



Planning Commission Agenda

Comprehensive Planning Manager:
Sandy Belson 541.736.7135
Administrative Specialist:
Sarah Weaver 541.726.3653
City Attorney's Office:
Kristina Kraaz 541.744.4061

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3610

Planning Commissioners:

Matthew Salazar, Chair
Grace Bergen, Vice-Chair
Andrew Buck
Seth Thompson
Steven Schmunk
Alan Stout
Isaac Rhoads-Dey

Join Zoom Meeting or Attend in Person

<https://us06web.zoom.us/j/4107418327?pwd=U1lPeWJxM0gxVnNDT1pPbFl0b3pTQT09>

Meeting ID: 410 741 8327 Passcode: 5417263653

Call 971-247-1195 or 877-853-5247 toll-free

Oregon Relay/TTY: Dial 711 or 800-735-1232.

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All proceedings before the Planning Commission are recorded.
To view agenda packet materials or view a recording after the meeting, go to
SpringfieldOregonSpeaks.org

June 21st, 2023
6:00 p.m. Work Session
In Council Chambers (City Hall) & via Zoom
Council Chambers is ADA accessible

CALL TO ORDER

ATTENDANCE

Chair Salazar _____, Vice Chair Bergen _____, Buck _____
Thompson_____, Schmunk_____, Stout _____ and Rhoads-Dey.

WORK SESSION ITEM(S)

- 1) **Planning Commission Protocols**
- 2) **Reports on Council Action**
- 3) **Committee Assignments**

ADJOURNMENT

**7:00 p.m. Planning Commission Regular Session
In Council Chambers (City Hall) and via Zoom**

CALL TO ORDER

ATTENDANCE

Chair Salazar _____, Vice Chair Bergen _____, Buck _____,
Thompson _____, Schmunk _____ Stout _____ and Rhoads-Dey.

PLEDGE OF ALLEGIENCE

APPROVAL OF THE MINUTES:

- June 6th, 2023

BUSINESS FROM THE AUDIENCE

1) Public Hearing Continued for Discretionary Use Permit and Site Plan Review for EC Cares Educational Facility (811-000059TYP2 & 811-23-000060TYP3)

Staff: Andy Limbird, Senior Planner

CONDUCT OF QUASI-JUDICIAL PUBLIC HEARING

- Staff explanation of quasi-judicial hearing process (ORS 197.763 and Springfield Development Code 5.1.500)
- Chair opens the public hearing
- Commission members declaration of conflicts of interest, bias, or “ex-parte” contact
- Any challenges to the impartiality of the Commissioners or objection to the jurisdiction of the Commission to hear the matter
- Staff report
- Testimony from the applicant
- Testimony in support of the application
- Testimony neither in support of nor opposed to the application
- Testimony opposed to the application
- Rebuttal from the applicant
- Staff comment
- Planning Commission questions to staff or public
- Close or continue public hearing; close or extend written record (continuance or extension by motion)
- Planning Commission Deliberations – discussion of the proposal including testimony and evidence addressing the applicable approval criteria
- Motion to approve as presented, approve with modifications, or deny the application based on the Commissions’ findings of fact contained in the staff report, oral and written testimony, and other evidence submitted into the record

REPORT ON COUNCIL ACTION

BUSINESS FROM THE PLANNING COMMISSION

BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DEPARTMENT

ADJOURNMENT

Draft Planning Commission Minutes – June 6th, 2023

Springfield Planning Commission

Draft Minutes for Tuesday, June 6th, 2023

Work Session 6:00 pm

Meeting held in the Jesse Maine Room and via Zoom

Planning Commissioners Present: Chair Matt Salazar, Vice Chair Grace Bergen, Andrew Buck, Seth Thompson, Steven Schmunk, Alan Stout, and Isaac Rhoads-Dey

Excused Absence: None

Staff: Sandy Belson, Comprehensive Planning Manager; Sarah Weaver, Community Development Administrative Assistant; Kristina Kraaz, Assistant City Attorney

Chair Salazar called the Work Session of the Planning Commission to order at 6:00 p.m.

WORK SESSION ITEM(S)

1) Planning Commission Parliamentary Procedure

Kristina Kraaz / Staff: gave a presentation on the public meetings and land use hearing process (see PowerPoint presentation).

The Commissioners discussed Roberts' Rules of Order and determined that adhering more closely to Roberts' Rules would help focus discussion and sort through potentially complex issues.

Due to time constraints, the Commission decided to resume the discussion of the Work Session Items (Planning Commission Protocols, Reports on Council Action, and Committee Assignments) during the next meeting on June 21st.

ADJOURNMENT – 7:02 p.m.

7:00 p.m. Planning Commission Public Hearing City Council Chambers and via Zoom

Planning Commissioners Present: Chair Salazar, Vice Chair Bergen, Andrew Buck, Seth Thompson, Steven Schmunk, Alan Stout, and Issacs Rhoads-Dey

Staff: Sandy Belson, Comprehensive Planning Manager; Mark Rust, Current Planning Manager; Andy Limbird, Senior Planner; Sarah Weaver, Community Development Administrative Assistant; Kristina Kraaz, Assistant City Attorney

Chair Salazar called the Public Hearing of the Planning Commission to order at 7:04 p.m.

Draft Planning Commission Minutes – June 6th, 2023

PLEDGE OF ALLIAGENCE – Led by Vice Chair Bergen.

APPROVAL OF THE MINUTES – Approved

- April 4th, 2023 – with corrections
- May 2nd, 2023

BUSINESS FROM THE AUDIENCE – None

PUBLIC HEARING ITEM

- 1) Public Hearing for Discretionary Use Permit and Site Plan Review for EC Cares Educational Facility (811-23-000060-TYP3)
Staff: Andy Limbird, Senior Planner**

Kristina Kraaz, City Attorney, read a brief statement regarding conflicts of interest.

Potential Conflicts of Interest:

- Salazar – stated that he has a potential conflict of interest since he works for Homes for Good, which has projects with the applicant. For this reason, he has ex parte contact with the applicant. He requested guidance from the Assistant City Attorney as to whether he should participate in the deliberations.

Kristina Kraaz: confirmed that if a commissioner has an actual conflict of interest, he/she must recuse themselves from the deliberations and voting. If there is only a potential conflict of interest that would not bias them as to their decision-making, they may continue with the deliberations and vote on the matter.

- Salazar – confirmed that he only has a potential conflict of interest and has no bias that would influence his vote on the matter. He stated that, if there were any operational details that he is personally aware of that would influence his decision, he would declare it during the question-and-answer period of the discussion.
- Bergen – has a potential conflict of interest. She is an active real-estate broker in the community. She has no ex parte contact or independent knowledge.
- Buck – has no ex parte contact or independent knowledge. He has a potential conflict of interest as a commercial insurance agent practicing in the area.
- Thompson – has no conflict of interest, no ex parte contact or independent knowledge.
- Schmunk – has no conflict of interest or bias.
- Rhoads-Dey – has no bias, ex parte contact or independent knowledge, but has a potential conflict of interest since he is an active real-estate broker in the community.
- Stout – has no conflict of interest, bias, independent knowledge or ex parte contact.

Draft Planning Commission Minutes – June 6th, 2023

Chair Salazar: asked if there were any challenges as to the Commission’s impartiality or the jurisdiction about the item before it. Hearing none, he called on Staff to present the staff report.

Andy Limbird / Staff: gave a presentation on the Discretionary Use Permit and Site Plan Review for EC Cares Educational Facility (see PowerPoint Presentation). Staff identified that some landscaping and bicycle parking deficiencies needed to be addressed by conditions of approval for the site plan.

Chair Salazar called on the Commissioners to pose questions to the applicant.

Stout: Why are they using modular buildings for classrooms instead of building their own facility on the property?

Judy Newman / Applicant: Since they are an education program funded through the Department of Education, they do not have the authority to pass bonds or buy real estate. They are allowed to purchase modular units within the terms of their contract.

Public Testimony

In Favor

- None

Neutral

- Curtis Phillips, 916 G Street, Springfield, OR 97477 – He has stepchildren living with him near the proposed facility. This is a busy street and measures should be taken to slow the traffic down and make the street safer for children.

In opposition

- Michael Mcilrath, 85809 S. Willamette Street, Eugene, OR 97405 / owner of property at 862 G Street, Springfield, OR 97477. He is in opposition to the proposal. He provided a brief historical overview of the neighborhood and expressed concerns about the EC Cares school locating on G Street. He is concerned that the property could ultimately convert to a high school, if the discretionary use permit was approved. He also submitted written testimony and pictures.

Buck: Would like more information about the high traffic times and how the high school closure times will affect traffic near the property.

Judy Newman / Applicant: EC Cares is flexible about their session times. There are morning and afternoon sessions and the pickup times can be adjusted to not coincide with other school release times. By law, the children attending the school are bussed to the facility. They work with the bussing companies to make the start and stop times work best for the traffic.

Draft Planning Commission Minutes – June 6th, 2023

Stout: What is the long-term plan for that section of the city between the G street residential area and Thurston High School?

Andy Limbird / Staff: There is a parcel on 7th and G is owned by the school district and zoned neighborhood commercial. City staff have not received any plans for that property. The property to the east across 8th Street is also vacant and owned by the school district. It is zoned R-1. These properties have not factored into this site review. They could be developed as a residential property or a daycare, anything that would fall under the listed uses for that zone type, or the School District could potentially sell it. If the Commission is interested in discovering the plans for those properties, staff could request more information from the school district.

Buck: What kind of information were you interested in gathering from the police department and other possibly entities?

Andy Limbird / Staff: We are requesting traffic information and the results of enforcement action, if any. The suggestion by public comment is that there is a speeding issue on the street. Conversely, there is also the suggestion that there is a congestion problem, which is diametrically opposite to the complaint of speeding. The Commission is asked to consider whether this is an environment that is appropriate for the listed and proposed use. Staff would like to know: Does the proposed use increase the propensity for traffic problems, decrease it, or will it have no effect? Will there be a need for mitigation to address concerns of pedestrian and traffic use? All these issues are worthy of consideration and factor into our information gathering.

Thompson: Is there any applicable criteria that is not met in this application and do you believe, based on your findings, that there are any conditions in the application that could not be met?

Andy Limbird / Staff: Staff wants to review the information submitted at the public hearing along with supplemental information from the Springfield Police Department and the City's Traffic Department. Staff also does not have any conditions that could not be met by the application. However, staff would like to present to the Commission all the facts gathered, including the supplemental information after the packet had been compiled. Ultimately, staff may propose mitigation that would address concerns expressed during public comment. Suggestions made through public comment include requiring additional stop signs, crosswalks, or speed bumps. If parents or buses are dropping children off at the sidewalk, this may require additional pedestrian measures that staff will need to review before submitting its final findings. In general, all the children will be bussed to the facility. That's why a bus zone has been proposed for the G Street frontage.

Chair Salazar: Is two weeks enough time for staff to gather additional information and the Police to submit their findings and have staff review it?

Draft Planning Commission Minutes – June 6th, 2023

Andy Limbird / Staff: We already received the information we need from the Police Department and we will be synthesizing and summarizing it in a way that identifies any issues – whether this information illuminates or dispels concerns raised during the public comment period is to be seen.

Bergen: Governor Kotek has issued a housing crisis notice and has set a goal of 86,000 house to be built complying with State Planning Goal 10 on housing. The application is in a R1 zone and two lots would be taken off the market for housing for this facility. Does the City have enough land to accommodate building additional housing? What effect does the removal of these two lots from the housing market have on housing prices? Secondly, does the discretionary use permit have a fixed end date or is it permanent?

Andy Limbird / Staff: The answer to the first question depends on whether the school district would have considered selling the property to be developed for housing. They still have property in the vicinity that could accommodate housing, if they were interested. There are no representatives at the hearing from the district to comment on this. Staff can request that they address their long-term plans for some of their vacant commercial and residential properties and get back to the Commission with their answer. The proposed classroom building does not preclude future residential use. Based on the investment of the applicant, they intend on staying at that property for at least the interim period.

As to the second question: The discretionary use permit would remain with the property and not with the applicant itself. Another school could potentially move their facility to that property, but not for high school aged children since high school it is not a listed use in any residential zones. For a high school to move into a residential area, it would require a land use action to rezone the property requiring notice to the community and a public hearing.

Kristina Kraaz / Staff: When the City adopted the Residential Housing Needs Analysis, which comprises the inventory of the residential needs for the community, it required within the residential zoning designation enough land for schools. Land for schools has been accommodated in our R1 zoning according to our Development Code standards. From a legal perspective, the current application does not cause a conflict with the available inventory for housing.

Judy Newman / Applicant: added that along with housing, Governor Kotek has also declared early learning childcare a high priority for her administration.

Commissioner Bergen moved that the Public Hearing be continued until the Planning Commission's regular meeting on Wednesday, June 21st at 7:00 pm at City Hall. Commissioner Rhoads-Dey seconded the motion.

Roll call vote:

Salazar – Aye

Draft Planning Commission Minutes – June 6th, 2023

Bergen – Aye
Thompson – Aye
Buck – Aye
Rhoads-Dey – Aye
Stout – Aye
Schmunk – Aye

REPORT OF COUNCIL ACTION

Commissioner Schmunk: reported on the City Council's May 22nd meeting.

Commissioner Thompson: reported on the City Council's May 15th meeting.

Commissioner Stout reported on City Council's April 17th Meeting.

BUSINESS FROM THE PLANNING COMMISSION – None

BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DEPARTMENT

Sandy Belson / Staff: informed the Commissioners that there will be meetings throughout the summer. The next meeting of the Planning Commission will be on Wednesday June 21st. If a decision on the application deliberated tonight is reached during that meeting, there will only be one meeting in July. The July 18th meeting will be a Joint Public Hearing with Lane County on the Comprehensive Plan Map and corresponding policy and code changes. At the August 1st meeting, the Springfield and Lane County Planning Commissions will be jointly deliberating the code amendments for Stormwater compliance with our DEQ permit, the DEQ parking requirements for CFEC as well as miscellaneous other code amendments. Depending on the outcome of that meeting, there may be a second meeting in August.

ADJOURNMENT – 8:08 PM

AGENDA ITEM SUMMARY**SPRINGFIELD
PLANNING COMMISSION**

Meeting Date: 6/21/2023
Meeting Type: Regular Meeting
Staff Contact/Dept.: Andy Limbird, DPW
Staff Phone No: 541-726-3784
Estimated Time: 30 Minutes
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

ITEM TITLE: REQUEST FOR DISCRETIONARY USE PERMIT AND SITE PLAN REVIEW FOR AN EARLY CHILDHOOD EDUCATIONAL FACILITY ON A 0.42 ACRE RESIDENTIALLY ZONED PROPERTY AT THE NORTHWEST CORNER OF 8TH AND G STREETS, CASES 811-23-000059-TYP2 & 811-23-000060-TYP3

ACTION REQUESTED: Conclude the public hearing opened on June 6, 2023 and conduct deliberations on the proposed development of a 2,677 ft² modular classroom building on a vacant site.

ISSUE STATEMENT: The applicant has submitted a request for Discretionary Use Permit and Site Plan Review for two adjoining, vacant residentially zoned lots at the northwest corner of the intersection of 8th and G Streets. The applicant is requesting the Discretionary Use Permit to facilitate construction of an early childhood education facility on the site.

ATTACHMENTS:

1. Application for Discretionary Use Permit
2. Application for Site Plan Review
3. Planning Commission Final Order
 - Exhibit A: Site Map and Legal Description
 - Exhibit B: Staff Report and Recommendations for Discretionary Use Permit
 - Exhibit C: Staff Report and Recommendations for Site Plan Review
- 4: Written Comments Submitted into Record (Exhibits A-J)
- 5: Traffic Call Log and Accident Reports from Springfield Police Department (Exhibits A-F)

DISCUSSION: The subject property is vacant and has not been assigned a municipal street address (Assessor's Map 17-03-35-12, Tax Lots 6700 & 6800). The applicant is requesting the Discretionary Use Permit to facilitate construction of a 2,677 ft² modular classroom building with associated driveway, parking lot, outdoor play area, stormwater management facilities and site landscaping.

The property is currently zoned R-1 in accordance with the Low Density Residential plan designation as shown on the adopted *Metro Plan* diagram. Within the R-1 Residential district, educational facilities are listed as a Discretionary Use and are subject to Site Plan Review. The applicant has submitted an accompanying Site Plan Review application that has been elevated to a Type 3 review by the Director. The Site Plan Review application is being presented to the Planning Commission for concurrent review (File 811-23-000059-TYP2).

The Planning Commission opened the public hearing on the request for Discretionary Use Permit and Site Plan Review at the regular meeting on June 6, 2023. The public hearing was continued to the June 21, 2023 meeting to allow for submittal of additional testimony and staff response. An email was received from Michael McIlrath after the Planning Commission staff report was published but prior to the public hearing meeting (Attachment 4, Exhibit I) and Mr. McIlrath also submitted verbal and written testimony at the public hearing meeting (Attachment 4, Exhibit J).

The Planning Commission is requested to close the public hearing and record and to conduct deliberations on the request for Discretionary Use permit and Site Plan Review. The Planning Commission is requested to vote on approving, modifying or denying the Discretionary Use permit and Site Plan Review after completion of deliberations.

City of Springfield
 Development & Public Works
 225 Fifth Street
 Springfield, OR 97477



Discretionary Use

Required Project Information		<i>(Applicant: complete this section)</i>	
Applicant Name: EC Cares		Phone: 541-346-1000	
Company: University of Oregon		Fax:	
Address: 1585 E 13th Ave, Eugene, OR 97403			
Applicant's Rep.: Lorri Nelson		Phone: 541-485-1003	
Company: Rowell Brokaw Architects		Fax:	
Address: 1203 Willamette Suite 210, Eugene, OR 97401		lorri@rowellbrokaw.com	
Property Owner: Springfield School District 319		Phone: 541-726-3201	
Company:		Fax:	
Address: 640 A Street, Springfield OR, 97477		brett.yancey@springfield.k12.or.us	
ASSESSOR'S MAP NO: 17-03-35-12-06800	TAX LOT NO(S): 6700, 6800		
Property Address: Not Assigned - G Street, Springfield, OR			
Size of Property: 18,240		Acres <input type="checkbox"/>	Square Feet <input checked="" type="checkbox"/>
Description of Proposal: If you are filling in this form by hand, please attach your proposal description to this application. Place two-classroom modular on site with playground & extend utilities to building.			
Existing Use: UNDEVELOPED			
Signatures: Please sign and print your name and date in the appropriate box on the next page.			
Required Project Information		<i>(City Intake Staff: complete this section)</i>	
Associated Applications:		Signs: yes	
Case No.: 811-23-000060-TYP3	Date: 3/28/23	Reviewed by:	
Application Fee: \$ 4978	Technical Fee: \$ 248.90	Postage Fee: \$ 489	
TOTAL FEES: \$ 5715.90		PROJECT NUMBER: 811-22-000261-PROJ	

Signatures

The undersigned acknowledges that the information in this application is correct and accurate.

Applicant:

Lorri Nelson

Date: 2023-03-21

Signature

Lorri Nelson

Print

If the applicant is not the owner, the owner hereby grants permission for the applicant to act in his/her behalf.

Owner:

Brett M. Yancy

Date: 2023-03-21

Signature

Brett Yancy

Print

SPR / DISCRETIONARY USE

EARLY CHILDHOOD CARES (ECC – Springfield)

NARRATIVE

2023-03-23



The existing site is a vacant lot in a residential neighborhood, adjacent to the Springfield High School. The site is owned by the school district. All utilities are nearby for connection.

The project includes site preparation, utility connection and placement of a modular building on the site. It also includes construction of new ramps / stairs, playground area, covered play structure (Alternate #1) and 3 parking spaces on site (one ADA and two standard).


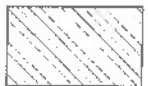
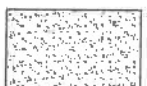




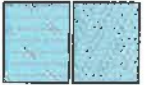


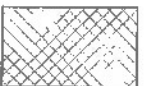

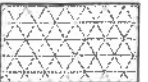


EC Cares will occupy the building. They are an organization within the University of Oregon College of Education that provides early intervention and early childhood special education to infants, toddlers and preschool age children in Lane County. Each classroom will have one full time staff members and 1-3 part time staff on site during the day with no regularly planned activities at night.

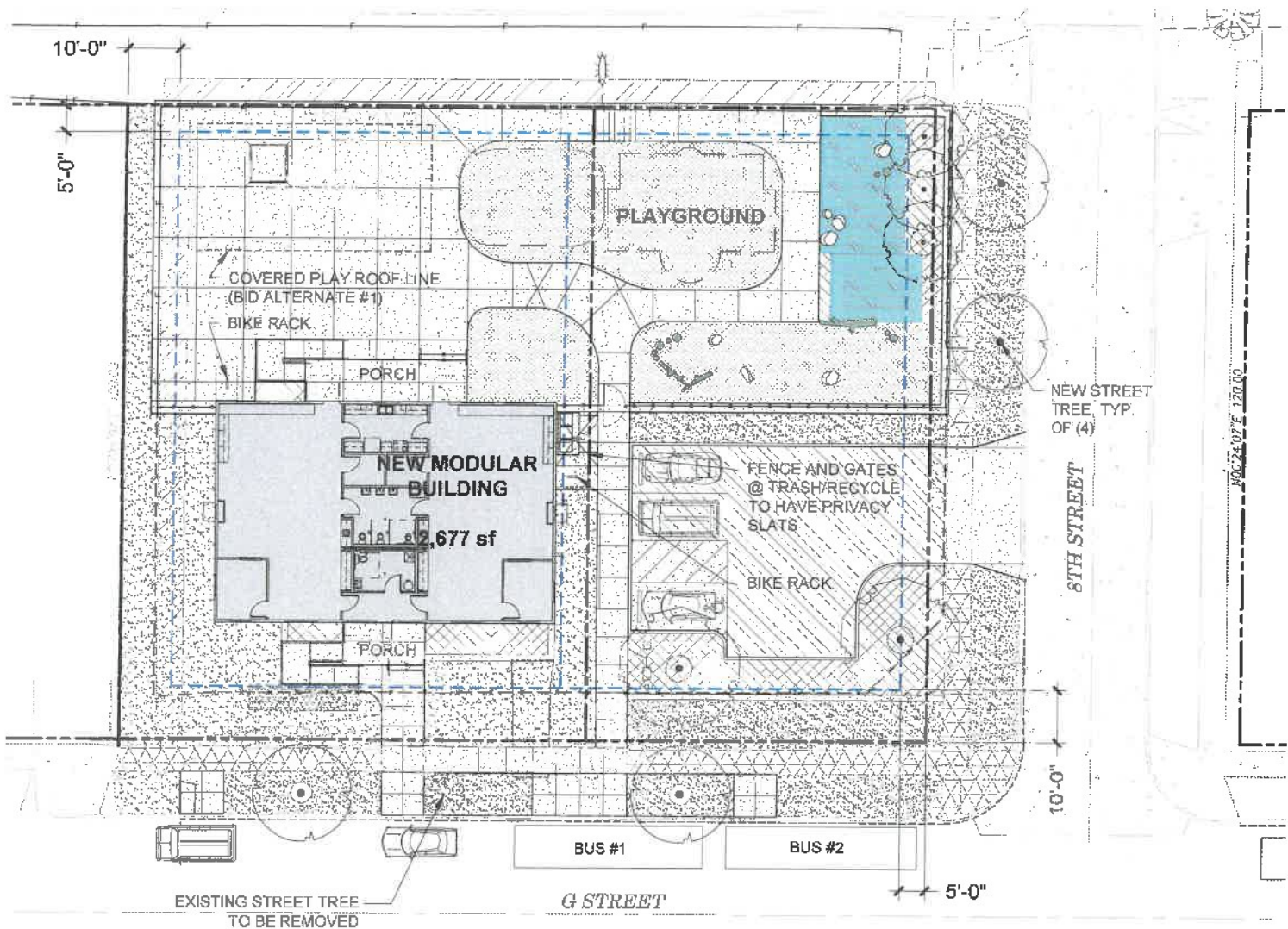
Children will be dropped off at the street curb via private vehicle or district bus. The drop-off area will be marked with signage and painted curb.

The modular building will consist of two classrooms, two offices, storage, prep kitchen for warming snacks and restrooms. The modular will not include a sprinkler system. It will have a stand alone fire alarm system.

There are no plans for expansion at this time.

LEGEND

	PROPERTY LINE		ASPHALT		LAWN - IRRIGATED
	SETBACK LINE		WOOD PLAYGROUND CHIPS		EXISTING FENCE TO REMAIN
	UTILITY EASEMENT		STORMWATER AREA IRRIGATED		EXISTING FENCE TO BE REMOVED
	CONCRETE PAVING		PLANT BED - IRRIGATED		NEW 5' TALL FENCE
	EXISTING SIDEWALK TO REMAIN				GATES
					CONCRETE MOW BAND



1" = 30'-0"



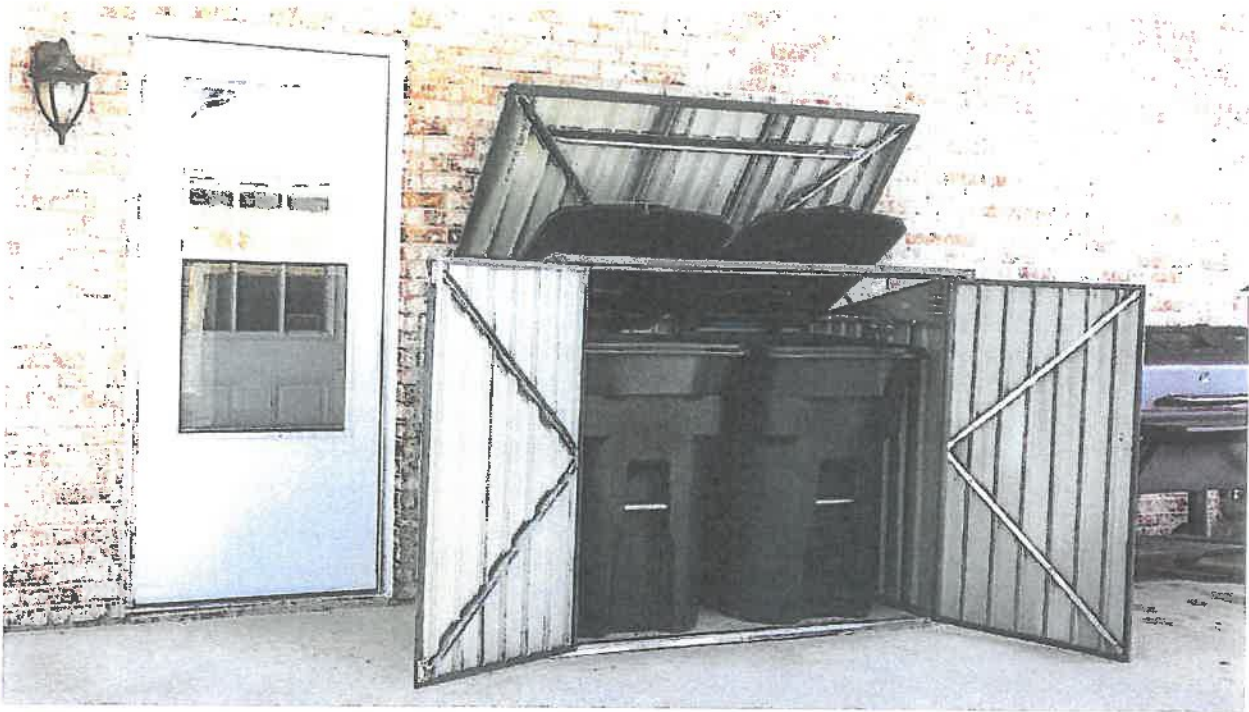
EC Cares - Springfield
2023-03-23



TRASH CAN ENCLOSURE

EARLY CHILDHOOD CARES (ECC – Springfield)

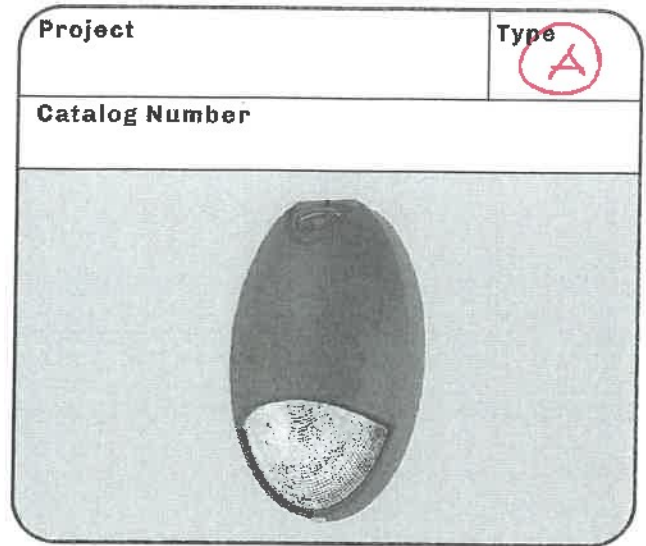
2023-03-23



Trash can enclosure will be similar to this – prefabricated metal.

LED Decorative Emergency w/PC

- Die-cast aluminum housing in dark bronze powder-coated finish
- Polycarbonate lens and mirrored reflector
- Integrated photocell standard
- Self-diagnosing, self-testing unit
- 90 minute emergency operation
- Push-to-test switch and charge indicator
- Rechargeable Ni-Cad battery
- 5-year limited warranty



SPECIFICATIONS

Input Line Frequency _____ 60Hz
 Lamp Life (Rated) _____ 50,000Hrs
 Minimum Starting Temp _____ -20°C
 Maximum Operating temp _____ 40°C
 CRI _____ ≥ 80

DIMENSIONS

LWP12BZACEMS850 _____ 6.3" x 10.4" x 3.86



WATTS	MODEL NO.	LUMENS	CCT	VOLTAGE	REPLACES
12	LWP12BZACEMS850	1,000	5000	120-277	50W MH
NOTES:					

Manufactured by



LitecoInc.com

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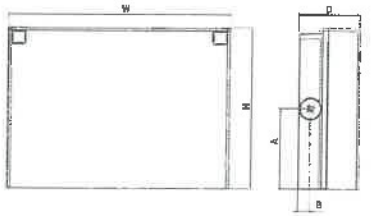
WPX LED Wall Packs



Catalog Number	(B)
Notes	
Type	

File this table by message number design to see all technical sheets.

Specifications



Front View

Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location		Weight
				A	B	
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.0" (10.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.5 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish	
WPX1 LED P1	1,550 Lumens, 11W ¹	30K 3000K 40K 4000K 50K 5000K	MVOLT 120V - 277V 347 347V ¹	(blank) None E4WH Emergency battery backup, CEC compliant (4W, 0°C min) ² E14WC Emergency battery backup, CEC compliant (14W, -20°C min) ² PE Photocell ³	DDBXD Dark bronze DWHXD White DBLXD Black Note: For other options, consult factory.
WPX1 LED P2	2,900 Lumens, 24W				
WPX2 LED	6,000 Lumens, 47W				
WPX3 LED	9,200 Lumens, 69W				

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES

- All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6kV option to get WPX1 LED P1 with 6kV surge protection. Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
- Battery pack options only available on WPX1 and WPX2.
- Battery pack options not available with 347V and PE options.

FEATURES & SPECIFICATIONS

INTENDED USE

The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION

WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection). All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION

WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards.

LISTINGS

CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.designlights.com/Custom-Resources/Terms_and_Conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



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WPX LED
Rev. 03/08/22

Performance Data

Electrical Load

Luminaire	Input Power (W)	120V	208V	240V	277V	347V
WPX1 LED P1	11W	0.09	0.05	0.05	0.04	0.03
WPX1 LED P2	24W	0.20	0.12	0.10	0.09	0.07
WPX2	47W	0.39	0.23	0.20	0.17	0.14
WPX3	69W	0.58	0.33	0.29	0.25	0.20

Projected LED Lumen Maintenance

Data references the extrapolated performance projections in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.94	>0.92	>0.90

Lumen Output

Luminaire	Color Temperature	Lumen Output
WPX1 LED P1	3000K	1,537
	4000K	1,568
	5000K	1,602
WPX1 LED P2	3000K	2,748
	4000K	2,912
	5000K	2,954
WPX2	3000K	5,719
	4000K	5,896
	5000K	6,201
WPX3	3000K	8,984
	4000K	9,269
	5000K	9,393

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

HID Replacement Guide

Luminaire	Equivalent HID Lamp	WPX Input Power
WPX1 LED P1	100W	11W
WPX1 LED P2	150W	24W
WPX2	250W	47W
WPX3	400W	69W

Emergency Egress Battery Packs

The emergency battery backup is integral to the luminaire — no external housing or back box is required. The emergency battery will power the luminaire for a minimum duration of 90 minutes and deliver minimum initial output of 550 lumens. Both battery pack options are CEC compliant.

Battery Type	Minimum Temperature Rating	Power (Watts)	Controls Option	Ordering Example
Standard	0°C	4W	E4WH	WPX2 LED 40K MVOLT E4WH DDBXD
Cold Weather	-20°C	14W	E14WC	WPX2 LED 40K MVOLT E14WC DDBXD

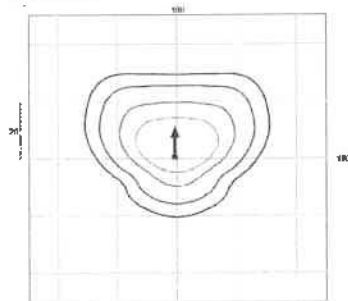
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WPX LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards

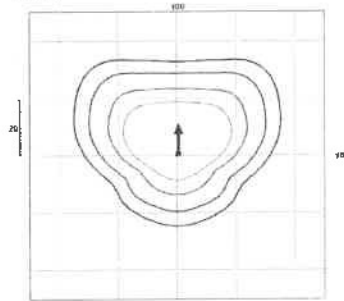
LEGEND

■	0.1 fc
■	0.2 fc
■	0.5 fc
■	1.0 fc

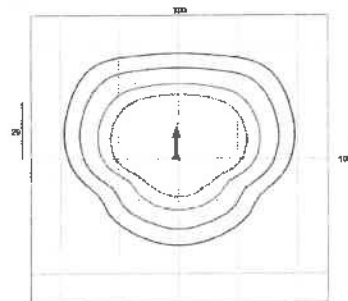
WPX1 LED P1



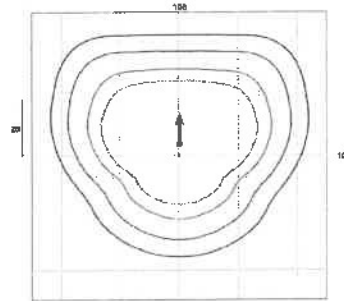
WPX1 LED P2



WPX2 LED



WPX3 LED



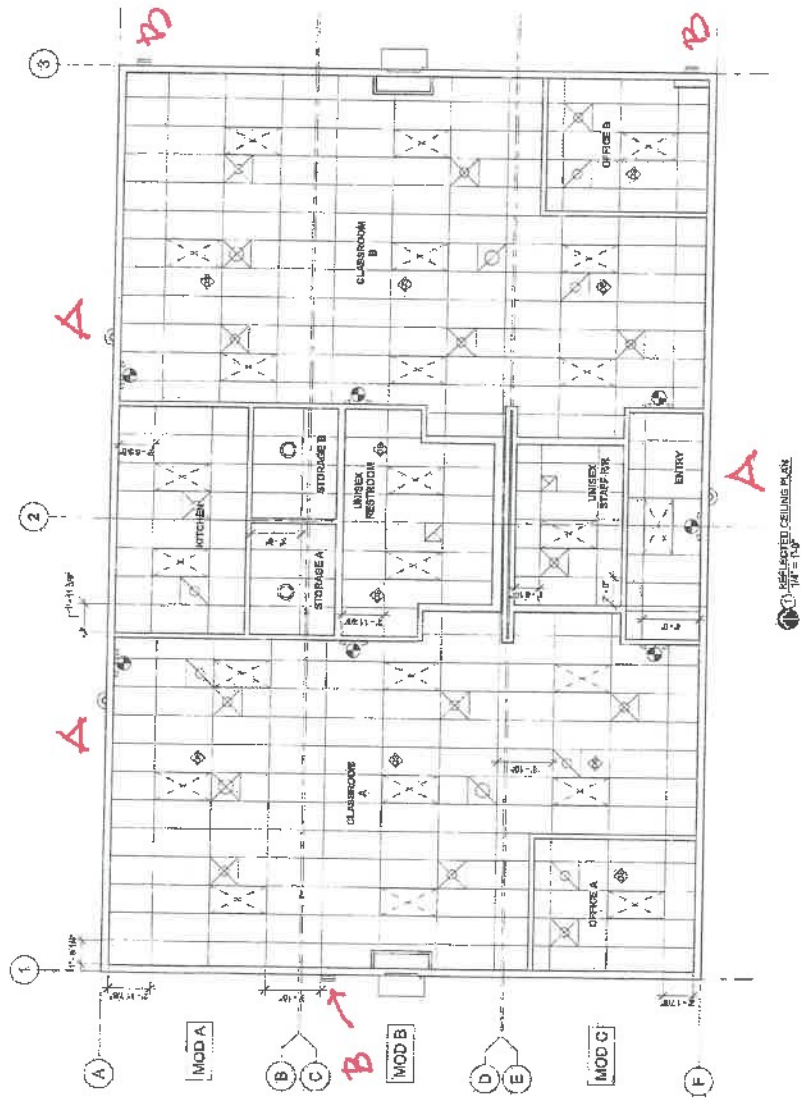
Mounting Height = 12 Feet.



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WPX LED
Rev. 03/08/22



REFLECTED CEILING PLAN NOTES
 1. MEMBERS TO FLOOR WALLS AND
 2. CEILING TO FLOOR HEIGHT (8'-0")

REFLECTED CEILING SYMBOLS LEGEND

SYMBOL	DESCRIPTION
[Symbol]	LAZY MAN FLOOR
[Symbol]	BLANKET LIGHT FIXTURE
[Symbol]	RECESSED TRACK LIGHTS (NON-DIMMABLE TRACKING)
[Symbol]	LEVEL STAFF LIGHTS
[Symbol]	LAZY MAN LIGHT FIXTURE
[Symbol]	EXHAUST FAN
[Symbol]	CENTRAL TO UNDERGRADUATE
[Symbol]	COMPACT SENSOR



DATE	BY	PROJECT
		REFLECTED CEILING PLAN
		47' x 81' MODULAR PRESCHOOL
		TIPS-JO/SEC SPRINGFIELD
		ADDRESS: 810 S. SPRINGFIELD, SPRINGFIELD, MO 65703
		DATE: 10/20/2023
		SHEET: A 1.1

City of Springfield
 Development & Public Works Department
 225 Fifth Street
 Springfield, OR 97477



SITE PLAN REVIEW COMPLETENESS REVIEW CHECKLIST

Project Name: EC Cares Site Plan Review

Project Proposal: Construction of a 2,688 ft² modular classroom building with parking lot, playground, stormwater facilities, trash enclosure, and landscaping on a vacant residential site.

Case Number: 811-23-000033-PRE

Project Address: NW corner of the intersection of 8th and G Streets

Assessors Map and Tax Lot Number(s): Map 17-03-35-12, Tax Lots 6700 & 6800

Zoning: Low Density Residential (R-1)

Overlay District(s): Drinking Water Protection (DWP)

Applicable Refinement Plan:

Refinement Plan Designation:

Metro Plan Designation:
 Low Density Residential (R-1)

Completeness Check Meeting Date: March 3, 2023

Application Submittal Deadline: August 30, 2023

Associated Applications: 811-22-000252-PRE (Development Issues Meeting)

POSITION	REVIEW OF	NAME
Project Planner	Land Use Planning	Andy Limbird 726-3784
Transportation Planning Engineer	Transportation	Michael Liebler 736-1034
Public Works Civil Engineer	Utilities, Sanitary & Storm Sewer	Clayton McEachern 736-1036
Deputy Fire Marshal	Fire and Life Safety	Gilbert Gordon 726-2293
Building Official	Building	Chris Carpenter 744-4153

APPLICANT'S DEVELOPMENT REVIEW TEAM	
Applicant EC Cares University of Oregon 1585 E. 13 th Avenue Eugene OR 97403	Applicant's Representative Lorri Nelson Rowell Brokaw Architects 1203 Willamette St., Suite 210 Eugene OR 97401

TENTATIVE SITE PLAN REVIEW APPLICATION COMPLETENESS REVIEW CHECKLIST

PLANNING

o **Application fee** - discuss the applicable fees

o **Copy of the Site Plan reduced to 8½"x 11"**

Complete	Incomplete	See Planning	
		Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1	8 ½" x 11" Copy of Site Plan

o **Copy of the deed and a preliminary title report** issued within the past 30 days documenting ownership and listing all encumbrances. If the applicant is not the property owner, written permission from the property owner is required.

Complete	Incomplete	See Planning	
		Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Deed and Preliminary Title Report

o **Brief narrative** explaining the purpose of the development, the existing use of the property, and any additional information that may have a bearing in determining the action to be taken. The narrative should also include the proposed number of employees and future expansion plans, if known.

Complete	Incomplete	See Planning	
		Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2	Brief Narrative

o **Site Plan**

Complete	Incomplete	See Planning	
		Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon Licensed Architect, Landscape Architect, or Engineer
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed buildings: location, dimensions, size (gross floor area applicable to the parking requirement for the proposed use(s)), setbacks from property lines, and distance between buildings
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3	Location and height of existing or proposed fences, walls, outdoor equipment, storage, trash receptacles, and signs
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location, dimensions, and number of typical, compact, and disabled parking spaces; including aisles, wheel bumpers, directional signs, and striping
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Dimensions of the development area, as well as area and percentage of the site proposed for buildings, structures, parking and

<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	vehicular areas, sidewalks, patios, and other impervious surfaces
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Observance of solar access requirements as specified in the applicable zoning district
<input checked="" type="checkbox"/>	<input type="checkbox"/>		On-site loading areas and vehicular and pedestrian circulation
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location, type, and number of bicycle parking spaces
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Area and dimensions of all property to be conveyed, dedicated, or reserved for common open spaces, recreational areas, and other similar public and semi-public uses
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4	Location of existing and proposed transit facilities

- o **Phased Development Plan** Where applicable, the Site Plan application must include a phasing plan indicating any proposed phases for development, including the boundaries and sequencing of each phase. Phasing must progress in a sequence promoting street connectivity between the various phases of the development and accommodating other required public improvements, including but not limited to, sanitary sewer, stormwater management, water, and electricity. The applicant must indicate which phases apply to the Site Plan application being submitted.

Complete	Incomplete	See Planning Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	Phased Development Plan

- o **Landscape Plan**

Complete	Incomplete	See Planning Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Drawn by a Landscape Architect
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Location and dimensions of landscaping and open space areas to include calculation of landscape coverage
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Screening in accordance with SDC 4.4-110
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Written description, including specifications, of the permanent irrigation system
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	Location and type of street trees
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	List in chart form the proposed types of landscape materials (trees, shrubs, ground cover). Include in the chart genus, species, common name, quantity, size, spacing and method of planting

o **Architectural Plan**

Complete	Incomplete	See Planning Note(s)
----------	------------	----------------------

Exterior elevations of all buildings and structures proposed for the development site, including height

Conceptual floor plans

o **On-Site Lighting Plan**

Complete	Incomplete	See Planning Note(s)
----------	------------	----------------------

Location, orientation, and maximum height of exterior light fixtures, both free standing and attached

Type and extent of shielding, including cut-off angles and type of illumination, wattage, and luminous area

7

Photometric test report for each light source

Planning Notes:

1. Please provide a reduced size copy of the site plan with the application submittal.
2. No project narrative was included with the submittal, aside from comments on the cover plan sheet.
3. Provide building elevation details for the proposed trash enclosure. Enclosure must be covered and hydraulically isolated. A floor drain plumbed to the sanitary sewer system will be required for the trash enclosure area.
4. Add a note that the nearest transit facility is approximately 250 feet west of the site at the NW corner of 7th and G Streets.
5. A detailed site landscaping plan is required with the site plan submittal.
6. Provide the type(s) of street trees to be planted along the site frontages.
7. Provide a photometric report for the proposed wallpack lights.

Additional comments not related to the completeness of the application:

- Subject site location is misidentified on the cover zoning map.
- Subject site is not 812 G Street, which is across the street to the east. An address assignment will be provided at a later time and it will be off 8th Street based on the proposed driveway location.
- As discussed previously, site plan approval subject to a Discretionary Use permit for educational facilities in the R-1 residential district.

TENTATIVE SITE PLAN REVIEW APPLICATION PRE-SUBMITTAL CHECKLIST

Engineer: Clayton McEachern Case#: 811-23-000033-PRE

PUBLIC WORKS ENGINEERING

o **Site Assessment of Existing Conditions**

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Landscape Architect or Engineer
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Vicinity Map
<input type="checkbox"/>	<input checked="" type="checkbox"/>		The name, location, and dimensions of all existing site features including buildings, curb cuts, trees and impervious surface areas, clearly indicating what is remaining and what is being removed. For existing structures to remain, also indicate present use, size, setbacks from property lines, and distance between buildings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	n/a	The name, location, dimensions, direction of flow and top of bank of all watercourses and required riparian setback that are shown on the Water Quality Limited Watercourse Map on file in the Development Services Department
<input checked="" type="checkbox"/>	<input type="checkbox"/>	n/a	The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Rate Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision
<input type="checkbox"/>	<input checked="" type="checkbox"/>		The Time of Travel Zones, as specified in SDC 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development Services Department
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Physical features including, but not limited to trees 5" in diameter or greater when measured 4 ½ feet above the ground, significant clusters of trees and shrubs, riparian areas, wetlands, and rock outcroppings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Soil types and water table information as mapped and specified in the Soils Survey of Lane County. A Geotechnical Report prepared by an Engineer must be submitted concurrently if the Soils Survey indicates the proposed development area has unstable soils and/or a high water table

- o **Improvement and Public Utilities Plan** must be in compliance with the regulations of SDC Sections 5.17-100, 4.1-100, 4.2-100, and 4.3-100 and must include the following information:

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Civil Engineer
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location and width of all existing and proposed easements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	Location of existing and required power poles, transformers, neighborhood mailbox units, and similar public facilities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	Location and size of existing and proposed utilities on and adjacent to the site, including sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points

- o **Grading and Paving Plan**

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Civil Engineer
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Planting plan prepared by an Oregon licensed Landscape Architect where plants are proposed as part of the stormwater management system
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Roof drainage patterns and discharge locations
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Pervious and impervious area drainage patterns
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained
<input type="checkbox"/>	<input type="checkbox"/>		Existing and proposed spot elevations and contours lines drawn at 1 foot intervals (for land with a slope over 10 percent, the contour lines may be at 5 foot intervals)
<input type="checkbox"/>	<input type="checkbox"/>		Amount of proposed cut and fill

- o **Stormwater Management System Study** - provide four (4) copies of the study with the completed **Stormwater Scoping Sheet** attached. The plan, calculations, and documentation must be consistent with the Engineering Design Standards and Procedures Manual.

Complete	Incomplete	See PW Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3	Scoping Sheet and attached Stormwater Management System Study

PW Notes:

1. There is an existing driveway dip near the existing pole not shown. In the proposed plans there are several new dips to be installed along the sidewalk on G Street for loading/unloading buses. This will need to be explicitly approved by transportation. Typically ROW cannot be used for loading/unloading for adjacent private development.
2. Project is in the 20 year Time of Travel Zone (TOTZ).
3. A stormwater study is submitted with this application.
4. What is the status of the existing overhead wire crossing the site? It is shown remaining on the utility plan, this is not allowed per the development code. It appears the only service on this line is to the adjacent private property?
5. Planting/landscaping plan is required for rain garden and for the new street trees required along G Street.
6. It appears the trash enclosure does not have sanitary drain installed, this must be covered and drain to sanitary.

Additional comments not related to the completeness of the application:

- Per the general notes no pre-con meeting is required for this project as no PIP is required.

TENTATIVE SITE PLAN REVIEW APPLICATION COMPLETENESS CHECKLIST

Transportation Engineer/Planner: Michael Liebler P.E. **Case#:** 23-000033

Applicant: EC Cares

TRANSPORTATION

- o **Right-of-Way Approach Permit application** must be provided where the property has frontage on a Lane County or an Oregon Department of Transportation (ODOT) facility.

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
		NA	Copy of ROW Approach Permit Application

- o **Traffic Impact Study** - four (4) copies of a study prepared by a Traffic Engineer in accordance with SDC 4.2-105 A.4. Traffic Impact Studies (TIS) allow the City to analyze and evaluate the traffic impacts and mitigation of a development on the City's transportation system. In general, a TIS must explain how the traffic from a given development affects the transportation system in terms of safety, traffic operations, access and mobility, and immediate and adjoining street systems. A TIS must also address, if needed, City, Metro Plan and state land use and transportation policies and objectives.

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
		NA	Traffic Impact Study

- o **Site Plan**

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
			Access to streets, alleys, and properties to be served, including the location and dimensions of existing and proposed curb cuts and curb cuts proposed to be closed

- o **Improvement and Public Utilities Plan**

Complete	Incomplete	See Transportation	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note(s)	
			Location and type of existing and proposed street lighting
<input type="checkbox"/>	<input checked="" type="checkbox"/>		Location, width, and construction material of all existing and proposed sidewalks, sidewalk ramps, pedestrian access ways, and trails

Location, widths (of paving and right-of-way) and names of all existing and proposed streets, alleys, dedications, access easements or other right-of-ways within or adjacent to the proposed development, including ownership and maintenance status, if applicable

(1)

Location of existing and required traffic control devices

Transportation Notes:

7. Applicant must provide school bus zone signage in coordination with the Springfield School District transportation division requirements.

Additional comments not related to the completeness of the application:

•

TENTATIVE SITE PLAN REVIEW APPLICATION PRE-SUBMITTAL CHECKLIST

Deputy Fire Marshal: Gilbert Gordon

Case #: 23-00033-PRE

FIRE

o Site Plan

Complete	Incomplete	See Fire Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		On-site vehicular circulation

o Improvement and Public Utilities Plan

Complete	Incomplete	See Fire Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location of existing and required fire hydrants and similar public facilities

Fire Notes:

8.

Additional comments not related to the completeness of the application:

Access and water supply pre-existing; within code requirements

ANY REQUIRED ADDITIONAL MATERIALS, APPLICATIONS OR PERMITS

IT IS THE APPLICANT'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL STANDARDS OR APPLICATIONS APPLY TO THE PROPOSED DEVELOPMENT. THE APPLICANT SHOULD CONSIDER UTILIZING EITHER THE DEVELOPMENT ISSUES MEETING OR THE PRE-APPLICATION REPORT FOR MORE DETAILED INFORMATION:

Applicable	Not Applicable	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Where a multi-family development is proposed, any additional materials to demonstrate compliance with SDC 3.2-240
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Riparian Area Protection Report for properties located within 150 feet of the top of bank of any Water Quality Limited Watercourses (WQLW) or within 100 feet of the top of bank of any direct tributaries of WQLW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A Geotechnical Report prepared by an engineer must be submitted concurrently if there are unstable soils and/or a high water table present
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where the development area is within an overlay district, address the additional standards of the overlay district
<input type="checkbox"/>	<input checked="" type="checkbox"/>	If five or more trees are proposed to be removed, a Tree Felling Permit as specified in SDC 5.19-100
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A wetland delineation approved by the Oregon Division of State Lands must be submitted concurrently where there is a wetland on the property
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Any required federal or state permit must be submitted concurrently or evidence the permit application has been submitted for review
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where any grading, filling or excavating is proposed with the development, a Land and Drainage Alteration permit must be submitted prior to development
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where applicable, any Discretionary Use or Variance as specified in SDC 5.9-100 and 5.21-100
<input type="checkbox"/>	<input checked="" type="checkbox"/>	An Annexation application, as specified in SDC 5.7-100, where a development is proposed outside of the city limits but within the City's urban service area and can be serviced by sanitary sewer

THIS APPLICATION IS:

- COMPLETE FOR PROCESSING
- INCOMPLETE AND NEEDS MISSING INFORMATION NOTED ABOVE

Andy Limbird

March 3, 2023

City Planner

Date

This is not a decision on your application. Springfield Development Code Section 5.4-105 and Oregon Revised Statutes 227.178 require the City take final action on a limited land use decision within 120 days after the application is deemed complete. The 120-day processing period for this application begins when all the missing information is submitted or when you request that the City proceed without the information. You must indicate by either signing this form **or** by submitting a written response to the City within seven days of the date of this form asserting your intentions regarding the provision of the missing information. If you indicate herein or in your written response that the missing information will be submitted, then you have 180 days from the date the application was submitted for Pre-Submittal Review to provide the City with the missing information. If you refuse to submit the missing information, then upon receipt of the full application packet and processing fee, the City will deem the application complete for purposes of starting the 120-day clock and begin processing the application. No new information may be submitted after the start of the 120-day period unless accompanied by a request for an extension of the 120-day processing time. Upon receipt of a request for extension, the City may extend the 120-day period for a reasonable period of time. The City may also require additional fees if the new information is submitted after the Notification to Surrounding Property Owners is sent out and a second notification is required or if the new information substantially affects the application proposal and additional review is required.

I, the owner/applicant, intend to submit all missing items indicated herein to the City within the 180-day timeline.

Owner/Applicant's Signature

Date

City of Springfield
 Development & Public Works
 225 Fifth Street
 Springfield, OR 97477



Site Plan Review

Application Type		<i>(Applicant: check one)</i>	
Site Plan Review Pre-Submittal:	<input type="checkbox"/>	Major Site Plan Modification Pre-Submittal:	<input type="checkbox"/>
Site Plan Review Submittal:	<input type="checkbox"/>	Major Site Plan Modification Submittal:	<input type="checkbox"/>
Required Project Information		<i>(Applicant: complete this section)</i>	
Applicant Name: EC Cares		Phone: 541-346-1000	
Company: University of Oregon		Email:	
Address: 1585 E 13th Ave, Eugene, OR 97403			
Applicant's Rep.: Lorri Nelson		Phone: 541-485-1003	
Company: Rowell Brokaw Architects		Email: lorri@rowellbrokaw.com	
Address: 1203 Willamette Suite 210, Eugene, OR 97401			
Property Owner: Springfield School District 319		Phone: 541-726-3201	
Company:		Email: brett.yancey@springfield.k12.or.us	
Address: 640 A Street, Springfield OR, 97477			
ASSESSOR'S MAP NO: 17-03-35-12-06800		TAX LOT NO(S): 6700, 6800	
Property Address: Not Assigned - G Street, Springfield, OR			
Size of Property: 18,240		Acres <input type="checkbox"/>	Square Feet <input checked="" type="checkbox"/>
		Proposed No. of Dwelling Units per acre: NA	
Proposed Name of Project: EC CARES-G STREET			
Description of Proposal: If you are filling in this form by hand, please attach your proposal description to this application. Place two-classroom modular on site with playground & extend utilities to building.			
Existing Use: UNDEVELOPED			
New Impervious Surface Coverage (Including Bldg. Gross Floor Area): 11,158 sf sf			
Signatures: Please sign and print your name and date in the appropriate box on the next page.			
Required Project Information		<i>(City Intake Staff: complete this section)</i>	
Associated Applications:		Signs: <i>yes</i>	
Pre-Sub Case No.:	Date:	Reviewed by:	
Case No.: <i>811-23-000059-TYP2</i>	Date: <i>3/28/23</i>	Reviewed by: <i>SM</i>	
Application Fee: \$ <i>5564.27</i>	Technical Fee: \$ <i>278.21</i>	Postage Fee: \$ <i>203</i>	
TOTAL FEES: \$ <i>6045.48</i>		PROJECT NUMBER: <i>811-22-000261-Prop</i>	

Signatures

The undersigned acknowledges that the information in this application is correct and accurate.

Applicant:



Date: 2023-03-21

Signature

Lorri Nelson

Print

If the applicant is not the owner, the owner hereby grants permission for the applicant to act in his/her behalf.

Owner:



Date: 2023-03-21

Signature

Brett Yancy

Print

SPR / DISCRETIONARY USE

EARLY CHILDHOOD CARES (ECC – Springfield)

NARRATIVE

2023-03-23



The existing site is a vacant lot in a residential neighborhood, adjacent to the Springfield High School. The site is owned by the school district. All utilities are nearby for connection.

The project includes site preparation, utility connection and placement of a modular building on the site. It also includes construction of new ramps / stairs, playground area, covered play structure (Alternate #1) and 3 parking spaces on site (one ADA and two standard).


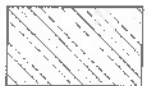
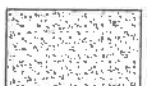



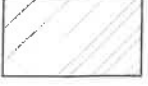
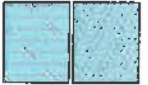


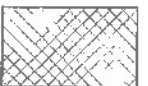

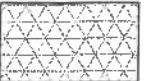


EC Cares will occupy the building. They are an organization within the University of Oregon College of Education that provides early intervention and early childhood special education to infants, toddlers and preschool age children in Lane County. Each classroom will have one full time staff members and 1-3 part time staff on site during the day with no regularly planned activities at night.

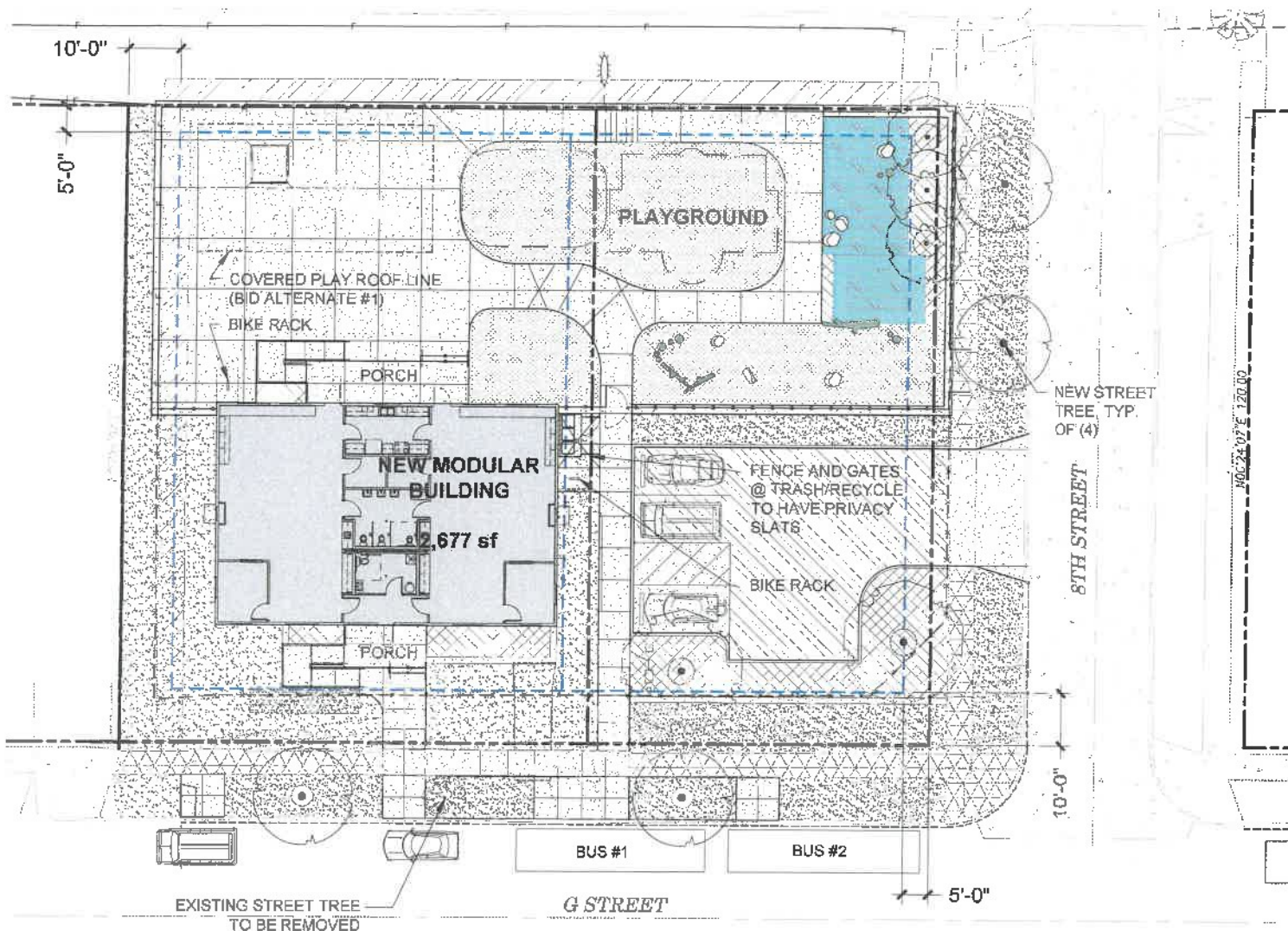
Children will be dropped off at the street curb via private vehicle or district bus. The drop-off area will be marked with signage and painted curb.

The modular building will consist of two classrooms, two offices, storage, prep kitchen for warming snacks and restrooms. The modular will not include a sprinkler system. It will have a stand alone fire alarm system.

There are no plans for expansion at this time.

LEGEND

	PROPERTY LINE		ASPHALT		LAWN - IRRIGATED
	SETBACK LINE		WOOD PLAYGROUND CHIPS		EXISTING FENCE TO REMAIN
	UTILITY EASEMENT		STORMWATER AREA IRRIGATED		EXISTING FENCE TO BE REMOVED
	CONCRETE PAVING		PLANT BED - IRRIGATED		NEW 5' TALL FENCE
	EXISTING SIDEWALK TO REMAIN				GATES
					CONCRETE MOW BAND



1" = 30'-0"



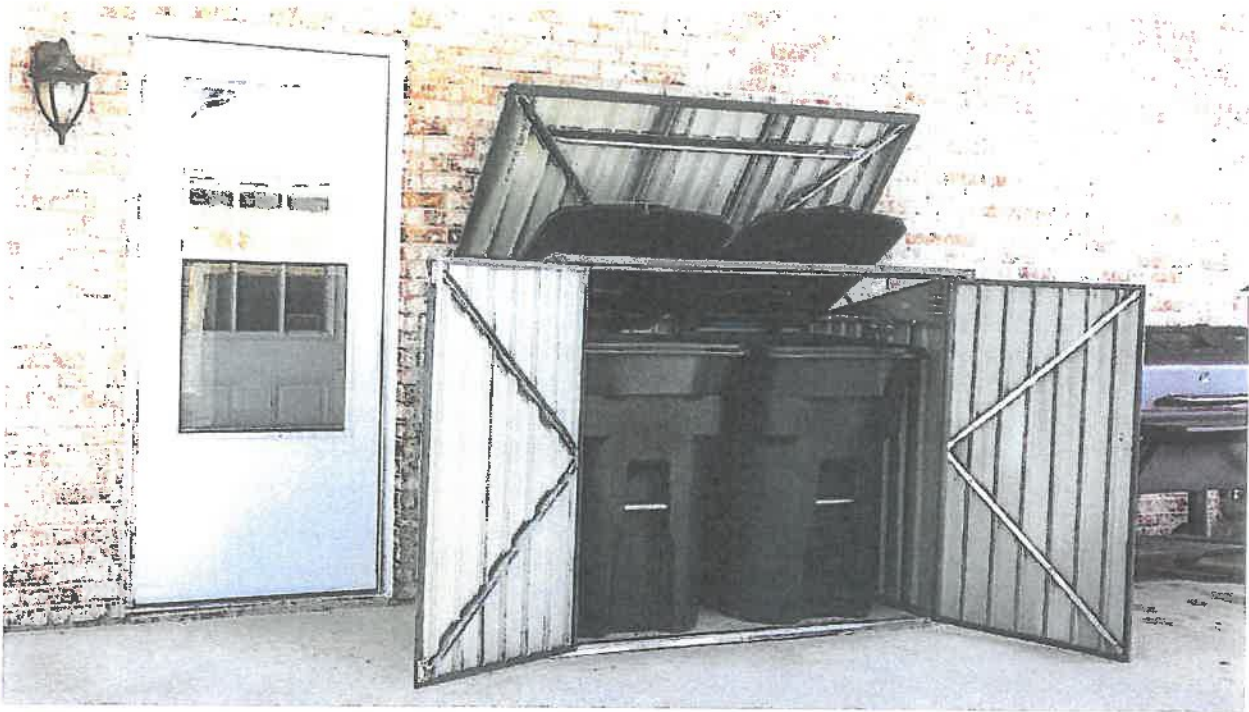
EC Cares - Springfield
2023-03-23



TRASH CAN ENCLOSURE

EARLY CHILDHOOD CARES (ECC – Springfield)

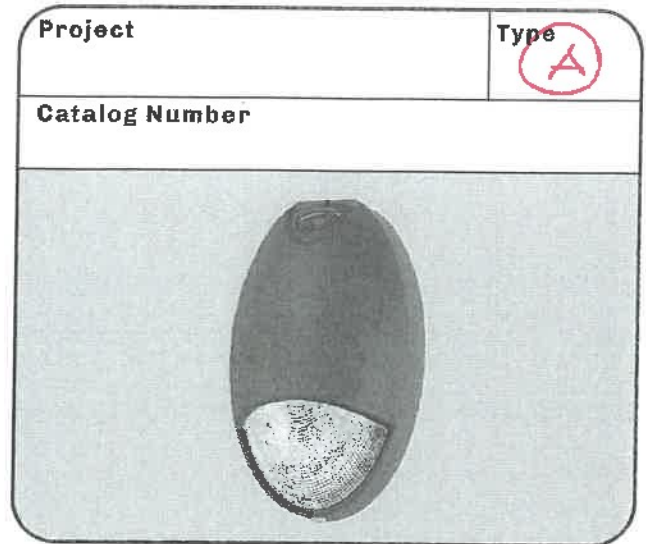
2023-03-23



Trash can enclosure will be similar to this – prefabricated metal.

LED Decorative Emergency w/PC

- Die-cast aluminum housing in dark bronze powder-coated finish
- Polycarbonate lens and mirrored reflector
- Integrated photocell standard
- Self-diagnosing, self-testing unit
- 90 minute emergency operation
- Push-to-test switch and charge indicator
- Rechargeable Ni-Cad battery
- 5-year limited warranty



SPECIFICATIONS

Input Line Frequency _____ 60Hz
 Lamp Life (Rated) _____ 50,000Hrs
 Minimum Starting Temp _____ -20°C
 Maximum Operating temp _____ 40°C
 CRI _____ ≥ 80

DIMENSIONS

LWP12BZACEMS850 _____ 6.3" x 10.4" x 3.86



WATTS	MODEL NO.	LUMENS	CCT	VOLTAGE	REPLACES
12	LWP12BZACEMS850	1,000	5000	120-277	50W MH
NOTES:					

Manufactured by



LitecoInc.com

147



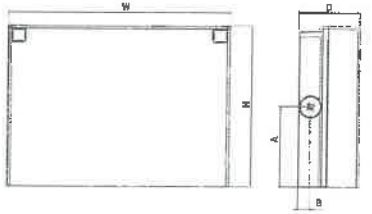
WPX LED Wall Packs



Catalog Number	(B)
Notes	
Type	

File this table by message number design to see all technical sheets.

Specifications



Front View

Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location		Weight
				A	B	
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.0" (10.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.5 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish	
WPX1 LED P1	1,550 Lumens, 11W ¹	30K 3000K 40K 4000K 50K 5000K	MVOLT 120V - 277V 347 347V ¹	(blank) None E4WH Emergency battery backup, CEC compliant (4W, 0°C min) ² E14WC Emergency battery backup, CEC compliant (14W, -20°C min) ² PE Photocell ³	DDBXD Dark bronze DWHXD White DBLXD Black Note: For other options, consult factory.
WPX1 LED P2	2,900 Lumens, 24W				
WPX2 LED	6,000 Lumens, 47W				
WPX3 LED	9,200 Lumens, 69W				

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES

- All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6kV option to get WPX1 LED P1 with 6kV surge protection. Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
- Battery pack options only available on WPX1 and WPX2.
- Battery pack options not available with 347V and PE options.

FEATURES & SPECIFICATIONS

INTENDED USE

The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION

WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection). All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION

WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards.

LISTINGS

CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.designlights.com/Customers-Resources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



COMMERCIAL OUTDOOR

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WPX LED
Rev. 03/08/22

Performance Data

Electrical Load

Luminaire	Input Power (W)	120V	208V	240V	277V	347V
WPX1 LED P1	11W	0.09	0.05	0.05	0.04	0.03
WPX1 LED P2	24W	0.20	0.12	0.10	0.09	0.07
WPX2	47W	0.39	0.23	0.20	0.17	0.14
WPX3	69W	0.58	0.33	0.29	0.25	0.20

Projected LED Lumen Maintenance

Data references the extrapolated performance projections in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.94	>0.92	>0.90

Lumen Output

Luminaire	Color Temperature	Lumen Output
WPX1 LED P1	3000K	1,537
	4000K	1,568
	5000K	1,602
WPX1 LED P2	3000K	2,748
	4000K	2,912
	5000K	2,954
WPX2	3000K	5,719
	4000K	5,896
	5000K	6,201
WPX3	3000K	8,984
	4000K	9,269
	5000K	9,393

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

HID Replacement Guide

Luminaire	Equivalent HID Lamp	WPX Input Power
WPX1 LED P1	100W	11W
WPX1 LED P2	150W	24W
WPX2	250W	47W
WPX3	400W	69W

Emergency Egress Battery Packs

The emergency battery backup is integral to the luminaire — no external housing or back box is required. The emergency battery will power the luminaire for a minimum duration of 90 minutes and deliver minimum initial output of 550 lumens. Both battery pack options are CEC compliant.

Battery Type	Minimum Temperature Rating	Power (Watts)	Controls Option	Ordering Example
Standard	0°C	4W	E4WH	WPX2 LED 40K MVOLT E4WH DDBXD
Cold Weather	-20°C	14W	E14WC	WPX2 LED 40K MVOLT E14WC DDBXD

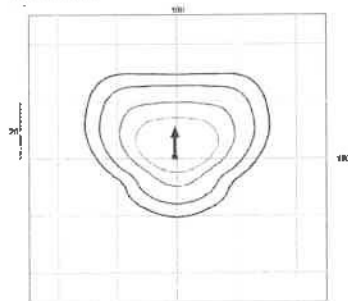
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WPX LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards

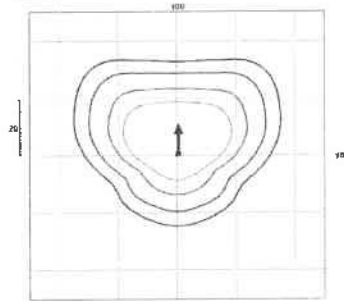
LEGEND

■	0.1 fc
■	0.2 fc
■	0.5 fc
■	1.0 fc

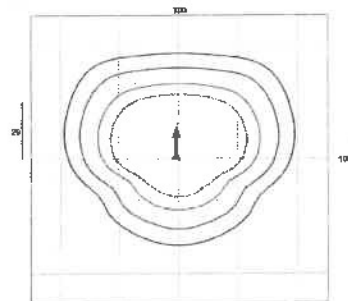
WPX1 LED P1



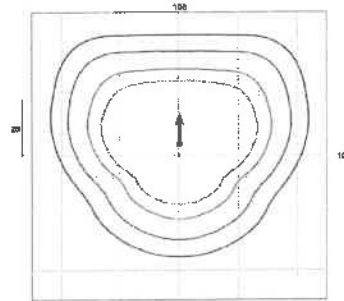
WPX1 LED P2



WPX2 LED



WPX3 LED



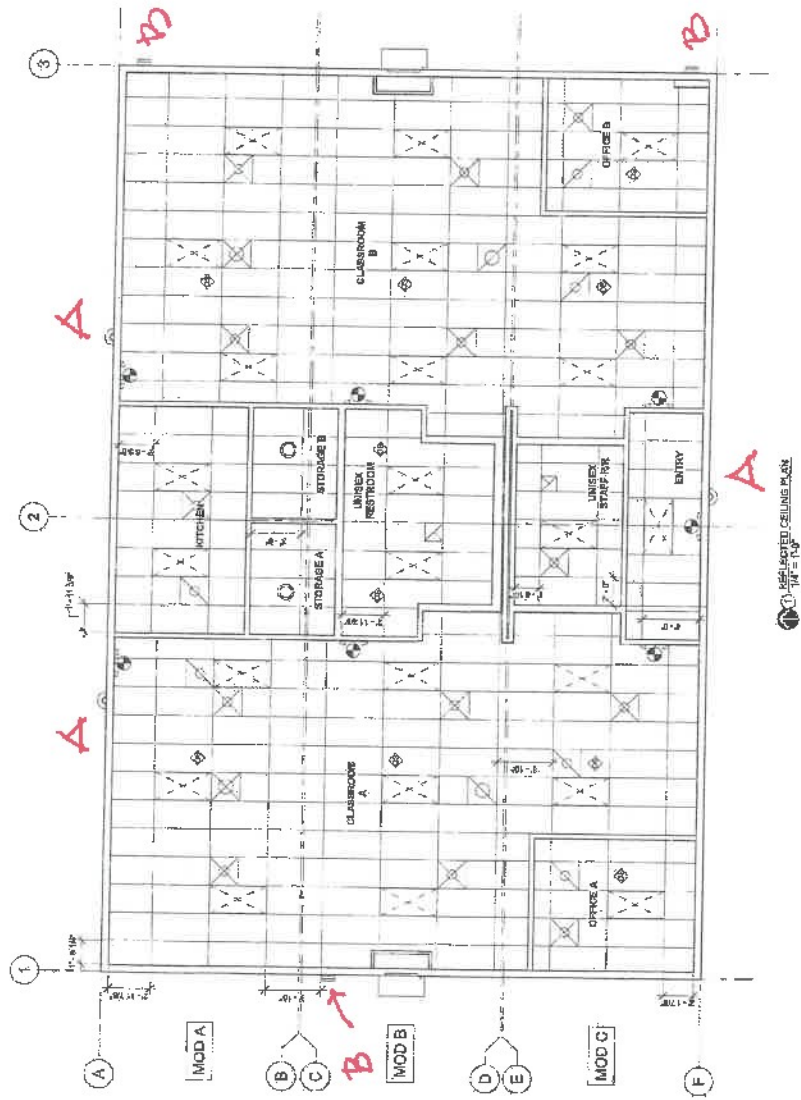
Mounting Height = 12 Feet.



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WPX LED
Rev. 03/08/22



See cut sheets
for fixtures

REFLECTED CEILING PLAN NOTES
 1. MEMBERS TO LOOK WALL AND
 CEILING TO MATCH FLOOR

REFLECTED CEILING SYMBOLS LEGEND

SYMBOL	DESCRIPTION
[Symbol]	LAZY MANUFLURE
[Symbol]	BLANKET HANGER EXTANT
[Symbol]	BRUSHED BRASS CONTROL MOUNTED DOWNLUMEN FIXTURE
[Symbol]	LEVEL STAFF PANEL USER
[Symbol]	LAZY RETURN GRILLE
[Symbol]	EXHAUST FAN
[Symbol]	CENTRAL TV DISSEMINATORS
[Symbol]	OCCUPANCY SENSOR



DATE	BY	PROJECT
		REFLECTED CEILING PLAN
		47' x 81' MODULAR PRESCHOOL
		TIPS-JO/SEC SPRINGFIELD
		ADDRESS: 810 S. SPRINGFIELD, BRENT
		DATE: 10/20/2023
		SHEET: A 1.1

City of Springfield
 Development & Public Works Department
 225 Fifth Street
 Springfield, OR 97477



SITE PLAN REVIEW COMPLETENESS REVIEW CHECKLIST

Project Name: EC Cares Site Plan Review

Project Proposal: Construction of a 2,688 ft² modular classroom building with parking lot, playground, stormwater facilities, trash enclosure, and landscaping on a vacant residential site.

Case Number: 811-23-000033-PRE

Project Address: NW corner of the intersection of 8th and G Streets

Assessors Map and Tax Lot Number(s): Map 17-03-35-12, Tax Lots 6700 & 6800

Zoning: Low Density Residential (R-1)

Overlay District(s): Drinking Water Protection (DWP)

Applicable Refinement Plan:

Refinement Plan Designation:

Metro Plan Designation:
 Low Density Residential (R-1)

Completeness Check Meeting Date: March 3, 2023

Application Submittal Deadline: August 30, 2023

Associated Applications: 811-22-000252-PRE (Development Issues Meeting)

POSITION	REVIEW OF	NAME
Project Planner	Land Use Planning	Andy Limbird 726-3784
Transportation Planning Engineer	Transportation	Michael Liebler 736-1034
Public Works Civil Engineer	Utilities, Sanitary & Storm Sewer	Clayton McEachern 736-1036
Deputy Fire Marshal	Fire and Life Safety	Gilbert Gordon 726-2293
Building Official	Building	Chris Carpenter 744-4153

APPLICANT'S DEVELOPMENT REVIEW TEAM	
Applicant EC Cares University of Oregon 1585 E. 13 th Avenue Eugene OR 97403	Applicant's Representative Lorri Nelson Rowell Brokaw Architects 1203 Willamette St., Suite 210 Eugene OR 97401

TENTATIVE SITE PLAN REVIEW APPLICATION COMPLETENESS REVIEW CHECKLIST

PLANNING

o **Application fee** - discuss the applicable fees

o **Copy of the Site Plan reduced to 8½"x 11"**

Complete	Incomplete	See Planning	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note(s)	
		1	8 ½" x 11" Copy of Site Plan

o **Copy of the deed and a preliminary title report** issued within the past 30 days documenting ownership and listing all encumbrances. If the applicant is not the property owner, written permission from the property owner is required.

Complete	Incomplete	See Planning	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
			Deed and Preliminary Title Report

o **Brief narrative** explaining the purpose of the development, the existing use of the property, and any additional information that may have a bearing in determining the action to be taken. The narrative should also include the proposed number of employees and future expansion plans, if known.

Complete	Incomplete	See Planning	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note(s)	
		2	Brief Narrative

o **Site Plan**

Complete	Incomplete	See Planning	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon Licensed Architect, Landscape Architect, or Engineer
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3	Proposed buildings: location, dimensions, size (gross floor area applicable to the parking requirement for the proposed use(s)), setbacks from property lines, and distance between buildings
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location and height of existing or proposed fences, walls, outdoor equipment, storage, trash receptacles, and signs
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location, dimensions, and number of typical, compact, and disabled parking spaces; including aisles, wheel bumpers, directional signs, and striping
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Dimensions of the development area, as well as area and percentage of the site proposed for buildings, structures, parking and

<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	vehicular areas, sidewalks, patios, and other impervious surfaces
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Observance of solar access requirements as specified in the applicable zoning district
<input checked="" type="checkbox"/>	<input type="checkbox"/>		On-site loading areas and vehicular and pedestrian circulation
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location, type, and number of bicycle parking spaces
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Area and dimensions of all property to be conveyed, dedicated, or reserved for common open spaces, recreational areas, and other similar public and semi-public uses
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4	Location of existing and proposed transit facilities

- o **Phased Development Plan** Where applicable, the Site Plan application must include a phasing plan indicating any proposed phases for development, including the boundaries and sequencing of each phase. Phasing must progress in a sequence promoting street connectivity between the various phases of the development and accommodating other required public improvements, including but not limited to, sanitary sewer, stormwater management, water, and electricity. The applicant must indicate which phases apply to the Site Plan application being submitted.

Complete	Incomplete	See Planning Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	Phased Development Plan

- o **Landscape Plan**

Complete	Incomplete	See Planning Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Drawn by a Landscape Architect
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Location and dimensions of landscaping and open space areas to include calculation of landscape coverage
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Screening in accordance with SDC 4.4-110
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Written description, including specifications, of the permanent irrigation system
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	Location and type of street trees
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	List in chart form the proposed types of landscape materials (trees, shrubs, ground cover). Include in the chart genus, species, common name, quantity, size, spacing and method of planting

o **Architectural Plan**

Complete Incomplete See Planning
 Note(s)

 Exterior elevations of all buildings and structures proposed for the development site, including height

 Conceptual floor plans

o **On-Site Lighting Plan**

Complete Incomplete See Planning
 Note(s)

 Location, orientation, and maximum height of exterior light fixtures, both free standing and attached

 Type and extent of shielding, including cut-off angles and type of illumination, wattage, and luminous area

 7 Photometric test report for each light source

Planning Notes:

1. Please provide a reduced size copy of the site plan with the application submittal.
2. No project narrative was included with the submittal, aside from comments on the cover plan sheet.
3. Provide building elevation details for the proposed trash enclosure. Enclosure must be covered and hydraulically isolated. A floor drain plumbed to the sanitary sewer system will be required for the trash enclosure area.
4. Add a note that the nearest transit facility is approximately 250 feet west of the site at the NW corner of 7th and G Streets.
5. A detailed site landscaping plan is required with the site plan submittal.
6. Provide the type(s) of street trees to be planted along the site frontages.
7. Provide a photometric report for the proposed wallpack lights.

Additional comments not related to the completeness of the application:

- Subject site location is misidentified on the cover zoning map.
- Subject site is not 812 G Street, which is across the street to the east. An address assignment will be provided at a later time and it will be off 8th Street based on the proposed driveway location.
- As discussed previously, site plan approval subject to a Discretionary Use permit for educational facilities in the R-1 residential district.

TENTATIVE SITE PLAN REVIEW APPLICATION PRE-SUBMITTAL CHECKLIST

Engineer: Clayton McEachern Case#: 811-23-000033-PRE

PUBLIC WORKS ENGINEERING

o **Site Assessment of Existing Conditions**

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Landscape Architect or Engineer
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Vicinity Map
<input type="checkbox"/>	<input checked="" type="checkbox"/>		The name, location, and dimensions of all existing site features including buildings, curb cuts, trees and impervious surface areas, clearly indicating what is remaining and what is being removed. For existing structures to remain, also indicate present use, size, setbacks from property lines, and distance between buildings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	n/a	The name, location, dimensions, direction of flow and top of bank of all watercourses and required riparian setback that are shown on the Water Quality Limited Watercourse Map on file in the Development Services Department
<input checked="" type="checkbox"/>	<input type="checkbox"/>	n/a	The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Rate Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision
<input type="checkbox"/>	<input checked="" type="checkbox"/>		The Time of Travel Zones, as specified in SDC 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development Services Department
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Physical features including, but not limited to trees 5" in diameter or greater when measured 4 ½ feet above the ground, significant clusters of trees and shrubs, riparian areas, wetlands, and rock outcroppings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Soil types and water table information as mapped and specified in the Soils Survey of Lane County. A Geotechnical Report prepared by an Engineer must be submitted concurrently if the Soils Survey indicates the proposed development area has unstable soils and/or a high water table

- o **Improvement and Public Utilities Plan** must be in compliance with the regulations of SDC Sections 5.17-100, 4.1-100, 4.2-100, and 4.3-100 and must include the following information:

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Civil Engineer
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location and width of all existing and proposed easements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	Location of existing and required power poles, transformers, neighborhood mailbox units, and similar public facilities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	Location and size of existing and proposed utilities on and adjacent to the site, including sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points

- o **Grading and Paving Plan**

Complete	Incomplete	See PW Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Prepared by an Oregon licensed Civil Engineer
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5	Planting plan prepared by an Oregon licensed Landscape Architect where plants are proposed as part of the stormwater management system
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Roof drainage patterns and discharge locations
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Pervious and impervious area drainage patterns
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained
<input type="checkbox"/>	<input type="checkbox"/>		Existing and proposed spot elevations and contours lines drawn at 1 foot intervals (for land with a slope over 10 percent, the contour lines may be at 5 foot intervals)
<input type="checkbox"/>	<input type="checkbox"/>		Amount of proposed cut and fill

- o **Stormwater Management System Study** - provide four (4) copies of the study with the completed **Stormwater Scoping Sheet** attached. The plan, calculations, and documentation must be consistent with the Engineering Design Standards and Procedures Manual.

Complete	Incomplete	See PW Note(s)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3	Scoping Sheet and attached Stormwater Management System Study

PW Notes:

1. There is an existing driveway dip near the existing pole not shown. In the proposed plans there are several new dips to be installed along the sidewalk on G Street for loading/unloading buses. This will need to be explicitly approved by transportation. Typically ROW cannot be used for loading/unloading for adjacent private development.
2. Project is in the 20 year Time of Travel Zone (TOTZ).
3. A stormwater study is submitted with this application.
4. What is the status of the existing overhead wire crossing the site? It is shown remaining on the utility plan, this is not allowed per the development code. It appears the only service on this line is to the adjacent private property?
5. Planting/landscaping plan is required for rain garden and for the new street trees required along G Street.
6. It appears the trash enclosure does not have sanitary drain installed, this must be covered and drain to sanitary.

Additional comments not related to the completeness of the application:

- Per the general notes no pre-con meeting is required for this project as no PIP is required.

TENTATIVE SITE PLAN REVIEW APPLICATION COMPLETENESS CHECKLIST

Transportation Engineer/Planner: Michael Liebler P.E. **Case#:** 23-000033

Applicant: EC Cares

TRANSPORTATION

- o **Right-of-Way Approach Permit application** must be provided where the property has frontage on a Lane County or an Oregon Department of Transportation (ODOT) facility.

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
		NA	Copy of ROW Approach Permit Application

- o **Traffic Impact Study** - four (4) copies of a study prepared by a Traffic Engineer in accordance with SDC 4.2-105 A.4. Traffic Impact Studies (TIS) allow the City to analyze and evaluate the traffic impacts and mitigation of a development on the City's transportation system. In general, a TIS must explain how the traffic from a given development affects the transportation system in terms of safety, traffic operations, access and mobility, and immediate and adjoining street systems. A TIS must also address, if needed, City, Metro Plan and state land use and transportation policies and objectives.

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
		NA	Traffic Impact Study

- o **Site Plan**

Complete	Incomplete	See Transportation	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Note(s)	
			Access to streets, alleys, and properties to be served, including the location and dimensions of existing and proposed curb cuts and curb cuts proposed to be closed

- o **Improvement and Public Utilities Plan**

Complete	Incomplete	See Transportation	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Note(s)	
			Location and type of existing and proposed street lighting
<input type="checkbox"/>	<input checked="" type="checkbox"/>		Location, width, and construction material of all existing and proposed sidewalks, sidewalk ramps, pedestrian access ways, and trails

Location, widths (of paving and right-of-way) and names of all existing and proposed streets, alleys, dedications, access easements or other right-of-ways within or adjacent to the proposed development, including ownership and maintenance status, if applicable

(1)

Location of existing and required traffic control devices

Transportation Notes:

7. Applicant must provide school bus zone signage in coordination with the Springfield School District transportation division requirements.

Additional comments not related to the completeness of the application:

-

TENTATIVE SITE PLAN REVIEW APPLICATION PRE-SUBMITTAL CHECKLIST

Deputy Fire Marshal: Gilbert Gordon

Case #: 23-00033-PRE

FIRE

o Site Plan

Complete	Incomplete	See Fire Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		On-site vehicular circulation

o Improvement and Public Utilities Plan

Complete	Incomplete	See Fire Note(s)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location of existing and required fire hydrants and similar public facilities

Fire Notes:

8.

Additional comments not related to the completeness of the application:

Access and water supply pre-existing; within code requirements

ANY REQUIRED ADDITIONAL MATERIALS, APPLICATIONS OR PERMITS

IT IS THE APPLICANT'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL STANDARDS OR APPLICATIONS APPLY TO THE PROPOSED DEVELOPMENT. THE APPLICANT SHOULD CONSIDER UTILIZING EITHER THE DEVELOPMENT ISSUES MEETING OR THE PRE-APPLICATION REPORT FOR MORE DETAILED INFORMATION:

Applicable	Not Applicable	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Where a multi-family development is proposed, any additional materials to demonstrate compliance with SDC 3.2-240
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Riparian Area Protection Report for properties located within 150 feet of the top of bank of any Water Quality Limited Watercourses (WQLW) or within 100 feet of the top of bank of any direct tributaries of WQLW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A Geotechnical Report prepared by an engineer must be submitted concurrently if there are unstable soils and/or a high water table present
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where the development area is within an overlay district, address the additional standards of the overlay district
<input type="checkbox"/>	<input checked="" type="checkbox"/>	If five or more trees are proposed to be removed, a Tree Felling Permit as specified in SDC 5.19-100
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A wetland delineation approved by the Oregon Division of State Lands must be submitted concurrently where there is a wetland on the property
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Any required federal or state permit must be submitted concurrently or evidence the permit application has been submitted for review
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where any grading, filling or excavating is proposed with the development, a Land and Drainage Alteration permit must be submitted prior to development
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Where applicable, any Discretionary Use or Variance as specified in SDC 5.9-100 and 5.21-100
<input type="checkbox"/>	<input checked="" type="checkbox"/>	An Annexation application, as specified in SDC 5.7-100, where a development is proposed outside of the city limits but within the City's urban service area and can be serviced by sanitary sewer

THIS APPLICATION IS:

- COMPLETE FOR PROCESSING
- INCOMPLETE AND NEEDS MISSING INFORMATION NOTED ABOVE

Andy Limbird

March 3, 2023

City Planner

Date

This is not a decision on your application. Springfield Development Code Section 5.4-105 and Oregon Revised Statutes 227.178 require the City take final action on a limited land use decision within 120 days after the application is deemed complete. The 120-day processing period for this application begins when all the missing information is submitted or when you request that the City proceed without the information. You must indicate by either signing this form **or** by submitting a written response to the City within seven days of the date of this form asserting your intentions regarding the provision of the missing information. If you indicate herein or in your written response that the missing information will be submitted, then you have 180 days from the date the application was submitted for Pre-Submittal Review to provide the City with the missing information. If you refuse to submit the missing information, then upon receipt of the full application packet and processing fee, the City will deem the application complete for purposes of starting the 120-day clock and begin processing the application. No new information may be submitted after the start of the 120-day period unless accompanied by a request for an extension of the 120-day processing time. Upon receipt of a request for extension, the City may extend the 120-day period for a reasonable period of time. The City may also require additional fees if the new information is submitted after the Notification to Surrounding Property Owners is sent out and a second notification is required or if the new information substantially affects the application proposal and additional review is required.

I, the owner/applicant, intend to submit all missing items indicated herein to the City within the 180-day timeline.

Owner/Applicant's Signature

Date

**BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
FINAL ORDER FOR:**

REQUEST FOR DISCRETIONARY USE PERMIT AND SITE PLAN REVIEW FOR CONSTRUCTION OF]	811-23-000060-TYP3
AN EARLY CHILDHOOD EDUCATIONAL FACILITY ON VACANT PROPERTY ZONED R-1]	811-23-000059-TYP2
RESIDENTIAL DISTRICT AND LOCATED AT THE NORTHWEST CORNER OF 8TH AND G STREETS]	
(ASSESSOR'S MAP 17-03-35-12, TAX LOTS 6700 & 6800)]	

NATURE OF THE PROPOSAL

Proposed Discretionary Use Permit and Site Plan to:

- Allow for construction of a 2,677 ft² modular classroom building with on-site parking lot, outdoor play areas, vegetated stormwater facilities and site landscaping on two adjoining, vacant residentially-zoned lots. The subject property is generally depicted and more particularly described in **Exhibit A** to this Order.

Timely and sufficient notice of the public hearing has been provided, pursuant to SDC 5.1.425-440.

On June 6, 2023, the Springfield Planning Commission held a public hearing which it continued to June 21, 2023. It then conducted deliberations on the proposed Discretionary Use Permit and accompanying Site Plan Review application. The staff report, written comments, and testimony of those who spoke at the public hearing meeting were entered into the record.

CONCLUSION

On the basis of this record, the proposed Discretionary Use Permit, as conditioned, is consistent with the criteria of SDC 5.9.120. This general finding is supported by the specific findings of fact, conclusions and recommended condition as stated in the staff report and findings attached hereto as **Exhibit B** to this Order.

On the basis of this record, the proposed Site Plan Review application, as conditioned, is consistent with the approval standards of SDC 5.17.125. This general finding is supported by the specific findings of fact, conclusions and recommended conditions as stated in the staff report and findings attached hereto as **Exhibit C** to this Order.

ORDER/RECOMMENDATION

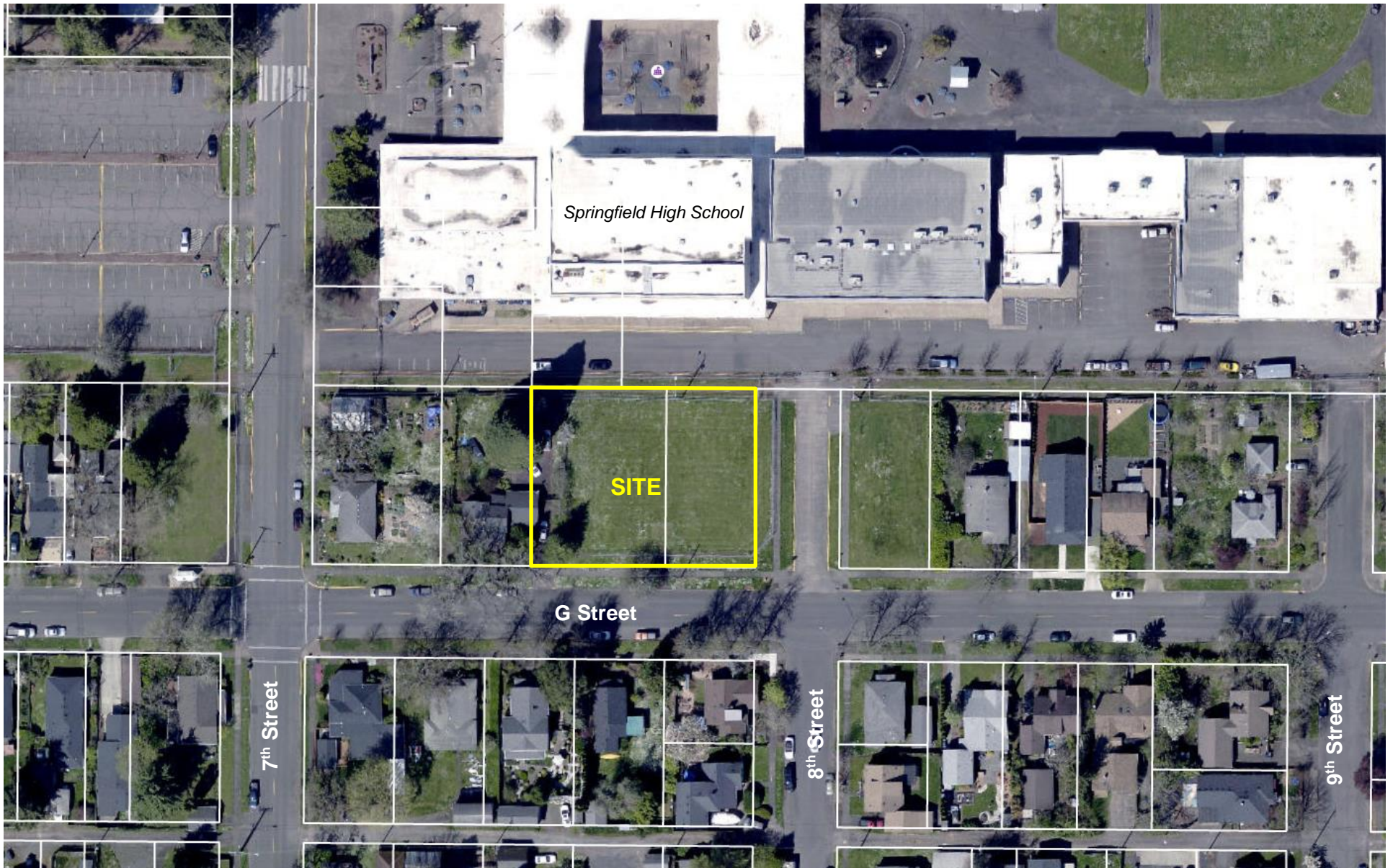
It is ORDERED by the Springfield Planning Commission that Case Number 811-23-000060-TYP3, Discretionary Use Permit and Case Number 811-23-000059-TYP2, Site Plan Review, be approved with conditions as noted in Exhibits B and C. This ORDER was presented to and approved by the Planning Commission on June 21, 2023.

Planning Commission Chairperson

Date

ATTEST
AYES:
NOES:
ABSENT:
ABSTAIN:

**811-23-000060-TYP3 – DISCRETIONARY USE PERMIT FOR PROPOSED EDUCATIONAL FACILITY ON VACANT LOT
NORTHWEST CORNER OF G STREET AT 8TH STREET (MAP 17-03-35-12, TL 6700 & 6800)
SITE CONTEXT MAP**



LEGAL DESCRIPTION

Tax Lot 6700:

Lots 16, 17, 18 and that portion of the vacated North 2.0 feet of G Street adjacent on the South, Block 108, Plat of WASHBURNE'S SUBDIVISION OF THE SPRINGFIELD INVESTMENT AND POWER COMPANY'S ADDITION to Springfield as platted and recorded in Book 2, Page 73, Lane County Oregon Plat Records in Lane County, Oregon.

Also Including: South ½ of alley adjacent on the North to Lots 16, 17 & 18 in Block 108, WASHBURNE'S SUBDIVISION OF THE SPRINGFIELD INVESTMENT AND POWER COMPANY'S ADDITION to Springfield, Lane County, Oregon by Vacation Ordinance #5837 & 5838 for 1998.

Tax Lot 6800:

Lots 19 and 20 and that portion of the vacated North 2.0 feet of G Street adjacent on the South, Block 108, Plat of WASHBURNE'S SUBDIVISION OF THE SPRINGFIELD INVESTMENT AND POWER COMPANY'S ADDITION to Springfield as platted and recorded in Book 2, Page 73, Lane County Oregon Plat Records in Lane County, Oregon.

Also Including: South ½ of alley adjacent on the North to Lots 19 and 20 in Block 108, WASHBURNE'S SUBDIVISION OF THE SPRINGFIELD INVESTMENT AND POWER COMPANY'S ADDITION to Springfield, Lane County, Oregon by Vacation Ordinance #5837 & 5838 for 1998.

**Staff Report and Findings
Springfield Planning Commission
Discretionary Use Request (EC Cares)**

Hearing Opened Date: June 6, 2023

Report Date: June 16, 2023

Case Number: 811-23-000060-TYP3

Applicant: EC Cares – University of Oregon

Applicant's Representative: Lorri Nelson, Rowell Brokaw Architects

Site: Northwest corner of 8th and G Streets in Springfield (Map 17-03-35-12, Tax Lots 6700 & 6800)

Request

The applicant is requesting a Discretionary Use permit to facilitate construction of a modular classroom building for a preschool.

The application was submitted on March 30, 2023 and the City conducted a Development Review Committee meeting on the Discretionary Use request and accompanying Site Plan Review on April 18, 2023.

The Planning Commission opened a public hearing on the request for Discretionary Use permit at the regular meeting on June 6, 2023. The Commission continued the public hearing to the regular meeting on June 21, 2023 at 7:00 pm to allow for submittal of additional testimony and allow the applicant and staff to respond.

Site Information/Background

The property that is the subject of the Discretionary Use request is located on the north side of G Street between 7th and 8th Streets. The site abuts the Springfield High School campus along the northern edge. The site is currently vacant and is zoned R-1 which is consistent with the Low Density Residential plan designation as shown on the adopted *Metro Plan* Diagram.

The property is currently vacant and has frontage on G Street along the southern boundary and a stub of 8th Street along the eastern boundary. An abandoned curb cut and driveway approach is located near the midpoint of the property frontage on G Street. The applicant has submitted a Site Plan Review application under separate cover (Case 811-23-000059-TYP2) for the proposed modular classroom building and associated site improvements including a driveway access onto 8th Street, parking lot, outdoor play areas and site landscaping.

RECOMMENDATION: Staff recommends the Planning Commission conclude the public hearing and closes the record at the regular meeting on June 21, 2023. Staff recommends approval of the Discretionary Use permit subject to the recommended condition of approval contained herein.

Photo 1 – Site Air Photo

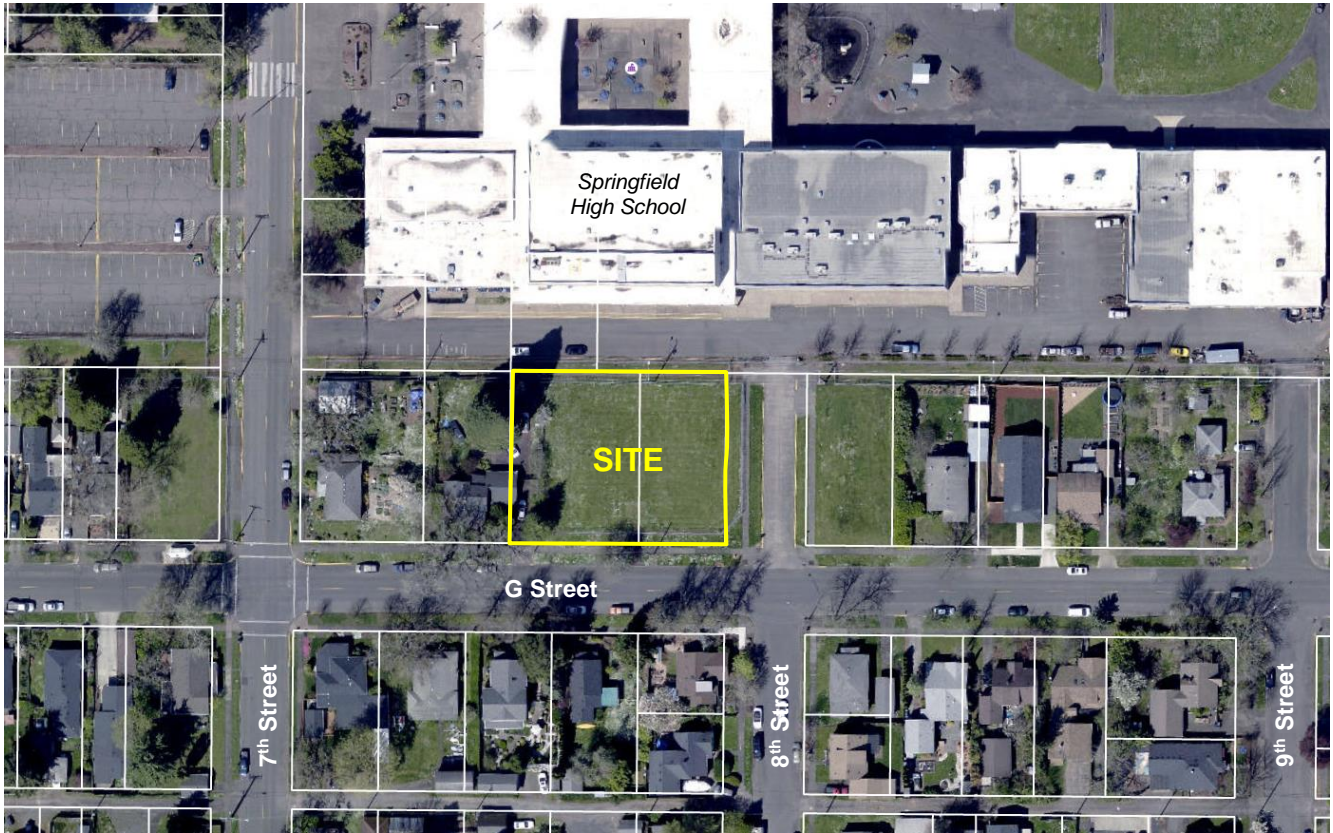
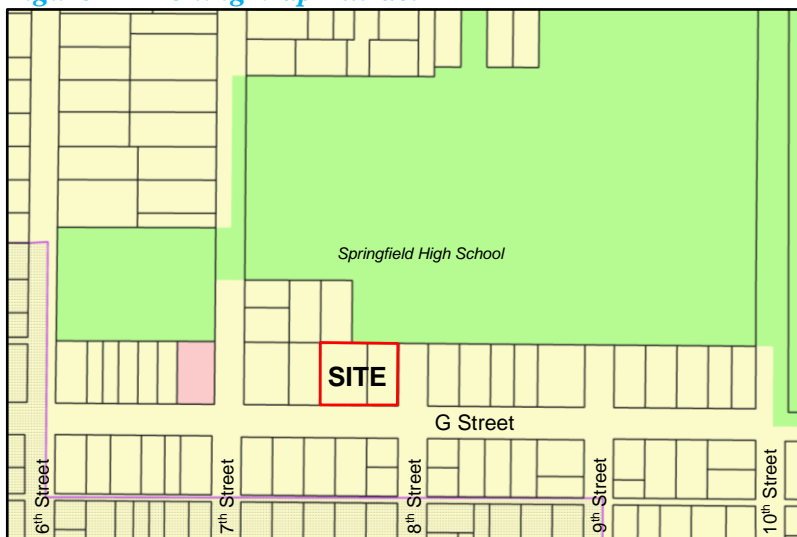







Figure 1 – Zoning Map Extract



Zoning Map Legend

-  R-1 Residential
-  R-2 Residential
-  Public Land & Open Space (PLO)
-  Neighborhood Commercial (NC)
-  Washburne Historic District

Notification and Written Comments

The Planning Commission voted unanimously at the June 6, 2023 regular meeting to continue the public hearing to the June 21, 2023 regular meeting. Notification of the initial June 6, 2023, public hearing for both the Discretionary Use permit and Site Plan Review application was sent to all property owners and residents within 300 feet of the site on May 5, 2023. Notification was also published in the legal notices section of *The Chronicle* on May 11, 2023. Public hearing notices were posted in the following public locations: on both the G Street and 8th Street frontages of the subject property; in the public notices bulletin board in the lobby of City Hall; on the City's webpage; and on the digital display in the Development & Public Works office. Public notification was also sent to all property owners and tenants/residents within 300 feet of the site on April 20, 2023 for just the Site Plan Review application submitted under separate cover (Case 811-23-000059-TYP2) as part of the standard comment period notice for a Site Plan application. All public comments have been provided to the Planning Commission for consideration and are in the record of this application.

Testimony Provided at Public Hearing: Curtis Phillips provided verbal testimony at the June 6 public hearing meeting reiterating his concerns about traffic and speeding along G Street. Mr. Phillips spoke neither in favor of nor opposed to the proposal. Mr. Phillips requested mitigation for traffic speeds on G Street in the form of a speed bump or a stop sign to slow vehicles down, especially with special needs children attending the proposed pre-school.

Michael McIlrath provided verbal testimony at the June 6 public hearing meeting. He spoke in opposition to the proposal. Mr. McIlrath expressed concerns about the “haste” in which the applications have been brought forward and alleged that staff had been “directed” to work with the School District to approve the proposal. Mr. McIlrath stated that the 1997 vacation of the mid-block alley between G Street and the high school campus affirmed the boundary between the school and the adjacent residential area. Mr. McIlrath also submitted written comments, diagrams and photos at the public hearing meeting. In a historical image included with his submittal, Mr. McIlrath pointed out that there was an open space buffer between the high school and the residential area to the south along G Street. [*Staff Note: The historical image in question is taken from a 1969 document that shows the newly-constructed Springfield High School in 1946*]. The public hearing submittal is included herein as Attachment 4, Exhibit J.

Staff Response to Public Hearing Testimony: No new issues were presented at the public hearing meeting because both speakers reiterated previously conveyed concerns about traffic, suitability of the site for the proposed use, and perceived accelerated timelines for review. Evaluation of the traffic issues raised by Mr. Phillips is found in Criterion B below. At the June 6 public hearing meeting staff explained that the multiple mailed notifications sent for the applications could have caused confusion among recipients and therefore recommended continuing the public hearing to the June 21 meeting. Continuing the public hearing was offered as a remedy to a potentially confusing notification process. The Planning Commission granted the continuance for the public hearing. All written submittals received between the time of initial notification of the Site Plan Review sent on April 20, 2023 up to and including the comments received at the June 6 public hearing have been included in the June 21 Planning Commission meeting materials as Attachment 4, Exhibits A-J.

In his verbal testimony to the Planning Commission on June 6, Mr. McIlrath expressed concerns about the “boundary” between the high school and the adjacent residential neighborhood to the south being the mid-block alley vacated in 1997. The Springfield High School has changed significantly – both in terms of location and configuration – since its initial construction. However, none of this testimony is relevant to the criteria of approval or has bearing on the proposal which is for a preschool on a vacant lot adjacent

to the high school campus. The proposal is not to expand the high school onto the subject property. In this report and at the public hearing meeting on June 6 staff has explained that the current R-1 zoning precludes any high school uses on the site, either under the Discretionary Use approval or otherwise. The contents of the written materials provided by Mr. McIlrath are discussed in Criterion B below.

Criteria of Approval

Section 5.9.100 of the SDC contains the criteria of approval for the decision maker to utilize during review of Discretionary Use requests; those criteria are:

SDC 5.9.120 CRITERIA

(A) *The proposed use conforms with applicable:*

- (1) *Provisions of the Metro Plan;*
- (2) *Refinement plans;*
- (3) *Plan District standards;*
- (4) *Conceptual Development Plans or*
- (5) *Specific Development Standards in this Code;*

(B) *The site under consideration is suitable for the proposed use, considering:*

- (1) *The location, size, design and operating characteristics of the use (operating characteristics include but are not limited to parking, traffic, noise, vibration, emissions, light, glare, odor, dust, visibility, safety, and aesthetic considerations, where applicable);*
- (2) *Adequate and safe circulation exists for vehicular access to and from the proposed site, and on-site circulation and emergency response as well as pedestrian, bicycle and transit circulation;*
- (3) *The natural and physical features of the site, including but not limited to, riparian areas, regulated wetlands, natural stormwater management/drainage areas and wooded areas shall be adequately considered in the project design; and*
- (4) *Adequate public facilities and services are available, including but not limited to, utilities, streets, storm drainage facilities, sanitary sewer and other public infrastructure.*

(C) *Any adverse effects of the proposed use on adjacent properties and on the public can be mitigated through the:*

- (1) *Application of other Code standards (including, but not limited to: buffering from less intensive uses and increased setbacks);*
- (2) *Site Plan Review approval conditions, where applicable;*

- (3) *Other approval conditions that may be required by the Approval Authority; and/or*
- (4) *A proposal by the applicant that meets or exceeds the cited Code standards and/or approval conditions.*

Proposed Findings In Support of Discretionary Use Approval

Criterion: Discretionary Use criteria of approval:

A. The proposed use conforms with applicable;

1. Provisions of the *Metro Plan*;

Approval Criterion: School siting is discussed in the *Public Facilities and Services Element* of the *Metro Plan*. *Metro Plan* Policies G.22 – G.24 require coordination between the School District and the City regarding land use planning and siting of school facilities.

Finding: The property is currently zoned R-1 Residential in accordance with the Springfield Zoning Map and is designated Low Density Residential (LDR) in the adopted *Metro Plan* diagram. The applicant is not proposing to change the current zoning or designation for the subject site.

Finding: Provisions of the *Metro Plan* contemplate non-residential uses such as schools, streets, parks and government facilities in land designated for residential use. Approximately 32% of residentially-designated land is typically developed with non-residential uses (*Metro Plan* Residential Land Supply and Demand Finding #8).

Finding: The proposed modular classroom building is consistent with Policy G.22(a) of the *Metro Plan* whereby the City and School District are coordinating the need for new school facilities and sufficient land to site them. The land use planning and coordination specified by Policy G.22(a) is evidenced by the Discretionary Use permit and Site Plan review submitted by the applicant for review and approval by the City as approving authority. The proposed modular classroom building is to be located on vacant land owned by the School District and it performs a key function in addressing preschool educational needs for children within the district, as detailed in the EC Cares summary included in the AIS packet as Attachment 4, Exhibit H.

Approval Criterion: The adopted comprehensive plan applicable to the site is the *Springfield Comprehensive Plan*.

Finding: As the adopted buildable lands inventory that supports the *Springfield Comprehensive Plan - Residential Land and Housing Element*, the *Residential Housing Needs Analysis* identifies the need for new and expanded school facilities as population increases. The findings of the *Residential Housing Needs Analysis* align with earlier findings and conclusions contained in the *Metro Plan* and restated in the Springfield Comprehensive Plan regarding planning and integration of schools within residential areas and responding to changing needs as population increases. However, there are no specific policies or

requirements of the adopted Springfield Comprehensive Plan that apply to the proposed development.

Finding: Respondent McIlrath asserts that the proposed busing of students to the classroom building is contrary to the provisions of TransPlan and *Metro Plan* policies which encourage neighborhood focused uses that reduce vehicle trips (ref. Attachment 4, Exhibit G). While this principle might be true for certain types of commercial and mixed-use developments – especially in frequent transit corridors – the proposed classroom building does not violate any *Metro Plan* policies. The *Metro Plan* (Section III-G-10) contemplates and supports the need for flexibility in school facility use and siting due to fluctuations in student populations in different areas of the District and anticipates a reliance on busing to keep student numbers in line with facility capacity. The proposed classroom building will rely on busing of students to the facility which is consistent with School District practice and long supported by the City’s adopted comprehensive plans. Springfield has replaced the former Metropolitan Transportation System Plan or “TransPlan” with the City’s own Transportation System Plan or TSP for the local Springfield transportation system. There are no policies or recommendations arising from the City’s TSP (last updated in 2020) that affect this project. There are no regional projects or policies in TransPlan that are applicable to this site. Moreover, the proposed modular classroom building in no way violates the provisions of the City’s adopted TSP or regional policies of TransPlan.

Conclusion: The request meets this criterion.

2. Refinement plans;

Finding: The subject site is not within an adopted neighborhood refinement plan area.

Approval Criterion: Metro Plan Policies G.22 – G.24 are restated as Policies G.21 – G.23 in the adopted *Eugene-Springfield Public Facilities and Services Plan* (PFSP), which is a functional refinement plan of the *Metro Plan*.

Finding: The relationship between the *Metro Plan* and the PFSP is described on Page I-5 of the *Metro Plan*. The proposed modular classroom building is consistent with the policies of the PFSP whereby the School District and City are coordinating the land use planning and siting of school facilities. This policy has been met through the applicant’s submittal of land use applications in support of the facility on vacant property owned by the School District. The City is similarly meeting its commitment to process the applications under the provisions of the Development Code.

Conclusion: The request meets this criterion.

3. Plan District standards;

Finding: The subject site is not within an adopted Plan District.

Conclusion: This criterion is not applicable to this request.

4. Conceptual Development Plans or

Finding: There are no Conceptual Development Plans currently applicable to the subject site.

Conclusion: This criterion is not applicable to this request.

5. Specific Development Standards in this Code;

Approval Criterion: SDC Table 3.2.210 specifies that “educational facilities: elementary and middle schools” are a Discretionary Use in the R-1 district and are subject to Site Plan Review.

Finding: The use of “preschool” is not listed in the Springfield Development Code. The term Elementary school or Middle School is not defined in the SDC. The term “school” is defined in SDC 6.1.100 as “A building where individuals gather to receive educational instruction, either public or private, except as otherwise specifically defined in this code. *School* does not include a child care facility as defined in this chapter.” In accordance with SDC 6.1.105(G) where words are not defined direction is given to rely on other sources including State laws, and dictionaries in common usage. The term “preschool” as defined in the online Merriam-Websters dictionary as “a school for children usually younger than those attending elementary school or kindergarten.”

Finding: For the purpose of the proposed use, it is found that the use is a school and is allowed in the R-1 district as a discretionary use because it is an educational facility.

Finding: The requirements of SDC 4.7.195 are also evaluated in more detail in the accompanying Site Plan Review application submitted under separate cover (File 811-23-000059-TYP2). As discussed in the accompanying Site Plan Review application, those findings are incorporated by reference here, it is found that SDC 4.7.195(A)(2)-(11) only apply to schools that are 10,000 square feet or larger.

Finding: To address the land use approval requirements for an educational facility in the R-1 Residential District, the applicant has submitted this request for Discretionary Use approval. The Site Plan Review process is typically a Type 2 decision under SDC 5.17.110(A)(1)(d). However, under SDC 5.1.415(B), the Director may elevate review of a Type 2 decision to Type 3 review “due to the complexity of the application or the need for discretionary review.” The Director has determined that the Site Plan Review application is appropriate for concurrent review as a Type 3 decision given the concurrent application for Discretionary Use approval.

Approval Criterion: SDC 5.9.115(A) requires that new Discretionary Uses are reviewed and approved under Type 3 procedure concurrently with or prior to approval of a Site Plan Review.

Finding: With approval of the Discretionary Use request, the applicant will need to obtain approval for the accompanying Site Plan Review submitted under separate cover (File 811-23-000059-TYP2). The detailed site development plans, including vehicle access and parking, bus drop off zone, underground utilities, playground structures, street frontage

improvements and site landscaping need to be addressed through the Site Plan Review process. After the completion of the public hearing process, the Planning Commission can concurrently approve the Site Plan Review application with the Discretionary Use request. Concurrent or subsequent approval of the Site Plan Review submitted as File 811-23-000059-TYP2, with any conditions necessary to meet the criteria of approval, is hereby made a condition of approval to satisfy Approval Criterion SDC 5.9.115(A).

Finding: In his submitted comments and at the public hearing meeting on June 6, respondent McIlrath has expressed concerns about the review and approval process for the Discretionary Use and Site Plan Review being “rushed” and “hasty”. Mr. McIlrath identified the May 4 deadline for submittal of written comments as being insufficient due to delays in mailing. The mailed notice stating a May 4 deadline was for comments specific to the Site Plan Review application (File 811-23-000059-TYP2). The subsequent mailed and published notice provided for the June 6 public hearing includes both the Site Plan Review and Discretionary Use permit (File 811-23-000060-TYP3), indicating the record on the staff reports is open until closed at or following the public hearing. All comments submitted by Mr. McIlrath between April 25 and June 6 are included with this staff report (Attachment 4, Exhibits B, C, E, G, I and J). To the extent that the first Site Plan Review notice caused any confusion regarding the deadline for submitting comments related to the proposed development, City staff recommended the Planning Commission continue the public hearing until the next regular meeting on June 21 to allow additional time for public comment. The Planning Commission continued the public hearing meeting to June 21.

Finding: Regarding the issue of sufficient time for review and comment, the applications were submitted on March 30, 2023 and considered complete on April 18, 2023 and the City has met all required public notification timelines for Type 3 Site Plan Review and Type 3 Discretionary Use permit. Under Oregon state law, the City must issue a decision on a complete land use application within 120 days, including the provision for any local appeals. The public hearing for this application was opened on June 6, 2023 and continued to June 21, 2023 which is day 64 of the approval timeline. This is consistent with the approval timeline for similar Discretionary Use and Site Plan Review applications. The public hearing being continued to June 21 provides additional opportunity for the public and the applicant to submit comments and for staff to provide supplemental information on police traffic reports from G Street. The approval process for these applications is consistent with the requirements of the Springfield Development Code, and the City’s adopted and acknowledged Goal 1 Citizen Involvement Plan.

Recommended Condition of Approval:

- 1. To satisfy SDC 5.9.115(A), concurrent with or subsequent to approval of the Discretionary Use Permit the applicant must obtain Planning Commission approval for the Site Plan Review initiated by Case 811-23-000059-TYP2.**

Conclusion: As conditioned herein, the proposal meets this criterion.

B. The site under consideration is suitable for the proposed use, considering:

- 1. The location, size, design and operating characteristics of the use (operating characteristics include but are not limited to parking, traffic, noise, vibration, emissions, light, glare, odor, dust, visibility, safety, and aesthetic considerations, where applicable);**

Finding: The proposed modular building on the property is to accommodate an early childhood education program provided by EC Cares. In response to issues raised by respondent McIlrath in his submitted comments, the Discretionary Use permit process is the approval process used to confirm that a proposed use will not be conspicuously different from – or impose adverse effects on – existing uses adjacent to the property and in the immediate vicinity. By submitting the Discretionary Use permit and having the request scheduled for public hearing before the City’s Planning Commission, the applicant has met this requirement for “conditional use permit” identified by respondent McIlrath in the April 25 comments (note that these comments were submitted before Mr. McIlrath received notice of the Discretionary Use application).

Parking

Approval Criterion: In accordance with SDC 4.6.125, the parking requirements for modular classroom buildings are one per classroom plus one per 100 ft² of assembly area.

Finding: Comments submitted by respondents describe concerns about parking issues created or exacerbated by the proposed classroom building. Currently, the property frontage along 8th Street has painted curbs that prohibit parking. There is on-street parking along G Street frontage.

Finding: There is no assembly area within the modular building, therefore the parking requirement under SDC 4.6.125 is two spaces. The parking requirement is satisfied with the proposed three-space, on-site parking lot. Additional review of the site parking is contained in Section 9 of the accompanying Site Plan Review (File 811-23-000059-TYP2).

Finding: The applicant is proposing to replace the G Street parking frontage with a dedicated school bus loading and unloading area. Approximately 88 feet of curb line will be required for two bus loading spaces as depicted on Sheet L-1.0 of the applicant’s submittal. With delineation of two bus loading spaces, there is approximately 60 feet of curb line remaining along the property frontage that could accommodate up to three parallel parking spaces at the western edge of the site. Three vehicle parking spaces are being provided on-site which approximates the impact of a two-classroom modular building. The provision of three on-site parking spaces meets the requirements under SDC 4.6.125 and therefore the proposed development will be sufficient to mitigate any potential adverse impact on the availability of on-street parking in the neighborhood.

Finding: To the extent that the proposed modular classroom building displaces existing on-street parking available for public use, if the lots were developed with any type of outright permitted residential use, including middle housing, there could be one or more driveways installed to access off-street parking for residents, which would reduce the available space of on-street parking. The demand for the on-street parking would likely be higher from new

residents using the curb line for their own parking if no off-street parking was provided. In either development scenario the existing on-street parking would be diminished or displaced. Outright permitted residential development on the lots meeting R-1 district standards, including middle housing, would not require any type of land use approval and would proceed directly to building permit. Permitted R-1 development would thus have a greater impact on the availability of on-street parking than the proposed Discretionary Use.

Finding: The opportunity to use available on-street parking for students, parents, or nearby residents is not a guarantee or a right since it exists within the public right-of-way. The applicant is proposing to retain some on-street parking along the property frontage. This information in combination with the finding above about similar impact for residential uses leads to the conclusion that the subject site is suitable for the proposed use.

Finding: At the public hearing, respondents expressed concerns about the proposed school bus zone along the G Street frontage of the site. The use of the public right-of-way for exclusive school bus use was raised as an adverse impact. There is an existing LTD bus stop one block to the west at 7th and G Street that precludes on-street parking in that area. In addition, on a daily basis, public school buses pick up students throughout the R-1 (and other land use districts) by stopping within the public right-of-way. For these reasons the proposed bus loading zone is like other uses of the public right of way in the R-1 zoning district and will not have adverse impacts on the neighboring land uses.

Finding: In the written materials submitted on June 6, respondent McIlrath provided photos of vehicles parked along G Street. According to the notations provided with the photos, some were static (i.e. unoccupied) parked vehicles – possibly high school students or neighborhood residents – and some were occupied vehicles. The occupied vehicles were indicated to be parents waiting to pick up students from the high school. The pictures do not show obvious parking problems, conflicts or infractions.

Traffic

Finding: Comments submitted by respondent McIlrath demands a traffic impact study for the proposed modular classroom building. Respondent McIlrath points to the requirement under SDC 4.7.195(A)(11) for a Traffic Impact Study to be provided for a school. The proposed modular classroom building is being reviewed through a Type 3 process. However, because the modular classroom building is about 2,677 ft² it does not meet the criteria for requiring the Specific Development Standards of SDC 4.7.195, therefore these standards are not applicable.

Finding: Comments submitted by respondents describe concerns about traffic congestion and safety. Vehicles are not typically travelling at high speeds through the area when there is traffic congestion

Respondent McIlrath points to vehicles being backed up for two blocks or more at the four-way stops at 7th and G Streets when school is just starting or has just let out. Observations and complaints about congestion are incongruous with respondents' requests for additional stop signs and speed bumps along G Street because these traffic control measures are likely to increase congestion. Introducing another stop control at 8th and G Street to make it a four-

way stop will further congest the G Street corridor during busy times in mornings and afternoons on school days. The City's Transportation Planning Engineer states that one of the most effective ways to address congestion is to provide a grid system of streets that allow for vehicles to travel in all directions to and from the site. This condition exists at the proposed development site because there is a two-way stop at the 8th and G Street intersection allowing for travel east, south and west and there is a four-way intersection at 7th and G Street.

The Transportation Planning Engineer states that stop signs are not an effective traffic calming measure when they are installed without being warranted by existing traffic volumes or conflicts, because they lead to an increase in mid-block speeding, disregarding of the stop sign installation, and/or diversion of traffic to adjacent streets because some drivers will try to avoid the traffic control feature. For these reasons, installing a four-way stop at 8th and G Streets would not effectively mitigate any increase in congestion or traffic conflicts caused by the Discretionary Use approval.

Finding: Respondent Phillips suggests a speed bump or stop sign as a remedy for speeding as a separate concern from traffic congestion. The City's Transportation Planning Engineer and the City's Traffic Engineer have reviewed the requests for a speed bump and/or a stop sign to mitigate traffic speeds and state that they disagree that these will provide a remedy. As stated in the prior finding, installing a stop sign at an intersection that does not warrant this treatment will have adverse impacts, including potential increase in mid-block speeding.

Finding: There are no speed bumps on any of the surface streets in this area of Springfield. These speed control devices are typically used on private sites such as manufactured home parks or commercial shopping centers where there is mixing of significant pedestrian and vehicle traffic and there is a desire to prevent higher speed, shortcutting traffic. There is no evidence in the record that shows that there would be a similar level of pedestrian and vehicle conflicts as exist on a private shopping center, that would justify a speed bump adjacent to the proposed development. The feature constructed at Dos Rios/Two Rivers School is not a speed bump and is discussed below under Pedestrian Safety.

Finding: The Springfield Police Department provided call log and incident information for the three-block section between 7th and G Street and 10th and G Street for the period of January 1, 2019 to May 31, 2023 (Attachment 5, Exhibit A). Five traffic accident reports were also sent (Attachment 5, Exhibits B-F). According to the compiled information, a total of 38 incidents were recorded during this period. Of these incidents, no accidents involving pedestrians were reported. The most serious accident – in terms of reported damage – was a collision between a private vehicle and an LTD bus that occurred in the intersection of 10th and G Street. A total of eight motor vehicle accidents were reported and six of the eight were at or near the 4-way stop intersection of 10th and G Street. Of the remaining two accidents, one occurred on a Saturday in the 700 block of G Street and the other was a sideswipe to a parked vehicle in the 900 block of G Street. No accidents were noted at the intersection of 8th and G Street.

Finding: Of the 30 other traffic-related incidents that were logged between January 1, 2019 and May 31, 2023, five occurred on the weekend and 16 occurred in the evening or overnight hours when no schools were operating (i.e. between 5:00 pm and 7:00 am). This leaves nine calls over three years for traffic issues occurring during school hours. Of these nine calls,

four occurred at the intersection of 10th and G Street, three occurred at or near the four-way stop at 7th and G Street, one occurred at 9th and G Street and one occurred at 8th and G Street. The reported traffic stop on 8th and G Street was at around noon on Wednesday, December 15, 2021. No further details of the traffic stop were provided. Based on the police call logs and accident reports for the three-block segment of G Street between 7th and 10th Streets, the intersection of 8th and G Street had the fewest occurrences of calls overall and especially during school operating hours of Monday – Friday, 8:00 am – 5:00 pm.

Finding: Based on the information provided by the Springfield Police Department identified above, there is no existing safety issue present at or in the vicinity of 8th and G Street that would warrant a traffic impact analysis to assess the traffic safety impacts of the proposed preschool use.

Pedestrian Safety

Finding: Operation of the classroom building will be largely consistent with the operating hours of other schools in the vicinity. Most of the students will arrive at the facility by bus, which reduces the total amount of private vehicle trips associated with the classroom building. It is not expected that the early childhood educational facility will generate vibrations, odors, emissions, glare, dust or other adverse impacts to the neighborhood.

Finding: The property requested for Discretionary Use approval is zoned R-1 and it borders an existing residential dwelling on the west boundary only. On the north the site abuts the Springfield High School campus, and on the east and south it has frontage on public streets (8th and G Streets).

Finding: There will be daytime noise and activity during construction of the new site improvements, which includes relocation of perimeter fencing, construction of a new driveway approach and parking lot, installation of utilities, and siting of the modular building. However, short duration noise spikes are not regulated through the Springfield Development Code and are mitigated by daytime background noise from nearby school activities, traffic on G Street and public transit operations already occurring along the site frontage. Nighttime construction of a private facility is not permitted without a special noise permit approved by the City Council. Additionally, the proposed site work should not require extensive excavation or prolonged use of heavy equipment or machinery that would introduce new or excessive noise to the site. According to the response to written comments provided by EC Cares, upon completion of the classroom building, the preschool will follow a specialized program of instruction based on the specific needs of students and have activities occurring both indoors and outdoors.

Finding: Comments submitted by respondents describe concerns about speeding along G Street, which represents an existing condition. These comments are anecdotal and are not supported by any speed studies, police data or other traffic information submitted into the record. Respondents also expressed concerns that preschool aged children, especially those with special needs, would be particularly vulnerable at crossings if vehicle speeds were not addressed.

Finding: There is an absence of traffic speed data for G Street and the respondents did not request or conduct a speed study in support of these allegations. To determine whether a speeding problem exists during busy periods, the City's Traffic Operations and Engineering Section conducted a speed study on May 25, 2023 at the time of school release (2:49 pm – 3:30 pm). A radar gun was used to record vehicle speeds on G Street between 8th and 9th Streets. The entire length of G Street between 3rd Place and 14th Street is posted as a 25 mph zone. During the course of the speed study 97 passenger vehicles were recorded. The speed study found that the average speed of vehicles was 25 mph and the 85th percentile speed (i.e. speed at which at least 85% of the vehicles were under) was 29 mph.

Finding: The traffic incident information provided by the Springfield Police Department and discussed in the "Traffic" section above confirms there are no elevated risks for pedestrians at this location. In his written submittal, respondent McIlrath provided photos of children and teens crossing the streets near the intersection of 8th and G Streets. Again, there are no obvious issues or concerns noted in the photographs: the pedestrians are crossing at the corners and traffic (including school buses) are yielding to them as should be expected. Based on the information provided by the police, staff observations and recorded data at the site, and submittals by respondent McIlrath there is no elevated risk to pedestrians at the 8th and G Street intersection. The evidence shows that construction and operation of a preschool at the corner of 8th and G Street - where students are bused to the site – will not increase the risk to pedestrians crossing 8th or G Street.

Finding: Comments submitted by respondents recommend traffic calming or traffic control measures such as speed bumps and stop signs to mitigate speeding. Respondents point to the "speed bump" at Dos Rios/Two Rivers Elementary School as a viable measure. The "speed bump" on G Street in front of Dos Rios/Two Rivers School is an elevated pedestrian crossing that functions in part as a speed control and in part as a crosswalk. The Transportation Planning Engineer states that the elevated crossing was installed because it represents a mid-block pedestrian connection between the parking lot on the south side of the street and the main school entrance on the north side of the street. There is more pedestrian traffic associated with Dos Rios/Two Rivers School because hundreds of students attend the school and the parking lot served by the elevated crossing is frequently used for parent pick-up and drop-off of students from private vehicles.

Finding: Students will be bused to the proposed site and dropped off curbside on the north side of G Street. Based on the applicant's submittal and testimony provided at the public hearing on June 6, the proposed school would be served exclusively or almost exclusively by busing. From the bus drop off zone on the G Street frontage the students can walk directly to the school entrance without crossing a street. It is not expected that many students (or any at all) would be arriving to the site on foot or unaccompanied. Therefore, an elevated pedestrian crossing is not necessary or warranted for the subject site.

Finding: Comments submitted by respondents identify speeding vehicles as hazards to pedestrian safety that warrant four-way stops and crosswalks along G Street. Under Oregon law, every intersection is a crosswalk whether it is marked/striped or not. There are existing, striped crosswalks at 7th and G Street and 10th and G Street where there are also four-way stop traffic controls. No striped crosswalks are provided on G Street at 8th or 9th Streets.

Finding: Respondent McIlrath contends that installing a driveway for the facility on 8th Street will obstruct pedestrian travel to and from the high school. The proposed site parking lot for the facility contains three parking spaces and the driveway is located on the lower classification street of the two street frontages in accordance with SDC 4.2.120(B). Installing a second driveway to serve the property along G Street is prohibited because it is a collector street with higher traffic and pedestrian volumes. A driveway from G Street would increase congestion by creating a new traffic conflict point on G Street. Conversely, the proposed driveway on 8th Street has better sight lines, avoids conflicts with the bus loading zone and consolidates conflict points on the local street to one location which is in line with driver and pedestrian expectations. The driveway will experience very few vehicle trips because it is solely used for the three proposed on-site parking spaces.

Finding: Respondent McIlrath expressed concerns that the applicant's statements about busing of students, limiting vehicle trips and parking demand associated with the site and other operational matters should be considered "provisional." The characteristics of the modular classroom building and its proposed use as a preschool is the focus of this application; no other uses are proposed or would be allowed. If EC Cares were to abandon the facility another educational program for preschool or elementary education could occupy the building under the provisions of the Discretionary Use permit. However, the Springfield High School could not expand onto the site because high schools are not allowable in the R-1 District – even with a Discretionary Use permit. A rezoning of the property would be required if high school activities were proposed – a land use action requiring another public review and comment period and a public hearing. Similarly, the site characteristics could not be changed in the future without requiring additional development review, such as by modification to the Discretionary Use permit.

Conclusion: The proposal meets this sub-criterion.

2. Adequate and safe circulation exists for vehicular access to and from the proposed site, and on-site circulation and emergency response as well as pedestrian, bicycle and transit circulation;

Finding: The site has frontage on G Street along the southern boundary and on 8th Street along the eastern boundary. The site is located on the northwest corner of a street intersection that provides for vehicle and bicycle access from nearby local and major streets that connect to the entire city and region. The segment of G Street along the property frontage is signed as a 25 mph zone because it is designed and intended as a low-speed neighborhood collector street that primarily conveys traffic to and from existing residences and educational facilities on G Street.

Finding: The subject site is less than one mile from Fire Station #4 at 1475 Fifth Street, which provides for rapid emergency response via 5th and G Streets.

Finding: Lane Transit District operates Routes 17 (5th Street/Hayden Bridge) and 18 (Mohawk) which run past the proposed development site on G Street. There are existing transit stops for both east- and west-bound riders located one block west of the subject property near the intersection of 7th and G Streets.

Finding: Between Pioneer Parkway East and 14th Street, G Street has a posted speed limit of 25 mph and has striped crosswalks at key intersections, including 7th and G Street and 10th and G Street which are proximate to the subject site. Under Oregon state law, all street intersections are crosswalks – whether marked or not – so there are pedestrian connections to the site from all directions.

Finding: Both site frontages are improved with public sidewalks. The applicant is proposing to install pedestrian walkways from G Street to the modular building allowing for students dropped off by bus or arriving on foot to access the main entrance.

Finding: The applicant is proposing to install a new driveway on 8th Street to serve the classroom building and associated parking lot. Under SDC 4.2.120(B), a site must take driveway access from the lower classification street where a site has frontage on more than one street and the streets have different functional classifications. Because G Street is classified as a collector street, the proposal meets this requirement by taking access from the local street (8th Street). In responses to written comments, the proposed driveway has been confirmed to be located on a street with sight lines in conformance with SDC 4.2.130, Vision Clearance Area, and SDC Table 4.2.4, Minimum separations between a driveway and the nearest intersection curb return on the same side of the street. The proposed driveway is expected to experience minimal traffic due to the small size of the parking lot (i.e. three spaces), and is not anticipated to interfere with pedestrian movements along the fronting sidewalk or traffic movement on 8th Street.

Finding: The findings included under Criteria 1 in the “Parking,” “Traffic,” and “Pedestrian Safety” demonstrate that there is existing safe and adequate on-site and off-site vehicular, bicycle, and pedestrian access and facilities.

Conclusion: The proposal meets this criterion.

3. The natural and physical features of the site, including but not limited to, riparian areas, regulated wetlands, natural stormwater management/drainage areas and wooded areas shall be adequately considered in the project design; and

Finding: There are no regulated wetlands or riparian areas within the project area.

Finding: Respondent McIlrath describes the northern edge of the proposed development site as a former natural boundary between the developed portion of Springfield and the City limits at 10th and G Streets, and that drainage channels that directed runoff to the river used to run within the alley along the northern edge of the subject property. Even if there was a previous drainage channel in the past, there are no remaining natural or manmade surface drainage features or wooded areas within the project area. Drainage in this neighborhood has been formalized through a system of catch basins within the public street system and a network of underground pipes that direct runoff to public stormwater outfalls – in this case, the Willamette River. This criterion pertains only to the existing features of the site and does not require restoration of any previously-existing features. There are no existing natural stormwater management or drainage areas on the site.

Finding: The site is currently vacant and is seeded with turf grass. There are no wooded areas on the site.

Conclusion: The proposal meets this criterion.

4. Adequate public facilities and services are available, including but not limited to, utilities, streets, storm drainage facilities, sanitary sewer and other public infrastructure.

Finding: The site is just outside the northern edge of the Washburne Historic District and was previously developed with residential dwellings. Public utilities are available on the site periphery including water, electricity, telecommunications and sanitary sewer. The applicant will be responsible for managing stormwater drainage on the site. The topic of adequate public facilities and services is addressed in more detail in the accompanying Site Plan Review (File 811-23-000059-TYP2) under Standard of Approval 6; those findings and any conditions are incorporated by reference here.

Conclusion: As described herein and with the recommended Condition 1 requiring concurrent or subsequent approval or conditional approval of the Site Plan Review submitted under separate cover (Case 811-23-000059-TYP2), the proposal meets this criterion.

C. Any adverse effects of the proposed use on adjacent properties and on the public can be mitigated through the:

1. Application of other Code standards (including, but not limited to: buffering from less intensive uses and increased setbacks);

Finding: The proposed modular classroom building is similar to a residential dwelling in terms of size and scale (i.e. approximately 2,677 ft² and single-story). The applicant is proposing to orient the building to the G Street frontage and provide driveway and parking access from 8th Street. The northern boundary abuts the Springfield High School campus and the property on the east side of 8th Street across from the development site is a vacant lot that is also owned by the Springfield School District. Therefore, the site abuts a less intensive use on only the western boundary.

Finding: The applicant is proposing to retain an existing fence along the western boundary of the site where it adjoins a residential property. A five-foot wide landscaping strip is proposed along the western edge of the site and active play areas are focused on the northern and eastern edges of the site (i.e. away from the adjoining residential property). The proposed landscaping buffering and increased building and play area setbacks from the western boundary mitigates any potential impact to the adjoining residential use. The existing G Street buffers the proposed use from the residential properties to the south.

Finding: It is not expected that the proposed use will generate unusual noise, odors or emissions, aside from occasional noise and activity associated with children playing outside. The modest size of the facility combined with the anticipated number of students limits the potential for noise that is detectable from less intensive uses in the vicinity.

Finding: The proposed modular building and associated improvements meet the applicable setbacks from perimeter property lines and abutting land uses as evidenced by the findings and conclusions in the accompanying Site Plan Review application under Standard of Approval 3 (File 811-23-000059-TYP2), which findings are incorporated herein by reference.

Finding: The applicant is proposing to use wall-mounted, residential-style light fixtures for the modular building. The proposed lighting should be similar to fixtures used elsewhere in the adjacent residential neighborhood. No light towers or pole-mounted lights are proposed on the site. Therefore, it is not expected there will be any adverse effects from lighting on the subject site.

Conclusion: The proposal meets this criterion.

2. Site Plan Review approval conditions, where applicable;

Finding: The applicant will be required to satisfy the conditions of approval for this Discretionary Use Permit and the Site Plan Review submitted under separate cover (Case 811-23-000059-TYP2) prior to or concurrently with obtaining Final Site Plan approval and building permits for this project. Any Site Plan Review conditions are incorporated herein by reference.

Conclusion: As described herein and with the recommended Condition 1 requiring approval of the Site Plan Review submitted under separate cover (File 811-23-000059-TYP2), the proposal meets this criterion.

3. Other approval conditions that may be required by the Approval Authority; and/or

Finding: No other conditions of Discretionary Use approval are being recommended. Recommended conditions required to address specific site development and operational issues are described in the accompanying Site Plan Review approval (Case 811-23-000059-TYP2).

Conclusion: As described herein and with the recommended condition listed above, the proposal meets this criterion.

4. A proposal by the applicant that meets or exceeds the cited Code standards and/or approval conditions.

Finding: The applicant is requesting concurrent approval of the Site Plan Review submitted for the modular classroom building (Case 811-23-000059-TYP2). However, the applicant is not requesting alternate design criteria or proposing to depart from the cited Code standards for this facility.

Conclusion: As described herein and with the recommended Condition 1 requiring approval of the Site Plan Review submitted under separate cover (Case 811-23-000059-TYP2), the proposal meets this criterion.

Conclusion: The proposal meets the criteria of Discretionary Use under SDC 5.9.120.

Conditions of Approval

SDC 5.9.125 allows for the Approval Authority to attach conditions of approval to a Discretionary Use request to ensure the application fully meets the criteria of approval. The specific language from the code section is cited below:

5.9.125 CONDITIONS

The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Discretionary Use approval to be granted.

The proposed modular classroom building has been reviewed and additional recommended conditions of approval are described in the companion Site Plan Review application for this development submitted under separate cover (Case 811-23-000059-TYP2). This Discretionary Use Permit will need to be approved before approval can be issued for the accompanying Site Plan Review.

SUMMARY OF RECOMMENDED CONDITION OF APPROVAL:

- 1. To satisfy SDC 5.9.115(A), concurrent with or subsequent to approval of the Discretionary Use Permit the applicant must obtain Planning Commission approval for the Site Plan Review initiated by Case 811-23-000059-TYP2.**



TYPE 3 TENTATIVE SITE PLAN REVIEW, STAFF REPORT & RECOMMENDATIONS

Project Name: EC (Early Childhood) Cares Site Plan Review

Project Proposal: Construct a 2,677 ft² modular classroom building and associated driveway, parking lot, playground, site landscaping and stormwater management facilities for a pre-school on a vacant residential property near downtown Springfield.

Case Number: 811-23-000059-TYP2

Project Location: 700 Block of G Street (Map 17-03-35-12, Tax Lots 6700 & 6800)

Zoning: R-1 Residential

Comprehensive Plan Designation:
Low Density Residential (LDR)
(Metro Plan)

Overlay Districts:
Drinking Water Protection (DWP)

Completeness Check Meeting Date:
March 3, 2023

Application Submitted Date:
March 30, 2023

Planning Commission Meeting Dates:
June 6 and 21, 2023



Associated Applications: 811-22-000252-PRE (Development Initiation Meeting); 811-23-000033-PRE (Completeness Check Meeting); 811-23-000060-TYP3 (Discretionary Use Permit)

APPLICANT’S DEVELOPMENT REVIEW TEAM

Applicant:	Applicant’s Representative:	Project Engineer:
Luke Helm EC Cares – University of Oregon 1585 E. 13 th Avenue Eugene OR 97403	Lorri Nelson Rowell Brokaw Architects 1203 Willamette Street, Suite 210 Eugene OR 97401	Anna Backus, PE KPF Consulting Engineers 800 Willamette St., Suite 400 Eugene OR 97401

CITY OF SPRINGFIELD’S DEVELOPMENT REVIEW TEAM

POSITION	REVIEW OF	NAME	PHONE
Project Manager	Planning	Andy Limbird	541-726-3784
Transportation Planning Engineer	Transportation	Michael Liebler	541-736-1034
Public Works Engineer	Utilities	Clayton McEachern	541-736-1036
Public Works Engineer	Sanitary & Storm Sewer	Clayton McEachern	541-736-1036
Deputy Fire Marshal	Fire and Life Safety	Gilbert Gordon	541-726-2293
Building Official	Building	Chris Carpenter	541-744-4153

Site Information: The proposed project site is a vacant, rectangular-shaped parcel that is located at the northwest corner of G Street and 8th Street. The subject property is comprised of two adjoining lots that are owned by the Springfield School District. The applicant is proposing to construct a 2,677 ft² modular classroom building along with a new driveway and parking lot off 8th Street, pedestrian walkways, outdoor play areas, site landscaping, bus drop off area along G Street and vegetated stormwater management facilities on the vacant property. The subject site is located adjacent to and east of 724 G Street but the property has not yet been assigned a municipal street address (Map 17-03-35-12, Tax Lots 6700 & 6800). The property is zoned R-1 Residential in accordance with the low-density plan designation shown on the *Metro Plan* diagram. Thus, current zoning is consistent with the adopted Comprehensive Plan designation. The extreme northeast corner of the property is within the mapped 5-10 year time of travel zone and the remainder of the property is within the 10-20 year time of travel zone for the Q Street drinking water wellhead.

RECOMMENDATION: This Type 2 Site Plan Review application has been elevated to a Type 3 decision at the discretion of the Director in accordance with SDC 5.1.415(B). This report is a recommendation for approval to the Planning Commission. Final Site Plans must conform to the submitted plans or as conditioned herein. The Planning Commission decision is a Type 3 land use decision made according to City code and state statutes. Unless appealed, the Planning Commission decision is final.

(See Page 17 for a summary of the conditions of approval.)

REVIEW PROCESS: The application is being reviewed under the Site Plan Review approval standards of SDC 5.17.125. The Director has elevated this application to a Type 3 review in accordance with provisions of SDC 5.1.415(B) because the applicant has applied for a concurrent Discretionary Use permit under separate cover (File 811-23-000060-TYP3).

Procedural Finding: The subject application was submitted on March 30, 2023 and considered complete on April 18, 2023. The Planning Commission held a public hearing on June 6 and continued the public hearing to June 21, 2023 which is day 64th of the 120 days mandated by Oregon Revised Statutes (ORS) 227.178 for issuing a final decision at the local level.

Procedural Finding: Applications for Type 2 and 3 Land Use Decisions require the notification of property owners/occupants within 300 feet of the subject property allowing for a 14-day comment period on the application for Type 2 applications and a 20-day public hearing notification for Type 3 applications (SDC 5.1.425). This application was initially distributed to adjacent property owners and occupants as a Type 2 land use action with a 14-day comment period. The application was subsequently elevated to a Type 3 land use action and provided with a 20-day public hearing notification period. The applicant and parties submitting testimony during the notice period have appeal rights and are mailed a copy of this decision (See Written Comments below). This application was subsequently elevated to a Type 3 Land Use Decision at the discretion of the Director and is tied to the Type 3 Discretionary Use permit submitted under separate cover (File 811-23-000060-TYP3). Notification of the June 6 public hearing meeting for the Discretionary Use permit included reference to the Site Plan Review application. Based on the foregoing, two notices and opportunities to comment were provided for the subject Site Plan Review application and all comments received during both notification periods are addressed in the Discretionary Use permit report.

Requirement for Final Site Plan: As stated in SDC 5.17.130, the Final Site Plan must comply with the requirements of the Springfield Development Code and the conditions imposed by the Planning Commission in this decision. The Final Site Plan otherwise must be in conformance with the tentative plan reviewed. Portions of the proposal approved as submitted during tentative review cannot be changed during Final Site Plan approval. Approved Final Site Plans (including Landscape Plans) must not be changed during Building Permit Review without an approved Site Plan Modification.

WRITTEN COMMENTS:

Procedural Finding: In accordance with SDC 5.1.425, notice was sent to adjacent property owners/occupants within 300 feet of the subject site on April 20, 2023. Public hearing notification for the combined Type 3 Discretionary Use

and Site Plan Review was mailed to adjacent property owners/occupants on May 5, 2023. Staff responded to several telephone calls and emails regarding the proposal and written comments were received from four respondents. The written comments and staff responses are addressed in the staff report and recommendations for Discretionary Use permit, File 811-23-000060-TYP3.

SITE PLAN APPROVAL STANDARDS:

SDC 5.17.125(A), Site Plan Approval Standards states, “The Director must approve, approve with conditions, or deny a proposed Site Plan Review application based on the following standards.” The subject application has been elevated to a Type 3 review by the Director because it has been submitted concurrently with a request for Discretionary Use permit under separate cover (File 811-23-000060-TYP3). Therefore, the Planning Commission is the approval authority for this decision.

1. The proposed land use is a permitted use or is allowed as a discretionary use in the land use district.

Approval Standard 1.1: SDC Table 3.2.210 specifies that “educational facilities: elementary and middle schools” area Discretionary Use in the R-1 district and are subject to Site Plan Review.

Finding: The use of “preschool” is not listed in the Springfield Development Code. The term Elementary school or Middle School is not defined in the SDC. The term “school” is defined in SDC 6.1.100 as “A building where individuals gather to receive educational instruction, either public or private, except as otherwise specifically defined in this code. *School* does not include a child care facility as defined in this chapter.” In accordance with SDC 6.1.105(G) where words are not defined direction is given to rely on other sources including State laws, and dictionaries in common usage. The term “preschool” as defined in the online Merriam-Websters dictionary is “a school for children usually younger than those attending elementary school or kindergarten.”

Finding: For the purpose of the proposed use, it is found that the use is a school and is allowed as a Discretionary Use in the R-1 district as an educational facility. The applicant has submitted a Discretionary Use permit for the facility under separate cover, File 811-23-000060-TYP3.

Conclusion: This proposal satisfies Standard of Approval 1.

2. If a use is allowed as a discretionary use, in addition to meeting the standards below, a Discretionary Use application must be approved in conformance with the standards in SDC 5.9.100.

Approval Standard 2.1: Prior or concurrent approval of the Discretionary Use permit is necessary for the Site Plan Review to be approved.

Finding: The applicant has submitted a Discretionary Use permit under separate cover (File 811-23-000060-TYP3). The Planning Commission reviewed both the Discretionary Use permit and accompanying Site Plan Review at the public hearing meeting opened on June 6 and at the continued public hearing on June 21, 2023. The Planning Commission conducted deliberations and adopted the Discretionary Use permit on June 21, 2023. Prior or concurrent approval of the Discretionary Use permit is necessary for Approval Standard 2.1 to be met and for the Site Plan Review to be approved.

Conclusion: This proposal satisfies Standard of Approval 2.

3. The proposal complies with the standards of the land use district of the subject property.

Finding: The subject site is comprised of two adjoining, vacant residential lots that have frontage on 8th Street along the eastern boundary and G Street along the southern boundary. The total site area is approximately 0.42 acres (18,240 ft²) and the applicant is proposing to construct a 2,677 ft² modular classroom building with associated improvements including a driveway and parking lot accessed from 8th Street; bus drop off lane on G Street; pedestrian walkways from G Street to the building entrance; outdoor play areas; vegetated stormwater management facilities; and site landscaping.

Approval Standard 3.1: SDC 3.2.215 requires that parcels within the R-1 district must be at least 1,000 ft² for townhomes; 3,000 ft² for single-unit or duplex dwellings; 5,000 ft² for tri-plex dwellings; 5,000 ft² for cottage clusters; and 7,000 ft² for fourplexes. There are no minimum lot frontage requirements.

Finding: There are no specific dimensional standards for non-residential uses in the R-1 District. However, the subject site has approximately 152 feet of frontage on G Street and 120 feet of frontage on 8th Street which exceeds the requirements for any residential use in the district.

Approval Standard 3.2: SDC 3.2.220 requires a 10-foot front and rear side yard setback for primary structures in the R-1 District. Side yard setbacks are 5 feet in the R-1 District.

Finding: The proposed modular building is set back more than 10 feet from all perimeter property lines which meets this requirement.

Approval Standard 3.3: SDC 3.2.225 limits the total building coverage to 45% for the R-1 District.

Finding: The proposed modular classroom building will occupy approximately 15% of the site, which is less than the 45% coverage requirement for residential dwellings and accessory structures as listed in SDC 3.2.225.

Approval Standard 3.4: SDC 3.2.230 limits the maximum height of buildings within the R-1 district to 35 feet.

Finding: The proposed single-story building is approximately 12 feet high as measured at the roof peak which meets this requirement.

Approval Standard 3.5: SDC 3.2.235 describes measures for determining dwelling unit density in residential districts.

Finding: The proposed modular classroom building is not designed or intended for residential occupancy. Therefore, the minimum dwelling unit density provisions of SDC 3.2.235 are not applicable to this proposal.

Approval Standard 3.6: SDC 3.2.240 describes special development standards for panhandle lots.

Finding: The proposed development site is comprised of two rectangular lots that have combined frontage on G Street and 8th Street. The development site is not classified as a panhandle lot or parcel. Therefore, the provisions of SDC 3.2.240 are not applicable to this proposal.

Approval Standard 3.7: SDC 3.2.245 – 3.2.275 describes special development standards for various dwelling unit types including middle housing forms.

Finding: The proposed modular classroom is not classified as a single-unit dwelling, accessory dwelling unit, or a form of middle housing. Therefore, the provisions of SDC 3.2.245-275 are not applicable to this proposal.

Conclusion: This proposal satisfies Standard of Approval 3.

4. The proposal complies with any applicable approved master plan, master facilities plan, refinement plan, and/or special planned district.

Finding: The subject site is not within an adopted refinement plan area. Additionally, the property is not within an approved Master Plan area and is located outside the Washburne Historic District.

Approval Standard 4.1: SDC 3.3.235 establishes development standards for sites within the mapped Time of Travel Zones for Springfield's Drinking Water wellheads.

Approval Standard 4.2: SDC 3.3.220(C)(3) states that tax lots having parts lying within more than one Time of Travel Zone are governed by the standards of the more restrictive zone. SDC 3.3.220 governs sites within the 0-1 year, 1-5 year, 5-10 year and 10-20 year Time of Travel Zones.

Finding: The subject property is within the Drinking Water Protection Overlay district (DWP). The extreme northeast corner of the site is within the 5-10 year Time of Travel Zone and the remainder of the property is within the 10-20 year Time of Travel Zone for the Q Street drinking water wellhead. For the purpose of this review, the subject property is considered to be within the 5-10 year Time of Travel Zone in accordance with SDC 3.3.220(C)(3).

Approval Standard 4.3: SDC 3.3.235(C) establishes development standards for properties within the 5-10 year Time of Travel Zone. SDC 3.3.235(C)(1) allows for the storage, handling, treatment, use, production or otherwise keeping on premises of more than 20 gallons of hazardous materials that pose a risk to groundwater in aggregate quantities not containing Dense Non-Aqueous Phase Liquids (DNAPLs) is allowed upon compliance with containment and safety standards specified by the most recent Fire Code adopted by the City.

Approval Standard 4.4: SDC 3.3.240 states that the approving authority may attach conditions of approval that will minimize negative impacts of regulated substances on groundwater and ensure that the facility or the proposed development can fully meet the standards specified in SDC 3.3.235. These conditions may include, but are not limited to: on-site monitoring wells, Wellhead Protection Area signs, special storm water facilities or other conditions to address specific risks associated with the proposed development.

Finding: The Drinking Water Source Protection Coordinator has reviewed the proposed development and determined that the proposed modular classroom building should not contain hazardous materials that, in aggregate, pose a risk to groundwater. Therefore, a Drinking Water Protection permit is not required for this proposed development.

Finding: As a water quality protection measure, SUB Drinking Water Protection recommends that a Wellhead Protection Area sign be placed at the trash enclosure in accordance with SDC 3.3.240. These signs are available from SUB Water for a nominal cost and the applicant can contact Amy Chinitz at amyc@subutil.com or call 541-744-3745.

Recommended Condition of Approval:

- 1. The Final Site Plan must provide for installation of a SUB Wellhead Protection Area sign at the outdoor trash enclosure to meet the requirements of SDC 3.3.240.**

Conclusion: As conditioned herein, this proposal satisfies Standard of Approval 4.

5. The proposal complies with the applicable sections of SDC 4.2, Infrastructure Standards-Transportation.

Standard of Approval 5.1: SDC 4.2.105(B) requires a Traffic Impact Study (TIS) when a development is expected to generate 100 peak hour vehicle trips or 1,000 daily vehicle trips as determined by the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, or when traffic safety, street capacity, or multimodal concerns may be associated with the proposed development.

Finding: The first of the criteria in (1) is for a Peak Hour Threshold. The second in (2) is for an Average Daily Traffic Threshold. For the subject proposal, the development is expected to generate fewer than 25 peak hour trips and less than 70 total vehicle trips based on a two-classroom modular building for 30 students with 2-3 staff. This does not account for the proposed student busing which will reduce the peak hour and daily vehicle trips. Because the worst-case scenarios of no busing with 30 students arriving separately using “Day Care” or “Elementary School” ITE trip generation rates does not approach the threshold levels for requiring a TIS, neither of the criteria are met to trigger a TIS. A third criteria in (3) is for a Variance or Known Issues Threshold. A variance has not been submitted for this application. Comments have been submitted identifying concerns about

traffic safety and capacity but these are not supported by submitted evidence, staff data collection or traffic reports provided by the Springfield Police Department. The Discretionary Use permit (File 811-23-000060-TYP3) evaluated the potential impacts of the proposed site development on parking, traffic and pedestrian safety and found there was no known issue that rendered the site unsuitable for the preschool or created an adverse impact that required mitigation. The findings in the Discretionary Use permit under the criteria SDC 4.2.105(B) are incorporated herein by reference.

Standard of Approval 5.2: SDC 4.2.105(G)(2) requires that whenever a proposed land division or development will increase traffic on the City's street system and that development has unimproved street frontage abutting a fully improved street, that street frontage must be fully improved to City specifications.

Standard of Approval 5.3: SDC 4.2.105 states that improvement requirements for local and collector streets include paving, curb, gutter, sidewalk, planter strip, street trees, street lighting, and stormwater management facilities.

Standard of Approval 5.4: SDC 4.2.135(C)(3) states that sidewalks must be separated from the curb by the planting strip. Alternatively, sidewalks may be proposed to not meet this standard when necessary for connectivity, safety, or to comply with street design requirements subject to approval by the approving authority. In this case, the approving authority is the Planning Commission.

Standard of Approval 5.5: SDC 4.2.140 states that street trees are required to be planted or replaced for every 30 feet of frontage except where required streetlights or approved driveway approaches are located. Street trees are also set back from intersections to preserve vision clearance areas.

Finding: The subject site is currently vacant so the construction of a modular classroom building will introduce new traffic onto the City's street system. Therefore, Standard of Approval 5.2 applies to this proposal.

Finding: The southern boundary of the site has frontage on G Street, which is classified as a neighborhood collector street. The eastern boundary of the site has frontage on 8th Street, which is classified as a local street. Therefore, Standard of Approval 5.3 applies to this proposal.

Finding: The southern boundary of the project site has frontage on G Street, which is classified as a neighborhood collector street. The public collector street abutting the subject site is developed to neighborhood collector street standards with curb, gutter, setback sidewalk, street trees, paving and street lighting. Curbside parking is available on both sides of the street and there are no striped bicycle lanes. The subject property has one street tree that has deteriorated and is proposed to be removed, so two new trees are to be installed with the project as depicted on Sheet L-1.0. The proposed street trees and frontage improvements meet the requirements of SDC 4.2.105 and Figure 4.2-N. The proposal satisfies Standards of Approval 5.2, 5.3 and 5.5 for the G Street frontage.

Finding: The eastern boundary of the project site has frontage on a stub of 8th Street, which is classified as a local street. The public local street abutting the subject site is developed to urban standards with curb, gutter, setback sidewalk, planter strip and three new street trees that were installed by the Friends of Trees organization in Spring 2023. The applicant is proposing to construct a new curb cut and driveway approach onto 8th Street to serve the on-site parking lot. An Encroachment Permit for work within the public right-of-way will be required for this driveway construction and the permit can be obtained from the City's Development & Public Works Department. Upon completion of the work the site frontage will meet the requirements of SDC 4.2.105. The proposal satisfies Standards of Approval 5.2, 5.3 and 5.5 for the 8th Street frontage.

Finding: The applicant is proposing to modify the planter strip along the G Street frontage of the site. Therefore, Standard of Approval 5.4 applies to the proposal.

Finding: The applicant is proposing to install concrete panels within the planter strip along G Street to allow for students begin dropped off at the curb line by bus to cross the landscaping areas. The applicant is proposing the additional curbside panels to improve safety and connectivity for students and persons with disabilities being

dropped off at the curbside allowing them to proceed onward to the public sidewalk and connecting walkways to the school entrance. In addition to improving safety and connectivity, the curbside panels will prevent erosion of the planter strip from pedestrian traffic between the curb line and sidewalk. Staff recommends approval of the additional concrete panels within the bus zone planter strip as a suitable alternative standard as contemplated by SDC 4.2.135(C)(3).

Finding: The applicant is advised that a sidewalk permit will be required to cover the additional concrete work proposed along the G Street frontage.

Finding: The proposed site driveway on 8th Street is depicted at or near the location where a street tree was recently installed by the Friends of Trees organization. It is recommended that the newly-installed street tree is relocated to the G Street frontage of the property to satisfy one of the two developer-provided street trees as shown in the applicant's Planting Plan, Sheet L-2.0.. Alternatively, the applicant can contact the Friends of Trees organization and have them remove the tree and relocate it elsewhere within the neighborhood to prevent loss of the tree when the driveway is installed.

Conclusion: Based on the above findings, this proposal satisfies Standard of Approval 5.

6. The proposal complies with the applicable sections of SDC 4.3, Infrastructure Standards-Utilities.

Sanitary Sewer

Approval Standard 6.1: SDC 4.3.105(B) requires that sanitary sewers must be installed to serve each new development and to connect developments to existing mains. Additionally, installation of sanitary sewers must provide sufficient access for maintenance activities.

Approval Standard 6.2: SDC 4.3.105(C) requires that sanitary sewers must be designed and constructed in conformance with the *Engineering Design Standards and Procedures Manual* (EDSPM).

Approval Standard 6.3: SDC 4.3.105(D) states the City Engineer must approve all sanitary sewer plans and proposed systems prior to development approval for an application proposing or requiring new sanitary sewer construction

Approval Standard 6.4: SDC 4.3.105(F) states the sanitary sewer system must be separated from any stormwater sewer system. Where outdoor or partially exposed floor drains are provided, Chapter 3.02.4.e of the City's *Engineering Design Standards and Procedures Manual* and Section 3.6 of the City of Eugene Stormwater Management Manual require that loading docks, material transfer areas and trash enclosures must be covered and hydraulically isolated from potential stormwater runoff and directed to the sanitary sewer system.

Finding: The applicant is proposing to connect the new building to an existing 10-inch public sanitary sewer line that runs east-west just outside the northern property line. A connection to the public sewer line is depicted on the applicant's utility plan (Sheet C4.0). The applicant will need to add a cleanout for the sanitary sewer lateral serving the proposed building in conformance with Detail 4-4a of the City's *Standard Construction Specifications*.

Finding: The proposed sewer connection location does not match City records for an existing sewer lateral serving this property. The applicant can either use the existing sewer lateral (requiring a plumbing permit) or install a new tap and lateral to the sewer main (requiring an additional encroachment permit).

Finding: The proposed building has a trash enclosure with an overhead cover and residential-style rollout bins. A floor drain is noted and depicted on Sheet C4.0 of the civil plans. The proposed trash enclosure equipped with a floor drain that is plumbed to the sanitary sewer system meets the requirements of the SDC 4.3.105(F).

Conclusion: The proposal satisfies this sub-criterion of Standard of Approval 6.

Stormwater Management

Approval Standard 6.5: SDC 4.3.110(A)(2) requires that a stormwater management system must be installed to serve each new development within the city limits.

Approval Standard 6.6: SDC 4.3.110(A)(3) states the stormwater management system must be designed and constructed in conformance with SDC 4.3.110(B) - Stormwater Study Standards.

Approval Standard 6.7: SDC 4.3.110(A)(5) states that any development that creates or replaces 5,000 square feet or more of impervious surface area and discharges to the storm system must install storm water controls that minimize the amount and rate of surface water runoff into the city stormwater system. The storm system must be constructed consistent with the City's EDSPM. Section 3.03 of the City's EDSPM requires that private stormwater facilities provide for suitable ongoing maintenance to ensure the long-term functionality of the system.

Approval Standard 6.8: SDC 4.3.110(B)(2)(b)(viii) requires that a Stormwater Study provides a hydrological site map showing existing and proposed stormwater pipes and channels including sizes and cross-section details. Finding: The existing site is vacant and seeded with turf grass so it is almost entirely pervious surface. The proposed modular building, parking lot and playground will create more than 5,000 ft² of new impervious surface so the applicant has prepared and submitted a stormwater study for the project. To meet the requirements of SDC 4.3.110(A)(2) & (B) the applicant is installing a stormwater management system to manage site drainage. Overflow from the constructed stormwater system must be directed to the nearest public system, which is located in 8th Street.

Finding: To meet the requirements of SDC 4.3.110(A)(2) & (B) the applicant is proposing to construct a rain garden and soakage trench to address typical rainfall frequency events as determined by SDC Table 4.3.1. However, there is no apparent connection to the public stormwater system for overflow, which does not comply with approval standard 6.7. An overflow connection to a weephole in the curb line along 8th Street is feasible to construct and therefore will be made a condition of approval necessary to comply with this standard.

Finding: The existing public stormwater system is just outside the northern edge of the Washburne Historic District and it has limited capacity. To meet the requirements of SDC 4.3.110(B) and the EDSPM, the applicant has prepared and submitted a hydrologic analysis and stormwater calculations showing that the proposed rain garden and soakage trench will limit the peak stormwater discharge rates to the predeveloped 2-year storm event for both the 2 and 25-year post-developed storm event.

Finding: The applicant is proposing to use vegetative treatment and infiltration of runoff from the site to address stormwater quality. These include a rain garden in the northeast corner of the site and a filter strip adjacent to the walkway at the building entrance. An overall landscaping and planting plan has been provided for the site which includes planting lists for the proposed stormwater facilities.

Finding: The applicant has provided a Stormwater Study with hydrological site map. The map shows the dimensions but not the cross-section of the proposed filter strip. To meet the requirements of SDC 4.3.110(B)(2)(b)(viii), a detailed cross-section of the filter strip must be provided. The cross-section detail must be consistent with the standards for Filter Strip facilities as shown in Appendix B of the Eugene Stormwater Management Manual, attached hereto and incorporated by this reference.

Finding: To address the requirements of SDC 4.3.110(A)(5), the applicant has provided an Operations and Maintenance Agreement for the rain garden, soakage trench and filter strip meeting the standards of EDSPM 3.03.1. Because the installed stormwater management system is intended to serve the development site in perpetuity, a notice of Operations and Maintenance Agreement that commemorates the applicant's obligations for maintaining the private drainage facilities needs to be recorded against the property. The recorded notice

ensures that the maintenance obligations remain in place irrespective of changes in property ownership and/or tenancy.

Recommended Conditions of Approval:

2. **To meet the requirements of SDC 4.3.110(A)(5), the applicant's Final Site Plan must provide an overflow connection from the rain garden to a weephole in the curb line of 8th Street.**
3. **To meet the requirements of SDC 4.3.110(B)(2)(b)(viii), the applicant's Final Site Plan must include a cross-section detail for the vegetated filter strip. The cross section must show compliance with the standards listed on the Filter Strip detail attached to this decision as Attachment A.**
4. **To meet the requirements of SDC 4.3.110(A)(5), prior to approval of the Final Site Plan the applicant must record a Notice of Operations and Maintenance Agreement consistent with Appendix 3A-1 of the City's EDSPM against the subject property and provide evidence thereof to the City.**

Conclusion: As conditioned herein, the proposal satisfies this sub-criterion of Standard of Approval 6.

Water Quality Protection

Finding: The subject site is not located near a Water Quality Limited Watercourse, or within or adjacent to a riparian protection area. Therefore, the requirements of SDC 4.3.115 are not applicable to this proposal.

Natural Resource Protection Areas

Finding: The subject site does not contain any inventoried natural resources. Therefore, the requirements of SDC 4.3.117 are not applicable to this proposal.

Underground Placement of Utilities

Approval Standard 6.9: SDC 4.3.125 requires that whenever possible, all utility structures, facilities and equipment must be placed underground.

Finding: There is an existing power pole along the G Street frontage of the property with an overhead wire that runs northward into the site. The applicant is proposing to remove the power pole, guy wires and overhead service line and install new underground utility connections to the modular building.

Finding: The proposal meets the requirements of SDC 4.3.125 for placement of utilities underground and thereby satisfies this sub-criterion of Standard of Approval 6.

Electric System

Approval Standard 6.10: SDC 4.3.127(A) and (B) requires that electrical systems are available and have the capacity to serve the proposed development.

Finding: Springfield Utility Board (SUB) coordinates the design of the electrical system within the Springfield City limits north of the Mt. Vernon Road alignment, which includes this site.

Finding: SUB Electric advises that a new electrical service will be required for the proposed building. There is an existing power pole and transformer on G Street at the southwest corner of the property. The current design would take a power drop from the existing pole-mounted transformer and run the electrical line northward inside the western boundary of the property and then eastward along the northern edge of the site to a transformer located near the midpoint of the northern site boundary. Underground electrical service lines would run

southward from the transformer to the proposed modular building as depicted on Sheet E100 of the applicant's submittal.

Conclusion: The proposal satisfies this sub-criterion of Standard of Approval 6.

Water System and Fire Protection

Approval Standard 6.11: SDC 4.3.130(A) requires that each development area must be provided with a water system having sufficiently sized mains and lesser lines to furnish an adequate water supply to the development with sufficient access for maintenance.

Finding: Springfield Utility Board (SUB) coordinates the design of the water system within Springfield City limits.

Finding: The applicant is proposing to extend a 2-inch potable water line from the existing 8-inch water main that runs along the property frontage in G Street. The applicant is not proposing to install a sprinkler system within the building. The proposed domestic water service meets the requirements of SDC 4.3.130(A).

Finding: There is an existing public fire hydrant at the southeast corner of the property at the intersection of 8th and G Streets. The fire hydrant is within the optimal 400-foot hose lay distance to serve the proposed building.

Finding: The proposal satisfies the requirements of SDC 4.3.130(B).

Conclusion: The existing SUB Water facilities are adequate to serve the site and the proposed building water services satisfy this sub-criterion of Standard of Approval 6.

Public Easements

Approval Standard 6.12: SDC 4.3.140(A) states the applicant must make arrangements with the City and each utility provider for the dedication of utility easements necessary to fully service the development or land beyond the development area, as necessary.

Approval Standard 6.13: SDC 4.3.140(A) states that public utility easements must be shown on plat or in a form approved by the City Attorney.

Approval Standard 6.14: SDC 4.3.140(A)(3) requires that the minimum width of public utility easements is 7 feet.

Finding: The underground and overhead utilities outside the edges of the site are located within the public right-of-way or within existing public utility easements. The applicant is not proposing to create any other public easements along the property frontages, and none are required.

Finding: The proposed development site is already platted. In this case, to meet the requirements of SDC 4.3.140(A) any proposed utility easements must be shown on the applicant's Final Site Plan. Easements for individual utilities, such as electrical lines, can be less than the 7-foot minimum width required by SDC 4.3.140(A)(3). As an example, underground electrical service lines can be placed within a 5-foot wide easement.

Finding: Easements can affect the amount and type of development that can occur on a site. At-grade improvements such as paving and landscaping are usually acceptable within easement areas. However, buildings and structures – including building projections such as eave lines or cantilevers – cannot encroach into or over a public easement.

Finding: The underground electrical service line for the proposed modular building may require a dedicated electric easement running inside and parallel with the western boundary of the site and a second easement for the

service lines within the interior of the site. The final configuration of the easements will need to be coordinated with SUB Electric. If electrical easements are required for installation of electrical service lines to the development site these must be depicted on the Final Site Plan.

Finding: As conditioned herein, the proposal meets the requirements of SDC 4.3.140(A).

Recommended Condition of Approval:

5. The Final Site Plan must show the location and dimensions of any recorded electrical easements provided for Springfield Utility Board facilities.

Conclusion: As conditioned herein, the proposal satisfies Standard of Approval 6.

7. The proposal complies with the applicable sections of SDC 4.4, Landscaping, Screening, and Fence Standards.

Approval Standard 7.1: SDC 4.4.105(B)(2) requires street trees in the public right-of-way as specified in SDC 4.2.140.

Finding: The applicant is proposing to install two new street trees along the property frontage on G Street, which meets the requirements of SDC 4.4.105(B)(2). As previously stated herein, there are three recently-installed street trees along the 8th Street frontage of the site. One of the street trees appears to conflict with the location of the proposed driveway so it will need to be relocated. The other two street trees can be retained and satisfy these requirements for frontage improvements. The proposal satisfies the requirements of Approval Standard 7.1.

Approval Standard 7.2: SDC 4.4.105(B)(3) requires curbside planter strips in the public right-of-way as specified in SDC 4.2.135.

Finding: To meet the requirements of SDC 4.4.105(B)(3), the applicant is proposing to retain the existing curbside planter strips in 8th Street and G Street.

Finding: SDC 4.2.135(C)(3) requires that sidewalks must be separated from the curb by the planting strip. Alternatively, SDC 4.2.135(C)(3) allows for sidewalks to be proposed that do not meet this standard when necessary for connectivity, safety, or to comply with street design requirements subject to approval by the approving authority, which in this case is the Planning Commission.

Finding: The applicant is proposing to install additional concrete panels along the G Street frontage to accommodate students dropped off by school buses and direct them to the building entrance. Because the concrete panels will increase safety and connectivity for preschool age students and persons with disabilities and also protect against pedestrian impacts to the planter strip, these are acceptable along the G Street frontage of the site as allowed by SDC 4.2.135(C)(3) and this decision. The proposal satisfies the requirements of Approval Standard 7.2.

Approval Standard 7.3: SDC 4.4.105(D)(1) states that all required setback areas and other locations required by the zoning district are to be landscaped.

Finding: The required setbacks for the R-1 Residential district are the front, side and rear yards of the property. To meet the requirements of SDC 4.4.105(D)(1), the applicant is proposing to landscape the front, street side yard and interior side yard of the site with turf grass, stormwater plantings, ornamental shrubs, and hardscape elements including playground surface, and walkways. There are no standards that specifies how much of the required setbacks areas must be landscaped with planted areas. As discussed below under SDC 4.4.105(E), whatever planning areas that are proposed must be covered by 65% living plant materials within 5 years of planting. The rear yard along the north property line is proposed to be improved with landscaping elements including hardscaping for the playground area, which are allowable in the R-1 Residential District. There is also

a covered structure area for the playground area - similar in many respects to residential patios and accessory structures such as a gazebo or shed. The eave of the structure extends 18" into the rear yard setback along the north property line as allowed. Required setback areas do not have to be vegetated if they are improved with alternative surfaces that do not exceed the maximum impervious surface provisions of SDC 3.2.225(B). Under SDC 3.2.225(B), there is no maximum impervious surface coverage for lots larger than 4,500 ft², only a maximum of 45% building coverage. The site development area is 18,240 ft² and the proposed 2,677 ft² building footprint represents 14.6% of the site area which meets SDC 3.2.225(B).

Finding: The applicant's site plan identifies covered and tiled hard surfaces equipped with stormwater drainage facilities along with surfaces covered with wood chips. The covered and tiled hard surfaces in combination with the modular building, walkways and parking lot comprise a total of 10,110 ft² of impervious surface. The proposed hardscape improvements and wood chip areas are to be used as outdoor play spaces for children. The proposed setback landscaping meets the requirements of SDC 4.4.105(D)(1). The proposal satisfies the requirements of Approval Standard 7.3.

Approval Standard 7.4: SDC 4.4.105(D)(2) requires parking lot planting areas.

Approval Standard 7.5: SDC 4.4.105(F) requires one tree and five shrubs for each 100 ft² of parking lot planting area.

Finding: According to the applicant's planting plan, there is approximately 228 ft² of planting area at the southwest and southeast corners of the parking lot. Within the parking lot planting areas, the applicant is proposing to install two trees, 28 shrubs and 15 ornamental plants. The proposed parking lot planting meets the requirements of SDC 4.4.105(D)(2) & (F). The proposal satisfies the requirements of Approval Standards 7.4 and 7.5.

Approval Standard 7.6: SDC 4.4.105(E) requires that at least 65 percent of each required planting area must be covered with living plant materials within 5 years of the date of installation. SDC 4.4.105(E) also requires a minimum of two trees, ten shrubs, and lawn or groundcover for each 1,000 ft² of required landscaping.

Finding: To meet the requirements of SDC 4.4.105(E), the applicant must demonstrate that the required planting areas will have 65% coverage within 5 years of planting. The applicant's site landscaping plan provides for more than 65% coverage of vegetated areas within less than 5 years following installation. The "required planting areas" is not specified in terms of how much of the landscape area, as discussed above in SDC 4.4.105(D)(1), with in the required setbacks must be planted with planted material verses other surface treatments such as hardscape. The other required planting area is that area within the proposed parking area. As discussed below, staff finds that the standard above for 65% coverage in 5 years will be met based on the proposed planning plan.

Finding: The applicant's site landscaping plan provides for a total of five ornamental trees, 148 shrubs, 163 ornamental plants and manicured turf grass for all areas of the site not improved with buildings or hard surfaces. According to the applicant's site plan, approximately 4,500 ft² of the site is to be landscaped. Of this total area, about 2,986 ft² or 66.3% of the landscaping area will be turf grass which is considered to provide 100% vegetative coverage at time of initial installation.

Finding: The rear yard along the north property line is not planted and instead contains hardscape play surfaces as described in Approval Standard 7.3 above. The rear yard along the western property line is proposed be all planted with lawn, for 100% vegetative cover in this area. The total net area of the required planting areas is approximately 2,585 ft² of which 1,980 ft² or 76.6% is proposed to be turf grass or grass filter strip. After installation and establishment, 100% of the turf grass and grass filter strip areas are proposed to be vegetated. For the purposes of determining vegetative coverage, as proposed, staff finds the proposed vegetative areas will meet the requirement for at least 65% coverage within 5 years.

Finding: All of the vegetation proposed along the west side yard (600 ft²) and south front yard (1,310 ft²) is turf grass so 100% of the required setback in these areas is considered vegetated upon installation. Of the east street

side yard setback, 70 ft² of the required planting area is grass filter strip and would be considered 100% vegetated upon installation and establishment. The remaining landscaping areas are a combination of trees, shrubs and groundcover plants that will require more than one growing season to establish and cover more than 65% of the required planting area based on the planting plan, plant list and methods of planting found on the applicant's site landscaping plan. Upon installation and after five growing seasons the combination of plants are expected to exceed the 65% vegetative coverage in these areas.

Finding: The remaining 23.4% of the required planting areas are proposed to be planted with shrubs, trees and groundcover plants. Based on the proposed plants and planting scheme shown on Sheet L-2.0 of the applicant's submittal, about 50% of the area will be covered with plants upon initial installation and establishment. The amount of vegetative coverage will gradually increase as plants become established, grow, and expand their breadth of coverage. Because the proposal already meets the minimum requirements for 65% vegetative coverage the exact amount of vegetative coverage at 5 years following installation is not estimated here but will be somewhere above 76.6%.

Approval Standard 7.7: SDC 4.4.105(G) requires that all new landscaping areas be provided with an irrigation system or planted with drought-tolerant species.

Finding: To meet the requirements of SDC 4.4.105(G), all new landscaping areas are to be irrigated as stated on the applicant's site landscaping plan. The proposal satisfies the requirements of Approval Standard 7.7.

Approval Standard 7.8: SDC 4.4.105(H) allows for landscaped setbacks to be exempted from planting requirements where they abut required screening.

Finding: There is no requirement for screening of the subject development, therefore the requirements of SDC 4.4.105(H) are not applicable. The proposal satisfies the requirements of Approval Standard 7.8.

Approval Standard 7.9: SDC 4.4.105(I) allows for existing trees and landscaping to be retained on a site and for replacement of topsoil to be included in the planting installation plan.

Finding: The applicant is not proposing to retain existing trees or landscaping on the site. Therefore, the requirements of SDC 4.4.105(I) are not applicable. Approval Standard 7.9 is not applicable to this proposal.

Approval Standard 7.10: SDC 4.4.110(A)(4) requires screening for garbage and recycling receptacles.

Finding: The applicant is proposing to keep the trash and recycling bins for the site in a covered and screened enclosure on the east side of the modular classroom building. The bins are to be screened with a slatted gate at the front of the enclosure, and solid walls on the other three sides. The proposed screening meets the requirements of SDC 4.4.110(A)(4). The proposal satisfies the requirements of Approval Standard 7.10.

Approval Standard 7.11: SDC 4.4.115 describes the style, height and location of fencing allowable in residential, commercial and industrial districts. SDC 4.4.115(C)(1) requires that fences within the front yard setback are limited to four feet high if composed of wrought iron or chain link, or three feet high if composed of sight obscuring material (such as a wood panel fence).

Finding: The subject site is within a residential district. Therefore, the provisions of SDC 4.4.115 apply to the site.

Finding: There is existing chain link style fencing around the perimeter of the subject site. Portions of the fencing along the western boundary are inset approximately 5 feet from the actual property line. The fence along the eastern boundary is more than 4 feet high and is not set back from the property line as required by SDC 4.4.115(C)(1).

Finding: The applicant is proposing to remove and replace sections of the existing chain link fence surrounding the site. A section of 4-foot high chain link fencing is proposed to be installed just outside and parallel with the eastern boundary of the site within the 8th Street right-of-way. A right-of-way use agreement will be required for the placement of a boundary fence within the public right-of-way.

Finding: The applicant is proposing to remove the existing chain link fence along the G Street frontage of the site and install segments of fence within the site interior to provide a secure play space in the rear of the site. The proposed interior fencing meets the requirements of SDC 4.4.115. The proposal satisfies the requirements of Approval Standard 7.11.

Conclusion: The proposal satisfies Standard of Approval 7.

8. The proposal complies with the applicable sections of SDC 4.5, On-Site Lighting Standards.

Approval Standard 8.1: SDC 4.5.105(C)(2) states that residential-style low wattage lighting used to illuminate driveways and yards are exempt from outdoor lighting standards provided they do not shine, glare, emit direct illumination or cast a shadow onto adjacent properties.

Finding: The applicant is proposing to install building-mounted, residential-style lighting on the western, southern and eastern building facades.

Finding: The proposed lighting meets the residential low wattage lighting standards for yards and driveways. As proposed, the site lighting meets the requirements of SDC 4.5.105(C)(2). The proposal satisfies the requirements of Approval Standard 8.1.

Conclusion: The proposal satisfies Standard of Approval 8.

9. The proposal complies with the applicable sections of SDC 4.6, Motor Vehicle Parking, Loading, and Bicycle Parking Standards.

Approval Standard 9.1: SDC 4.6.110(A)(2) requires that off-street parking spaces must be provided, consistent with requirements in SDC 4.6.125 and Table 4.6.2, unless excepted as allowed herein, for changes in use or the use category of an existing building or structure.

Approval Standard 9.2: In accordance with SDC 4.6.125 and Table 4.6.2, the parking space requirement for educational facilities is one space per classroom. The proposed modular building has two classrooms.

Approval Standard 9.3: Under OAR 660-012-0440(3), cities may not enforce parking mandates for developments on a lot or parcel that includes lands within ½ mile of a corridor with bus service arriving at least four times per hour during peak service. The City may use walking distance to measure distances under that rule. However, where vehicle parking is provided by an applicant it must meet the requirements of SDC 4.6.115 and 4.6.120.

Finding: The applicant is proposing to install on-site parking spaces. Therefore, the provisions of SDC 4.6.115 and 4.6.120 apply to the proposal.

Finding: The subject property is within ½ mile walking distance of both the EmX bus rapid transit line running along Pioneer Parkway and the LTD Route 11 (Thurston) bus operating along Main Street, both of which are scheduled to arrive more than four times per hour or four times per hour during peak service. Therefore, the City cannot require any off-street parking spaces for this development.

Finding: The proposed modular building has two classrooms. The applicant is proposing to construct a three-vehicle parking lot accessed via a driveway onto 8th Street. Two standard spaces and one ADA accessible space are proposed within the parking lot. The two standard parking spaces are proposed to be 9'x18' and equipped with curb stops and the ADA accessible space is proposed to be 9'x18' with an adjacent 8-foot accessible aisle.

The parking space dimensions meets the requirements of SDC 4.6.115 and 4.6.120. The proposal satisfies the requirements of Approval Standards 9.1 – 9.3.

Finding: The City has exclusive authority to control the design, construction and operation of public streets under its jurisdiction as described in Chapter 3.208 et seq. of the *Springfield Municipal Code*. The City's Transportation Division oversees operations on the existing City street system and reviews and approves proposals for new or modified streets and related improvements. Proposals for new or modified on-street parking or loading areas also are reviewed and approved by the City's Transportation Division.

Finding: The Springfield School District, through its school busing coordinator, manages the operations of school buses serving the district's educational facilities, including determining the locations and configurations of approved school bus loading zones.

Finding: The applicant is proposing to modify the curb line on G Street to allow for school bus parking and drop-off for students. The applicant is also proposing to provide a school bus staging/waiting space on G Street to the east of the intersection with 8th Street. The City's Transportation Division and the Springfield School District's school bus coordinator have reviewed the proposed configuration and support the parking and drop-off area along the subject site frontage on G Street.

Finding: The proposed creation of an off-site parking space across 8th Street to the east is not supported because it does not meet the adjacency requirements of SDC 4.6.110(G) and would require students to cross an intersection to reach the school. To satisfy the approved school bus parking and drop-off configuration, the applicant's final site plan must be reviewed to eliminate the Bus #3 space depicted on the northeast corner of G Street at 8th Street. As conditioned herein, the proposal satisfies the requirements of Approval Standard 9.4.

Approval Standard 9.5: SDC 4.6.145(A) requires that bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B.

Approval Standard 9.6: SDC 4.6.145(B) requires that bicycle parking spaces and facilities must be constructed and installed in accordance with SDC 4.6.150 and Figures 4.6-B and 4.6-C.

Finding: To meet the requirements of SDC 4.6.145(A) and (B), the applicant is proposing to install two inverted U-shaped bicycle racks that will be permanently affixed to the pavement. A single rack for two bicycle parking spaces is to be installed on the east side of the building near the vehicle parking area. A second single rack for two bicycle parking spaces is to be installed on the northwest edge of the building near the outdoor play area. The placement of the bicycle racks meets the requirements of SDC 4.6.150(A)(1). The proposal satisfies the requirements of Approval Standards 9.5 and 9.6.

Approval Standard 9.7: SDC 4.6.145(C) states that all required long-term bicycle parking spaces must be sheltered from precipitation, in conformance with SDC 4.6.145(D)(3) and include lighting in conformance with the lighting standards in SDC 4.5.100.

Finding: Neither bicycle parking rack is proposed to be covered. To meet the requirements of SDC 4.6.145(C) and 4.6.155(B), at least one bicycle parking space must be sheltered from precipitation and provided with lighting. There is building-mounted exterior lighting near the interior bicycle parking rack at the northwest corner of the building. Therefore, provision of a covering roof or canopy at this location would meet this requirement. Alternatively, the applicant must identify another location on the site equipped with a covering roof and illumination. As conditioned herein, the proposal satisfies the requirements of Approval Standard 9.7.

Approval Standard 9.8: SDC 4.6.145(D) provides that no sheltering of short-term bicycle parking is necessary if fewer than 10 spaces are provided.

Finding: The applicant is not required to or proposing to install more than 10 short-term bicycle parking spaces. Therefore, SDC 4.6.145(D) which requires the sheltering of more than 10 short-term bicycle parking spaces is not applicable to this proposal. Approval Standard 9.8 is not applicable to this proposal.

Approval Standard 9.9: SDC 4.6.145(E) requires that at least 10 percent of all bicycle parking spaces accommodate oversized bicycles.

Finding: The applicant is proposing to install a single rack for two bicycle parking spaces on the northwest corner of the building near the staff and student entrance to the outdoor play area. The location and configuration of the bicycle parking rack would accommodate oversized bicycles, which meets the requirements of SDC 4.6.145(E). The proposal satisfies the requirements of Approval Standard 9.9.

Approval Standard 9.10: SDC 4.6.150(A)(1)-(8) provides standards for bicycle facility improvements to prevent conflicts between bicycle parking areas and pedestrian and vehicle movements.

Finding: The applicant is proposing to anchor the bicycle racks to paved areas on the site which meets the requirements of SDC 4.6.150(A)(1) for bicycle racks that are securely affixed to the ground.

Finding: The bicycle racks are within 50 feet of the building entrance and more than 5 feet from the nearest vehicle parking space which meets the requirements of SDC 4.6.150(A)(2) and (4).

Finding: The bicycle rack on the east side of the building is directly visible from the driveway entrance onto 8th Street and the public right-of-way on 8th Street. The bicycle rack is visible from the public right-of-way, which meets the requirements of SDC 4.6.150(A)(3). Because it is visible from the main entrance, the requirements of SDC 4.6.150(A)(5) for signage directing bicyclists to the parking rack is not required for this proposal.

Finding: The applicant is not proposing to locate bicycle parking inside a building, therefore the provisions of SDC 4.6.150(A)(6) are not applicable to this proposal.

Finding: The applicant is not proposing to place the bicycle racks within the public right-of-way or in sidewalk or walkway areas where they would conflict with pedestrians. Therefore, the provisions of SDC 4.6.150(A)(7) are not applicable.

Finding: The proposal is not for multi-unit housing. Therefore, the requirements of SDC 4.5.150(A)(8) are not applicable to the proposal.

Finding: Based on the findings above, the proposal satisfies the requirements of Approval Standard 9.10.

Approval Standard 9.11: In accordance with SDC 4.6.155(B) and Table 4.6.3, one bicycle parking space is to be provided for every 10 students in an educational facility. A minimum of four spaces are to be provided for all principal uses that generate a requirement for bicycle parking under SDC 4.6.155(A).

Approval Standard 9.12: In accordance with SDC 4.6.155(B) and Table 4.6.3, bicycle parking spaces at schools must be at least 25% long-term (i.e. covered) and 75% short-term spaces.

Finding: According to the applicant's submittal, fewer than 40 students will be accommodated at the proposed classroom building so it generates the minimum 4-space bicycle parking requirement under SDC 4.6.155(B) and Table 4.6.3. The applicant's proposed site plan provides for four bicycle parking spaces which meets this requirement. The proposal satisfies the requirements of Approval Standard 9.11.

Finding: As previously stated and conditioned above, the applicant must provide at least one covered bicycle space to meet the requirements of SDC 4.6.145(C) and 4.6.155(B). As conditioned below, the proposal satisfies the requirements of Approval Standard 9.12.

Finding: According to the applicant's submittal, fewer than 40 students will be accommodated at the proposed classroom building so it generates the minimum 4-space bicycle parking requirement under SDC 4.6.155(B) and Table 4.6.3. The applicant's proposed site plan provides for four bicycle parking spaces which meets this requirement.

Recommended Conditions of Approval:

6. **The Final Site Plan must be revised to remove the Bus #3 parking space depicted on G Street to the east side of 8th Street.**
7. **The Final Site Plan must include a roof or canopy over the bicycle parking rack at the northwest corner of the building. Alternatively, the applicant must provide a covered bicycle parking at another location on the site that meets the requirements for location, covering, illumination and anchoring to the ground as described in SDC 4.6.145(C), 4.6.150(A) and 4.6.155(B).**

Conclusion: As conditioned herein, the proposal satisfies Standard of Approval 9.

10. The proposal complies with the applicable sections of SDC 4.7, Specific Development Standards.

Approval Standard 10.1: In accordance with SDC 4.7.195(A)(1) all new elementary and middle school facilities and additions over 10,000 square feet or those additions exceeding 50 percent of the size of the existing building must be through a Type 3 procedure concurrently with the Site Plan application. In addition to the Site Plan approval criteria, the Type 3 application must also address the standards specified in SDC 4.7.195(A)(2)-(11).

Approval Standard 10.2: SDC 4.7.195(B) states that in the Public Land and Open Space (PLO) District, public/private elementary/middle schools must be adjacent to residentially-zoned property.

Finding: The proposed modular classroom building is being reviewed through a Type 3 process. The standards in 4.7.195(A)(2)-(11) are applicable only when one of the conditions in (A)(1) is met. Because the modular classroom building is about 2,677 ft² and does not add onto any existing building, the standards in SDC 4.7.195(A)(2)-(11) are not applicable.

Finding: The subject property is not within the PLO District. Therefore, SDC 4.7.195(B) is not applicable to this proposal.

Finding: The proposal satisfies the requirements of Approval Standards 10.1 and 10.2.

Conclusion: The proposal satisfies Standard of Approval 10.

11. The proposal complies with the applicable sections of SDC 4.8, Temporary Use Standards.

Finding: The proposed modular classroom building is not being used as a dwelling or for a temporary use as described in SDC 4.8.100.

Conclusion: Standard of Approval 11 is not applicable to the proposal.

CONCLUSION: The proposal as conditioned herein meets the Standards of Approval for Site Plan Review, SDC 5.17.125(A)(1-11).

SUMMARY OF RECOMMENDED CONDITIONS OF APPROVAL:

1. **The Final Site Plan must provide for installation of a SUB Wellhead Protection Area sign at the outdoor trash enclosure to meet the requirements of SDC 3.3.240.**

2. To meet the requirements of SDC 4.3.110(A)(5), the applicant's Final Site Plan must provide an overflow connection from the rain garden to a weephole in the curb line of 8th Street.
3. To meet the requirements of SDC 4.3.110(B)(2)(b)(viii), the applicant's Final Site Plan must include a cross-section detail for the vegetated filter strip. The cross section must show compliance with the standards listed on the Filter Strip detail attached to this decision as Attachment A.
4. To meet the requirements of SDC 4.3.110(A)(5), prior to approval of the Final Site Plan the applicant must record a Notice of Operations and Maintenance Agreement consistent with Appendix 3A-1 of the City's EDSPM against the subject property and provide evidence thereof to the City.
5. The Final Site Plan must show the location and dimensions of any recorded electrical easements provided for Springfield Utility Board facilities.
6. The Final Site Plan must be revised to remove the Bus #3 parking space depicted on G Street to the east side of 8th Street.
7. The Final Site Plan must include a roof or canopy over the bicycle parking rack at the northwest corner of the building. Alternatively, the applicant must provide a covered bicycle parking at another location on the site that meets the requirements for location, covering, illumination and anchoring to the ground as described in SDC 4.6.145(C), 4.6.150(A) and 4.6.155(B).

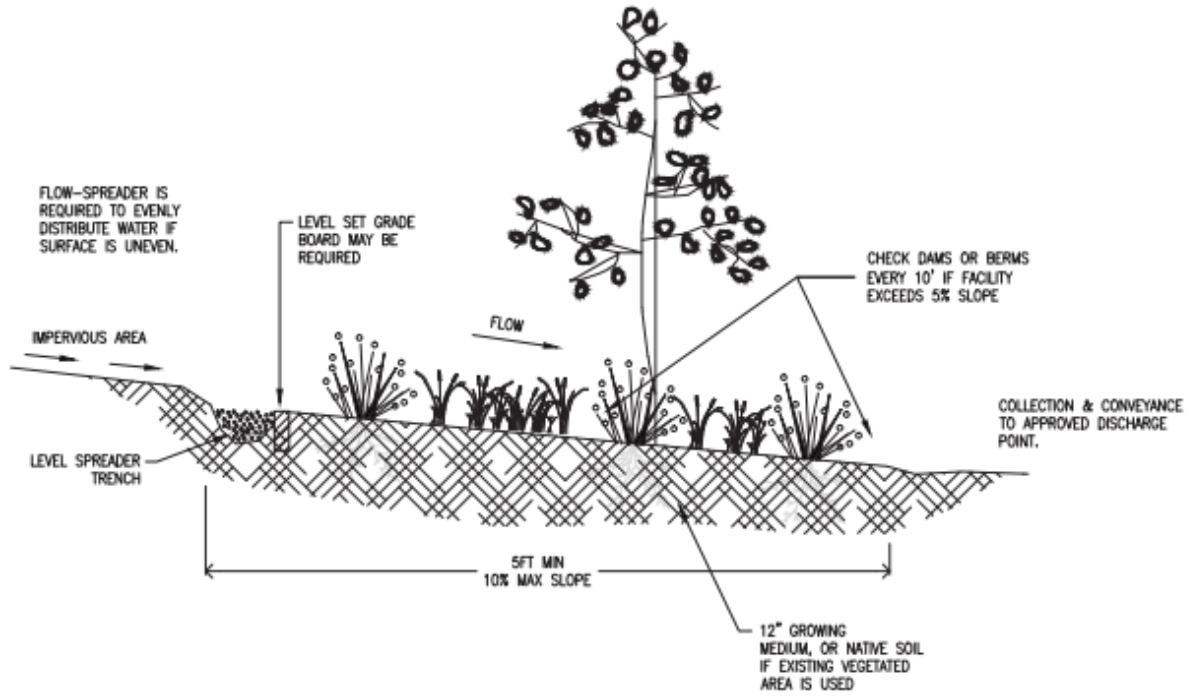
ADDITIONAL INFORMATION: The application, all documents, and evidence relied upon by the applicant, and the applicable criteria of approval are available for free inspection and copies are available for a fee at the Development & Public Works Department, 225 Fifth Street, Springfield, Oregon.

PREPARED BY

Andy Limbird

Andy Limbird
Senior Planner
Attachment A: Filter Strip Detail

Attachment A



1. Provide protection from all vehicle traffic, equipment staging, as well as foot traffic for proposed infiltration areas prior to and during construction.
2. Dimensions:
 - a. Flow line length: 5' minimum.
 - b. Slopes: 0.5 - 10%
3. Setbacks (from beginning of facility):
 - a. 5' from property line
 - b. 10ft from buildings
 - c. 50ft from wetlands, rivers, streams, and creeks where required.
4. Overflow: Collection from filter strip shall be specified on plans to approved discharge point.
5. Growing medium: Unless existing vegetated areas are used for the filter strip, growing medium shall be used within the top 12".
6. Vegetation: The entire filter strip must have 100% coverage by native grasses, native wildflower blends, native ground covers, or any combination thereof. Follow landscape plans otherwise refer to plant list in SWMM Appendix F. Number of plantings per 100sf of facility area:
 - a. 100 Ground Covers, OR
 - b. 80 Ground Covers, 4 Small Shrubs, OR
 - c. 60 Ground Covers, 12 Small Shrubs
7. Level Spreaders: A grade board, perforated pipe, berm or trench may be required to disperse the runoff evenly across the filter strip to prevent a point of discharge. The top of the level spreader must be horizontal and at an appropriate height to provide sheet flow directly to the soil without scour. Grade boards can be made of any material that will withstand weather and solar degradation. Trenches used as level spreaders can be open or filled with washed crushed rock, pea gravel, or sand
8. Check dams: shall be placed according to facility design otherwise:
 - a. Equal to the width of the filter
 - b. Every 10' where slope exceeds 5%.



CITY OF
EUGENE, OREGON
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

FILTER STRIP
TYPICAL DETAILS

DATE	1/2/2014
SCALE	NTS
DRAWN BY	SNG

Please be advised that the following is provided for information only and is not a component of the Site Plan Review decision.

FEES AND PERMITS

Systems Development Charges:

The applicant must pay Systems Development Charges when the building permits are issued for developments within the City limits or within the Springfield Urban Growth Boundary. The cost relates to the amount of increase in impervious surface area, transportation trip rate, and plumbing fixture units.

Systems Development Charges (SDCs) will apply to the construction of buildings and site improvements within the subject site. The charges will be based upon the rates in effect at the time of permit submittal for buildings or site improvements on each portion or phase of the development.

Sanitary Sewer In-Lieu-Of-Assessment Charge:

Pay a Sanitary Sewer In-Lieu-Of-Assessment charge in addition to the regular connection fees if the property or portions of the property being developed have not previously been assessed or otherwise participated in the cost of a public sanitary sewer. Contact the Engineering Division to determine if the In-Lieu-Of-Assessment charge is applicable [Ord. 5584].

Public Infrastructure Fees:

It is the responsibility of the private developer to fund the public infrastructure.

Other City Permits:

Encroachment Permit or Sewer Hookup Permit (working within right-of-way or public easements). For example, new tap to the public storm or sanitary sewer, installation or repair of public sidewalk, or adjusting a manhole. The current rate is \$369 for processing plus applicable fees and deposits.

Land and Drainage Alteration Permits (LDAP). Contact the Springfield Development & Public Works Department at 541-726-5849 for appropriate applications/requirements.

Right-of-way Use Agreement for placement of boundary fence in the public right-of-way. Please contact the Springfield Development & Public Works Department at 541-726-5849 for application requirements.

Additional permits/approvals may be necessary:

- Plumbing Permits
- Electrical Permits
- Building Permits
- Sidewalk Permits
- Paving Permits

PUBLIC COMMENTS

- Exhibit A: Comments from Sylvia Hawley Submitted April 22, 2023 in Response to Site Plan Review Notification
- Exhibit B: Comments from Michael McIlrath Submitted April 25, 2023 in Response to Site Plan Review Notification
- Exhibit C: Questions from Michael McIlrath with Responses from Brett Yancey of Springfield School District Submitted for Site Plan Review April 25, 2023
- Exhibit D: Comments from Wanda Seamster and Mark Fryer Received April 28, 2023 in Response to Site Plan Review Notification
- Exhibit E: Comments from Michael McIlrath Submitted April 28, 2023 in Response to Site Plan Review Notification
- Exhibit F: Comments from Curtis Phillips Submitted May 2, 2023 in Response to Site Plan Review Notification
- Exhibit G: Comments from Michael McIlrath Submitted May 10, 2023 in Response to Site Plan Review Notification
- Exhibit H: Program Summary Comments from EC Cares in Response to Public Comments Received for Site Plan Review Notification Submitted May 19, 2023
- Exhibit I: Comments from Michael McIlrath Submitted June 4, 2023 in Response to Discretionary Use Public Hearing Notice
- Exhibit J: Comments from Michael McIlrath Submitted at the Public Hearing June 6, 2023

From: Sylvia Hawley <gaiaschild@comcast.net>
Sent: Saturday, April 22, 2023 5:31 PM
To: LIMBIRD Andrew
Subject: EC Cares

**| WARNING: This email originated from outside of your organization.
Please do not click on links or
open attachments unless you know the content is safe. |**

Hi Andy

Would the project be for pre-school classrooms?

Sounds fine by me.

Thank you for opportunity to comment.

Sylvia Hawley
752 F Street
97477

Andy Limbird
City of Springfield
Development and Public Works Department
225 Fifth St.
Springfield, OR 97477
(541) 726-3784

April 25, 2023

RE: Case #811-23-000059-TYP

Dear Mr. Limbird,

I received notice of the pending site plan review for the EC Cares facility April 22, notifying me, and other residents and property owners in the vicinity, of this proposed change of use.

I wish to object to the approval of the siting at this time, and in the absence of necessary and essential documents that should accompany such a proposal to alter to the neighborhood.

Procedural concerns

Although minimally proscribed, the period for comment seems substantially foreshortened, given the nature of the application and delays in US mail delivery (notice received by me April 22, written comments to be received by May 4).

Additionally, the notice should include stakeholders within 400 ft of the site, given the substantial changes proposed, and potential impacts to the neighborhood. This is especially true, given that the primary land owner within this boundary is Springfield School District (Springfield High School), to the north, although the impacts will bear primarily on residences to the south of, and along, G. St..

I attempted to read and review the application on the website you referred to, in the letter sent April 20, 2023. The instructions you provided were marginally sufficient to permit this, without significant digital skills. At this time, I lack confidence in the rigor of the preliminary review by city staff.

I have several questions and concerns related to the application.

Public documents associated with the application are very general with regard to the applicant's proposed use (narrative). More attention appears to have been given to the storm water operation and maintenance description, than for the proposed operations as a child care facility.

Brett Yancey, has responded to my inquiries regarding the relationship of EC Cares and the Springfield School District, and I expect to continue our discussion.

I understand the District is only the lessor of the parcels, and will not jointly operate the facility. It appears the facility will serve the district by potentially preparing students for ultimate admission to the District, but will not serve current Springfield students directly (since the facility serves pre-kindergarten students).

Mr. Yancey offered some assurance that students enrolled with EC Cares will be primarily transported on school buses at the designated drop-off location.

As an extension of the U of O, I assume the facility will also serve to instruct the adult educators, as well. No formal plans are in place to provide for educational opportunities for SHS students, but this is desirable.

Land Use and Zoning

Most basically, the proposed siting is not an approved use within the current land use (R-1), but is being permitted as a Discretionary Use of land zoned R-1 (single family residential).

Springfield School District made substantial investment in the neighborhood in 1997-98, in order to provide a secure perimeter at the south of Springfield High School. This included closing the east-west alley at the north of the leased parcels and the accompanying vacation of public rights of way.

The subject lots were purchased at that time, and gates were installed where the alley ways met intersecting streets. These actions created a well-defined boundary between the High School and the adjoining residential neighborhood from 7th to 10th streets.

-This parcel is the first developed use by the District in this area, south of the alley and the historic boundary of the High School. As such, it intrudes into the adjoining residential neighborhood.

-The development of the parcel, the terms of the lease, and the purpose of the facility suggest a permanent change of use.

-Educational use is permitted in R-1 under specific circumstances, among these, that the impacts of the non-conforming use are mitigated, and these uses don't adversely impact existing, principal, conforming, land uses in the zone.

For these reasons, I believe the land should be re-zoned and the site review should be Type 3.

Alternatively, if the development is permitted on land zoned R-1, a conditional use permit should accompany the site approval, including specific restrictions intended to mitigate adverse impacts.

Has the applicant submitted sufficient grounds to justify a Discretionary Use Application and receive a Type 2 application? If so, please provide the basis of planning approval for such. Is a conditional use permit contemplated for the applicant? If so, what are the terms?

The proposed activity is similar to pre-existing uses in the area, including SHS, Dos Rios, and the Brattain House. However, proximity of similar uses should only be a consideration, but not justify avoidance of appropriate land use review

Traffic

Was a traffic impact study undertaken? If so, where may I access this? If not, why not?

Has any analysis been undertaken by city staff, to ascertain the volume of clients at the facility and associated vehicle trips? Has any information of this character been submitted to accompany the application?

As mentioned previously, the function of the facility needs to be more clearly defined. Is the building to function as a synergistic satellite of the High School. Or as an adjunct to other district services? The University of Oregon has substantial land holdings elsewhere. I assume the choice of siting is intentional and is conceived as a component or contributor to other nearby Springfield School District functions.

As such, any traffic impact study should include the peak hour and average daily travel broadly along G. St. for Springfield High School, Dos Rios, as district facilities, and at intersecting streets such as 10th and 5th, and not only consider the proposed facility.

The site plan shows a total of only 3 off street parking spaces, including 2 ADA compliant. Given that the facility will employ 3-5 staff, this would seem inadequate for staff

parking during business hours. If the frontage along G St. is intended for pick up and drop off, these parking spaces will be unavailable for use by employees and staff. This seems a significant, un-addressed neighborhood impact, in addition to encumbering local traffic.

The gated egress at the north end of 8th Street is very congested at times. This includes exiting busses, pedestrians, bicycles, skateboards, and staff and student automobile traffic. Permitting a driveway at 8th Street will add to this congestion and should not be permitted without adequate evaluation and mitigation. Additionally, garbage totes placed for pick up will encumber the sidewalk or roadway, if placed at 8th Street, as proposed by the location of the garbage enclosure.

Existing adverse impacts of the existing nearby educational activities and facilities include:

- At peak times, traffic is entirely stopped for up to two blocks while automobiles take turns (or not), going through the 4-way stop at 7th and G St.
- Springfield High School students are provided a parking lot and are directed to use it. However, student drivers frequently park on adjoining streets, sometimes in violation of parking standards. Enforcement is intermittent, at best.
- During events at Silke Field, attendees park along nearby streets, including blocking driveways and encroaching on intersection corners.
- Students who work on their vehicles at the auto shop classroom drive vigorously through the gates at 8th and 9th, in both directions.
- Students leaving the school facility at lunch hour, and end of school, drive overly fast along G St., in both directions.
- Parents and students double park in traffic to load, or unload, passengers along adjoining streets.
- District buses idle while drivers wait for access to loading areas.
- The access gates at 8th and 9th were originally conceived and presented to the city, in conjunction with the improvements associated with the 1997-98 perimeter, primarily, as a one-way lane for buses. This access is currently used both ways by staff, students, parents, and for deliveries and visitors to the vocational facilities at the south side of the High School.

Additional objections

Given the incomplete evaluation and documentation available at this time, I reserve this space to include additional objections at subsequent comment periods, hearings, or land-use appeals.

The activity of Springfield High School impacts the surrounding neighborhood. Adding an additional educational facility on land zoned R-1 will contribute to the existing impacts.

Allowing this siting as a Discretionary Use, rather than changing the zoning of the underlying land elides some of the normal evaluation and public process that Oregon's land use regime is intended to regulate. For this reason, I object to the siting as proposed and presented.

Appreciatively,

Michael Mcilrath, owner 862 G St., Spfd, OR 97477

Mailing address:
85809 S. Willamette St.,
Eugene, OR 97405

From: Brett Yancey brett.yancey@springfield.k12.or.us
Subject: Re: Information request, RE: proposed EC Cares facility, application #811-23-000059-TYP2
Date: April 25, 2023 at 08:05
To: Michael McIlrath mmcilrath@epud.net

Good morning Mr. McIlrath,

I appreciate you reaching out to gather information and ask questions about the partnership the School District has with University of Oregon. I will do my best to answer your questions, however if you have additional questions please feel free to ask.

Has a contract, memorandum of understanding, or other formal document been executed, or agreed, between the U of O or EC Cares, and Springfield School District, in order to facilitate the application filed by Rowell Brokaw Architects?

Yes, the School District entered into a Land Lease Agreement with the University of Oregon, effective November 15, 2022. The agreement expires on June 30, 2028 but is renewable based on negotiated terms.

The application lists EC Cares as the applicant, but Springfield School District has granted the Architect permission to make the application on its behalf (with your signature). Precisely on whose behalf is Lorri Nelson making the application?

Lorri Nelson is the Architect/Consultant that is submitting the materials to the City of Springfield, on behalf of EC Cares (applicant) and Springfield School District (owner). This is not unusual and often happens during these types of processes. Officially, applications would not be accepted without the owner rep's signature, which we have reviewed and provided.

Early Childhood Cares is identified as an organization within the University of Oregon on their application with Springfield Development and Public Works Department. Does Springfield School District have a partnership of any kind with the entity EC Cares?

Yes, the Springfield School District has a long standing partnership/relationship with EC Cares. EC Cares currently operates classrooms at Maple Elementary School, Ridgeview Elementary School and

Absent this, I assume the U of O has leased the subject parcels (17-03-35-12 lots 6700 and 6800) from Springfield School District, or obtained an option to do so, in order to make such an application. Can you clarify the terms of any lease agreement, especially the duration of the lease, renewal terms, and lease amount(s)?

Does the agreement terminate? If so, will the proposed site improvements revert to the District at the termination of the agreement?

Duration of Lease: 11/15/2022 – 06/30/2028

Renewal Terms: Renegotiated upon expiration

Lease amount: \$100 per year beginning on January 1, 2023 (Land use only)

Site Improvements: If the agreement is terminated the School District either retains ownership of improvements or EC Cares must remove and return space to original status. All site improvements are performed at the expense of EC Cares.

Who is entitled to income generated by the facility, including operational grants, or tuition paid by attendees or student teachers?

Will any operation of the facility be undertaken jointly, with participation by Springfield School District?

This is not an income generation program, but is supported through state and federal resources. There is no tuition paid by attendees or student teachers and is a pre-kindergarten, special education program. No operation of the facility will be undertaken jointly.

Has the Springfield School District secured provision for its students to attend the facility?
Students attending this program are within the Springfield School District boundaries but are not students in the District, as this is a pre-kindergarten program. Once these students advance past the pre-k program, they are students within the School District.

Does Springfield School District view this facility as an educational opportunity for its students?

Will Springfield High School offer its students opportunity to work, or enroll in child education coursework, or take advantage of internships at the facility?

In partnership with EC Cares, students that attend this program will likely enroll in the School District once they become kindergarten students. Any education or support provided will benefit future students in our district, therefore this is a valuable program for the District to maintain a partnership with. It is our desire to allow SHS students to intern at the facility if it aligns with their curricular needs.

Alternatively, will preschool or special needs students from the District receive care, or education, therein? Significantly, is any formal provision made for this?

Answer provided above.

I expect significant impacts on the neighborhood, but understand this may be an essential trade-off with the potential benefits of such a facility.

However, the site review is being approved with what I consider haste, and in an effort to accommodate the applicant, perhaps improperly.

I wish to understand how the proposed facility will benefit our students and the community.

The School District is sensitive to the impact on the neighborhood and we are working to minimize the stress. Students enrolled in this program are primarily transported on school buses, which will have a designated drop-off area in front of the facility. On street parking and traffic should not be significantly impacted or additional to what is currently occurring. Regarding the site review, the School District continues to follow the City's timelines and required processes.

I hope this email assists in answering your questions, however if you have more please feel free to reach out.

Thank you,

Brett Yancey
Chief Operations Officer

Springfield Public Schools
640 A Street
Springfield, Oregon 97177

Springfield, Oregon 97477
541-726-3206



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Thank you.

Springfield Public Schools

Wanda Seamster and Mark Fryer
729 G Street
Springfield OR 97477
April 26, 2023

Andy Limbird
Development and Public Works Department
225 Fifth Street
Springfield OR 97477

Dear Mr/Ms. Limbird,

This is my testimony regarding the building of a two-room modular for EC Cares (child care provider) at the intersection of G and 8th Streets in Springfield.

- 1) I support making childcare more accessible and available to families. If this is the goal of these modular buildings-or if they provide admin space for such services-then I have no problem.
- 2) Having spoken to police dispatcher and to Officer Newton, the safety officer installed at Springfield High, there is an ongoing safety issue surrounding high speed driving by students at lunch time and at school ending time. Despite the fact that the police and school officials are aware of this almost daily problem, know when it occurs, know where it occurs, and know several of the perpetrators by name and vehicle, NOTHING pass an infrequent ticket has been done to deter the speeders due to a) lack of police personnel to direct to the problem (according to Officer Newton) and b) I believe, a lack of injuries to pedestrians that would spur decision makers to solve the problem (as evidenced by the sluggish response to make safer crosswalks on Main/126 until injuries/fatalities spurred resolve by the City decision makers.)
- 3) Adding young children activities to this area without pedestrian protection means that you would be adding children as pedestrians to a recognized unlawful, highspeed area.

I strongly recommend that two- or four-way stop signs be installed at the intersection of G and 8th streets, and that crosswalk strips and pedestrian signage be added to the project. All the high speeds I have witnessed occur from the corner of 7th and G to the corner of 10th and G-because the drivers can raise a lot of speed in three straight blocks. (My neighbor sustained a hit-and-run by a student driver at the corner of 10th and G.) Stop signs would slow traffic along this stretch of G Street.

Failure to include pedestrian protection-whether in favor of saving money or promoting a smidgen faster bus time-will eventually lead to accidents that could devastate families and perhaps cause liability issues for Springfield.

Sincerely,


Wanda Seamster

Email from Michael McIlrath in response to Site Plan Review notification - April 28, 2023.

Hello Mr. Limbird,

Thank you for this response.

Please integrate the following into the staff report, as appropriate.

At your suggestion, I reviewed the Discretionary Use application materials at the Laserfiche portal.

Under the Type 3 category you suggested, I found essentially the EC Cares descriptive narrative, stormwater engineering, and details regarding exterior lighting and garbage enclosure as components to the Type 3 application. Did I miss anything additionally relevant?

I appreciate the references to the Climate Friendly and Equitable Communities rules. I understand these remain in place while receiving judicial review (challenge). Can you refer me to the Springfield adopted code that governs the site, and permits the proposed use?

As a planner, you know: minimal provisions are not necessarily sufficient in all cases. Land use and building codes are adopted for prospective purposes (future cases and uses). Implementation is the art of reconciling the aspirational with the actual. Is the building plan review underway, or complete?

I didn't see conduit for future electric charging at the off street parking areas. This would seem to be a forward thinking requirement that accommodates the existing private vehicle conveyances, while providing for future uses, in line the the net-zero statewide goals.

However, this does not mitigate the likelihood that some, or all, of the proposed staff will park off site, using neighborhood street parking, if on-site parking is insufficient.

Can you clarify the criteria for provisional site approval, granted the applicant as an educational use? Is this an overlay district? Or adopted code? Where may I learn more of land use rationale used for siting such facilities, especially if this is the basis for a planning determination?

It is sensible that educational uses may occur on parcels zoned R-1, since students who may attend frequently reside at the surrounding residential properties. However, the parcel in question is not conceived to specifically serve the neighborhood students, and has historically enjoyed residential zoning and use.

This last distinction was reinforced previously, when the Springfield School District (landowner) developed the east-west alleyway in 1997-98. The effort at that time was intended to improve and maintain the residential conditions and character of the neighborhood, with special care taken, in form of: maintenance agreements for the vacated portions of the alleyway, substantial re-assurances to residential neighbors, regarding District participation in litter patrol, parking, traffic, and student behaviors and other accommodations.

Extraordinary measures were taken to allow the unconventional act of vacating a public right of way. This included providing non-compliant curb cuts for driveways, altering curb and gutter design to eliminate planting strips (integrated curbs and gutter) at some locations, outright purchase of parcels and construction of fencing around private parcels, to permit installation of secure gates, and negotiation with utility services, to obtain approval for locks at the alley ends of each affected block.

When Springfield High School was built in the 1940's, several open ditches served to move surface water toward the river. Among these was one approximately at the alley, according to my neighbor, Irene Darr, since deceased, once resident of 936 G St. This natural boundary served to contain residential development at the city's edge, at a time when the city limits ended at 10th and G Streets.

This alley and the unique historic treatment it received, argue that it is a significant boundary between land uses. As such, it should not be casually ignored, for the convenience of an applicant.

The proposed site improvements, while modest, are permanent in nature. Modular structures are easily durable for 50 years, especially if maintained by scheduled institutional staff labor. This suggests that the facility will be durable (and non-residential) for a very long time. As stated previously, it deserves to be sited only if its variant use is compatible, and doesn't adversely impact other nearby, existing, conforming uses. In any case, such a change needs thorough and deliberative review. The applicant is not a Springfield School District entity. This would argue against permitting the siting as an educational facility that deserves special consideration.

If EC Cares is a 'partner' with the School District, and its functions deserve to be allowed a siting variance for this reason, the nature of the partnership should be formalized in the application and the impacts of the facility should include evaluation of District-generated impacts, specifically, traffic flows, congestion, and hazards.

Since the June 9 Planning Commission hearing barely precedes the end of the school year, and it is essential that all parties understand the conditions at peak hours and during peak use around the proposed site, I plan to write to the Planning Commission, urging them to make a site visit for observation, in advance of the presentation of 811-23-00059-TYP2 and 811-23-000060-TYP3. If you will make an effort to insure their deliberations include accurate (if informal), evaluations of traffic contemporary with the school session, I will forgo such communication.

I expect the applicant wishes to proceed with the project (grading and construction), during the summer of 2023 (precisely because school traffic is minimal). If they wish to proceed in this timely and expedited schedule, I recommend making the effort to insure that all parties evaluate and observe the traffic at 8th and along G St. during the school year. Any effort to assess traffic impacts after the meeting will not reflect the uses of the sidewalks and roadways adjoining the site at times of peak use.

I expect making a hasty siting decision would be planning malpractice, if not appealable. Waiting until next school year to consider the traffic conditions would seem inconvenient to the applicant.

I appreciate your attention to these matters,

Gratefully,

Michael McIlrath

From: Curtis Phillips <homes@curtisphillipsre.com>
Date: Tuesday, May 2, 2023 at 7:53 AM
To: Brett Yancey <brett.yancey@springfield.k12.or.us>
Subject: EC Cares

Good Morning,

I was recently made aware that a new childcare facility will be going in on 8th and G here in Springfield. I believe this is a good thing as we need as much support in our communities as possible so, this email is not intended to be an objection to the facility.

With that said, I do have a real concern with any additional traffic in the area. I moved to 9th and G Street last fall and have observed what I consider dangerous conditions at times on the roadway. Parents and students, particularly at pick up and drop off times for the multiple schools in the area, are speeding and visibly frustrated with traffic. It is not uncommon to see people reach 40MPH within 1 block of a stop sign, with 2 young children at home this is a real concern.

Any additional traffic should be mitigated with additional controls such as speed bumps or stop signs between 10th and 7th. There are 2 schools on this street now and we already have unsafe conditions. An additional facility going in will only exacerbate the current situation. The speed bump in front of Dos Rios is a perfect example of how to slow traffic in this increasingly busy area. In a perfect world people would respect speed limits and traffic safety but we all know that is not the world we live in. Therefore, additional measures should be implemented to protect the community.

Thank you for considering this input to the proposed facility and make sure to reach out if I can be of any assistance.

Your Partner in Success

Curtis Phillips, Principal Broker
Licensed in the State of Oregon
Pacific Real Estate Services, Inc
541-337-1803

Email from Michael McIlrath in response to Site Plan Review notification – May 10, 2023.

Hello Mr. Limbird,

Thank you for the response and for providing links and code references. From this information, and the public hearing notice I received, it appears the siting is approved as a “similar” use [per 3.2.210 (A)].

The proposed use is apparently more similar to 'Educational Facilities: Elementary and Middle Schools' than to 'Child Care Center'. I assume this is because the use is more institutional, rather than residential.

For this reason, I would re-assert that the siting deserves more involved scrutiny for adverse traffic impacts. This would be necessary, for a school siting, per 4.7.195 (A) (11).

The proposed use is currently educational and permitted, but the improvements will be permanent within the context of urban planning. In the event the applicant finds the facility does not perform as predicted, or won't attract sufficient children for it to operate, or if funding for their educational efforts becomes constrained, it is conceivable that the operation by the applicant will cease. Should this occur, the improvements will be removed, or more likely, ceded to the District per the lease agreement (as shown in the attached correspondence with Brett Yancey, COO Springfield Schools). In this event, the site will likely become an adjunct to Springfield High School, or be re-purposed for other District uses.

Any representations by the applicant regarding delivery of students by bus, limits to vehicle trips per day, or schedules for the operations that will impact (or avoid) traffic during peak use hours, should be considered provisional, subject to the duration of the tenancy and specific operation of the facility. For this reason, I urge a conditional use permit accompany approval of the application.

Additionally, I understand that EC Cares is operated to provide educational opportunities for U of O students, in addition to providing a valuable public service for children with developmental and behavioral challenges, as well as their parents. For this reason, the facility is educational in more than one sense. However, the student interns are not necessarily from the neighborhood, nor are the pre-school age children receiving special instruction at the facility.

For this reason, any justification to site the facility and permit the institutional use within R-1 under 3.2.210 is strained. The permitted use of educational facilities was conceived to provide for the surrounding residences. Permitting siting, and uses, that generate vehicle trips from afar, would seem at variance with provisions of the Trans Plan, and violative of Metro Planning that emphasizes neighborhood-focused uses that minimize vehicle trips.

It appears that the facility is being proposed in a manner that allows minimal barriers to development, and which avoids appropriate land use evaluation. This is made possible by representing an arm's length relationship (the applicant is not affiliated with the Springfield School District, avoiding a traffic study, which would be required, for example, if SHS were to annex the site), while simultaneously benefiting from association with the District (by enjoying educational facilities siting). I would ask if the U of O proposed a similar facility, for providing graduate seminars, would this be allowed?

The District obviously benefits from the activity of the facility, as implied by the very favorable lease terms, and its operation may be understood as supplementing District educational activity, albeit by a 'partner'. The ultimate use will be institutional, whoever owns the improvements. Because the property remains in the ownership of the District, and the site adjoins Springfield High School, it will likely eventually be an accession to this facility, if, and when, the current applicant vacates it.

The alley vacation I noted previously, created and affirmed a significant boundary between the residential uses and zoning of the adjoining neighborhood, and the District uses and activity. The EC Cares siting breaches this, permitting institutional uses to intrude into the residential neighborhood. Avoiding a change of zoning, by permitting a discretionary use, without attendant requirements to serve the occupants, and without generating adverse impacts, would be ill-advised. I previously referenced the vacation of public rights of way, as occurring 1997-98. This is incorrect. The alley vacation was proposed as application 96-08-155. An initial, quasi-judicial hearing was held October 1, 1996, by the Planning Commission. Ordinances 5837 and 5838 executed the transfer, and were recorded Feb. 10, 1997. Additional public rights of way were vacated on High School property, north of the alley, at 8th and 9th streets August 17, 1996.

Street improvements associated with the High School's access occurred at 9th St. in 1997, in conjunction with installation of fencing and gates at the alley between 6th and 10th. Since the current planning seems to exclude any traffic study, I intend to document the current uses of street parking along G St., at the proposed site, and traffic at peak times at the corner of 8th and G, in the coming weeks, and will present this to the Planning Commission in conjunction with the June 6 hearing.

I look forward to reading the staff report.

Can you provide me this document, or inform me how I may read it, when it is available (after May 30)?

Respectfully,

Michael Mcilrath



Quick Facts Early Childhood CARES

Who is Early Childhood CARES? Early Childhood CARES is the early intervention and early childhood special education (EI/ECSE) program for Lane County. It is a seamless birth to 5 year old system and supports a smooth transition to kindergarten. We provide educational services for birth to five-year-old children who have developmental disabilities, delays, and sensory impairments. Some examples include: Downs syndrome, autism, deafness, blindness, cerebral palsy, emotional disturbance, communication disorders

EI/ECSE services are mandated in federal and state law in the special education law (IDEA). They are entitlement services and include procedural safeguards for all eligible children and their parents. Oregon's EI/ECSE program provides a family-friendly seamless birth to 5-year-old system of services and supports as close to where the child lives as possible.

Early Childhood CARES is part of the statewide network of nine regions that provide early intervention and early childhood special education programs through Education Service Districts (ESDs) or local school districts. We are the only EI/ECSE program run through a University.

What services are provided? Examples of services include: speech and language therapy, occupational therapy, physical therapy, parent coaching, specialized preschool instruction, behavior and social skills training and evidence-based strategies for children with autism spectrum disorder (ASD). Services are individually determined based on each child's special needs and written in an Individualized Family Service Plan (IFSP).

How many children are served each year? Lane County has 16 school districts and Early Childhood CARES serves children in all of them. This year over **1700 were made eligible and served**. Over the course of each year we evaluate and serve another 400-500 children. EI/ECSE has strict timelines for evaluating and serving eligible children and cannot have wait lists are allowed by federal and state law.

Specifically in **Springfield** we are currently serving **about 465 eligible children**. We prioritize children within school district boundaries whenever possible so children can be as close to home as possible.

How is Early Childhood CARES funded?

- 83% is from state general funds in the Education Grant-in-Aide budget
- 16% is from Federal IDEA funds
- <1% is from Medicaid Fee for Service funds

Does Early Childhood CARES use practicum students and volunteers?

Early Childhood CARES works with many community partners and incorporates UO practicum students into our classrooms each term. In addition, we include community volunteers in our classrooms. When a classroom is located in a K-12 school building or on a K-12 school property, we often collaborate with the school to offer supervised volunteer opportunities to middle and high school students.

5/19/23

LIMBIRD Andrew

From: Michael McIlrath <mmcilrath@epud.net>
Sent: Sunday, June 04, 2023 2:20 PM
To: LIMBIRD Andrew
Subject: Re: Planning Commission Reports

****| WARNING: This email originated from outside of your organization. Please do not click on links or open attachments unless you know the content is safe. |****

Hello Andy,

Thank you for this!
I appreciate the thoughtful care that planning staff took with the applications.

The core tension remains: the proposed use is allowed as a school, in function, but is exempt from school-related evaluations.

Siting standards are judged under R-1 regulations, but adverse impacts include non-residential activities.

The siting and use appear compliant within current codes and adopted plans.

Some straining to comply is evident, but is apparently justified by Metro Plan Policy guidance G.22 (a)

I appreciate the speed study, as limited as it was.

This doesn't capture the extent of violations, nor the nature of high school-generated traffic, and as such, won't suitably guide the Planning Commission in this matter.

The prevailing attitude is that potential adverse impacts are minimal, when considered in context (The high school currently generates greater adverse impacts. EC Cares' impacts will be minor, by comparison). This prejudice appears explicitly in the finding addressing construction noise and activity.

While that specific concern is transient, those of traffic and parking are durable.

I am pleased that planning staff has identified these issues for additional consideration.

Since the High School, as a District facility is aligned with the proposed development, it is unlikely to identify conflicts, with regard to traffic.

High School students may be impacted, but because they are minors, and because they lack standing as residents, (and thus, were not included in hearing notifications), you will not likely hear any objections to the siting, from north of the parcel in question.

Absent this, I wish to identify the pedestrian gate at the north end of 8th street as a source of walking traffic. Also, it would be appropriate to study bus and auto traffic exiting school grounds through the vehicle gate at the north of 8th St..

The Discretionary Use is judged exempt from SDC 4.7.195 for purposes of Approval Standard 10, of the Site Review, and other considerations.

However, the issue of cross traffic deserves consideration.

SDC 4.7.195(8) requires school parking lots be designed to minimize hazards between various transportation modes (bus, bike, auto, and pedestrian).

As proposed, the environs of the facility, including the intersection of 8th and G St. and along the sidewalk at the west side of 8th St. and the roadway of 8th, will serve this function and will generate conditions that the code anticipates, and attempts to address.

These hazards will occur within the public right of way, rather than on a school property, however the code is interpreted to allow the siting.

Exempting the proposed use may be legally permissible, but doesn't address the attendant impacts generated thereby.

Respectfully,
Michael Mcilrath

On Jun 2, 2023, at 16:52, LIMBIRD Andrew <alimbird@springfield-or.gov> wrote:

Hello Michael, you can view the Planning Commission materials for the upcoming public hearing on June 6, 2023 at the following link: <https://springfieldoregonspeaks.org/meetings/137> Please contact me if you have any questions or if there are problems with viewing the materials.

Best Regards,
Andy Limbird
City of Springfield

Springfield Planning Commission
City of Springfield
Development and Public Works Department
225 Fifth St.
Springfield, OR 97477

June 6, 2023

RE: Case #811-23-000059-TYP2/811-000060TYP3

Dear Commissioners,

You will be asked to approve the applications presented today, with or without modifications.

I know you serve in a volunteer capacity and have other activities that compete for your attention. As a consequence, it is natural to rely on planning staff for determinations and recommendations. However, I ask you to forbear and think deeply on what you are considering.

The fundamental question concerns land use and the needs of the community.

The city is directed to cooperate with the Springfield School District, to facilitate development that is required by the District, to accommodate the changing needs of the student population. As such, planning considerations favor code interpretation that supports approval.

Notice of the proposed development complies with state and local regulations, but one must note that the number of notices is constrained, compared to the impacts. This is evident in the accompanying maps, showing the approximate 300' notification radius. Springfield School District occupies the entire north side of the area.

Many students and parents use the adjoining streets, as shown in an accompanying photo. None of these stakeholders were notified directly, so aren't present at these deliberations.

The Planning Commission is the sole body charged to consider the public interests in this matter. I hope you deliberate the associated impacts and issues thoroughly.

The fundamental question (passed over, thus far), is:

Is this an appropriate site for the proposed facility?

The applicant wishes to use R-1 zoned land for non-residential use. The planning staff has determined this is a compatible and approved use, partly justifying the decision based on precedent (that 38% of R-1 land in inventory is currently allocated for non-residential use).

Rather than consider this use congruent in this context, perhaps it is worth reflecting on the lack of affordable housing and the purpose of this land use designation.

Should the city diminish the available lots for single family residential use?

The neighborhood of houses adjoining Springfield High School is an orphan: the houses north of F St. were omitted from the Washburne Historic District, despite containing several historic homes. The High School is a dominant presence during the school year, compromising the quality of life in various ways, including student-related impacts.

A substantial boundary was present at the initial construction of the High School in 1946 (photo attached). This boundary was reinforced when the alley property in the public right of way was vacated in 1997 (map attached).

These physical boundaries and open spaces served to protect and preserve the primary purpose of the residential neighborhood and its subsequent zoning.

The proposed discretionary use is approved as an educational facility 'similar' to a school, but is evaluated under residential standards.

Building setbacks, landscaping, fencing, building heights, lot coverage and traffic all conform with residential standards. Parking and traffic are being partially elevated for further consideration. This is appropriate, considering the site and proposed use.

If the facility were evaluated as a school, the parking lot would receive particular scrutiny. Code requires safety be considered for the multiple uses and modes of travel that occur in a school parking lot. This includes measures to isolate and separate bicycle, pedestrian, bus, and auto traffic.

However, the proposed facility lacks a ^{sufficient} parking lot within the parcel. This places the functions of a parking zone largely into the public right of way. This occurs at the proposed bus parking on G St. and at the driveway on 8th. Preschool children, their caretakers, and their conveyances will cross significant pedestrian, bicycle, and skateboard traffic at the adjoining sidewalks. The bus loading zone is conceived to exist entirely in the public right of way. This alone deserves considerable reflection, including suitability as proposed.

Attached is a photo of the gates at the north end of 8th St. for reference. Given the arms' length relationship with the District, no coordination is presumed, to restrict traffic through these gates. The location of the garbage enclosure requires the hauler to back up to almost the gate entry and exit through the intersection of 8th & G St. This will block traffic at some interval once per week.

Many students, parents, and neighbors will be impacted by the proposed site plan. Very few are present, commenting on the issues at hand. G Street is used by students and parents walking west from Dos Rios, students who elect to park outside the student lot, bicyclists who travel to Willamalane park and pool. Most of these stakeholders are rely on you to guide development that preserves the best of our community.

Much effort has been spent, seeking to accommodate the applicant, with modest consideration for the adverse impacts. I hope you see fit to think deeply and direct the planning staff accordingly.

Appreciatively,

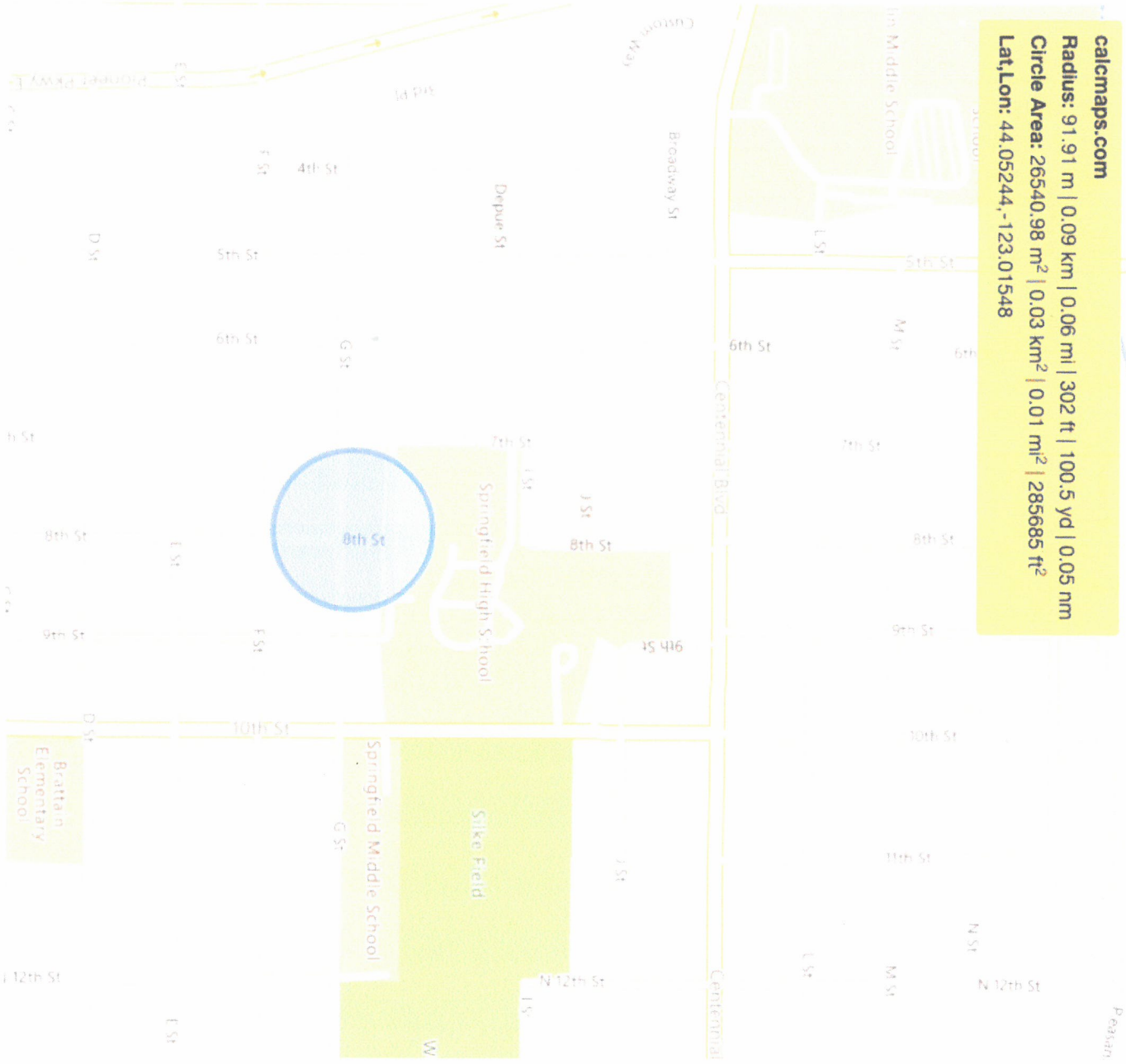


Michael Mcilrath, owner 862 G St., Spfd, OR 97477

Mailing address:

85809 S. Willamette St.,
Eugene, OR 97405

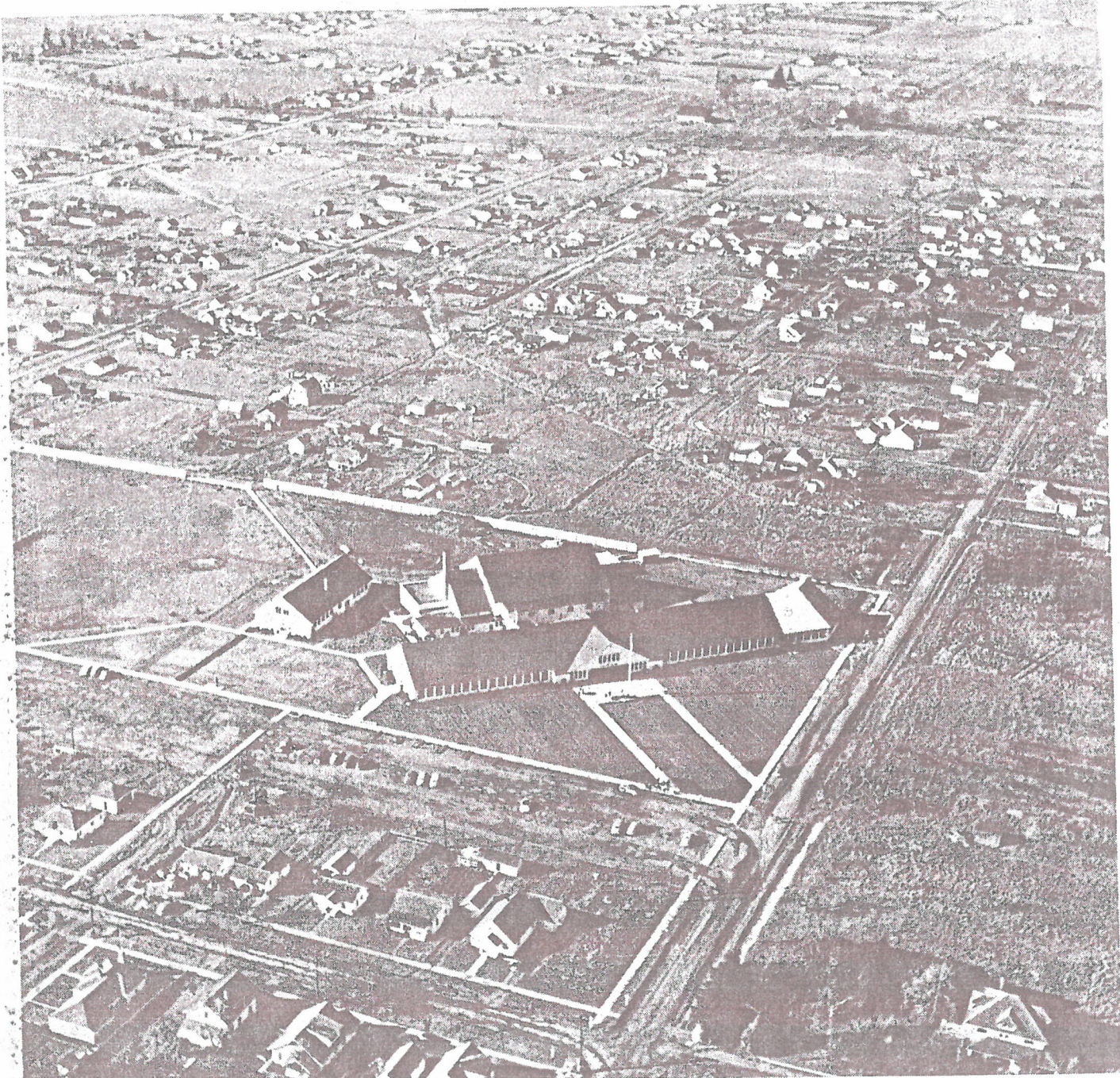
calcmaps.com
 Radius: 91.91 m | 0.09 km | 0.06 mi | 302 ft | 100.5 yd | 0.05 nm
 Circle Area: 26540.98 m² | 0.03 km² | 0.01 mi² | 285685 ft²
 Lat, Lon: 44.05244, -123.01548



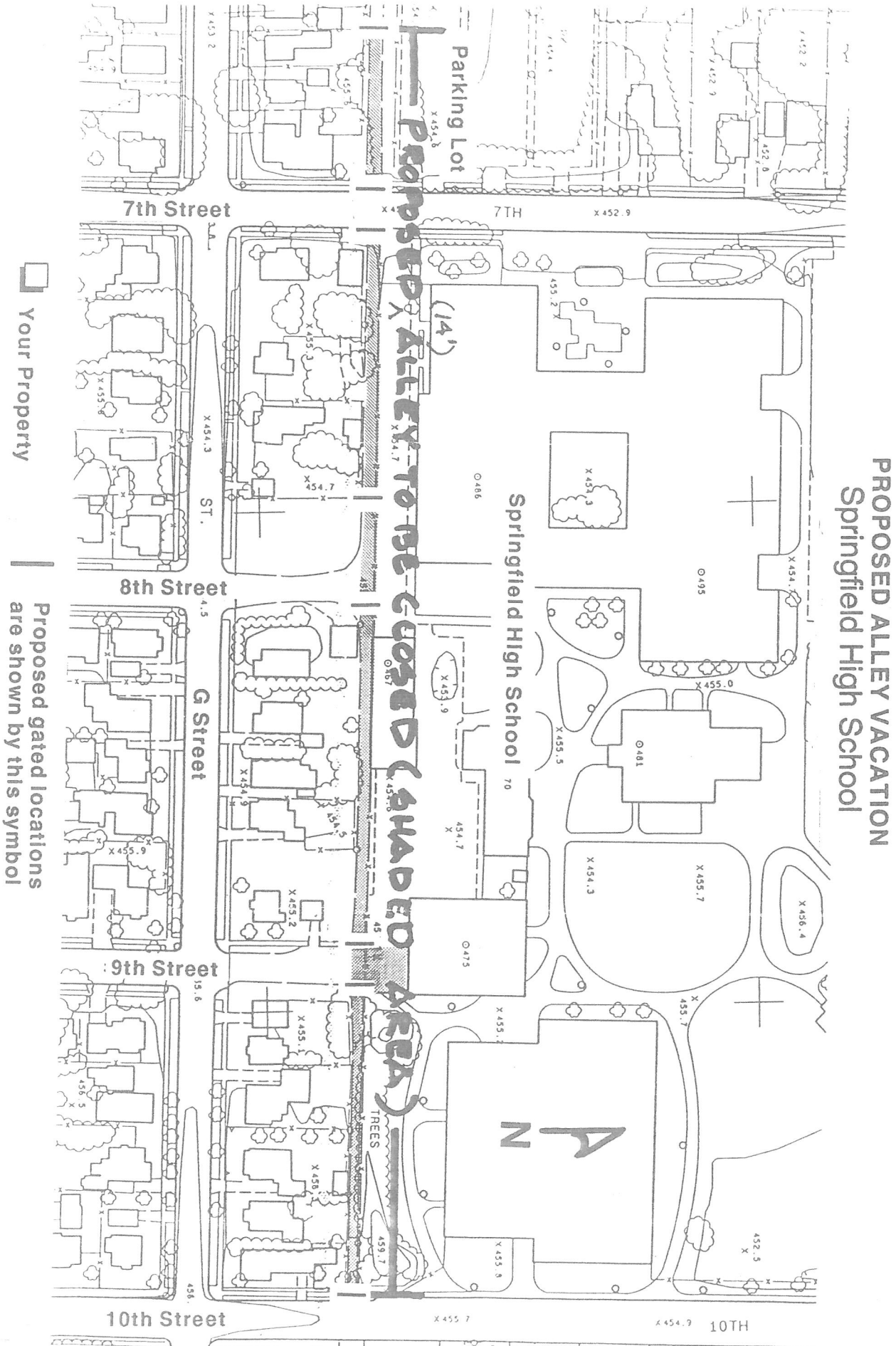
Send this Back -

Page 6-A Springfield (Ore.) News, Wednesday, October 22, 1969

Remember When?



In 1946, Springfield High School wasn't far from the city limits. There just wasn't much activity east of 10th Street, the oiled road in front of the school. (Photo courtesy of Mrs. Crystal Fogle)





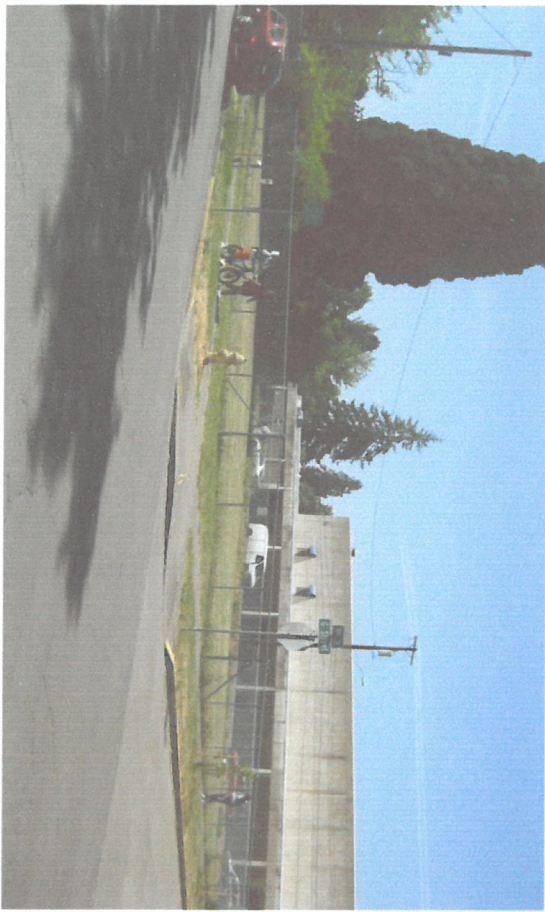
811-000059TYP2/811-000060TYP3
G. St Frontage and parking
at approx 3:00pm May 24 and June 6
Attachment 4, Page 25 of 28



811-000059TYP2/811-000060TYP3
8th St. Frontage, showing gate at north end



811-000059TYP2/811-000060TYP3
Parents picking up students in front of subject parcel
June 6, 2023, ~3:15pm



811-000059TYP2/811-000060TYP3
Pedestrian traffic at 8th and G St.
June 6, 2023, approx. 3:00-3:15pm

Springfield Police Department Traffic Call Logs and Accident Reports

Call Time	Event ID	Rpt #	Street	Nature	Exhibit A	Addition
05/28/2019 12	19134798		7TH ST/G ST	DWS		
11/13/2019 09	19296207		G ST/10TH ST	DWS		
04/06/2023 15	23087265		7TH ST/G ST	DWS		
07/01/2022 02	22168661		8TH ST/G ST	DWS		
11/25/2019 21	19307777		7TH ST/G ST	DWS		
05/04/2022 21	22114476		10TH ST/G ST	MOTOR VEH ACC N		
10/17/2020 12	20262993		704 G ST	MOTOR VEH ACC N		
10/17/2022 13	22275379		10TH ST/G ST	MOTOR VEH ACC N	DIST: 12	
12/08/2019 14	19319166		10TH ST/G ST	NO VALID DL		
01/10/2020 08	20008699		10TH ST/G ST	TRAFFIC STOP		
12/20/2022 23	22334331		7TH ST/G ST	TRAFFIC STOP		
12/15/2019 18	19325704		10TH ST/G ST	TRAFFIC STOP		
10/31/2020 07	20274925		10TH ST/G ST	TRAFFIC STOP		
06/27/2019 00	19163787		10TH ST/G ST	TRAFFIC STOP		
01/23/2019 01	19020019		10TH ST/G ST	TRAFFIC STOP		
06/26/2019 02	19162791		8TH ST/G ST	TRAFFIC STOP		
01/20/2021 02	21015881		800-BLK G ST	TRAFFIC STOP		
09/11/2019 10	19237650		10TH ST/G ST	TRAFFIC STOP		
11/19/2019 14	19302076		10TH ST/G ST	TRAFFIC STOP		
11/14/2019 00	19296940		10TH ST/G ST	TRAFFIC STOP		
07/06/2021 22	21168437		10TH ST/G ST	TRAFFIC STOP		
01/18/2020 21	20016620		10TH ST/G ST	TRAFFIC STOP		
03/05/2019 10	19058245		7TH ST/G ST	TRAFFIC STOP		
06/03/2019 02	19140351		900-BLK G ST	TRAFFIC STOP		
11/26/2019 03	19307971		700-BLK G ST	TRAFFIC STOP		
05/07/2019 15	19115358		9TH ST/G ST	TRAFFIC STOP		
12/15/2021 12	21322110		G ST/8TH ST	TRAFFIC STOP		
02/11/2023 21	23037417		10TH ST/G ST	TRAFFIC STOP		
01/14/2022 19	22013145		721 G ST	TRAFFIC STOP		
05/22/2023 15	23132899		7TH ST/G ST	TRAFFIC STOP		
04/20/2023 15	23100239		7TH ST/G ST	TRAFFIC STOP		
01/20/2023 20	23017664		10TH ST/G ST	TRAFFIC STOP		
11/05/2020 05	20279454		7TH ST/G ST	TRAFFIC STOP		



OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 3

POLICE INCIDENT / CASE NUMBER 19-7449	CRASH DATE 09.17.19	DAY OF WEEK M T W T H F S S N	CRASH TIME 1455-1515 HRS. AM PM	POLICE NOTIFIED 1029 AM PM	POLICE ARRIVAL 1739 AM PM	DMV FILE NUMBER /
COUNTY WANE-20	ROAD ON WHICH CRASH OCCURRED 1030 G ST.		LATITUDE /	LONGITUDE /	MILE POST /	DMV CODE /
<input checked="" type="checkbox"/> WITHIN 5000 FEET N S OF NEAREST INTERSECTING ROAD <input type="checkbox"/> NEAR _____ MILES E W 10TH ST.			<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST CITY / TOWN <input type="checkbox"/> NEAR _____ MILES E W SPRINGFIELD, OR			
<input type="checkbox"/> PROPERTY DAMAGE <input type="checkbox"/> PUBLIC PROPERTY DAMAGE ESTIMATE: <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input checked="" type="checkbox"/> UNKNOWN			<input type="checkbox"/> HAZ. MATERIALS <input checked="" type="checkbox"/> PHOTOS TAKEN <input type="checkbox"/> TRAIN R/R <input type="checkbox"/> TRUCK / BUS			

UNIT # 1	NAME (LAST, FIRST, MIDDLE) UNKNOWN	DRIVER LICENSE NUMBER UNKNOWN	STATE /	SEX /	RACE /	DOB /
PED BIC PRK PRP	ADDRESS UNKNOWN	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()				
	VEHICLE OWNER UNKNOWN	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()				

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY <input type="checkbox"/> NONE UNKNOWN	INSURANCE POLICY NUMBER
EJECTED Y P N	EXTRCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE YEAR MAKE MODEL STYLE COLOR BLK/BU
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input type="checkbox"/> UNKNOWN			DRIVER TAKEN: Y N <input type="checkbox"/> UNKNOWN	

VEHICLE DAMAGE	MARK ALL THAT APPLY: DAMAGE ESTIMATE <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCARR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN	INJURY: <input type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
FRONT		EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP
ACTION / ARREST / CITES		

HIT AND RUN	SUSPECT NAME UNKNOWN	AKA	IN CUSTODY Y N
	ADDRESS UNKNOWN	OTHER INFORMATION: *POSS. BLK / DK. BU. PAINT TRANSFER -	
	SEX RACE DOB HT WT HAIR EYES LOCAL ID		

UNIT # 2 (PARKED MOTOR VEHICLE)	NAME (LAST, FIRST, MIDDLE) RAMI REZBAWAZ, DORANEM	DRIVER LICENSE NUMBER UNK	STATE F	SEX H	RACE H	DOB 07-22-92
PED BIC PRK PRP	ADDRESS 1427 PIEDMONT ST. SPFD. 97477	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 953-9518				
	VEHICLE OWNER ROBLER GOMEZ, OLIVER EJILDO DDLA051782 02/21/93	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()				

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY <input type="checkbox"/> NONE PROGRESSIVE	INSURANCE POLICY NUMBER 911841031
EJECTED Y P N	EXTRCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN) 5N1AR2MM0C63260	LICENSE PLATE NUMBER 261UEF	STATE YEAR MAKE MODEL STYLE COLOR OR 13 NISS PTH LL WHI
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input type="checkbox"/> UNKNOWN			DRIVER TAKEN: Y N <input checked="" type="checkbox"/> UNKNOWN	

VEHICLE DAMAGE	MARK ALL THAT APPLY: DAMAGE ESTIMATE <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCARR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input type="checkbox"/> OVER \$2500 <input checked="" type="checkbox"/> UNKNOWN	INJURY: <input checked="" type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
FRONT		EQUIPMENT: <input checked="" type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP
ACTION / ARREST / CITES NONE		

UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX RACE DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()	INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> NONE <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> FATAL
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN		LOCATION LF CF RF LR CR RR OTHER: EJECTED EXTRCTD Y P N Y N

UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX RACE DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()	INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> NONE <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> FATAL
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN		LOCATION LF CF RF LR CR RR OTHER: EJECTED EXTRCTD Y P N Y N

UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX RACE DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()	INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> NONE <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> FATAL
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN		LOCATION LF CF RF LR CR RR OTHER: EJECTED EXTRCTD Y P N Y N

DISTRIBUTION	OFFICER NAME / NUMBER NELSON006	Attachment 5 Page 4 of 6	AGENCY SPRINGFIELD POLICE	APPROVED
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POLICE INCIDENT / CASE NUMBER 19-7449	EMS NOTIFIED <input checked="" type="checkbox"/>	AM PM	EMS ARRIVAL <input checked="" type="checkbox"/>	AM PM	LOCAL CODES A B C D E	PAGE 2	OF 3
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Check ONE box in all categories. Check ALL boxes that apply in categories with (*).

FIRST HARMFUL EVENT NON COLLISION <input type="checkbox"/> OVERTURN <input type="checkbox"/> FIRE / EXPLOSION <input type="checkbox"/> IMMERSION <input type="checkbox"/> GAS INHALATION <input type="checkbox"/> OTHER NON COLLISION <input type="checkbox"/> MEDICAL (Explain)	WEATHER <input type="checkbox"/> CLEAR <input type="checkbox"/> CLOUDY (OVERCAST) <input checked="" type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET / HAIL / ETC <input type="checkbox"/> FOG / SMOG <input type="checkbox"/> SMOKE <input type="checkbox"/> BLOWING SAND / DIRT <input type="checkbox"/> SEVERE CROSSWIND <input type="checkbox"/> OTHER / UNKNOWN	ROAD CHARACTER #1 #2 <input checked="" type="checkbox"/> STRAIGHT and LEVEL <input type="checkbox"/> STRAIGHT w/ GRADE <input type="checkbox"/> CURVED and LEVEL <input type="checkbox"/> CURVED w/ GRADE VEH #1 — NUMBER OF LANES VEH #2 — NUMBER OF LANES — TOTAL NUMBER OF LANES	*VEH RELATED FACTORS #1 #2 <input checked="" type="checkbox"/> NONE #1 UNK <input type="checkbox"/> BRAKES <input type="checkbox"/> STEERING <input type="checkbox"/> POWER PLANT <input type="checkbox"/> SUSPENSION <input type="checkbox"/> TIRES <input type="checkbox"/> EXHAUST <input type="checkbox"/> LIGHTS <input type="checkbox"/> SIGNALS <input type="checkbox"/> WINDOWS / WINDSHLD <input type="checkbox"/> RESTRAINT SYSTEM <input type="checkbox"/> WHEELS <input type="checkbox"/> COUPLING <input type="checkbox"/> CARGO <input type="checkbox"/> OTHER	TRUCK CONFIGURATION #1 #2 <input type="checkbox"/> TRUCK (2 or 3 AXLE) <input type="checkbox"/> TRUCK / TRACTOR-SEMI <input type="checkbox"/> TRUCK and TRAILER <input type="checkbox"/> DOUBLE TRAILERS <input type="checkbox"/> TRIPLE TRAILERS <input type="checkbox"/> DROMEDARY and SEMI <input type="checkbox"/> HEAVY HAUL CONFIG <input type="checkbox"/> BUS <input checked="" type="checkbox"/> OTHER (Explain)	PEDESTRIAN TYPE <input type="checkbox"/> NONE <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> CONVEYANCE <input type="checkbox"/> WHEELCHAIR <input type="checkbox"/> ANIMAL RIDER <input type="checkbox"/> RIDER of ANIM DRAWN VEH <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	
COLLISION WITH <input type="checkbox"/> PEDESTRIAN <input checked="" type="checkbox"/> PARKED MOTOR VEHICLE <input type="checkbox"/> RAILWAY TRAIN <input type="checkbox"/> BICYCLIST CRASH TYPE <input type="checkbox"/> HEAD ON <input type="checkbox"/> REAR END <input type="checkbox"/> ANGLE <input type="checkbox"/> SIDESWIPE <input checked="" type="checkbox"/> MANNER UNKNOWN FIXED OBJECT <input type="checkbox"/> BARRICADE <input type="checkbox"/> BOULDER / ROCK <input type="checkbox"/> BRIDGE O/PASS or RAILING <input type="checkbox"/> BUILDING <input type="checkbox"/> CULTVERT HEADWALL <input type="checkbox"/> CURBING <input type="checkbox"/> DITCH <input type="checkbox"/> DIVIDER - CONCRT or STEEL <input type="checkbox"/> FENCE - NOT MEDIAN <input type="checkbox"/> FIRE HYDRANT <input type="checkbox"/> HIGHWAY GUARDRAIL <input type="checkbox"/> HIGHWAY SIGN <input type="checkbox"/> IMPACT ABSORBER <input type="checkbox"/> LIGHT STANDARD <input type="checkbox"/> MAILBOX <input type="checkbox"/> OVERHEAD SIGN POST <input type="checkbox"/> OVERHEAD STRUCTURE <input type="checkbox"/> PIER or COLUMN <input type="checkbox"/> RETAINING WALL <input type="checkbox"/> SIDESLOPE EARTH <input type="checkbox"/> SIDESLOPE ROCK or STONE <input type="checkbox"/> TRAFFIC SIGNAL POST <input type="checkbox"/> TREE <input type="checkbox"/> UNDERPASS TUNNEL <input type="checkbox"/> UTILITY POLE <input type="checkbox"/> OTHER FIXED (Explain)	SURFACE CONDITION #1 #2 <input type="checkbox"/> DRY <input checked="" type="checkbox"/> WET <input type="checkbox"/> SNOW / SLUSH <input type="checkbox"/> ICY <input type="checkbox"/> MUDDY <input type="checkbox"/> DEBRIS <input type="checkbox"/> RUTS / HOLES / BUMPS <input type="checkbox"/> WORN / POLISHED <input type="checkbox"/> LOW / SOFT SHOULDER <input type="checkbox"/> OTHER (Explain)	ROAD FLOW #1 #2 <input type="checkbox"/> ONE WAY TRAFFIC <input checked="" type="checkbox"/> NOT PHYSLY DIVIDED MEDIAN TYPE <input type="checkbox"/> UNPAVED <input type="checkbox"/> BARRIER <input type="checkbox"/> PAVED <input type="checkbox"/> CONT LEFT TURN DRIVER LICENSE VIOLATION DRIVER #1 #2 <input checked="" type="checkbox"/> NONE #1 UNK <input type="checkbox"/> INSTRUCTION PERMIT <input type="checkbox"/> LICENSE RESTRICTION <input type="checkbox"/> EXPIRED LICENSE <input type="checkbox"/> OUT OF CLASS <input type="checkbox"/> SUSPND / REVOKED <input type="checkbox"/> UNLICENSED	VEHICLE MOVEMENT #1 #2 <input type="checkbox"/> BACKING #1 UNK <input checked="" type="checkbox"/> STOPPED <input type="checkbox"/> STRAIGHT AHEAD <input type="checkbox"/> TURNING RIGHT <input type="checkbox"/> TURNING LEFT <input type="checkbox"/> MAKING U-TURN <input type="checkbox"/> ENTER TRAFFIC LANE <input type="checkbox"/> LEAVE TRAFFIC LANE <input type="checkbox"/> OVERTAKING <input type="checkbox"/> CHANGING LANES <input type="checkbox"/> AVOIDING MANEUVER <input type="checkbox"/> MERGING <input type="checkbox"/> PARKING <input type="checkbox"/> NEGOTIATING A CURVE <input type="checkbox"/> OTHER	* PASSENGER FACTORS PASS UNIT #1 #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	* PEDESTRIAN ACTION <input type="checkbox"/> ENTER / CROSS ROAD <input type="checkbox"/> WALK / RIDE w/TRAFF <input type="checkbox"/> WALK / RIDE AGAINST <input type="checkbox"/> STEP ON / OFF VEHICLE <input type="checkbox"/> STEP ON / OFF SCH BUS <input type="checkbox"/> APPROCH / LEAVE SC BUS <input type="checkbox"/> APPROACH / LEAVE VEH <input type="checkbox"/> WORK / PUSHING VEHICLE <input type="checkbox"/> OTHER WORKING <input type="checkbox"/> PLAYING <input type="checkbox"/> STANDING <input type="checkbox"/> LYING DOWN <input type="checkbox"/> UNKNOWN	
OTHER OBJECT (NOT FIXED) <input type="checkbox"/> ANIMAL <input type="checkbox"/> THROWN / FALLING OBJECT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER OBJECT (Explain)	SURFACE TYPE #1 #2 <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> BLACKTOP / ASPHALT <input type="checkbox"/> GRAVEL <input type="checkbox"/> DIRT <input type="checkbox"/> OTHER	* DRIVER FACTORS DRIVER #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> CELL PHONE USE <input type="checkbox"/> OBSTRUCTED VIEW <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISGRD TRAF SIGN <input type="checkbox"/> TOO FAST FOR COND <input type="checkbox"/> MADE IMPROPER TURN <input type="checkbox"/> WRONG SIDEWAY <input type="checkbox"/> FOLLOW TOO CLOSELY <input type="checkbox"/> IMPROPER LANE CHNG <input type="checkbox"/> IMPROPER BACKING <input type="checkbox"/> IMPROPER PASSING <input type="checkbox"/> IMPROPER SIGNAL <input type="checkbox"/> IMPROPER PARKING <input type="checkbox"/> FATIGUE / DROWSY <input type="checkbox"/> ILL <input type="checkbox"/> BLACKOUT <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	TRAILER TYPE #1 #2 <input type="checkbox"/> LOG BUNK <input type="checkbox"/> SEMITRAILER <input type="checkbox"/> POLE TRAILER <input type="checkbox"/> FULL TRAILER <input type="checkbox"/> MOBILE HOME <input type="checkbox"/> UTILITY TRAILER <input type="checkbox"/> TRAVEL TRAILER <input type="checkbox"/> BOAT TRAILER <input type="checkbox"/> FARM EQUIPMENT <input type="checkbox"/> HORSE TRAILER <input type="checkbox"/> VEHICLE IN TOW <input type="checkbox"/> OTHER / UNKNOWN	PEDESTRIAN LOCATION IN ROAD <input type="checkbox"/> IN X-WALK <input type="checkbox"/> NOT IN X-WALK <input type="checkbox"/> NO X-WALK AVAILABLE INTERSECTION <input type="checkbox"/> IN X-WALK <input type="checkbox"/> NOT IN X-WALK <input type="checkbox"/> NO X-WALK AVAILABLE OTHER <input type="checkbox"/> NOT IN ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> MEDIAN <input type="checkbox"/> BIKE LANE <input type="checkbox"/> UNKNOWN	★ PED / BIKE VISIBILITY CLOTHING <input type="checkbox"/> NO CONTRAST w/BKGRND <input type="checkbox"/> CONTRASTED w/BKGRND <input type="checkbox"/> REFLECTIVE <input type="checkbox"/> OTHER LIGHT SOURCE <input type="checkbox"/> UNKNOWN ★ PED / BIKE FACTORS <input type="checkbox"/> NONE <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISREGARD TRAFFIC SIGN <input type="checkbox"/> ILLEGALLY IN ROAD <input type="checkbox"/> EQUIPMENT VIOLATION <input type="checkbox"/> CLOTHING NOT VISIBLE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input type="checkbox"/> CELL PHONE <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	
EVENT LOCATION ON ROADWAY <input checked="" type="checkbox"/> NON-INTERSECTION <input type="checkbox"/> INTERSECTION <input type="checkbox"/> INTERSECTION RELATED <input type="checkbox"/> DRIVEWAY ACCESS <input type="checkbox"/> INTERCHANGE AREA <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> BRIDGE <input type="checkbox"/> TUNNEL <input type="checkbox"/> OTHER ON-ROAD AREA OFF ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> TURNOUT <input type="checkbox"/> ROADSIDE <input type="checkbox"/> BEYOND RIGHT OF WAY <input type="checkbox"/> MEDIAN <input type="checkbox"/> DRIVEWAY <input type="checkbox"/> PRIVATE DRIVE <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> OTHER OFF ROAD <input type="checkbox"/> PARKING LOT <input type="checkbox"/> UNKNOWN	TRAFFIC CONTROL TYPE #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> SCHOOL BUS LIGHTS <input type="checkbox"/> OFFICER / CROSSING GUARD or FLAGGER <input type="checkbox"/> TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL <input type="checkbox"/> TRAFFIC SIGNAL <input type="checkbox"/> FLASHING BEACON <input type="checkbox"/> STOP SIGN <input type="checkbox"/> YIELD SIGN <input type="checkbox"/> RR CROSSING GATES <input type="checkbox"/> RR CROSSING BUCKS <input type="checkbox"/> RR FLASHING SIGNAL <input type="checkbox"/> RR CROSSING w/ PAVEMENT MARKINGS <input type="checkbox"/> LANE CONTRLS / LINES / STRIPES / DEVICES <input type="checkbox"/> SCHOOL SIGNAL <input type="checkbox"/> OTHER REG SIGN <input type="checkbox"/> TURN LANES <input type="checkbox"/> UNKNOWN	* IMPAIRMENT DRIVER #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> UNDER INFL - MEDS <input type="checkbox"/> UNDER INFL-MARIJUANA <input checked="" type="checkbox"/> UNKNOWN	DETERMINED BY: <input type="checkbox"/> INTOXILYZER TEST <input type="checkbox"/> BLOOD OR URINE TEST <input type="checkbox"/> FIELD SOB. TEST <input type="checkbox"/> OBSERVED SPEECH, ODOR, ETC.) <input type="checkbox"/> DRE EVALUATION <input type="checkbox"/> STATEMENTS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	RESULTS OF TEST: D1 _____% D2 _____% <input type="checkbox"/> NO TEST GIVEN <input type="checkbox"/> TEST REFUSED <input checked="" type="checkbox"/> TESTED FOR DRUGS <input type="checkbox"/> RESULTS NOT AVAILABLE	SKETCH & NARRATIVE UNIT 1 2 SKID MARKS TO (FEET) _____ DISTANCE AFTER (FEET) _____	
<p style="text-align: center;">(SEE ATTACHED NARRATIVE)</p> <p style="text-align: center;">(MANNER UNKNOWN; NO SKETCH AVAILABLE)</p>						

SPRINGFIELD POLICE DEPARTMENT
CONTINUATION REPORT

CASE NUMBER

19-07449

PAGE 3 OF 3

SOURCE: On 09/17/19 at 1729 hrs. I was dispatched to 1427 Piedmont St. regarding a Hit and Run Incident that occurred in the area of 1030 G St. between 1455 hrs. and 1515 hrs.

NARRATIVE:

Upon arrival, I contacted C/Ramirez Galvez, Doraneli and her husband, RO/ Roblero Gomez, Oliver, who advised during the time element, unknown suspect(s) had struck the listed vehicle while it was legally parked on the street near 1030 G St.

Roblero advised he was the registered owner of the vehicle and his wife, Doraneli was the daily driver of the vehicle. Doraneli advised she did not speak much English and Roblero assisted her with translating. Doraneli advised she had parked on G street around 1455 hrs. and had gone into her children's school, Dos Rios Elementary, for approximately 20 minutes and when she returned to the vehicle, she found damage to the driver-side bumper and fender and no note left.

Roblero showed me the damage to the vehicle; I observed a large dent on the lower portion of the driver-side bumper accompanied by black and blue paint transfer. I observed the damage originated approximately 17 inches off the ground and spanned to approximately 21 inches high on the front fender of the vehicle. The damage spanned approximately 20 inches wide across the bumper and it appeared the front bumper would need to be replaced. I photographed the damage to the vehicle and printed and lodged the photos as evidence.

Roblero had not had the damage assessed and did not know how much it would cost to repair. Neither Roblero nor Doraneli had any suspect or witness information.

CASE STATUS:

Report taken, See attached photos.

REPORTING OFFICER

A. Nelson 086

DIVISION

CSO-Patrol



OREGON POLICE TRAFFIC CRASH REPORT

POLICE INCIDENT / CASE NUMBER 19-9980	CRASH DATE 12/11/19	DAY OF WEEK M T W T H F S S N	CRASH TIME 1015	POLICE NOTIFIED 1120	POLICE ARRIVAL 1145	DMV FILE NUMBER
COUNTY LANE 20	ROAD ON WHICH CRASH OCCURRED 936 G STREET		LATITUDE	LONGITUDE	MILE POST	DMV CODE

<input checked="" type="checkbox"/> WITHIN 200 FEET N S OF NEAREST INTERSECTING ROAD <input type="checkbox"/> NEAR _____ MILES E W 9TH STREET	<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST CITY / TOWN <input type="checkbox"/> NEAR _____ MILES E W SPRINGFIELD
<input type="checkbox"/> PROPERTY DAMAGE <input type="checkbox"/> PUBLIC PROPERTY DAMAGE ESTIMATE: <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> HAZ. MATERIALS <input type="checkbox"/> PHOTOS TAKEN <input type="checkbox"/> TRAIN R/R <input type="checkbox"/> TRUCK / BUS

UNIT #1 UNKNOWN	NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER unk	STATE	SEX	RACE	DOB unk
PED BIC	ADDRESS	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL				
PRK PRP	VEHICLE OWNER <input type="checkbox"/> SAME	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL				

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY <input type="checkbox"/> NONE	INSURANCE POLICY NUMBER unk
EJECTED Y P N	EXTRCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER unk	STATE YEAR MAKE unk
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input type="checkbox"/> UNKNOWN			DRIVER TAKEN: Y N <input type="checkbox"/> UNKNOWN	MODEL STYLE COLOR

VEHICLE DAMAGE		MARK ALL THAT APPLY: DAMAGE ESTIMATE: <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input type="checkbox"/> OVER \$2500 <input checked="" type="checkbox"/> UNKNOWN	INJURY: <input type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP		ACTION / ARREST / CITES	

HIT AND RUN	SUSPECT NAME UNKNOWN	AKA	IN CUSTODY Y N
ADDRESS		OTHER INFORMATION:	
SEX	RACE	DOB	HT WT HAIR EYES LOCAL ID

UNIT #2 PARKED MOTOR VEHICLE	NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER 8805087	STATE	SEX	RACE W	DOB 031256
PED BIC	ADDRESS 6383 F ST SPFLD, OR 97478	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 744-2532				
PRK PRP	VEHICLE OWNER <input type="checkbox"/> SAME REDMON, ROBIN DIANE	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL				

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY ALLSTATE	INSURANCE POLICY NUMBER 987394240
EJECTED Y P N	EXTRCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN) 4S4BSACC3H3338433	LICENSE PLATE NUMBER 437JYA	STATE YEAR MAKE OR 17 SUBA
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input checked="" type="checkbox"/> UNKNOWN			DRIVER TAKEN: Y N <input checked="" type="checkbox"/> UNKNOWN	MODEL STYLE COLOR OUT 4D BLU

VEHICLE DAMAGE		MARK ALL THAT APPLY: DAMAGE ESTIMATE: <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input type="checkbox"/> OVER \$2500 <input checked="" type="checkbox"/> UNKNOWN	INJURY: <input checked="" type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input checked="" type="checkbox"/> A/BAG-NOT DP		ACTION / ARREST / CITES N/A	

UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX	RACE	DOB
PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL		
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN		


INJURY	<input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED	LOCATION LF CF RF LR CR RR	OTHER:	EJECTED Y P N	EXTRCTD Y N
EQUIPMENT <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP					

UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX	RACE	DOB
PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL		
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN		

INJURY	<input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED	LOCATION LF CF RF LR CR RR	OTHER:	EJECTED Y P N	EXTRCTD Y N
EQUIPMENT <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP					

POLICE INCIDENT / CASE NUMBER 19-9980	EMS NOTIFIED —	AM PM	EMS ARRIVAL —	AM PM	LOCAL CODES A B C D E	PAGE 2	OF 3
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Check ONE box in all categories. Check ALL boxes that apply in categories with (*).

FIRST HARMFUL EVENT NON COLLISION <input type="checkbox"/> OVERTURN <input type="checkbox"/> FIRE / EXPLOSION <input type="checkbox"/> IMMERSION <input type="checkbox"/> GAS INHALATION <input type="checkbox"/> OTHER NON COLLISION <input type="checkbox"/> MEDICAL (Explain) COLLISION WITH <input type="checkbox"/> PEDESTRIAN <input checked="" type="checkbox"/> PARKED MOTOR VEHICLE <input type="checkbox"/> RAILWAY TRAIN <input type="checkbox"/> BICYCLIST CRASH TYPE <input type="checkbox"/> HEAD ON <input type="checkbox"/> REAR END <input type="checkbox"/> ANGLE <input checked="" type="checkbox"/> SIDESWIPE <input type="checkbox"/> MANNER UNKNOWN FIXED OBJECT <input type="checkbox"/> BARRICADE <input type="checkbox"/> BOULDER / ROCK <input type="checkbox"/> BRIDGE O/PASS or RAILING <input type="checkbox"/> BUILDING <input type="checkbox"/> CULVERT HEADWALL <input type="checkbox"/> CURBING <input type="checkbox"/> DITCH <input type="checkbox"/> DIVIDER - CNCRT or STEEL <input type="checkbox"/> FENCE - NOT MEDIAN <input type="checkbox"/> FIRE HYDRANT <input type="checkbox"/> HIGHWAY GUARDRAIL <input type="checkbox"/> HIGHWAY SIGN <input type="checkbox"/> IMPACT ABSORBER <input type="checkbox"/> LIGHT STANDARD <input type="checkbox"/> MAILBOX <input type="checkbox"/> OVERHEAD SIGN POST <input type="checkbox"/> OVERHEAD STRUCTURE <input type="checkbox"/> PIER or COLUMN <input type="checkbox"/> RETAINING WALL <input type="checkbox"/> SIDESLOPE EARTH <input type="checkbox"/> SIDESLOPE ROCK or STONE <input type="checkbox"/> TRAFFIC SIGNAL POST <input type="checkbox"/> TREE <input type="checkbox"/> UNDERPASS TUNNEL <input type="checkbox"/> UTILITY POLE <input type="checkbox"/> OTHER FIXED (Explain)	WEATHER <input type="checkbox"/> CLEAR <input checked="" type="checkbox"/> CLOUDY (OVERCAST) <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET / HAIL / ETC <input type="checkbox"/> FOG / SMOG <input type="checkbox"/> SMOKE <input type="checkbox"/> BLOWING SAND / DIRT <input type="checkbox"/> SEVERE CROSSWIND <input type="checkbox"/> OTHER / UNKNOWN SURFACE CONDITION #1 #2 <input checked="" type="checkbox"/> DRY <input type="checkbox"/> WET <input type="checkbox"/> SNOW / SLUSH <input type="checkbox"/> ICY <input type="checkbox"/> MUDDY <input type="checkbox"/> DEBRIS <input type="checkbox"/> RUTS / HOLES / BUMPS <input type="checkbox"/> WORN / POLISHED <input type="checkbox"/> LOW / SOFT SHOULDER <input type="checkbox"/> OTHER (Explain) SURFACE TYPE #1 #2 <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> BLACKTOP / ASPHALT <input type="checkbox"/> GRAVEL <input type="checkbox"/> DIRT <input type="checkbox"/> OTHER LIGHT <input checked="" type="checkbox"/> FULL DAYLIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK <input type="checkbox"/> DARK - LIGHTED WAY <input type="checkbox"/> DARK - NOT LIGHTED <input type="checkbox"/> UNKNOWN TRAFFIC CONTROL TYPE #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> SCHOOL BUS LIGHTS <input type="checkbox"/> OFFICER / CROSSING GUARD or FLAGGER <input type="checkbox"/> TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL <input type="checkbox"/> TRAFFIC SIGNAL <input type="checkbox"/> FLASHING BEACON <input type="checkbox"/> STOP SIGN <input type="checkbox"/> YIELD SIGN <input type="checkbox"/> RR CROSSING GATES <input type="checkbox"/> RR CROSSING BUCKS <input type="checkbox"/> RR FLASHING SIGNAL <input type="checkbox"/> RR CROSSING w/ PAVEMENT MARKINGS <input type="checkbox"/> LANE CONTRLS / LINES / STRIPES / DEVICES <input type="checkbox"/> SCHOOL SIGNAL <input type="checkbox"/> OTHER REG SIGN <input type="checkbox"/> TURN LANES <input type="checkbox"/> UNKNOWN TRAFFIC CONTROL DEVICE CONDITION #1 #2 <input type="checkbox"/> NO MALFUNCTION <input type="checkbox"/> DOWN / MISSING <input type="checkbox"/> TURNED FROM PROPER POSITION <input type="checkbox"/> OBSCURED BY OTHER SIGNS <input type="checkbox"/> OBSCURED BY PARKED VEHICLE <input type="checkbox"/> OBSCURED BY VEGETATION <input type="checkbox"/> LIGHTS MALFUNCTION <input type="checkbox"/> LIGHTS STUCK <input type="checkbox"/> GATES INOPERATIVE <input type="checkbox"/> GATE ARM MISSING <input type="checkbox"/> OTHER RR MALFUNCTN <input type="checkbox"/> OTHER IMPAIRMENT <input type="checkbox"/> UNKNOWN	ROAD CHARACTER #1 #2 <input checked="" type="checkbox"/> STRAIGHT and LEVEL <input type="checkbox"/> STRAIGHT w/ GRADE <input type="checkbox"/> CURVED and LEVEL <input type="checkbox"/> CURVED w/ GRADE VEH #1 — NUMBER OF LANES VEH #2 — NUMBER OF LANES — TOTAL NUMBER OF LANES ROAD FLOW #1 #2 <input type="checkbox"/> ONE WAY TRAFFIC <input checked="" type="checkbox"/> NOT PHYSLY DIVIDED MEDIAN TYPE <input type="checkbox"/> UNPAVED <input type="checkbox"/> BARRIER <input type="checkbox"/> PAVED <input type="checkbox"/> CONT LEFT TURN DRIVER LICENSE VIOLATION DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> INSTRUCTION PERMIT <input type="checkbox"/> LICENSE RESTRICTION <input type="checkbox"/> EXPIRED LICENSE <input type="checkbox"/> OUT OF CLASS <input type="checkbox"/> SUSPNDED / REVOKED <input type="checkbox"/> UNLICENSED * DRIVER FACTORS DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> CELL PHONE USE <input type="checkbox"/> OBSTRUCTED VIEW <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISGRGD TRAF SIGN <input type="checkbox"/> TOO FAST FOR COND <input type="checkbox"/> MADE IMPROPER TURN <input type="checkbox"/> WRONG SIDEWAY <input type="checkbox"/> FOLLOW TOO CLOSELY <input type="checkbox"/> IMPROPER LANE CHNG <input type="checkbox"/> IMPROPER BACKING <input type="checkbox"/> IMPROPER PASSING <input type="checkbox"/> IMPROPER SIGNAL <input type="checkbox"/> IMPROPER PARKING <input type="checkbox"/> FATIGUE / DROWSY <input type="checkbox"/> ILL <input type="checkbox"/> BLACKOUT <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	* VEH RELATED FACTORS #1 #2 <input checked="" type="checkbox"/> NONE #1 mtk <input type="checkbox"/> BRAKES <input type="checkbox"/> STEERING <input type="checkbox"/> POWER PLANT <input type="checkbox"/> SUSPENSION <input type="checkbox"/> TIRES <input type="checkbox"/> EXHAUST <input type="checkbox"/> LIGHTS <input type="checkbox"/> SIGNALS <input type="checkbox"/> WINDOWS / WINDSHLD <input type="checkbox"/> RESTRAINT SYSTEM <input type="checkbox"/> WHEELS <input type="checkbox"/> COUPLING <input type="checkbox"/> CARGO <input type="checkbox"/> OTHER VEHICLE MOVEMENT #1 #2 <input type="checkbox"/> BACKING <input type="checkbox"/> STOPPED <input type="checkbox"/> STRAIGHT AHEAD <input type="checkbox"/> TURNING RIGHT <input type="checkbox"/> TURNING LEFT <input type="checkbox"/> MAKING U-TURN <input type="checkbox"/> ENTER TRAFFIC LANE <input type="checkbox"/> LEAVE TRAFFIC LANE <input type="checkbox"/> OVERTAKING <input type="checkbox"/> CHANGING LANES <input type="checkbox"/> AVOIDING MANEUVER <input type="checkbox"/> MERGING <input type="checkbox"/> PARKING <input type="checkbox"/> NEGOTIATING A CURVE <input checked="" type="checkbox"/> OTHER mtk TRAILER TYPE #1 #2 <input type="checkbox"/> LOG BUNK <input type="checkbox"/> SEMITRAILER <input type="checkbox"/> POLE TRAILER <input type="checkbox"/> FULL TRAILER <input type="checkbox"/> MOBILE HOME <input type="checkbox"/> UTILITY TRAILER <input type="checkbox"/> TRAVEL TRAILER <input type="checkbox"/> BOAT TRAILER <input type="checkbox"/> FARM EQUIPMENT <input type="checkbox"/> HORSE TRAILER <input type="checkbox"/> VEHICLE IN TOW <input type="checkbox"/> OTHER / UNKNOWN	TRUCK CONFIGURATION #1 #2 <input type="checkbox"/> TRUCK (2 or 3 AXLE) <input type="checkbox"/> TRUCK / TRACTOR-SEMI <input type="checkbox"/> TRUCK and TRAILER <input type="checkbox"/> DOUBLE TRAILERS <input type="checkbox"/> TRIPLE TRAILERS <input type="checkbox"/> DROMEDARY and SEMI <input type="checkbox"/> HEAVY HAUL CONFIG <input type="checkbox"/> BUS <input type="checkbox"/> OTHER (Explain) * PASSENGER FACTORS PASS UNIT #1 #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain) PASS UNIT #2 #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	PEDESTRIAN TYPE <input type="checkbox"/> NONE <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> CONVEYANCE <input type="checkbox"/> WHEELCHAIR <input type="checkbox"/> ANIMAL RIDER <input type="checkbox"/> RIDER of ANIM DRAWN VEH <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain) * PEDESTRIAN ACTION <input type="checkbox"/> ENTER / CROSS ROAD <input type="checkbox"/> WALK / RIDE w/ TRAFF <input type="checkbox"/> WALK / RIDE AGAINST <input type="checkbox"/> STEP ON / OFF VEHICLE <input type="checkbox"/> STEP ON / OFF SCH BUS <input type="checkbox"/> APPROCH / LEAVE SC BUS <input type="checkbox"/> APPROCH / LEAVE VEH <input type="checkbox"/> WORK / PUSHING VEHICLE <input type="checkbox"/> OTHER WORKING <input type="checkbox"/> PLAYING <input type="checkbox"/> STANDING <input type="checkbox"/> LYING DOWN <input type="checkbox"/> UNKNOWN PED / BIKE VISIBILITY CLOTHING <input type="checkbox"/> NO CONTRAST w/BKGRND <input type="checkbox"/> CONTRASTED w/BKGRND <input type="checkbox"/> REFLECTIVE <input type="checkbox"/> OTHER <input type="checkbox"/> OTHER LIGHT SOURCE <input type="checkbox"/> UNKNOWN * PED / BIKE FACTORS <input type="checkbox"/> NONE <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISREGARD TRAFFIC SIGN <input type="checkbox"/> ILLEGALLY IN ROAD <input type="checkbox"/> EQUIPMENT VIOLATION <input type="checkbox"/> CLOTHING NOT VISIBLE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input type="checkbox"/> CELL PHONE <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)						
OTHER OBJECT (NOT FIXED) <input type="checkbox"/> ANIMAL <input type="checkbox"/> THROWN / FALLING OBJECT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER OBJECT (Explain)						SKETCH & NARRATIVE UNIT 1 2  SKID MARKS TO (FEET) _____ DISTANCE AFTER (FEET) _____ (NOT TO SCALE)					
EVENT LOCATION ON ROADWAY <input type="checkbox"/> NON-INTERSECTION <input type="checkbox"/> INTERSECTION <input type="checkbox"/> INTERSECTION RELATED <input type="checkbox"/> DRIVEWAY ACCESS <input type="checkbox"/> INTERCHANGE AREA <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> BRIDGE <input type="checkbox"/> TUNNEL <input type="checkbox"/> OTHER ON-ROAD AREA OFF ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> TURNOUT <input checked="" type="checkbox"/> ROADSIDE <input type="checkbox"/> BEYOND RIGHT OF WAY <input type="checkbox"/> MEDIAN <input type="checkbox"/> DRIVEWAY <input type="checkbox"/> PRIVATE DRIVE <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> OTHER OFF ROAD <input type="checkbox"/> PARKING LOT <input type="checkbox"/> UNKNOWN SPECIAL ZONE <input checked="" type="checkbox"/> NONE <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> MAINTENANCE - ORS 811.230 <input type="checkbox"/> UTILITY <input type="checkbox"/> SNOW <input type="checkbox"/> SCHOOL <input type="checkbox"/> UNKNOWN WORK <input type="checkbox"/> OTHER						* IMPAIRMENT DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> UNDER INFL - MEDS <input type="checkbox"/> UNDER INFL-MARIJUANA <input checked="" type="checkbox"/> UNKNOWN DETERMINED BY: <input type="checkbox"/> INTOXYLIZER TEST <input type="checkbox"/> BLOOD OR URINE TEST <input type="checkbox"/> FIELD SOB TEST <input type="checkbox"/> OBSERVED (SPEECH, ODOR, ETC.) <input type="checkbox"/> DRE EVALUATION <input type="checkbox"/> STATEMENTS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain) RESULTS OF TEST: D1 _____% D2 _____% <input type="checkbox"/> NO TEST GIVEN <input type="checkbox"/> TEST REFUSED <input type="checkbox"/> RESULTS NOT AVAILABLE					

SEE ATTACHED NARRATIVE

SPRINGFIELD POLICE DEPARTMENT		CASE NUMBER	19-9980
CONTINUATION REPORT			PAGE 3 OF 3

SOURCE OF ACTIVITY:

On 12/11/19, at approximately 1140 hrs, I was dispatched to the SPD Station to take a Hit & Run report that occurred on the street at 936 G Street.

OFFICER'S OBSERVATION AND INVESTIGATION:

Upon arrival, I contacted V/ Redmon who advised sometime during the time element, unknown subject(s) struck the left side of her 2017 Subaru Outback without stopping to exchange information.

Redmon told me she was walking away from her vehicle when she heard a loud noise. When she turned around, she noticed a white sedan's right sideview mirror had sideswiped her vehicle. The impact the suspect vehicle's mirror made with Redmon's vehicle left a 7" x 12" dent in the left front quarter panel and a 4' long black streak that extended from the front quarter panel across the entire driver door.

Redmon said she was so upset from the crash, she did not see the license plate on the suspect vehicle or who was driving it. The suspect vehicle was last observed driving north on 9th Street.

Simpson had no other suspect or witness information.

CASE STATUS:

Cleared with a State Crash Report.

REPORTING OFFICER		DIVISION
T. Walsh 683		CSO - Patrol



OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 2

POLICE INCIDENT / CASE NUMBER 21-00025	CRASH DATE 1/2/21	DAY OF WEEK SN	CRASH TIME 1440 AM	POLICE NOTIFIED 1446 AM	POLICE ARRIVAL 1450 AM	DMV FILE NUMBER
COUNTY LANE	ROAD ON WHICH CRASH OCCURRED 10th ST		LATITUDE	LONGITUDE	MILE POST	DMV CODE

<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST INTERSECTING ROAD	<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST CITY / TOWN
<input type="checkbox"/> NEAR _____ MILES E W	<input type="checkbox"/> NEAR _____ MILES E W
'G' ST	SPRINGFIELD

<input checked="" type="checkbox"/> PROPERTY DAMAGE	<input checked="" type="checkbox"/> PUBLIC PROPERTY DAMAGE	ESTIMATE: <input checked="" type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN	<input type="checkbox"/> HAZ. MATERIALS	<input checked="" type="checkbox"/> PHOTOS TAKEN	<input type="checkbox"/> TRAIN R/R	<input type="checkbox"/> TRUCK / BUS	
UNIT #1 NAME (LAST, FIRST, MIDDLE) BORDERS, JOHN CHESTER			DRIVER LICENSE NUMBER [REDACTED]	STATE UT	SEX M	RACE W	DOB 12/9/37
ADDRESS 1010 PEARTREE LN MOAB, UT 84532			PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL (452) 260-7304				
VEHICLE OWNER <input checked="" type="checkbox"/> SAME			PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL () () ()				

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY <input type="checkbox"/> NONE SAFE CO	INSURANCE POLICY NUMBER 29012457			
EJECTED Y P N	EXT RCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN) 1J4H4SH18BLS37382	LICENSE PLATE NUMBER Y618YL	STATE YEAR MAKE UT 11 JEEP	MODEL WRANG	STYLE PC	COLOR PK GRN
VEHICLE TOWED DUE TO VEHICLE DAMAGE <input checked="" type="checkbox"/> N <input type="checkbox"/> UNKNOWN			DRIVER TAKEN: <input checked="" type="checkbox"/> Y <input type="checkbox"/> UNKNOWN		BY: SWAT TOW TO: 7800 S. 28th ST		

VEHICLE DAMAGE	MARK ALL THAT APPLY:	INJURY:
FRONT	DAMAGE ESTIMATE <input type="checkbox"/> ROLLOVER	<input type="checkbox"/> NONE <input checked="" type="checkbox"/> COMPLAINT OF PAIN <input checked="" type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
	<input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR	EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD
	<input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED	<input type="checkbox"/> NONE INSTLD <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> ABAG-NOT DP
	<input checked="" type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN	ACTION / ARREST / CITES

HIT AND RUN	SUSPECT NAME N/A	AKA	IN CUSTODY Y N
	ADDRESS	OTHER INFORMATION:	
	SEX RACE DOB HT WT HAIR EYES LOCAL ID		

UNIT #2 NAME (LAST, FIRST, MIDDLE) MARTINDALE, DAVID MICHAEL	DRIVER LICENSE NUMBER [REDACTED]	STATE OR	SEX M	RACE W	DOB 10-10-65
ADDRESS 431 LAKSONEN LP SPRINGFIELD, OR 97478			PHONE: <input checked="" type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL (541) 726-0577		
VEHICLE OWNER <input type="checkbox"/> SAME LTD BUS			PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 206-1381		

FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY <input type="checkbox"/> NONE SPECIAL DIST. ASSOC. OF OR	INSURANCE POLICY NUMBER P30643			
EJECTED Y P N	EXT RCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN) 15GGD3017B1180385	LICENSE PLATE NUMBER E256167	STATE YEAR MAKE OR 11 GILLI	MODEL B4	STYLE B4S	COLOR WHT
VEHICLE TOWED DUE TO VEHICLE DAMAGE <input checked="" type="checkbox"/> Y <input type="checkbox"/> UNKNOWN			DRIVER TAKEN: <input checked="" type="checkbox"/> Y <input type="checkbox"/> UNKNOWN		BY: TO:		

VEHICLE DAMAGE	MARK ALL THAT APPLY:	INJURY:
FRONT	DAMAGE ESTIMATE <input type="checkbox"/> ROLLOVER	<input checked="" type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
	<input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR	EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD
	<input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED	<input type="checkbox"/> NONE INSTLD <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> ABAG-NOT DP
	<input checked="" type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN	ACTION / ARREST / CITES

UNIT #2 PASSENGER NAME <input checked="" type="checkbox"/> WITNESS FLORES, ALONZO R.	ADDRESS 221 W 8th AVE #214 EUGENE, OR 97401
SEX RACE DOB M M 9-5-59	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 501-2146
PASSENGER TAKEN: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNKNOWN	INJURY: <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
BY: TO:	LOCATION: <input type="checkbox"/> LF <input type="checkbox"/> CF <input type="checkbox"/> RF <input type="checkbox"/> LR <input type="checkbox"/> CR <input type="checkbox"/> RR

UNIT #2 PASSENGER NAME <input checked="" type="checkbox"/> WITNESS SIMMONS, RICHARD A.	ADDRESS 1747 MAIN ST #9 SPRINGFIELD, OR 97472
SEX RACE DOB M M 10-4-69	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 606-9421
PASSENGER TAKEN: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNKNOWN	INJURY: <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
BY: TO:	LOCATION: <input type="checkbox"/> LF <input type="checkbox"/> CF <input type="checkbox"/> RF <input type="checkbox"/> LR <input type="checkbox"/> CR <input type="checkbox"/> RR

UNIT # PASSENGER NAME <input type="checkbox"/> WITNESS	ADDRESS
SEX RACE DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL
PASSENGER TAKEN: <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNKNOWN	INJURY: <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL
BY: TO:	LOCATION: <input type="checkbox"/> LF <input type="checkbox"/> CF <input type="checkbox"/> RF <input type="checkbox"/> LR <input type="checkbox"/> CR <input type="checkbox"/> RR

DISTRIBUTION

OFFICER NAME / NUMBER AMUNDSON no. 343	DATE Attachment 5, Page 10	AGENCY SPRINGFIELD PD	APPROVED BY
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POLICE INCIDENT / CASE NUMBER 21-00025	EMS NOTIFIED 1446	EMS ARRIVAL AM 1451	LOCAL CODES A B C D E	PAGE 1	OF 2
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Check ONE box in all categories. Check ALL boxes that apply in categories with (*).

FIRST HARMFUL EVENT	WEATHER	ROAD CHARACTER	*VEH RELATED FACTORS	TRUCK CONFIGURATION	PEDESTRIAN TYPE
NON COLLISION <input type="checkbox"/> OVERTURN <input type="checkbox"/> FIRE / EXPLOSION <input type="checkbox"/> IMMERSION <input type="checkbox"/> GAS INHALATION <input type="checkbox"/> OTHER NON COLLISION <input type="checkbox"/> MEDICAL (Explain)	<input type="checkbox"/> CLEAR <input type="checkbox"/> CLOUDY (OVERCAST) <input checked="" type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET / HAIL / ETC <input type="checkbox"/> FOG / SMOG <input type="checkbox"/> SMOKE <input type="checkbox"/> BLOWING SAND / DIRT <input type="checkbox"/> SEVERE CROSSWIND <input type="checkbox"/> OTHER / UNKNOWN	#1 #2 <input checked="" type="checkbox"/> STRAIGHT and LEVEL <input type="checkbox"/> STRAIGHT w/ GRADE <input type="checkbox"/> CURVED and LEVEL <input type="checkbox"/> CURVED w/ GRADE VEH #1 NUMBER OF LANES VEH #2 NUMBER OF LANES 2 TOTAL NUMBER OF LANES	#1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> BRAKES <input type="checkbox"/> STEERING <input type="checkbox"/> POWER PLANT <input type="checkbox"/> SUSPENSION <input type="checkbox"/> TIRES <input type="checkbox"/> EXHAUST <input type="checkbox"/> LIGHTS <input type="checkbox"/> SIGNALS <input type="checkbox"/> WINDOWS / WINDSHLD <input type="checkbox"/> RESTRAINT SYSTEM <input type="checkbox"/> WHEELS <input type="checkbox"/> COUPLING <input type="checkbox"/> CARGO <input type="checkbox"/> OTHER	#1 #2 <input type="checkbox"/> TRUCK (2 or 3 AXLE) <input type="checkbox"/> TRUCK / TRACTOR-SEMI <input type="checkbox"/> TRUCK and TRAILER <input type="checkbox"/> DOUBLE TRAILERS <input type="checkbox"/> TRIPLE TRAILERS <input type="checkbox"/> DROMEDARY and SEMI <input type="checkbox"/> HEAVY HAUL CONFIG <input type="checkbox"/> BUS <input type="checkbox"/> OTHER (Explain)	<input type="checkbox"/> NONE <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> CONVEYANCE <input type="checkbox"/> WHEELCHAIR <input type="checkbox"/> ANIMAL RIDER <input type="checkbox"/> RIDER of ANIM DRAWN VEH <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)
COLLISION WITH <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> PARKED MOTOR VEHICLE <input type="checkbox"/> RAILWAY TRAIN <input type="checkbox"/> BICYCLIST CRASH TYPE <input type="checkbox"/> HEAD ON <input type="checkbox"/> REAR END <input checked="" type="checkbox"/> ANGLE <input type="checkbox"/> SIDESWIPE <input type="checkbox"/> MANNER UNKNOWN FIXED OBJECT <input type="checkbox"/> BARRICADE <input type="checkbox"/> BOULDER / ROCK <input type="checkbox"/> BRIDGE O/PASS or RAILING <input type="checkbox"/> BUILDING <input type="checkbox"/> CULVERT HEADWALL <input type="checkbox"/> CURBING <input type="checkbox"/> DITCH <input type="checkbox"/> DIVIDER - CNCRT or STEEL <input type="checkbox"/> FENCE - NOT MEDIAN <input type="checkbox"/> FIRE HYDRANT <input type="checkbox"/> HIGHWAY GUARDRAIL <input type="checkbox"/> HIGHWAY SIGN <input type="checkbox"/> IMPACT ABSORBER <input type="checkbox"/> LIGHT STANDARD <input type="checkbox"/> MAILBOX <input type="checkbox"/> OVERHEAD SIGN POST <input type="checkbox"/> OVERHEAD STRUCTURE <input type="checkbox"/> PIER or COLUMN <input type="checkbox"/> RETAINING WALL <input type="checkbox"/> SIDESLOPE EARTH <input type="checkbox"/> SIDESLOPE ROCK or STONE <input type="checkbox"/> TRAFFIC SIGNAL POST <input type="checkbox"/> TREE <input type="checkbox"/> UNDERPASS TUNNEL <input type="checkbox"/> UTILITY POLE <input type="checkbox"/> OTHER FIXED (Explain)	SURFACE CONDITION #1 #2 <input type="checkbox"/> DRY <input checked="" type="checkbox"/> WET <input type="checkbox"/> SNOW / SLUSH <input type="checkbox"/> ICY <input type="checkbox"/> MUDDY <input type="checkbox"/> DEBRIS <input type="checkbox"/> RUTS / HOLES / BUMPS <input type="checkbox"/> WORN / POLISHED <input type="checkbox"/> LOW / SOFT SHOULDER <input type="checkbox"/> OTHER (Explain)	ROAD FLOW #1 #2 <input type="checkbox"/> ONE WAY TRAFFIC <input checked="" type="checkbox"/> NOT PHYSLY DIVIDED MEDIAN TYPE <input type="checkbox"/> UNPAVED <input type="checkbox"/> BARRIER <input type="checkbox"/> PAVED <input type="checkbox"/> CONT LEFT TURN DRIVER LICENSE VIOLATION DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> INSTRUCTION PERMIT <input type="checkbox"/> LICENSE RESTRICTION <input type="checkbox"/> EXPIRED LICENSE <input type="checkbox"/> OUT OF CLASS <input type="checkbox"/> SUSPND / REVOKED <input type="checkbox"/> UNLICENSED	VEHICLE MOVEMENT #1 #2 <input type="checkbox"/> BACKING <input type="checkbox"/> STOPPED <input checked="" type="checkbox"/> STRAIGHT AHEAD <input type="checkbox"/> TURNING RIGHT <input type="checkbox"/> TURNING LEFT <input type="checkbox"/> MAKING U-TURN <input type="checkbox"/> ENTER TRAFFIC LANE <input type="checkbox"/> LEAVE TRAFFIC LANE <input type="checkbox"/> OVERTAKING <input type="checkbox"/> CHANGING LANES <input type="checkbox"/> AVOIDING MANEUVER <input type="checkbox"/> MERGING <input type="checkbox"/> PARKING <input type="checkbox"/> NEGOTIATING A CURVE <input type="checkbox"/> OTHER	* PASSENGER FACTORS PASS UNIT #1 #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	* PEDESTRIAN ACTION <input type="checkbox"/> ENTER / CROSS ROAD <input type="checkbox"/> WALK / RIDE w/TRAFF <input type="checkbox"/> WALK / RIDE AGAINST <input type="checkbox"/> STEP ON / OFF VEHICLE <input type="checkbox"/> STEP ON / OFF SCH BUS <input type="checkbox"/> APPRCH / LEAVE SC BUS <input type="checkbox"/> APPROACH / LEAVE VEH <input type="checkbox"/> WORK / PUSHING VEHICLE <input type="checkbox"/> OTHER WORKING <input type="checkbox"/> PLAYING <input type="checkbox"/> STANDING <input type="checkbox"/> LYING DOWN <input type="checkbox"/> UNKNOWN
OTHER OBJECT (NOT FIXED) <input type="checkbox"/> ANIMAL <input type="checkbox"/> THROWN / FALLING OBJECT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER OBJECT (Explain)	SURFACE TYPE #1 #2 <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> BLACKTOP / ASPHALT <input type="checkbox"/> GRAVEL <input type="checkbox"/> DIRT <input type="checkbox"/> OTHER	* DRIVER FACTORS DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> CELL PHONE USE <input type="checkbox"/> OBSTRUCTED VIEW <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISRGRD TRAF SIGN <input type="checkbox"/> TOO FAST FOR COND <input type="checkbox"/> MADE IMPROPER TURN <input type="checkbox"/> WRONG SIDEWAY <input type="checkbox"/> FOLLOW TOO CLOSELY <input type="checkbox"/> IMPROPER LANE CHNG <input type="checkbox"/> IMPROPER BACKING <input type="checkbox"/> IMPROPER PASSING <input type="checkbox"/> IMPROPER SIGNAL <input type="checkbox"/> IMPROPER PARKING <input type="checkbox"/> FATIGUE / DROWSY <input type="checkbox"/> ILL <input type="checkbox"/> BLACKOUT <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPROP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	TRAILER TYPE #1 #2 <input type="checkbox"/> LOG BUNK <input type="checkbox"/> SEMITRAILER <input type="checkbox"/> POLE TRAILER <input type="checkbox"/> FULL TRAILER <input type="checkbox"/> MOBILE HOME <input type="checkbox"/> UTILITY TRAILER <input type="checkbox"/> TRAVEL TRAILER <input type="checkbox"/> BOAT TRAILER <input type="checkbox"/> FARM EQUIPMENT <input type="checkbox"/> HORSE TRAILER <input type="checkbox"/> VEHICLE IN TOW <input type="checkbox"/> OTHER / UNKNOWN	PEDESTRIAN LOCATION IN ROAD <input type="checkbox"/> IN X-WALK <input type="checkbox"/> NOT IN X-WALK <input type="checkbox"/> NO X-WALK AVAILABLE INTERSECTION <input type="checkbox"/> IN X-WALK <input type="checkbox"/> NOT IN X-WALK <input type="checkbox"/> NO X-WALK AVAILABLE OTHER <input type="checkbox"/> NOT IN ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> MEDIAN <input checked="" type="checkbox"/> BIKE LANE <input type="checkbox"/> UNKNOWN	* PED / BIKE VISIBILITY CLOTHING <input type="checkbox"/> NO CONTRAST w/BKGRND <input type="checkbox"/> CONTRASTED w/BKGRND <input type="checkbox"/> REFLECTIVE <input type="checkbox"/> OTHER LIGHT SOURCE <input type="checkbox"/> UNKNOWN
EVENT LOCATION ON ROADWAY <input type="checkbox"/> NON-INTERSECTION <input checked="" type="checkbox"/> INTERSECTION <input type="checkbox"/> INTERSECTION RELATED <input type="checkbox"/> DRIVEWAY ACCESS <input type="checkbox"/> INTERCHANGE AREA <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> BRIDGE <input type="checkbox"/> TUNNEL <input type="checkbox"/> OTHER ON-ROAD AREA OFF ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> TURNOUT <input type="checkbox"/> ROADSIDE <input type="checkbox"/> BEYOND RIGHT OF WAY <input type="checkbox"/> MEDIAN <input type="checkbox"/> DRIVEWAY <input type="checkbox"/> PRIVATE DRIVE <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> OTHER OFF ROAD <input type="checkbox"/> PARKING LOT <input type="checkbox"/> UNKNOWN	TRAFFIC CONTROL TYPE #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> SCHOOL BUS LIGHTS <input type="checkbox"/> OFFICER / CROSSING GUARD or FLAGGER <input type="checkbox"/> TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL <input type="checkbox"/> TRAFFIC SIGNAL <input type="checkbox"/> FLASHING BEACON <input checked="" type="checkbox"/> STOP SIGN <input type="checkbox"/> YIELD SIGN <input type="checkbox"/> RR CROSSING GATES <input type="checkbox"/> RR CROSSING BUCKS <input type="checkbox"/> RR FLASHING SIGNAL <input type="checkbox"/> RR CROSSING w/ PAVEMENT MARKINGS <input type="checkbox"/> LANE CONTRLS / LINES / STRIPES / DEVICES <input type="checkbox"/> SCHOOL SIGNAL <input type="checkbox"/> OTHER REG SIGN <input type="checkbox"/> TURN LANES <input type="checkbox"/> UNKNOWN	* IMPAIRMENT DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> UNDER INFL - MEDS <input type="checkbox"/> UNDER INFL-MARIJUANA <input type="checkbox"/> UNKNOWN DETERMINED BY: <input type="checkbox"/> INTOXILYZER TEST <input type="checkbox"/> BLOOD OR URINE TEST <input type="checkbox"/> FIELD SOB. TEST <input type="checkbox"/> OBSERVED (SPEECH, ODOR, ETC.) <input type="checkbox"/> DRE EVALUATION <input type="checkbox"/> STATEMENTS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	SKETCH & NARRATIVE UNIT 1 2 North SKID MARKS TO (FEET) _____ DISTANCE AFTER (FEET) _____ (NOT TO SCALE)	* PED / BIKE FACTORS <input type="checkbox"/> NONE <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISREGARD TRAFFIC SIGN <input type="checkbox"/> ILLEGALLY IN ROAD <input type="checkbox"/> EQUIPMENT VIOLATION <input type="checkbox"/> CLOTHING NOT VISIBLE <input type="checkbox"/> UNDER INFL - DRUGS <input type="checkbox"/> UNDER INFL - ALCOHOL <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input type="checkbox"/> CELL PHONE <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	
SPECIAL ZONE <input checked="" type="checkbox"/> NONE <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> MAINTENANCE - ORS 811.230 <input type="checkbox"/> UTILITY <input type="checkbox"/> SNOW <input type="checkbox"/> SCHOOL <input type="checkbox"/> UNKNOWN WORK <input type="checkbox"/> OTHER	TRAFFIC CONTROL DEVICE CONDITION #1 #2 <input checked="" type="checkbox"/> NO MALFUNCTION <input type="checkbox"/> DOWN / MISSING <input type="checkbox"/> TURNED FROM PROPER POSITION <input type="checkbox"/> OBSCURED BY OTHER SIGNS <input type="checkbox"/> OBSCURED BY PARKED VEHICLE <input type="checkbox"/> OBSCURED BY VEGETATION <input type="checkbox"/> LIGHTS MALFUNCTION <input type="checkbox"/> LIGHTS STUCK <input type="checkbox"/> GATES INOPERATIVE <input type="checkbox"/> GATE ARM MISSING <input type="checkbox"/> OTHER RR MALFUNCTN <input type="checkbox"/> OTHER IMPAIRMENT <input type="checkbox"/> UNKNOWN	RESULTS OF TEST: D1 _____% D2 _____% <input type="checkbox"/> NO TEST GIVEN <input type="checkbox"/> TEST REFUSED <input type="checkbox"/> TESTED FOR DRUGS <input type="checkbox"/> RESULTS NOT AVAILABLE	ALL INVOLVED ADVISED THE FOLLOWING INFORMATION. THE LTD BUS STOPPED AT THE INVOLVED INTERSECTION BEFORE CONTINUING EASTBOUND THROUGH THE INTERSECTION. THE JEEP RAN THE STOP SIGN AS IT TRAVELED NORTHBOUND THROUGH THE LISTED INTERSECT. BORDERS POINTED TO THE STOP SIGN, LOCATED AT THE SOUTH EAST CORNER OF THE LISTED INTERSECTION AND STATED, "SEE THAT STOP SIGN? I DIDNT SEE IT." BORDERS WAS CITED FOR FAIL TO OBEY TOP. BORDERS HAD A CUT ON HIS LEFT FOREARM BUT DECLINED MEDICAL ATTENTION.		



OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 3

POLICE INCIDENT / CASE NUMBER 21-8155	CRASH DATE 11/21/21	DAY OF WEEK S	CRASH TIME 1134	POLICE NOTIFIED 1135	POLICE ARRIVAL 1141	DMV FILE NUMBER /
COUNTY LANE-20	ROAD ON WHICH CRASH OCCURRED 6 ST-10TH ST.		LATITUDE /	LONGITUDE /	MILE POST /	DMV CODE /
<input checked="" type="checkbox"/> WITHIN 10 FEET S OF NEAREST INTERSECTING ROAD <input type="checkbox"/> NEAR _____ MILES E W 10TH ST.			<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST CITY / TOWN <input type="checkbox"/> NEAR _____ MILES E W SPRINGFIELD			
<input type="checkbox"/> PROPERTY DAMAGE <input type="checkbox"/> PUBLIC PROPERTY DAMAGE ESTIMATE: <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input checked="" type="checkbox"/> UNKNOWN			<input type="checkbox"/> HAZ. MATERIALS <input checked="" type="checkbox"/> PHOTOS TAKEN <input type="checkbox"/> TRAIN R/R <input type="checkbox"/> TRUCK / BUS			

UNIT # 1	NAME (LAST, FIRST, MIDDLE) UNKNOWN	DRIVER LICENSE NUMBER	STATE	SEX	RACE	DOB			
PED BIC PRK PRP	ADDRESS UNKNOWN	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()							
VEHICLE OWNER <input type="checkbox"/> SAME UNKNOWN		PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()							
FIRE Y N	STD SPD /	PST SPD /	INSURANCE COMPANY <input type="checkbox"/> NONE UNKNOWN		INSURANCE POLICY NUMBER				
EJECTED Y P N	EXTCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input type="checkbox"/> UNKNOWN				DRIVER TAKEN: Y N <input type="checkbox"/> UNKNOWN					

VEHICLE DAMAGE	MARK ALL THAT APPLY:	INJURY:
FRONT	<input type="checkbox"/> NONE <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> ROLLOVER <input type="checkbox"/> UNDERCAR <input type="checkbox"/> TOTALED <input type="checkbox"/> UNKNOWN	<input checked="" type="checkbox"/> NO APPARENT <input type="checkbox"/> POSSIBLE <input type="checkbox"/> SUSPECTED MINOR <input type="checkbox"/> SUSPECTED SERIOUS <input type="checkbox"/> FATAL <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PPR <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP
USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)		ACTION / ARREST / CITES

HIT AND RUN	SUSPECT NAME UNKNOWN - WMA, 20S-30S.	AKA	IN CUSTODY Y N				
ADDRESS		OTHER INFORMATION: WHI. VEH. SUV - HOND. ELEM. OR DODG. MINIVAN					
SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID

UNIT # 2	NAME (LAST, FIRST, MIDDLE) ENEZ, JO ANN BARBARA	DRIVER LICENSE NUMBER 45666044	STATE OR	SEX F	RACE W	DOB 07/10/1948			
PED BIC PRK PRP	ADDRESS 724 G ST. SPFLD. 97477	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL (541) 800-9024							
VEHICLE OWNER <input type="checkbox"/> SAME ENEZ, PATRICK CHARLES		PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()							
FIRE Y N	STD SPD 05-10	PST SPD 25	INSURANCE COMPANY <input type="checkbox"/> NONE GEICO		INSURANCE POLICY NUMBER 4471003915				
EJECTED Y P N	EXTCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN) 3GNAL3EK5FS507783	LICENSE PLATE NUMBER 265JCA	STATE OR	YEAR 115	MAKE CHEV	MODEL CTV	STYLE 4W	COLOR SIL
VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N <input checked="" type="checkbox"/> UNKNOWN				DRIVER TAKEN: Y N <input checked="" type="checkbox"/> UNKNOWN					

VEHICLE DAMAGE	MARK ALL THAT APPLY:	INJURY:
FRONT	<input type="checkbox"/> NONE <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> ROLLOVER <input type="checkbox"/> UNDERCAR <input type="checkbox"/> TOTALED <input type="checkbox"/> UNKNOWN	<input checked="" type="checkbox"/> NO APPARENT <input type="checkbox"/> POSSIBLE <input type="checkbox"/> SUSPECTED MINOR <input type="checkbox"/> SUSPECTED SERIOUS <input type="checkbox"/> FATAL <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input checked="" type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PPR <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP
USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)		ACTION / ARREST / CITES NONE

UNIT # <input type="checkbox"/> PASSENGER NAME <input checked="" type="checkbox"/> WITNESS	NAME NADINE	ADDRESS 750 10th ST.						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input checked="" type="checkbox"/> CELL (541) 514-4300	INJURY: <input type="checkbox"/> NO APPARENT <input type="checkbox"/> POSSIBLE <input type="checkbox"/> SUSP MINOR <input type="checkbox"/> SUSP SERIOUS <input type="checkbox"/> FATAL	LOCATION LF CF RF LR CR RR	OTHER:	EJECTED Y P N	EXTCTD Y N
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN				EQUIPMENT <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PPR <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP				

UNIT # <input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	NAME	ADDRESS						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()	INJURY: <input type="checkbox"/> NO APPARENT <input type="checkbox"/> POSSIBLE <input type="checkbox"/> SUSP MINOR <input type="checkbox"/> SUSP SERIOUS <input type="checkbox"/> FATAL	LOCATION LF CF RF LR CR RR	OTHER:	EJECTED Y P N	EXTCTD Y N
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN				EQUIPMENT <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PPR <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP				

UNIT # <input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS	NAME	ADDRESS						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()	INJURY: <input type="checkbox"/> NO APPARENT <input type="checkbox"/> POSSIBLE <input type="checkbox"/> SUSP MINOR <input type="checkbox"/> SUSP SERIOUS <input type="checkbox"/> FATAL	LOCATION LF CF RF LR CR RR	OTHER:	EJECTED Y P N	EXTCTD Y N
PASSENGER TAKEN: Y N <input type="checkbox"/> UNKNOWN				EQUIPMENT <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PPR <input type="checkbox"/> A/BAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> A/BAG-NOT DP				

DISTRIBUTION	OFFICER NAME / NUMBER NELSON 0816	DATE 11/21/21	AGENCY SPRINGFIELD POLICE	APPROVED BY
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POLICE INCIDENT / CASE NUMBER 21-8155 EMS NOTIFIED AM PM EMS ARRIVAL AM PM LOCAL CODES A B C D E

Check ONE box in all categories. Check ALL boxes that apply in categories with (*).

FIRST HARMFUL EVENT: NON COLLISION, COLLISION WITH PEDESTRIAN, CRASH TYPE, FIXED OBJECT, OTHER OBJECT (NOT FIXED), EVENT LOCATION: ON ROADWAY, OFF ROADWAY, SPECIAL ZONE

WEATHER: CLEAR, CLOUDY, RAIN, SNOW, SLEET, FOG, SMOKE, SURFACE CONDITION: DRY, WET, SNOW, SLUSH, ICY, MUDDY, DEBRIS, SURFACE TYPE: CONCRETE, BLACKTOP, ASPHALT, GRAVEL, DIRT, OTHER, LIGHT: FULL DAYLIGHT, DAWN, DUSK, DARK, UNKNOWN, TRAFFIC CONTROL TYPE: NONE, SCHOOL BUS LIGHTS, TRAFFIC SIGNAL, PEDESTRIAN CONTROL, TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL, FLASHING BEACON, STOP SIGN, YIELD SIGN, RR CROSSING GATES, RR CROSSING BUCKS, RR FLASHING SIGNAL, RR CROSSING w/ PAVEMENT MARKINGS, LANE CONTRLS / LINES / STRIPES / DEVICES, SCHOOL SIGNAL, OTHER REG SIGN, TURN LANES, UNKNOWN, TRAFFIC CONTROL DEVICE CONDITION: NO MALFUNCTION, DOWN / MISSING, TURNED FROM PROPER POSITION, OBSCURED BY OTHER SIGNS, OBSCURED BY PARKED VEHICLE, OBSCURED BY VEGETATION, LIGHTS MALFUNCTION, LIGHTS STUCK, GATES INOPERATIVE, GATE ARM MISSING, OTHER RR MALFUNCTION, OTHER IMPAIRMENT, UNKNOWN

ROAD CHARACTER: STRAIGHT and LEVEL, STRAIGHT w/ GRADE, CURVED and LEVEL, CURVED w/ GRADE, VEH #1 - NUMBER OF LANES, VEH #2 - NUMBER OF LANES, TOTAL NUMBER OF LANES, ROAD FLOW: ONE WAY TRAFFIC, NOT PHYSLY DIVIDED, MEDIAN TYPE: UNPAVED, BARRIER, PAVED, CONT LEFT TURN, DRIVER LICENSE VIOLATION: DRIVER #1 #2, NONE, INSTRUCTION PERMIT, LICENSE RESTRICTION, EXPIRED LICENSE, OUT OF CLASS, SUSPENDED / REVOKED, UNLICENSED, DRIVER FACTORS: DRIVER #1 #2, NONE, CELL PHONE USE, OBSTRUCTED VIEW, FAILED TO YIELD ROW, DISREGD TRAF SIGN, TOO FAST FOR COND, MADE IMPROPER TURN, WRONG SIDEWAY, FOLLOW TOO CLOSELY, IMPROPER LANE CHNG, IMPROPER BACKING, IMPROPER PASSING, IMPROPER SIGNAL, IMPROPER PARKING, FATIGUE / DROWSY, ILL, BLACKOUT, INATTENTIVE, DISTRACTED, UNKNOWN, IMPROP RESTR EQP USE, OTHER, IMPAIRMENT: DRIVER #1 #2, NONE, UNDER INFL - DRUGS, UNDER INFL - ALCOHOL, UNDER INFL - MEDS, UNDER INFL - MARIJUANA, UNKNOWN, DETERMINED BY: INTOXILYZER TEST, BLOOD OR URINE TEST, FIELD SOB. TEST, OBSERVED (SPEECH, ODOR, ETC.), DRE EVALUATION, STATEMENTS, UNKNOWN, OTHER, RESULTS OF TEST: D1 % D2 %, NO TEST GIVEN, TEST REFUSED, TESTED FOR DRUGS, OTHER

*VEH RELATED FACTORS: NONE, BRAKES, STEERING, POWER PLANT, SUSPENSION, TIRES, EXHAUST, LIGHTS, SIGNALS, WINDOWS / WINDSHLD, RESTRAINT SYSTEM, WHEELS, COUPLING, CARGO, OTHER, VEHICLE MOVEMENT: BACKING, STOPPED, STRAIGHT AHEAD, TURNING RIGHT, TURNING LEFT, MAKING U-TURN, ENTER TRAFFIC LANE, LEAVE TRAFFIC LANE, OVERTAKING, CHANGING LANES, AVOIDING MANUEVER, MERGING, PARKING, NEGOTIATING A CURVE, OTHER, TRAILER TYPE: LOG BUNK, SEMITRAILER, POLE TRAILER, FULL TRAILER, MOBILE HOME, UTILITY TRAILER, TRAVEL TRAILER, BOAT TRAILER, FARM EQUIPMENT, HORSE TRAILER, VEHICLE IN TOW, OTHER / UNKNOWN

TRUCK CONFIGURATION: TRUCK (2 or 3 AXLE), TRUCK / TRACTOR-SEMI, TRUCK and TRAILER, DOUBLE TRAILERS, TRIPLE TRAILERS, DROMEDARY and SEMI, HEAVY HAUL CONFIG, BUS, OTHER, * PASSENGER FACTORS: PASS UNIT #1, NONE, INTERFERED w/DRIVER, UNDER INFL - DRUGS, UNDER INFL - ALCOHOL, UNKNOWN, IMPROP RESTR EQP USE, OTHER, PASS UNIT #2, NONE, INTERFERED w/DRIVER, UNDER INFL - DRUGS, UNDER INFL - ALCOHOL, UNKNOWN, IMPROP RESTR EQP USE, OTHER, PEDESTRIAN LOCATION: IN ROAD, INTERSECTION, OTHER, SKETCH & NARRATIVE: SKID MARKS TO (FEET), DISTANCE AFTER (FEET), North arrow, 10th St, G St

PEDESTRIAN TYPE: NONE, PEDESTRIAN, BICYCLIST, CONVEYANCE, WHEELCHAIR, ANIMAL RIDER, RIDER of ANIM DRAWN VEH, UNKNOWN, OTHER, * PEDESTRIAN ACTION: ENTER / CROSS ROAD, WALK / RIDE w/TRAFF, WALK / RIDE AGAINST, STEP ON / OFF VEHICLE, STEP ON / OFF SCH BUS, APPROCH / LEAVE SC BUS, APPROACH / LEAVE VEH, WORK / PUSHING VEHICLE, OTHER WORKING, PLAYING, STANDING, LYING DOWN, UNKNOWN, PED / BIKE VISIBILITY: CLOTHING, NO CONTRAST w/BKGRND, CONTRASTED w/BKGRND, REFLECTIVE, OTHER, OTHER LIGHT SOURCE, UNKNOWN, * PED / BIKE FACTORS: NONE, FAILED TO YIELD ROW, DISREGARD TRAFFIC SIGN, ILLEGALLY IN ROAD, EQUIPMENT VIOLATION, CLOTHING NOT VISIBLE, UNDER INFL - DRUGS, UNDER INFL - ALCOHOL, INATTENTIVE, DISTRACTED, CELL PHONE, UNKNOWN, OTHER

SPRINGFIELD POLICE DEPARTMENT
CONTINUATION REPORT

CASE NUMBER

21-08155

PAGE 3 OF 3

SOURCE:

On 11/21/21 at 1139 hrs. I was dispatched to the intersection of 10th and G St. St. in regards to a Hit and Run Incident that just occurred at that location.

NARRATIVE:

Upon arrival, I contacted Vehicle Owner V/Enez, Jo Ann, who advised she had been traveling Eastbound on G St. after having stopped at the stop sign, when she was struck by an unknown white vehicle traveling Southbound on 10th St. which failed to stop at the stop sign. Enez advised she had just entered the intersection of 10th and G St. and was traveling at less than 5 mph. when the involved vehicle ran the stop sign at 10th St. on the North side of the intersection and struck her vehicle. Enez advised she was shocked by the impact and only caught a glimpse of the other vehicle before the driver shifted into reverse and detached his vehicle from hers before speeding away Eastbound on G St. traveling approximately 60 mph.

The initial caller, Nadine, advised she had been sitting in her vehicle at 750 10th St. when she heard the impact less than 20 feet to the North of her vehicle, at which point she exited her vehicle and observed the Suspect Vehicle reverse and peel out heading East on 10th St. Nadine estimated the Suspect Vehicle was traveling approximately 60 mph. and described it as a white SUV or van with a White Male Adult, 20-30 years of age, driving. Nadine advised she had not seen the plate on the vehicle and did not think there had been any stickers or unique markers on the vehicle.

I contacted Enez who was with Nadine and invited her to sit down while I photographed the scene and asked if she needed medics, which she declined. Enez advised her hips were sore from the impact but she thought she would feel better after resting for a while and taking some advil. I photographed the damage to Enez' vehicle and provided her with the case number. Enez was able to drive her vehicle forward out of the middle of the intersection and park it in front of Nadine's residence where she would arrange for a private tow. I encouraged Nadine and some other ear-witness neighbors to contact SPD if they found a vehicle in the area with matching damage (to the front passenger side of the vehicle on the headlight and front bumper area) and advised Enez to do the same.

I did not observe any surveillance cameras in the immediate area and will follow up during the week to see if there are any doorbell cameras that might have captured the suspect vehicle driving by. The damage to Enez' vehicle was focused on the driver-side front bumper and headlight area where it had crumpled the bumper and shattered the headlight, also having punctured some kind of fluid container inside the engine compartment. It was unclear how much it would cost to repair the damage to Enez' vehicle and I encouraged her to contact her insurance company as soon as possible. Enez had no further suspect or witness information.

CASE STATUS:

Report taken, see attached photos.

REPORTING OFFICER A. Nelson 086		DIVISION CSO-Patrol
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DMV OREGON POLICE TRAFFIC CRASH REPORT							PAGE 1	OF 2			
POLICE INCIDENT / CASE NUMBER 22-7699		CRASH DATE 10/17/2022		DAY OF WEEK M T W T F S S N	CRASH TIME 01:33	POLICE NOTIFIED 01:33	POLICE ARRIVAL 01:50	DMV FILE NUMBER			
COUNTY LANE		ROAD ON WHICH CRASH OCCURRED 10TH STREET			LATITUDE 0	LONGITUDE 0	MILE POST	DMV CODE			
<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST INTERSECTING ROAD <input type="checkbox"/> NEAR _____ MILES E W G STREET					<input checked="" type="checkbox"/> WITHIN _____ FEET N S OF NEAREST CITY / TOWN <input type="checkbox"/> NEAR _____ MILES E W Springfield						
<input type="checkbox"/> PROPERTY DAMAGE <input type="checkbox"/> PUBLIC PROPERTY DAMAGE ESTIMATE: <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN					<input type="checkbox"/> HAZ. MATERIALS <input checked="" type="checkbox"/> PHOTOS TAKEN <input type="checkbox"/> TRAIN R/R <input type="checkbox"/> TRUCK / BUS						
UNIT # 1	NAME (LAST, FIRST, MIDDLE) OROZCO ANTHONY JULIO				DRIVER LICENSE NUMBER [REDACTED]		STATE OR	SEX M	RACE H	DOB 10/03/2002	
PED BIC	ADDRESS 1890 M #11 SPRINGFIELD OR 97477						PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL (541) 515-3149				
PRK PRP	VEHICLE OWNER <input type="checkbox"/> SAME REYNOSO MARY GABY						PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()				
FIRE Y	STD SPD 15	PST SPD 25	INSURANCE COMPANY <input type="checkbox"/> NONE PROGRESSIVE		INSURANCE POLICY NUMBER 958963991						
EJECTD Y	EXTRCTD Y	VEHICLE IDENTIFICATION NUMBER (VIN) 2HGFA16836H521729		LICENSE PLATE NUMBER SB40351	STATE OR	YEAR 2006	MAKE HOND	MODEL CIV	STYLE 4D	COLOR GRY	
VEHICLE TOWED DUE TO VEHICLE DAMAGE <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____					DRIVER TAKEN: <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____						
VEHICLE DAMAGE <input type="checkbox"/> Top <input type="checkbox"/> Bottom FRONT					MARK ALL THAT APPLY: DAMAGE ESTIMATE: <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input checked="" type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN			INJURY: <input checked="" type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL			
CLICK BOX TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)					EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input checked="" type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input checked="" type="checkbox"/> ABAG-NOT DP						
HIT AND RUN	SUSPECT NAME						AKA		IN CUSTODY Y N		
	ADDRESS						OTHER INFORMATION:				
	SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID			
UNIT # 2	NAME (LAST, FIRST, MIDDLE) ROBERTS LOIS JEAN				DRIVER LICENSE NUMBER [REDACTED]		STATE OR	SEX F	RACE W	DOB 10/06/1946	
PED BIC	ADDRESS 38904 WENDLING RD MARCOLA OR 97454						PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL (541) 359-5060				
PRK PRP	VEHICLE OWNER <input checked="" type="checkbox"/> SAME ROBERTS LOIS JEAN						PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()				
FIRE Y	STD SPD UNK	PST SPD 25	INSURANCE COMPANY <input type="checkbox"/> NONE PROGRESSIVE		INSURANCE POLICY NUMBER 929948606						
EJECTD Y	EXTRCTD Y	VEHICLE IDENTIFICATION NUMBER (VIN) 2T3JFREV6GW537506		LICENSE PLATE NUMBER 673JRT	STATE OR	YEAR 2016	MAKE TOYT	MODEL RAV	STYLE LL	COLOR BLK	
VEHICLE TOWED DUE TO VEHICLE DAMAGE <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____					DRIVER TAKEN: <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____						
VEHICLE DAMAGE <input type="checkbox"/> Top <input type="checkbox"/> Bottom FRONT					MARK ALL THAT APPLY: DAMAGE ESTIMATE: <input type="checkbox"/> ROLLOVER <input type="checkbox"/> NONE <input type="checkbox"/> UNDERCAR <input type="checkbox"/> UNDER \$2500 <input type="checkbox"/> TOTALED <input checked="" type="checkbox"/> OVER \$2500 <input type="checkbox"/> UNKNOWN			INJURY: <input checked="" type="checkbox"/> NONE <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> VISIBLE INJURY <input type="checkbox"/> INCAPACITATED <input type="checkbox"/> FATAL			
CLICK BOX TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)					EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input checked="" type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input checked="" type="checkbox"/> ABAG-NOT DP						
UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS				ADDRESS						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()		INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED		LOCATION LF CF RF LR CR RR	OTHER:	EJECTD Y P N	EXTRCTD Y N	
PASSENGER TAKEN: <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____					EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> ABAG-NOT DP						
UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS				ADDRESS						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()		INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED		LOCATION LF CF RF LR CR RR	OTHER:	EJECTD Y P N	EXTRCTD Y N	
PASSENGER TAKEN: <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____					EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> ABAG-NOT DP						
UNIT #	<input type="checkbox"/> PASSENGER NAME <input type="checkbox"/> WITNESS				ADDRESS						
SEX	RACE	DOB	PHONE: <input type="checkbox"/> HOME <input type="checkbox"/> WORK <input type="checkbox"/> CELL ()		INJURY <input type="checkbox"/> COMPLAINT OF PAIN <input type="checkbox"/> INCAPACITATED		LOCATION LF CF RF LR CR RR	OTHER:	EJECTD Y P N	EXTRCTD Y N	
PASSENGER TAKEN: <input type="checkbox"/> <input checked="" type="checkbox"/> UNKNOWN BY: _____ TO: _____					EQUIPMENT: <input type="checkbox"/> NO EQP USED <input type="checkbox"/> LAP ONLY <input type="checkbox"/> LAP / SHLDR <input type="checkbox"/> CHLD RST-PRP <input type="checkbox"/> ABAG-DEPLYD <input type="checkbox"/> NONE INSTLD <input type="checkbox"/> UNKNOWN <input type="checkbox"/> SHLDR ONLY <input type="checkbox"/> HELMET <input type="checkbox"/> CHLD RST-IMPR <input type="checkbox"/> ABAG-NOT DP						
DISTRIBUTION											
OFFICER NAME / NUMBER PARDEE, ERIC. A. 318					DATE 10/17/2022		AGENCY SPRINGFIELD POLICE DEPT		APPROVED BY		

POLICE INCIDENT / CASE NUMBER 22-7699	EMS NOTIFIED AM PM	EMS ARRIVAL AM PM	LOCAL CODES A B C D E	PAGE 2	OF 2
Check ONE box in all categories. Check ALL boxes that apply in categories with (★).					
FIRST HARMFUL EVENT NON COLLISION <input type="checkbox"/> OVERTURN <input type="checkbox"/> FIRE / EXPLOSION <input type="checkbox"/> IMMERSION <input type="checkbox"/> GAS INHALATION <input type="checkbox"/> OTHER NON COLLISION <input type="checkbox"/> MEDICAL (Explain) COLLISION WITH <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> PARKED MOTOR VEHICLE <input type="checkbox"/> RAILWAY TRAIN <input type="checkbox"/> BICYCLIST CRASH TYPE <input type="checkbox"/> HEAD ON <input type="checkbox"/> REAR END <input checked="" type="checkbox"/> ANGLE <input type="checkbox"/> SIDESWIPE <input type="checkbox"/> MANNER UNKNOWN FIXED OBJECT <input type="checkbox"/> BARRICADE <input type="checkbox"/> BOULDER / ROCK <input type="checkbox"/> BRIDGE O/PASS or RAILING <input type="checkbox"/> BUILDING <input type="checkbox"/> CULVERT HEADWALL <input type="checkbox"/> CURBING <input type="checkbox"/> DITCH <input type="checkbox"/> DIVIDER - CNCRT or STEEL <input type="checkbox"/> FENCE - NOT MEDIUM <input type="checkbox"/> FIRE HYDRANT <input type="checkbox"/> HIGHWAY GUARDRAIL <input type="checkbox"/> HIGHWAY SIGN <input type="checkbox"/> IMPACT ABSORBER <input type="checkbox"/> LIGHT STANDARD <input type="checkbox"/> MAILBOX <input type="checkbox"/> OVERHEAD SIGN POST <input type="checkbox"/> OVERHEAD STRUCTURE <input type="checkbox"/> PIER or COLUMN <input type="checkbox"/> RETAINING WALL <input type="checkbox"/> SIDESLOPE EARTH <input type="checkbox"/> SIDESLOPE ROCK or STONE <input type="checkbox"/> TRAFFIC SIGNAL POST <input type="checkbox"/> TREE <input type="checkbox"/> UNDERPASS TUNNEL <input type="checkbox"/> UTILITY POLE <input type="checkbox"/> OTHER FIXED (Explain) OTHER OBJECT (NOT FIXED) <input type="checkbox"/> ANIMAL <input type="checkbox"/> THROWN / FALLING OBJECT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER OBJECT (Explain)	WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> CLOUDY (OVERCAST) <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET / HAIL / ETC. <input type="checkbox"/> FOG / SMOG <input type="checkbox"/> SMOKE <input type="checkbox"/> BLOWING SAND / DIRT <input type="checkbox"/> SEVERE CROSSWIND <input type="checkbox"/> OTHER / UNKNOWN SURFACE CONDITION #1 #2 <input checked="" type="checkbox"/> DRY <input type="checkbox"/> WET <input type="checkbox"/> SNOW / SLUSH <input type="checkbox"/> ICY <input type="checkbox"/> MUDDY <input type="checkbox"/> DEBRIS <input type="checkbox"/> RUTS / HOLES / BUMPS <input type="checkbox"/> WORN / POLISHED <input type="checkbox"/> LOW / SOFT SHOULDER <input type="checkbox"/> OTHER (Explain) SURFACE TYPE #1 #2 <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> BLACKTOP / ASPHALT <input type="checkbox"/> GRAVEL <input type="checkbox"/> DIRT <input type="checkbox"/> OTHER LIGHT <input checked="" type="checkbox"/> FULL DAYLIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK <input type="checkbox"/> DARK - LIGHTED WAY <input type="checkbox"/> DARK - NOT LIGHTED <input type="checkbox"/> UNKNOWN TRAFFIC CONTROL TYPE #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> SCHOOL BUS LIGHTS <input type="checkbox"/> OFFICER / CROSSING GUARD or FLAGGER <input type="checkbox"/> TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL <input type="checkbox"/> TRAFFIC SIGNAL <input type="checkbox"/> FLASHING BEACON <input checked="" type="checkbox"/> STOP SIGN <input type="checkbox"/> YIELD SIGN <input type="checkbox"/> RR CROSSING GATES <input type="checkbox"/> RR CROSSING BUCKS <input type="checkbox"/> RR FLASHING SIGNAL <input type="checkbox"/> RR CROSSING w/ PAVEMENT MARKINGS <input type="checkbox"/> LANE CONTRLS / LINES / STRIPES / DEVICES <input type="checkbox"/> SCHOOL SIGNAL <input type="checkbox"/> OTHER REG SIGN <input type="checkbox"/> TURN LANES <input type="checkbox"/> UNKNOWN TRAFFIC CONTROL DEVICE CONDITION #1 #2 <input checked="" type="checkbox"/> NO MALFUNCTION <input type="checkbox"/> DOWN / MISSING <input type="checkbox"/> TURNED FROM PROPER POSITION <input type="checkbox"/> OBSCURED BY OTHER SIGNS <input type="checkbox"/> OBSCURED BY PARKED VEHICLE <input type="checkbox"/> OBSCURED BY VEGETATION <input type="checkbox"/> LIGHTS MALFUNCTION <input type="checkbox"/> LIGHTS STUCK <input type="checkbox"/> GATES INOPERATIVE <input type="checkbox"/> GATE ARM MISSING <input type="checkbox"/> OTHER RR MALFUNCTION <input type="checkbox"/> OTHER IMPAIRMENT <input type="checkbox"/> UNKNOWN	ROAD CHARACTER #1 #2 <input checked="" type="checkbox"/> STRAIGHT and LEVEL <input type="checkbox"/> STRAIGHT w/ GRADE <input type="checkbox"/> CURVED and LEVEL <input type="checkbox"/> CURVED w/ GRADE VEH #1 <u>1</u> NUMBER OF LANES VEH #2 <u>1</u> NUMBER OF LANES 11 TOTAL NUMBER OF LANES ROAD FLOW #1 #2 <input type="checkbox"/> ONE WAY TRAFFIC <input checked="" type="checkbox"/> NOT PHYSLY DIVIDED MEDIAN TYPE <input type="checkbox"/> UNPAVED <input type="checkbox"/> BARRIER <input type="checkbox"/> PAVED <input type="checkbox"/> CONT LEFT TURN DRIVER LICENSE VIOLATION DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> INSTRUCTION PERMIT <input type="checkbox"/> LICENSE RESTRICTION <input type="checkbox"/> EXPIRED LICENSE <input type="checkbox"/> OUT OF CLASS <input type="checkbox"/> SUSPENDED / REVOKED <input type="checkbox"/> UNLICENSED ★ DRIVER FACTORS DRIVER #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> CELL PHONE USE <input type="checkbox"/> OBSTRUCTED VIEW <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISGRD TRAF SIGN <input type="checkbox"/> TOO FAST FOR COND <input type="checkbox"/> MADE IMPROPER TURN <input type="checkbox"/> WRONG SIDE / WAY <input type="checkbox"/> FOLLOW TOO CLOSELY <input type="checkbox"/> IMPROPER LANE CHNG <input type="checkbox"/> IMPROPER BACKING <input type="checkbox"/> IMPROPER PASSING <input type="checkbox"/> IMPROPER SIGNAL <input type="checkbox"/> IMPROPER PARKING <input type="checkbox"/> FATIGUE / DROWSY <input type="checkbox"/> ILL <input type="checkbox"/> BLACKOUT <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPRP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	★ VEH RELATED FACTORS #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> BRAKES <input type="checkbox"/> STEERING <input type="checkbox"/> POWER PLANT <input type="checkbox"/> SUSPENSION <input type="checkbox"/> TIRES <input type="checkbox"/> EXHAUST <input type="checkbox"/> LIGHTS <input type="checkbox"/> SIGNALS <input type="checkbox"/> WINDOWS / WINDSHLD <input type="checkbox"/> RESTRAINT SYSTEM <input type="checkbox"/> WHEELS <input type="checkbox"/> COUPLING <input type="checkbox"/> CARGO <input type="checkbox"/> OTHER VEHICLE MOVEMENT #1 #2 <input type="checkbox"/> BACKING <input type="checkbox"/> STOPPED <input checked="" type="checkbox"/> STRAIGHT AHEAD <input type="checkbox"/> TURNING RIGHT <input type="checkbox"/> TURNING LEFT <input type="checkbox"/> MAKING U-TURN <input type="checkbox"/> ENTER TRAFFIC LANE <input type="checkbox"/> LEAVE TRAFFIC LANE <input type="checkbox"/> OVERTAKING <input type="checkbox"/> CHANGING LANES <input type="checkbox"/> AVOIDING MANEUVER <input type="checkbox"/> MERGING <input type="checkbox"/> PARKING <input type="checkbox"/> NEGOTIATING A CURVE <input type="checkbox"/> OTHER TRAILER TYPE #1 #2 <input type="checkbox"/> LOG BUNK <input type="checkbox"/> SEMITRAILER <input type="checkbox"/> POLE TRAILER <input type="checkbox"/> FULL TRAILER <input type="checkbox"/> MOBILE HOME <input type="checkbox"/> UTILITY TRAILER <input type="checkbox"/> TRAVEL TRAILER <input type="checkbox"/> BOAT TRAILER <input type="checkbox"/> FARM EQUIPMENT <input type="checkbox"/> HORSE TRAILER <input type="checkbox"/> VEHICLE IN TOW <input type="checkbox"/> OTHER / UNKNOWN	TRUCK CONFIGURATION #1 #2 <input type="checkbox"/> TRUCK (2 or 3 AXLE) <input type="checkbox"/> TRUCK / TRACTOR-SEMI <input type="checkbox"/> TRUCK and TRAILER <input type="checkbox"/> DOUBLE TRAILERS <input type="checkbox"/> TRIPLE TRAILERS <input type="checkbox"/> DROMEDARY and SEMI <input type="checkbox"/> HEAVY HAUL CONFIG <input type="checkbox"/> BUS <input type="checkbox"/> OTHER (Explain) ★ PASSENGER FACTORS PASS #1 #2 <input type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL-DRUGS <input type="checkbox"/> UNDER INFL-ALCOHOL <input type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPRP RESTR EQP USE <input type="checkbox"/> OTHER (Explain) PASS UNIT #2 <input type="checkbox"/> NONE <input type="checkbox"/> INTERFERED w/DRIVER <input type="checkbox"/> UNDER INFL-DRUGS <input type="checkbox"/> UNDER INFL-ALCOHOL <input type="checkbox"/> UNKNOWN <input type="checkbox"/> IMPRP RESTR EQP USE <input type="checkbox"/> OTHER (Explain)	PEDESTRIAN TYPE <input checked="" type="checkbox"/> NONE <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> CONVEYANCE <input type="checkbox"/> WHEEL CHAIR <input type="checkbox"/> ANIMAL RIDER <input type="checkbox"/> RIDER of ANIM DRAWN VEH <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain) ★ PEDESTRIAN ACTION <input type="checkbox"/> ENTER / CROSS ROAD <input type="checkbox"/> WALK / RIDE w/TRAFF <input type="checkbox"/> WALK / RIDE AGAINST <input type="checkbox"/> STEP ON / OFF VEHICLE <input type="checkbox"/> STEP ON / OFF SCH BUS <input type="checkbox"/> APPRCH / LEAVE SC BUS <input type="checkbox"/> APPROACH / LEAVE VEH <input type="checkbox"/> WORK / PUSHING VEHICLE <input type="checkbox"/> OTHER WORKING <input type="checkbox"/> PLAYING <input type="checkbox"/> STANDING <input type="checkbox"/> LYING DOWN <input type="checkbox"/> UNKNOWN PED / BIKE VISIBILITY CLOTHING <input type="checkbox"/> NO CONTRAST w/BKGRND <input type="checkbox"/> CONTRASTED w/BKGRND <input type="checkbox"/> REFLECTIVE OTHER <input type="checkbox"/> OTHER LIGHT SOURCE <input type="checkbox"/> UNKNOWN ★ PED / BIKE FACTORS <input checked="" type="checkbox"/> NONE <input type="checkbox"/> FAILED TO YIELD ROW <input type="checkbox"/> DISREGARD TRAFFIC SIGN <input type="checkbox"/> ILLEGALLY IN ROAD <input type="checkbox"/> EQUIPMENT VIOLATION <input type="checkbox"/> CLOTHING NOT VISIBLE <input type="checkbox"/> UNDER INFL-DRUGS <input type="checkbox"/> UNDER INFL-ALCOHOL <input type="checkbox"/> INATTENTIVE <input type="checkbox"/> DISTRACTED <input type="checkbox"/> CELL PHONE <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)
EVENT LOCATION ON ROADWAY <input type="checkbox"/> NON-INTERSECTION <input checked="" type="checkbox"/> INTERSECTION <input type="checkbox"/> INTERSECTION RELATED <input type="checkbox"/> DRIVEWAY ACCESS <input type="checkbox"/> INTERCHANGE AREA <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> BRIDGE <input type="checkbox"/> TUNNEL <input type="checkbox"/> OTHER ON-ROAD AREA OFF ROADWAY <input type="checkbox"/> SHOULDER <input type="checkbox"/> TURNOUT <input type="checkbox"/> ROADSIDE <input type="checkbox"/> BEYOND RIGHT OF WAY <input type="checkbox"/> MEDIAN <input type="checkbox"/> DRIVEWAY <input type="checkbox"/> PRIVATE DRIVE <input type="checkbox"/> RAILROAD CROSSING <input type="checkbox"/> OTHER OFF ROAD <input type="checkbox"/> PARKING LOT <input type="checkbox"/> UNKNOWN SPECIAL ZONE <input checked="" type="checkbox"/> NONE <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> MAINTENANCE-ORS 811.290 <input type="checkbox"/> UTILITY <input type="checkbox"/> SNOW <input type="checkbox"/> SCHOOL <input type="checkbox"/> UNKNOWN WORK <input type="checkbox"/> OTHER	★ IMPAIRMENT DRIVER #1 #2 <input checked="" type="checkbox"/> NONE <input type="checkbox"/> UNDER INFL-DRUGS <input type="checkbox"/> UNDER INFL-ALCOHOL <input type="checkbox"/> UNDER INFL-MEDS <input type="checkbox"/> UNDER INFL-MARIJUANA <input type="checkbox"/> UNKNOWN DETERMINED BY: <input type="checkbox"/> INTOXILYZER TEST <input type="checkbox"/> BLOOD OR URINE TEST <input type="checkbox"/> FIELD SOB. TEST <input checked="" type="checkbox"/> OBSERVED (SPEECH, ODOR, ETC.) <input type="checkbox"/> DRE EVALUATION <input type="checkbox"/> STATEMENTS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER (Explain)	RESULTS OF TEST D1 _____% D2 _____% <input checked="" type="checkbox"/> NO TEST GIVEN <input type="checkbox"/> TEST REFUSED <input type="checkbox"/> TESTED FOR DRUGS <input type="checkbox"/> RESULTS NOT AVAILABLE	SKETCH & NARRATIVE UNIT #1 #2 SKID MARKS TO (FEET) <u>0</u> <u>0</u> DISTANCE AFTER (FEET) <u>0</u> <u>0</u> Vehicle #1 was driving east on G Street and stopped at the stop sign at 10th Street. Driver #1 said that he saw vehicle #2 driving north on 10th Street toward G Street. Driver #1 said that vehicle #2 reached the intersection and stopped at the stop sign after he had been stopped at his stop sign. Driver #1 believed he had the right-of-way and began driving east through the intersection. Vehicle #2 struck the passenger side of vehicle #1 as vehicle #1 was driving eastbound through the intersection. Driver #2 said that she believed/saw that she and vehicle #1 reached the intersection and stopped at their respective stop signs at the same time. Because driver #2 was to the right of driver #1, she believed she had the right-of-way to proceed through the intersection. Driver #2 began to drive straight forward north through the intersection. Suddenly, vehicle #1 was crossing through the intersection eastbound in front of driver #2. Driver #2 was unable to avoid hitting the passenger side of vehicle #1. See related photographs of damages and scene location.		