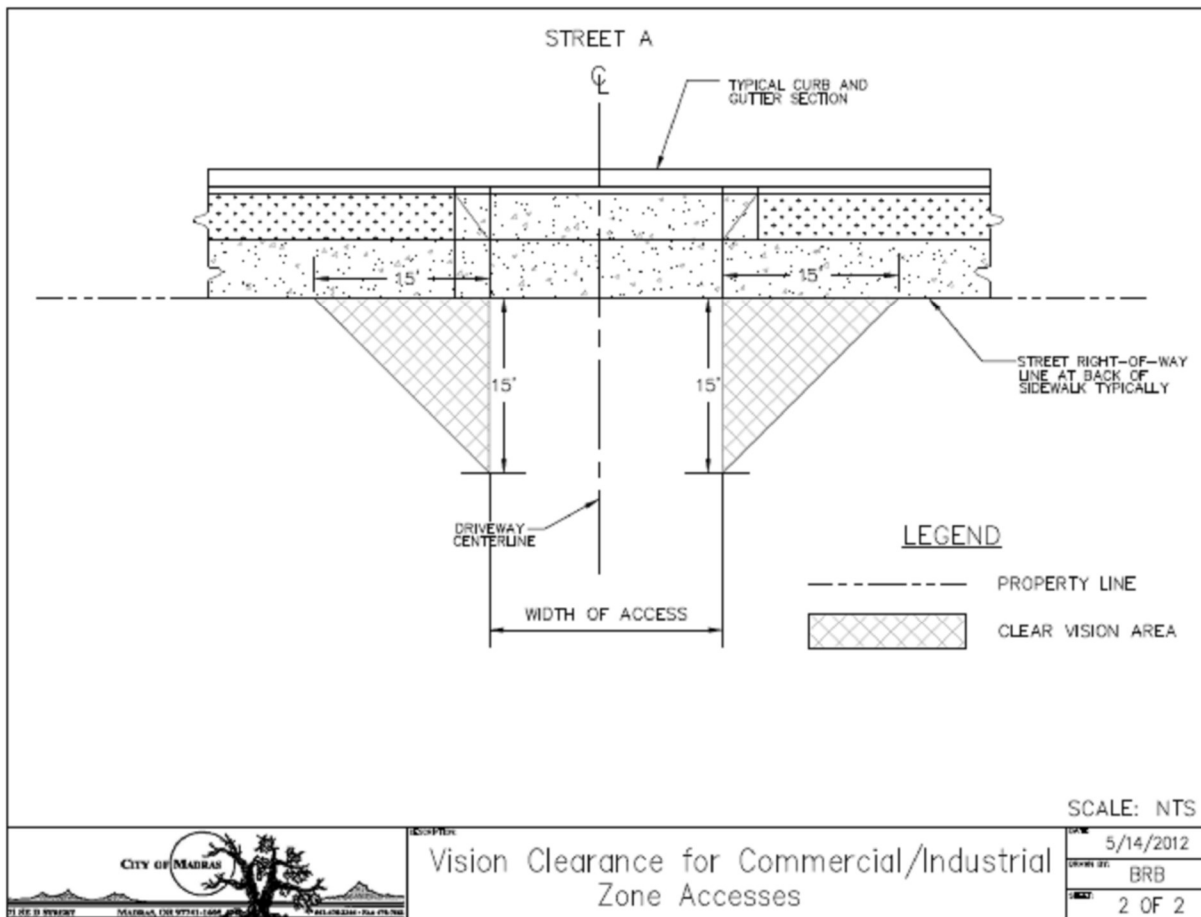
(a) *Exception. This standard does not apply to the Downtown Commercial Zone (C2).*

(2) *At intersections of commercial/industrial access, the minimum distance is 15 feet.*

(3) *At intersections including an alley, the minimum distance is 10 feet.*

Figure 18.25.090-1. Vision Clearance Diagram





APPLICANTS RESPONSE: Per the submitted Traffic study, all clear vision areas meet the standards.

18.25.100 Signs.

Sign placement and size is regulated according to Chapter 18.35 MDC. [Ord. 933 § 5.10, 2019.]

APPLICANTS RESPONSE: All proposed signs will meet the standards of 18.35 MDC.

18.25.110 Outdoor storage, trash collection, and loading spaces.

The following standards are intended to reduce the impacts of outdoor storage, loading, and operations areas on adjacent land uses.

(1) Areas for truck parking and loading must be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.

(2) Outdoor storage, loading, and operations areas must be attractively screened from adjacent parcels and streets.

(3) Outdoor storage, trash collection and/or compaction, loading, or other such uses must be located in the rear of the lot where feasible.

(4) Outdoor storage, HVAC equipment, trash collection or trash compaction, and other service functions must be incorporated into the overall site design. Views of these areas must be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian walkways. Screening structures must be made of the same materials as the principal structure.

(5) Areas for the storage and sale of seasonal merchandise must be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences must conform to those used in the principal structure. If such areas are to be covered, then the covering must conform to the colors on the building.

(6) Outdoor display and storage must not encroach on any portion of a walkway, drive aisles, or required parking spaces. No areas for outdoor storage, trash collection or trash compaction, loading, or other such uses may be located within 30 feet of any internal pedestrian walkway. [Ord. 933 § 5.11, 2019.]

APPLICANTS RESPONSE: Based on the nature of the use, no outdoor storage areas or large truck deliveries will be associated with the use. However, a trash dumpster area will be associated with the use. According to the plan the trash area will be located within the parking area. In order to conceal the trash area, a sight obscuring screening, matching the materials of the building, is proposed as part of the plan. As proposed on the plan, the location along with the screening meet the standard to the greatest degree practical.

18.25.160 Outdoor lighting standards.

(1) Purpose. The purpose of the outdoor lighting standards is to allow reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night; curtail and reverse any degradation of the nighttime visual environment and the night sky; minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary; conserve energy and resources to the greatest extent possible; and help protect the natural environment from the damaging effects of night lighting.

(2) Outdoor Lighting Standards.

(a) Outdoor lighting, including that for signage, must not project directly into an abutting lot.

(b) Unless necessary for safe and convenient air travel, outdoor lighting must not project directly into the airport runway, taxiway, or approach safety zone.

(c) All outdoor lighting must be shielded such that the source of light, or light reflective or amplifying device, is not visible from adjacent properties or right-of-way.

(d) Outdoor lighting shall not blink, strobe, move, or rotate unless required by the FAA.

(e) Unless otherwise provided in the Development Code, lighted poles must not exceed 20 feet in height.

(f) Wiring for monument signs and similar permanent lighting installations must be underground or otherwise not visible.

(g) All street lighting must comply with the design and construction standards. [Ord. 933 § 5.16, 2019.]

APPLICANTS RESPONSE: The proposed structure and site will contain outdoor lighting as proposed on the submittal documents. All fixtures will be fully shielded and will direct the light downwards. The lighting as proposed will not impact adjacent properties or right of ways and will focus the light on to the property itself. As proposed the outdoor lighting will satisfy the above standards.

18.25.170 Landscaping standards.

(1) General Standards. Unless otherwise specified for a specific use or zone in this Development Code, the minimum amount of landscaping is established by zone as follows:

R-1:	15%
R-2:	15%
R-3:	15%
C-1:	15%
C-2:	10% of off-street parking area
C-3:	15% of off-street parking area
NC:	15%
I:	10%
MUE:	15%
OS/PF:	25%
AD:	10%
MO:	15%
CPUD:	15%

APPLICANTS RESPONSE: As shown on the submitted landscape plan, 38% of the property will be landscaped, thus meeting the requirement.

(2) Specific Standards. Landscaping shall comply with the following standards:

(a) Plant Selection. Native vegetation shall be preserved or planted where practical. A combination of live nonnative deciduous and evergreen trees, shrubs and ground covers, including lawn, shall be used for all planted areas. Drought-tolerant plantings are encouraged. Fire-resistive plants should be planted in areas or on slopes where necessary to reduce the risk of fire spreading to structures. As necessary, soils shall be amended to allow for healthy plant growth.

(b) Hardscape Features.* Ground-level areas for passive use, such as patios, decks, plazas, paved dining areas, etc., may cover up to fifteen percent (15%) of required landscaping area; swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscaping requirement.

(c) Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) that are landscaped can be counted in the required amount of landscaped area on the site. Planting of broadleaf canopy trees is encouraged as effective surface water interceptors.

(d) In the R-1, R-2, and R-3 zones, at least fifty percent (50%) of the required landscaping must be located in the front yard setback or otherwise between the structure and the front property line.

(e) Landscaped areas must be appropriately irrigated. Xeriscaping may be unirrigated at the discretion of the Community Development Director.

(f) Required landscaping must be continuously maintained. Plants or trees that die or are damaged must be replaced and maintained similar to initially installed landscaping.

(g) Surface drainage must be managed in accordance with the Public Improvement Standards.

(h) Ground-level areas for passive use, such as patios, decks, etc., may cover up to fifteen percent (15%) of the required landscaping area; swimming pools, sports courts, and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

APPLICANTS RESPONSE: The submitted landscape plan proposes a variety of trees shrubs and grasses that will survive in the area's climate. The planting will be dispersed through out the site and strategically used to conceal the drive through and the impacts from the any headlight glare. A portion of the landscaping will consist of hardscape in the way of a plaza area. As allowed, the plaza area can account for 15% of the total required landscape area, resulting in 503 square footage of plaza area to be counted. When accounting for the landscape calculation, the total landscape area will be 38%. All proposed landscape will be continuously maintained, and all dead landscape will be

replaced as needed. Based on the submitted landscape plan, the above standards are met.

(4) Commercial/Industrial/Institutional/Other Nonresidential (Including Nonresidential in Residential Zone).

(a) Landscape plans must be submitted with the site plan application and must receive approval.

(b) All unused portions of the property must be maintained with landscaping consisting of ground cover or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.

(c) The property owner is responsible for establishing and maintaining the landscaping on the lot.

APPLICANTS RESPONSE: The application includes a detailed landscape plan that meets the standards of the MDC. The Applicant agrees to the maintenance standards for the site as outlined above. Based on meeting the ongoing condition for maintenance, the above standard is satisfied.

(d) Unenclosed parking areas/storage areas for five or more vehicles, and all associated maneuvering areas, must be landscaped and screened as follows:

(i) At least seven percent (7%) of the parking lot area must be landscaped. Trees must be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.

(ii) Landscape buffers are required between parking areas and streets and must have a minimum width of three feet.

(iii) Landscape buffers between parking areas abutting a property line must have a minimum width of three feet.

(iv) Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.

(v) There must be a minimum distance of five feet between parking areas and adjacent residential lots.

(vi) Landscape buffers must consist of evergreens, ground cover, and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.

(vii) Landscaping in a parking or loading area shall have a width of not less than five feet. Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.

APPLICANTS RESPONSE: Based on the submitted site plan the proposed parking area totals 9,921 square feet. In order to meet the parking lot landscape standard listed

under subsection (i), a total of 28% of landscaping has been provided within the parking area and surrounding the parking area.

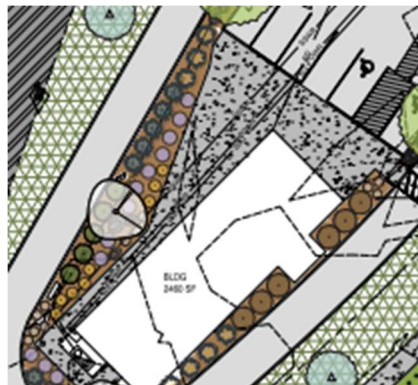
Landscape buffers as required under the remaining sections have been satisfied per the proposed site and landscape plan. All required buffers meet the minimum width and landscape requirements as shown on the landscape plan. Based on the proposed landscape and site plan design, all above standards are satisfied.

(e) Required landscaping shall be continuously maintained. Landscaped areas shall be irrigated, except for xerophytic plantings (e.g., plants in drainage infiltration swales).

APPLICANTS RESPONSE: As noted above, all landscape area will be continually maintained. Therefore, adherence to the ongoing condition will ensure that the standard is satisfied.

(f) Public gathering areas, such as plazas, atriums, and courtyards, shall have at least fifteen percent (15%) of the design devoted to planted beds or containers, water features, public art, and other amenities.

APPLICANTS RESPONSE: The plaza area surrounds the building on the north and west side. As depicted on the inserted illustration below, landscaping borders the patio along the west edge and eastern edge. The landscape as proposed will exceed the requirement for the of the 237 square feet of planter beds (1,580 SF x .15). In addition to the landscape area, the plaza will contain seating amenities that will draw visual interest to the area and ensure the space is a functional usable space. Therefore, this standard is satisfied.



*** Plaza area illustration**

(g) The required square footage of landscaping may be reduced by ten percent (10%) if any of the following are incorporated into the development plan:

(i) Use of drought-tolerant plants throughout the plan per Xeriscaping in the High Desert: Guide for Central Oregon, 2005, or an alternative planting list approved by the City;

(ii) Preservation of rock outcroppings and native habitat areas greater than 500 square feet in area;

(iii) Provision of cross-access easements connecting primary drive aisles between adjacent properties;

(iv) Connection to a City Engineer-approved off-site stormwater management facility. [Ord. 968 § 2.5 (Exh. E), 2022; Ord. 933 § 5.17, 2019.]

APPLICANTS RESPONSE: No exceptions are being requested with this application; therefore, the above standards do not apply.

18.25.180 Transportation impact studies.

(1) Applicability.

(a) A transportation impact analysis shall be required under the following circumstances:

(i) The development generates fifty (50) or more peak hour trips or five hundred (500) or more daily trips.

(ii) An access spacing exception is required for the site access driveway(s) or access is proposed from an arterial or collector street.

(iii) The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour.

(iv) The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high accident locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.

(v) Otherwise as determined by the Public Works Director.

(b) All development subject to site plan review, but not meeting the thresholds for a transportation impact analysis, will be required to submit a transportation assessment letter to the reviewing agencies prepared by an Oregon licensed transportation engineer indicating why the proposed land use action is exempt. This letter should outline the potential trip-generating characteristics of the proposed land use action and verify that the site-access driveways or roadways meet sight-distance requirements and City of Madras roadway design standards.

APPLICANTS RESPONSE: Transight Consulting has evaluated the site and surrounding area and provided a TIA, including findings and recommendations as provided below. The site as proposed will result in 562 new ADT's, with 39 new PM peak hour trips The report as provided satisfies the above requirements.

FINDINGS AND RECOMMENDATIONS The traffic study prepared for the proposed Starbucks identifies the following:

- Area streets were recently reconstructed by the Madras South Gateway Project. This included substantial streetscape improvements that extended pedestrian and bicycle

infrastructure throughout the study area, and constructed the Prince Place connection to serve the subject property.

- *The site is zoned appropriately for a coffee shop with drive-through. The design of the site maximizes the available queue storage and provides ample parking for customers and employees within perpendicular stalls. A sidewalk connection is provided from the building entrance to SW 5 th Street (US 97 northbound).*
- *The proposed site layout supports delivery vehicle needs as well as City access policies; a single driveway is proposed onto Prince Place in compliance with City spacing standards, and an internal loop supports U-turn maneuvers for larger vehicles.*
- *The area safety review shows that there have been no reported crashes at either Prince Place intersection with the US 97 couplet, and no crashes reported along Prince Place. Clear sight lines are provided in all directions at both Prince Place connections to US 97. Madras Starbucks Page 18*
- *The operations assessment shows that despite the conservative traffic volume adjustments, both Prince Place intersections with the couplet operate well within City of Madras and OODT performance standards/targets. No mitigation is required to support the proposed use.*
- *The project should support Citywide transportation improvements through payment of Transportation SDCs. Credits should be provided for the prior office building that will be demolished*

Chapter [18.30](#) SPECIAL STANDARDS FOR CERTAIN USES

18.30.160 Drive-through and drive-up facilities.

The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.

(1) Standards. Drive-through or drive-up facilities must meet and comply with the following standards:

- (a) Stacking lanes must be set back five feet from all lot lines.***
- (b) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.***
- (c) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.***
- (d) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.***
- (e) Service Stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.***

(f) Drive-in Restaurants. A minimum of 150 feet for a single stacking lane, or 80 feet per lane when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.

(g) Other Drive-Through and Drive-Up Facilities. A minimum of 45 feet for a single stacking lane, or 30 feet when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear. [Ord. 933 § 6.16, 2019.]

APPLICANTS RESPONSE: The proposed use is a coffee shop with a drive through. As presented on the submitted site plan, the drive through lane is a single separated lane that has direct access from the property entrance. The drive through lane has been designed to ensure that the drive through traffic will not interfere with the parking area or nearby street intersections. The lane contains maximum queue storage, and will be separated from the property line by a minimum of 5 feet. As designed, the proposed drive through lane will meet the above standards.

Chapter 18.40: ZONING REVIEW, SITE PLAN REVIEW, AND DESIGN REVIEW

18.40.010 Zoning review.

Purpose. To determine compliance with this Development Code for development not subject to site plan review.

(1) Application Requirements. Prior to the construction, alteration, or change of use for development not subject to site plan review, the City Community Development Department may require a zoning review application, which will be processed as a Type I Application.

(2) Approval Criteria.

(a) The proposed land use is a permitted or conditionally permitted use in the zoning district.

(b) If conditionally permitted, the applicant has obtained conditional use approval.

(c) The setbacks, lot area, landscaping, lot dimensions, density, lot coverage, building height, Design Review Standards, and other applicable standards of the underlying zoning district are met.

(d) The property has lawful access.

(e) The minimum required number of parking spaces and vehicle circulation areas shall be paved and striped.

APPLICANTS RESPONSE: The corresponding standards and findings throughout this narrative have demonstrated that the all above criteria are satisfied.

18.40.020 Site plan review.

Purpose. To determine compliance with this Development Code for development not subject to zoning review.

3) Procedures....

- (d) The site plan shall be drawn to scale and shall indicate the following:**
- (i) Location, size, and height of all existing or proposed structures.**
 - (ii) Location, size, and dimension of existing and proposed setbacks, and all spaces between buildings.**
 - (iii) Adjoining streets and rights-of-way.**
 - (iv) Points of access and circulation patterns, loading and maneuvering spaces.**
 - (v) Off-street parking; showing location of parking areas, number of parking spaces including accessible parking, and type of surface.**
 - (vi) Sidewalks, patios, courtyards, and decks.**
 - (vii) Storm drainage system, including, but not limited to, draining and grading plan, existing topography, and elevations.**
 - (viii) Fences, screens, and retaining walls, including heights and materials.**
 - (ix) Existing utilities (e.g., electric, gas, power lines).**
 - (x) Exterior lighting (show location and general nature).**
 - (xi) Sanitary sewer system or location of septic tank and drain field (if still using and not connected to City sewer), and the distance the lot is from the nearest sewer connection.**
 - (xii) Water supply (showing size of main, water flow, and size of water line).**
 - (xiii) Location of existing and, if any, proposed fire hydrants with size and flow data.**
 - (xiv) Identify any existing or proposed easements.**
 - (xv) Proposed public improvements.**
 - (xvi) Sign (if existing, location and size). Signs are subject to the provisions of Chapter [18.35](#) MDC.**
 - (xvii) Give intended type of occupancy for the structure (e.g., assembly, educational, manufacturing, processing, storage and type of contents).**

(xviii) List all existing or proposed conditions that could be hazardous to life and property from fire or explosion (e.g., storage of: liquefied petroleum gas, flammable or combustible liquids, explosives and blasting agents).

APPLICANTS RESPONSE: The application materials include a preliminary site plan for the project. The submitted site plan includes all elements listed above.

18.40.030 Design review.

(1) Purpose. The purpose of design review is to ensure that the public health, safety, and general welfare are protected, and the general interest of the public is served. The standards provide for originality, flexibility, and innovation in site planning and development in order to enhance the special characteristics that make Madras a unique place to live.

(2) Applicability. Unless exempt, the provisions of this section shall apply to the following activities:

(a) All new nonresidential development.

(b) All new apartment developments and mixed-use residential buildings that cannot meet or choose not to meet all applicable design standards in MDC [18.30.190](#).

(c) All exterior modifications to existing buildings except detached single-family dwellings.

(d) All new parking lots.

(e) All outdoor storage and display areas.

(f) Any expansion or modification of an existing nonresidential or apartment or residential mixed-use development in excess of 3,000 square feet or that requires a new or modified point of access that cannot meet or chooses not to meet all applicable design standards in MDC [18.30.190](#).

APPLICANTS RESPONSE: The application request includes the construction of the nonresidential development in the C-3 zone, therefore, this section of the code applies to the review.

(6) Standards for Approvals for Other Than Needed Housing.

(a) Natural Features. Buildings shall be sited to protect areas of special interest and significant natural features such as natural grade, trees, vegetation, and rock outcroppings. These resources are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement. They are to be protected during construction.

APPLICANTS RESPONSE: The property is relatively void of significant features, with the exception of one significant tree that is located in the center of the subject site. Based on the location, it is not possible to site the building in a way that will preserve the tree and allow for a usable area to serve the proposed use. Therefore, it can be

found that to meet all standards of the code, including the above standard is impractical, resulting in the removal of the tree. However, as a mitigation to the removal of the tree, the Applicant is proposing the installation of landscaping throughout the site, which exceeds the required standards of the code.

(b) Pedestrian Walkways.

(i) Walkways From the Sidewalk to Building Entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, and drop-off bays for at least fifty percent (50%) of the length of the walkway. Walkways shall be connected to adjacent sites wherever practicable.

APPLICANTS RESPONSE: A short walkway leads from the 5th street right of way to the front entrance of the building, passing through a landscape area. As proposed the walkway will satisfy the standard by providing direct and convenient access.

(ii) Walkways From Parking Areas to Building Entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking areas. The walkways shall be located within the parking areas and shall be designed to provide access from the parking areas to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of five feet with no car overhang or other obstruction. The walkways must also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified. The walkways shall be distinguished from the parking and driving areas by use of any of the following materials: special pavers, bricks, raised elevation, or scored concrete. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.

APPLICANTS RESPONSE: The above standard is aimed at larger parking lots that require patrons to navigate moving vehicles over a larger area. The proposed parking lot is much smaller in nature than a parking lot to serve a large building or intensive use. The parking lot will allow for direct access from the parking lot to the plaza area, which leads to the main entrance. As designed, the parking area will allow customers to safely and conveniently access the front entrance from the parking area; therefore, this standard is satisfied.

(c) Building and Sign Colors. Exterior colors and those used on signs shall be low reflectance, subtle, neutral and otherwise consistent with Ordinance [845*](#). The use of high intensity colors such as black, neon, metallic, or fluorescent for the facade and/or roof of the building is prohibited except as approved for building trim. Structures shall be painted or repainted as needed to maintain an attractive appearance.

APPLICANTS RESPONSE: The materials that are proposed to be used to be low reflective, subtle and neutral. Therefore, as presented, the submittal meets the above standards.

(d) *New primary buildings shall have at least one principal building entrance oriented toward the primary front property line. Entrances for customers or members of the public should be clearly delineated. Canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged.*

APPLICANTS RESPONSE: As shown on the site plan and architectural plans, the primary building entrance will face west. The orientation of the building entrance will allow the entrance to be oriented to both Hwy 97 Street and Prince Place. Based on the proposal, this standard has been satisfied.

(e) *Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public streets, parks, or other public areas. The architectural design of the building shall incorporate design features that screen and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks, and service yards.*

APPLICANTS RESPONSE: The Applicant is proposing to screen all mechanical equipment, including HVAC and the trash area. The applicable area or equipment will be either be screened by a sight obscuring fence, wall or landscaping.

(f) *Exterior Building Design.*

(i) *Exterior walls of buildings that are greater than 50 feet in horizontal length shall be constructed using a combination of architectural features and a variety of building materials and landscaping near the walls. Walls that can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least fifty percent (50%) of the wall length. Other walls shall incorporate architectural features and landscaping for at least thirty percent (30%) of the wall length.*

APPLICANTS RESPONSE: Per the submitted building elevations as labeled in the plan set, the north and south walls of the building are 81 feet in length, while the east and west walls are 29 feet. As described below, the proposed design meets the standard.

West Wall

The north wall will contain a number of architectural features, creating visual diversity along the face of the wall. The wall will include doors and window finishes, along with a canopy and variety of cement panels and metal finishes. Landscaping will line the wall as well, further breaking up the mass of the wall. As designed the will include a variety of features for over 50% of the wall length.



***West Elevation**

East Wall

The south wall will contain a number of architectural features, creating visual diversity along the face of the wall. The wall will include window finishes, along with a canopy and variety of cement panels and metal finishes. In addition, the south side of the building will have a projection that will be 6 feet in depth by 12 feet in length. Landscaping will line the wall as well, further breaking up the mass of the wall. As designed the will include a variety of features for over 50% of the wall length.



***East Elevation**

South Wall

The west wall will contain a number of architectural features, creating visual diversity along the face of the wall. The wall will include door finishes, a canopy and a variety of cement panels. Landscaping along with a sight obscuring fence feature will be in front the wall as well, further breaking up the mass of the wall. As designed the will include a variety of features for over 50% of the wall length.



***South Elevation**

North Wall

The east wall will contain a number of architectural features, creating visual diversity along the face of the wall. The wall will include window door finishes, a canopy and a variety of cement panels and metal finishes. Landscaping will not line wall as the plaza area is adjacent the elevation. However As designed the wall will include a variety of features for over 50% of the wall length.



***North Elevation**

(ii) Architectural features include, but are not limited to, the following: recesses, projections, wall insets, arcades, window display areas, awnings, balconies, window projections, landscape structures, or other features that complement the design intent of the structure and are acceptable to the review authority.

APPLICANTS RESPONSE: As outlined above and shown is the visuals, the building will contain a variety of finishes and colors that complement the building and provide visual interests. The features include, projections, window displays and canopies. Therefore, it can be found that the building design satisfies the standard.

(iii) A portion of the on-site landscaping shall abut the walls of the structure so that the vegetation combined with the architectural features significantly reduces the visual impact of the building mass as viewed from the street.

APPLICANTS RESPONSE: As outlined above, a portion of the landscaping will be placed along the walls of the buildings. It has been found that the combination of landscaping and architectural features will satisfy the standard and reduce overall massing for the building.

(iv) The predominant building materials should be characteristic of Central Oregon such as brick, wood, native stone and tinted/textured concrete masonry units, and/or glass products.

APPLICANTS RESPONSE: As designed, the building will provide a variety of materials and colors that will compliment the surrounding area and embody a finished look that are characteristics of other buildings that are constructed in the City of Madras. Therefore, as design this standard is satisfied.

(v) Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or prefabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Metal roofs may be allowed if compatible with the overall architectural design of the building.

APPLICANTS RESPONSE: The overall design of the building is such that an architectural variety exists, concealing the use of a predominant materials for the building. The layering of materials provides a cohesive design that appears to use a variety of accents, thus meeting this standard.

(vi) Roofs shall be designed to reduce the apparent exterior mass of a building, add visual interest, and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible rooflines and roofs that project out over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat rooftops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.

APPLICANTS RESPONSE: The roof as designed compliments the relatively small building and blends with the building design elements. While roof projections have not been included in the design as a way to cast a shadow on the building and ground, the Applicant has designed the building with a number of canopies that will cast shadows on the building and ground. The design as proposed will provide more building variety and meet the intent of the code.

(vii) Community amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.

APPLICANTS RESPONSE: As noted through out this narrative, a plaza area has been provided as a site amenity. Therefore, this standard is satisfied.

(g) Architectural Features for Industrial Buildings.

(i) Exterior walls of buildings that can be viewed from a primary public street shall be constructed with at least three of the following architectural features: recesses, projections, wall insets, arcades, windows, window display areas, doors, awnings, balconies, window projections, landscape structures, or other features that complement the design intent of the structure.

APPLICANTS RESPONSE: The proposal is not for an industrial building; therefore, this standard does not apply.

(8) Exceptions to Design Standards. An exception to the Design Review Standards may be approved by the Madras Planning Commission. The Planning Commission shall conduct a quasi-judicial hearing in accordance with the

provisions of Chapter [18.80](#) MDC. The Planning Commission's decision may be appealed to the City Council in accordance with MDC [18.80.240](#)

APPLICANTS RESPONSE: No exceptions are being proposed; therefore, this standard does not apply.

Chapter [18.65](#) CONDITIONAL USES

18.65.010 Authorization to grant or deny conditional uses.

(1) Conditional uses listed or otherwise described in the Development Code may be permitted, enlarged, or otherwise altered only upon authorization by the Planning Commission in accordance with the standards and conditions in this chapter. The Planning Commission may elect to forward any request to the City Council for determination. In permitting a conditional use or the modification of a conditional use, the Planning Commission may impose any additional conditions necessary to protect the best interests of the surrounding property or the City as a whole.

(2) Standards for Granting Conditional Uses.

(a) The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use or structure, considering building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.

APPLICANT'S RESPONSE: The proposed restaurant itself is a permitted use within the zone. However, the addition of a drive through requires a conditional use to ensure that the aspects of the use are compatible with the surrounding area.

The area is a mixture of commercial uses, including restaurants with and without drive throughs, retail, office and gas stations. However, unlike like other lots in the surrounding area, the subject property is irregular in shape and surrounded on all sides by streets, creating design constraints. A standard building design, regardless of the use, would leave large areas of unusable spaces. The Applicant has proposed to take advantage of the site's irregular shape and propose a design that maximizes the utilization of the site, while incorporating a layout that is not only functional but provides a building that is within the scale of the area. In addition to the scale of the building, the site has been carefully designed to take into account the scale of the drive through and need for landscaping. As designed, a single lane 12 foot drive through lane is proposed versus a multiple lane drive through. The single lane drive through will allow for adequate stacking, while creating a drive through that is more compatible with the area and will blend with the surrounding environment. Furthermore, the landscaping as proposed will enhance the site and further assist with mitigating visual impacts that may occur from the use, including headlight glare.

The integrated site design will ensure that the impacts generated from the drive through are mitigated. Therefore, it can be found that the use as proposed is within scale for the area and will have minimal impacts on surrounding properties.

(b) Taking into account location, size, design, and operating characteristics, the proposal, including any proposed conditions of approval, is compatible with and will have a minimal adverse impact on abutting properties and the surrounding area in terms of:

- (i) Livability;***
- (ii) Property values; and***
- (iii) Development opportunities.***

APPLICANT'S RESPONSE: As noted above, the property is located in an area with similar type commercial and adjacent roadways with high traffic volumes. The restaurant/drive through design as a proposed utilizes the existing roadway system to access the site, while providing substantial stacking distance to avoid congestion on the adjacent street. The site design will allow the use to co exist with the other uses within the area, maintaining functionality for those uses that access the adjacent Prince Place. The impacts generated by the use is compatible with the area as demonstrated through the submitted materials, having little to no impact on property values and future development opportunities.

Therefore, as presented the proposed use will not have a negative impact on the area and should be approved.

(c) The proposal will not place an excessive burden on urban services, including, but not limited to, sewage, water supply, parks, schools, police, fire, and transportation infrastructure.

APPLICANT'S RESPONSE: As found throughout this narrative, the surrounding area has been developed with infrastructure that is adequate to serve the proposed use. The use as proposed is not out of character for the area and will utilize the existing services. The largest area of concern that is related to a drive through, is the impact from traffic. A TIA prepared by Transight has been submitted as part of the application. The Traffic Report has studied the surrounding area and determined that the drive through use, while higher in trips than a standard restaurant, will not create an undue burden on the surrounding transportation system.

Based on the compatibility of the use, it can be found that the use will not have an excessive burden on the urban services that serve the property.

(3) In permitting a new conditional use, the Planning Commission may impose (in addition to those standards and requirements expressly specified by this Development Code) additional conditions which the Planning Commission considers necessary to protect the best interests of the surrounding area or the City as a whole. These conditions may include, but are not limited to, the following:

- (a) Increasing the required lot size or setbacks.***
- (b) Limiting the height, size, or location of buildings.***
- (c) Controlling the location and number of vehicle access points.***
- (d) Increasing street standards.***
- (e) Increasing the number of required off-street parking spaces.***
- (f) Limiting the number, size, location, height, and/or lighting of signs.***

- (g) Requiring diking, fencing, screening, landscaping, or other facilities to protect adjacent or nearby property.*
- (h) Designating sites for open space.*
- (i) Limiting the hours, days, place, and/or manner of operation.*
- (j) Requiring site or architectural design features that minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor, and/or dust.*
- (k) Requiring street rights-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved.*
- (l) Any other condition necessary to achieve the objectives of this Development Code.*

APPLICANT'S RESPONSE: Based on the findings and application materials, the site is compatible with the area and can be safely and adequately served by the existing infrastructure that serves the area. Furthermore, the scale, design and operation elements compliments the area and is not out of character when compared to the zoning and existing uses. Therefore, it can be found that no additional conditions need to be applied to the proposal.

SUMMARY AND CONCLUSION:

The preceding sections document that the proposed Site Plan conforms to the applicable approval criteria of MDC and meets the criteria of the Conditional Use section of the code. Because the proposal conforms to all applicable criteria and standards, the applicant respectfully requests that the City approve the proposed Site Plan and Conditional Use application as proposed.

MADRAS SOUTH Y STARBUCKS

SITE PLAN

814 SW PRINCE PL, MADRAS, OR 97741
 TAX LOTS 6600, 6700, 6790, 6801, AND 7000, MAP 111311DD
 SEPTEMBER, 2023

LANDSCAPING SUMMARY:

TOTAL SITE AREA: 33,528 SF
 LANDSCAPING REQUIRED: 3,353 SF (10% TOTAL SITE AREA)
 LANDSCAPING PROVIDED: 12,740 SF (38% TOTAL SITE AREA)

PARKING AREA: 9,921 SF
 LANDSCAPING REQUIRED: 695 SF (7% PARKING AREA)
 LANDSCAPING PROVIDED: 2,778 SF (28% PARKING AREA)



VICINITY MAP

PROJECT SITE
 NTS

SITE INFORMATION

ADDRESS: 814 SW PRINCE PL MADRAS, OR 97754
 PROPERTY SIZE: 0.73 ACRES
 ZONING: C3

OWNER

ERTLE, JOHNNIE E II & VICKI L
 2813 NW ANDERSON CT
 BEND, OR 97703

PROPOSED USE

COFFEE SHOP

UTILITY STATEMENT

UNDERGROUND UTILITIES WERE MARKED BY ONE CALL OREGON UNDER TICKET NO. 22201461.

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

EXISTING UNDERGROUND UTILITY LOCATIONS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITIES.

ARCHITECT

STEELE ARCHITECTURE
 CONTACT: ANDY HARMON
 1567 SW CHANDLER AVE
 SUITE 203
 BEND, OR 97702
 PH: 541-382-9867

CIVIL ENGINEER

H.A. M^CCOY ENGINEERING & SURVEYING
 CONTACT: HAYES M^CCOY
 1180 SW LAKE ROAD
 SUITE 201
 REDMOND, OR 97756
 PH: 541-923-7554

SHEET INDEX

- C1.0 COVER SHEET
- C1.1 EXISTING CONDITIONS AND DEMO PLAN
- C1.2 SITE AND UTILITY PLAN
- C1.3 GRADING AND DRAINAGE PLAN

ATTENTION EXCAVATORS:

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 1-800-332-2344. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 1-800-332-2344.

VERTICAL DATUM

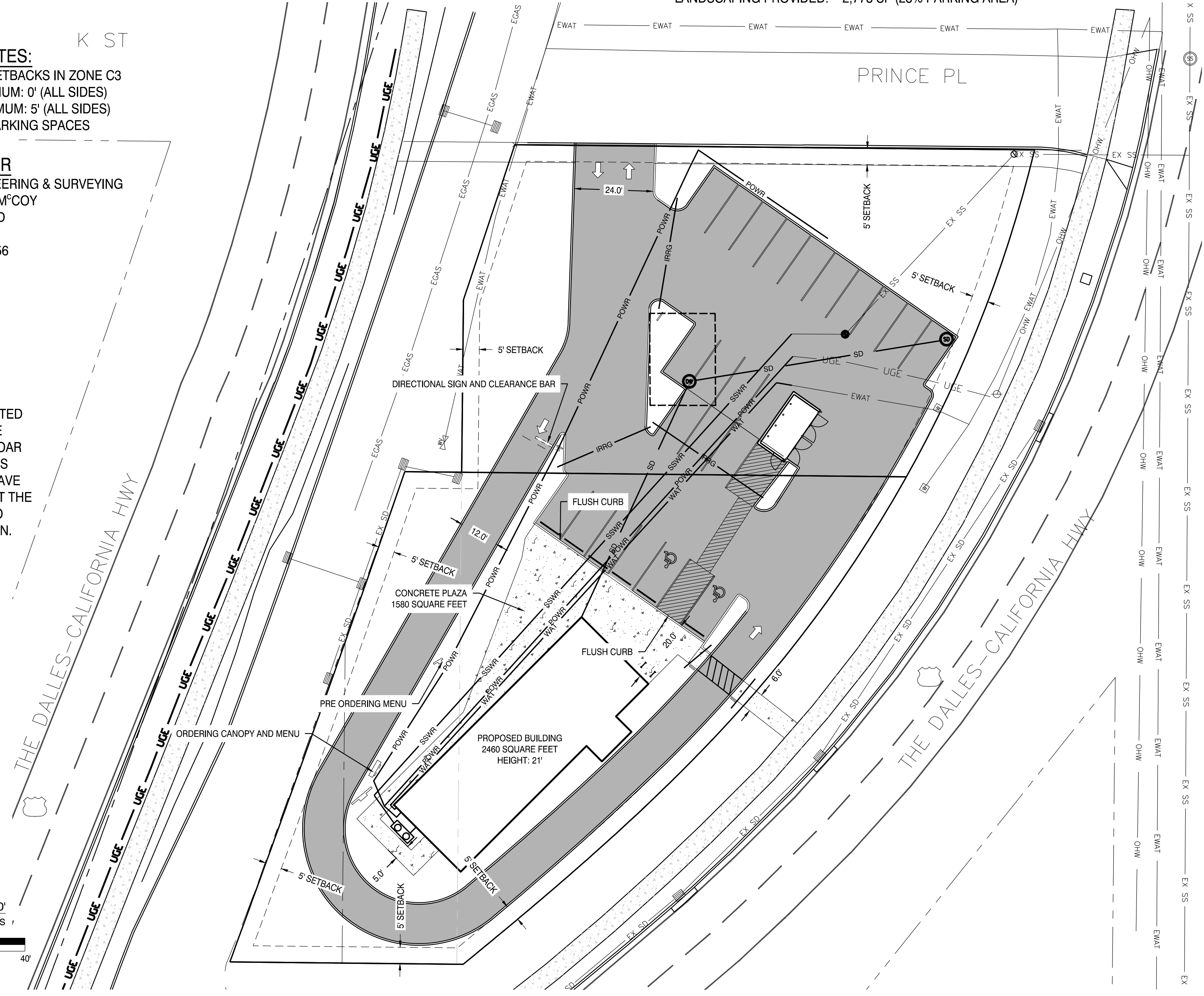
ELEVATIONS ARE BASED ON AN ODOT BENCHMARK NO Y432 DATED 2008, A 3" BRASS CAP LOCATED ON A CONCRETE CURB AT THE NORTHEASTERLY CORNER OF THE SOUTHBOUND WILLOW CREEK BRIDGE, BENCHMARK ELEVATION: 2246.29 (NGVD29)

SITE PLAN NOTES:

1. BUILDING SETBACKS IN ZONE C3
 MINIMUM: 0' (ALL SIDES)
 MAXIMUM: 5' (ALL SIDES)
2. 23 TOTAL PARKING SPACES

LEGEND	
	EXISTING CABLE
	EXISTING GAS
	EXISTING IRRIGATION
	EXISTING OVERHEAD LINES
	EXISTING POWER
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN
	EXISTING TELECOMMUNICATIONS
	EXISTING WATER
	NEW CABLE
	NEW GAS
	NEW IRRIGATION
	NEW POWER
	NEW SANITARY SEWER
	NEW STORM DRAIN
	NEW TELECOMMUNICATIONS
	NEW WATER
	FENCE
	EXISTING RIGHT-OF-WAY
	EXISTING EDGE OF GRAVEL
	EXISTING EDGE OF PAVEMENT
	EXISTING CURB
	NEW RIGHT-OF-WAY
	NEW EDGE OF GRAVEL
	NEW EDGE OF PAVEMENT
	NEW CURB
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE, DRYWELL
	WATER VALVE, GAS VALVE AIR RELEASE VALVE
	BACKFLOW PREVENTER
	WATER METER, GAS METER
	FIRE HYDRANT
	CATCH BASIN/CURB INLET
	CLEAN OUT
	RAIN DRAIN
	STREET LIGHT, PARKING LOT LIGHT
	UTILITY POLE, GUY ANCHOR
	UTILITY VAULT
	ELECTRICAL PEDESTAL
	CABLE PEDESTAL
	TELECOMMUNICATIONS PEDESTAL
	IRON ROD, IRON PIPE
	TREES
	SIGN
	MAILBOX

SCALE: 1" = 20'
 FOR 34"x22" SHEETS



DRAWING STATUS:	DATE:	No. REVISION:	DATE:
<input checked="" type="checkbox"/> SITE PLAN	10/05/23		
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			

H.A. M^CCOY
 ENGINEERING & SURVEYING, LLC
 1180 SW Lake Road, Suite 201, Redmond, OR 97756
 Hayes McCoy
 P.E., PLS, CNS
 541-923-7554
 hayes@ham-eng.com

PROJECT: MADRAS SOUTH Y STARBUCKS
 PROJECT LOCATION: MADRAS, OR
 CLIENT: ERTLE, JOHNNIE E II & VICKI L

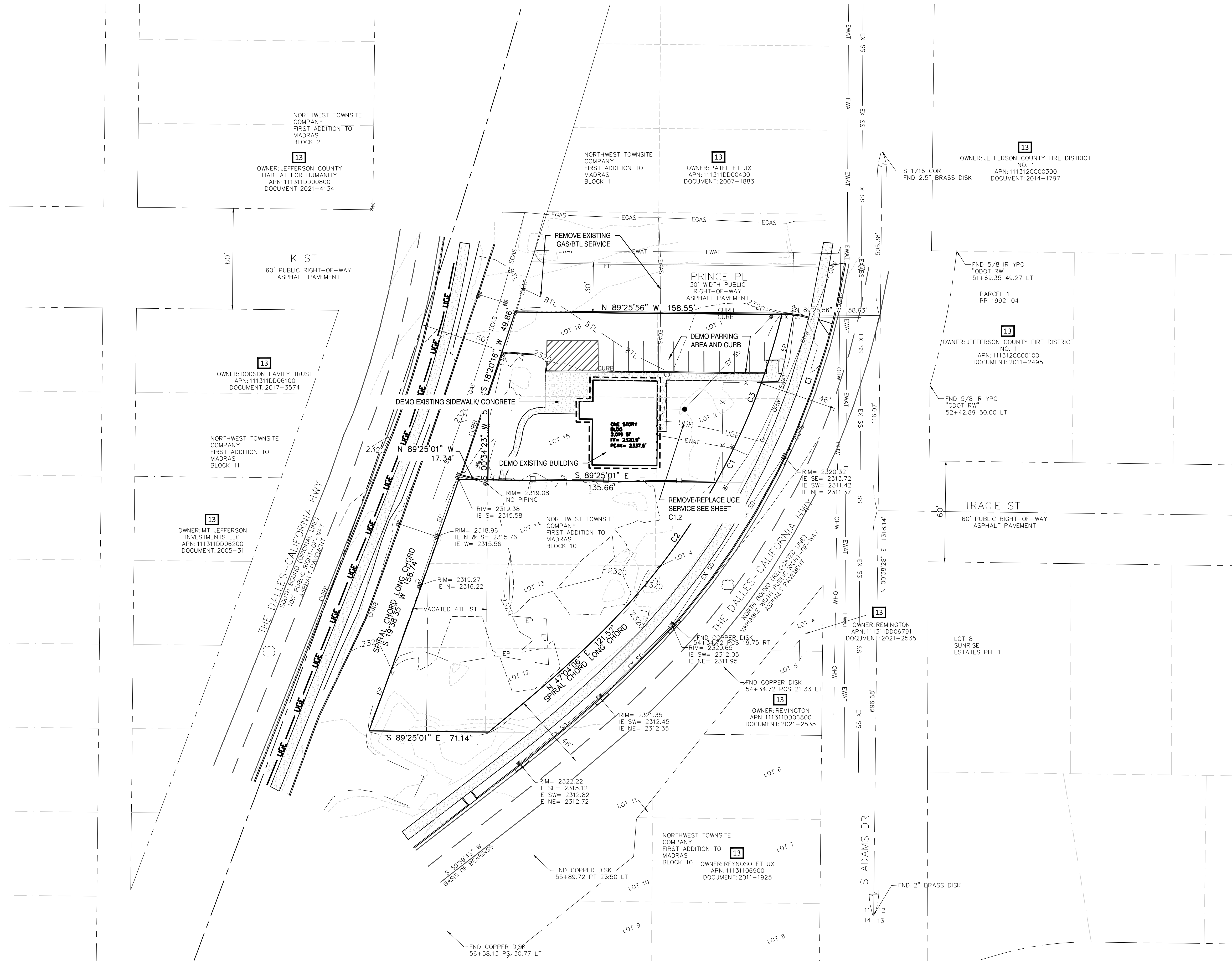
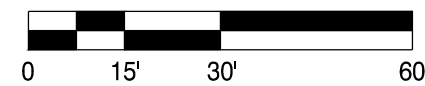
SHEET TITLE: COVER SHEET

JOB NO. 21-263
 DRAWN BY: MW/JJW
 DRAWING: P1.0

FILE: Z:\HWI_Eng\21-263_South_Y_Starbucks_Planning\231005-21263-SITE_PLAN.dwg, 10/5/2023 11:57 AM - Owner



SCALE: 1" = 30'
FOR 34"x22" SHEETS



EXISTING CONDITIONS AND DEMO PLAN



DRAWING STATUS:	DATE:	No. REVISION:	DATE:
<input checked="" type="checkbox"/> SITE PLAN	10/05/23		
<input type="checkbox"/>			
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H.A. MCCOY
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HAYES MCCOY
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PROJECT: MADRAS SOUTH Y STARBUCKS
PROJECT LOCATION: MADRAS, OR
CLIENT: ERTL, JOHNNIE E II & VICKI L

SHEET TITLE:
EXISTING CONDITIONS AND DEMO PLAN

JOB NO. 21-263
DRAWN BY: MW/JJW
DRAWING: P1.1

STORM NOTES

- SD1** INSTALL SEDIMENTATION MANHOLE PER COM STD DWG 4-3
RIM: 2317.33
IE OUT: 2314.33
- DW1** INSTALL 180 CY DRYWELL PER COM STD DWG 4-2
RIM: 2319.50
IE IN (NE): 2313.58
IE IN (S): 2316.50
- SP1** 8" D-3034 STORM PIPE LENGTH= 76' SLOPE= 0.01
- SP2** 8" D-3034 STORM PIPE LENGTH= 78' SLOPE= 0.065

NOTES

ANY WELL ABANDONMENT MUST COMPLY WITH OAR 690-220 AND PAPER RECORDS MUST BE SUBMITTED TO CITY

ALL STORMWATER RUNOFF FROM THE 100YR STORM SHALL BE MAINTAINED ON SITE

GRADING NOTES

1. STRIP APPROXIMATELY 4" OF MATERIAL AND STOCKPILE. ADDITIONAL STRIPPING MAY BE REQUIRED IF UNCLASSIFIED FILL IS ENCOUNTERED. IF ENCOUNTERED CONTACT PROJECT ENGINEER
2. ALL SUBGRADE OF DRIVE AISLES TO BE COMPACTED AND PROOF ROLLED, UNDER OBSERVATION OF PROJECT ENGINEER OR GEOTECHNICAL TESTING COMPANY
3. FILL SHALL BE STRUCTURAL FILL. FILL GREATER THAN 18" DEPTH MAY BE AGGREGATE UP TO 2' IN SIZE, COMPACTED AND PROOF ROLLED. TOP 18" SHALL BE STRUCTURAL FILL, ABLE TO BE COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY (ASTM D1557). CONTRACTOR TO PROVIDE TESTING TO OWNER AND /OR PROJECT ENGINEER
4. ALL PRIVATE SITE GRADING SHALL COMPLY WITH APP. J 2019 OSSC

DRYWELL NOTES


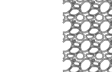
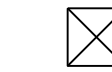
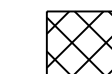
CONCRETE CAP MAY BE OMITTED ON PRIVATE DRYWELLS PROVIDED CONTRACTOR ASSUMES RESPONSIBILITY FOR ENSURING ADEQUATE COMPACTION IN VICINITY OF DRYWELL TO AVOID SETTLING OF SURFACE.

CONTRACTOR SHALL PROVIDE INLET PROTECTION FOR ANY AFFECTED EXISTING CATCH BASIN OR AS SHOWN ON THESE PLANS.

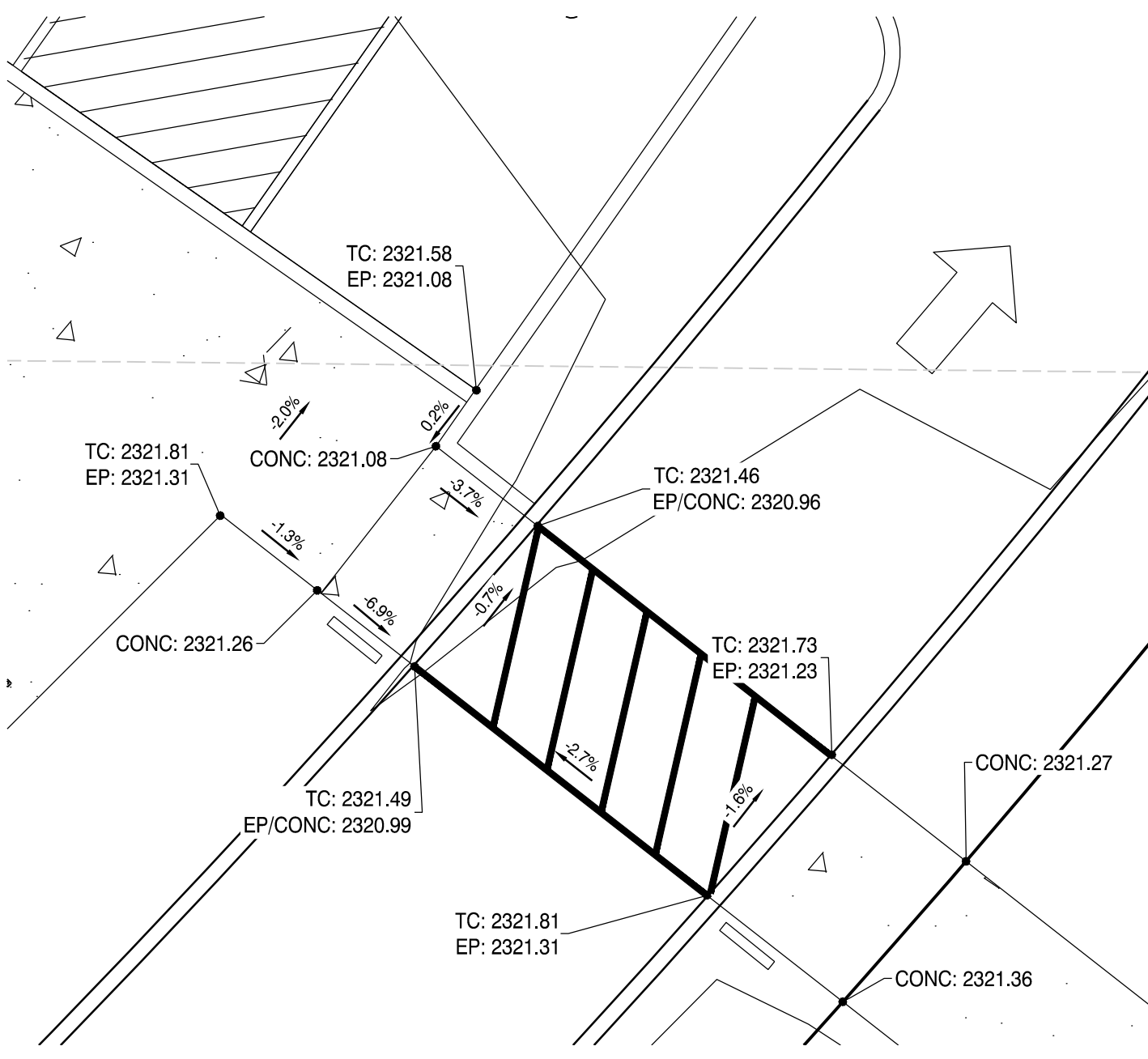
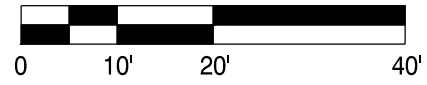
CONTRACTOR SHALL MAINTAIN EROSION AND DUST CONTROL AT ALL TIMES UNTIL PROJECT COMPLETION.

DRYWELLS ARE TO BE DRILLED AND SHOT

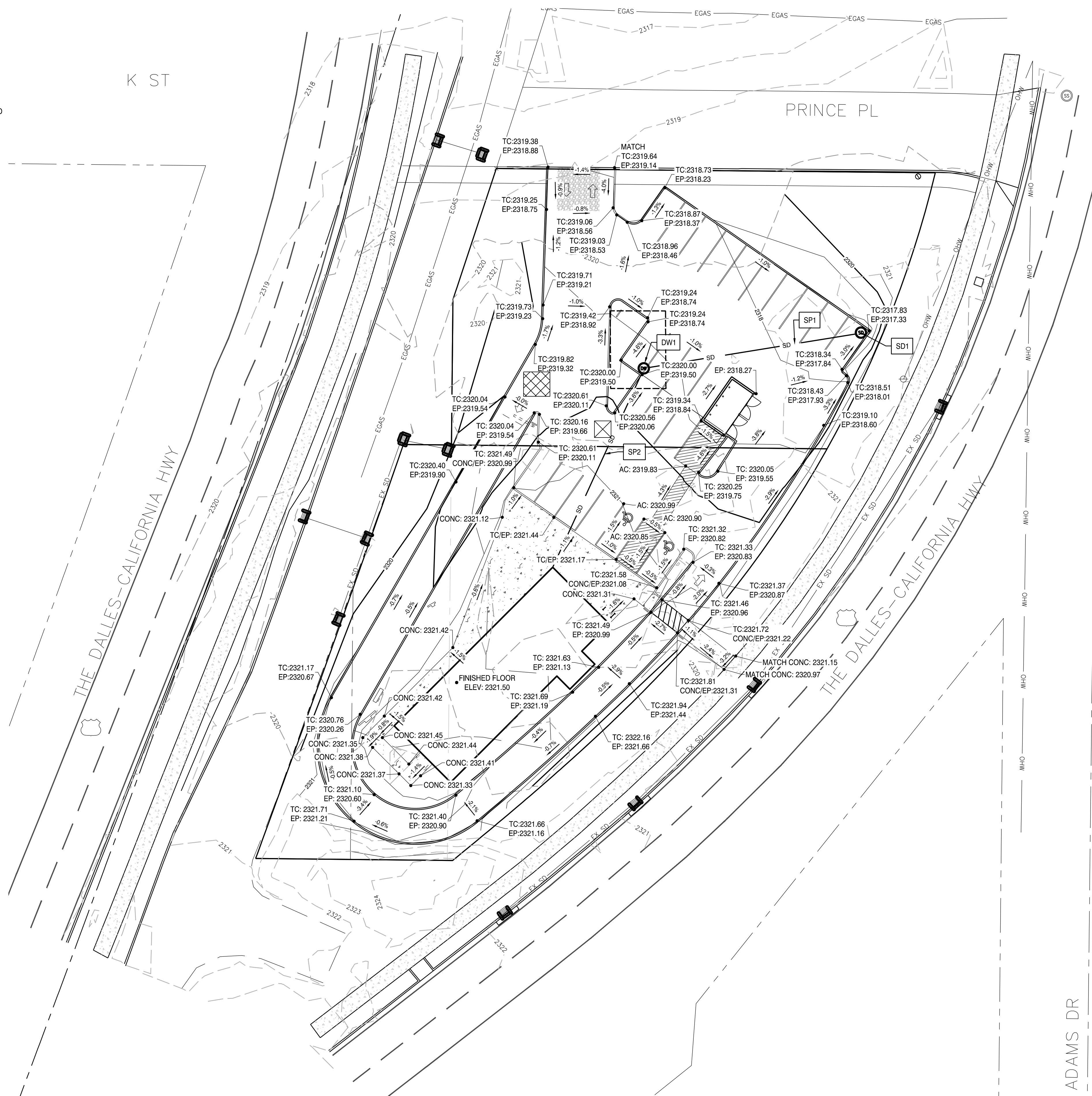
EROSION CONTROL LEGEND

-  INLET PROTECTION
-  GRAVEL CONSTRUCTION ENTRANCE (SEE DETAILS, ODOT RD1000)
-  CONCRETE WASHOUT
-  POTENTIAL POLLUTANTS SUCH AS FUEL RELATED EQUIPMENT TO BE STORED HERE TO BE CONTAINED

SCALE: 1" = 20'
FOR 34"x22" SHEETS



CROSS WALK/ ADA RAMP DETAIL



GRADING AND DRAINAGE PLAN



DRAWING STATUS:	DATE:
<input checked="" type="checkbox"/> SITE PLAN	
No. REVISION:	DATE:
10/05/23	

H.A. MCCOY
ENGINEERING & SURVEYING, LLC
1180 NW Lake Road, Ste 201, Beaverton, OR 97006
Hayes McCoy
P.E., H.S. CIVILE
541-423-7554
hayes@ham-eng.com

PROJECT: MADRAS SOUTH Y STARBUCKS
PROJECT LOCATION: MADRAS, OR
CLIENT: ERTL, JOHNNIE E II & VICKI L

SHEET TITLE: GRADING AND DRAINAGE PLAN

JOB NO. 21-263
DRAWN BY: MW/JJW
DRAWING: P1.3

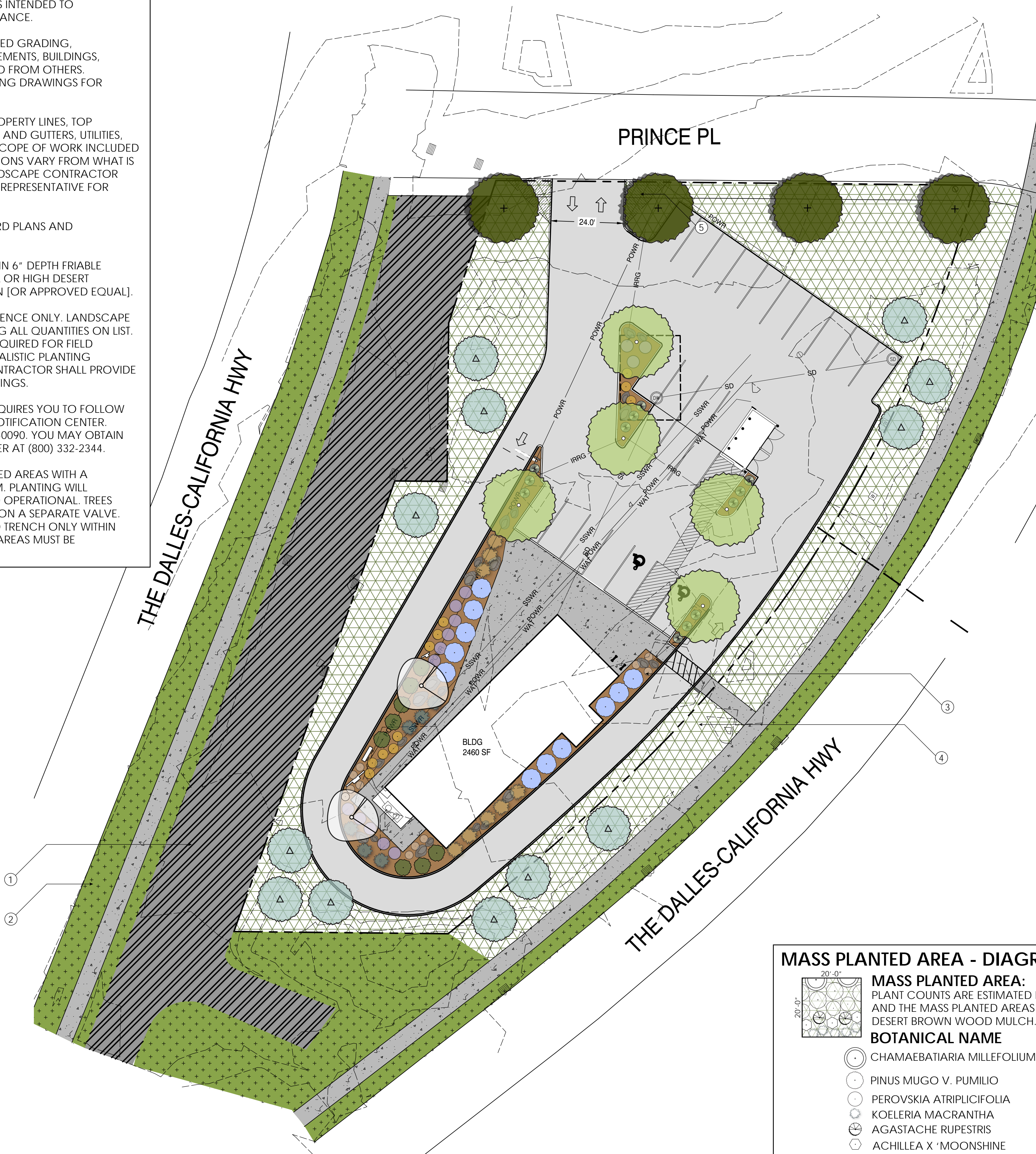
FILE: Z:\HWI_Eng\21-263_South Y Starbucks Planning\231005-21263-SITE_PLAN.dwg 10/5/2023 11:57 AM - Owner

LANDSCAPE NOTES

1. THIS PLAN IS SCHEMATIC IN NATURE AND IS INTENDED TO DEMONSTRATE ZONING AND CODE COMPLIANCE.
2. BASE INFORMATION, INCLUDING: PROPOSED GRADING, LOCATION OF PROPERTY LINES, UTILITIES EASEMENTS, BUILDINGS, ROADS, AND CURBS HAVE BEEN REFERENCED FROM OTHERS. REFER TO ARCHITECTURAL / CIVIL ENGINEERING DRAWINGS FOR ADDITIONAL INFORMATION.
3. VERIFY SITE INFORMATION, INCLUDING PROPERTY LINES, TOP AND BOTTOMS OF SLOPES, ROADWAY CURB AND GUTTERS, UTILITIES, AND OTHER INFORMATION AFFECTING THE SCOPE OF WORK INCLUDED IN THESE DRAWINGS. IF ACTUAL SITE CONDITIONS VARY FROM WHAT IS SHOWN ON THE LANDSCAPE PLAN, THE LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER'S AUTHORIZED REPRESENTATIVE FOR DIRECTION ON HOW TO PROCEED.
4. REFER TO CITY AND/OR COUNTY STANDARD PLANS AND SPECIFICATIONS WHERE APPLICABLE.
5. ALL LANDSCAPED AREAS TO RECEIVE A MIN 6" DEPTH FRIABLE TOPSOIL AND A 2" DEPTH OF ASPEN GRAVEL OR HIGH DESERT BROWN WOOD MULCH AS SHOWN ON PLAN [OR APPROVED EQUAL].
6. PLANT QUANTITIES ARE SHOWN FOR REFERENCE ONLY. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON LIST. PLANT QUANTITIES SHALL BE ADJUSTED AS REQUIRED FOR FIELD CONDITIONS. GROUP LIKE SPECIES IN NATURALISTIC PLANTING PATTERNS IN DRIFTS OF 3-7. LANDSCAPE CONTRACTOR SHALL PROVIDE A MIN OF 1 YEAR WARRANTY FOR ALL PLANTINGS.
7. CALL BEFORE YOU DIG. OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITIES NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER AT (800) 332-2344.
8. IRRIGATE ALL NEWLY PLANTED LANDSCAPED AREAS WITH A PERMANENT AUTOMATIC IRRIGATION SYSTEM. PLANTING WILL OCCUR AFTER IRRIGATION IS INSTALLED AND OPERATIONAL. TREES SHALL BE IRRIGATED WITH 2 BUBBLERS EACH ON A SEPARATE VALVE. THE LANDSCAPE CONTRACTOR SHALL HAND TRENCH ONLY WITHIN DRIP-LINE OF EXISTING TREES. LANDSCAPED AREAS MUST BE APPROPRIATELY IRRIGATED.

PLAN NOTES

- ① R.O.W. EXISTING PAVEMENT
- ② R.O.W. EXISTING LANDSCAPING
- ③ ORNAMENTAL LANDSCAPING
- ④ MASS PLANTED AREA
- ⑤ CLEAR VISION AREA



PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	QTY.	SIZE
ACER X FREEMANII 'ARMSTRONG'	ARMSTRONG RED MAPLE	4	2" CAL.
FRAXINUS PENNSYLVANICA	SUMMIT ASH	5	2" CAL.
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY [MULTI-STEM]	2	15 GAL.
PINUS NIGRA 'OREGON GREEN'	OREGON GREEN AUSTRIAN PINE	12	6'-8' HT.
ILEX X MESERVEAE	BLUE BOY HOLLY	11	3 GAL.
PICEA PUNGENS 'GLOBOSA'	DWARF GLOBE BLUE SPRUCE	8	3 GAL.
NEPETA	CATMINT	14	1 GAL.
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	8	1 GAL.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	6	1 GAL.
ECHINACEA PURPUREA POWWOW WHITE	WHITE CONEFLOWER	11	1 GAL.
ACHILLEA TERRACOTTA	TERRACOTTA YARROW	11	1 GAL.
FESTUCA GLAUCA	BLUE FESCUE	12	1 GAL.
MASS PLANTED AREA - DIAGRAM A			

LANDSCAPE MATERIALS

- R.O.W. EXISTING LANDSCAPING - TO REMAIN
- *NOTE: IT HAS YET TO BE DETERMINED HOW THE EXISTING LANDSCAPED AREAS WILL BE IRRIGATED DURING THE CONSTRUCTION PROCESS.
- R.O.W. EXISTING PAVEMENT - TO REMAIN
- ROCK MULCH - 3/4" OPEN ASPEN GRAVEL
- LANDSCAPE BASALT BOULDERS- *BOULDERS SHALL BE AT LEAST 2' IN DIAMETER WITH A THIRD OF THE ROCK BURIED.

MASS PLANTED AREA - DIAGRAM A

PLANT COUNTS ARE ESTIMATED FOR THE MASS PLANTED AREAS AND THE MASS PLANTED AREAS WILL HAVE A 2" DEPTH OF HIGH DESERT BROWN WOOD MULCH.

BOTANICAL NAME	COMMON NAME	QTY.	SIZE
CHAMAEBATIARIA MILLEFOLIUM	DESERT SWEET	30	3 GAL.
PINUS MUGO V. PUMILIO	DWARF MUGO PINE	35	3 GAL.
PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	50	5 GAL.
KOELERIA MACRANTHA	PRAIRIE JUNEGRASS	150	1 GAL.
AGASTACHE RUPESTRIS	SUNSET HYSSOP	45	1 GAL.
ACHILLEA X 'MOONSHINE'	MOONSHINE YARROW	50	1 GAL.

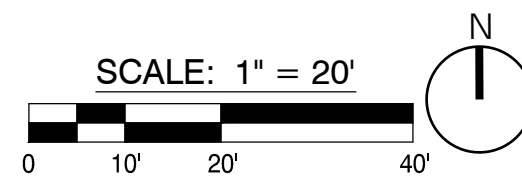
LANDSCAPE CALCULATIONS

LANDSCAPE REQUIREMENTS
 TOTAL LOT AREA: 33,528 SF
 REQUIRED LANDSCAPE: 3,353 SF [10%]
 PROVIDED LANDSCAPE: 12,740 SF [38%]

STREET TREE REQUIREMENTS
 STREET FRONTAGE ON PRINCE PL: 133 LF
 REQUIRED TREES AT 30' ON CENTER: 4 TREES
 PROVIDED TREES: 4 TREES

PARKING REQUIREMENTS
 PARKING AND DRIVE AISLES: 9,921 SF
 REQUIRED PARKING AREA LANDSCAPE: 695 SF [7%]
 PROVIDED PARKING AREA LANDSCAPE: 2,778 SF [28%]

PARKING LOT TREE REQUIREMENTS [1 TREE PER 10 SPACES]
 PARKING PROVIDED: 23 SPACES
 REQUIRED PARKING LOT TREES: 2 TREES
 PROVIDED PARKING LOT TREES: 5 TREES



ORNAMENTAL LANDSCAPING - TREES



ARMSTRONG MAPLE



SUMMIT ASH



AUTUMN BRILLIANCE SERVICEBERRY [MULTI-STEM]



OREGON GREEN AUSTRIAN PINE

ORNAMENTAL LANDSCAPING - SHRUBS, GRASSES, & PERENNIALS



BLUE BOY HOLLY



DWARF GLOBE BLUE SPRUCE



CATMINT



KARL FOERSTER FEATHER REED GRASS



BLUE OAT GRASS



WHITE CONEFLOWER



TERRACOTTA YARROW



BLUE FESCUE

MASS PLANTED AREA



DESERT SWEET



DWARF MUGO PINE



RUSSIAN SAGE



PRAIRIE JUNEGRASS



SUNSET HYSSOP



MOONSHINE YARROW

BLOCKING NOTES

- THE ASSUMED LOCATIONS OF INTERIOR PARTITIONS ARE SHOWN ON THE PLAN WITH DASHED LINES; THESE ARE SHOWN TO GIVE A GENERAL IDEA OF POSSIBLE INTERIOR PLAN, BUT THEY MUST BE COORDINATED WITH THE INTERIOR SET OF DRAWINGS AND CDS PRIOR TO CONSTRUCTION OF STUBS, FLOOR PENETRATIONS, AND BLOCKING.
- PROVIDE BLOCKING AT THE FOLLOWING LOCATIONS:
- BLOCKING FOR ACCESSIBILITY REQUIREMENTS AND GRAB BARS AT ALL RESTROOM LOCATIONS.
- BLOCKING FOR RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS.
- BLOCKING FOR FUTURE MILLWORK LOCATIONS - TO BE 6" STRIPS, REFER TO INTERIOR ELEVATIONS FOR LOCATIONS.
- BLOCKING FOR ALL CASEWORK AS REQUIRED BY THE MANUFACTURER AND FOR PROPER SUPPORT.
- BLOCKING FOR MEZZANINE RAILING AND VERTICAL LADDERS SUPPORT.

FRAMING AND DRYWALL NOTES

- REFER TO INTERIOR DWGS FOR TYPICAL PARTITION TYPES.
- STUD SPACING TYPICALLY 16" O.C. UNLESS OTHERWISE SCHEDULED OR NOTED.
- PROVIDE METAL TRIM OR CASING AT ALL EDGES OF PLASTER AND DRYWALL SURFACES WHERE IT TERMINATES OR MEETS ANY OTHER MATERIAL UNLESS OTHERWISE NOTED.
- PROVIDE METAL CORNER BEAD AT ALL OUTSIDE CORNERS OF PLASTERED OR DRYWALL SURFACES UNLESS OTHERWISE NOTED.
- PROVIDE STIFFENERS, BRACING, BACK-UP PLATES, ETC. AS REQUIRED AT STUD WALLS FOR SUPPORT OF TOILET FIXTURES OR OTHER EQUIPMENT.
- EXTEND ALL STOREFRONT SOFFIT FRAMING TO STRUCTURE ABOVE. DIAGONALLY BRACE AS REQUIRED.
- WALLS SHALL BE TAPED AND SANDED SMOOTH, READY FOR FINISH.
- GC TO COORDINATE DRYWALL INSTALLATION WITH TENANT, DUE TO POTENTIAL TENANT'S ROUGH IN WORK.
- FIRING WALL AT ELECTRICAL PANELS SHALL BE 6" STEEL STUDS @16" O.C. (OR AS NECESSARY TO ENCOMPASS THE ELECTRICAL PANELS) WITH 5/8" TYPE "X" DRYWALL.

PLAN GENERAL NOTES

- ALL DOORS TO BE KEYLESS IN THE DIRECTION OF EGRESS.
- ALL FIRE RATED DOORS TO BE SELF-CLOSING.
- ALL GLAZED DOORS AND ANY GLAZED PANEL MORE THAN 18 INCHES IN WIDTH ADJACENT TO ANY DOOR WHEREIN THE SILL IS LESS THAN 24 INCHES ABOVE THE FLOOR SHALL BE TEMPERED.
- ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25.
- SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
- DO NOT FASTEN STUDS OR GYPSUM BD. TO TOP RUNNER OF NON-BEARING GYP.BD. PARTITIONS. CUT STUDS AND GYP.BD. 1/2" MAX. SHORT TO ALLOW FOR VERTICAL SLAB DEFLECTION.
- ALL DIMENSIONS TO BE FINISHED SURFACE UNLESS OTHERWISE NOTED.
- GC TO COORDINATE ALL CEILING HEIGHTS WITH BUILDING SYSTEMS. OWNER TO APPROVE ALL CEILING HGTS. BEFORE INSTALLATION.
- THE ARCHITECT WILL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RIGHTS AND RESPONSIBILITIES.

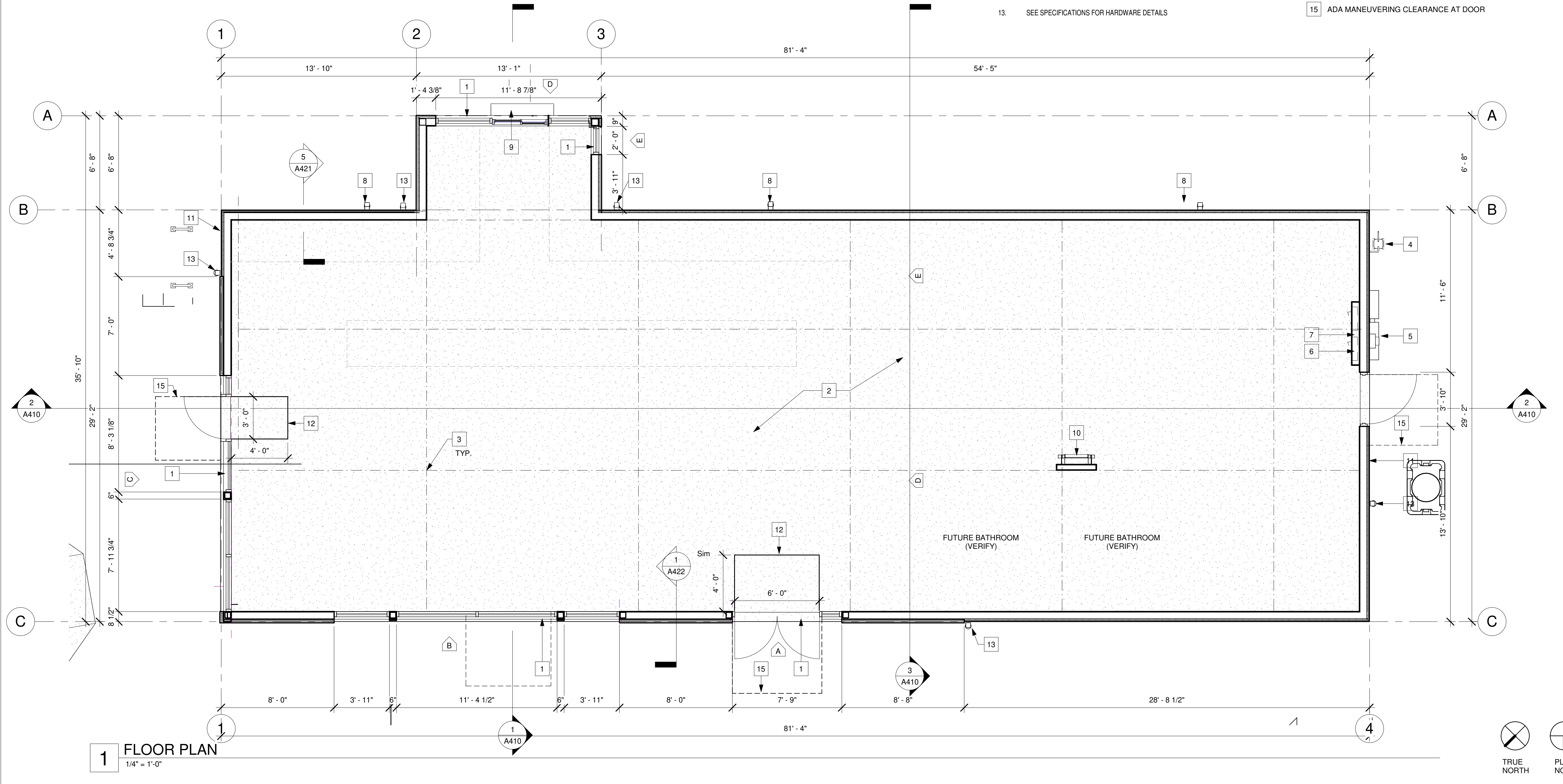
DOOR NOTES

- ALL REQUIRED EXIT DOORS MUST BE 36 INCHES CLEAR WIDTH.
- FINISH ON DOOR SCHEDULE OCCURS ON ALL SIDES OF DOOR AND FRAME UNLESS OTHERWISE NOTED OR DETAILED.
- NOT USED.
- NOT USED.
- ALL EXITS TO BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT.
- UNLESS OBVIOUSLY SHOWN OTHERWISE, DOOR LOCATIONS NOT LOCATED BY DIMENSION SHALL BE CENTERED IN THE WALL OR SHALL BE LOCATED FOUR (4) INCHES FROM FINISH WALL TO EDGE OF DOOR BUCK.
- ALL LEGAL EXITS SHALL BE PROVIDED WITH EXIT SIGNS HAVING LETTERS IN CONTRASTING COLORS AND ARE SIX (6) INCHES HIGH AND THREE QUARTER INCH WIDE OR LARGER IF REQUIRED BY LOCAL CODES. SEE PLANS FOR LOCATION.
- EXTERIOR DOORS MOUNTED BETWEEN THE JAMBS SHALL HAVE A CONTINUOUS SEAL OR BAFFLE AT EACH JAMB.
- EXTERIOR DOORS SHALL BE PROVIDED WITH A SEAL, ASTRAGAL OR BAFFLE AT THE HEAD AND SILL.
- NOT USED.
- BOTTOM 12 INCHES OF ALL DOORS, EXCEPT AUTOMATIC AND SLIDING, SHALL HAVE A SMOOTH SURFACE TO AVOID CATCHING A WHEELCHAIR FOOTREST. EXTERIOR DOORS MOUNTED ON EITHER THE SIDE OR THE OUTSIDE OF AN EXTERIOR WALL SHALL HAVE A MINIMUM ONE-INCH AT EACH JAMB.
- ALLOWABLE CLOSURE PRESSURE SHALL BE:
 95 LBS INTERIOR DOORS
 15 LBS FIRE DOORS
 8.5 LBS EXTERIOR DOORS
- SEE SPECIFICATIONS FOR HARDWARE DETAILS

KEYNOTES

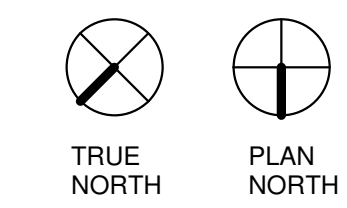
- ALUMINUM STOREFRONT SYSTEM. REFER TO BUILDING ELEVATIONS AND A710.
- CONC. SLAB-ON-GRADE. REFER TO STRUCTURAL DWGS. PROVIDE A MINIMUM FLATNESS RATING OF 50 FL TO RECEIVE "POLISHED CONCRETE FINISHED FLOOR" TREATMENT BY TENANT. REFER TO TENANT DRAWINGS FOR FINISHES.
- CONTROL JOINTS IN CONCRETE @ 15'-0" O.C. MAX.
- GAS SERVICE/METER LOCATION. REFER TO MECHANICAL AND PLUMBING DWGS.
- ELECTRICAL SERVICE/METER LOCATION. REFER TO ELECTRICAL DWGS.
- ELECTRICAL PANELS. REFER TO ELECTRICAL DWGS.
- FURRING WALL TO ACCOMMODATE THREE ELECTRICAL PANELS, MIN 11'-0" HIGH
- ROOF DOWNSPOUT INTO STORM SEWER SYSTEM; 4" SQUARE AND TRANSITION TO 4" DIA. ROUND AT SEWER PVC
- STAINLESS STEEL SHELF AT DRIVE THRU WINDOW (FROM WINDOW MFR)
- ROOF LADDER
- FROST PROOF HOSE BIB; REFER TO PLUMBING DRAWINGS.
- WALK-OFF MATS RECESSED INTO FLOOR SLAB WITH PER MANUFACTURER'S SPECIFICATIONS COORDINATE WITH TENANT DRAWINGS.
- DOWNSPOUTS FROM CANOPY INTO STORM SEWER SYSTEM. CANOPY MANUFACTURER TRANSITION TO STORM PIPING WITH CLEAOUT INTEGRAL
- POSSIBLE APPROXIMATE LOCATIONS OF INTERIOR PARTITIONS AND BAR BY TENANT (COORDINATE W/ TENANT DRAWINGS)
- ADA MANEUVERING CLEARANCE AT DOOR

GENERAL CONTRACTOR TO HAVE A PRE-CONSTRUCTION MEETING WITH STARBUCKS CONSTRUCTION MANAGER TO COORDINATE INTERIOR LAYOUT, PENETRATIONS, ETC...



1 FLOOR PLAN
1/4" = 1'-0"

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A SOOSOCIATES
Soos & Associates, Inc.
 Architecture
 105 Scheller Road, Suite 101, Lincolnshire, Illinois 60069
 Phone: 847 821 7667

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JOHNNIE E II AND VICKY L ERTL
 2813 NW ANDERSON CT
 BEND, OR 97703

CLIENT

MADRAS SHELL
 814 SW PRINCE PL
 MADRAS, OR 97741

PROJECT

CONSULTANT

NO.	ISSUE	DATE

NO. ISSUE DATE

SEAL
DD. OWNER APPROVAL

DATE 07-21-2023
 PROJECT NO. 20-038 SA
 DRAWN SOOS
 CHECKED SOOS
 APPROVED SOOS

TITLE
FLOOR PLAN

SHEET
A210

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MADRAS SHELL
814 SW PRINCE PL
MADRAS, OR 97741

PROJECT

CONSULTANT

NO.	ISSUE	DATE

SEAL

DD. OWNER APPROVAL

DATE	07-21-2023
PROJECT NO.	20-038 SA
DRAWN	SOOS
CHECKED	SOOS
APPROVED	SOOS
TITLE	

BUILDING ELEVATIONS

SHEET

A401

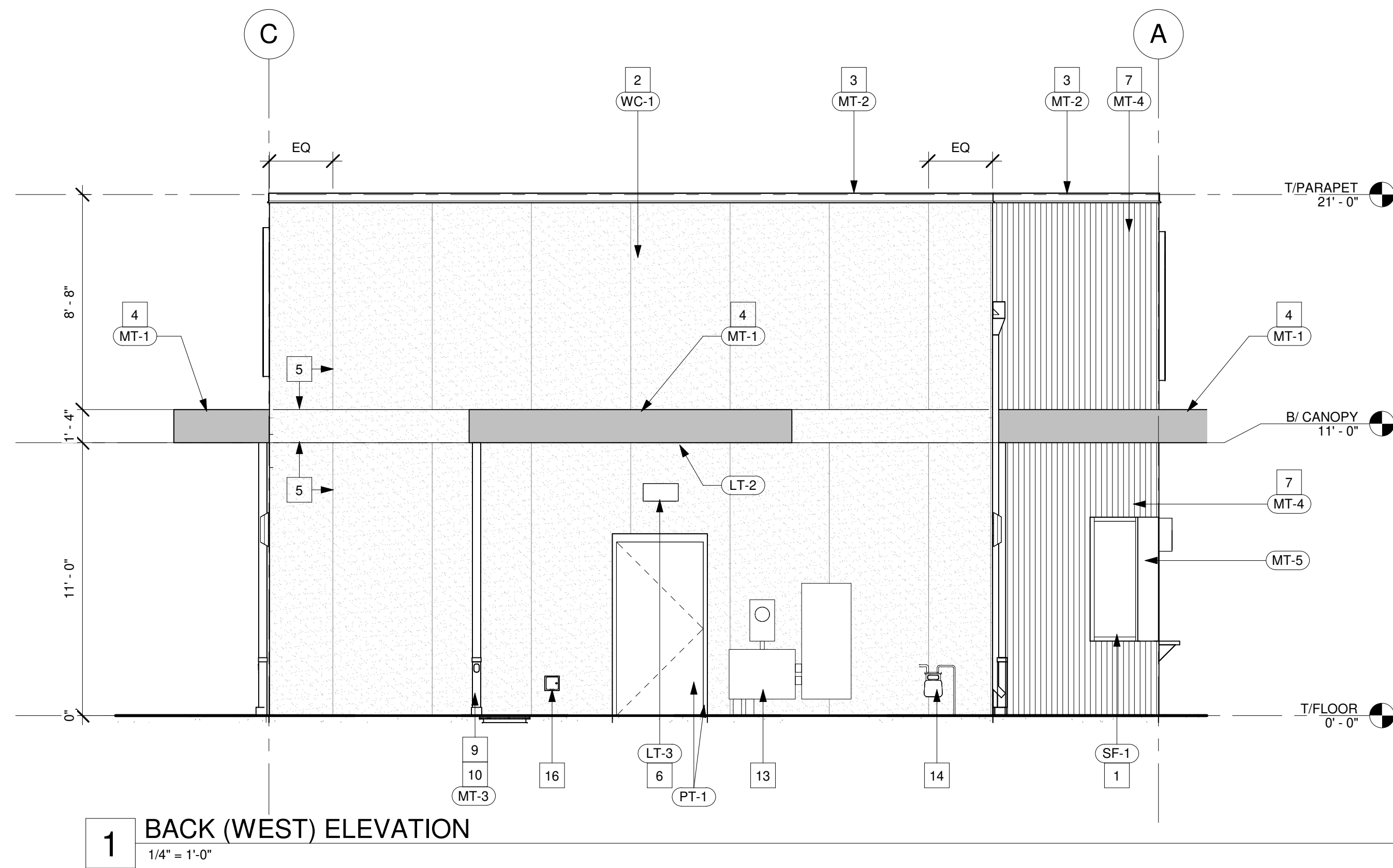
EXTERIOR FINISH SCHEDULE

WALL CLADDING:	MANUF.:	FINISH:	DESCRIPTION:
WC-1	JAMES HARDIE	48X120 PANELS, FINISH: FINE SAND COLOR: PAINT SW7044 AMAZING GRAY	CEMENT BOARD PANEL
METAL:	MANUF.:	COLOR:	DESCRIPTION:
MT-1	AWNEX	DARK BRONZE	METAL CANOPIES
MT-2	FIRESTONE	DARK BRONZE	PREFINISHED METAL COPING
MT-3	TBD	MATCH SW7044 AMAZING GRAY	DS, SCUPPER, METAL TRIM
MT-4	AEP SPAN	FLEX SERIES; 1.2FX10-12 ; COOL WALNUT	METAL SIDING
MT-5	TBD	DARK BRONZE MATCH STOREFRONT	ANGLE, BRAKE METAL
PAINT:	MANUF.:	COLOR:	DESCRIPTION:
PT-1	TBD	SW7044 AMAZING GRAY	HM DOOR & FRAME
PT-2	TBD		
STOREFRONT:	MANUF.:	COLOR:	DESCRIPTION:
SF-1	KAWNEER (VFY)	STOREFRONT 393F061 - DARK BRONZE	STOREFRONT FRAMING
LIGHT:	MANUF.:	COLOR:	DESCRIPTION:
LT-1	KICHLER	DARK BRONZE	ESTELLA 2 LED SCONCE
LT-2	LITHONIA LIGHTING	BLACK	CANOPY LIGHTS, WF4 LED 30K MB
LT-3	LITHONIA LIGHTING	DARK BRONZE	LED SECURITY LIGHT WST -

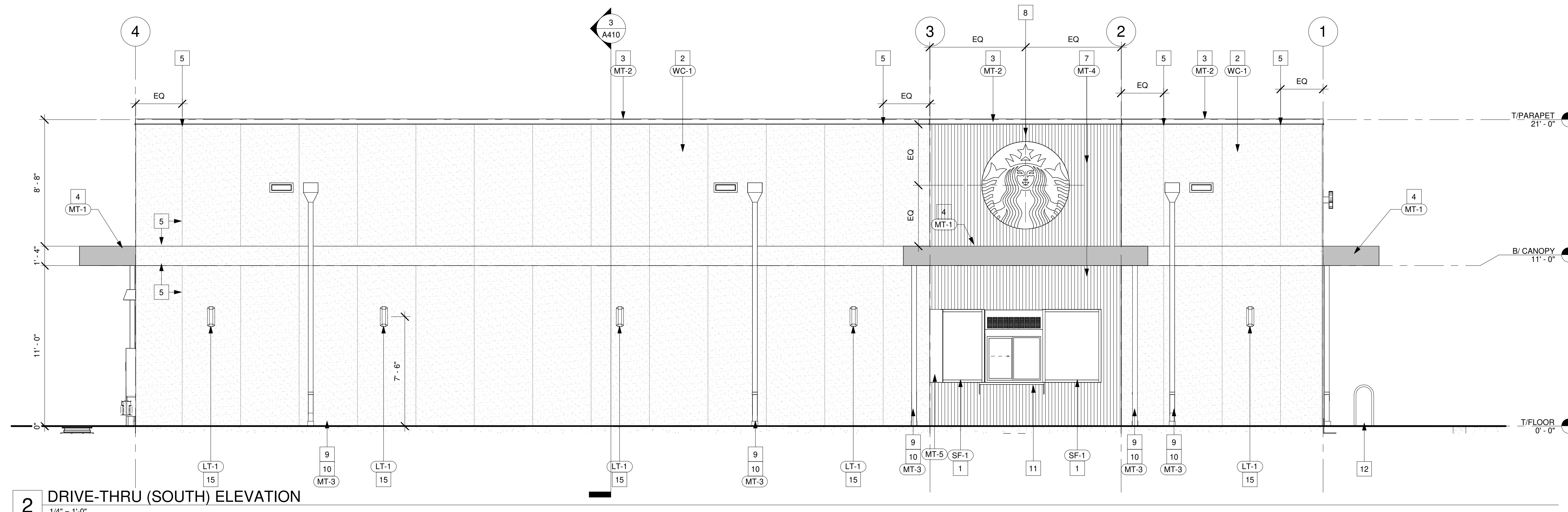
KEYNOTES

- 1 ALUMINUM STOREFRONT SYSTEM
- 2 FINISH CEMENT PANEL
- 3 PREFINISHED METAL COPING
- 4 CANOPY
- 5 PANEL JOINT
- 6 SECURITY LIGHT
- 7 METAL PANELS
- 8 SIGNAGE, REFER TO TENANT DRAWINGS. PROVIDE BLOCKING, CONDUIT & JUNCTION BOX AS REQ'D. COORDINATE WITH FINAL TENANT DWGS.
- 9 PROVIDE SST DOWNSPOUT SHOE WITH TRANSITION TO ROUND BASE TO STORMWATER PIPING. FINISH TO MATCH DOWNSPOUT. PIEDMONT MFR OR EQUAL. COORDINATE WITH CIVIL DRAWINGS. TYP.
- 10 METAL DOWNSPOUT AND SCUPPER
- 11 DRIVE THRU SHELF. SEE INTERIOR DWGS
- 12 BIKE RACKS, FINISH: BLACK
- 13 ELECTRICAL SERVICE & CT CABINET
- 14 PROPOSED GAS METER LOCATION
- 15 PROVIDE STUB AND SCONCE FIXTURE; SEE ELECTRICAL DRAWINGS
- 16 FROST-PROOF, LOCKABLE WALL HYDRANT
- 17 DT WINDOW. PROVIDE READY ACCESS DT SERVICE WINDOW. WINDOW AND AIR CURTAIN FINISH TO MATCH ADJACENT STOREFRONT.

NOTE
FOR CANOPY LIGHTS EXACT LOCATION, SPECIFICATIONS AND SCHEDULES REFER TO TENANT'S DRAWINGS.

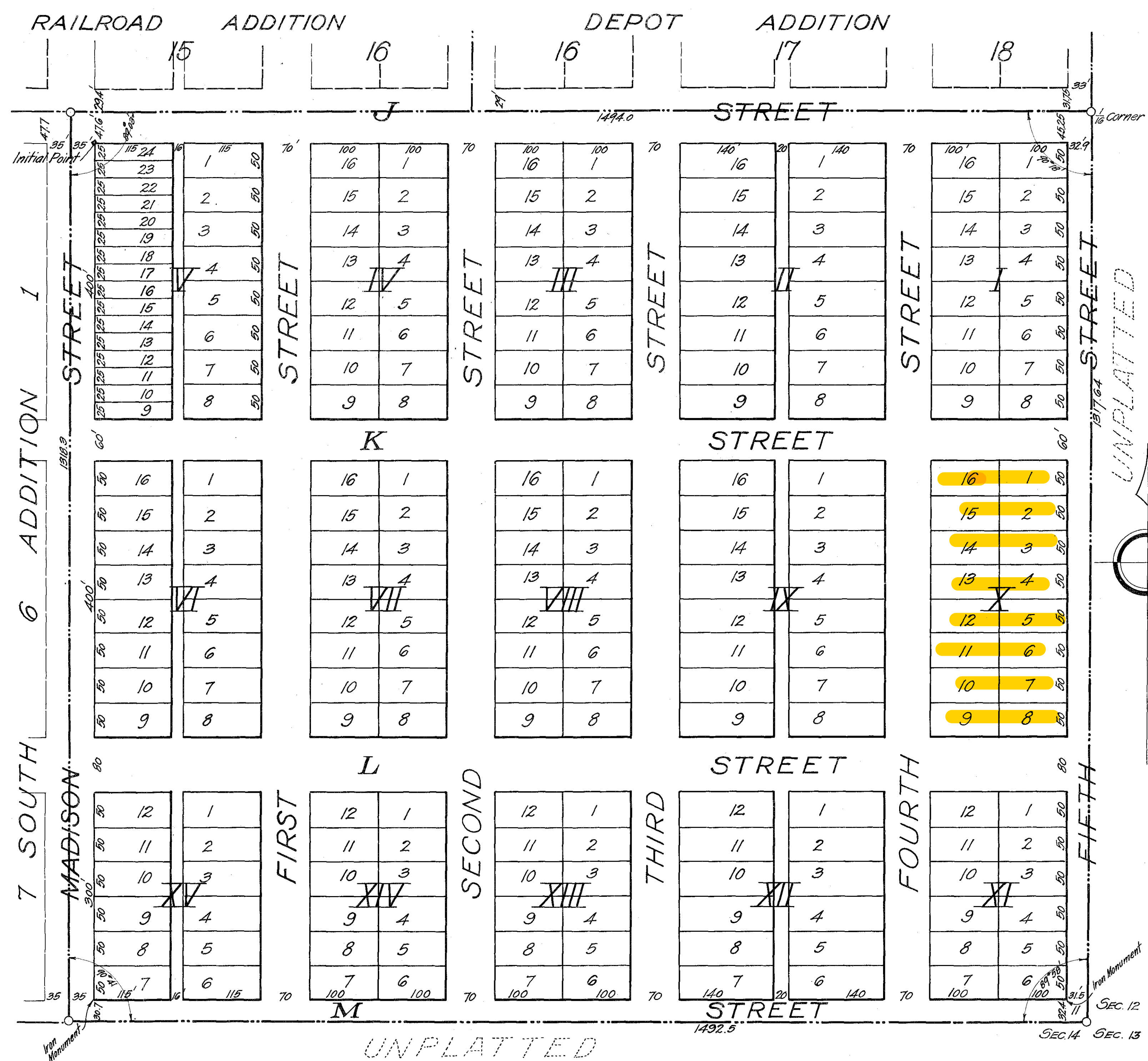


1 BACK (WEST) ELEVATION
1/4" = 1'-0"



2 DRIVE-THRU (SOUTH) ELEVATION
1/4" = 1'-0"

NORTH WEST TOWNSITE COMPANY'S 1ST ADD.



SURVEYOR'S CERTIFICATE.

I, R. A. Harrower, Civil Engineer, do hereby certify that on the 3rd to the 7th days of May 1911, I surveyed, staked and monumented the Northwest Townsite Company's first Addition to Madras, as shown by this plat, and including the south half of the southeast quarter of Section 11, Township 11 south, Range 13 east of the Willamette Meridian, east of the center line of Madison Street, as shown by the recorded plats of Railroad and South Additions to Madras. The initial point is marked by a stone 8" x 8" x 15". East and West dimensions between first and Fifth Streets are as shown to agree with plats of Railroad and Depot Additions; to obtain precise measurements, they should be reduced by a correction of five-one-hundredths of one per cent.

R. A. Harrower

Subscribed and sworn to before me this 1st day of November A.D. 1911.

A. R. Ruthenford

Notary Public for { STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA
My commission expires July 4th 1913 -

DEDICATION.

Know all men by these presents that the Northwest Townsite Company of Philadelphia, a corporation under the laws of the State of New Jersey owner of a portion of the south half of the southeast quarter of Section 11, Township 11 south, Range 13 east of the Willamette Meridian, having caused the same to be surveyed, staked, monumented and platted as Northwest Townsite Company's First Addition to Madras, Crook County, Oregon, now offer for record this plat of said Addition and hereby dedicate to the public use forever the streets and alleys shown upon said plat.

IN WITNESS WHEREOF, the said corporation has caused this plat to be executed in its corporate name and its corporate seal to be hereunto affixed, Oct. 31, 1911.

NORTHWEST TOWNSITE COMPANY

By *Geo. M. Bailey* President.
and *W. S. Reed* Secretary.

STATE OF PENNSYLVANIA }
COUNTY OF PHILADELPHIA } ss

On this 1st day of November A.D. 1911, before me the subscriber personally appeared the above named Geo. M. Bailey and W. S. Reed, known to me to be the President and Secretary of the above named corporation, and acknowledged to me that such corporation executed this plat and dedication.

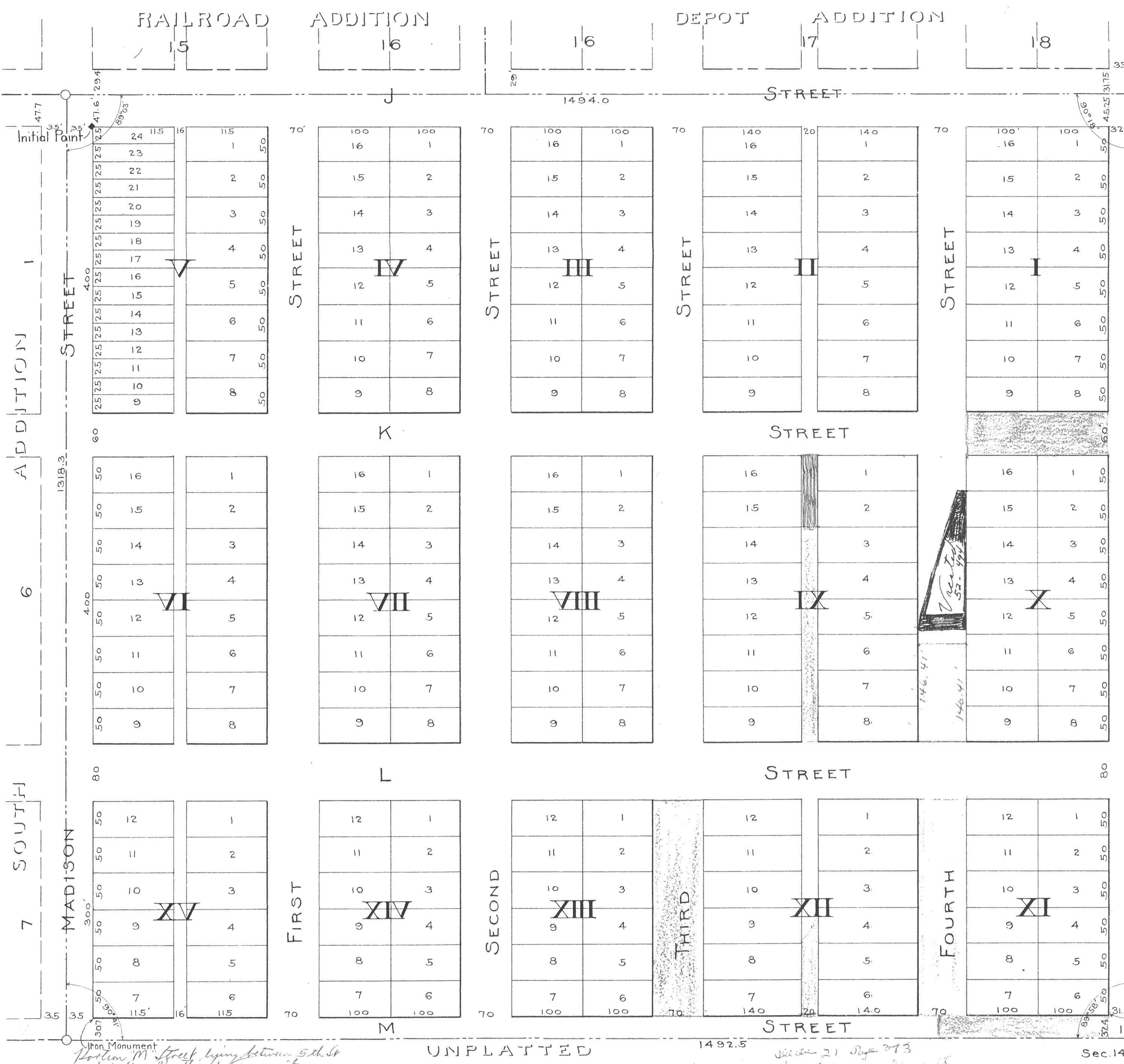
A. R. Ruthenford

Notary Public in and for the said State and County.
My commission expires July 4th 1913.

NORTHWEST TOWNSITE COMPANY'S
FIRST ADDITION
TO
MADRAS
CROOK COUNTY, OREGON
1911

SCALE = 1" = 100'
FILED IN THE OFFICE OF THE COUNTY CLERK.
Warren Brown COUNTY CLERK
DATE Jan 4, 1912

Approved by the County Court
this 3rd day of January 1912.
H. C. Ellis County Judge.
Geo. M. Bailey County Commissioner.
James Reed County Commissioner.
J. D. LaBollotte County Assessor.
Fred A. Rice County Surveyor.



**NORTHWEST TOWNSITE COMPANY'S
FIRST ADDITION
TO
MADRAS**
CROOK COUNTY, OREGON
Scale 1" = 100' 1911

FILED IN THE OFFICE OF THE COUNTY CLERK.
Warren Brown, COUNTY CLERK DATE Jan 4, 1912
Surveyor's Certificate

I, R. A. Harrower, Civil Engineer, do hereby certify that on the 3rd to the 9th days of May 1911, I surveyed, staked and monumented the Northwest Townsite Company's First Addition to Madras, as shown by this plat, and including the south half of the southeast quarter of Section 11, Township 11 South, Range 13 east of the Willamette Meridian, east of the center line of Madison Street, as shown by the recorded plats of Railroad and South Additions to Madras. The initial point is marked by a stone 8"x8"x15". East and West dimensions between first and Fifth Streets are as show to agree with plats of Railroad and Depot Additions; to obtain precise measurements, they should be reduced by a correction of five-one-hundredths of one per cent.
Rexford A. Harrower
Subscribed and sworn to before me this 1st day of November A.D. 1911.

A. P. Rutherford
Notary Public for (STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA)
My commission expires Jan 4th 1913.
DEDICATION

Know all men by these presents that the Northwest Townsite Company of Philadelphia, a corporation under the laws of the State of New Jersey owner of a portion of the south half of the southeast quarter of Section 11, Township 11 south, Range 13 east of the Willamette Meridian, having caused the same to be surveyed, staked, monumented and platted as Northwest Townsite Company's First Addition to Madras, Crook County, Oregon, now offer for record this plat of said Addition and hereby dedicate to the public use forever the streets and alleys shown upon said plat.

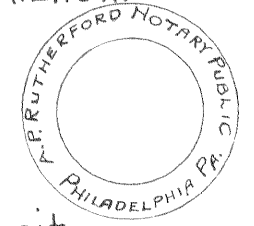
IN WITNESS WHEREOF, the said corporation has caused this plat to be executed in its corporate name and its corporate seal to be hereunto affixed, Oct 31, 1911
NORTHWEST TOWNSITE COMPANY
BY Geo. M. Bailey, PRESIDENT
AND W. S. Reed SECRETARY

On this 1st day of November A.D. 1911, before me the subscriber personally appeared the above named Geo. M. Bailey and W. S. Reed, known to me to be the President and Secretary of the above named corporation, and acknowledged to me that such corporation executed this plat and dedication.

A. P. Rutherford, Notary Public
in and for said State and County
My commission expires January 4th 1913.
APPROVED BY THE COUNTY COURT THIS 3rd DAY OF JAN 1912
H. C. Ellis County Judge James Rice County Commissioner
R. H. Bayley County Commissioner J. D. LaFollette County Assessor
Fred A. Rice County Surveyor

Iron Monument 3164 Filed Jan 3-1912 Warren Brown County Clerk
strip of land 20x100 foot alley, bounded by lots 1, 2, 15, 16, Block 9 in section 11, T11, R13, E. W. M. Northwest Townsite Addition vacated by County Court order signed October 3, 1914.
Vacation - 4th St with 140' 4" from "L" St Plainfield, Oregon - Co. Clerk
Apr 6, 1910.
Vacation for 4th St between "L" & "M" - 2nd 1/2 5, 162 - Sec 25 - 35 - 36 - 2
Vacation ALLEY, Block 11 between lots 4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24
INDEXED
THIRD STREET BETWEEN "L" & "M" STREET
VACATED Feb 4, 1948

Iron Monument
Vacation "M" Street lying between 5th St & 4th St - Northwest Townsite vacated 12-12-13 - Order Vacating St. by Lewis F. Henderson Co. Clerk
Transcribed from Crook County Record of Town Plats Volume 4 Page 24.
Vacation "K" Street between Hwy 97 and South Adams Drive
Vacation Portion of 4th St - 1/2 Sec 52 Page 44
INDEXED
Order dated June 13, 1914 - Lewis Henderson, Clerk.





STARBUCKS

X
EXIT
ONLY





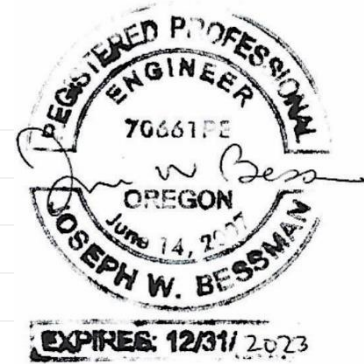
STARBUCKS





STARBUCKS
DRIVE THRU





Date:	October 2, 2023
To:	Nick Snead, City of Madras
From:	Joe Bessman, PE
Project Reference No.:	1581
Project Name:	Madras Starbucks TIA

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EXECUTIVE SUMMARY

This Transportation Impact Analysis was prepared for the proposed Starbucks site located at the Madras South Gateway, within surplus lands available following completion of the couplet improvements. The traffic study shows that the site layout conforms with City and ODOT access, safety, and operational standards. The project contains connections to the surrounding pedestrian system, a single driveway onto Prince Place, and ample parking for guests and employees. There are no reported crashes at the Prince Place intersections with the US 97 couplet, the operational analysis shows that the site will operate with low delays, and there queuing onto the highway will be two or fewer vehicles.

INTRODUCTION

This memorandum follows the submitted scoping materials for the Madras Starbucks site, which is located at the southern edge of the US 97 couplet. Scoping materials were provided to the City on August 1, but a formal response was not received at the time this Transportation Impact Analysis was prepared. Figure 1 illustrates the location of the site for area context, which has an address of 813 SW Highway 97/839 SW Prince Place.



Figure 1. Site Vicinity Map. Source: maps.google.com

The proposed site layout includes demolition of the existing former ODOT building within the property and construction of a new Starbucks coffee shop with drive-through window in the southern corner of the site. Following our discussions with the City of Madras and ODOT access will be retained from the current configuration, with the established “Z” alignment of SW Prince Place providing access to either direction of the US 97 couplet. Figure 2 illustrates the preliminary site layout.

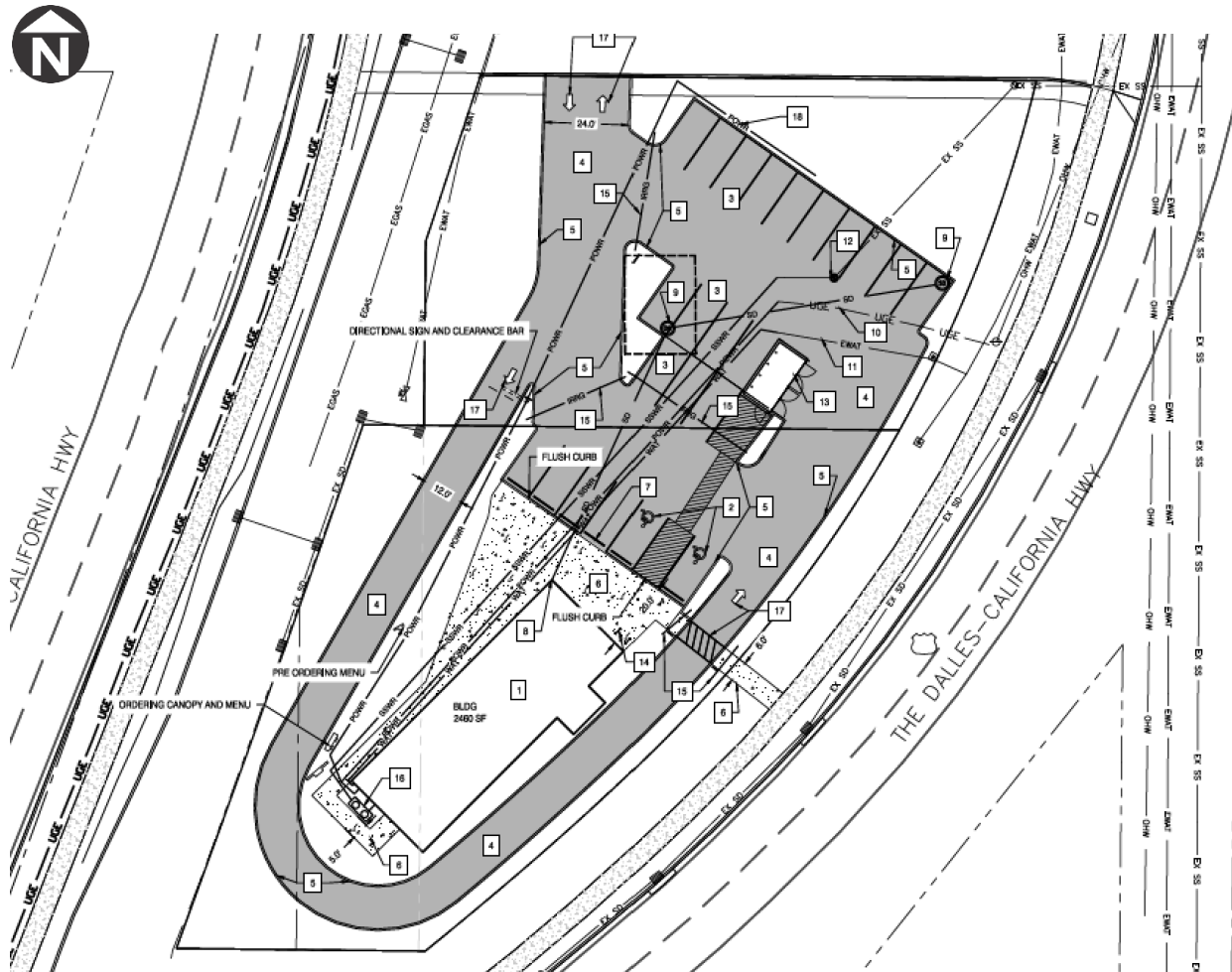


Figure 2. Preliminary site layout. Source: Steele Associates Architects, November 22, 2021.

The placement of the Starbucks site provides extensive queue storage area to help avoid any queue spillback onto the US 97 corridor. The layout of the site is intuitive for visitors with 90-degree parking throughout the site and a two-way circulation system. This revised site plan modifies the prior plans with a slightly expanded Starbucks store and now omits the separate office building that had been contemplated within the northern portion of the site.

PROJECT STUDY AREA

The study area for this Transportation Impact Analysis was prepared based on review of the City's TIA Guidelines and the materials submitted as part of the scoping process. City of Madras' TIA guidelines identify that projects generating more than 500 weekday daily trips or more than 50 weekday p.m. peak hour trips require a formal Transportation Impact Analysis. The proposed Starbucks exceeds the weekday daily trip threshold, therefore a formal analysis will be required. The City's TIA guidelines indicate that the study area should include site access intersections as well as the extension beyond these points in conformance with the access spacing standards. The proposed Starbucks includes an access onto SW Prince Place (designated as a *Local Street*), and the City's access spacing standards for this facility are 150 feet for public connections and 30-feet for private driveways per Table 7 of the City's adopted Transportation System Plan. Accordingly, the study area would only extend 30 feet to either side of the driveway. Conservatively, this analysis area was extended to include the connections of SW Prince Place with both US 97 northbound and southbound, reflecting the route that all site-generated trips will follow.

The proposed site does not contain direct access to US 97, and does not modify any of the access connections built to serve this commercially-zoned lot. Accordingly, the site is not subject to ODOT Division -051 requirements, and is an outright allowable use within the zoning.

EXISTING TRANSPORTATION INFRASTRUCTURE AND CONDITIONS

The area surrounding this parcel was recently reconstructed as part of the South Madras Gateway Project that realigned the northbound US 97 corridor onto S 5th Street, removing skewed intersections and improving intersection spacing. This roadway realignment created the Prince Place access connection between northbound and southbound US 97, as well as reshaped the subject parcel which was sold by ODOT as surplus property.

As part of the ODOT project, complete property-tight sidewalks were installed along the re-formed section of US 97, along with ornamental street lighting, bicycle lanes, storm drainage improvements, and accessibility improvements. The surrounding sidewalk system extends south along the US 97 corridor to Brush Lane, and north through the City's downtown core area. There are accessible pedestrian crossing ramps to cross northbound US 97 at SW L Street and SE J Street, and southbound US 97 at SW L Street and SW J Street (north side of the intersection only).

Bicycle lanes extend along the highway system and J Street, connecting to surrounding residential areas. Shared use of the local streets is also available.

Transit service includes curb-to-curb dial-a-ride service or regional transit service to Redmond or Warm Springs (where additional connections are provided) through the Community Connector Shuttles. Route 22 connects Redmond's Kalama Street transit hub with Terrebonne, Culver, Metolius, and Madras, with the Madras stop located at SW 3rd Street and SW E Street, west of US 97. Currently, all CET fare collection is suspended until further notice (with exception of recreational routes).

Surrounding uses include the Relax Inn due north, the Jefferson County Rural Fire Station to the northeast, offices to the west, Madras Tires to the south, and single-family residential due east across US 97.

Primary roadways within the study area include the US 97 couplet and SW Prince Place. SW Prince Place is a local street (see Figure 3) designed with curb returns onto southbound US 97 and a concrete driveway apron onto northbound US 97, which forms a "Z" alignment to offset the connection to southbound US

97 away from SW K Street (and the US 97 southbound merge). This local access road is approximately 30-foot wide and is a dedicated public right-of-way.

US 97 is designated as a Statewide Highway, a Freight Route, a City-designated Arterial (see Figure 3) and contains a posted speed of 25 miles per hour. There are two lanes in each direction, with the highway transitioning back into a three-lane section south of the site, with the southbound merge occurring to the immediate west of the property. According to ODOT's TransGIS site, Northbound US 97 carries about 10,800 vehicles per day, and southbound US 97 carries 11,100 daily trips, with about 10 percent of the traffic flow consisting of trucks. There is no parking allowed within this portion of US 97. The available right-of-way along US 97 varies within this area, but generally extends from the east edge of SW Prince Place to a point beyond the back of walk on the west side of southbound US 97, and from the back of walk on the western sidewalks along northbound US 97 to a point about 10 or more feet from the back of walk on the eastern sidewalks (see Figure 4).



Figure 3. City of Madras Functional Classification Map. Source: Madras Transportation System Plan.



Figure 4. Existing ROW along US 97 following the Madras South Gateway Project.

Source: ci.madras.or.us/south-madras-gateway-project

Roadway and Intersection Crash History

A review was conducted of historical crashes surrounding this area based on information provided within ODOT’s Crash Analysis and Reporting System database for the most recent five-year period available, which spans from January 2017 through December 2021. This period reflects completion of the Madras South Gateway project (which based on historical imagery was constructed between 2015 and 2016), therefore reflective of the current configuration of area intersections. Crashes required for reporting to the DMV must involve at least one motor vehicle, result in more than \$1,500 in property damage (increased to \$2,500 in 2018), or any level of personal injury. This crash review identified the following:

- There were no reported collisions along Prince Place during the five-year period.
- There were no reported crashes at the Southbound US 97/Prince Place intersection.
- There were no reported crashes at the Northbound US 97/Prince Place intersection.

General review of historical crashes in the project vicinity identified a non-injury crash along US 97 south of Prince Place within the merge area, two rear-end collisions on US 97 southbound just north of SW L Street, and a fixed-object crash along northbound US 97 opposite L Street (attributed to reckless driving and excessive speed).

The limited number of collisions indicates that the South Madras Gateway Project has been successful in reducing crashes within this highway segment. Field review did not identify any deficiencies within the area related to traffic control, signage, or other conditions.

Intersection Sight Distance

The proposed Starbucks will connect to Prince Place along a straight and flat roadway section, which in turn connects to the US 97 corridor. Sight distance information and requirements are based on the standard reference *A Policy on Geometric Design of Highways and Streets, 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018, commonly referred to as the *Green Book*. Intersection sight distance was reviewed at the critical highway connections to ensure that the routes into the site can adequately support the recommended sight lines.

For minor-street stop-control intersections onto a one-way couplet, intersection sight triangles are based on AASHTO guidance cited within Condition B2 (right-turn from minor road) of the *Green Book*, even though the movement onto southbound US 97 is technically a left-turn. All distances are measured from a vertex point located 14.5 feet from the major-road travel way along the center of the approaching travel lane, accounting for comfortable positioning distance from the travel way (6.5 feet) and the distance from the front of the vehicle to the driver eye (8.0 feet). The assumed eye height is 3.5 feet above the departing road for passenger vehicles. The object height is also 3.5 feet above the major road, providing enough space on the approaching vehicle to recognize it. Based on a posted speed of 25 mph and level terrain, Figure 5 illustrates the recommended intersection sight distance measurements required at the roadway connections to the highway.

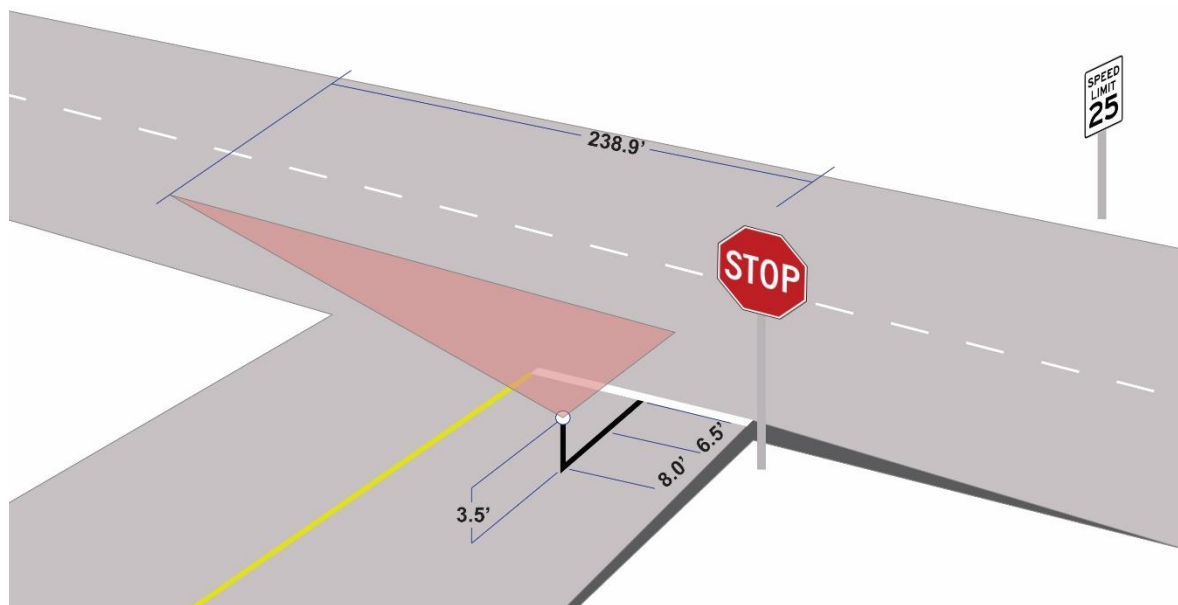


Figure 5. Recommended Intersection Sight Distance Dimensions on the couplet sections of US 97.

Figures 6 and 7 illustrate the current sight lines onto Southbound US 97, and Figures 8 and 9 illustrate the sight lines onto northbound US 97. Note that the inclusion of sight lines away from oncoming traffic is provided to ensure clear views are also present for pedestrians (or wrong-way motorists/cyclists). These figures show that clear and unobstructed sight lines are present today.



Figure 6. Applicable AASHTO Sight Triangle view toward the north at the US 97 Southbound/Prince Place intersection.



Figure 7. View toward the south at the US 97 Southbound/Prince Place intersection (showing clear views of pedestrians around the monument signage).



Figure 8. Applicable view toward the south at the US 97 Northbound/Prince Place intersection.



Figure 9. View toward the south at the US 97 Northbound/Prince Place intersection (showing clear views of pedestrians around the monument signage).

Traffic Counts

Traffic counts were collected along the US 97 corridor in mid-February 2023 at both of the Prince Place connections to US 97 and include both morning and evening data. The counts reflect seasonally low traffic volumes on the highway, which typically peak in midsummer. The unadjusted data indicates that there are about 460 southbound trips on the highway in the morning peak (7:50 to 8:50 a.m.) and 780 southbound trips in the evening peak hour (4:00 to 5:00 p.m.). The northbound volumes indicate a similar travel pattern, with about 510 highway trips in the morning (7:20 to 8:20 a.m.) and 690 trips in the weekday evening peak hour.

Given the substantial volume difference between the morning and evening peak hours, only a weekday p.m. peak hour analysis is presented within this report. This is consistent with the City of Madras' Transportation System Plan, and also follows ODOT's design hour process.

Traffic Count Adjustments

Traffic counts collected on the US 97 corridor in mid-February 2023 were adjusted to reflect ODOT's design hour conditions, consistent with the ODOT Analysis Procedures Manual and the City's adopted Transportation System Plan. With Automatic Traffic Recorder 16-002 located just north of the US 97/US 26 junction, use of this site (On-Site ATR Method) was conducted to assess the volume changes that occur along US 97 between the February counts and the Design Hour. Review of the most recent five years of data (excluding COVID-related impacts in 2020) shows that the February traffic volumes are 47 percent lower than those measured in the summertime peak.

Chapter 5 of the ODOT APM indicates that seasonal factors higher than 30% should be avoided, as they could impact the turning movements at an intersection. However, this remains the most suitable method for adjusting the traffic counts, and accurately reflect the seasonal differences and turning patterns at Prince Place. It was noted that the use of these seasonal adjustment factors results in traffic volumes that are 20% higher than those assessed within the City's Transportation System Plan in the horizon year 2035. This indicates that while traffic counts are lower in February than the summer months, the February 10, 2023 traffic count date may have experienced higher than typical travel along the US 97 corridor. The adjusted design hour traffic volumes are provided in Figure 10.

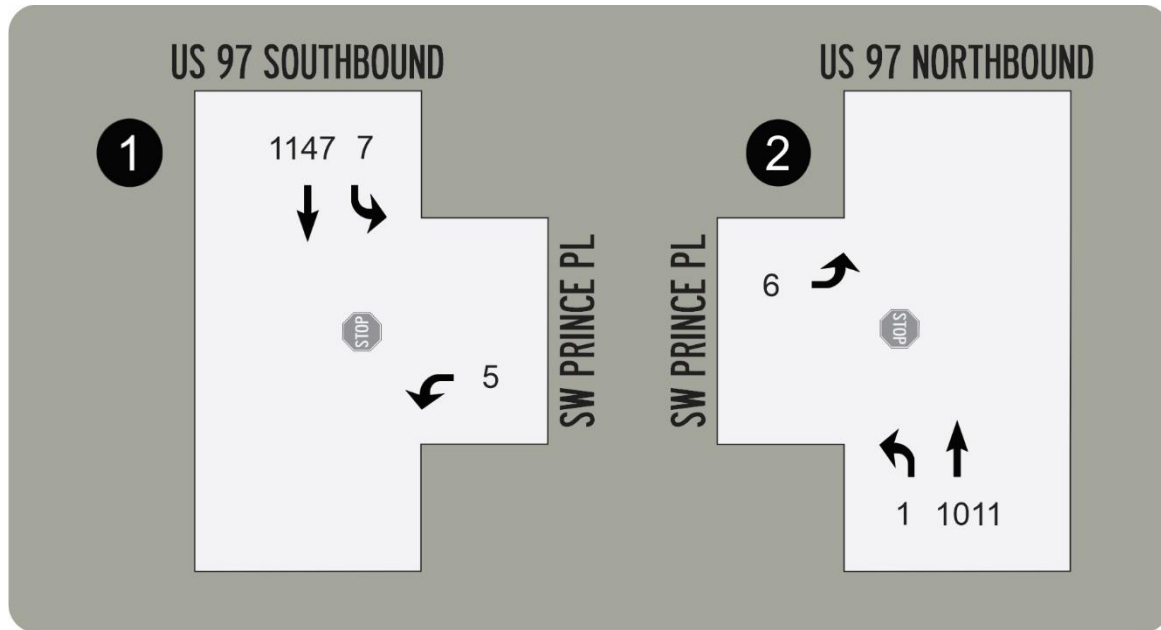


Figure 10. Year 2023 Existing Traffic Volumes, 30th Highest Design Hour.

Traffic Operations

Traffic operations analysis was prepared using the HCM 6th Edition methodology and Synchro analysis software at the unsignalized highway intersections with Prince Place. The inputs included data from the traffic counts, such as pedestrians, cyclists, trucks, and passenger vehicles within the peak hour. Traffic volumes were seasonally adjusted as outlined above. The resultant traffic operations are summarized in Table 1, showing that both of the Prince Place intersections operate acceptably today with very little queuing and delays.

Table 1. Year 2023 Existing Transportation Conditions, Design Hour Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 14.0 s	WB: 0.01	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 12.9 s	EB: 0.01	EB: 25 feet

YEAR 2026 BACKGROUND TRAFFIC CONDITIONS

The background traffic conditions assessment describes conditions in the study area without the proposed Starbucks development. This scenario was developed with the existing year 2023 traffic counts, application of seasonal adjustments to replicate summertime conditions (47% adjustment), and inclusion of the 1.4% annual growth factor through the year 2026. As noted within the existing conditions analysis, these adjustments already forecast higher growth than was assumed within the City’s Transportation

System Plan for the year 2035 with build-out of the Urban Growth Boundary, so reasonably account for any other “in-process” developments within the vicinity.

There are no planned/funded projects that impact the study area intersections along Prince Place; it is expected that all lane configurations and traffic control will remain in its current configuration. Table 2 summarizes the operational analysis of this scenario, which shows that both of the Prince Place connections will continue to operate acceptably in the future.

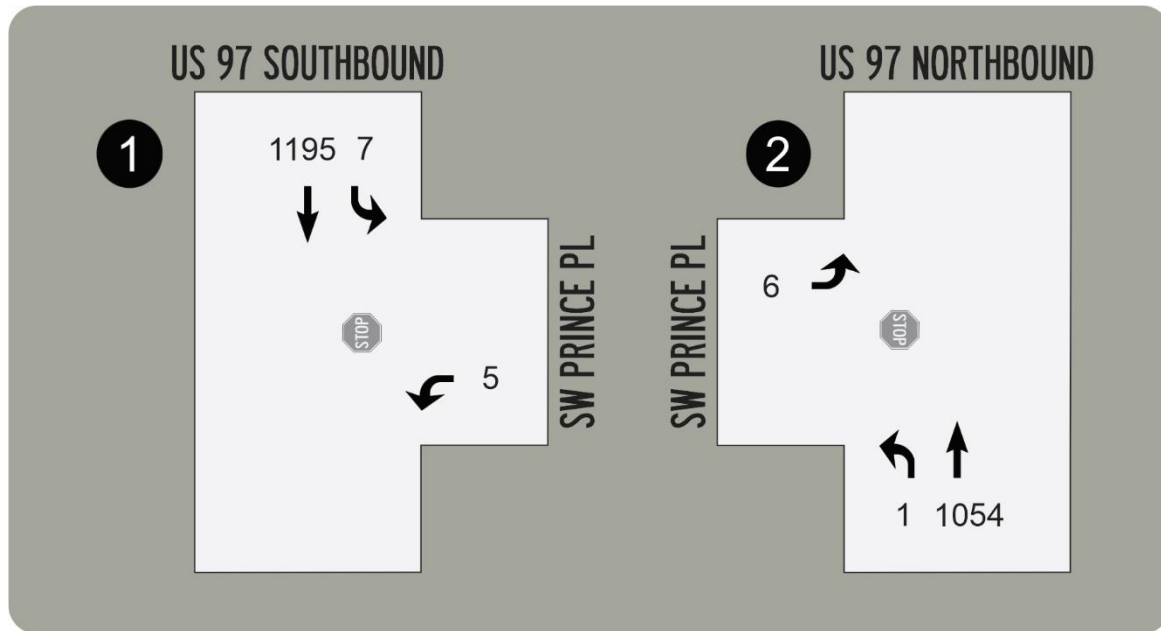


Figure 11. Year 2026 Background Traffic Volumes, 30th Highest Design Hour.

Table 2. Year 2026 Background Transportation Conditions, Design Hour Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 14.4 s	WB: 0.01	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 13.2 s	EB: 0.02	EB: 25 feet

PROPOSED DEVELOPMENT PLAN

The proposed plans for the site include the demolition of the existing ODOT building (which was closed at the time of the site visit and traffic counts) and construction of a new Starbucks store with drive-through window. This new building will be situated in the southern portion of the site, maximizing the available drive-through window storage area. The proposed coffee shop contains 2,460 square-feet of building space, and will include indoor seating.

Trip Generation

Trip generation estimates were prepared for the site to better understand the potential site impacts on the surrounding transportation system. All trip generation estimates were prepared based on the standard reference published by the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition*. Pass-by trips are also based on provided information within the ITE Trip Generation Manual (as further discussed below).

The site is currently developed with a single-story office building. Survey data shows that this existing building is 2,019 square-feet. This building was classified using ITE's *Small Office Building* (ITE Land Use 712) designation, which is applicable for buildings smaller than 10,000 square-feet. The ITE Description for this use is provided below.

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted.

For the Starbucks site the most applicable land use classification is ITE Land Use 937: Coffee/Donut Shop with Drive-Through Window. The description of this land use is provided below.

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee shops exhibit very high pass-by rates during the morning hours and lower levels of pass-by trips during the more critical weekday p.m. peak period. While there are no Starbucks-specific data included in the ITE Trip Generation Handbook, surveys conducted of coffee stands shows pass-by rates of 89 percent throughout the day. While these sites do not include indoor seating, pass-by rates for a site located along the US 97 corridor would be expected to provide high pass-by rates similar to a coffee stand as it caters heavily toward through travelers. Conservatively, pass-by data from ITE's fast-food restaurant with drive-through window (55% during the weekday p.m. peak hour) was applied to the Starbucks to better reflect the indoor seating component and wider variety of goods in comparison to a coffee stand. This approach matches our review of other Starbucks studies conducted within the Central Oregon area and nationally, as summarized below based on a brief online search:

Based on a brief online search for "Starbucks Transportation Impact Analyses" the following four studies were identified as the first four relevant search results:

- Chardon Starbucks, Chardon, Ohio, August 10, 2020 TIA by GPD Group for a Starbucks that was signed and stamped by Kevin Westbrook, PE, PTOE. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.
- Belleville, Essex County, New Jersey Starbucks, November 4, 2020 by Stonefield, signed and stamped by John Corak, PE, and Matthew Seckler, PE, PP, PTOE. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.

- Starbucks Store and Jack-in-the-Box Restaurant, Los Angeles, California TIA by Albert Grover & Associates, August 2018. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate (which the study notes is a rate approved by LADOT).
- Starbucks Store, Los Angeles, California TIA by Albert Grover & Associates, signed and stamped by Ken Aitchison, PE, January 2017. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.

As a recent local example of a Starbucks that has already been reviewed and approved by the City of Bend and ODOT, Transight Consulting provided a traffic study for a new Starbucks at the former Platypus Pub site in northeast Bend. Again, local agencies confirmed use of the fast-food pass-by rates, with these rates again validated as part of the planned SE Brosterhous Road/SE Murphy Road location in southeast Bend. Additionally, a field review and survey conducted of the SE 3rd Street Starbucks located near Fred Meyer showed that actual Bend Starbucks trip rates are only 57% of the ITE trip rate before adjustment for pass-by trips (trip characteristics surveys were not conducted as part of this review).

Table 3 provides the overall trip generation estimates for the site.

Table 3. Trip Generation Estimates (ITE 11th Edition, General Urban/Suburban Area Classification)

Land Use	ITE Code	Metric	Weekday Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Trip Credits						
Small Office Building	712	2,014 SF	-29	-4	-1	-3
Proposed Site Use						
Coffee/Donut Shop with Drive-Thru <i>Pass-by Trips (55%)</i>	937	2,460 SF	1,313 -722	96 -53	48 -26	48 -27
Net New Trips			591	43	22	21
Total New Trips						
Proposed – Existing Trips			562	39	21	18

With the location of the site in southern Madras, local (net new) trips will primarily travel to and from the site from the north (70%), with regional trips (primarily pass-by) equally split between US 97 northbound and southbound. Figure 12 illustrates the preliminary trip assignment for the site accounting for the office credits.

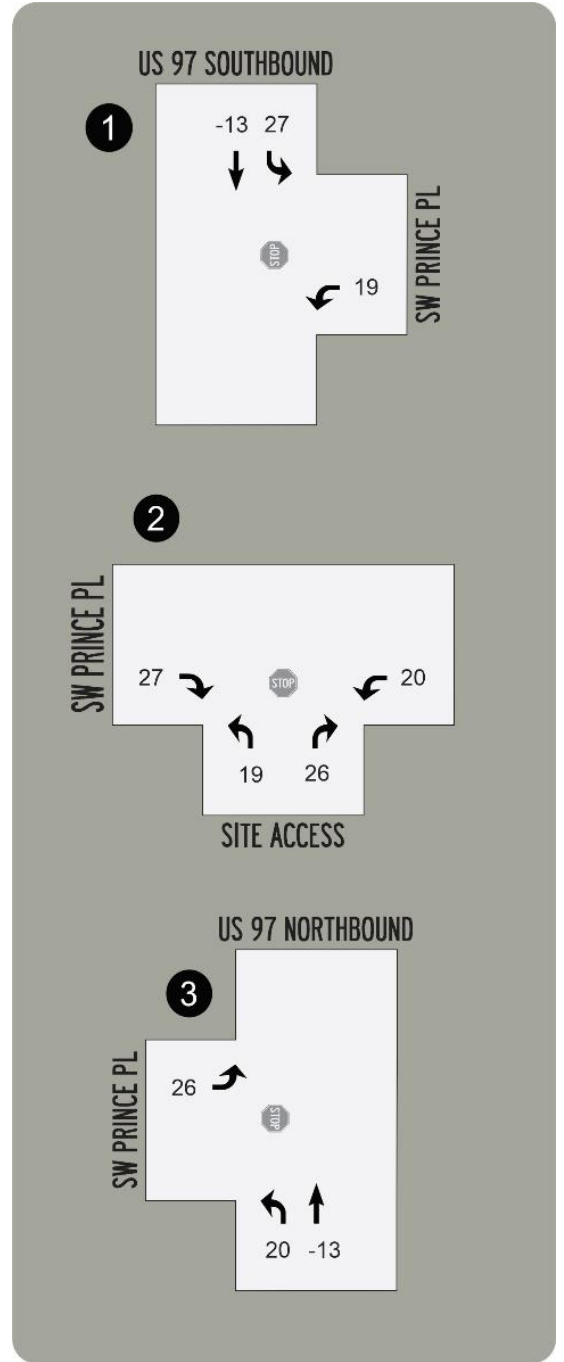
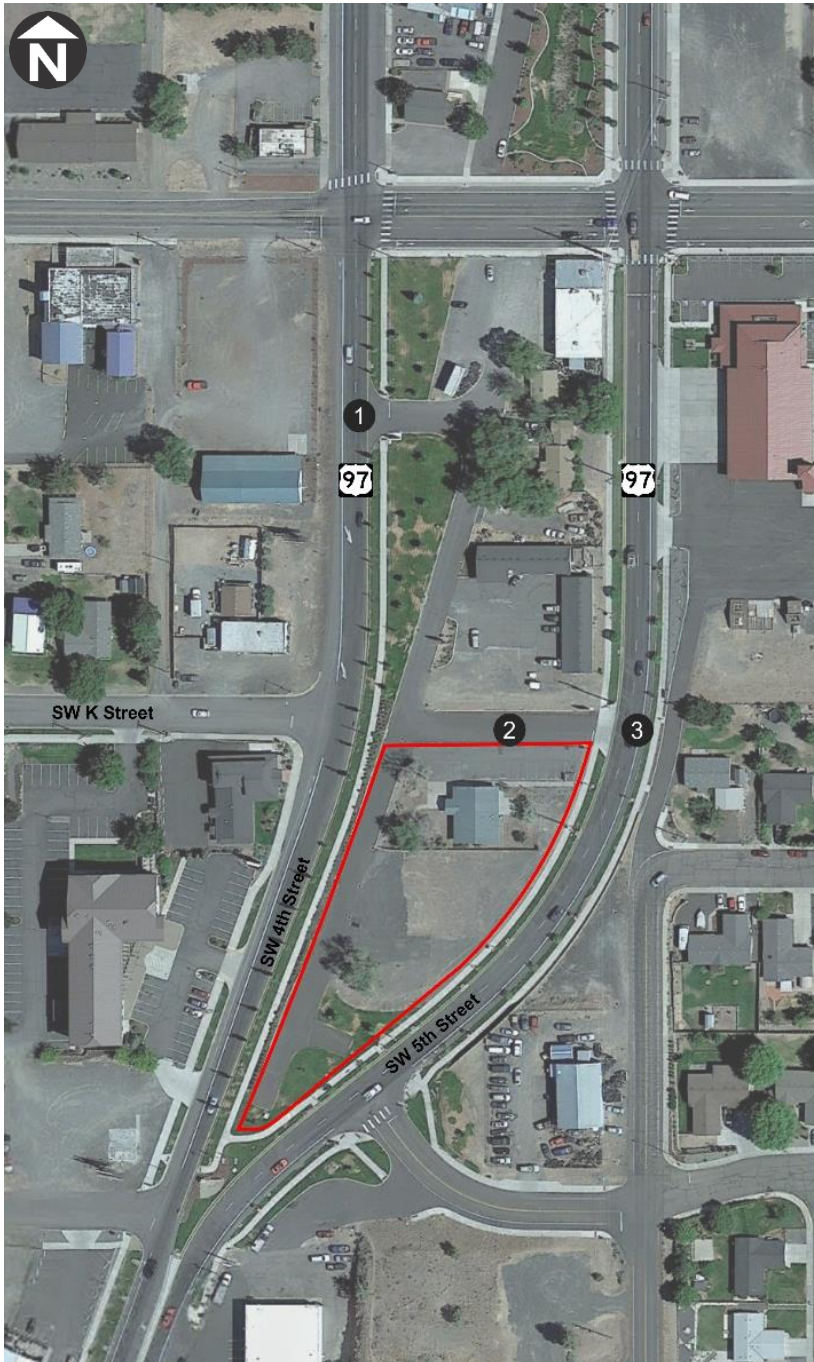


Figure 12. Estimated Trip Assignment, Weekday PM Peak Hour.

Note that while trip credits are available for the prior office use, these reductions were not included within the operational analysis, as the building was not in operation when the traffic counts were collected. Accordingly, the operations assessment provided within this report includes the cumulative addition of the Starbucks trips. The credits will apply for transportation SDC purposes.

Access Spacing

The City of Madras contains access spacing requirements within Table 7 of its adopted Transportation System Plan. SW Prince Place does not carry any specific designation and would default to a local street (or other form of public access within the easement), with an access spacing standard of 150 feet between public streets and 30 feet between private access points. These access spacing dimensions will be met with the proposed plan, with approximately 150-feet of access spacing provided to US 97 to the east and over 400 feet of spacing toward the US 97 connection to the west. These dimensions easily exceed the 30-foot driveway spacing requirements on this local street. Only a single driveway access is proposed.

Year 2026 Build-Out Operations Analysis

The proposed Starbucks can be constructed within one to two years. Conservatively, a build-out year of 2026 was assumed. There are no changes to the surrounding infrastructure planned with this project, with the project accessing Prince Place from a single driveway apron located about 150-feet west of the Prince Place intersection with Northbound US 97.

This traffic volume scenario was developed by adding the Year 2026 “No Build” traffic volumes with the site-generated trips from the proposed Starbucks (including pass-by trips and excluding trip credits from the former office building). The resultant traffic volumes are shown in Figure 13, and the traffic operations analysis is shown in Table 4. As shown, both of the study intersections continue to operate acceptably with the proposed Starbucks.

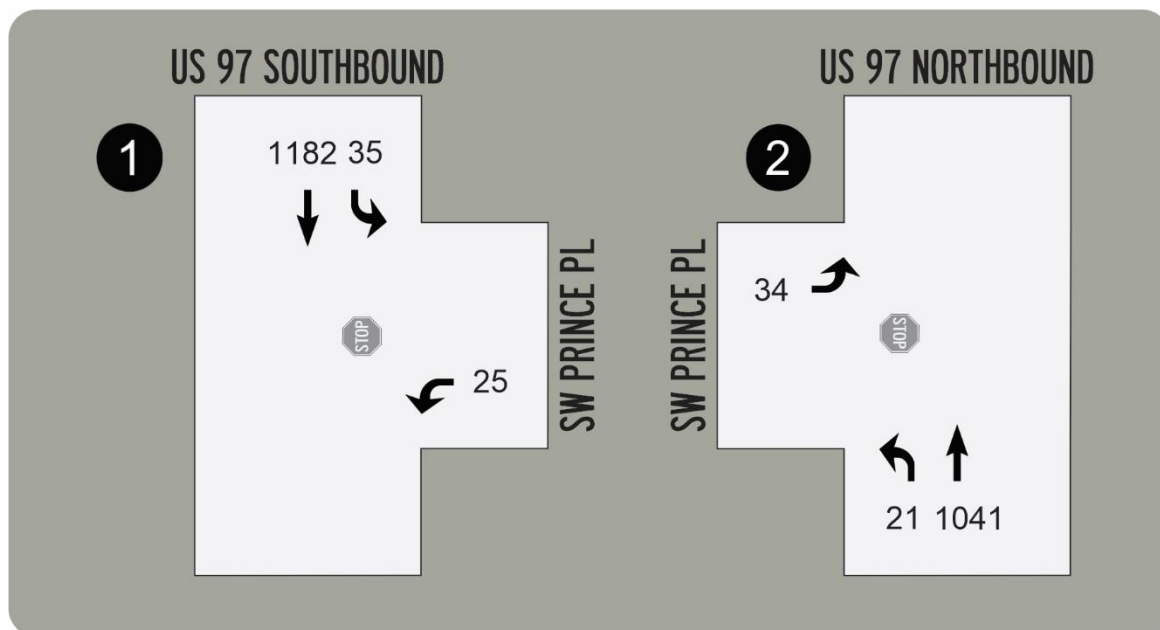


Figure 13. Year 2026 “With Project” Traffic Volumes, 30th Highest Hourly Design Hour.

Table 4. Year 2026 With Project Transportation Conditions, Design Hour Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS C	WB: 15.9 s	WB: 0.08	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 14.3 s	EB: 0.09	EB: 25 feet

SITE CIRCULATION

The proposed site layout contains an intuitive design with perpendicular parking throughout. Upon entering the site by automobile, patrons can either park within one of the parking aisles or continue directly south into the drive through queue. A looped access road surrounding the southern edge of the site is provided around the building to maximize the drive-through queue storage area. The internal looped area within the parking lot allows lobby and drive-through patrons to easily navigate through the parking area and return to Prince Place, preventing delivery vehicles from making internal U-turns. Finally, the location of the driveway access onto Prince Place provides 150-feet of spacing from US 97, exceeding the City’s 30-foot spacing standard.

The site plan shows a pedestrian connection is proposed from the building entrance to US 97 northbound, connecting at the drive-through exit where motorists are stopped. While the City’s local street standard width is 32-feet, no widening is recommended along the 28-foot width of Prince Place given its recent construction as an access route by ODOT; it is recommended that parking on the south side of Prince Place be restricted through signing to maintain clear views from the driveway and maintain a minimum of 20-feet of usable pavement width.

FINDINGS AND RECOMMENDATIONS

The traffic study prepared for the proposed Starbucks identifies the following:

- Area streets were recently reconstructed by the Madras South Gateway Project. This included substantial streetscape improvements that extended pedestrian and bicycle infrastructure throughout the study area, and constructed the Prince Place connection to serve the subject property.
- The site is zoned appropriately for a coffee shop with drive-through. The design of the site maximizes the available queue storage and provides ample parking for customers and employees within perpendicular stalls. A sidewalk connection is provided from the building entrance to SW 5th Street (US 97 northbound).
- The proposed site layout supports delivery vehicle needs as well as City access policies; a single driveway is proposed onto Prince Place in compliance with City spacing standards, and an internal loop supports U-turn maneuvers for larger vehicles.
- The area safety review shows that there have been no reported crashes at either Prince Place intersection with the US 97 couplet, and no crashes reported along Prince Place. Clear sight lines are provided in all directions at both Prince Place connections to US 97.

- The operations assessment shows that despite the conservative traffic volume adjustments, both Prince Place intersections with the couplet operate well within City of Madras and OODT performance standards/targets. No mitigation is required to support the proposed use.
- The project should support Citywide transportation improvements through payment of Transportation SDCs. Credits should be provided for the prior office building that will be demolished.

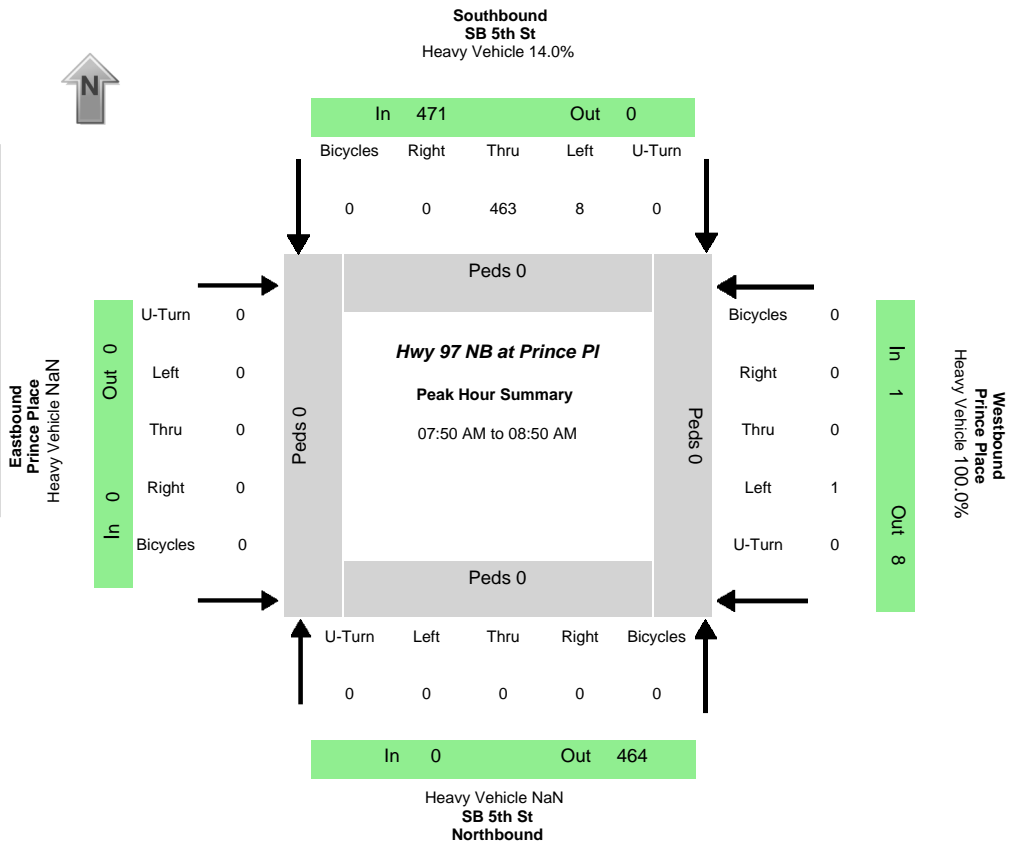
Please let me know if you have any questions or comments on these transportation materials at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

- Traffic Count Worksheets
- Existing Conditions LOS Worksheets
- Background Conditions LOS Worksheets
- With Project Conditions LOS Worksheets

Data Provided by K-D-N.com 503-594-4224

N/S street	SB 5th St
E/W street	Prince Place
City, State	Madras OR
Site Notes	
Location	44.623761 - -121.129661
Start Date	Tuesday, January 31, 2023
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:50:00 AM
Peak 15 Min Start	07:50:00 AM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	8	463	0	0	0	0	0	0	1	0	0	0	0	471	0	1	464	0	0	8
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	12.5%	14.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	NaN	14.0%	NaN	100.0%	14.2%	0.0%	NaN	12.5%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound SB 5th St				Southbound SB 5th St				Eastbound Prince Place				Westbound Prince Place				15 Min Sum	1 HR Sum			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn					
07:00:00 AM	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05:00 AM	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10:00 AM	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
07:15:00 AM	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
07:20:00 AM	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
07:25:00 AM	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
07:30:00 AM	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
07:35:00 AM	0	0	0	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
07:40:00 AM	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
07:45:00 AM	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
07:50:00 AM	0	0	0	0	3	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
07:55:00 AM	0	0	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
08:00:00 AM	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
08:05:00 AM	0	0	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
08:10:00 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114
08:15:00 AM	0	0	0	0	0	36	0	0	0	0	0	0	0	1	0	0	0	0	0	0	106
08:20:00 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
08:25:00 AM	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
08:30:00 AM	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
08:35:00 AM	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
08:40:00 AM	0	0	0	0	1	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
08:45:00 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
08:50:00 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
08:55:00 AM	0	0	0	0	1	36	0	0	0	0	0	0	0	1	0	0	0	0	0	0	105

ATR 16-002: US 97 North of US 26

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	77	79	96	106	111	117	122	119	111	105	96	86
2020*	91	105	100	102	111	119	112	121	118	123	103	95
2019	81	68	88	99	107	112	118	116	108	99	88	83
2018	79	83	92	97	105	113	113	113	106	98	91	82
2017	66	80	91	98	107	112	118	122	108	99	90	87
max	91	105	100	106	111	119	122	122	118	123	103	95
min	66	68	88	97	105	112	112	113	106	98	88	82
avg	79	81	93	100	108	114	116	119	109	101	92	85
adj	150%	147%	128%	119%	110%	104%	102%	100%	109%	117%	129%	139%

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	5	0	0	0	7	1147
Future Vol, veh/h	5	0	0	0	7	1147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	6	0	0	0	8	1274

Major/Minor	Minor1	Major2	
Conflicting Flow All	653	-	0
Stage 1	0	-	-
Stage 2	653	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	405	0	-
Stage 1	-	0	-
Stage 2	485	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	405	-	-
Mov Cap-2 Maneuver	405	-	-
Stage 1	-	-	-
Stage 2	485	-	-

Approach	WB	SB
HCM Control Delay, s	14	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	405	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Control Delay (s)	14	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↗↑		
Traffic Vol, veh/h	6	0	1	1011	0	0
Future Vol, veh/h	6	0	1	1011	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	1099	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	552	-	0
Stage 1	0	-	-
Stage 2	552	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	464	0	-
Stage 1	-	0	-
Stage 2	541	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	464	-	-
Mov Cap-2 Maneuver	464	-	-
Stage 1	-	-	-
Stage 2	541	-	-

Approach	EB	NB
HCM Control Delay, s	12.9	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	464
HCM Lane V/C Ratio	-	-	0.014
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	5	0	0	0	7	1195
Future Vol, veh/h	5	0	0	0	7	1195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	6	0	0	0	8	1328

Major/Minor	Minor1	Major2	
Conflicting Flow All	680	-	0
Stage 1	0	-	-
Stage 2	680	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	389	0	-
Stage 1	-	0	-
Stage 2	470	0	-
Platoon blocked, %	-		
Mov Cap-1 Maneuver	389	-	-
Mov Cap-2 Maneuver	389	-	-
Stage 1	-	-	-
Stage 2	470	-	-

Approach	WB	SB
HCM Control Delay, s	14.4	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Control Delay (s)	14.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	6	0	1	1054	0	0
Future Vol, veh/h	6	0	1	1054	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	1146	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	575	-	0
Stage 1	0	-	-
Stage 2	575	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	448	0	-
Stage 1	-	0	-
Stage 2	526	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	448	-	-
Mov Cap-2 Maneuver	448	-	-
Stage 1	-	-	-
Stage 2	526	-	-

Approach	EB	NB
HCM Control Delay, s	13.2	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	448
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s)	-	-	13.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	25	0	0	0	35	1182
Future Vol, veh/h	25	0	0	0	35	1182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	28	0	0	0	39	1313

Major/Minor	Minor1	Major2	
Conflicting Flow All	735	-	0
Stage 1	0	-	-
Stage 2	735	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	359	0	-
Stage 1	-	0	-
Stage 2	440	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	359	-	-
Mov Cap-2 Maneuver	359	-	-
Stage 1	-	-	-
Stage 2	440	-	-

Approach	WB	SB
HCM Control Delay, s	15.9	
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	359	-	-
HCM Lane V/C Ratio	0.077	-	-
HCM Control Delay (s)	15.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↗		
Traffic Vol, veh/h	34	0	21	1041	0	0
Future Vol, veh/h	34	0	21	1041	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	23	1132	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	612	-	0
Stage 1	0	-	-
Stage 2	612	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	425	0	-
Stage 1	-	0	-
Stage 2	504	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	425	-	-
Mov Cap-2 Maneuver	425	-	-
Stage 1	-	-	-
Stage 2	504	-	-

Approach	EB	NB
HCM Control Delay, s	14.3	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	425
HCM Lane V/C Ratio	-	-	0.087
HCM Control Delay (s)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein Western Title & Escrow Company hereby reports that it is prepared to issue, or cause to be issued, as of the specified date, a policy or policies of title insurance describing the land and the estate or interest hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage of said policy or policies are set forth in Exhibit One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby.

The policy(s) of title insurance to be issued hereunder will be policy(s) of Fidelity National Title Insurance Company, a/an Florida corporation.

Please read the exceptions shown or referred to herein and the Exceptions and Exclusions set forth in Exhibit One of this report carefully. The Exceptions and Exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

This preliminary report is for the exclusive use of the parties to the contemplated transaction, and the Company does not have any liability to any third parties nor any liability until the full premium is paid and a policy is issued. Until all necessary documents are placed of record, the Company reserves the right to amend or supplement this preliminary report.

Countersigned

A handwritten signature in black ink, appearing to be "al BTD", is written above a horizontal line.



60 SE 6th Street, Madras, OR 97741
(541)460-5107 FAX (541)460-5019

PRELIMINARY REPORT

ESCROW OFFICER: Nicole A. McConnell-Stewart
nicole.mcconnell@westerntitle.com
541-460-5105

ORDER NO.: WT0216876
Revision 1 Update Effective Date /
Change Buyer / Amend #11

TITLE OFFICER: Tyler Friesen
Email: titleofficersupport@westerntitle.com

TO: Western Title & Escrow Company
60 SE 6th Street
Madras, OR 97741

ESCROW LICENSE NO.: 201210780

OWNER/SELLER: Jefferson County, a political subdivision of the State of Oregon

BUYER/BORROWER: Johnnie E Ertle, II and Vicki L. Ertle

PROPERTY ADDRESS: No Site Address, Madras, OR 97741

EFFECTIVE DATE: August 26, 2021, 05:00 PM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	<u>AMOUNT</u>	<u>PREMIUM</u>
ALTA Owner's Policy 2006 Owner's Standard Proposed Insured: Johnnie E Ertle, II and Vicki L. Ertle	\$ 260,000.00	\$ 850.00
ALTA Loan Policy 2006 Extended Lender's Proposed Insured: To Be Determined	\$ 255,000.00	\$ 309.00
OTIRO 209.10-06 - Restrictions, Encroachments, Minerals - Current Violations (ALTA 9.10-06)		\$ 100.00
OTIRO 222-06 - Location (ALTA 22-06)		\$ 0.00
OTIRO 208.2-06 - Commercial Environmental Protection Lien (ALTA 8.2-06)		\$ 84.00
Government Lien Search		\$ 100.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

Fee Simple

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

Jefferson County, a political subdivision of the State of Oregon

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF JEFFERSON, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
Legal Description

A parcel of land lying in the SE 1/4 of the SE 1/4 of Section 11, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon and being that property described in that Warranty Deed to the State of Oregon, by and through its Department of Transportation, recorded December 14, 2012 as Instrument No. 2012-4165, Jefferson County Deed Records.

ALSO that property acquired by the State of Oregon, by and through its Department of Transportation and described in that Stipulated General Judgment entered as Case No. 14CV12029, Jefferson County, Oregon, recorded May 23, 2017 as Instrument No. 2017-1946, Jefferson County Deed Records.

EXCEPT therefrom that portion of said property included in a strip of land 14.00 feet in width, lying on the Westerly and Northwesterly side of the constructed center line of the relocated The Dalles-California Highway.

ALSO EXCEPT therefrom that portion of said property lying Southeasterly of the constructed center line of the relocated The Dalles-California Highway.

ALSO EXCEPT therefrom that portion of said property described in that Relinquishment Deed to the City of Madras, recorded September 9, 2019 as Instrument No. 2019-3162, Jefferson County Deed Records.

The constructed center line of the relocated The Dalles-California Highway is described in that Relinquishment Deed to the City of Madras, recorded September 9, 2019 as Instrument No. 2019-3162, Jefferson County Deed Records.

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests or claims, which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, which are not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the Land onto adjoining land or of existing improvements located on adjoining land onto the subject Land), encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.
5. Any lien or right to a lien for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. The subject property is under public, charitable, fraternal, or religious organization ownership and is exempt from ad valorem taxation. Any change in ownership prior to delivery of the assessment roll may result in tax liability.

Tax Account No.: 1377, 1378, 11901, 1383, 1379,
Map No.: 111311DD
7. City Liens, if any, of the City of Madras.
(Please contact the Title Department for a City Lien Search within 30 days of closing)
8. The property lies within the boundaries of Deschutes Valley Water District and is subject to any charges or assessments levied by said District, and pipeline easements in connection therewith.
9. Any easements or rights of way for existing utilities or other rights of way over those portions of said Land lying within the public right of way vacated by resolution or ordinance
10. Conditions, Reservations and Restrictions as shown on Deed,

Recording Date: February 8, 2021
Recording No.: 2021-0587

Re-Recording Date: February 9, 2021
Re-Recording No.: 2021-0601

11. The effect, if any, of Deed,
- Recording Date: April 16, 2021
Recording No.: 2021-1953
Re-recorded: May 17, 2021
Recording No.: 2021-2535
(Grantor was not in title at time of recording)
12. Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.
13. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.
14. NOTE: The following are required when a principal to the proposed transaction is an instrumentality of the state, such as a municipality, a county or other governmental body:
- Certification, with supporting documentation, that the board or other governing authority of the governmental body has approved the transaction in accordance with applicable practices, procedures, rules, ordinances and statutes.
 - Certification that a named person or persons, identified by name and position, are authorized to act on behalf of the governmental body in the proposed transaction.
 - Verification of the current legal name and good standing of the governmental body when it is a local governmental body other than a city or county.
15. The Company will require an ALTA/NSPS LAND TITLE SURVEY. If the owner of the Land that is the subject of this transaction is in possession of a current ALTA/NSPS LAND TITLE SURVEY, the Company will require that said survey be submitted for review and approval; otherwise, a new survey, satisfactory to the Company, must be prepared by a licensed land surveyor and supplied to the Company prior to the close of escrow.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

ADDITIONAL REQUIREMENTS/NOTES:

- A. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- B. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final 2006 ALTA Policy unless removed prior to issuance.
- C. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:

Parties: Johnnie E. Eartle, II and Vicki L. Eartle

- D. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below.

Limited Liability Company: JB2 Madras, LLC

- a. A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member.
- b. If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendment thereto with the appropriate filing stamps.
- c. If the Limited Liability Company is member-managed a full and complete current list of members certified by the appropriate manager or member.
- d. A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- e. If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

The Arizona Corporation Commission records show that as of April 7, 2021, JB2 Madras, LLC is an active Arizona limited liability company and is currently in good standing.

- E. Note: The only conveyance(s) affecting said Land, which recorded within 24 months of the date of this report, are as follows:

Grantor: State of Oregon Department of Transportation
Grantee: Jefferson County, a political subdivision of the State of Oregon
Recording Date: February 8, 2021
Recording No: 2021-0587

Re-Recording Date: February 9, 2021
Re-Recording No: 2021-0601

- F. If requested to issue an extended coverage ALTA loan policy, the following matters must be addressed:
- a) The rights of tenants holding under unrecorded leases or tenancies
 - b) Matters disclosed by a statement as to parties in possession and as to any construction, alterations or repairs to the Land within the last 75 days. The Company must be notified in the event that any funds are to be used for construction, alterations or repairs.
 - c) Any facts which would be disclosed by an accurate survey of the Land

- G. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

- H. Note: No utility search has been made or will be made for water, sewer or storm drainage charges unless the City/Service District claims them as liens (i.e. foreclosable) and reflects them on its lien docket as of the date of closing. Buyers should check with the appropriate city bureau or water service district and obtain a billing cutoff. Such charges must be adjusted outside of escrow.
- I. Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.
- J. Note: Recording charge per document for:
Jefferson County - \$91.00 for the first page, \$5.00 for each additional page

E-recording fee is an additional \$5.00 per document

Send Recording Packages to:

Western Title & Escrow Company

Attention: Recording

360 SW Bond, Suite 100

Bend, OR 97702

Email: desrecording@westerntitle.com

EXHIBIT ONE

2006 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (06-17-06) EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

- (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
 - the occupancy, use, or enjoyment of the Land;
 - the character, dimensions or location of any improvement erected on the land;
 - the subdivision of land; or
 - environmental protection;or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- Defects, liens, encumbrances, adverse claims, or other matters
 - created, suffered, assumed or agreed to by the Insured Claimant;
 - not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

- resulting in no loss or damage to the Insured Claimant;
 - attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
- Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with the applicable doing-business laws of the state where the Land is situated.
 - Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
 - Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - a fraudulent conveyance or fraudulent transfer, or
 - a preferential transfer for any reason not stated in the Covered Risk 13(b) of this policy.
 - Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
- Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
- Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
- Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (06-17-06) EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

- (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
 - the occupancy, use, or enjoyment of the Land;
 - the character, dimensions or location of any improvement erected on the land;
 - the subdivision of land; or
 - environmental protection;or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
- Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
- Defects, liens, encumbrances, adverse claims, or other matters
 - created, suffered, assumed or agreed to by the Insured Claimant;

- not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - resulting in no loss or damage to the Insured Claimant;
 - attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
- Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - a fraudulent conveyance or fraudulent transfer, or
 - a preferential transfer for any reason not stated in the Covered Risk 9 of this policy.
 - Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

- Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
- Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
- Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
- Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:

<http://www.fbi.gov>

Internet Crime Complaint Center:

<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL PRIVACY NOTICE

Effective January 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law. We may share your Personal Information with affiliates (other companies owned by FNF) to directly market to you. Please see "Choices with Your Information" to learn how to restrict that sharing.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

If you do not want FNF to share your information among our affiliates to directly market to you, you may send an "opt out" request as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you without your consent.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes; Use of Comments or Feedback

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions, would like to correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, visit FNF's [Opt Out Page](#) or contact us by phone at (888) 934-3354 or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer



125 SW "E" Street
Madras, OR, 97741
541-475-2344

ADJACENT PROPERTY OWNER NOTIFICATION

DATE: October 17, 2023

FILES: CU-23-2 & SP-23-4 & SD-23-5

OWNER/APPLICANT: Johnnie & Vicki Ertle
2813 NW Anderson Ct.
Bend, OR 97703

SITE ADDRESS:

Lot 6600	814 SW Prince Place
Lot 6700	Unaddressed
Lot 6790	Unaddressed
Lot 6801	Unaddressed
Lot 7000	Unaddressed

MAP & TAXLOT: 11-13-11DD-6600
11-13-11DD-6700
11-13-11DD-6790
11-13-11DD-6801
11-13-11DD-7000

ZONING: Community Commercial (C-3)

PROPOSAL: A site plan review for a 2,460 square foot drinking and eating establishment with a drive-thru.

Adjacent Property Owner:

This letter is to inform you of Conditional Use, Site Plan, and Subdivision applications were submitted to the City of Madras Community Development Department by Johnnie & Vicki Ertle who propose to establish a 2,460 square foot drinking and eating establishment with a drive-thru at this site. The site is also known as Tax Lots # 6600, 6700, 6790, 6801, and 7000 on Jefferson County Assessor's Map 11-13-11DD. The decision regarding this land use action will be based on compliance with the City of Madras Development Code (MDC) 18.15.070 – Community Commercial (C-3), MDC 18.20 – Public Improvement Standards, MDC 18.25 –Supplementary Provisions, MDC 18.30.160 Drive-through and drive-up facilities, MDC 18.35 – Signs, MDC 18.60 Land Division, Replats, and Property Line Adjustments, MDC 18.65 Conditional Uses, MDC 18.80 – Administrative Provisions. As an adjacent property owner within 250 feet of the location where the development is proposed, you are entitled notice. If you have any concerns, comments, and or wish to become an interested party of the record, please respond to this letter within 10 days by sending a letter to the Community Development Department at 125 SW "E" Street or send an email to ftaha@cityofmadras.us. You may also call the Community Development Department at 541-475-2344. The file for this matter (CU-23-2, SP-23-4, and SD-23-5) is available for public review at City Hall located at 125 SW "E" Street. There will be a hearing on this matter before the City of Madras Planning Commission on December 6, 2023, at 6:30 pm at City Hall. You may attend in person or via

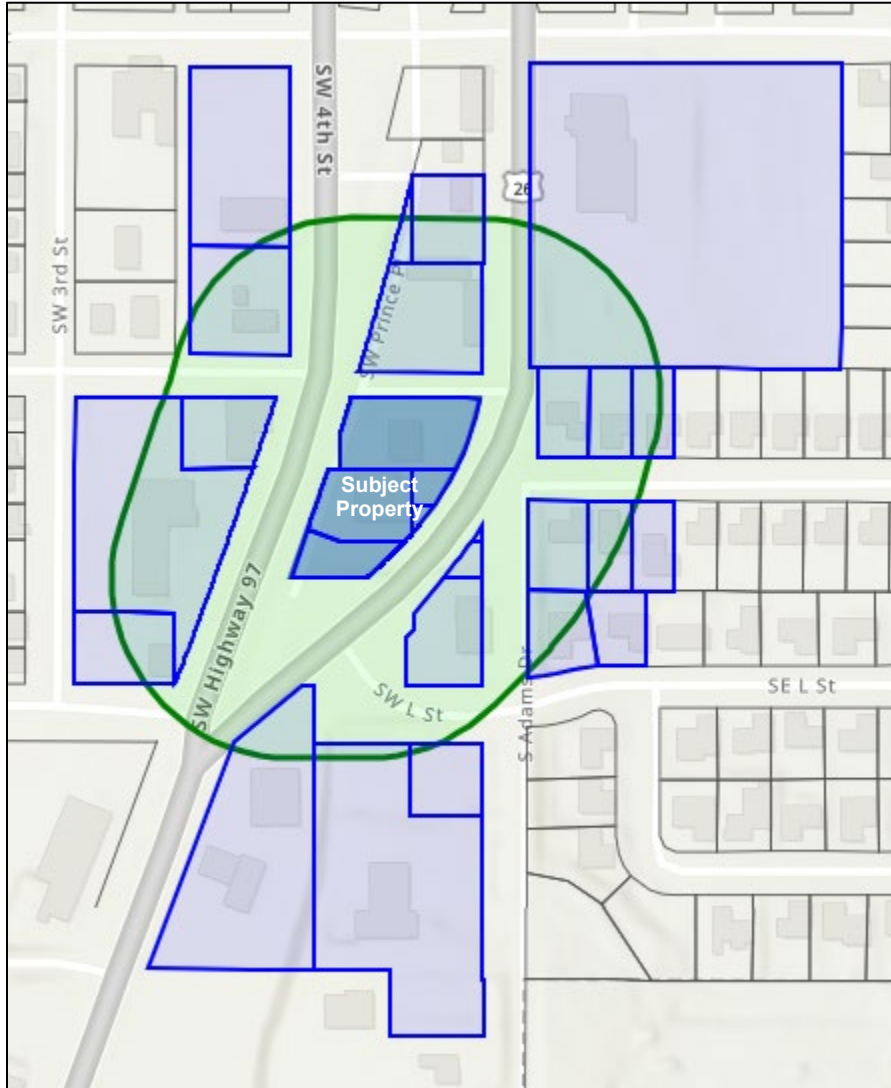
Zoom. An agenda, packet and Zoom information will be posted on the City's calendar online one week prior to the meeting.

Fatima Taha

Fatima Taha
Community Development Associate

ftaha@cityofmadras.us

541-325-0305



From: [Fatima Taha](#)
To: [Development Team](#)
Bcc: [Fatima Taha](#)
Subject: Development Team Land Use Notice: CU-23-2 & SP-23-4 & SD-23-5 | Lots 6600, 6700, 6790, 6801, and 7000
Date: Tuesday, October 17, 2023 11:56:59 AM

Development Team Member:

Here is the link to application materials submitted for Conditional Use, Site Plan, and Subdivision request for subject property of Tax Lots 6600, 6700, 6790, 6801, and 7000 located in the Community Commercial (C-3) Zone.

<https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:2f11d16c-2c58-3d02-b3e7-159d62cadf95>

The application was submitted on October 17, 2023. Please be advised that the City has sent a notice to all properties within 250 feet of the subject property on October 17, 2023. Please submit comments to the City by no later than **October 27, 2023** regarding this land use application. Please let me know if you need any additional information.

FILES: CU-23-2 & SP-23-4 & SD-23-5

OWNER/APPLICANT: Johnnie & Vicki Ertle
2813 NW Anderson Ct.
Bend, OR 97703

SITE ADDRESS:	Lot 6600	814 SW Prince Place
	Lot 6700	Unaddressed
	Lot 6790	Unaddressed
	Lot 6801	Unaddressed
	Lot 7000	Unaddressed

MAP & TAXLOT: 11-13-11DD-6600
11-13-11DD-6700
11-13-11DD-6790
11-13-11DD-6801
11-13-11DD-7000

ZONING: Community Commercial (C-3)

PROPOSAL: A site plan review for a 2,460 square foot drinking and eating establishment with a drive-thru.

DECISION TYPE: Type III, quasi-judicial.

PUBLIC HEARING December 6, 2023

DATE:

DATE: 6:30 PM
Council Chambers at the Madras Police Station/City Hall
125 SW E Street,
Madras, OR, 97741

Regards,

Fatima Taha, MBA, Ph.D.
Associate Planner | Community Development Department
City of Madras
541-325-0305
[Website](#) - [Facebook](#) - [Twitter](#) - [YouTube](#)

CONFIDENTIALITY NOTICE: This email (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and/or privileged information. Any unauthorized review, use, disclosure, and/or distribution of this email is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the email (including any attachments).

PUBLIC RECORDS LAW DISCLOSURE: Under Oregon's Public Records Law (ORS 192.410 - 192.505), emails are generally considered "public records." Therefore, this email (including any attachments) may be subject to public inspection unless exempt from disclosure under Oregon's Public Records Law.

From: [Jeremy Faircloth](#)
To: [Fatima Taha](#)
Subject: RE: Development Team Land Use Notice: CU-23-2 & SP-23-4 & SD-23-5 | Lots 6600, 6700, 6790, 6801, and 7000
Date: Tuesday, October 17, 2023 12:35:38 PM
Attachments: [image001.png](#)

Hello,

Please communicate with Jefferson County Community Development Department for verification of what processes/permits are needed for the demo and construction at this location.

BEST REGARDS,
Jeremy Faircloth
Building Official
541-460-0563 Cell
541-475-4462 Office
E-mail: jfaircloth@jeffco.net



Live every day like it is your last..... BUILD TO THE CODE..... So it isn't!

From: Fatima Taha <ftaha@cityofmadras.us>
Sent: Tuesday, October 17, 2023 11:56 AM
To: Development Team <DevelopmentTeam@ci.madras.or.us>
Subject: Development Team Land Use Notice: CU-23-2 & SP-23-4 & SD-23-5 | Lots 6600, 6700, 6790, 6801, and 7000

Development Team Member:

Here is the link to application materials submitted for Conditional Use, Site Plan, and Subdivision request for subject property of Tax Lots 6600, 6700, 6790, 6801, and 7000 located in the Community Commercial (C-3) Zone.

<https://acrobat.adobe.com/link/track?uri=urn:aaid:scds:US:2f11d16c-2c58-3d02-b3e7-159d62cadf95>

The application was submitted on October 17, 2023. Please be advised that the City has sent a notice to all properties within 250 feet of the subject property on October 17, 2023. Please submit comments to the City by no later than **October 27, 2023** regarding this land use application. Please let me know if you need any additional information.

FILES: CU-23-2 & SP-23-4 & SD-23-5

OWNER/APPLICANT: Johnnie & Vicki Ertle
2813 NW Anderson Ct.
Bend, OR 97703

SITE ADDRESS:	Lot 6600	814 SW Prince Place
	Lot 6700	Unaddressed
	Lot 6790	Unaddressed
	Lot 6801	Unaddressed
	Lot 7000	Unaddressed

MAP & TAXLOT: 11-13-11DD-6600
11-13-11DD-6700
11-13-11DD-6790
11-13-11DD-6801
11-13-11DD-7000

ZONING: Community Commercial (C-3)

PROPOSAL: A site plan review for a 2,460 square foot drinking and eating establishment with a drive-thru.

DECISION TYPE: Type III, quasi-judicial.

PUBLIC HEARING DATE: December 6, 2023
DATE: 6:30 PM
Council Chambers at the Madras Police Station/City Hall
125 SW E Street,
Madras, OR, 97741

Regards,

Fatima Taha, MBA, Ph.D.
Associate Planner | Community Development Department
City of Madras
541-325-0305
[Website](#) - [Facebook](#) - [Twitter](#) - [YouTube](#)

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MEMORANDUM

DATE: 11/14/2023 Updated 11/29/2023

TO: Dr. Fatima Taha, Associate Planner

FROM: Jeff Hurd
Public Works Director

RE: Public Works Comments for Conditional Use Site Plan and Subdivision
Application for Starbucks. CU 23-2, SP 23-4 and SD 23-5

Public Works Director Report for Conditions of Approval

1. Except as otherwise provided below, all onsite and offsite improvements must be installed by the applicant in accordance to the City's *Public Improvement Design & Construction Standards* and the APWA standards, specifications, and drawings, as amended and adopted by the City (Ordinance #950), and approved by the City Engineer, or otherwise guaranteed to be completed by the applicant to the satisfaction of the City.
2. Except as otherwise provided below, the applicant shall comply with:
 - a. City Comprehensive Plan
 - b. Madras Development Code Ordinance #933 (and as amended)
 - c. Resolution 19-2023- City of Madras Public Improvement Design and Construction Standards
 - d. Ordinance #926 - City of Madras Transportation System Master Plan.
 - e. City of Madras Wastewater System Master Plan, June of 2018
 - f. City of Madras Parks and Open Space Master Plan, July 2019
 - g. City of Madras Stormwater Master Plan, April 2005
 - h. City of Madras Flood Mitigation Plan, June 2005
 - i. City of Madras Water Master Plan, March 2014
 - j. Tree Planting and Maintenance Ordinance #527 as amended by #531
 - k. Madras Utility Ordinances #930 - Cross Connections, Water System #928 and Sewer System #929
 - l. City Fee Resolution 2019 (and as amended): City Fee Rate and Schedule
 - m. ITE Trip Generation Manual, Handbook and User's Guide, 10th Edition
 - n. Transportation System Development Charge Final Report, June 2019 as adopted by City Council under Resolution 33-2019
 - o. Jefferson County Road Functional Classification Table 3.2
 - p. City of Madras Ordinance #924 – SDC Ordinance
3. Prior to issuance of a building permit, the proposed development and final detailed construction plans will be required to be reviewed and approved by the Public Works Director and/or City Engineer per the standards set out in Conditions #1 and #2.

Site Conditions:

1. Standards for utilities are set out in Section 1 of the Public Improvement Design and Construction Standards. All new utilities must be placed underground.

As a condition of approval, the applicant is to install utilities to serve the site underground. No overhead utilities will be permitted. All electrical service improvements shall be reviewed and approved by Pacific Power and Light Company prior to the installation of the underground electrical utilities on or adjacent to the subject property.

2. Standards for Erosion Control are set out in Section 3 of the Public Improvement Design and Construction Standards.

- a. The developer and his or her designated contractor will install & maintain construction entrances, sedimentation control devices and provide vegetative establishment on all disturbed surfaces within the development area per ODOT standard erosion control details and best management practices.

3. Standards for Stormwater Facilities are set out in Section 4 of the Public Improvement Design and Construction Standards. As a condition of approval, the site is required to provide storm water facilities to detain a 25-year storm event (2.1" of rainfall in 24 hours). The facilities shall limit the peak discharge from the development in a 25-year design storm to the estimated pre-development peak flow rate in a 10-year design storm. Provide design and calculations to the City of Madras for review and approval prior to the issuance of building permits.

- The City will provide final consent on stormwater design and calculations. In publicly maintained areas, swales or ponds are to have slopes no greater than 4H: 1V to accommodate mowing equipment.
- Storm Ponds & Swales - Provide detail for maintenance access, a maximum steepness of 4H: IV slopes, and detail for an overflow structure that directs stormwater into the street right-of-way (or open space if available) during storm events larger than the 25-year event. Detention ponds shall have flow control structures with orifices or weir plates to limit the outflow to the 10-year pre-developed level. Design is to include a system to drain the detention facility between storm events (at City Engineer allowed rate) so the pond capacity is recharged. A one foot freeboard (this is the distance from the top of berm to the maximum water level for the 100-year storm) is required. Pond slopes are to be setback a minimum of six (6) feet from the property boundaries. The pond area and perimeter is to be irrigated and landscaped to provide erosion control and beautification to the surrounding neighborhood.
- Detention Vaults and Pipes – Detention pipes and vaults are to be designed for a minimum of a 50-year lift. Design for sizing the pre-developed flow release and

overflow system requirements are required in the same fashion as for ponds and Swales.

- Use CG-2 Catch Basins with 18" sumps in conjunction with curb and gutter on Local and Minor Collector Streets. On Major Collectors use Type CG-3 Curb Inlets with 18" sumps.
 - Storm Drywells – Private drywells are allowed for stormwater management. It required permitting through the Department of Environmental Quality. If drywells are used for private stormwater, utilize the table in section 4 of the Public Improvement Design and Construction Standards for sizing of drywells. Submit permit approval from DEQ to City for record keeping purposes.
4. Standards for Sanitary Sewers and Wastewater Lift Stations are set out in Section 5 of the Public Improvement Design and Construction Standards. Ordinance 929 regulates the use of public and private sewers and drains, private sewage disposal, and the installation of and connection of building sewers and the discharge of waters and wastes into the public sewer system. As a condition of approval, the applicant must complete the following in accordance with City Standards:
- Commercial buildings (including hospitals) will need to have a professional engineer size the minimum sewer pipe diameter for the proposed building. A cleanout is required at the property boundary behind the sidewalk with a sewer cleanout and cast iron end cap.
 - In accordance with the City's Sewer Ordinance, no person shall discharge, or cause to be discharged, solid or viscous substances in quantities or of such size capable of causing obstruction of the flow in sewers, or other interference, including, without limitation, grease, spent lime, grass clippings, spent grains, spent hops, asphalt residues, ashes, cinders, sand, mud, straw, shavings, metal, glass, rags, feathers, tar, plastics, wood, un-ground garbage, whole blood, paunch manure, hair and fleshings, entrails, and paper dishes, cups, and milk containers, either whole or ground by garbage grinders. The applicant is proposing several restaurants on site and therefore required to install grease interceptors on the sanitary sewer services that will be connected to City Sewer.
5. Standards for Streets and Related Work are set out in Section 7 of the Public Improvement Design and Construction Standards.
- Per section 7-8.1.1 Landscape Strips (General), irrigation and maintenance will be provided by the adjacent lot owners for the plantings and trees in the landscape strip between curb/edge of pavement and property line. The City constructed the landscape improvements along 5th Street and 4th Street as part of the J Street project in 2015. The irrigation system was designed to be separated for connection to adjacent properties. The City also installed a Welcome Sign with additional improvements related to the Welcome Sign. As a condition of approval the applicant will be required to take over irrigation and maintenance of

the landscaping within the Public ROW with the exception of the Welcome Sign Area which will be continued to be maintained by Public Works. The applicant is required to enter into a maintenance agreement describing the maintenance responsibilities and depicting the areas they will maintain.

6. Standards for Transportation Impact Analyses are set out in Section 10 of the Public Improvement Design and Construction Standards whereas a Traffic Impact Analyses is required when 500 or more trips per day are generated by a new development. The proposed Starbucks generates more than 500 daily trips and provided an TIA as part of their land use application, however the TIA did not analyze the J Street intersection at 4th Street and 5th Street and is therefore not approved and is required to be resubmitted with J Street intersection in the analysis. As a condition of approval, the applicant is required to revise the TIA to include the J Street intersection at 4th Street and 5th Street and submit it's findings to the Public Works Department for review and approval. The TIA may show impacts to the intersection due to the development of a Starbucks at the proposed location which may warrant improvements.

Update 11/29/2023: The applicant provided an updated TIA to include analysis of the J Street intersection at 4th Street and the J Street intersection at 5th Street. Based on the analysis, the proposed Starbucks development does impact the intersection and the applicant has proposed a pro-rata payment to the City for their impacts to the intersection. The mitigation required is to signalize the intersection of J Street at 4th and 5th Street. The cost to signalize J Street at 4th Street and 5th Street as of November 2023 is \$2,000,000. The existing J Street design intersection is designed for 2,301 peak hour trips and is at capacity. The proposed Starbucks development will add 30 peak hour trips to the intersection, therefore the applicant pro-rata share of signalizing the intersection is 1.3% of the cost ($2,301/30 * 100 = 1.3\%$) or \$26,075.62.

The parcels that have been proposed for the Starbucks development has an existing 2,019 SF building classified as a Government Office Building and had an existing Store/Restaurant classified as Shopping Center for determining Transportation System Development Charges (see resolution 13-2019). The City of Madras policy is to credit development for the highest previous use on the parcel within the past 20 years on Transportation SDCs. With the proposed new use calculated against the credits of the previous uses, the net Transportation System Development Charge was a credit of 14.13 people peak hour trips or -\$43,571.41. The City's policy on SDC credits is not to pay for credits, but to document people peak hour trip credits to be applied toward future development on the property with an expiration date of 20 years. The applicant has proposed a payment of \$26,075.62 to mitigate their impacts to the intersection of J Street and 4th Street and J Street and 5th Street. The applicant is proposing the mitigation payment to be applied towards the Transportation SDC credits of \$43,571.41. This would result in a credit balance of \$17,495.79 in Transportation SDCs on the property. The Public Works Director is acceptable to this methodology and requires the remaining credits allocated as people peak hour trips versus a dollar amount. The current people peak hour trip rate is \$3,083.61 which equates 5.67 people peak hour trips, therefore the property has a credit of 5.67 people peak hour trips as a result of the developments pro-rata share of mitigation for

signalization of J Street intersection at 4th Street and 5th. The credit remains with the property and is not transferrable to any other property. The credit is valid from 20 years from date of the land use decision.

General Comments:

1. The proposed development is subject to all City of Madras fees including system development charges (SDCs). All applicable fees must be paid at the time of building permit according to City policy.
2. Formal plans and specifications are to be submitted for all construction. Design drawings shall be prepared with a cover sheet for signatures on standard 20lb bright-white paper with the appropriate professional stamp. Final drawings shall be submitted on ANSI D – 22” x 34”. Submit as-built Hard Copy plans (11”x17” half scale) and Electronic – ACAD & PDF electronic files as sections of work are completed. Wastewater system plans to be submitted to and approved by the City of Madras and by DEQ (only pump/lift station for DEQ). Once the final plans are approved, schedule a pre-construction meeting with the City of Madras Public Works Department.
3. Installation of Post Office mail boxes is to be coordinated with the post master and Public Works. Do not locate post office boxes on Hwy 97. Boxes are to be within the development or located on Henry Street. Boxes are not be block the clear vision area at any intersection or driveway within or adjacent to the site development. Mail boxes are not to encroach upon the sidewalk or any other pedestrian or bike path. Additional detail is needed for City Engineer review. Prior to construction, the staked location must be reviewed by the Public Works Department.
4. After public improvement construction plans are approved by the City and prior to construction starting, the contractor performing the work shall schedule and attend a preconstruction conference with the Public Works Department.
5. If construction routes damage adjacent or nearby City Streets due to heavy truck traffic, consult with the Public Works Director on necessary repairs and potential change of access routes during construction, as determined necessary by the Public Works Director.
6. Street signs are required where applicable. Provide construction plans detailing sign locations, dimensions, type and post specifications meeting Public Works Department and MUTCD Standards.
7. Do not install any structures, signs or landscaping that impedes the clear vision area as defined by the City’s Development Code Ordinance 933. Vision clearance at intersections shall be provided in all zoning districts with the following distances establishing the size of the vision clearance area as described below:
 - a. The minimum distance shall be twenty feet (20’) at intersections comprising of two (2) streets, or one (1) street and a railroad right-of-way.

- b. Exception: Does not apply to Downtown Commercial Zone (C2).
 - c. At intersections of a commercial/industrial access, the minimum distance shall be fifteen feet (15').
 - d. At intersections including an alley, the minimum distance shall be ten feet (10').
 - e. For commercial/industrial access the minimum length of the two legs for the clear vision triangle shall be measured from the corner intersection of the lot line and edge of access (i.e. curb, gravel or pavement) to a distance specified in these regulations.
 - f. The third side of the triangle is a line across the corner of a lot joining the ends of the other two (2) sides. Where the lot lines at intersections have rounded corners, the lot lines shall be extended in a straight line to a point of intersection.
 - g. The vision clearance area contains no plantings, walls, structures, or temporary or permanent obstructions exceeding three feet (3') in height, measured from the road surface.
 - h. Exceptions: The following are exempt from clear vision area compliance:
 - i. Tree trunk (clear of branches or foliage)
 - ii. Street and Safety signage
 - iii. Utility poles.
 - iv. Street lights.
8. Maximum street grade is 10% on any local or minor collector street. Maximum street grade is 8% for any major collector street sections.
9. The maximum grade slope for any lot or street side slope is 2H:1V. If development creates a steeper slope, retaining walls are required. When the height of a retaining wall exceeds the standard building official limit (4 feet), provide engineered retaining wall drawings and calculations for review and approval by the Jefferson County Building Department for individual lots and to the City of Madras for any roadway retaining walls.
10. Right-of-way Permits: Are required when any person desires to erect, construct or maintain an encroachment upon public property. An encroachment shall include any tower, pole, pole line, pipe, pipeline, deck, billboard, stand or building, or any other such object or structure that is placed in, upon, under or over any public street, highway or alley right-of-way, or other public property. A review and recording fee is required. Any temporary closure of a public right-of-way to vehicular or pedestrian traffic requires City approval prior to the proposed closure. Closures include street/alley, traffic lane, parking lane, bicycle lane and sidewalks that are not covered by a permit issued under Section 2 of the Public Improvement Design and Construction Standards.

11. Sanitary Sewer Permit: Fees are charged for setting up a service account as well as inspection of the service connection. Any homes that are located outside the City limits that need or are required to connect to City sewer service must sign consent to annex and pay applicable fees.
12. Lot comers are to be surveyed and staked for building inspection reference.
13. A \$1,000 landscaping deposit will be required at the time of building permit application to ensure that landscaping occurs along the lot's frontage in the planter strip in a manner that is consistent with the approved tentative plan, City of Madras TSP, Parks and Open Space Master Plan, and in conjunction with the planning department's requirements for landscaped lawn area.
14. The development property owner is responsible for weed abatement throughout the life of the development. This involves at a minimum mowing dry grass and weeded areas within the development zone (future phases included) for the purpose of weed abatement and fire control measures. In the event this does not occur, per the City ordinance the City will hire a mowing service to perform the necessary work and put a lien on the property.
15. Deschutes Valley Water District supplies water to the site. Coordinate and perform Fire Hydrant layout and sizing, and fire flow requirements with the Deschutes Valley Water & Jefferson County Fire Department. Provide a fire flow analysis to confirm fire hydrant capacity needs are satisfied. Perform all necessary design and capacity improvements as required to provide the necessary minimum flow to the new development. Fire flow analysis is required to determine capacity improvement needs. Development is responsible for all system improvement costs necessary to supply new building improvements.
16. Per site plan approval the developer or its designee is responsible for all required inspections and testing for street & utility improvements per the guidelines set by the City of Madras. Inspection - The Public Works Department shall be notified two working days in advance of the time for subgrade inspection, two working days in advance of the time for bases inspection and two working days in advance of the time for paving inspection. Each stage of construction must be inspected and approved prior to the commencement of the next stage of construction. The final inspection shall be requested seven working days in advance. Quality Control testing and documentation must be submitted to the City of Madras during construction per ODOT/APWA guidelines for the following but not limited to (frequencies identified in the ODOT Field Test Procedures Manual):
 - A. Subgrade, base rock and asphalt paving compaction densities
 - B. City Water Lines (when applicable, Contact Deschutes Valley Water otherwise)- Pressure, Bacterial and Chlorine Testing requirement.
 - C. Sanitary Sewer Line - Air Pressure Test, Mandrel, TV Inspection and Manhole Vacuum Test.

D. Storm Line - Mandrel and TV Inspection

E. Concrete Sampling and Testing - Minor Structural Concrete testing for use in curb, gutter and sidewalk.



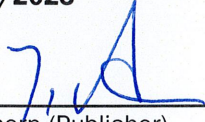
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E-mail: legals@commnewspapers.com

AFFIDAVIT OF PUBLICATION

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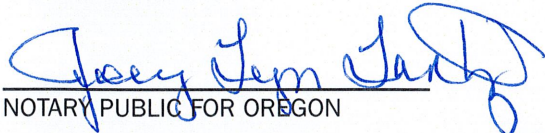
Fatima Taha
Notice of Public Hearing City of Madras
File: CU-23-2 & SP-23-4 & SD-23-5
Ad#: 306819

A copy of which is hereto annexed, was published in the entire issue of said newspaper(s) for 1 week(s) in the following issue(s):
11/08/2023



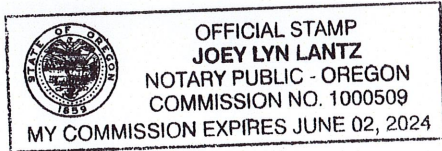
Tony Ahern (Publisher)

Subscribed and sworn to before me this 11/08/2023.



NOTARY PUBLIC FOR OREGON

Acct #: 108143
Attn: Fatima Taha
MADRAS, CITY OF
125 SW E ST
MADRAS, OR 98516



NOTICE OF PUBLIC HEARING
City of Madras File: CU-23-2 & SP-23-4 & SD-23-5

Johnnie & Vicki Ertle have requested a Conditional Use, Site Plan, and Subdivision to the City of Madras to establish a 2,460 square foot drinking and eating establishment (Starbucks) with a drive-thru in Madras, OR 97741. The site is also known as Tax Lots # 6600, 6700, 6790, 6801, and 7000 on Jefferson County Assessor's Map 11-13-11DD. On December 6, 2023, at 6:30 PM the City of Madras Planning Commission will hold a public hearing for the proposed conditional use, site plan, and subdivision. The hearing will be held in the Council Chambers at the Madras Police/Station/City Hall located at 125 SW "E" Street, in Madras. The proposal is subject to MDC 18.15.070 – Community Commercial (C-3), MDC 18.20 – Public Improvement Standards, MDC 18.25 – Supplementary Provisions, MDC 18.30.160 – Drive-through and drive-up facilities, MDC 18.35 – Signs, MDC 18.60 – Land Division, Replats, and Property Line Adjustments, MDC 18.65 – Conditional Uses, and MDC 18.80 – Administrative Provisions in City of Madras Municipal Code.

If you are unable to attend the hearing, but would like to submit comments for consideration, please submit written comments to the City of Madras at the Madras Police Station/City Hall located at 125 SW "E" Street. This meeting is handicapped accessible; those needing assistance need to contact Nicholas Snead, Community Development Director at 541-475-2344 prior to the meeting to make any necessary arrangements. Copies of the proposal are available for review at Madras Police Station/City Hall located at 125 SW "E" Street, Madras. Copies are also available for purchase at a cost of twenty-five cents per page.
Publish: November 8, 2023 MAP306819

EXHIBIT A

NOTICE OF PUBLIC HEARING City of Madras File: CU-23-2 & SP-23-4 & SD-23-5

Johnnie & Vicki Ertle have requested a Conditional Use, Site Plan, and Subdivision to the City of Madras to establish a 2,460 square foot drinking and eating establishment (Starbucks) with a drive-thru in Madras, OR 97741. The site is also known as Tax Lots # 6600, 6700, 6790, 6801, and 7000 on Jefferson County Assessor's Map 11-13-11DD. On December 6, 2023, at 6:30 PM the City of Madras Planning Commission will hold a public hearing for the proposed conditional use, site plan, and subdivision. The hearing will be held in the Council Chambers at the Madras Police/Station/City Hall located at 125 SW "E" Street, in Madras. The proposal is subject to MDC 18.15.070 – Community Commercial (C-3), MDC 18.20 – Public Improvement Standards, MDC 18.25 – Supplementary Provisions, MDC 18.30.160 – Drive-through and drive-up facilities, MDC 18.35 – Signs, MDC 18.60 – Land Division, Replats, and Property Line Adjustments, MDC 18.65 – Conditional Uses, and MDC 18.80 – Administrative Provisions in City of Madras Municipal Code.

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Publish: November 8, 2023 MAP306819



Date:	November 28, 2023
To:	Nick Snead, City of Madras
From:	Joe Bessman, PE
Project Reference No.:	1581
Project Name:	Madras Starbucks TIA

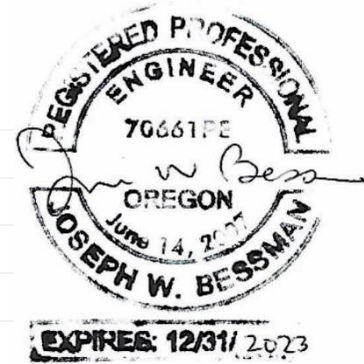


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EXECUTIVE SUMMARY

This Transportation Impact Analysis was prepared for the proposed Starbucks site located at the Madras South Gateway, within surplus lands available following completion of the couplet improvements. The traffic study shows that the site layout conforms with City and ODOT access, safety, and operational standards at the Prince Place connections to US 97. The project contains connections to the surrounding pedestrian system, a single driveway onto Prince Place, and ample parking for guests and employees. There are no reported crashes at the Prince Place intersections with the US 97 couplet, the operational analysis shows that the site will operate with low delays, and queuing onto the highway will be two or fewer vehicles.

This report was revised from the October 2, 2023 Transportation Impact Analysis based on requested changes from City of Madras staff. The original report included analysis of the adjacent Prince Place intersections with US 97, with this analysis of ODOT facilities prepared consistent with the ODOT Analysis Procedures Manual and the City's Transportation System Plan, which provides a design hour analysis (replicated by seasonally-adjusted conditions during the summer evening commute period, approximating 30th highest hourly conditions).

In response to staff comments to expand the analysis area and include the morning period, we have obtained new traffic counts at the US 97 couplet intersections with J Street (morning counts were previously collected at the US 97/Prince Place intersections). These counts show that morning conditions on the highway are about 66% of those in the evening period. For ease of review, modifications to the report are provided in blue text.

The review of J Street shows high existing and projected future delays, and an elevated crash experience over the most recent five-year period. The City's TSP identifies signalization of the J Street couplet as a near-term priority (consistent with ODOT's original J Street reconfiguration plans that identified this project as Phase 2). As an alternative, the City, County, and ODOT could collaborate on development of new routes in southern Madras that are parallel to J Street (such as Fairgrounds Road, Hall Road, or Colfax Lane) and link the Culver Highway with US 97; these treatments would also alleviate this congestion.

If signalization of the J Street couplet intersections is not planned near-term, it is recommended that the City and ODOT review whether restriping treatments should be pursued to improve intersection safety. The side-by-side stop-controlled movements and adjacent merge provides a slight capacity improvement, but this treatment has disadvantages in terms of speeds, safety, and multimodal travel. Further discussion is provided within this report.

INTRODUCTION

This memorandum follows the submitted scoping materials for the Madras Starbucks site, which is located at the southern edge of the US 97 couplet. Scoping materials were provided to the City on August 1, but a formal response was not received at the time this Transportation Impact Analysis was prepared, though comments modifying the scope were obtained following submittal of the October 2, 2023 TIA. Figure 1 illustrates the location of the site for area context, which has an address of 813 SW Highway 97/839 SW Prince Place.



Figure 1. Site Vicinity Map. Source: maps.google.com

The proposed site layout includes demolition of the existing former ODOT building within the property and construction of a new Starbucks coffee shop with drive-through window in the southern corner of the site. Following our discussions with the City of Madras and ODOT access will be retained from the current configuration, with the established “Z” alignment of SW Prince Place providing access to either direction of the US 97 couplet. Figure 2 illustrates the preliminary site layout.

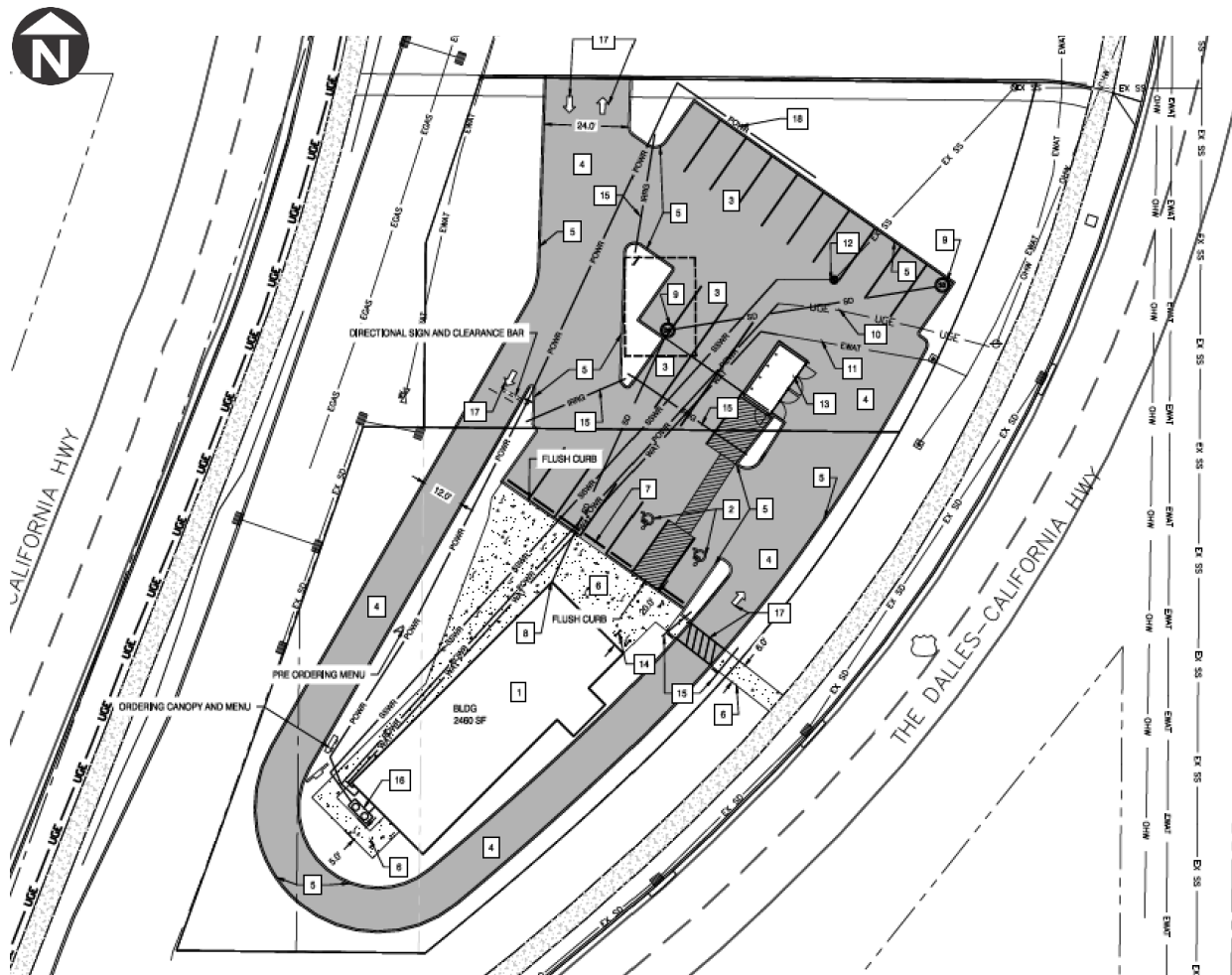


Figure 2. Preliminary site layout. Source: Steele Associates Architects, November 22, 2021.

The placement of the Starbucks site provides extensive queue storage area to help avoid any queue spillback onto the US 97 corridor. The layout of the site is intuitive for visitors with 90-degree parking throughout the site and a two-way circulation system. This revised site plan modifies the prior plans with a slightly expanded Starbucks store and now omits the separate office building that had been contemplated within the northern portion of the site.

PROJECT STUDY AREA

The study area for this Transportation Impact Analysis was prepared based on review of the City's TIA Guidelines and the materials submitted as part of the scoping process. City of Madras' TIA guidelines identify that projects generating more than 500 weekday daily trips or more than 50 weekday p.m. peak hour trips require a formal Transportation Impact Analysis. The proposed Starbucks exceeds the weekday daily trip threshold, therefore a formal analysis will be required. The City's TIA guidelines indicate that the study area should include site access intersections as well as the extension beyond these points in conformance with the access spacing standards.

The proposed Starbucks includes an access onto SW Prince Place (designated as a *Local Street*), and the City's access spacing standards for this facility are 150 feet for public connections and 30-feet for private driveways per Table 7 of the City's adopted Transportation System Plan. Accordingly, the TIA study area would only extend 30 feet to either side of the driveway. Conservatively, this analysis area was extended to include the connections of SW Prince Place with both US 97 northbound and southbound, reflecting the route that all site-generated trips will follow. [Based on comments received on the submitted October 2, 2023 Transportation Impact Analysis, the scope was further expanded to include the morning commute period and the J Street intersections, despite these intersections being within the jurisdiction of ODOT and subject to the design hour adjustments.](#)

The proposed site does not contain direct access to US 97 and does not modify any of the access connections built to serve this commercially-zoned lot. Accordingly, the site is not subject to ODOT Division -051 requirements, and is an outright allowable use within the zoning.

EXISTING TRANSPORTATION INFRASTRUCTURE AND CONDITIONS

The area surrounding this parcel was recently reconstructed as part of the South Madras Gateway Project that realigned the northbound US 97 corridor onto S 5th Street, removing skewed intersections and improving intersection spacing. This roadway realignment created the Prince Place access connection between northbound and southbound US 97, as well as reshaped the subject parcel which was sold by ODOT as surplus property.

As part of the ODOT project, complete property-tight sidewalks were installed along the re-formed section of US 97, along with ornamental street lighting, bicycle lanes, storm drainage improvements, and accessibility improvements. The surrounding sidewalk system extends south along the US 97 corridor to Brush Lane, and north through the City's downtown core area. There are accessible pedestrian crossing ramps to cross northbound US 97 at SW L Street and SE J Street, and southbound US 97 at SW L Street and SW J Street (north side of the intersection only).

Bicycle lanes extend along the highway system and J Street, connecting to surrounding residential areas. Shared use of the local streets is also available.

Transit service includes curb-to-curb dial-a-ride service or regional transit service to Redmond or Warm Springs (where additional connections are provided) through the Community Connector Shuttles. Route 22 connects Redmond's Kalama Street transit hub with Terrebonne, Culver, Metolius, and Madras, with the Madras stop located at SW 3rd Street and SW E Street, west of US 97. Currently, all CET fare collection is suspended until further notice (with exception of recreational routes).

Surrounding uses include the Relax Inn due north, the Jefferson County Rural Fire Station to the northeast, offices to the west, Madras Tires to the south, and single-family residential due east across US 97.

Primary roadways within the study area include the US 97 couplet, J Street, and SW Prince Place. SW Prince Place is a local street (see Figure 3) designed with curb returns onto southbound US 97 and a concrete driveway apron onto northbound US 97, which forms a “Z” alignment to offset the connection to southbound US 97 away from SW K Street (and the US 97 southbound merge). This local access road is approximately 30-feet wide and is a dedicated public right-of-way.

US 97 is designated as a Statewide Highway, a Freight Route, a City-designated Arterial (see Figure 3) and contains a posted speed of 25 miles per hour. There are two lanes in each direction, with the highway transitioning back into a three-lane section south of the site, with the southbound merge occurring to the immediate west of the property. According to ODOT’s TransGIS site, Northbound US 97 carries about 10,800 vehicles per day, and southbound US 97 carries 11,100 daily trips, with about 10 percent of the traffic flow consisting of trucks. There is no parking allowed within this portion of US 97. The available right-of-way along US 97 varies within this area, but generally extends from the east edge of SW Prince Place to a point beyond the back of walk on the west side of southbound US 97, and from the back of walk on the western sidewalks along northbound US 97 to a point about 10 or more feet from the back of walk on the eastern sidewalks (see Figure 4).

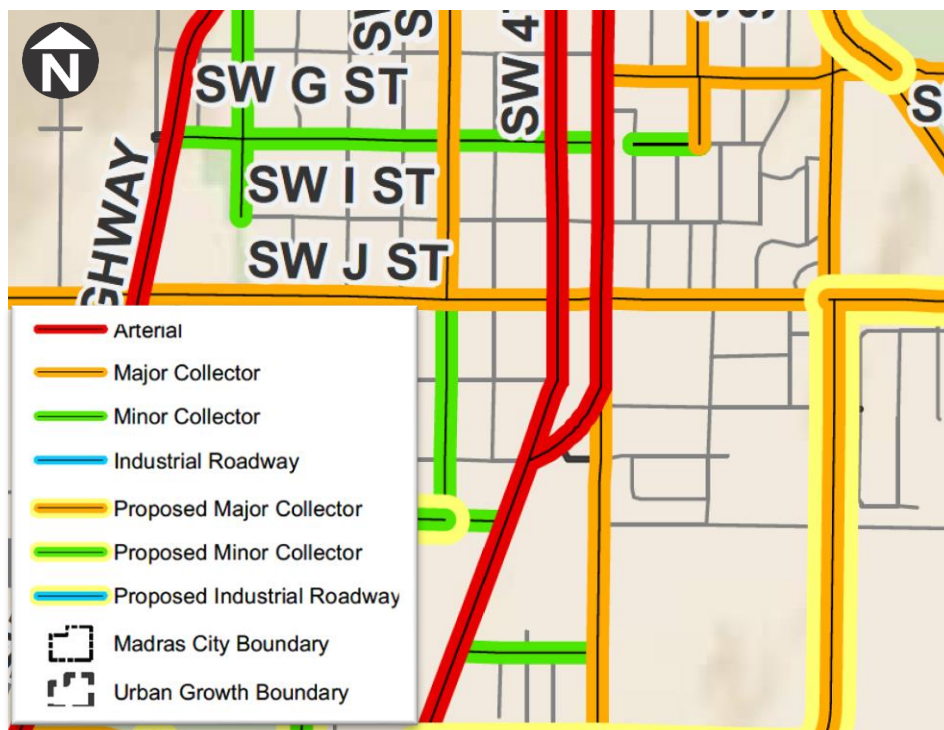


Figure 3. City of Madras Functional Classification Map. Source: Madras Transportation System Plan.

J Street is identified within the City’s TSP as a Major Collector, linking the Culver Highway (OR 361) to Cityview Street. J Street contains a four-lane cross-section in the vicinity of US 97 (essentially widening from its two-lane section to include turn lanes), and the City has long-term plans to signalize the highway connections identified within its TSP. There are marked pedestrian crossings of the highway on J Street, as well as new sidewalks that were constructed as part of the South Madras Gateway Project.



Figure 4. Existing ROW along US 97 following the Madras South Gateway Project.

Source: ci.madras.or.us/south-madras-gateway-project

Roadway and Intersection Crash History

A review was conducted of historical crashes surrounding this area based on information provided within ODOT's Crash Analysis and Reporting System database for the most recent five-year period available, which spans from January 2017 through December 2021. This period reflects completion of the Madras South Gateway project (which based on historical imagery was constructed between 2015 and 2016), therefore reflective of the current configuration of area intersections. Crashes required for reporting to the DMV must involve at least one motor vehicle, result in more than \$1,500 in property damage (increased to \$2,500 in 2018), or any level of personal injury. This crash review identified the following:

- There were no reported collisions along Prince Place during the five-year period.
- There were no reported crashes at the Southbound US 97/Prince Place intersection.
- There were no reported crashes at the Northbound US 97/Prince Place intersection.

General review of historical crashes in the project vicinity identified a non-injury crash along US 97 south of Prince Place within the merge area, two rear-end collisions on US 97 southbound just north of SW L Street, and a fixed-object crash along northbound US 97 opposite L Street (attributed to reckless driving and excessive speed).

A much higher crash incidence was noted at the J Street intersections with US 97, with Southbound US 97/J Street experiencing 17 crashes and Northbound US 97/J Street experiencing 19 crashes. Table 1

summarizes the intersection crash rates and crash types, and further review of each of these locations is provided below. None of these locations were identified within the ODOT SPIS list.

Table 1. J Street Crash Review

Intersection	Number of Crashes	Severity (By Persons)			Crashes per MEV	Flagged? (>90 th %)
		Minor Injury (Inj B)	Possible Injury (Inj C)	No Injury (PDO)		
US 97 NB (5 th St)/ J Street	19	3	6	30	1.02/MEV	Yes >0.408/MEV
US 97 SB (4 th St)/ J Street	17	0	14	24	0.74/MEV	Yes >0.408/MEV

US 97 Southbound (4th Street)/J Street

The unsignalized southbound highway intersection on the couplet provides a perpendicular intersection with clear sight lines toward the north. The intersection occurs in advance of the US 97 merge back into a three-lane highway, so observed speeds are variable as motorists maneuver within this 25 mph zone (which transitions to 35 mph near the Prince Place intersection) to pass vehicles or decelerate and merge.

In review of the crash data, there were various trends noted:

- Crashes peaked in 2017 (7 crashes), with declining rates into 2021 (2 crashes).
- Angle and turning crashes represented the majority of collisions (13 of 17).
- All of the crashes were low severity, with 14 persons reporting possible injuries and 24 persons reporting no injuries.
- Crashes were spread throughout the months with the highest incidence reported in November (5).
- Road surface conditions were reported as dry in nearly all collisions (16 of 17), with only a single crash reported during wet conditions.
- Drugs and alcohol were not reported as contributing factors within any of the crashes, but it was noted that testing was also not conducted.

Preparation of crash diagrams showed that the crashes occurred on multiple approaches, and included three southbound rear-end collisions (motorists were stopped either due to congestion or the upcoming merge), four crashes involving eastbound motorists colliding with southbound through trips, two crashes between westbound motorists and southbound through trips, and six collisions involving westbound left-turns and southbound trips. The remaining crashes included an improper eastbound U-turn and a sideswipe collision on the westbound approach.

As part of the site field review there were no specific deficiencies observed. It was noted that the travel lanes along US 97 are wide and support higher speeds, so that within this 25 mile per hour merge area speeds are more variable. Striping treatments that maintain the necessary freight clearances could be considered as a potential corridor measure to help mitigate speeds and positioning of vehicles within the highway. It was also noted that the dual eastbound through lanes at the intersection provides a useful mechanism to increase capacity when the intersection is signalized in the future, but in the interim unsignalized condition makes sight lines more difficult for side-by-side motorists.

US 97 Northbound (5th Street)/J Street

Review of the US 97 Northbound intersection with J Street noted that for eastbound motorists the views to the approaching highway traffic are impacted by a building adjacent to the right-of-way and a large high-tension steel utility pole. These obstructions require motorists to wait for a gap in traffic from within in the crosswalk to view approaching highway motorists (see Figure 5).



Figure 5. Google streetview image of the eastbound vehicle positioning within the crosswalk to see approaching US 97 Northbound motorists at the 5th Street intersection.

Crash records indicate that in the past five years there have been 19 reported crashes. These crashes include a pedestrian collision, and none of the collisions resulted in fatalities or Serious Injuries (Injury A), though seven of the nineteen collisions have resulted in some level of personal injury.

- Eight of the reported crashes involved westbound motorists being struck by northbound vehicles. This was the most common crash type reported.
- A pedestrian crash occurred between a westbound motorist that had proceeded after stopping, striking a pedestrian within the crosswalk.
- Four crashes occurred between eastbound motorists and northbound highway vehicles. These crashes could be partially attributed to the sight line constraints.
- Two crashes occurred between westbound through vehicles and eastbound motorists turning onto US 97 northbound.
- The four remaining crashes occurred between US 97 northbound motorists (one rear end and three crashes involving the lead vehicle decelerating to turn).

The crash frequency is high at this intersection. Similar to the southbound configuration, while the number of turning lanes would be helpful when the intersection is signalized, allowing dual through movements and a downstream merge creates poorer sight lines and higher speeds, but does help to reduce the already high delays. It is recommended that the City and ODOT further review these crash patterns and consider mitigation measures that reduce conflicts at this wide intersection with the US 97 couplet.

Alternatively, mitigation for both of the J Street intersections could be provided through investment in parallel routes linking the Culver Highway to US 97 (such as the Hall Road, Fairgrounds Road, or Colfax Lane). These additional routes could help alleviate the consolidated travel demands on J Street.

Intersection Sight Distance

The proposed Starbucks will connect to Prince Place along a straight and flat roadway section, which in turn connects to the US 97 corridor. Sight distance information and requirements are based on the standard reference *A Policy on Geometric Design of Highways and Streets, 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018, commonly referred to as the *Green Book*. Intersection sight distance was reviewed at the critical highway connections to ensure that the routes into the site can adequately support the recommended sight lines.

For minor-street stop-control intersections onto a one-way couplet, intersection sight triangles are based on AASHTO guidance cited within Condition B2 (right-turn from minor road) of the *Green Book*, even though the movement onto southbound US 97 is technically a left-turn. All distances are measured from a vertex point located 14.5 feet from the major-road travel way along the center of the approaching travel lane, accounting for comfortable positioning distance from the travel way (6.5 feet) and the distance from the front of the vehicle to the driver eye (8.0 feet). The assumed eye height is 3.5 feet above the departing road for passenger vehicles. The object height is also 3.5 feet above the major road, providing enough space on the approaching vehicle to recognize it. Based on a posted speed of 25 mph and level terrain, Figure 6 illustrates the recommended minimum intersection sight distance measurements at the connections to the highway.

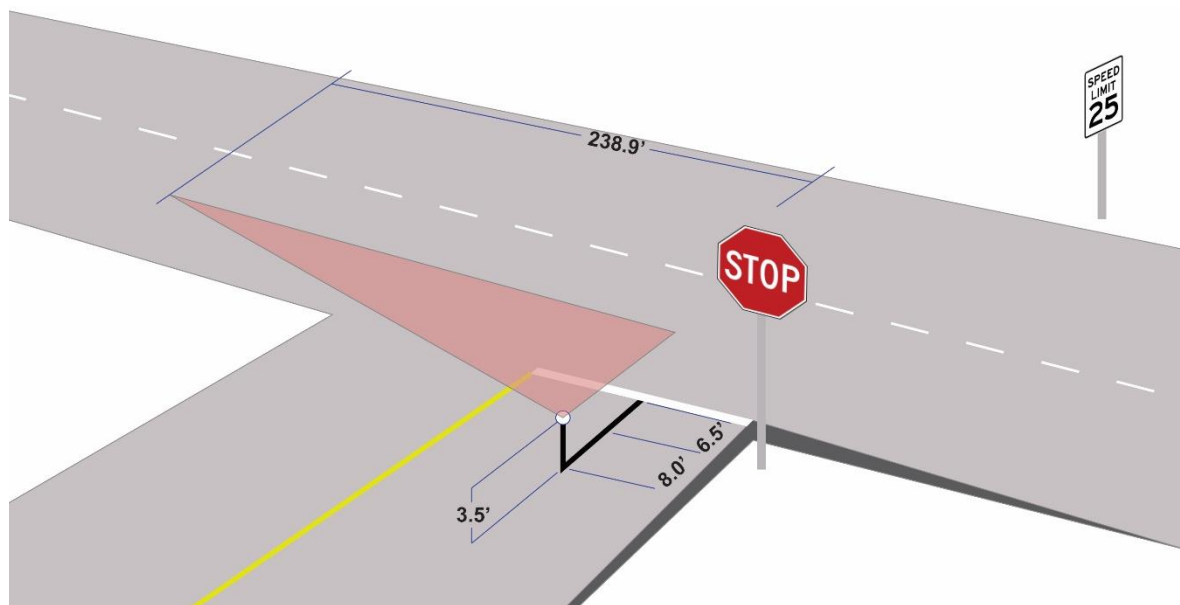


Figure 6. Recommended Intersection Sight Distance Dimensions on the couplet sections of US 97.

Figures 7 and 8 illustrate the current sight lines onto Southbound US 97, and Figures 9 and 10 illustrate the sight lines onto northbound US 97. Note that the inclusion of sight lines away from oncoming traffic is provided to ensure clear views are also present for pedestrians (or wrong-way motorists/cyclists). These figures show that clear and unobstructed sight lines are present at these connections today.



Figure 7. Applicable AASHTO Sight Triangle view toward the north at the US 97 Southbound/Prince Place intersection.



Figure 8. View toward the south at the US 97 Southbound/Prince Place intersection (showing clear views of pedestrians around the monument signage).



Figure 9. Applicable view toward the south at the US 97 Northbound/Prince Place intersection.



Figure 10. View toward the south at the US 97 Northbound/Prince Place intersection (showing clear views of pedestrians around the monument signage).

Traffic Counts

Traffic counts were collected along the US 97 corridor in mid-February 2023 at both of the Prince Place connections to US 97 and include both morning and evening data. The counts reflect seasonally low traffic volumes on the highway, which typically peak in midsummer. The unadjusted data indicates that there are about 460 southbound trips on the highway in the morning peak (7:50 to 8:50 a.m.) and 780 southbound trips in the evening peak hour (4:00 to 5:00 p.m.). The northbound volumes indicate a similar travel pattern, with about 510 highway trips in the morning (7:20 to 8:20 a.m.) and 690 trips in the weekday evening peak hour.

In response to City comments, additional traffic counts were collected in mid-October 2023 at the US 97/J Street intersections. Because these counts were collected closer to the summer peak for US 97, through volumes on US 97 were seasonally adjusted to these values, and highway volumes were carried through to the Prince Place intersections. These revised adjustments resulted in minimal change to the southbound volumes on US 97, but resulted in about 200 fewer northbound vehicles than the original analysis.

Traffic Count Adjustments

Traffic counts collected on the US 97 corridor in mid-October 2023 were adjusted to reflect ODOT's design hour conditions, consistent with the ODOT Analysis Procedures Manual and the City's adopted Transportation System Plan. With Automatic Traffic Recorder 16-002 located just north of the US 97/US 26 junction, use of this site (On-Site ATR Method) was conducted to assess the volume changes that occur along US 97 between the October counts and the Design Hour. Review of the most recent five years of data (excluding COVID-related impacts in 2020) shows that the mid-October traffic volumes are 17 percent lower than those measured in the summertime peak, providing a more reasonable adjustment than use of the February counts. The adjusted weekday a.m. peak hour and 30th highest design hour traffic volumes are provided in Figures 11 and 12.

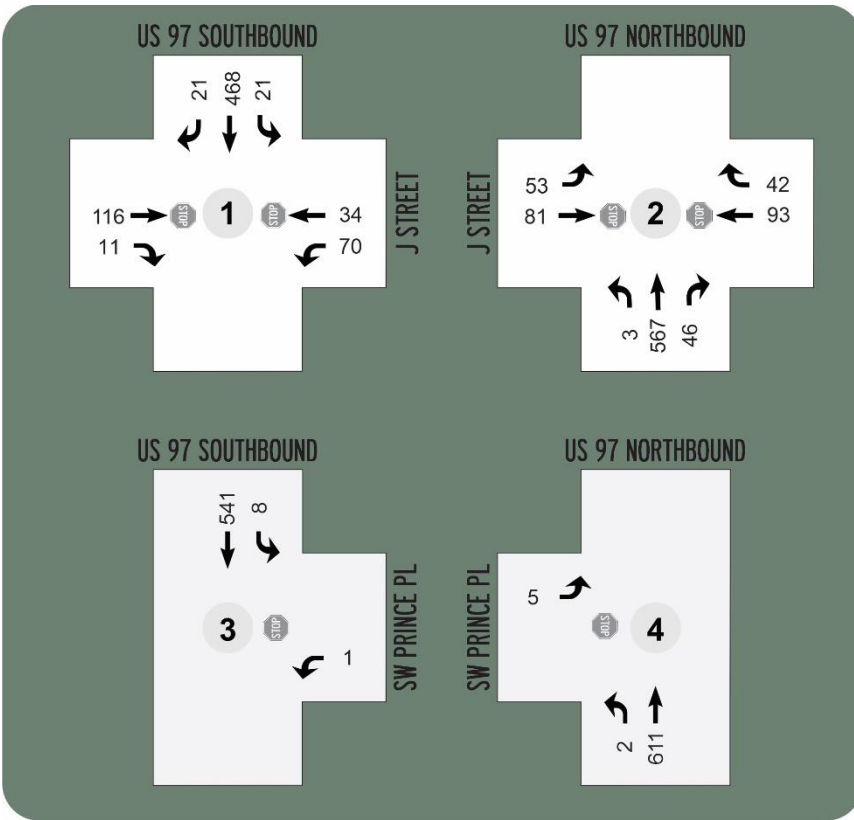


Figure 11. Year 2023 Existing Traffic Volumes, Weekday AM Peak Hour (Seasonally Adjusted)

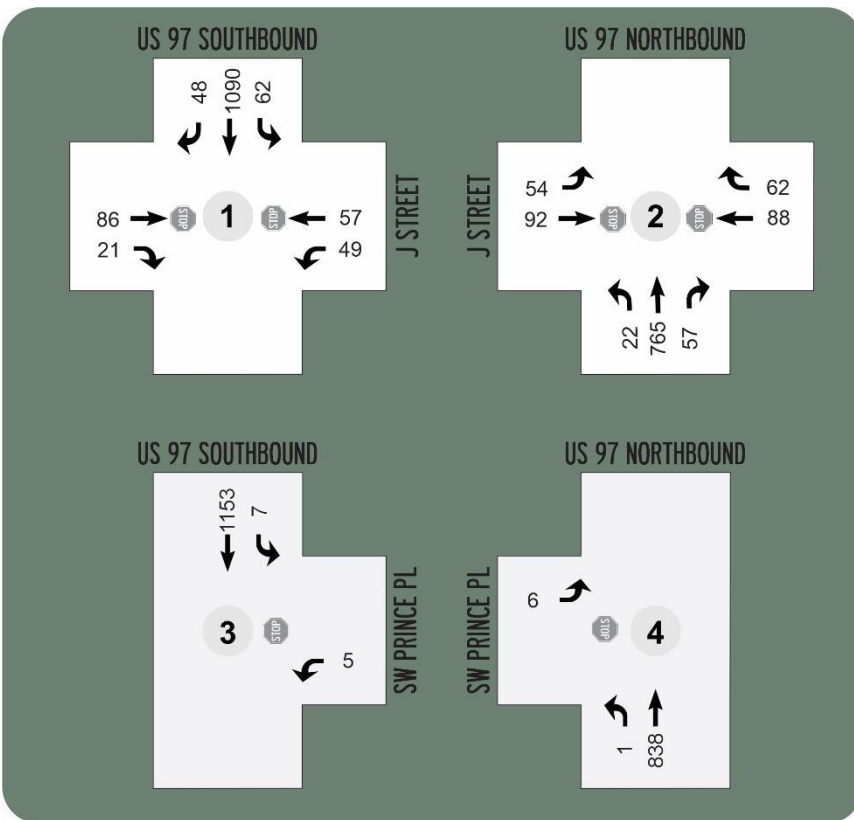


Figure 12. Year 2023 Existing Traffic Volumes, Adjusted 30th Highest Design Hour.

Traffic Operations

Traffic operations analysis was prepared using the HCM 6th Edition methodology and Synchro analysis software at the unsignalized highway intersections with Prince Place. The inputs included data from the traffic counts, such as pedestrians, cyclists, trucks, and passenger vehicles within the peak hour. Traffic volumes were seasonally adjusted as outlined above. The resultant traffic operations are summarized in Table 2, showing that both of the Prince Place intersections operate acceptably today with very little queuing and delays. The J Street intersections operate with high delays, but with the relatively low traffic volumes comply with ODOT mobility targets and maintain relatively short queues.

Table 2. Year 2023 Existing Transportation Conditions, Design Hour Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
Weekday AM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS C WB: LOS C	EB: 15.9 s WB: 16.6 s	EB: 0.17 WB: 0.21	EB: 25 ft WB: 25 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS C WB: LOS C	EB: 22.0 s WB: 17.8 s	EB: 0.36 WB: 0.17	EB: 50 ft WB: 25 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 13.5 s	WB: 0.01	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 11.1 s	EB: 0.01	EB: 25 feet
Weekday PM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS F WB: LOS F	EB: 48.7 s WB: 79.5 s	EB: 0.37 WB: 0.55	EB: 50 ft WB: 75 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS D WB: LOS C	EB: 26.1 s WB: 21.0 s	EB: 0.39 WB: 0.18	EB: 50 ft WB: 50 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 14.0 s	WB: 0.01	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 12.9 s	EB: 0.01	EB: 25 feet

YEAR 2026 BACKGROUND TRAFFIC CONDITIONS

The background traffic conditions assessment describes conditions in the study area without the proposed Starbucks development. This scenario was developed with the existing year 2023 traffic counts, application of seasonal adjustments to replicate summertime conditions (17% adjustment), and inclusion of the 1.4% annual growth factor through the year 2026. As noted within the existing conditions analysis, these adjustments already forecast higher growth than was assumed within the City’s Transportation

System Plan for the year 2035 with build-out of the Urban Growth Boundary, so reasonably account for any other “in-process” developments within the vicinity. Figures 13 and 14 illustrate these volumes.

There are no planned/funded projects that impact the study area intersections along Prince Place; it is expected that all lane configurations and traffic control will remain in its current configuration. Table 3 summarizes the operational analysis of this scenario, which shows that both of the Prince Place connections will continue to operate acceptably in the future, *whereas high delays will continue to be experienced at J Street on the stop-controlled approaches (over 100 seconds per vehicle), narrowly operating below ODOT’s mobility target but beyond what would be considered functional, particularly in light of the elevated crash rates as drivers take increasingly aggressive maneuvers.*

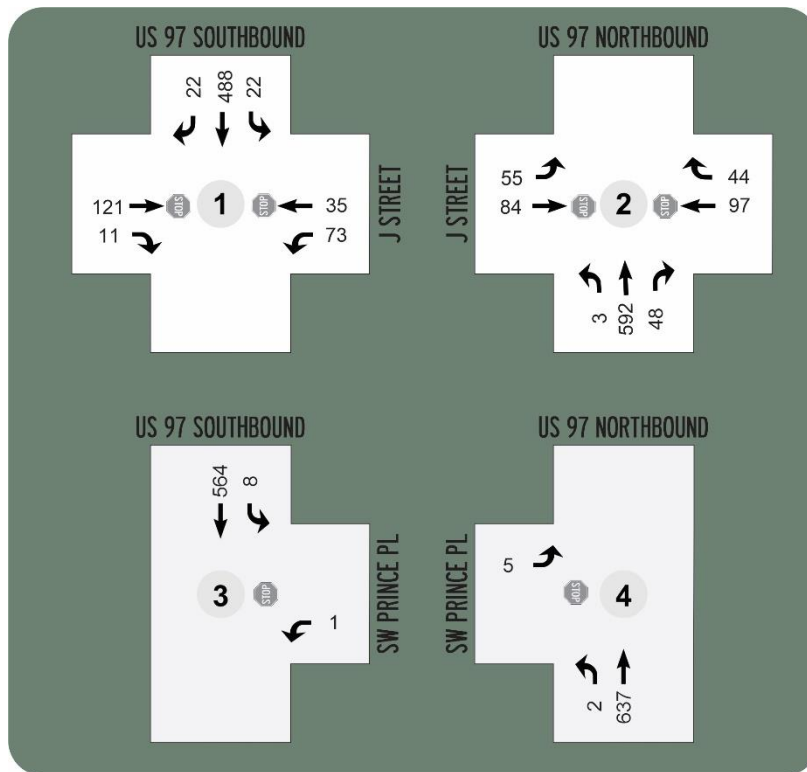


Figure 13. Year 2026 Background Traffic Volumes, Weekday AM Peak Hour

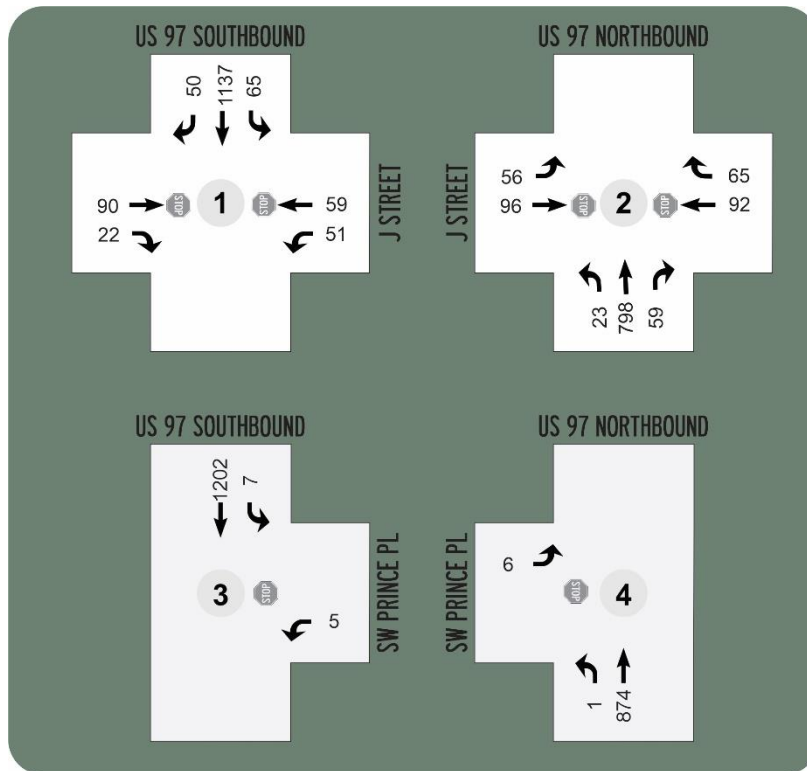


Figure 14. Year 2026 Background Traffic Volumes, 30th Highest Design Hour.

Table 3. Year 2026 Background Transportation Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
Weekday AM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS C WB: LOS C	EB: 16.5 s WB: 17.8 s	EB: 0.18 WB: 0.23	EB: 25 ft WB: 25 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS C WB: LOS C	EB: 24.0 s WB: 18.6 s	EB: 0.40 WB: 0.19	EB: 50 ft WB: 50 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 13.7 s	WB: 0.01	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 11.2 s	EB: 0.01	EB: 25 feet
Weekday PM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS F WB: LOS F	EB: 57.1 s WB: 173.7 s	EB: 0.42 WB: 0.85	EB: 75 ft WB: 75 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS D WB: LOS C	EB: 29.1 s WB: 22.1 s	EB: 0.44 WB: 0.19	EB: 75 ft WB: 50 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS B	WB: 14.4 s	WB: 0.02	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 12.0 s	EB: 0.01	EB: 25 feet

PROPOSED DEVELOPMENT PLAN

The proposed plans for the site include the demolition of the existing ODOT building (which was closed at the time of the site visit and traffic counts) and construction of a new Starbucks store with drive-through window. This new building will be situated in the southern portion of the site, maximizing the available drive-through window storage area. The proposed coffee shop contains 2,460 square-feet of building space, and will include indoor seating.

Trip Generation

Trip generation estimates were prepared for the site to better understand the potential site impacts on the surrounding transportation system. All trip generation estimates were prepared based on the standard reference published by the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition*. Pass-by trips are also based on provided information within the ITE Trip Generation Manual (as further discussed below).

The site is currently developed with a single-story office building. Survey data shows that this existing building is 2,019 square-feet. This building was classified using ITE’s *Small Office Building* (ITE Land Use

712) designation, which is applicable for buildings smaller than 10,000 square-feet. The ITE Description for this use is provided below.

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted.

Per information obtained from the City of Madras, other prior site uses included 4,200 square-feet of retail buildings. These structures were demolished prior to the conduct of this study, and are not accounted for within this Transportation Impact Analysis. Per direction from staff, trip credits for fee purposes remain applicable.

For the Starbucks site the most applicable land use classification is ITE Land Use 937: Coffee/Donut Shop with Drive-Through Window. The description of this land use is provided below.

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee shops exhibit very high pass-by rates during the morning hours and lower levels of pass-by trips during the more critical weekday p.m. peak period. While there are no Starbucks-specific data included in the ITE Trip Generation Handbook, surveys conducted of coffee stands shows pass-by rates of 89 percent throughout the day. While these sites do not include indoor seating, pass-by rates for a site located along the US 97 corridor would be expected to provide high pass-by rates similar to a coffee stand as it caters heavily toward through travelers. Conservatively, pass-by data from ITE's fast-food restaurant with drive-through window (55% during the weekday p.m. peak hour) was applied to the Starbucks to better reflect the indoor seating component and wider variety of goods in comparison to a coffee stand. This approach matches our review of other Starbucks studies conducted within the Central Oregon area and nationally, as summarized below based on a brief online search:

Based on a brief online search for "Starbucks Transportation Impact Analyses" the following four studies were identified as the first four relevant search results:

- Chardon Starbucks, Chardon, Ohio, August 10, 2020 TIA by GPD Group for a Starbucks that was signed and stamped by Kevin Westbrook, PE, PTOE. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.
- Belleville, Essex County, New Jersey Starbucks, November 4, 2020 by Stonefield, signed and stamped by John Corak, PE, and Matthew Seckler, PE, PP, PTOE. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.
- Starbucks Store and Jack-in-the-Box Restaurant, Los Angeles, California TIA by Albert Grover & Associates, August 2018. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate (which the study notes is a rate approved by LADOT).

- Starbucks Store, Los Angeles, California TIA by Albert Grover & Associates, signed and stamped by Ken Aitchison, PE, January 2017. This study applied the Fast-Food Restaurant with Drive-through Window pass-by trip rate.

As a recent local example of a Starbucks that has already been reviewed and approved by the City of Bend and ODOT, Transight Consulting provided a traffic study for a new Starbucks at the former Platypus Pub site in northeast Bend. Again, local agencies confirmed use of the fast-food pass-by rates, with these rates again validated as part of the planned SE Brosterhouse Road/SE Murphy Road location in southeast Bend. Additionally, a field review and survey conducted of the SE 3rd Street Starbucks located near Fred Meyer showed that actual Bend Starbucks trip rates are only 57% of the ITE trip rate before adjustment for pass-by trips (trip characteristics surveys were not conducted as part of this review).

Table 4 provides the overall trip generation estimates for the site.

Table 4. Trip Generation Estimates (ITE 11th Edition, General Urban/Suburban Area Classification)

Land Use	ITE Code	Metric	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Credits									
Small Office Building	712	2,014 SF	-29	-3	-3	0	-4	-1	-3
Proposed Site Use									
Coffee/Donut Shop with Drive-Thru <i>Pass-by Trips (55%)</i>	937	2,460 SF	1,313 -722	211 -116	108 -59	103 -57	96 -53	48 -26	48 -27
Net New Trips			591	95	49	46	43	22	21
Total New Trips									
Proposed – Existing Trips			562	92	46	46	39	21	18

With the location of the site in southern Madras, local (net new) trips will primarily travel to and from the site from the north (70%), with regional trips (primarily pass-by) equally split between US 97 northbound and southbound. Figures 15 and 16 illustrate the trip assignment for the site as applied within the analysis; this assignment omits credits for the prior office use and includes routing of pass-by trips.

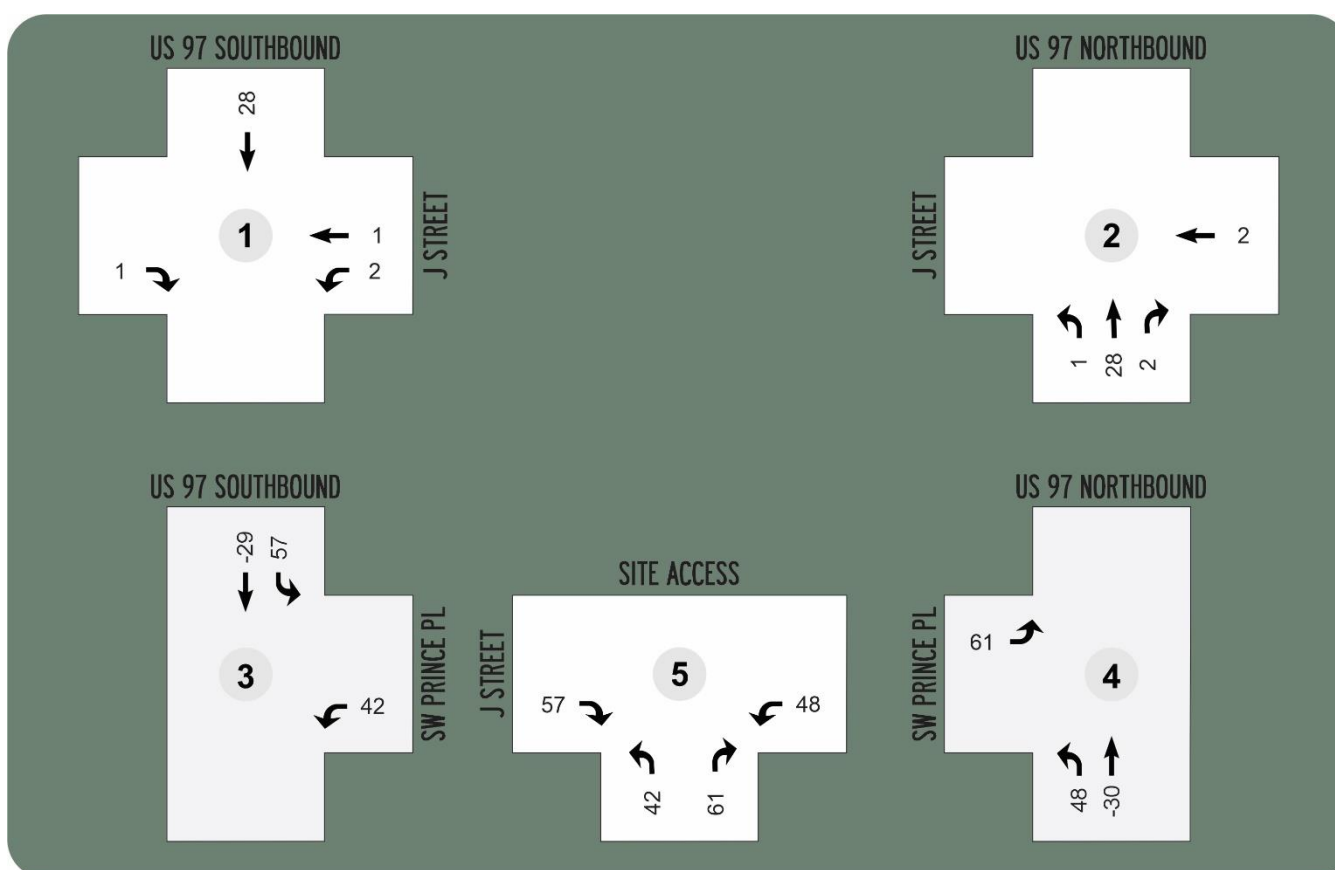


Figure 15. Estimated Trip Assignment, Weekday AM Peak Hour (excludes office credits)

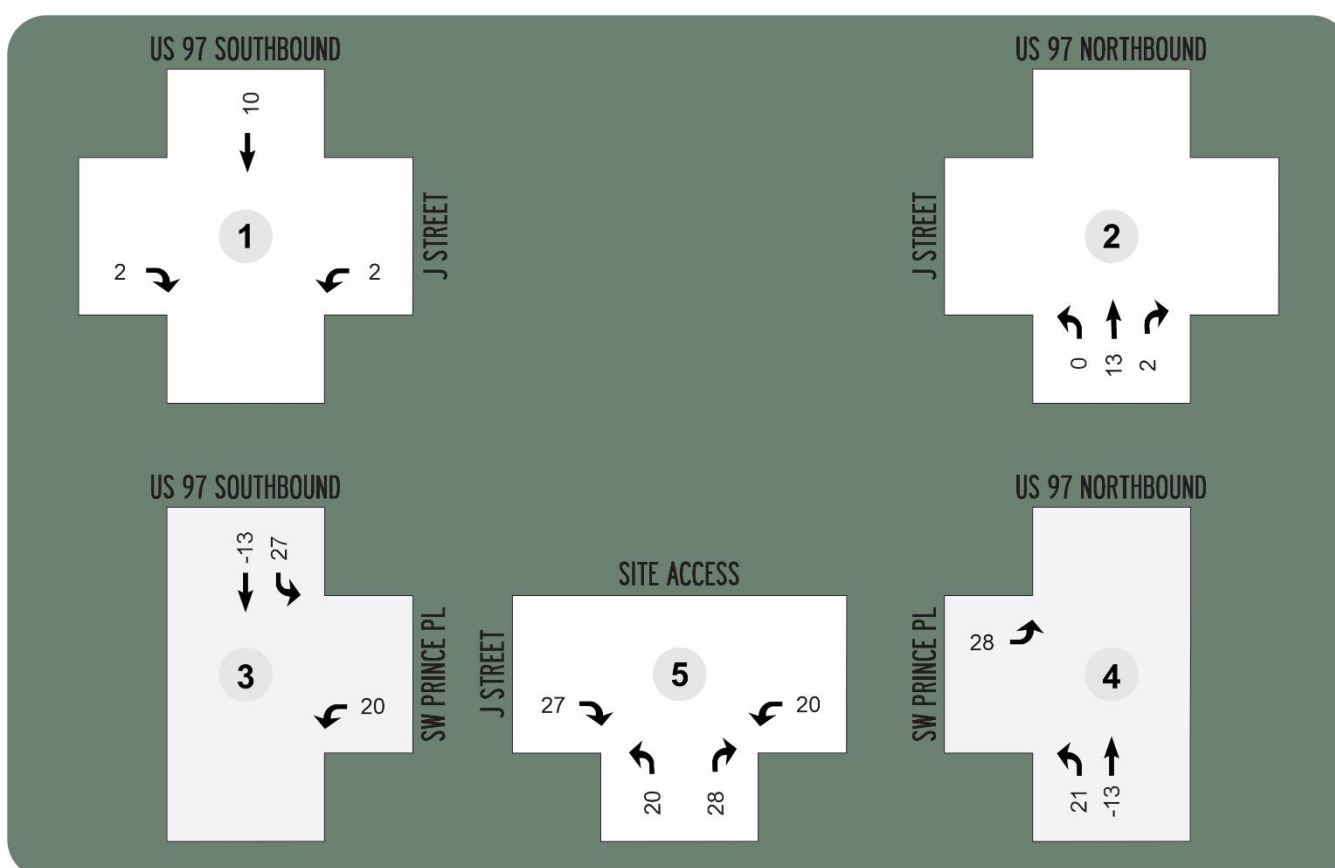


Figure 16. Estimated Trip Assignment, Weekday PM Peak Hour (excludes office credits)

Note that while trip credits are available for the prior office use, these reductions were not included within the operational analysis, as the building was not in operation when the traffic counts were collected. Accordingly, the operations assessment provided within this report includes the full addition of the Starbucks trips. The credits will apply for transportation SDC purposes.

Access Spacing

The City of Madras contains access spacing requirements within Table 7 of its adopted Transportation System Plan. SW Prince Place does not carry any specific designation and would default to a local street (or other form of public access within the easement), with an access spacing standard of 150 feet between public streets and 30 feet between private access points. These access spacing dimensions will be met with the proposed plan, with approximately 150-feet of access spacing provided to US 97 to the east and over 400 feet of spacing toward the US 97 connection to the west. These dimensions easily exceed the 30-foot driveway spacing requirements on this local street. Only a single driveway access is proposed.

Year 2026 Build-Out Operations Analysis

The proposed Starbucks can be constructed within one to two years. Conservatively, a build-out year of 2026 was assumed. There are no changes to the surrounding infrastructure planned with this project, with the project accessing Prince Place from a single driveway apron located about 150-feet west of the Prince Place intersection with Northbound US 97.

This traffic volume scenario was developed by adding the Year 2026 “No Build” traffic volumes with the site-generated trips from the proposed Starbucks (including pass-by trips and not including any trip credits from the former office building). The resultant traffic volumes are shown in Figures 17 and 18, and the traffic operations analysis is shown in Table 5. As shown, both of the study intersections on Prince Place continue to operate acceptably with the proposed Starbucks, [with increasingly high delays on J Street.](#)

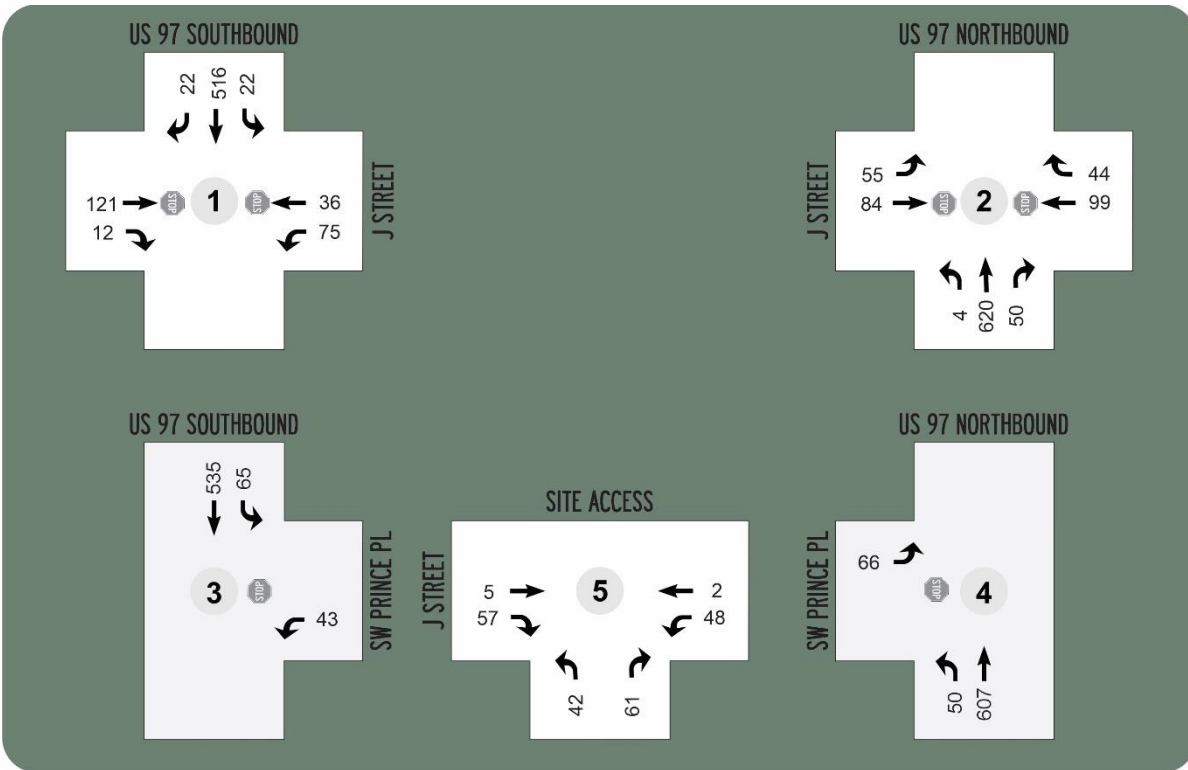


Figure 17. Year 2026 “With Project” Traffic Volumes, Weekday AM Peak Hour.

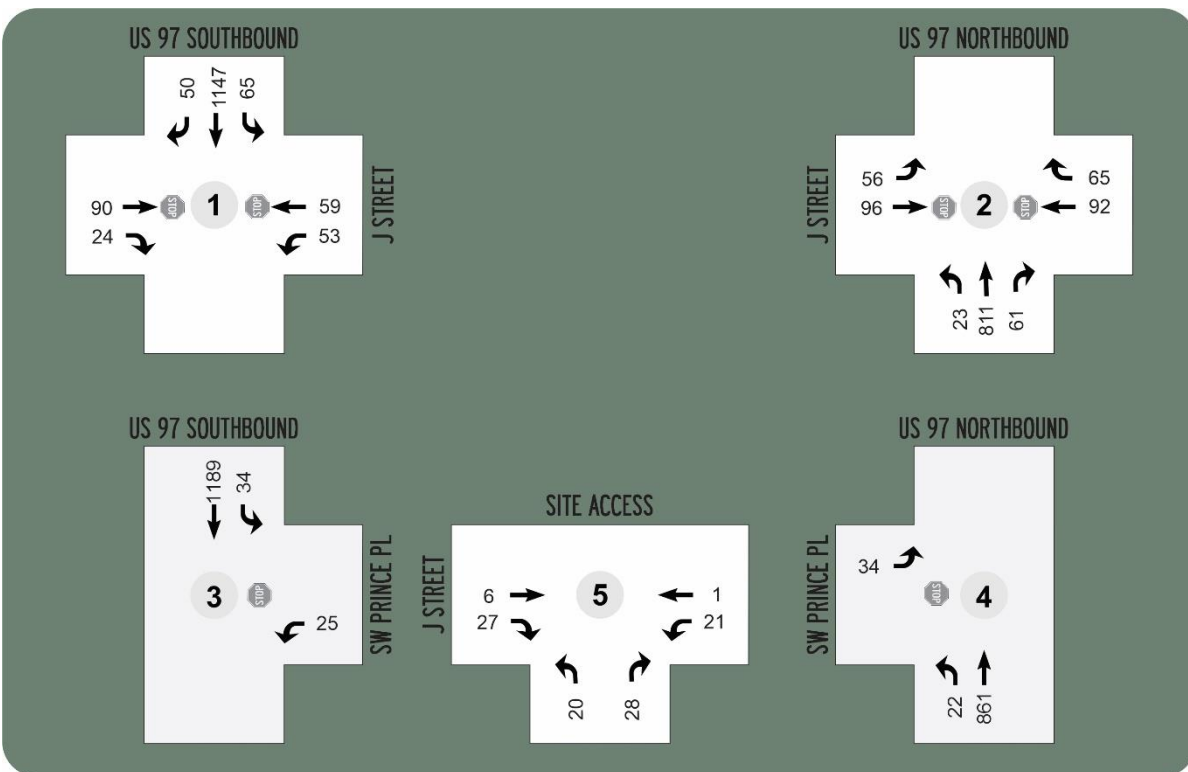


Figure 18. Year 2026 “With Project” Traffic Volumes, 30th Highest Hourly Design Hour.

Table 5. Year 2026 With Project Transportation Conditions

Intersection	Performance Standard	Level of Service	Delay (s)	v/c Ratio	Queue (ft)
Weekday AM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS C WB: LOS C	EB: 17.2 s WB: 18.7 s	EB: 0.19 WB: 0.25	EB: 25 ft WB: 25 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS D WB: LOS C	EB: 26.2 s WB: 19.6 s	EB: 0.42 WB: 0.20	EB: 50 ft WB: 50 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS C	WB: 17.8 s	WB: 0.15	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 13.5 s	EB: 0.16	EB: 25 feet
Weekday PM Peak Hour					
SB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS F WB: LOS F	EB: 59.6 s WB: >200 s	EB: 0.44 WB: 1.02	EB: 75 ft WB: 125 ft
NB US 97/ J Street	v/c < 0.85 (Local Interest Road)	EB: LOS D WB: LOS C	EB: 30.4 s WB: 22.7 s	EB: 0.45 WB: 0.33	EB: 75 ft WB: 50 ft
US 97 Southbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	WB: LOS C	WB: 15.9 s	WB: 0.08	WB: 25 feet
US 97 Northbound/ Prince Pl	v/c < 0.85 (Local Interest Road)	EB: LOS B	EB: 13.0 s	EB: 0.08	EB: 25 feet

MITIGATION

The operations analysis shows that the J Street corridor operates with high crash rates and high delays, with failing conditions projected at the Southbound US 97/J Street intersection. The City has previously identified these intersections as deficient, and the Transportation System Plan identifies improvements as Projects I11 and I12. These projects are listed as a *High Priority*, and were previously identified as Phase 2 of ODOT’s realignment of the highway and creation of these reconfigured intersections. The project prospectus sheet from the TSP is shown in Figure 19. It was noted that signalization was previously planned in the 2007 to 2010 period, with signalization postponed due to ODOT’s 2014 South Gateway improvements. Signalization was also included as part of the Jefferson County Transportation Equity Project; the project website notes that signal warrants are currently met, and the improvement would benefit connectivity between the Culver Highway and US 97 (see Figure 20).



Figure 19. J Street signalization project prospectus sheet. *Source: Madras TSP Technical Appendices.*

- **US97/J Street Signals, Sidewalks, Streetscapes and Enhanced Pedestrian Highway Crossings**
 - Need for traffic signal at these intersections included in the TSP.
 - Capacity enhancement would provide improved access to US 97 by those utilizing Culver Highway as a parallel route for north-south travel.
 - Further coordination with US97 Pavement Rehab project (Earl to Colfax) will be necessary. Specifically, the ongoing ODOT project is expected to provide modifications to the intersections, including ADA ramp upgrades.
 - Both intersections meet traffic signal warrants based on volumes and population.
 - [Click here](#) for information on the ODOT transportation improvement project slated to begin in 2024 (US 97 from Chestnut Street through Madras to Colfax Lane & US 26 from Earl Street to junction with US 97).

Figure 20. Jefferson County Transportation Equity Project. *Source: ci.madras.or.us.*

In addition to this project, a June 30, 2022 Draft Access Management Methodology was provided from ODOT detailing the planned modifications to the US 97 corridor as required by statute. The letter was addressed to property owners and detailed strategies being pursued by the State to improve safety along the highway. The document states that the specific project aim includes “New signal installations at SW J St./SW 4th St. and at SW J St./SW 5th St.” (see Figure 20).

I am writing to you because ODOT and the City of Madras are seeking your input as we work together on major improvements for US97/US26 in Madras. The purpose of the project is to improve safety for all modes of travel, preserve the highway pavement, and improve stormwater facilities. The project aims to specifically address the following needs:

- Repaving or reconstructing segments of US26 and US97, including segments of 4th St and 5th St (downtown couplet)
- Upgrading non-compliant curb ramps, installing curb ramps where missing and updating/installing new pedestrian activated signals at signalized intersections
- Sidewalk infill and replacement
- Potential transit upgrades in conjunction with sidewalk work
- Streetscape improvements within the downtown couplet, including curb extensions, street trees, and pedestrian scale lighting
- Signal improvements, including vehicle detection upgrades at traffic signals and network communications
- New signal installations at SW J St./SW 4th St. and at SW J St/SW 5th St.
- Installation of enhanced pedestrian crossings at various locations throughout the project corridor
- Improvements to stormwater facilities within the couplet, as well as a portion of US97 north of the US97/US26 Junction and on 2nd/3rd Streets
- Bridge improvements at three bridges, including new bridge rail and rail transitions as well as new bridge joints and new pavement
- Extending city sanitary sewer infrastructure north of the couplet on US 97

Figure 20. Excerpt from Certified letter from Caleb Stephens, ODOT Region 4, dated June 30, 2022.

Similar to the findings within prior plans, review of the volume-based MUTCD signal warrants (Warrants 1, 2, and 3) show that the minimum traffic signal warrants are met today (without the proposed development) at both J Street intersections (see Table 6). Accordingly, this signalization project can proceed as soon as funds for Phase 2 of the South Gateway project are secured. As a planned project needed with or without the proposed development, already identified in the TSP, included within a funded project, and not meeting ODOT or the City of Madras' significance thresholds for analysis, mitigation is recommended as payment of transportation SDCs.

Table 6. MUTCD Signal Warrant Summary (70% Population Factor)

Intersection	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour
Existing Conditions			
US 97 Southbound/ J Street	Yes	Yes	Yes
US 97 Northbound/ J Street	No	Yes	No
Year 2026 Build-Out Conditions			
US 97 Southbound/ J Street	Yes	Yes	Yes
US 97 Northbound/ J Street	No	Yes	No

Note: No right-turn discounts were applied as exclusive turn lanes are not provided.

If the City and/or ODOT decide not to proceed with signalization near-term, it is recommended that the City revise its TSP to consider alternative mitigation treatments. The City and County previously explored improvements to the Hall Road and Fairgrounds corridors, which would provide parallel capacity that could alleviate J Street.

It is also recommended that the City explore alternative lane configurations at J Street. While it appears that the current configuration was developed to optimize throughput, with the elevated crash experience this configuration could be revisited to better balance safety and operations. Side-by-side through movements allowed at the intersection, along with the merge lanes beyond the couplet support higher through speeds, create poorer sight lines, and additional conflicts for multimodal use. The shared through lanes could each be converted to exclusive turn lanes through restriping, with limited impact on the overall intersection operations. These changes would not be recommended if signalization is planned near-term.

In the interim, per discussions with City of Madras staff and in balance with the overall \$2M signalization cost, the proposed Starbucks site is providing a pro-rata payment as mitigation. These payments are being provided as a proportion of the site-generated trips, minus available credits for the MiCasa and office building, as summarized in Table 7.

Table 7. Estimated Pro-Rata Payment

Land Use	ITE Classification	Size (SF)	PM Trips
Starbucks	937 Coffee/Donut Shop with Drive-Thru	2,460 SF	43 (See Table 4)
Impact to J Street			70% (+30 PM Trips)
Existing J Street Design Hour Traffic Volumes, Weekday PM Peak Hour (See Figure 12 – Cordon Area Entering Trips)			2,301 PM Trips
Net Impact to Existing J Street Traffic			1.3%
Estimated Improvement Cost			\$2,000,000
Total Pro-Rata Fee			\$26,075.62
Current Transportation SDC Credit for Prior Site Uses (See Fee Worksheet)			-\$43,571.41
Total Balance			-\$17,495.79

While there are various assumptions included within this cited methodology that could reasonably shift this pro-rata fee higher or lower, it appears that regardless of the calculation this contribution would remain below the available transportation SDC credit from the prior site uses. Accordingly, no supplemental payment should be necessary.

SITE CIRCULATION

The proposed site layout contains an intuitive design with perpendicular parking throughout. Upon entering the site by automobile, patrons can either park within one of the parking aisles or continue directly south into the drive through queue. A looped access road surrounding the southern edge of the site is provided around the building to maximize the drive-through queue storage area. The internal looped area within the parking lot allows lobby and drive-through patrons to easily navigate through the parking area and return to Prince Place, preventing delivery vehicles from making internal U-turns. Finally, the location of the driveway access onto Prince Place provides 150-feet of spacing from US 97, exceeding the City’s 30-foot spacing standard.

The site plan shows a pedestrian connection is proposed from the building entrance to US 97 northbound, connecting at the drive-through exit where motorists are stopped. While the City’s local street standard width is 32-feet, no widening is recommended along the 28-foot width of Prince Place given its recent construction as an access route by ODOT; it is recommended that parking on the south side of Prince Place be restricted through signing to maintain clear views from the driveway and maintain a minimum of 20-feet of usable pavement width.

FINDINGS AND RECOMMENDATIONS

The traffic study prepared for the proposed Madras Starbucks identifies the following:

- Area streets were recently reconstructed by the Madras South Gateway Project. This included substantial streetscape improvements that extended pedestrian and bicycle infrastructure throughout the study area, and constructed the Prince Place connection to serve the subject property. This project also rebuilt the J Street intersections to their current configuration, identifying signalization as a future Phase 2.

- The area safety review shows that there have been no reported crashes at either Prince Place intersection with the US 97 couplet, and no crashes reported along Prince Place. Clear sight lines are provided in all directions at both Prince Place connections to US 97.
- The J Street intersections operate well beyond the crash rate of other similarly configured intersections. While not included within the ODOT SPIS ranking, mitigation options should be reviewed. Safety options could include support for parallel route improvements that can help alleviate the high consolidated travel demands on the J Street corridor.
- The site is zoned appropriately for a coffee shop with drive-through. The design of the site maximizes the available queue storage and provides ample parking for customers and employees within perpendicular stalls. A sidewalk connection is provided from the building entrance to SW 5th Street (US 97 northbound).
- The proposed site layout supports delivery vehicle needs as well as City access policies; a single driveway is proposed onto Prince Place in compliance with City spacing standards, and an internal loop supports U-turn maneuvers for larger vehicles. This configuration matches the access layout that was established for this site by ODOT as part of the South Gateway project.
- The operations assessment shows that both Prince Place intersections with the couplet operate well within City of Madras and ODOT performance standards/targets. No mitigation is required at the primary connections to the US 97 couplet to support the proposed use.
- The J Street intersections operate with high delays under all of the evening (design hour) scenarios, and the US 97 Southbound intersection with J Street exceeds ODOT mobility targets within the 2026 build-out scenario. Mitigation options have previously been identified as signalization, with this mitigation identified as a high priority project within the City's TSP and included as "Phase 2" of the original J Street reconstruction.
- The City of Madras and Jefferson County have been pursuing plans for new parallel routes in southern Madras that can better link the Culver Highway to US 97. The development of corridors such as Hall Road, Fairgrounds Road, or even the Colfax Lane could provide substantial mitigation at J Street by dispersing these demands to a point that the unsignalized configuration can continue to function adequately. Design and construction of these projects is pending grant approval.
- It is recommended that the configuration of the J Street intersections be reviewed if signalization or parallel routes are not being pursued near-term. While the capacity models show increased throughput with side-by-side stop-controlled through movements within the four-lane J Street section, with the elevated crash rate the reconfiguration to remove the dual through lanes and instead provide dedicated turn lanes could be beneficial. This configuration would provide some improvement in sight lines and shows minimal change to intersection operations. Any reconfiguration should be considered within the broader context of area plans, and would ideally occur with the establishment of new parallel routes to J Street.
- As project mitigation, the proposed Starbucks should provide a pro-rata fee toward the future signalization project. These fees equate to approximately \$10,430 toward the \$2M project.
- The project should support Citywide transportation improvements, such as the planned J Street signalization and development of roadway facilities parallel to J Street through payment of Transportation SDCs. Credits should be provided for the prior office building that will be demolished and the prior restaurant. The payment of the pro-rata transportation fee should be coupled with the SDC fee. As this retains a credit, no overall transportation fees should be assessed.

Please let me know if you have any questions or comments on these transportation materials at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

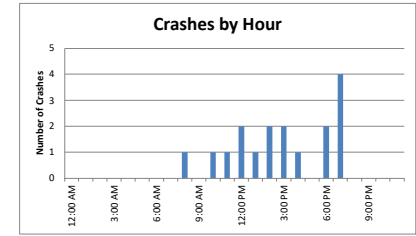
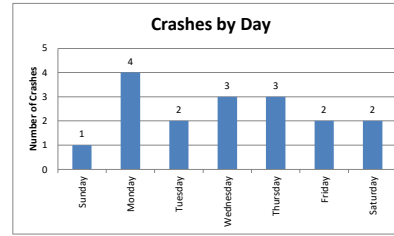
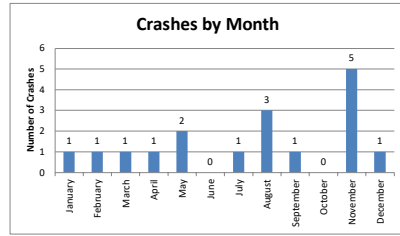
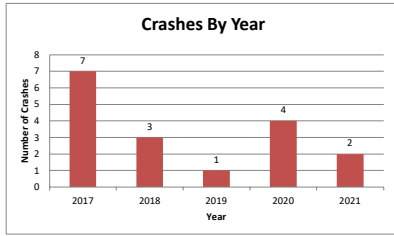
- [Crash Summary Sheets](#)
- [Crash Diagrams](#)
- [Traffic Count Worksheets](#)
- [Seasonal Adjustment Worksheet](#)
- [Existing Conditions LOS Worksheets, Weekday AM Peak Hour](#)
- [Existing Conditions LOS Worksheets, Weekday PM Peak Hour](#)
- [Background Conditions LOS Worksheets, Weekday AM Peak Hour](#)
- [Background Conditions LOS Worksheets, Weekday PM Peak Hour](#)
- [With Project Conditions LOS Worksheets, Weekday AM Peak Hour](#)
- [With Project Conditions LOS Worksheets, Weekday PM Peak Hour](#)
- [MUTCD Signal Warrant Worksheets](#)
- [Year 2026 Mitigated Conditions, \(Exclusive Turn Lanes\), Weekday PM Peak Hour](#)

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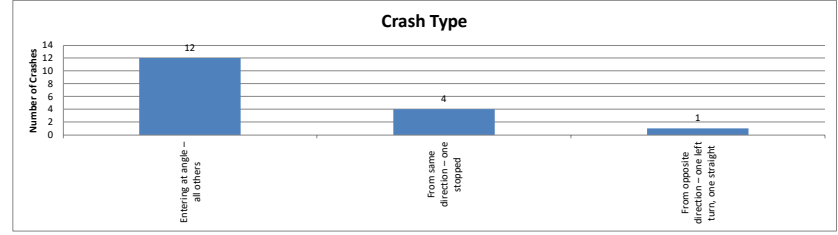
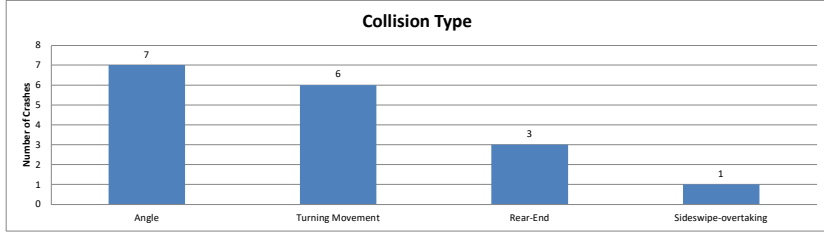
Southbound US 97/ SW 4th Street

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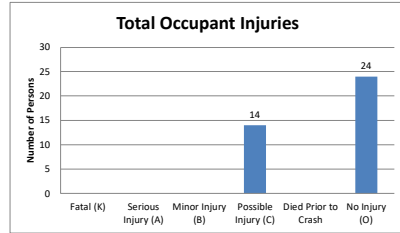
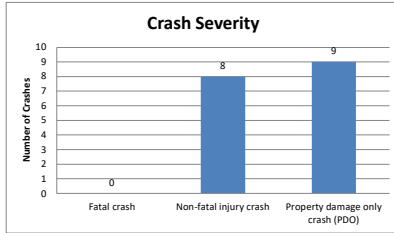
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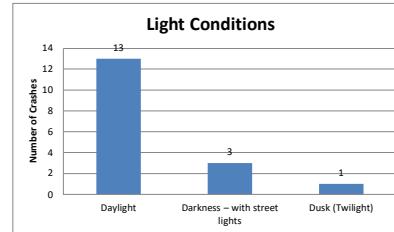
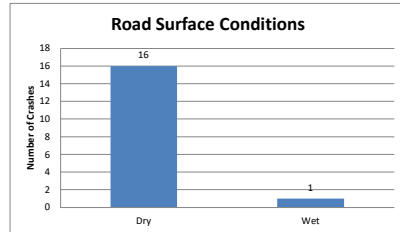
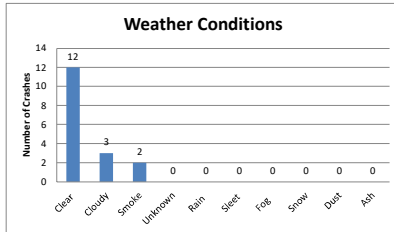
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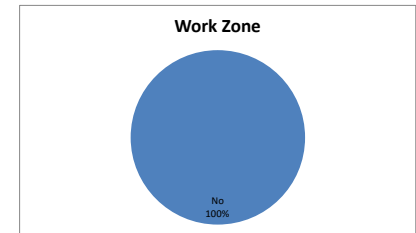
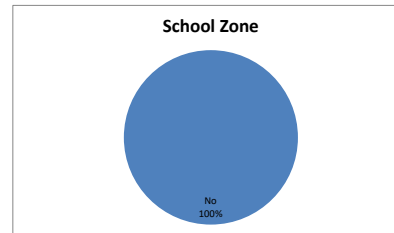
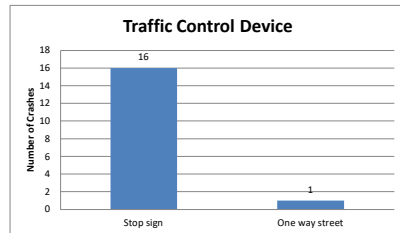
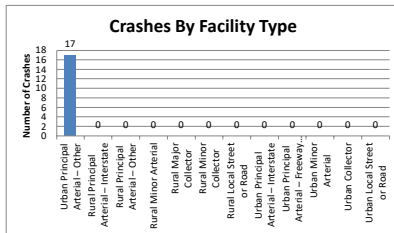
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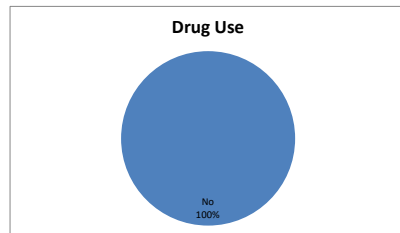
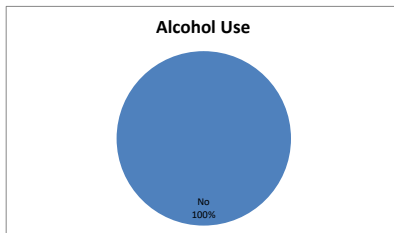
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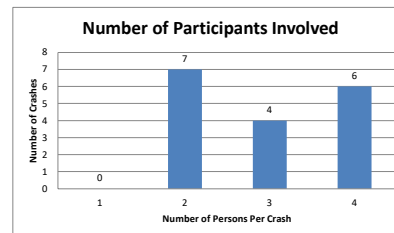
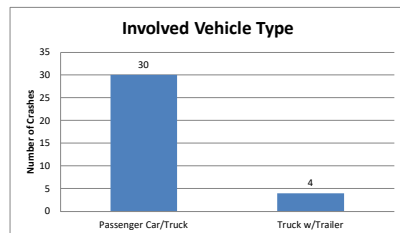
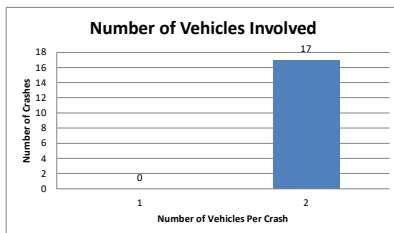
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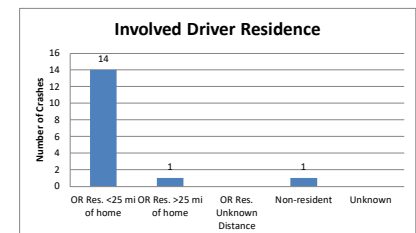
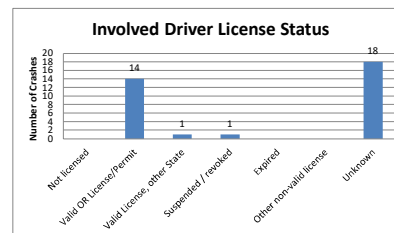
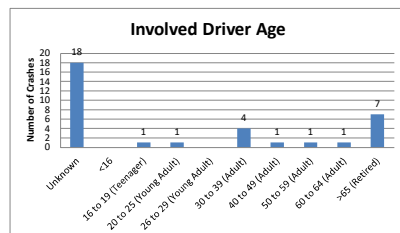
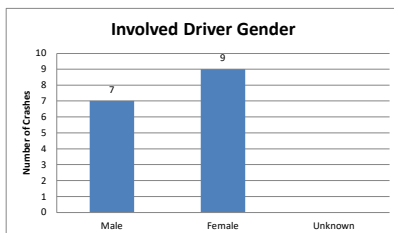
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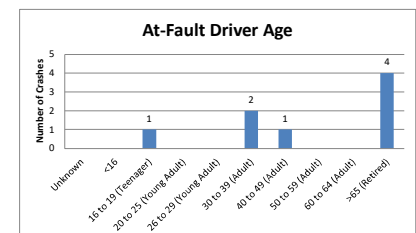
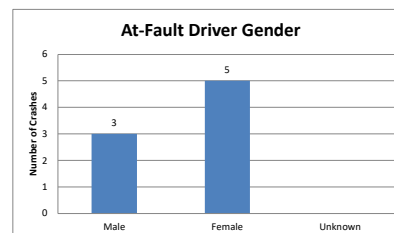
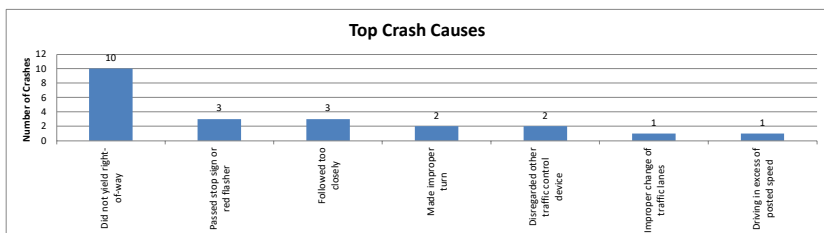
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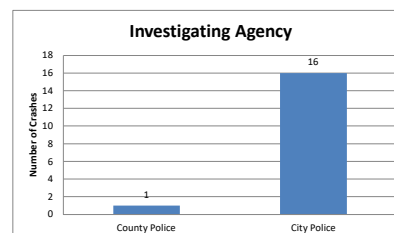
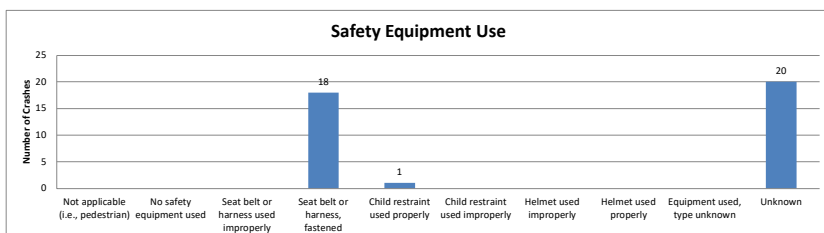
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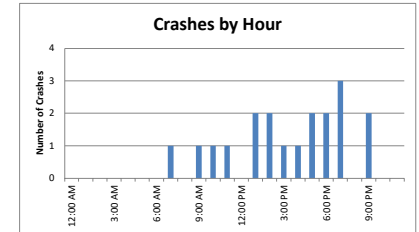
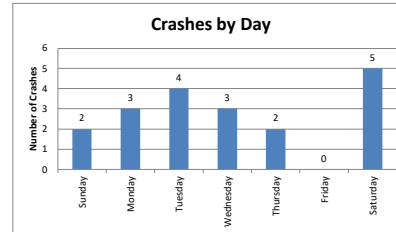
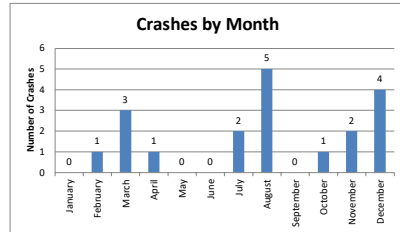
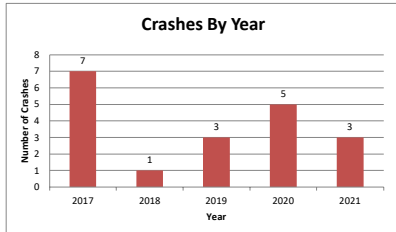


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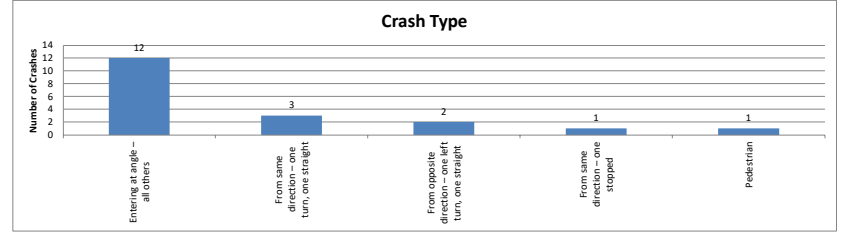
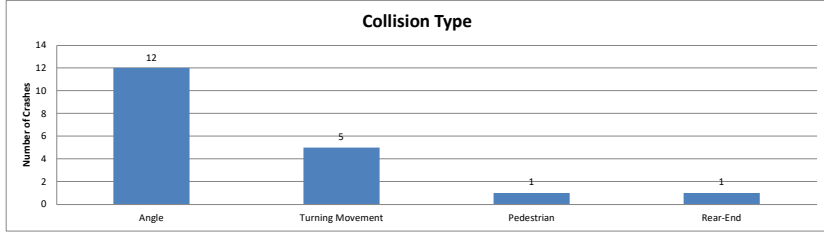
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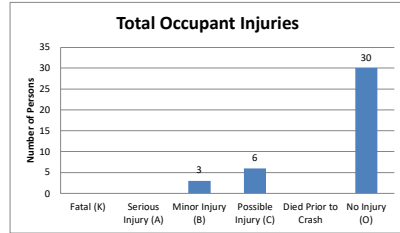
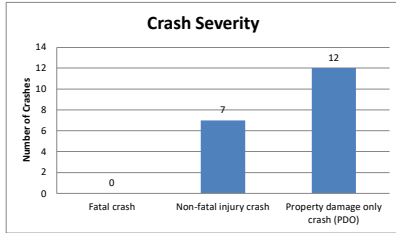
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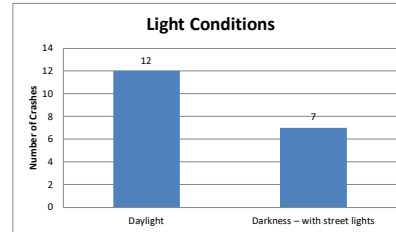
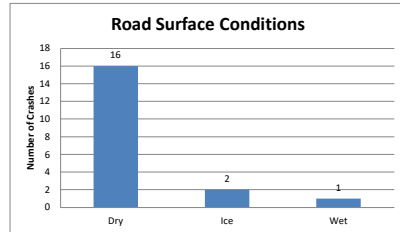
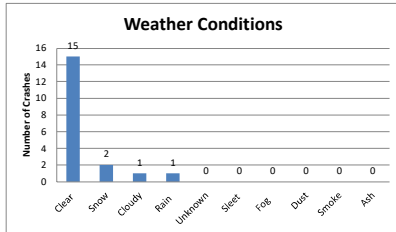
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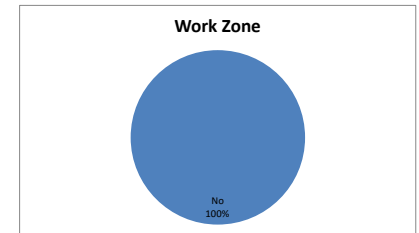
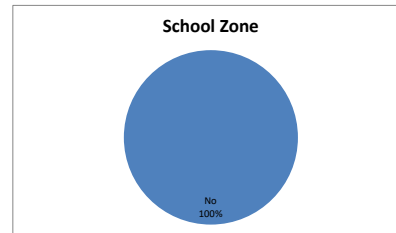
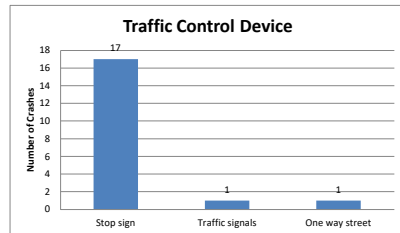
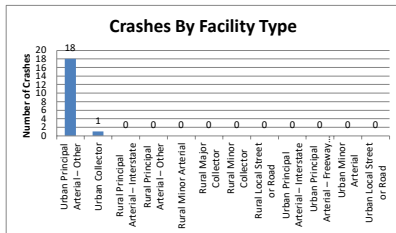
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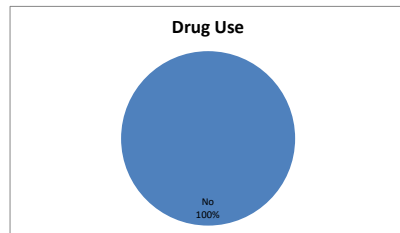
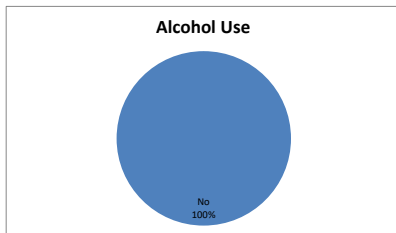
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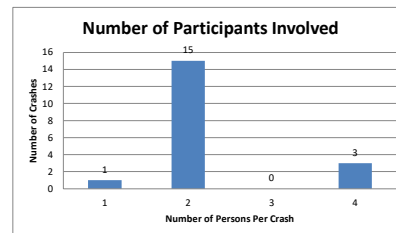
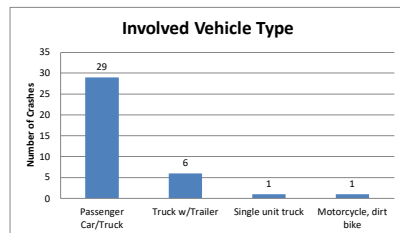
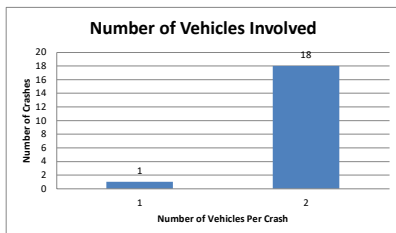
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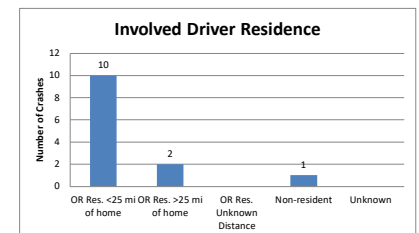
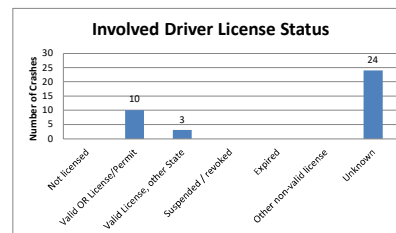
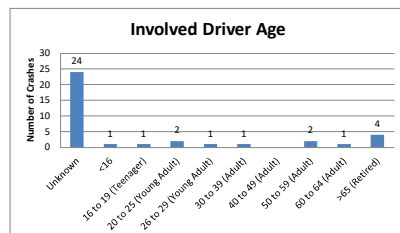
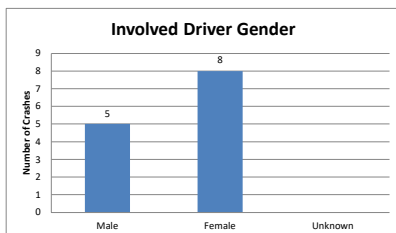
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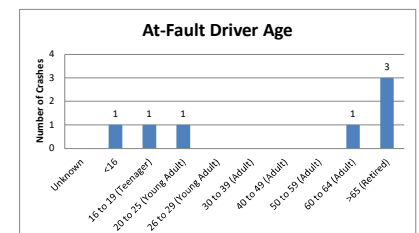
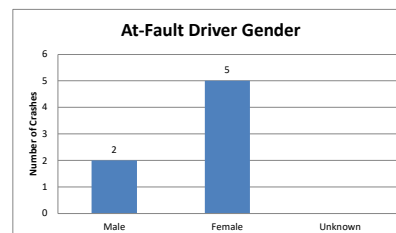
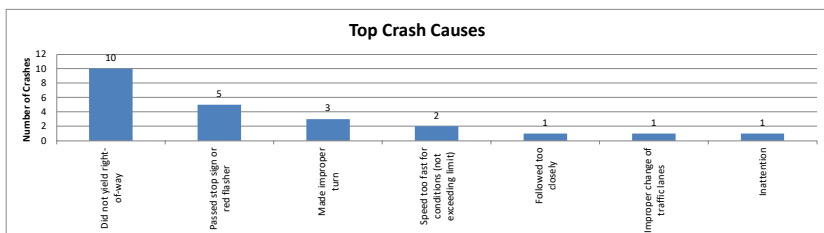
Vehicles and Occupants



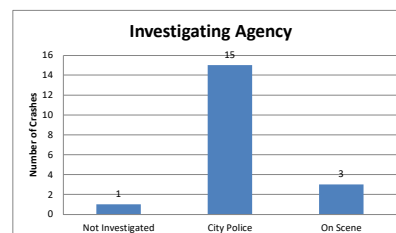
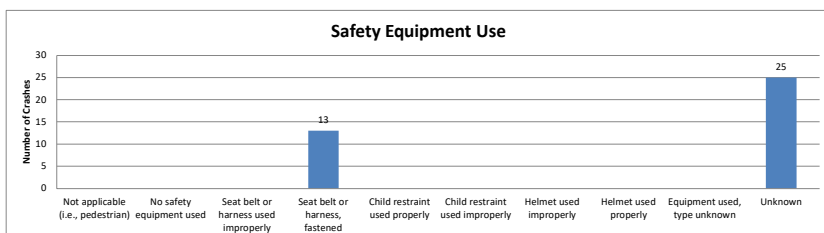
Involved Driver Characteristics



At-Fault Driver Characteristics

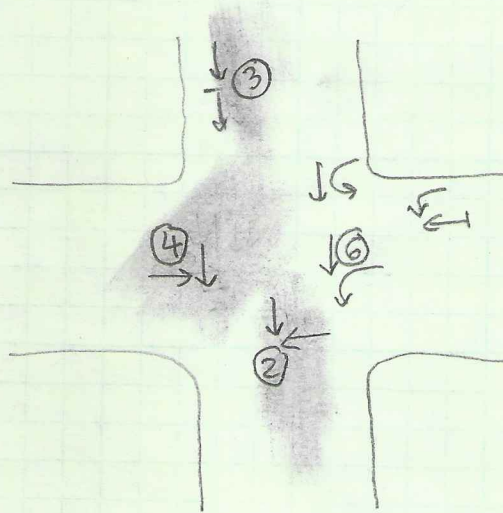


Other Crash Characteristics

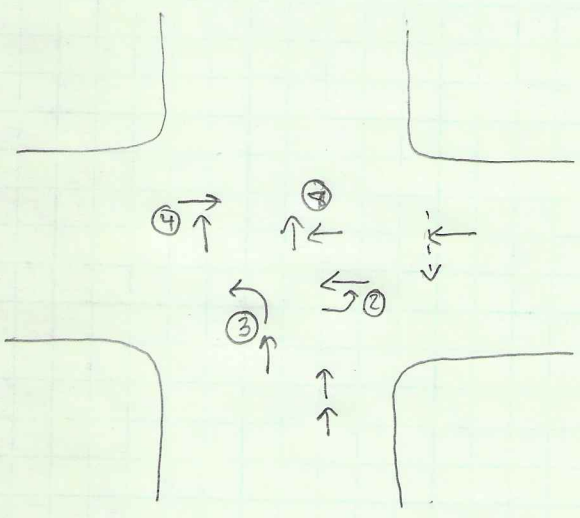
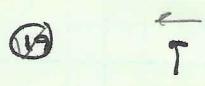
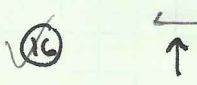
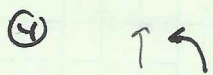
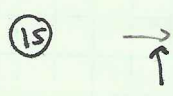
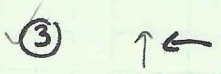
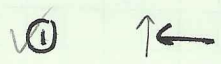


US 97 / 4th Street
Jan 2017 → Dec 2021

- ① →
- ② ↘
- ③ ↻
- ④ →
- ⑤ →
- ⑥ →
- ⑦ ↘
- ⑧ ↘
- ⑨ ↘
- ⑩ →
- ⑪ →
- ⑫ →
- ⑬ ↘
- ⑭ ↘
- ⑮ ↘
- ⑯ →
- ⑰ ↘



US 97 | 5th St
Jan 2017 → Dec 2021



Rally Traffic

N/S street:	Hwy 97 SB
E/W street:	SW J St
City, State	Madras OR
Study ID #	1022
Location	
Start Date	Thursday, November 02, 2023
Start Time	07:00:00 AM
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	
PHF (15-Min Int)	

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	21	400	21	0	0	116	11	0	70	34	0	0	0	442	127	104				

Percent Heavy Vehicles																							
				19.0%	14.5%	0.0%						2.6%	0.0%			0.0%	0.0%						

PHV - Bicycles															PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR	
	Left	Thru	Right	Uturn	US 97 Southbound				J Street				J Street						
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum	
07:00:00 AM	0	0	0	0	0	36	0	0	0	3	5	0	3	2	0	0			
07:05:00 AM	0	0	0	0	4	31	2	0	0	2	1	0	5	0	0	0			
07:10:00 AM	0	0	0	0	0	30	1	0	0	3	2	0	7	2	0	0	139		
07:15:00 AM	0	0	0	0	1	22	1	0	0	4	2	0	2	0	0	0	122		
07:20:00 AM	0	0	0	0	1	28	4	0	0	4	2	0	5	1	0	0	122		
07:25:00 AM	0	0	0	0	2	18	1	0	0	5	0	0	2	0	0	0	105		
07:30:00 AM	0	0	0	0	1	27	0	0	0	8	3	0	4	1	0	0	117		
07:35:00 AM	0	0	0	0	1	32	1	0	0	10	0	0	5	3	0	0	124		
07:40:00 AM	0	0	0	0	1	38	0	0	0	16	1	0	6	0	0	0	158		
07:45:00 AM	0	0	0	0	4	26	1	0	0	16	0	0	5	5	0	0	171		
07:50:00 AM	0	0	0	0	2	34	4	0	0	12	0	0	9	5	0	0	185		
07:55:00 AM	0	0	0	0	1	33	4	0	0	11	0	0	9	5	0	0	186	588	
08:00:00 AM	0	0	0	0	1	35	2	0	0	11	1	0	13	4	0	0	196	606	
08:05:00 AM	0	0	0	0	1	37	5	0	0	8	2	0	4	4	0	0	191	622	
08:10:00 AM	0	0	0	0	4	32	1	0	0	8	3	0	3	1	0	0	180	629	
08:15:00 AM	0	0	0	0	1	36	1	0	0	5	1	0	4	3	0	0	164	648	
08:20:00 AM	0	0	0	0	0	33	2	0	0	6	0	0	3	2	0	0	149	649	
08:25:00 AM	0	0	0	0	4	37	0	0	0	5	0	0	5	1	0	0	149	673	
08:30:00 AM	0	0	0	0	0	36	2	0	0	1	0	0	3	1	0	0	141	672	
08:35:00 AM	0	0	0	0	4	31	1	0	0	2	2	0	3	3	0	0	141	666	
08:40:00 AM	0	0	0	0	1	34	0	0	0	3	0	0	2	2	0	0	131	646	
08:45:00 AM	0	0	0	0	0	24	3	0	0	5	1	0	1	1	0	0	123	624	
08:50:00 AM	0	0	0	0	1	28	1	0	0	8	3	0	2	0	0	0	120	601	
08:55:00 AM	0	0	0	0	2	39	3	0	0	6	0	0	3	3	0	0	134	594	

Rally Traffic

Bicycles on Road

Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Left	Thru	Right	Uturn	US 97 Southbound				J Street				J Street				Sum	Sum
					Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR		
	Left	Thru	Right	Uturn	US 97 Southbound				J Street				J Street				Sum	Sum	
					Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
07:00:00 AM	0	0	0	0	0	32	0	0	0	0	3	5	0	3	2	0	0		
07:05:00 AM	0	0	0	0	4	26	2	0	0	0	2	1	0	5	0	0	0		
07:10:00 AM	0	0	0	0	0	21	1	0	0	0	3	1	0	7	1	0	0	119	
07:15:00 AM	0	0	0	0	1	21	1	0	0	0	4	2	0	2	0	0	0	105	
07:20:00 AM	0	0	0	0	0	21	4	0	0	0	4	2	0	5	1	0	0	102	
07:25:00 AM	0	0	0	0	2	16	1	0	0	0	4	0	0	2	0	0	0	93	
07:30:00 AM	0	0	0	0	1	25	0	0	0	0	8	3	0	4	1	0	0	104	
07:35:00 AM	0	0	0	0	1	21	1	0	0	0	9	0	0	5	3	0	0	107	
07:40:00 AM	0	0	0	0	1	32	0	0	0	0	15	1	0	6	0	0	0	137	
07:45:00 AM	0	0	0	0	3	22	1	0	0	0	15	0	0	5	5	0	0	146	
07:50:00 AM	0	0	0	0	1	27	4	0	0	0	12	0	0	9	5	0	0	164	
07:55:00 AM	0	0	0	0	1	30	4	0	0	0	11	0	0	9	5	0	0	169	518
08:00:00 AM	0	0	0	0	1	30	2	0	0	0	11	1	0	13	4	0	0	180	535
08:05:00 AM	0	0	0	0	1	35	5	0	0	0	8	2	0	4	4	0	0	181	554
08:10:00 AM	0	0	0	0	3	29	1	0	0	0	8	3	0	3	1	0	0	169	568

Rally Traffic

08:15:00 AM	0	0	0	0	1	31	1	0	0	5	1	0	4	3	0	0	153	583
08:20:00 AM	0	0	0	0	0	27	2	0	0	6	0	0	3	2	0	0	134	586
08:25:00 AM	0	0	0	0	3	33	0	0	0	5	0	0	5	1	0	0	133	608
08:30:00 AM	0	0	0	0	0	28	2	0	0	1	0	0	2	1	0	0	121	600
08:35:00 AM	0	0	0	0	4	27	1	0	0	2	2	0	3	2	0	0	122	601
08:40:00 AM	0	0	0	0	1	31	0	0	0	3	0	0	2	2	0	0	114	585
08:45:00 AM	0	0	0	0	0	18	3	0	0	5	1	0	0	1	0	0	108	562
08:50:00 AM	0	0	0	0	1	22	0	0	0	7	3	0	2	0	0	0	102	539
08:55:00 AM	0	0	0	0	2	34	3	0	0	6	0	0	3	2	0	0	113	529

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	US 97 Southbound				J Street				J Street				Sum	Sum				
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Left	Thru		
07:00:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	9	0	0	0	0	1	0	0	1	0	0	20	
07:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17	
07:20:00 AM	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	20	
07:25:00 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	12	
07:30:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	
07:35:00 AM	0	0	0	0	0	11	0	0	0	0	1	0	0	0	0	0	17	
07:40:00 AM	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	21	
07:45:00 AM	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	25	
07:50:00 AM	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	21	
07:55:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	17	70
08:00:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	16	71
08:05:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	68
08:10:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	11	61
08:15:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	65
08:20:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15	63
08:25:00 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	16	65
08:30:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	1	0	0	0	20	72
08:35:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	19	65
08:40:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	17	61
08:45:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	15	62
08:50:00 AM	0	0	0	0	0	6	1	0	0	0	1	0	0	0	0	0	18	62
08:55:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	21	65

Pedestrians Crossing

Time	NB	SB	EB	WB	15 Min 1 HR	
					Sum	Sum
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	1	1	
07:30:00 AM	0	0	0	0	1	
07:35:00 AM	0	0	0	0	1	

Rally Traffic

07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	1
08:05:00 AM	0	0	0	0	0	1
08:10:00 AM	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	1
08:20:00 AM	0	0	0	0	0	1
08:25:00 AM	0	0	0	0	0	0
08:30:00 AM	1	0	0	0	1	1
08:35:00 AM	0	0	0	0	1	1
08:40:00 AM	0	0	0	0	1	1
08:45:00 AM	0	0	0	0	0	1
08:50:00 AM	0	0	0	1	1	2
08:55:00 AM	0	1	2	0	4	5

Rally Traffic

Bicycles on Road

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	OR 99E				OR 99E				SE Park Ave				SE Park Ave					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	OR 99E				OR 99E				SE Park Ave				SE Park Ave					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	1	60	8	0	0	0	0	0	5	7	0	0	0	5	3	0		
04:05:00 PM	1	61	5	0	0	0	0	0	4	6	0	0	0	2	5	0		
04:10:00 PM	0	38	6	0	0	0	0	0	3	9	0	0	0	5	9	0	243	
04:15:00 PM	1	42	5	0	0	0	0	0	3	6	0	0	0	5	4	0	220	
04:20:00 PM	0	49	6	0	0	0	0	0	2	8	0	0	0	7	4	0	212	
04:25:00 PM	1	67	5	0	0	0	0	0	6	3	0	0	0	9	3	0	236	
04:30:00 PM	2	55	4	0	0	0	0	0	4	4	0	0	0	8	3	0	250	
04:35:00 PM	1	47	2	0	0	0	0	0	6	6	0	0	0	6	8	0	250	
04:40:00 PM	0	36	4	0	0	0	0	0	5	8	0	0	0	11	6	0	226	
04:45:00 PM	1	46	8	0	0	0	0	0	6	14	0	0	0	3	3	0	227	
04:50:00 PM	1	45	7	0	0	0	0	0	4	9	0	0	0	7	7	0	231	
04:55:00 PM	4	61	5	0	0	0	0	0	5	11	0	0	0	8	3	0	258	963
05:00:00 PM	4	47	5	0	0	0	0	0	4	9	0	0	0	8	5	0	259	956
05:05:00 PM	4	54	4	0	0	0	0	0	5	10	0	0	0	4	3	0	263	956
05:10:00 PM	1	42	2	0	0	0	0	0	4	5	0	0	0	5	10	0	235	955

Rally Traffic

05:15:00 PM	2	56	4	0	0	0	0	0	0	3	5	0	0	0	10	7	0	240	976
05:20:00 PM	1	46	1	0	0	0	0	0	0	5	6	0	0	0	5	5	0	225	969
05:25:00 PM	0	65	6	0	0	0	0	0	0	3	7	0	0	0	4	3	0	244	963
05:30:00 PM	1	61	5	0	0	0	0	0	0	2	5	0	0	0	4	7	0	242	968
05:35:00 PM	0	42	7	0	0	0	0	0	0	1	9	0	0	0	5	4	0	241	960
05:40:00 PM	2	44	3	0	0	0	0	0	0	6	11	0	0	0	3	3	0	225	962
05:45:00 PM	0	39	9	0	0	0	0	0	0	0	5	0	0	0	10	4	0	207	948
05:50:00 PM	1	55	8	0	0	0	0	0	0	4	8	0	0	0	5	2	0	222	951
05:55:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	856

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR	
	OR 99E				OR 99E				SE Park Ave				SE Park Ave				Sum	Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
04:00:00 PM	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
04:05:00 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:15:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
04:25:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:30:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:35:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:40:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:45:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
04:50:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:55:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	16	59
05:00:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	56
05:05:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	57
05:10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	58
05:15:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	53
05:20:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55
05:25:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	53
05:30:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	50
05:35:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	50
05:40:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	54
05:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	48
05:50:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	50
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	45

Pedestrians Crossing

Time					15 Min	1 HR
	NB	SB	EB	WB	Sum	Sum
04:00:00 PM	0	0	0	2		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	2	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	

Rally Traffic

04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	2	0	0	2	
04:50:00 PM	0	0	0	0	2	
04:55:00 PM	0	2	0	0	4	6
05:00:00 PM	0	0	0	0	2	4
05:05:00 PM	0	0	0	0	2	4
05:10:00 PM	0	0	0	0	0	4
05:15:00 PM	0	0	0	0	0	4
05:20:00 PM	0	0	0	0	0	4
05:25:00 PM	0	0	0	0	0	4
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	1	0	0	0	1	5
05:40:00 PM	0	0	0	0	1	5
05:45:00 PM	0	0	0	0	1	3
05:50:00 PM	0	2	0	0	2	5
05:55:00 PM	0	0	0	0	2	3



N/S street:	Hwy 97 NB
E/W street:	SW J St
City, State	Madras OR
Study ID #	1022
Location	
Start Date	Thursday, November 02, 2023
Start Time	07:00:00 AM
Peak Hour Start	07:15:00 AM
Peak 15 Min Start	
PHF (15-Min Int)	

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
3	485	46	0	0	0	0	0	53	81	0	0	0	93	42	0	534	0	134	135				

Percent Heavy Vehicles																						
0.0%	14.8%	0.0%																				

PHV - Bicycles															PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR	
	US 97 Northbound								J Street				J Street						
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum
07:00:00 AM	1	29	4	0	0	0	0	0	1	2	0	0	0	5	1	0			
07:05:00 AM	0	31	4	0	0	0	0	0	1	5	0	0	0	5	1	0			
07:10:00 AM	1	28	1	0	0	0	0	0	2	1	0	0	0	8	3	0	134		
07:15:00 AM	0	32	3	0	0	0	0	0	1	4	0	0	0	2	4	0	137		
07:20:00 AM	0	40	5	0	0	0	0	0	2	2	0	0	0	5	4	0	148		
07:25:00 AM	0	31	4	0	0	0	0	0	2	7	0	0	0	2	0	0	150		
07:30:00 AM	0	35	4	0	0	0	0	0	2	4	0	0	0	6	2	0	157		
07:35:00 AM	0	38	4	0	0	0	0	0	4	10	0	0	0	7	4	0	166		
07:40:00 AM	0	42	5	0	0	0	0	0	3	12	0	0	0	6	2	0	190		
07:45:00 AM	1	39	3	0	0	0	0	0	9	10	0	0	0	10	4	0	213		
07:50:00 AM	0	40	6	0	0	0	0	0	8	9	0	0	0	13	5	0	227		
07:55:00 AM	1	58	4	0	0	0	0	0	6	6	0	0	0	15	4	0	251	725	
08:00:00 AM	1	39	6	0	0	0	0	0	6	6	0	0	0	16	6	0	255	762	
08:05:00 AM	0	45	2	0	0	0	0	0	4	6	0	0	0	10	1	0	242	783	
08:10:00 AM	0	46	0	0	0	0	0	0	6	5	0	0	0	1	6	0	212	803	
08:15:00 AM	0	26	4	0	0	0	0	0	3	4	0	0	0	7	2	0	178	803	
08:20:00 AM	0	31	3	0	0	0	0	0	5	1	0	0	0	4	4	0	158	793	
08:25:00 AM	1	38	2	0	0	0	0	0	3	3	0	0	0	5	2	0	148	801	
08:30:00 AM	0	40	2	0	0	0	0	0	2	2	0	0	0	5	2	0	155	801	
08:35:00 AM	0	25	3	0	0	0	0	0	0	4	0	0	0	5	0	0	144	771	
08:40:00 AM	3	35	2	0	0	0	0	0	2	4	0	0	0	2	1	0	139	750	
08:45:00 AM	0	50	3	0	0	0	0	0	3	2	0	0	0	1	5	0	150	738	
08:50:00 AM	0	52	1	0	0	0	0	0	7	1	0	0	0	3	3	0	180	724	
08:55:00 AM	1	50	3	0	0	0	0	0	4	5	0	0	0	4	1	0	199	698	



RallyTraffic

Bicycles on Road

Time	Northbound				Southbound				Eastbound				Westbound				15 Min		1 HR	
	US 97 Northbound				Left	Thru	Right	Uturn	J Street				J Street				Sum	Sum		
	Left	Thru	Right	Uturn					Left	Thru	Right	Uturn	Left	Thru	Right	Uturn				
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min		1 HR	
	US 97 Northbound				Left	Thru	Right	Uturn	J Street				J Street				Sum	Sum		
	Left	Thru	Right	Uturn					Left	Thru	Right	Uturn	Left	Thru	Right	Uturn				
07:00:00 AM	1	28	4	0	0	0	0	0	1	2	0	0	0	5	1	0				
07:05:00 AM	0	28	4	0	0	0	0	0	1	5	0	0	0	5	1	0				
07:10:00 AM	1	26	1	0	0	0	0	0	2	1	0	0	0	7	3	0	127			
07:15:00 AM	0	26	3	0	0	0	0	0	1	4	0	0	0	2	4	0	125			
07:20:00 AM	0	35	5	0	0	0	0	0	2	2	0	0	0	5	4	0	134			
07:25:00 AM	0	28	4	0	0	0	0	0	2	5	0	0	0	2	0	0	134			
07:30:00 AM	0	31	4	0	0	0	0	0	2	4	0	0	0	6	2	0	143			
07:35:00 AM	0	33	4	0	0	0	0	0	4	10	0	0	0	7	4	0	152			
07:40:00 AM	0	35	5	0	0	0	0	0	3	12	0	0	0	6	2	0	174			
07:45:00 AM	1	36	3	0	0	0	0	0	7	9	0	0	0	10	4	0	195			
07:50:00 AM	0	33	6	0	0	0	0	0	8	8	0	0	0	13	5	0	206			
07:55:00 AM	1	48	4	0	0	0	0	0	6	6	0	0	0	15	4	0	227	662		
08:00:00 AM	1	36	6	0	0	0	0	0	6	6	0	0	0	16	6	0	234	697		
08:05:00 AM	0	34	2	0	0	0	0	0	4	6	0	0	0	10	1	0	218	710		
08:10:00 AM	0	38	0	0	0	0	0	0	6	4	0	0	0	1	6	0	189	724		



RallyTraffic

08:15:00 AM	0	22	4	0	0	0	0	0	3	4	0	0	0	7	2	0	154	726
08:20:00 AM	0	21	3	0	0	0	0	0	5	1	0	0	0	4	4	0	135	711
08:25:00 AM	1	28	2	0	0	0	0	0	3	3	0	0	0	5	2	0	124	714
08:30:00 AM	0	36	2	0	0	0	0	0	2	1	0	0	0	4	2	0	129	712
08:35:00 AM	0	23	3	0	0	0	0	0	0	4	0	0	0	4	0	0	125	684
08:40:00 AM	3	30	2	0	0	0	0	0	2	4	0	0	0	2	1	0	125	665
08:45:00 AM	0	48	3	0	0	0	0	0	3	2	0	0	0	0	5	0	139	656
08:50:00 AM	0	50	1	0	0	0	0	0	7	1	0	0	0	3	2	0	169	647
08:55:00 AM	1	42	3	0	0	0	0	0	4	4	0	0	0	3	1	0	183	621

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR	
	US 97 Northbound				Left	Thru	Right	Uturn	J Street				J Street						
	Left	Thru	Right	Uturn					Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right
07:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	
07:15:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
07:20:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
07:25:00 AM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	16	
07:30:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
07:35:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
07:40:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
07:45:00 AM	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	18	
07:50:00 AM	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
07:55:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	63
08:00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	65
08:05:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	73
08:10:00 AM	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	23	79
08:15:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	77
08:20:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	82
08:25:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	87
08:30:00 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	26	89
08:35:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	19	87
08:40:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	85
08:45:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	82
08:50:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	77
08:55:00 AM	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	16	77

Pedestrians Crossing

15 Min 1 HR

Time	NB	SB	EB	WB	Sum	Sum
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	

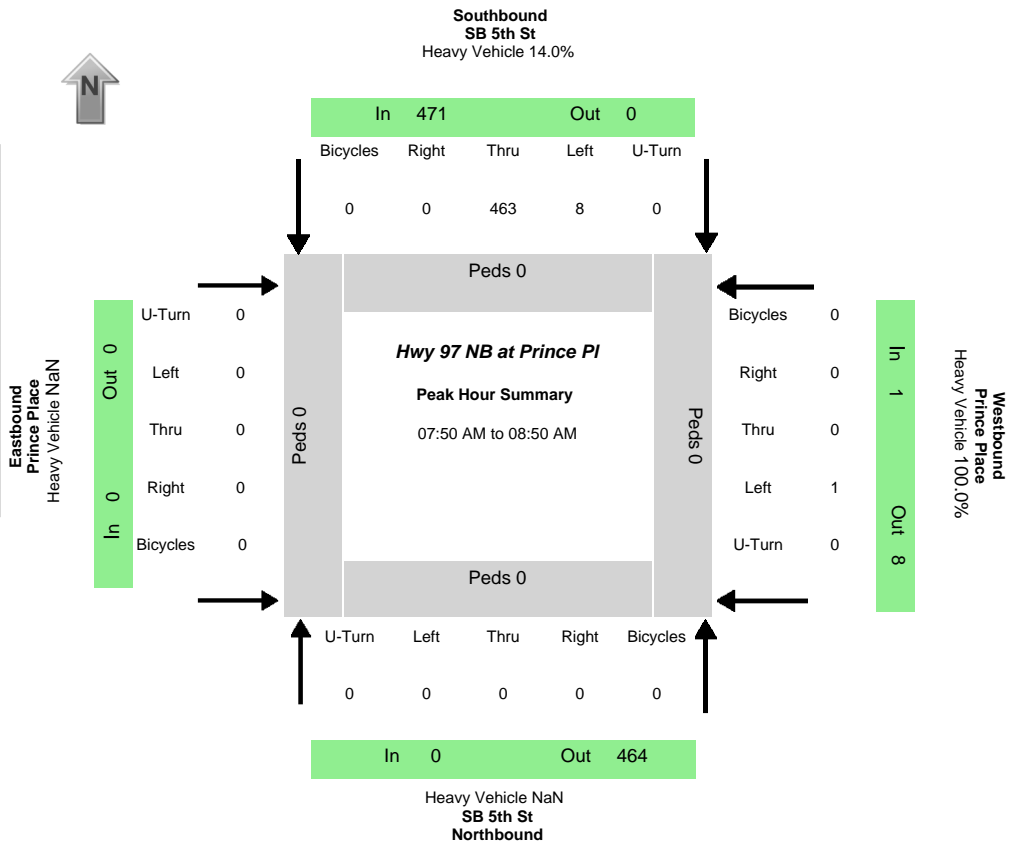


RallyTraffic

07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0
08:30:00 AM	1	0	0	0	1	1
08:35:00 AM	0	0	0	0	1	1
08:40:00 AM	0	0	0	0	1	1
08:45:00 AM	0	0	0	0	0	1
08:50:00 AM	0	0	1	0	1	2
08:55:00 AM	0	0	0	0	1	2

Data Provided by K-D-N.com 503-594-4224

N/S street	SB 5th St
E/W street	Prince Place
City, State	Madras OR
Site Notes	
Location	44.623761 - -121.129661
Start Date	Tuesday, January 31, 2023
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:50:00 AM
Peak 15 Min Start	07:50:00 AM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	8	463	0	0	0	0	0	0	1	0	0	0	0	471	0	1	464	0	0	8
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	12.5%	14.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	NaN	14.0%	NaN	100.0%	14.2%	0.0%	NaN	12.5%

PHV- Bicycles														PHV- Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound SB 5th St				Southbound SB 5th St				Eastbound Prince Place				Westbound Prince Place				15 Min Sum	1 HR Sum			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn					
07:00:00 AM	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05:00 AM	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10:00 AM	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
07:15:00 AM	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
07:20:00 AM	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
07:25:00 AM	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
07:30:00 AM	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
07:35:00 AM	0	0	0	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
07:40:00 AM	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
07:45:00 AM	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
07:50:00 AM	0	0	0	0	3	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
07:55:00 AM	0	0	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
08:00:00 AM	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
08:05:00 AM	0	0	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
08:10:00 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114
08:15:00 AM	0	0	0	0	0	36	0	0	0	0	0	0	0	1	0	0	0	0	0	0	106
08:20:00 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
08:25:00 AM	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
08:30:00 AM	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
08:35:00 AM	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
08:40:00 AM	0	0	0	0	1	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
08:45:00 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
08:50:00 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
08:55:00 AM	0	0	0	0	1	36	0	0	0	0	0	0	0	1	0	0	0	0	0	0	105

ATR 16-002: US 97 North of US 26

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2021	77	79	96	106	111	117	122	119	111	105	96	86
2020*	91	105	100	102	111	119	112	121	118	123	103	95
2019	81	68	88	99	107	112	118	116	108	99	88	83
2018	79	83	92	97	105	113	113	113	106	98	91	82
2017	66	80	91	98	107	112	118	122	108	99	90	87
max	91	105	100	106	111	119	122	122	118	123	103	95
min	66	68	88	97	105	112	112	113	106	98	88	82
avg	79	81	93	100	108	114	116	119	109	101	92	85
adj	150%	147%	128%	119%	110%	104%	102%	100%	109%	117%	129%	139%

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	116	11	70	34	0	0	0	0	21	468	21
Future Vol, veh/h	0	116	11	70	34	0	0	0	0	21	468	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	19	15	0
Mvmt Flow	0	135	13	81	40	0	0	0	0	24	544	24

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	605	284	389	617	-	1	0	0
Stage 1	-	604	-	1	1	-	-	-	-
Stage 2	-	1	-	388	616	-	-	-	-
Critical Hdwy	-	6.56	6.9	7.5	6.5	-	4.48	-	-
Critical Hdwy Stg 1	-	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4.03	3.3	3.5	4	-	2.39	-	-
Pot Cap-1 Maneuver	0	408	719	549	408	0	1505	-	-
Stage 1	0	484	-	-	-	0	-	-	-
Stage 2	0	-	-	613	485	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	398	719	390	398	-	1504	-	-
Mov Cap-2 Maneuver	-	398	-	390	398	-	-	-	-
Stage 1	-	473	-	-	-	-	-	-	-
Stage 2	-	-	-	420	474	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	15.6		16.1			0.4		
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	398	428	390	398	1504	-	-
HCM Lane V/C Ratio	0.169	0.187	0.209	0.099	0.016	-	-
HCM Control Delay (s)	15.9	15.3	16.6	15	7.4	0.1	-
HCM Lane LOS	C	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0.6	0.7	0.8	0.3	0	-	-

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	53	81	0	0	93	42	3	567	46	0	0	0
Future Vol, veh/h	53	81	0	0	93	42	3	567	46	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	6	0	0	0	0	0	15	0	0	0	0
Mvmt Flow	67	103	0	0	118	53	4	718	58	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	426	784	-	-	755	388	0
Stage 1	0	0	-	-	755	-	-
Stage 2	426	784	-	-	0	-	-
Critical Hdwy	7.58	6.62	-	-	6.5	6.9	4.1
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-
Critical Hdwy Stg 2	6.58	5.62	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	-	-	4	3.3	2.2
Pot Cap-1 Maneuver	508	316	0	0	340	616	-
Stage 1	-	-	0	0	420	-	-
Stage 2	571	393	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	339	316	-	-	340	616	-
Mov Cap-2 Maneuver	339	316	-	-	340	-	-
Stage 1	-	-	-	-	420	-	-
Stage 2	375	393	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	21	16.8	
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	329	316	340	432
HCM Lane V/C Ratio	-	-	-	0.36	0.162	0.173	0.259
HCM Control Delay (s)	-	-	-	22	18.6	17.8	16.2
HCM Lane LOS	-	-	-	C	C	C	C
HCM 95th %tile Q(veh)	-	-	-	1.6	0.6	0.6	1

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↕↕
Traffic Vol, veh/h	1	0	0	0	8	541
Future Vol, veh/h	1	0	0	0	8	541
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	100	0	0	0	12	14
Mvmt Flow	1	0	0	0	10	644

Major/Minor	Minor1	Major2	
Conflicting Flow All	342	-	0
Stage 1	0	-	-
Stage 2	342	-	-
Critical Hdwy	8.8	-	4.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	7.8	-	-
Follow-up Hdwy	4.5	-	2.32
Pot Cap-1 Maneuver	426	0	-
Stage 1	-	0	-
Stage 2	469	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	426	-	-
Mov Cap-2 Maneuver	426	-	-
Stage 1	-	-	-
Stage 2	469	-	-

Approach	WB	SB
HCM Control Delay, s	13.5	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	426	-	-
HCM Lane V/C Ratio	0.003	-	-
HCM Control Delay (s)	13.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗		
Traffic Vol, veh/h	5	0	2	611	0	0
Future Vol, veh/h	5	0	2	611	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	13	0	0
Mvmt Flow	6	0	2	754	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	381	-	0
Stage 1	0	-	-
Stage 2	381	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	599	0	-
Stage 1	-	0	-
Stage 2	666	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	599	-	-
Mov Cap-2 Maneuver	599	-	-
Stage 1	-	-	-
Stage 2	666	-	-

Approach	EB	NB
HCM Control Delay, s	11.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	599
HCM Lane V/C Ratio	-	-	0.01
HCM Control Delay (s)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	86	21	49	57	0	0	0	0	62	1090	48
Future Vol, veh/h	0	86	21	49	57	0	0	0	0	62	1090	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	2	7	0
Mvmt Flow	0	95	23	54	63	0	0	0	0	68	1198	53

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	1362	626	784	1388	-	-	1	0	0
Stage 1	-	1361	-	1	1	-	-	-	-	-
Stage 2	-	1	-	783	1387	-	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.58	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.04	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	149	432	287	139	0	-	1620	-	-
Stage 1	0	218	-	-	-	0	-	-	-	-
Stage 2	0	-	-	357	205	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	128	432	98	119	-	-	1618	-	-
Mov Cap-2 Maneuver	-	128	-	98	119	-	-	-	-	-
Stage 1	-	187	-	-	-	-	-	-	-	-
Stage 2	-	-	-	144	176	-	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	44.6		71.6		0.8	
HCM LOS	E		F			

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	128	166	98	119	1618	-	-
HCM Lane V/C Ratio	0.369	0.424	0.549	0.526	0.042	-	-
HCM Control Delay (s)	48.7	41.8	79.5	64.8	7.3	0.5	-
HCM Lane LOS	E	E	F	F	A	A	-
HCM 95th %tile Q(veh)	1.5	1.9	2.5	2.5	0.1	-	-

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	54	92	0	0	88	62	22	765	57	0	0	0
Future Vol, veh/h	54	92	0	0	88	62	22	765	57	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	5	6	2	0	0	0
Mvmt Flow	59	100	0	0	96	67	24	832	62	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	512	942	-	-	911	447	0	0	0	
Stage 1	0	0	-	-	911	-	-	-	-	
Stage 2	512	942	-	-	0	-	-	-	-	
Critical Hdwy	7.5	6.5	-	-	6.54	6.9	4.2	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.02	3.3	2.25	-	-	
Pot Cap-1 Maneuver	449	265	0	0	273	564	-	-	-	
Stage 1	-	-	0	0	351	-	-	-	-	
Stage 2	518	344	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	288	265	-	-	273	564	-	-	-	
Mov Cap-2 Maneuver	288	265	-	-	273	-	-	-	-	
Stage 1	-	-	-	-	351	-	-	-	-	
Stage 2	332	344	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	24.7	18.9	
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	277	265	273	391
HCM Lane V/C Ratio	-	-	-	0.392	0.189	0.175	0.295
HCM Control Delay (s)	-	-	-	26.1	21.7	21	18
HCM Lane LOS	-	-	-	D	C	C	C
HCM 95th %tile Q(veh)	-	-	-	1.8	0.7	0.6	1.2

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↕↕
Traffic Vol, veh/h	5	0	0	0	7	1153
Future Vol, veh/h	5	0	0	0	7	1153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	6	0	0	0	8	1281

Major/Minor	Minor1	Major2	
Conflicting Flow All	657	-	0
Stage 1	0	-	-
Stage 2	657	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	402	0	-
Stage 1	-	0	-
Stage 2	483	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	402	-	-
Mov Cap-2 Maneuver	402	-	-
Stage 1	-	-	-
Stage 2	483	-	-

Approach	WB	SB
HCM Control Delay, s	14.1	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	402	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Control Delay (s)	14.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↗↖		
Traffic Vol, veh/h	6	0	1	838	0	0
Future Vol, veh/h	6	0	1	838	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	911	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	458	-	0
Stage 1	0	-	-
Stage 2	458	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	531	0	-
Stage 1	-	0	-
Stage 2	604	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	531	-	-
Mov Cap-2 Maneuver	531	-	-
Stage 1	-	-	-
Stage 2	604	-	-

Approach	EB	NB
HCM Control Delay, s	11.9	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	531
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	121	11	73	35	0	0	0	0	22	488	22
Future Vol, veh/h	0	121	11	73	35	0	0	0	0	22	488	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	19	15	0
Mvmt Flow	0	141	13	85	41	0	0	0	0	26	567	26

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	633	297	407	646	-	-	1	0	0
Stage 1	-	632	-	1	1	-	-	-	-	-
Stage 2	-	1	-	406	645	-	-	-	-	-
Critical Hdwy	-	6.56	6.9	7.5	6.5	-	-	4.48	-	-
Critical Hdwy Stg 1	-	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	-
Follow-up Hdwy	-	4.03	3.3	3.5	4	-	-	2.39	-	-
Pot Cap-1 Maneuver	0	393	705	533	393	0	-	1505	-	-
Stage 1	0	470	-	-	-	0	-	-	-	-
Stage 2	0	-	-	598	471	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	382	705	366	382	-	-	1504	-	-
Mov Cap-2 Maneuver	-	382	-	366	382	-	-	-	-	-
Stage 1	-	458	-	-	-	-	-	-	-	-
Stage 2	-	-	-	396	459	-	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	16.2		17.1			0.4		
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	382	411	366	382	1504	-	-
HCM Lane V/C Ratio	0.184	0.202	0.232	0.107	0.017	-	-
HCM Control Delay (s)	16.5	16	17.8	15.5	7.4	0.1	-
HCM Lane LOS	C	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0.7	0.7	0.9	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	55	84	0	0	97	44	3	592	48	0	0	0
Future Vol, veh/h	55	84	0	0	97	44	3	592	48	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	6	0	0	0	0	0	15	0	0	0	0
Mvmt Flow	70	106	0	0	123	56	4	749	61	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	444	818	-	-	788	405	0	0	0	
Stage 1	0	0	-	-	788	-	-	-	-	
Stage 2	444	818	-	-	0	-	-	-	-	
Critical Hdwy	7.58	6.62	-	-	6.5	6.9	4.1	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	
Critical Hdwy Stg 2	6.58	5.62	-	-	-	-	-	-	-	
Follow-up Hdwy	3.54	4.06	-	-	4	3.3	2.2	-	-	
Pot Cap-1 Maneuver	493	302	0	0	326	601	-	-	-	
Stage 1	-	-	0	0	405	-	-	-	-	
Stage 2	557	379	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	316	302	-	-	326	601	-	-	-	
Mov Cap-2 Maneuver	316	302	-	-	326	-	-	-	-	
Stage 1	-	-	-	-	405	-	-	-	-	
Stage 2	352	379	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	22.6	17.6	
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	310	302	326	417
HCM Lane V/C Ratio	-	-	-	0.396	0.176	0.188	0.281
HCM Control Delay (s)	-	-	-	24	19.5	18.6	17
HCM Lane LOS	-	-	-	C	C	C	C
HCM 95th %tile Q(veh)	-	-	-	1.8	0.6	0.7	1.1

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↕↕
Traffic Vol, veh/h	1	0	0	0	8	564
Future Vol, veh/h	1	0	0	0	8	564
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	100	0	0	0	12	14
Mvmt Flow	1	0	0	0	10	671

Major/Minor	Minor1	Major2	
Conflicting Flow All	356	-	0
Stage 1	0	-	-
Stage 2	356	-	-
Critical Hdwy	8.8	-	4.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	7.8	-	-
Follow-up Hdwy	4.5	-	2.32
Pot Cap-1 Maneuver	415	0	-
Stage 1	-	0	-
Stage 2	458	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	415	-	-
Mov Cap-2 Maneuver	415	-	-
Stage 1	-	-	-
Stage 2	458	-	-

Approach	WB	SB
HCM Control Delay, s	13.7	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	415	-	-
HCM Lane V/C Ratio	0.003	-	-
HCM Control Delay (s)	13.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗		
Traffic Vol, veh/h	5	0	2	637	0	0
Future Vol, veh/h	5	0	2	637	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	13	0	0
Mvmt Flow	6	0	2	786	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	397	-	0
Stage 1	0	-	-
Stage 2	397	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	586	0	-
Stage 1	-	0	-
Stage 2	654	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	586	-	-
Mov Cap-2 Maneuver	586	-	-
Stage 1	-	-	-
Stage 2	654	-	-

Approach	EB	NB
HCM Control Delay, s	11.2	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	586
HCM Lane V/C Ratio	-	-	0.011
HCM Control Delay (s)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection												
Int Delay, s/veh	13.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	86	21	49	57	0	0	0	0	62	1090	48
Future Vol, veh/h	0	86	21	49	57	0	0	0	0	62	1090	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	2	7	0
Mvmt Flow	0	98	24	56	65	0	0	0	0	71	1246	55

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	1417	651	815	1444	-	-	1	0	0
Stage 1	-	1416	-	1	1	-	-	-	-	-
Stage 2	-	1	-	814	1443	-	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.58	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.04	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	138	416	273	129	0	-	1620	-	-
Stage 1	0	205	-	-	-	0	-	-	-	-
Stage 2	0	-	-	342	192	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	116	416	66	108	-	-	1618	-	-
Mov Cap-2 Maneuver	-	116	-	66	108	-	-	-	-	-
Stage 1	-	172	-	-	-	-	-	-	-	-
Stage 2	-	-	-	116	161	-	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	52.2		123			0.8		
HCM LOS	F		F					

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	116	152	66	108	1618	-	-
HCM Lane V/C Ratio	0.424	0.481	0.848	0.603	0.044	-	-
HCM Control Delay (s)	57.1	48.9	173.7	79.5	7.3	0.5	-
HCM Lane LOS	F	E	F	F	A	A	-
HCM 95th %tile Q(veh)	1.8	2.3	4	2.9	0.1	-	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	54	92	0	0	88	62	22	765	57	0	0	0
Future Vol, veh/h	54	92	0	0	88	62	22	765	57	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	5	6	2	0	0	0
Mvmt Flow	61	104	0	0	99	70	25	865	64	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	532	979	-	-	947	465	0	0	0	
Stage 1	0	0	-	-	947	-	-	-	-	
Stage 2	532	979	-	-	0	-	-	-	-	
Critical Hdwy	7.5	6.5	-	-	6.54	6.9	4.2	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.02	3.3	2.25	-	-	
Pot Cap-1 Maneuver	435	252	0	0	260	550	-	-	-	
Stage 1	-	-	0	0	338	-	-	-	-	
Stage 2	504	331	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	267	252	-	-	260	550	-	-	-	
Mov Cap-2 Maneuver	267	252	-	-	260	-	-	-	-	
Stage 1	-	-	-	-	338	-	-	-	-	
Stage 2	310	331	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	27.2	19.9	
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	260	252	260	376
HCM Lane V/C Ratio	-	-	-	0.435	0.206	0.191	0.319
HCM Control Delay (s)	-	-	-	29.1	23	22.1	19
HCM Lane LOS	-	-	-	D	C	C	C
HCM 95th %tile Q(veh)	-	-	-	2.1	0.8	0.7	1.3

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	5	0	0	0	7	1153
Future Vol, veh/h	5	0	0	0	7	1153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	6	0	0	0	8	1332

Major/Minor	Minor1	Major2	
Conflicting Flow All	682	-	0
Stage 1	0	-	-
Stage 2	682	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	388	0	-
Stage 1	-	0	-
Stage 2	469	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	388	-	-
Mov Cap-2 Maneuver	388	-	-
Stage 1	-	-	-
Stage 2	469	-	-

Approach	WB	SB
HCM Control Delay, s	14.4	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	388	-	-
HCM Lane V/C Ratio	0.015	-	-
HCM Control Delay (s)	14.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗↗		
Traffic Vol, veh/h	6	0	1	838	0	0
Future Vol, veh/h	6	0	1	838	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	947	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	476	-	0
Stage 1	0	-	-
Stage 2	476	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	518	0	-
Stage 1	-	0	-
Stage 2	591	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	518	-	-
Mov Cap-2 Maneuver	518	-	-
Stage 1	-	-	-
Stage 2	591	-	-

Approach	EB	NB
HCM Control Delay, s	12	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	518
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	121	12	75	36	0	0	0	0	22	516	22
Future Vol, veh/h	0	121	12	75	36	0	0	0	0	22	516	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	19	15	0
Mvmt Flow	0	141	14	87	42	0	0	0	0	26	600	26

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	666	313	424	679	-	-	1	0	0
Stage 1	-	665	-	1	1	-	-	-	-	-
Stage 2	-	1	-	423	678	-	-	-	-	-
Critical Hdwy	-	6.56	6.9	7.5	6.5	-	-	4.48	-	-
Critical Hdwy Stg 1	-	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	-
Follow-up Hdwy	-	4.03	3.3	3.5	4	-	-	2.39	-	-
Pot Cap-1 Maneuver	0	377	689	519	376	0	-	1505	-	-
Stage 1	0	454	-	-	-	0	-	-	-	-
Stage 2	0	-	-	585	455	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	366	689	349	365	-	-	1504	-	-
Mov Cap-2 Maneuver	-	366	-	349	365	-	-	-	-	-
Stage 1	-	442	-	-	-	-	-	-	-	-
Stage 2	-	-	-	380	443	-	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	16.8		17.9			0.4		
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	366	397	349	365	1504	-	-
HCM Lane V/C Ratio	0.192	0.212	0.25	0.115	0.017	-	-
HCM Control Delay (s)	17.2	16.5	18.7	16.1	7.4	0.1	-
HCM Lane LOS	C	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0.7	0.8	1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	55	84	0	0	99	44	4	620	50	0	0	0
Future Vol, veh/h	55	84	0	0	99	44	4	620	50	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	6	0	0	0	0	0	15	0	0	0	0
Mvmt Flow	70	106	0	0	125	56	5	785	63	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	465	858	-	-	827	424	0	0	0	
Stage 1	0	0	-	-	827	-	-	-	-	
Stage 2	465	858	-	-	0	-	-	-	-	
Critical Hdwy	7.58	6.62	-	-	6.5	6.9	4.1	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	
Critical Hdwy Stg 2	6.58	5.62	-	-	-	-	-	-	-	
Follow-up Hdwy	3.54	4.06	-	-	4	3.3	2.2	-	-	
Pot Cap-1 Maneuver	476	286	0	0	309	584	-	-	-	
Stage 1	-	-	0	0	389	-	-	-	-	
Stage 2	542	363	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	294	286	-	-	309	584	-	-	-	
Mov Cap-2 Maneuver	294	286	-	-	309	-	-	-	-	
Stage 1	-	-	-	-	389	-	-	-	-	
Stage 2	332	363	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	24.4		18.5			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	290	286	309	397
HCM Lane V/C Ratio	-	-	-	0.423	0.186	0.203	0.298
HCM Control Delay (s)	-	-	-	26.2	20.4	19.6	17.9
HCM Lane LOS	-	-	-	D	C	C	C
HCM 95th %tile Q(veh)	-	-	-	2	0.7	0.7	1.2

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	43	0	0	0	65	535
Future Vol, veh/h	43	0	0	0	65	535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	100	0	0	0	12	14
Mvmt Flow	51	0	0	0	77	637

Major/Minor	Minor1	Major2	
Conflicting Flow All	473	-	0
Stage 1	0	-	-
Stage 2	473	-	-
Critical Hdwy	8.8	-	4.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	7.8	-	-
Follow-up Hdwy	4.5	-	2.32
Pot Cap-1 Maneuver	333	0	-
Stage 1	-	0	-
Stage 2	380	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	333	-	-
Mov Cap-2 Maneuver	333	-	-
Stage 1	-	-	-
Stage 2	380	-	-

Approach	WB	SB
HCM Control Delay, s	17.8	
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	333	-	-
HCM Lane V/C Ratio	0.154	-	-
HCM Control Delay (s)	17.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↗↗			
Traffic Vol, veh/h	66	0	50	607	0	0
Future Vol, veh/h	66	0	50	607	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	13	0	0
Mvmt Flow	81	0	62	749	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	499	-	0
Stage 1	0	-	-
Stage 2	499	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	506	0	-
Stage 1	-	0	-
Stage 2	581	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	506	-	-
Mov Cap-2 Maneuver	506	-	-
Stage 1	-	-	-
Stage 2	581	-	-

Approach	EB	NB
HCM Control Delay, s	13.5	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	506
HCM Lane V/C Ratio	-	-	0.161
HCM Control Delay (s)	-	-	13.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection												
Int Delay, s/veh	16.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Traffic Vol, veh/h	0	90	24	53	59	0	0	0	0	65	1147	50
Future Vol, veh/h	0	90	24	53	59	0	0	0	0	65	1147	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	2	7	0
Mvmt Flow	0	99	26	58	65	0	0	0	0	71	1260	55

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	1431	658	823	1458	-	-	1	0	0
Stage 1	-	1430	-	1	1	-	-	-	-	-
Stage 2	-	1	-	822	1457	-	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.58	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.04	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	136	412	269	126	0	-	1620	-	-
Stage 1	0	202	-	-	-	0	-	-	-	-
Stage 2	0	-	-	339	189	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	113	412	~ 57	105	-	-	1618	-	-
Mov Cap-2 Maneuver	-	113	-	~ 57	105	-	-	-	-	-
Stage 1	-	168	-	-	-	-	-	-	-	-
Stage 2	-	-	-	109	157	-	-	-	-	-

Approach	EB		WB			SB	
HCM Control Delay, s	54.2		159.2			0.8	
HCM LOS	F		F				

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	113	151	57	105	1618	-	-
HCM Lane V/C Ratio	0.438	0.502	1.022	0.617	0.044	-	-
HCM Control Delay (s)	59.6	50.7	243.5	83.4	7.3	0.5	-
HCM Lane LOS	F	F	F	F	A	A	-
HCM 95th %tile Q(veh)	1.9	2.4	4.8	3	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Vol, veh/h	56	96	0	0	92	65	23	811	61	0	0	0
Future Vol, veh/h	56	96	0	0	92	65	23	811	61	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	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, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	5	6	2	0	0	0
Mvmt Flow	61	104	0	0	100	71	25	882	66	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	541	998	-	-	965	474	0	0	0	
Stage 1	0	0	-	-	965	-	-	-	-	
Stage 2	541	998	-	-	0	-	-	-	-	
Critical Hdwy	7.5	6.5	-	-	6.54	6.9	4.2	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.02	3.3	2.25	-	-	
Pot Cap-1 Maneuver	429	246	0	0	253	542	-	-	-	
Stage 1	-	-	0	0	331	-	-	-	-	
Stage 2	498	324	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	258	246	-	-	253	542	-	-	-	
Mov Cap-2 Maneuver	258	246	-	-	253	-	-	-	-	
Stage 1	-	-	-	-	331	-	-	-	-	
Stage 2	302	324	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	28.2	20.4	
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	252	246	253	368
HCM Lane V/C Ratio	-	-	-	0.449	0.212	0.198	0.328
HCM Control Delay (s)	-	-	-	30.4	23.5	22.7	19.5
HCM Lane LOS	-	-	-	D	C	C	C
HCM 95th %tile Q(veh)	-	-	-	2.2	0.8	0.7	1.4

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	25	0	0	0	34	1189
Future Vol, veh/h	25	0	0	0	34	1189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	16974	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	7
Mvmt Flow	28	0	0	0	38	1321

Major/Minor	Minor1	Major2	
Conflicting Flow All	737	-	0
Stage 1	0	-	-
Stage 2	737	-	-
Critical Hdwy	6.8	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	358	0	-
Stage 1	-	0	-
Stage 2	439	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	358	-	-
Mov Cap-2 Maneuver	358	-	-
Stage 1	-	-	-
Stage 2	439	-	-

Approach	WB	SB
HCM Control Delay, s	15.9	
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	358	-	-
HCM Lane V/C Ratio	0.078	-	-
HCM Control Delay (s)	15.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↖↗			
Traffic Vol, veh/h	34	0	22	861	0	0
Future Vol, veh/h	34	0	22	861	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16965	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	24	936	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	516	-	0
Stage 1	0	-	-
Stage 2	516	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	489	0	-
Stage 1	-	0	-
Stage 2	564	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	489	-	-
Mov Cap-2 Maneuver	489	-	-
Stage 1	-	-	-
Stage 2	564	-	-

Approach	EB	NB
HCM Control Delay, s	13	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	489
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s)	-	-	13
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2



Project #: 1581
 Project Name: Madras Starbucks
 Analyst: JWB
 Date: 11/9/2023
 North-South Street: US 97 Northbound
 East-West Street: J Street
 Intersection: US 97 Northbound/J Street
 Scenario: Existing 2023 Traffic Conditions

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	70%	No
Warrant 2:	Four-Hour Vehicular Volume	70%	Yes
Warrant 3:	Peak Hour	70%	No

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 2
 Minor Street No. Thru Lanes: 2
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): Yes
 Warrant Factor: 70%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 8 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
844	0	146	150

Planning Growth Factors		
	NB	WB
NB	1.00	1.00
SB	1.00	
EB	1.00	
WB	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	844	0	146	150	1.00	1.00
2	Highest Hour	789	0	138	142	0.94	0.95
3	Highest Hour	778	0	136	140	0.92	0.93
4	Highest Hour	756	0	130	134	0.90	0.89
5	Highest Hour	691	0	128	132	0.82	0.88
6	Highest Hour	680	0	128	132	0.81	0.88
7	Highest Hour	636	0	123	126	0.75	0.84
8	Highest Hour	592	0	121	124	0.70	0.83
9	Highest Hour	592	0	117	120	0.70	0.80
10	Highest Hour	581	0	109	112	0.69	0.75
11	Highest Hour	548	0	105	108	0.65	0.72
12	Highest Hour	515	0	103	106	0.61	0.71
13	Highest Hour	504	0	99	102	0.60	0.68
14	Highest Hour	482	0	86	88	0.57	0.59
15	Highest Hour	384	0	68	70	0.45	0.47
16	Highest Hour	362	0	64	66	0.43	0.44
17	Highest Hour	329	0	45	46	0.39	0.31
18	Highest Hour	285	0	37	38	0.34	0.25
19	Highest Hour	230	0	19	20	0.27	0.13
20	Highest Hour	110	0	14	14	0.13	0.09
21	Highest Hour	99	0	12	12	0.12	0.08
22	Highest Hour	66	0	8	8	0.08	0.05
23	Highest Hour	55	0	4	4	0.06	0.03
24	Highest Hour	55	0	4	4	0.06	0.03



Project #: 1581
 Project Name: Madras Starbucks
 Analyst: JWB
 Date: 11/9/2023
 North-South Street: US 97 Southbound
 East-West Street: J Street
 Intersection: US 97 Southbound/J Street
 Scenario: Year 2023 Existing Conditions, Design Hour

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	70%	Yes
Warrant 2:	Four-Hour Vehicular Volume	70%	Yes
Warrant 3:	Peak Hour	70%	Yes

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 2
 Minor Street No. Thru Lanes: 2
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): Yes
 Warrant Factor: 70%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 8 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
0	1200	107	106

Planning Growth Factors		
	NB	WB
	1.00	1.00
	1.00	
	1.00	
	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	0	1200	107	106	1.00	1.00
2	Highest Hour	0	1122	101	100	0.94	0.95
3	Highest Hour	0	1106	100	99	0.92	0.93
4	Highest Hour	0	1075	96	95	0.90	0.89
5	Highest Hour	0	982	94	93	0.82	0.88
6	Highest Hour	0	966	94	93	0.81	0.88
7	Highest Hour	0	904	90	89	0.75	0.84
8	Highest Hour	0	842	88	88	0.70	0.83
9	Highest Hour	0	842	86	85	0.70	0.80
10	Highest Hour	0	826	80	79	0.69	0.75
11	Highest Hour	0	779	77	76	0.65	0.72
12	Highest Hour	0	732	76	75	0.61	0.71
13	Highest Hour	0	717	73	72	0.60	0.68
14	Highest Hour	0	686	63	62	0.57	0.59
15	Highest Hour	0	545	50	49	0.45	0.47
16	Highest Hour	0	514	47	47	0.43	0.44
17	Highest Hour	0	468	33	33	0.39	0.31
18	Highest Hour	0	405	27	27	0.34	0.25
19	Highest Hour	0	327	14	14	0.27	0.13
20	Highest Hour	0	156	10	10	0.13	0.09
21	Highest Hour	0	140	9	8	0.12	0.08
22	Highest Hour	0	94	6	6	0.08	0.05
23	Highest Hour	0	78	3	3	0.06	0.03
24	Highest Hour	0	78	3	3	0.06	0.03



Project #: 1581
 Project Name: Madras Starbucks
 Analyst: JWB
 Date: 11/9/2023
 North-South Street: US 97 Northbound
 East-West Street: J Street
 Intersection: US 97 Northbound/J Street
 Scenario: Year 2026 With Project

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	70%	No
Warrant 2:	Four-Hour Vehicular Volume	70%	Yes
Warrant 3:	Peak Hour	70%	No

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 2
 Minor Street No. Thru Lanes: 2
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): Yes
 Warrant Factor: 70%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 8 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
895	0	152	156

Planning Growth Factors		
	NB	WB
	1.00	1.00
	1.00	
	1.00	
	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	895	0	152	156	1.00	1.00
2	Highest Hour	837	0	144	148	0.94	0.95
3	Highest Hour	825	0	142	146	0.92	0.93
4	Highest Hour	802	0	136	139	0.90	0.89
5	Highest Hour	732	0	134	137	0.82	0.88
6	Highest Hour	721	0	134	137	0.81	0.88
7	Highest Hour	674	0	128	131	0.75	0.84
8	Highest Hour	628	0	126	129	0.70	0.83
9	Highest Hour	628	0	122	125	0.70	0.80
10	Highest Hour	616	0	113	116	0.69	0.75
11	Highest Hour	581	0	109	112	0.65	0.72
12	Highest Hour	546	0	107	110	0.61	0.71
13	Highest Hour	535	0	103	106	0.60	0.68
14	Highest Hour	511	0	89	92	0.57	0.59
15	Highest Hour	407	0	71	73	0.45	0.47
16	Highest Hour	384	0	67	69	0.43	0.44
17	Highest Hour	349	0	47	48	0.39	0.31
18	Highest Hour	302	0	39	40	0.34	0.25
19	Highest Hour	244	0	20	21	0.27	0.13
20	Highest Hour	116	0	14	15	0.13	0.09
21	Highest Hour	105	0	12	12	0.12	0.08
22	Highest Hour	70	0	8	8	0.08	0.05
23	Highest Hour	58	0	4	4	0.06	0.03
24	Highest Hour	58	0	4	4	0.06	0.03



Project #: 1581
 Project Name: Madras Starbucks
 Analyst: JWB
 Date: 11/9/2023
 North-South Street: US 97 Southbound
 East-West Street: J Street
 Intersection: US 97 Southbound/J Street
 Scenario: Year 2026 With Project

Volume-Based Warrant Summary			
Warrant No.	Description	Warrant Factor	Met?
Warrant 1:	Eight-Hour Vehicular Volume	70%	Yes
Warrant 2:	Four-Hour Vehicular Volume	70%	Yes
Warrant 3:	Peak Hour	70%	Yes

Volume Adjustment Factor: 1.0
 North-South Approach: Major
 East-West Approach: Minor
 Major Street No. Thru Lanes: 2
 Minor Street No. Thru Lanes: 2
 Speed Factor (Speed >40mph): No
 Population Factor (Population <10,000): Yes
 Warrant Factor: 70%
 Peak Hour/Daily Count: Peak Hour

Major Road	Minor Road
Rural Interstate	Rural Interstate
Rural Principal Arterial	Rural Principal Arterial
Rural Minor Arterial	Rural Minor Arterial
Rural Major Collector	Rural Major Collector
Rural Minor Collector	Rural Minor Collector
Urban Interstate	Urban Interstate
Urban Other Frwy & Expwy	Urban Other Frwy & Expwy
Urban Principal Arterial	Urban Principal Arterial
Urban Minor Arterial	Urban Minor Arterial

Case: 8 Case: 9

Peak Hour Traffic Volumes			
Major Street		Minor Street	
NB	SB	EB	WB
0	1262	114	113

Planning Growth Factors		
NB	1.00	1.00
SB	1.00	
EB	1.00	
WB	1.00	

Traffic Volumes		Traffic Volume Profile				Hourly Profiles (NCHRP 03-110)	
		Major Street		Minor Street		Major Street Profile	Minor Street Profile
		NB	SB	EB	WB		
12:00 AM	Highest Hour	0	1262	114	113	1.00	1.00
2	Highest Hour	0	1180	108	107	0.94	0.95
3	Highest Hour	0	1164	106	105	0.92	0.93
4	Highest Hour	0	1131	102	101	0.90	0.89
5	Highest Hour	0	1033	100	99	0.82	0.88
6	Highest Hour	0	1016	100	99	0.81	0.88
7	Highest Hour	0	951	96	95	0.75	0.84
8	Highest Hour	0	885	94	93	0.70	0.83
9	Highest Hour	0	885	91	90	0.70	0.80
10	Highest Hour	0	869	85	84	0.69	0.75
11	Highest Hour	0	819	82	81	0.65	0.72
12	Highest Hour	0	770	81	80	0.61	0.71
13	Highest Hour	0	754	78	77	0.60	0.68
14	Highest Hour	0	721	67	66	0.57	0.59
15	Highest Hour	0	574	53	53	0.45	0.47
16	Highest Hour	0	541	50	50	0.43	0.44
17	Highest Hour	0	492	35	35	0.39	0.31
18	Highest Hour	0	426	29	29	0.34	0.25
19	Highest Hour	0	344	15	15	0.27	0.13
20	Highest Hour	0	164	11	11	0.13	0.09
21	Highest Hour	0	148	9	9	0.12	0.08
22	Highest Hour	0	98	6	6	0.08	0.05
23	Highest Hour	0	82	3	3	0.06	0.03
24	Highest Hour	0	82	3	3	0.06	0.03

Intersection												
Int Delay, s/veh	20.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Traffic Vol, veh/h	0	90	24	53	59	0	0	0	0	65	1147	50
Future Vol, veh/h	0	90	24	53	59	0	0	0	0	65	1147	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	2	7	0
Mvmt Flow	0	99	26	58	65	0	0	0	0	71	1260	55

Major/Minor	Minor2		Minor1			Major2				
Conflicting Flow All	-	1431	658	823	1458	-	-	1	0	0
Stage 1	-	1430	-	1	1	-	-	-	-	-
Stage 2	-	1	-	822	1457	-	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.58	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.04	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	136	412	269	126	0	-	1620	-	-
Stage 1	0	202	-	-	-	0	-	-	-	-
Stage 2	0	-	-	339	189	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	113	412	~ 57	105	-	-	1618	-	-
Mov Cap-2 Maneuver	-	113	-	~ 57	105	-	-	-	-	-
Stage 1	-	168	-	-	-	-	-	-	-	-
Stage 2	-	-	-	109	157	-	-	-	-	-

Approach	EB		WB			SB	
HCM Control Delay, s	101.1		159.2			0.8	
HCM LOS	F		F				

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	113	412	57	105	1618	-	-
HCM Lane V/C Ratio	0.875	0.064	1.022	0.617	0.044	-	-
HCM Control Delay (s)	124.3	14.3	243.5	83.4	7.3	0.5	-
HCM Lane LOS	F	B	F	F	A	A	-
HCM 95th %tile Q(veh)	5.3	0.2	4.8	3	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑			↑	↗		↕				
Traffic Vol, veh/h	56	96	0	0	92	65	23	811	61	0	0	0
Future Vol, veh/h	56	96	0	0	92	65	23	811	61	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	5	6	2	0	0	0
Mvmt Flow	61	104	0	0	100	71	25	882	66	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	541	998	-	-	965	474	0	0	0	
Stage 1	0	0	-	-	965	-	-	-	-	
Stage 2	541	998	-	-	0	-	-	-	-	
Critical Hdwy	7.5	6.5	-	-	6.54	6.9	4.2	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.02	3.3	2.25	-	-	
Pot Cap-1 Maneuver	429	246	0	0	253	542	-	-	-	
Stage 1	-	-	0	0	331	-	-	-	-	
Stage 2	498	324	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	258	246	-	-	253	542	-	-	-	
Mov Cap-2 Maneuver	258	246	-	-	253	-	-	-	-	
Stage 1	-	-	-	-	331	-	-	-	-	
Stage 2	302	324	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	27.5		21.7			
HCM LOS	D		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	258	246	253	542
HCM Lane V/C Ratio	-	-	-	0.236	0.424	0.395	0.13
HCM Control Delay (s)	-	-	-	23.2	30	28.2	12.6
HCM Lane LOS	-	-	-	C	D	D	B
HCM 95th %tile Q(veh)	-	-	-	0.9	2	1.8	0.4





Madras Large Lot UGB Expansion

Preliminary Discussions

December 2023

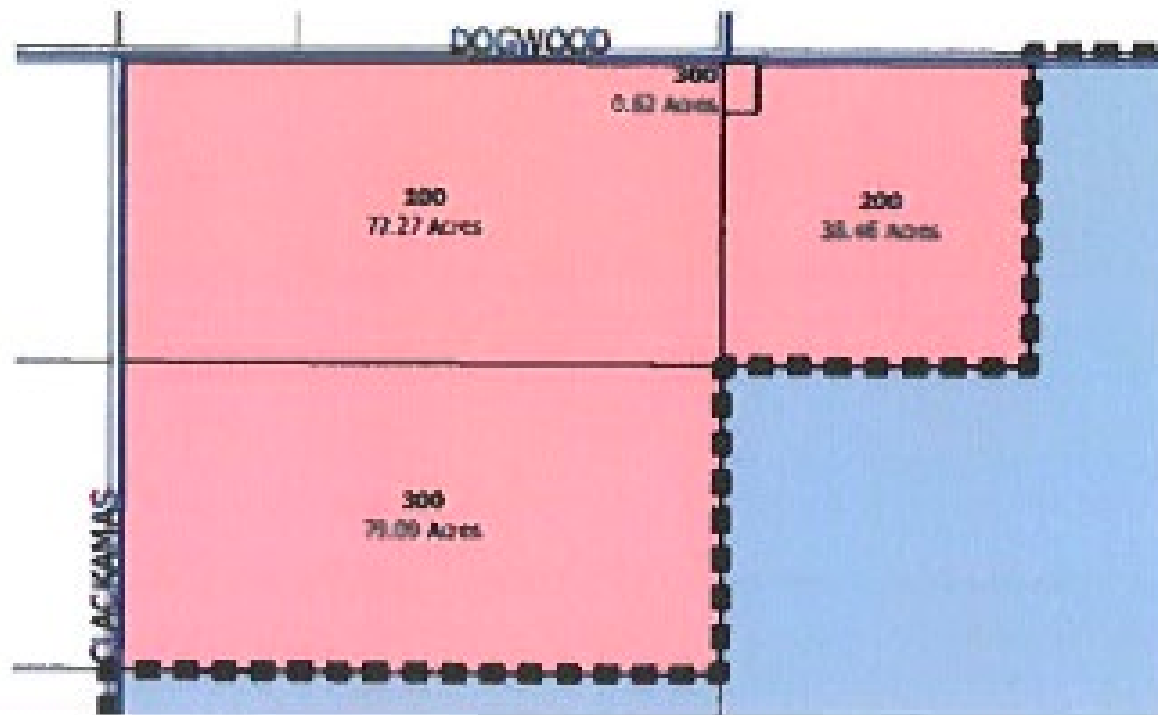


Central Oregon Large Lot Industrial Program

- Program that allows cities in Central Oregon cities to expand their UGB for large lot industrial sites
- Program identifies need for the following sites:
 - 3 sites that are 50-100 acres
 - 2 sites that are 100-200 acres
 - 1 site that is 200+ acres
- Program has been used twice:
 - Madras – 100-200 acre site for Daimler’s Proving Grounds
 - Redmond – 200+ acre site

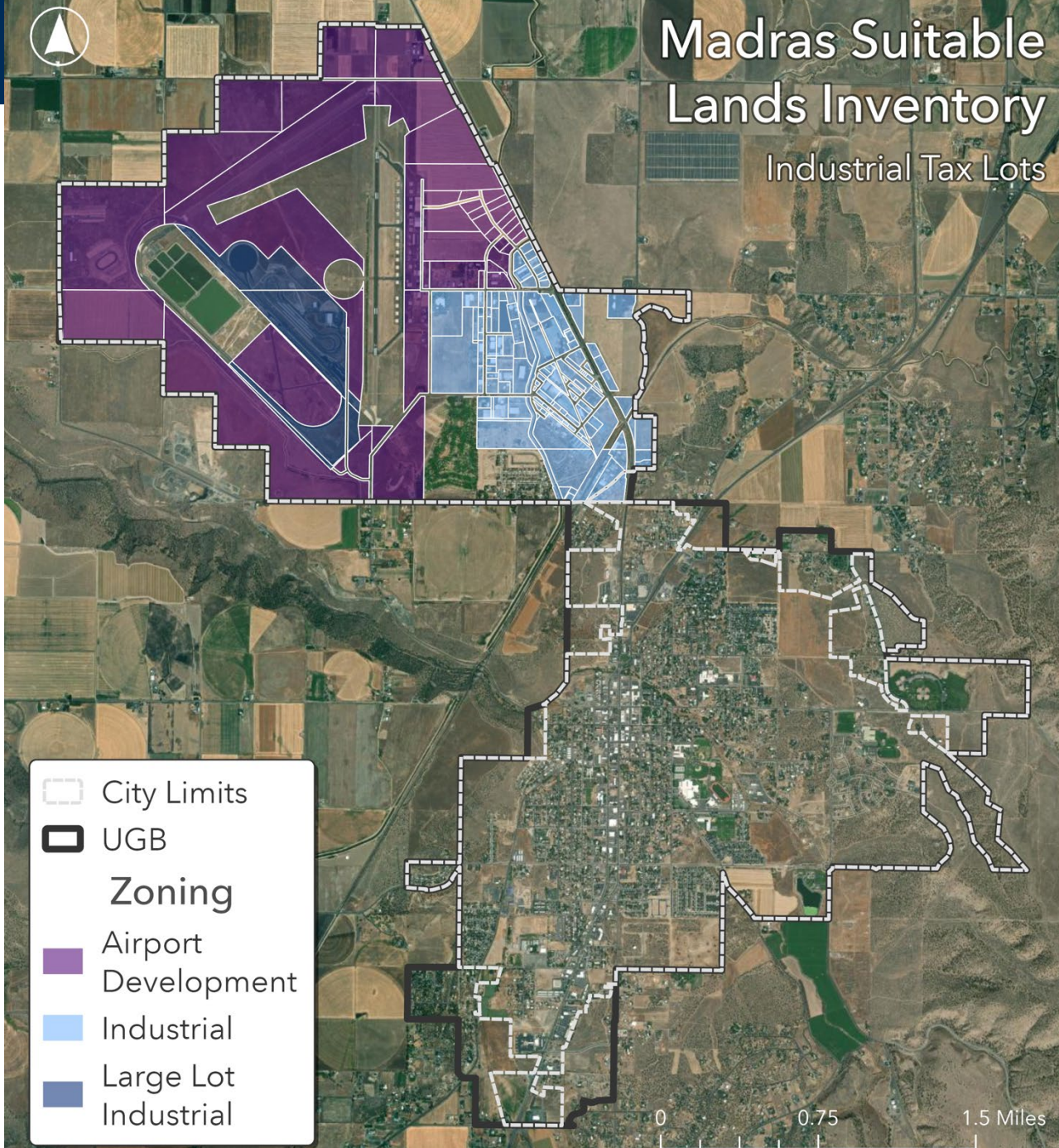
Site Need for Large-Lot Industrial Use

- Jefferson County and Madras jointly submitted a proposal to consider a use of the large-lot program
- Looking at 100 to 199 acre site
- Considering County-owned site of 195 acres on four adjacent parcels
 - Analysis is considering other sites
- Future use would be traded-sector industrial



Starting within the UGB

Madras Suitable Lands Inventory Industrial Tax Lots



Most of Madras' Industrial Land is in the northern* part of the City

Madras 2015 EOA** showed:

Airport Development: 146 vacant acres

Industrial: 299 vacant acres

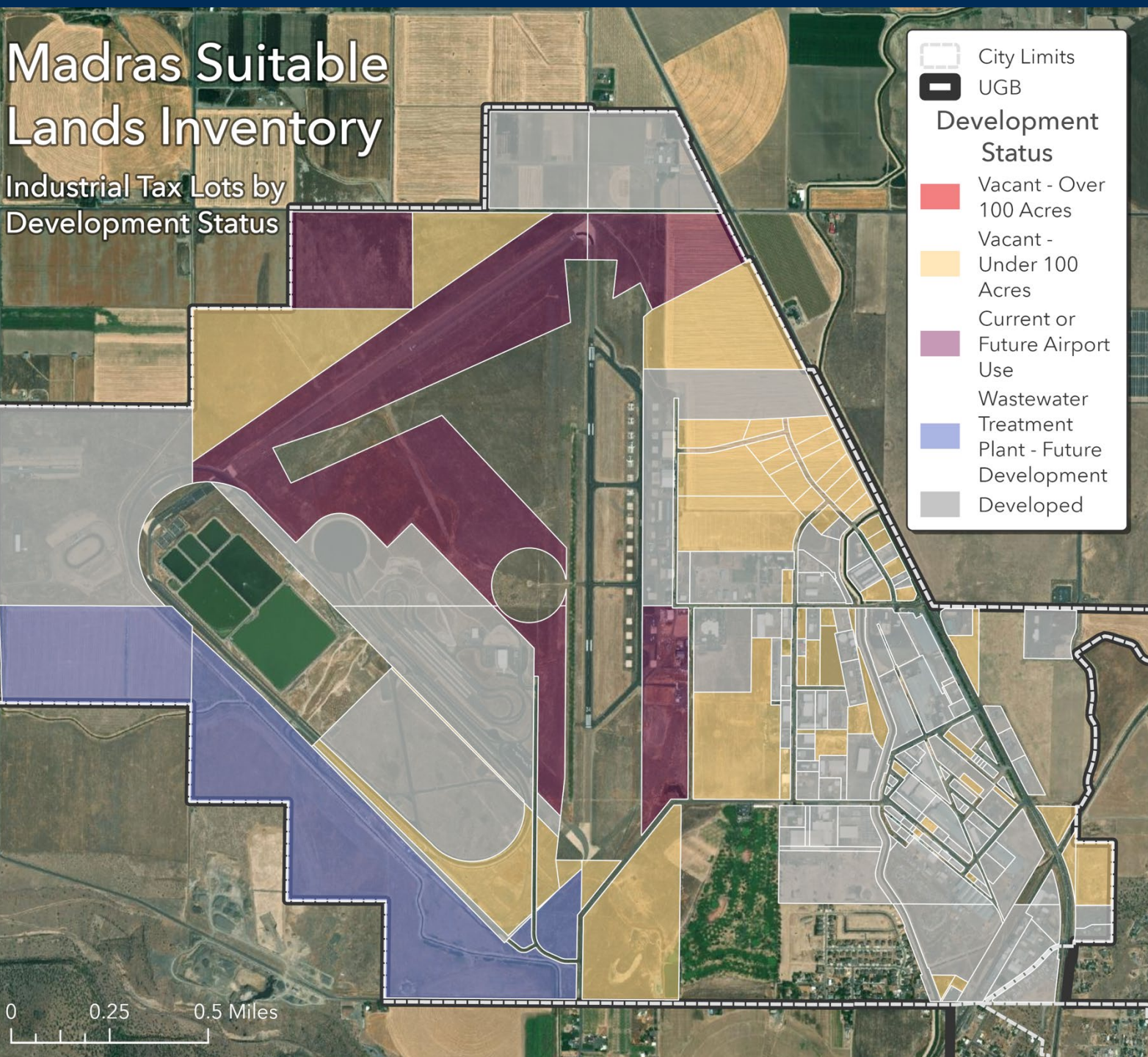
Included one 75 acre site

* Madras has some mixed-use employment land in the southern part of the City that allows light industrial but at a small scale

** The EOA was conducted before the expansion to include the Airport and large-lot industrial site for Daimler.

Madras Suitable Lands Inventory

Industrial Tax Lots by Development Status



Looking within the UGB

Madras has no vacant industrial sites over 100 acres in size that are not planned for other uses

Potential Future Uses and Site Needs

Target Industries

- High-tech & clean tech manufacturing
 - Electronics, advanced recycling, clean energy, renewable energy product manufacturing, and related uses, and others
- Advanced manufacturing
 - Transportation equipment manufacturing, metals manufacturing, wood products manufacturing, machinery, and others
- Data centers

Site needs

- Sites ranging from 5 acres to more than 100 acres
 - Rectangular shape
- Flat sites – sloped of 5% or less
- Common ownership
- Adjacent to the UGB
- Access to highways, water, & sewer infrastructure
- Access to electrical service
- Compatible with adjacent uses

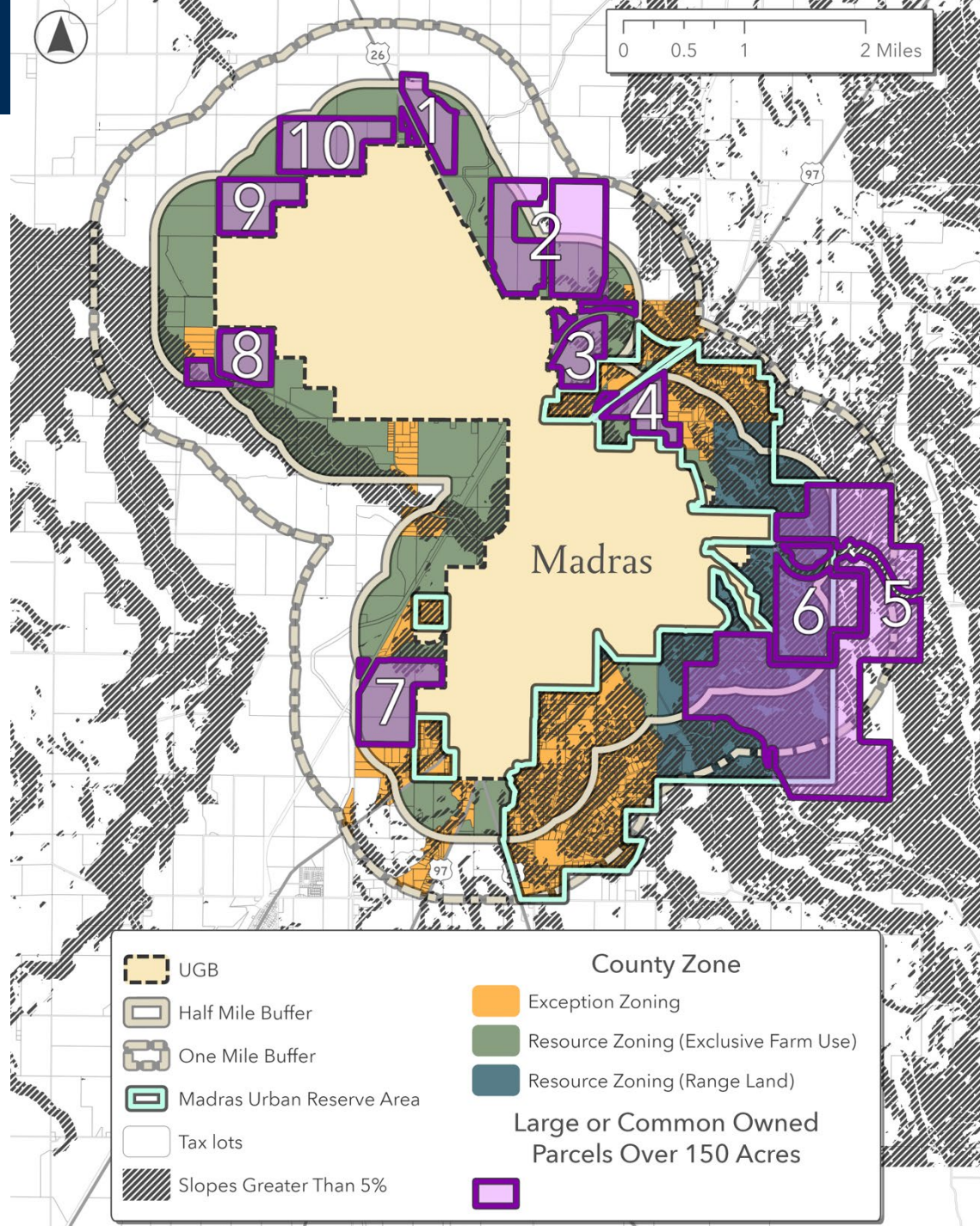
Identifying Potential Sites

Considering all sites around the Madras UGB that are:

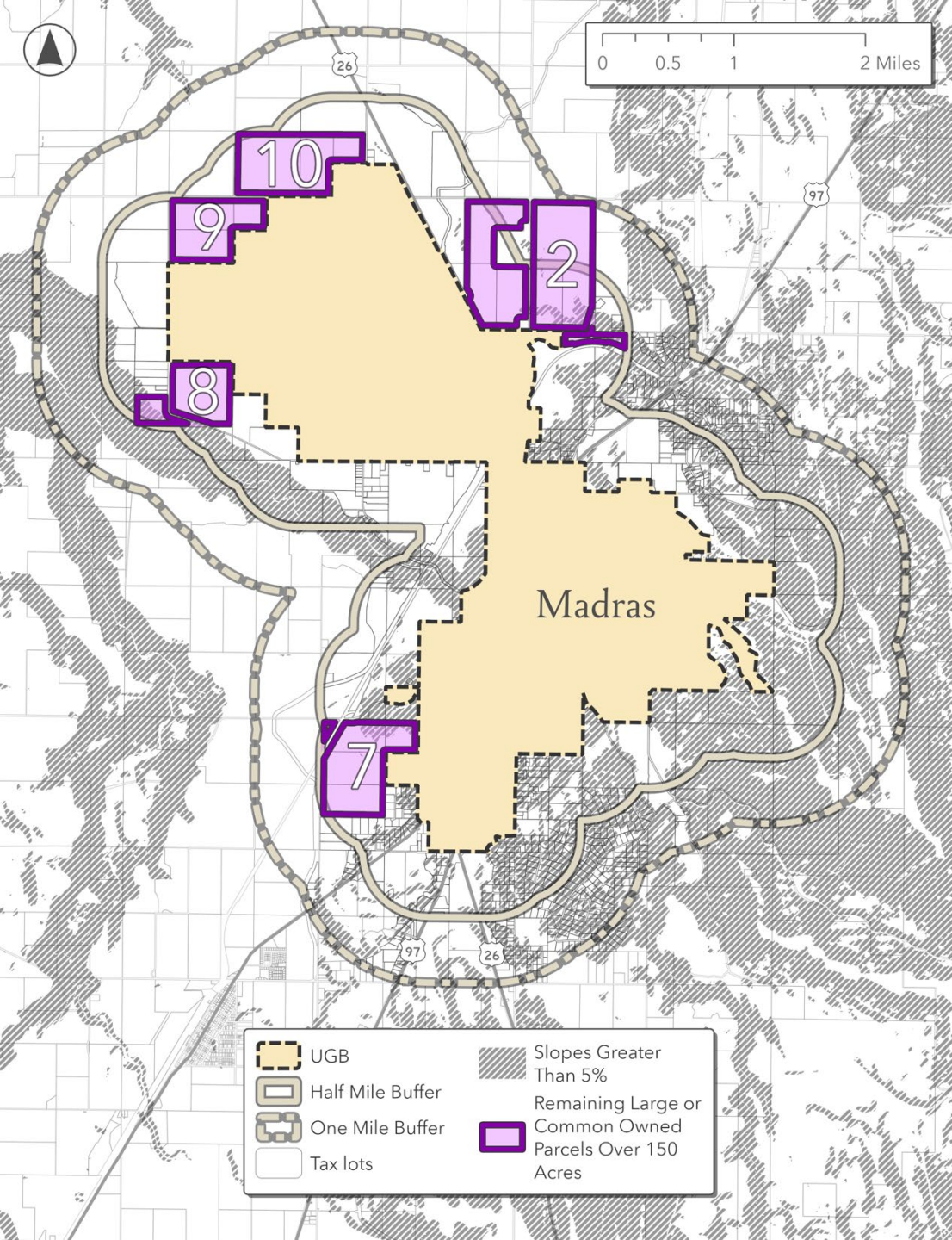
- 150+ acres
- Common ownership

Identified 10 sites, most with multiple tax lots

- Eliminated sites with steep slopes
 - Sites 5 and 6
- Eliminated sites with irregular shape or with larger areas divided from the main parcel
 - Sites 1, 3, and 4



Sites Under Consideration



Site 2:

- 600 acres, Binder Property

Site 7:

- 273 acres, South Belmont Lane

Site 8:

- 194 acres, owned by Jefferson County

Site 9:

- 195 acres, owned by Jefferson County

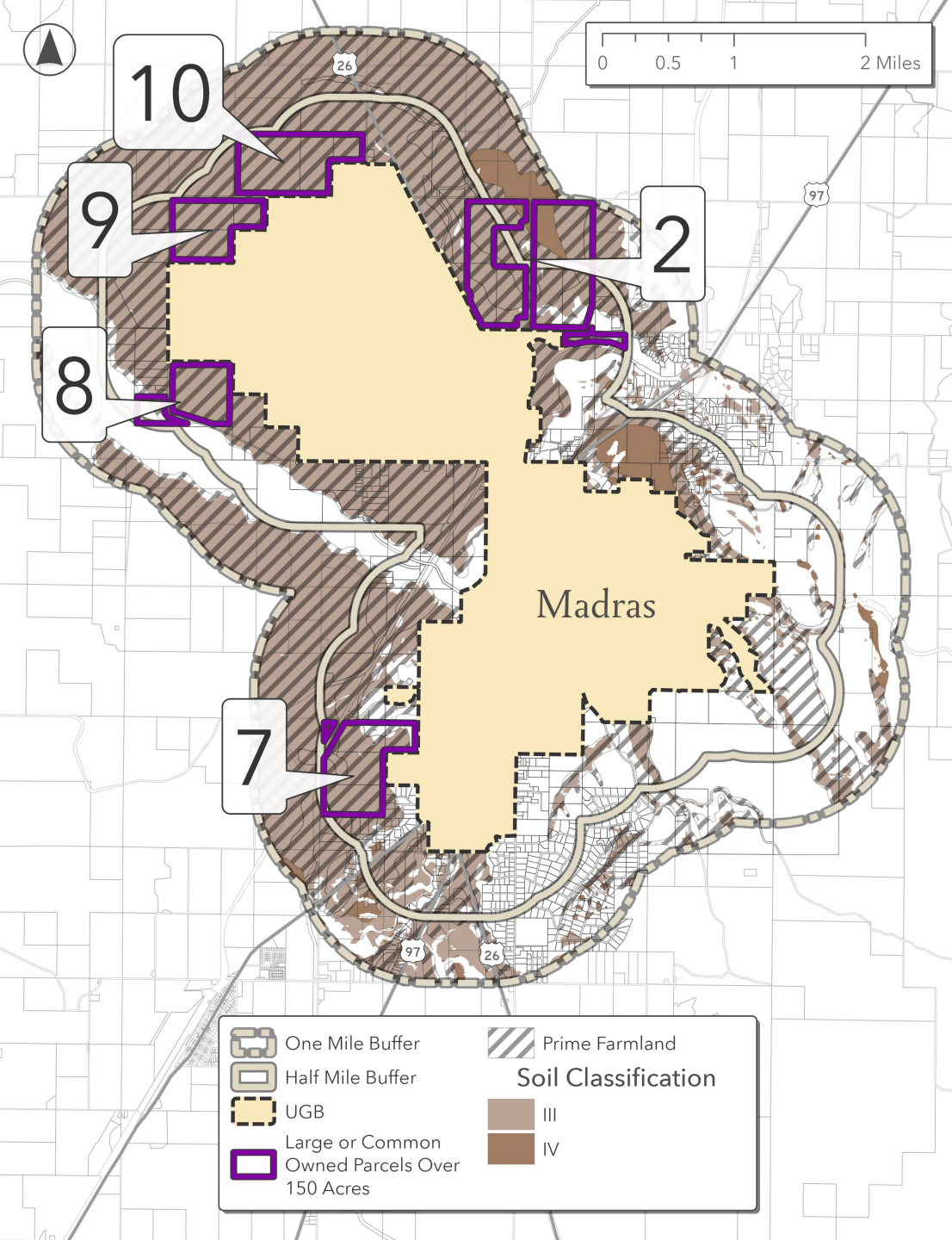
Site 10:

- 273 acres, owned by Clowers Trust

Additional Considerations

OAR 660-0024-0067 establishes the following priority of land for inclusion within a UGB:

- First Priority is urban reserve, exception land, and nonresource land.
 - Sites 5 and 6 are in the urban reserves but have steep slopes
- Second Priority is marginal land
 - None in Jefferson County
- Third Priority is forest or farm land that is not predominantly high-value farm land
 - Sites 3 is partially in this category but it does not meet the site needs
- Fourth Priority is agricultural land that is predominantly high-value farmland
 - Sites 2, 8, 9, 10

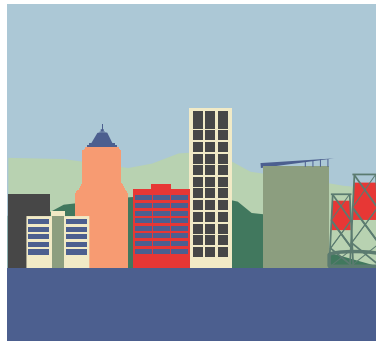


- Get input from stakeholders, such as property owners
- Refine understanding of site needs for the target industries
- Evaluate the remaining areas based on Goal 14 criteria
 - (1) Efficient accommodation of identified land needs
 - (2) Orderly and economic provision of public facilities and services
 - (3) Comparative environmental, energy, economic and social consequences
 - (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB

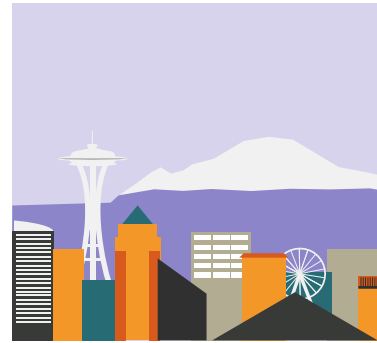
- Do you have questions or concerns about the areas under discussion?
- Is there additional information you need to further consider the proposal at this point?



Los Angeles



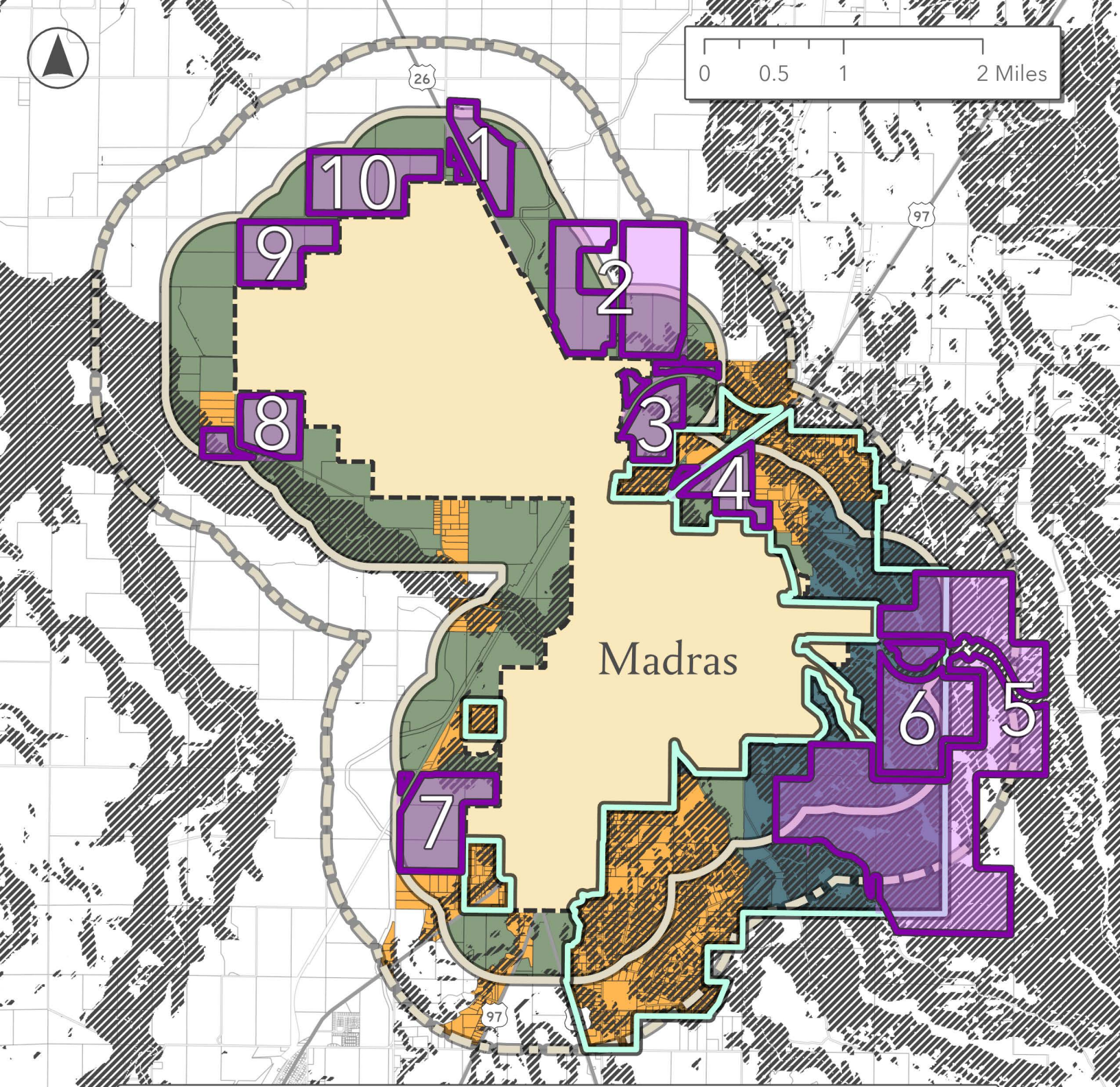
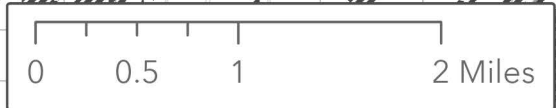
Portland



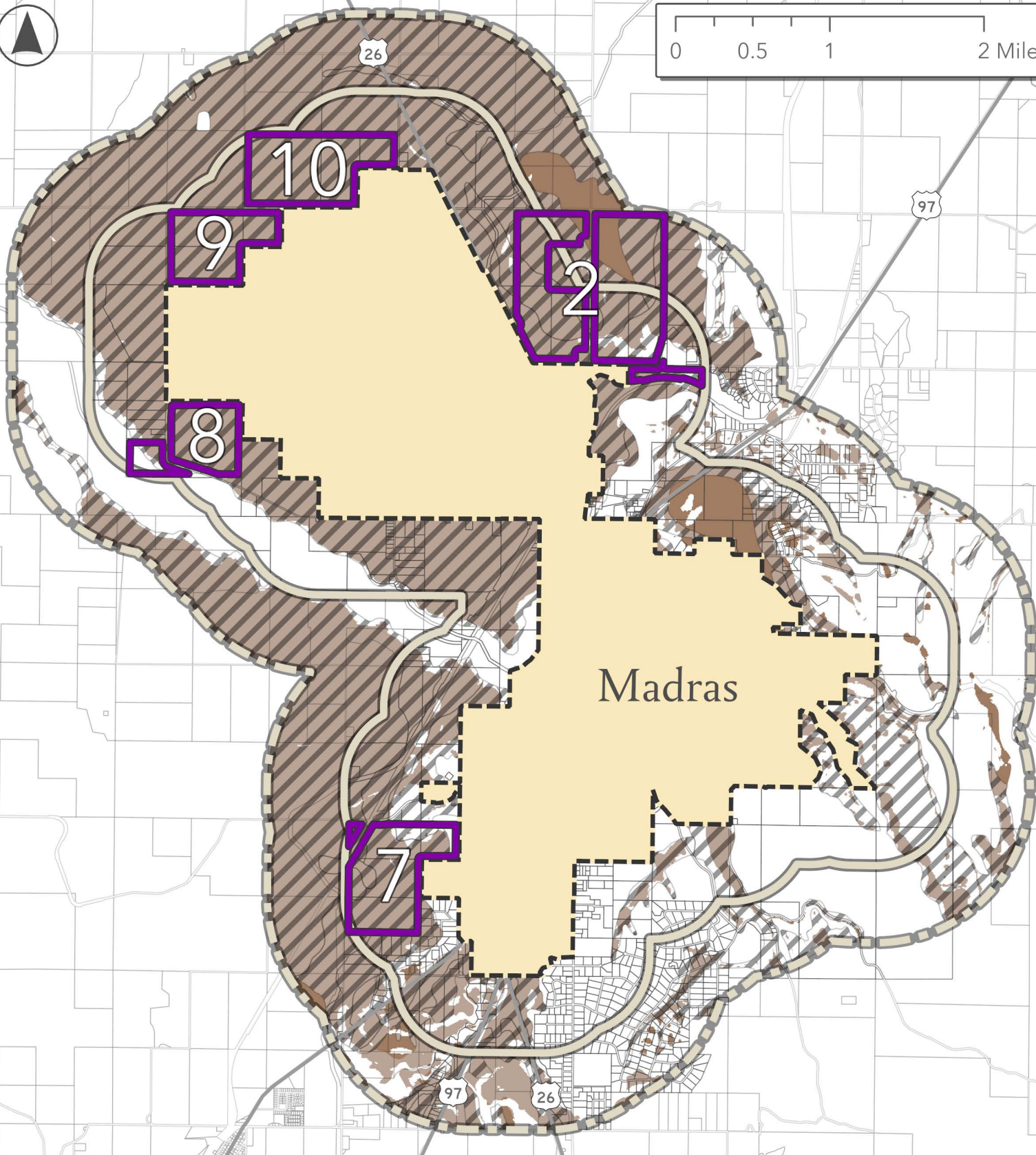
Seattle



Boise



UGB	County Zone
Half Mile Buffer	Exception Zoning
One Mile Buffer	Resource Zoning (Exclusive Farm Use)
Madras Urban Reserve Area	Resource Zoning (Range Land)
Tax lots	Large or Common Owned Parcels Over 150 Acres
Slopes Greater Than 5%	



Madras

	One Mile Buffer		Prime Farmland
	Half Mile Buffer	Soil Classification	
	UGB		III
	Large or Common Owned Parcels Over 150 Acres		IV