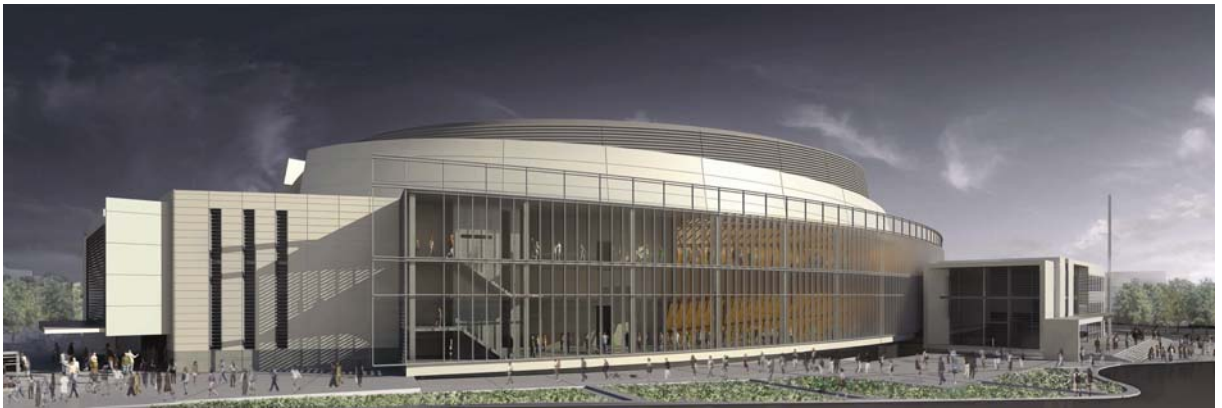




# UNIVERSITY OF OREGON ARENA



TVA Architects

## TRANSPORTATION IMPACT ANALYSIS REVIEW APPLICATION

Prepared for  
University of Oregon  
114 Johnson Hall  
1283 University of Oregon  
Eugene, Oregon 97403-1283

April 15, 2008





April 15, 2008

Steve Ochs, Associate Planner  
City of Eugene  
Planning Division  
Planning and Development Department  
99 West 10th Avenue  
Eugene, Oregon 97401

Re: Traffic Impact Analysis Application  
University of Oregon Arena

Dear Steve,

With the enclosed materials, the applicant and property owner, the Oregon State Board of Higher Education, submits this Traffic Impact Analysis application.

The application form, written statement, Traffic Impact Analysis, Transportation Demand Management Program, and other exhibits and attachments submitted herein include the required elements of the application. Section IV of the written statement provides findings, based on the materials provided here, to demonstrate the application is consistent with all applicable approval criteria.

As the applicant's designated contact for this application, Satre Associates, P.C. is available to answer any questions as needed. Thank you in advance for your consideration of the application.

Sincerely,

**Satre Associates, P.C.**  
101 East Broadway  
Suite 480  
Eugene, Oregon 97401  
phone 541.465.4721  
fax 541.465.4722  
1.800.662.7094  
[www.satrepc.com](http://www.satrepc.com)

**Rob Dehnert, AICP**  
Satre Associates, P.C.



**UNIVERSITY OF OREGON ARENA  
TRAFFIC IMPACT ANALYSIS APPLICATION**

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City of Eugene  
99 West 10<sup>th</sup> Avenue  
Eugene, Oregon 97401  
(541) 682-5377  
(541) 682-5572 FAX  
www.ci.eugene.or.us

## TRAFFIC IMPACT ANALYSIS APPLICATION

Please complete the following application checklist. Note that additional information may be required after further review in order to adequately address the applicable approval criteria. If you have any questions about completing this application, please contact Planning staff at the Permit and Information Center, phone (541) 682-5377, 99 West 10th Avenue, Eugene.

**List all Assessor's Map and Tax Lot numbers of the property included in the request. Please indicate if only a portion of a lot is included in the request.**

**Assessor's Map/Tax Lot Numbers:** 17-03-33-32 5800

**Assessor's Map/Tax Lot Numbers:** Please refer to supplemental sheet

**Area of Request** (acres/square feet): 321,555 sf      **Existing Zoning:** Community Commercial

**Existing Use of Property:** Convenience store, former retail shops & bakery

**Proposed Use of Property:** University of Oregon Arena and practice court

**Associated pending Land Use application or Building Permit numbers:** VRI-08-001, -002

### Filing Fee

X A filing fee must accompany all applications. The fee varies depending upon the type of application and is adjusted periodically by the City Manager. Check with Planning staff at the Permit and Information Center to determine the required fee or check website at [www.ci.eugene.or.us/PDD/Planning/Permits.htm](http://www.ci.eugene.or.us/PDD/Planning/Permits.htm)

**Written Statement (Provide 5 copies at the time of initial submittal. Following completeness review, submit 11 copies.)**

X Submit a detailed written statement describing **how** this request is consistent with all applicable criteria (Section 9.8680 of the Eugene Code) and with Report Requirements (Section F) of Administrative Order No. 58-02-02-F. Applications involving adjustments shall specifically address additional related criteria. **Please note that it is the applicant's responsibility to provide adequate information demonstrating how the project satisfies the applicable approval criteria. Failure to provide such information may result in a denial of your application.**

**Site Plan Requirements (Provide 3 copies at the time of initial submittal. Following completeness review, submit 5 copies. In addition, submit one copy of the site plan reduced to an 8-1/2 x 11" sheet for public notice purposes. All site plans must be folded to a size equal to or less than 11" x 17")**

- Show the date, north arrow, and standard engineer's scale on the site plan.
- Show the Assessor's Map and Tax Lot numbers on the site plan.
- Show a vicinity map on the site plan. (Vicinity map does not need to be drawn to scale.)
- Show the footprint and location of existing and proposed structures. Indicate whether the existing structures will remain or be removed.
- N/A Calculate the amount the percent of increase in total building square footage.
- Submit a tabulation of site coverage including the amount of area covered by building(s), parking, and the amount of area devoted to open space.
- Show the width and location of all existing and proposed public and private easements.
- Show all proposed improvements for streets, building areas, and other proposed development.

**Street and Utility Improvement Requirements**

- Show existing and proposed public and private improvements.
- Note on the plan whether public improvements are to be constructed publicly or privately.
- Note on plan the location, size and species of existing and proposed street trees.
- Note on plan the location of any existing or proposed street lights.
- Show that utility plans comply with Eugene Code Section 9.6775, Underground Utilities.

**Street and Public Access Way Requirements**

- Identify the street classification of all streets.
- N/A Indicate potential slope easements.
- N/A Provide a street center profile using ground elevations when proposed streets intersect 15% grade.
- Show the location and widths (right-of-way and paving width) of all existing and proposed streets, intersections, bike and pedestrian access ways, and any proposed traffic calming devices both on-site and adjacent to the site.
- Show existing and proposed driveways, curbs and sidewalks on site, across the street and adjacent to the development site.
- N/A Show street connectivity and provide supporting narrative to address applicable street connectivity standards from Section 9.6815 of the Eugene Code, if applicable.
- Show that the proposal is consistent with Eugene Code Section 9.6780, Vision Clearance Area.

- X Show secondary emergency vehicle access.
- X Show street names for all existing and proposed streets (public and private), in accordance with 9.6855.
- X Indicate the radii of all curves on the plan.
- X Show location and type of existing and proposed transit-related facilities.
- N/A Identify any street grade over 12 percent.
- X Show all existing private access driveways to property.
- N/A Show any special setbacks in accordance with Eugene Code Section 9.6750.
- X Show the location and describe in a note on the plan any traffic control devices (i.e. driveway locations, traffic signals or traffic signals).
- X Show directions of traffic movement on and abutting site.
- X State if the streets are within Lane County jurisdiction and if the development will generate vehicles of heavy weight using county streets.

**Parking Area Requirements**

- N/A Show the location, number and dimensions of existing and proposed parking spaces, including aisle widths and disabled parking spaces.
- X Show the location, number, and dimensions of bicycle parking spaces, including long-term and short-term parking.
- X Show traffic circulation patterns, including width of travel lanes.
- N/A Show landscaping and screening for parking areas.
- N/A Show means of protecting landscaping (i.e. curbs ).
- N/A Show location and height of proposed lighting for parking area.
- N/A Show designated carpool and vanpool spaces for developments with 20 or more employees.
- N/A Show the type and size of existing or proposed fencing and/or landscape buffering.

**By signing, the undersigned certifies that he/she has read and understands the submittal requirements outlined herein, and that he/she understands that omission of any listed item may cause delay in processing this application. I (We) the undersigned acknowledge that the information supplied in this application is complete and accurate to the best of my (our) knowledge.**

**OWNER**

Name (print): Oregon State Board of Higher Education Phone: (541) 346-3003

Address: In care of 114 Johnson Hall, 1283 University of Oregon

City/State/Zip: Eugene, Oregon 97403-1283

Signature: \_\_\_\_\_

**APPLICANT'S REPRESENTATIVE**

Name (print): Frances L. Dyke Phone: (541) 346-3003

Company/Organization: University of Oregon

Address: 114 Johnson Hall, 1283 University of Oregon

City/State/Zip: Eugene, Oregon 97403-1283

E-mail (if applicable): fdyke@uoregon.edu

Signature: \_\_\_\_\_

**DESIGNATED CONTACT PERSON**

Name (print): Tim Shinabarger Phone: (541) 465-4721

Company/Organization: Satre Associates, P.C.

Address: 101 East Broadway, Suite 480

City/State/Zip: Eugene, Oregon 97401

E-mail (if applicable): t.shinabarger@satrepc.com

**NOTE: This is not a complete list of requirements. Additional information may be required after further review, in order to adequately address the required criteria of approval.**

P:\Land Use Permits Section\2002 Applications\Traffic Impact Analysis.wpd

Traffic Impact Analysis Review Application  
Supplemental Page to Accompany Application Form  
Oregon State Board of Higher Education/University of Oregon  
1276 University of Oregon, Eugene, Oregon 97401

Map and Tax Lot information for the tax lots that make up the location for the proposed University of Oregon Arena are as follows.

a) Properties

The subject properties for this application include the following properties, identified by Map and Tax Lot number and address.

<u>Tax Lot Number:</u>	<u>Address:</u>
17-03-32-41-01000	1760 E. 13 <sup>th</sup> Ave.
17-03-32-41-01300	No site address
17-03-32-41-01400	No site address
17-03-32-41-02700	No site address
17-03-32-41-02800	No site address
17-03-32-41-02900	No site address
17-03-32-41-03000	No site address
17-03-32-41-03100	No site address
17-03-32-41-03300	No site address
17-03-33-32-05800	1888 Franklin Boulevard
17-03-33-32-05801	1898 Franklin Boulevard
17-03-33-32-05900	1858 ½ E. 13 <sup>th</sup> Ave.
17-03-33-32-06000	No site address
17-03-33-32-06100	1380 Villard St.
17-03-33-32-06300	1400 Villard St.
17-03-33-32-06400	No site address
17-03-33-32-06500	No site address
17-03-33-32-08200	No site address
17-03-33-32-08300	1840 E. 13 <sup>th</sup> Ave.





**SATRE ASSOCIATES, P.C.**  
**Planners, Landscape Architects and Environmental Specialists**  
101 East Broadway, Suite 480, Eugene, Oregon 97401  
(541) 465-4721 • Fax (541) 465-4722 • 1-800-662-7094  
www.satrepcc.com

April 15, 2008

## **University of Oregon Arena Transportation Impact Analysis Written Statement**

This written statement is submitted to the City of Eugene with an application for Traffic Impact Analysis Review. It, along with the attached Transportation Impact Analysis or TIA and Transportation Demand Management Plan or TDM, will describe in detail how this request is consistent with all applicable criteria and report requirements promulgated in *Eugene Development Code*, §9.8680 and in Administrative Order No. 58-02-02-F.

### **I. Introduction**

The University of Oregon plans to build a new intercollegiate sports arena, superseding McArthur Court built in 1927. The site is on Franklin Boulevard, a principal arterial, a segment of State Highway 99 and an established commercial corridor. This site will better accommodate traffic generated by events than the McArthur Court site across campus, served indirectly by a minor arterial and adjacent to a private residential area. The new arena site is currently occupied by the abandoned Williams Bakery slated for demolition. A Pre-Development Conference was held February 28, 2008 at the City's Permit Information Center. Representatives of the University of Oregon and their project engineers, designers and consultants attended. Various City staff members presented information regarding the requirements and procedures for City approval of the project.

The required analysis was performed by David Evans and Associates, Portland Oregon, and JRH Transportation Engineering, Eugene, Oregon. The Transportation Impact Analysis or TIA, drafted in April, 2008, is attached as Exhibit "A" of this written statement. It is augmented by a Transportation Demand Management Plan or TDM designed to mitigate traffic impacts. The TDM was completed on April 15, 2008. This analysis is attached as Exhibit "B" of this written statement. These were based in part on the "Proposed Arena Site Plan" reproduced as "Figure 2" of the TIA. A scale drawing of the proposed site plan accompanies this application. The data and conclusions included in the TIA and TDM are the bases for this written statement and application, and are hereby incorporated by reference.

**II. General Information**

Assessor's Map and Tax Lots: 17-03-32-41-01000  
17-03-32-41-01300  
17-03-32-41-01400  
17-03-32-41-02700  
17-03-32-41-02800  
17-03-32-41-02900  
17-03-32-41-03000  
17-03-32-41-03100  
17-03-32-41-03300  
17-03-33-32-05800  
17-03-33-32-05801  
17-03-33-32-05900  
17-03-33-32-06000  
17-03-33-32-06100  
17-03-33-32-06300  
17-03-33-32-06400  
17-03-33-32-06500  
17-03-33-32-08200  
17-03-33-32-08300

Location: Southwest corner of 13<sup>th</sup> Avenue and Villard Street  
Zoning: C-2, Community Commercial  
Metro Plan Designation: Commercial  
Request: TIA approval – new intercollegiate athletics arena  
Access: 13<sup>th</sup> Avenue and Villard Street  
Horizon year (full buildout): 2010  
Analysis period: Weekday PM Peak, Before-Game Peak and After-Game Peak  
Intersections analyzed: *Franklin Boulevard @ Agate Street*  
*Franklin Boulevard @ Moss Street*  
*Franklin Boulevard @ 13<sup>th</sup> Ave.*  
*Franklin Boulevard @ Villard Street*  
*Franklin Boulevard @ Orchard Street*  
*Franklin Boulevard @ Walnut Street*  
*13<sup>th</sup> Ave. @ Agate Street*  
*15<sup>th</sup> Ave. @ Agate Street*  
*15<sup>th</sup> Ave. @ Villard Street*  
*18<sup>th</sup> Ave. @ Agate Street*  
*19<sup>th</sup> Ave. @ Agate Street*

Special analyses required: Shuttle drop-off and site circulation  
Safe separation of travel modes  
Site vehicle ingress, egress and parking plan  
Fairmount Neighborhood impact

Applicant: University of Oregon  
Applicant Contact: Rob Dehnert, Satre Associates (541) 465-4721  
Traffic Engineers: David Evans and Associates (503) 223-6663  
James R. Hanks, JRH Transportation Engineering  
(541) 513-3510

### **III. Report Requirements**

Administrative Order No. 58-02-02-F of the City Manager adopted standards for traffic impact analyses when reviewed under Administrative Rule R-9.8650. Those report requirements are promulgated in R-9.8650-F. The following section outlines those requirements and explains how the TIA complies with them.

#### ***R-9.8650-F Traffic Impact Analysis (TIA) - Report Requirements.***

*Unless an exception is granted pursuant to R-9.8650-E, the following items are required as part of a TIA:*

Requirements for some of the following items were modified pursuant to R-9.8650-E which states, “As part of a Type II or III review, the City Planning Director, or designee, may grant an exception to any or all of the content requirements of R-9.8650-F...” Working with Planning Department staff, the Public Works Department defined the TIA parameters required for this project.

#### ***R-9.8650-F 1. Report Certification.***

A Professional Engineer registered in the State of Oregon, will certify the final TIA. James R. Hanks, a Professional Engineer registered in the State of Oregon, certified the TDM.

#### ***R-9.8650-F 2. Extent of Study Area.***

The City Engineer and the applicant agreed to the study areas to be analyzed in the TIA. Text and tables summarize the study areas’ extents in Section 2 “Existing Conditions – McArthur Court Location” and Section 3 “Future Conditions – New Arena Location” of the TIA, Exhibit “A.” The TIA contains detailed discussions of all significant facilities and features of the study area and project site.

#### ***R-9.8650-F 3. Selection of Horizon Years for Data Required by R-9.8650-F-4 to F-11.***

The Public Works Department set the horizon year as 2010.

#### ***R-9.8650-F 4. Study Area Data.***

Data regarding existing and projected horizon year “pre-development” conditions were gathered from Eugene Public Works Department, Lane Council of Governments and Oregon Department of Transportation. Included were traffic volumes, land use and demographic information (as relevant to transportation issues) and the existing transportation system. The data, system modeling and analysis are documented in the TIA, Exhibit “A” of this written statement. The specific facilities to be studied were determined by the City Engineer. These included intersections and other facilities listed in the “General Information” section of this report.

#### ***R-9.8650-F 5. Peak Traffic Hours.***

The Public Works Department set three required analysis periods based on the nature of the facility. These are *Weekday PM Peak*, *Before-Game Peak* and *After-Game Peak*. Background growth for the study intersections was set at 1.65% based on Oregon Department of Transportation growth projections and City concurrence.

#### ***R-9.8650-F 6. Estimation of Trips Generated.***

Estimates of peak hour trip generation are discussed in Section 3 “Future Conditions – New Arena Location” and the accompanying figures of the TIA, Exhibit “A.”

***R-9.8650-F 7. Site Traffic Distribution and Assignment.***

Estimates of peak hour trip generation, distribution and turning movements are presented in “Figure 3” through “Figure 11” of the TIA, Exhibit “A” attached to this written statement.

***R-9.8650-F 8. Transportation Systems and Level of Service Requirements.***

Study area roadways and intersections are analyzed for existing, horizon year pre-development, and horizon year post-development capacity and safety. “Table 3” of Exhibit “A” analyzes volume to capacity ratios, and levels of service for the intersections selected by the City Engineer. Detailed results of the modeling and analyses are documented in the appendixes of the TIA.

***R-9.8650-F 9. Meeting Minimum Level of Service and Safety Standards.***

The TIA forecasts horizon year performance of facilities with and without proposed mitigation. The results of those forecasts are discussed in Section IV of this report addressing Traffic Impact Analysis Review criteria. The TIA and TDM propose several forms of mitigation to meet minimum service and safety standards. The mitigation program and or financial commitments will be in place at the time of occupancy.

***R-9.8650-F 10. On-Site Planning and Parking Principles.***

Internal circulation (including service and delivery), parking areas, pedestrian connections, and building entrances are shown on the site plan accompanying this application. On the site plan and in the TDM, particular attention is given to the remote parking shuttle pick-up and drop-off locations and the impact to vehicle and pedestrian circulation on and off site. The TIA and TDM also address safe separation of travel modes, site vehicle ingress, egress and parking as required by the City Engineer. The improvements and mitigation listed in Section IV of this report are fully discussed in Section 3.4 “Mitigation” of the TIA, Exhibit “A.”

***R-9.8650-F 11. Impacts to Lane County.***

The study area is entirely within the jurisdiction of the City of Eugene.

**IV. Transportation Impact Analysis Review Criteria**

The following section outlines Traffic Impact Analysis Review criteria for approval as specified in *Eugene Code*, §9.8680 and Administrative Order No. 58-02-02-F, and explains how the submitted TIA complies.

Administrative Order No. 58-02-02-F of the City Manager adopted standards for traffic impact analyses when reviewed under Administrative Rule R-9.8650. Those TIA requirements include R-9.8650-G, “Traffic Impact Analysis (TIA) – Compliance with Other Standards:”

*“The applicant shall include in the TIA sufficient information to show the proposed development is in compliance with applicable development standards of the Eugene Code, 1971, including, but not limited to:*

***R-9.8650-G, 1. Parking.*** *Adequate parking will be provided to meet site-generated demands, in accordance with the specific dimensions, parking angles, and parking ratio requirements that are contained in the Eugene Code, 1971.”*

In July 1997 a parking study prepared by Access Engineering (“University of Oregon Campus Parking Study”, May 30, 1997) was accepted by the City of Eugene. The study documents the

University's support and encouragement of alternative modes of transportation and, thus, the University was granted a 50 percent reduction in required parking spaces as outlined in EC 9.586(g). As part of the 1997 TDM, the University annually reviews campus parking for code compliance and reviews the University's transportation demand management program. Parking Code compliance is based on academic enrollment from the previous calendar year. The March, 2008 analysis of average full-time student enrollment for academic year 2007 determined a student population of 17,033. The outcome of the analysis required 2,433 spaces; at the time 3,100 spaces were supplied. Therefore, this criterion is met.

***R-9.8650-G, 2. Pedestrian, Transit, Bicycle, and Handicapped Facilities.*** *The site plans for the development proposal must reflect that applicable provisions have been incorporated to ensure compliance with design standards for the provision of public transportation, pedestrian, and bicycle facilities as required by provisions of the Eugene Code, 1971 and other adopted design standards:*

The TIA and TDM forecast that 2,000 attendees will travel to a capacity intercollegiate athletic event as pedestrians. Most of them will come from the campus and neighborhoods to the south and west. The proposed site plan ties into existing campus pedestrian circulation.

The TDM recommends installing a pedestrian staging area for park-and-ride users on the north side of 13th Avenue. The pedestrian area should be a minimum of 2,340 square feet. The TDM also recommends a 15-foot wide sidewalk on the south side of 13th Avenue in front of the arena, encouraging pedestrians to use the south side of 13th Avenue rather than the north side. This will ease crowding on the transit platform. Refer to Section 5.7 "Geometric Alterations Required for Transit Vehicle Operation" of the TDM, Exhibit "B." The site is adequately served by existing off-site transit stops and further development of these facilities is not required. With construction of the proposed alumni center, there are plans to widen sidewalks to 12 feet on the east side of Agate Street from 13th Avenue to Franklin Boulevard, accommodating pedestrians using the EmX platform on Franklin.

The site plan and structures will provide 200 bicycle spaces to accommodate the projected 125 spectators arriving by bicycle. Bicycle use will be monitored and more spaces added as needed. Wheelchairs will be accommodated by ramps from street level to the entrances, and elevators will provide access to the underground parking spaces. Engineering and design details will be reviewed with subsequent required permits.

***EC §9.8680(1),*** *Traffic control devices and public or private improvements as necessary to achieve the purposes listed in this section will be implemented. These improvements may include, but are not limited to, street and intersection improvements, sidewalks, bike lanes, traffic control signs and signals, parking regulation, driveway location, and street lighting.*

Mitigation of potential traffic impact will take two forms, transportation demand management to minimize the number of people arriving in motor vehicles at or near the site, and traffic control to assure the efficient and safe movement of the remaining traffic. The impacts resulting from the arena are not regular daily occurrences, but are instead intermittent and relatively infrequent events generally occurring during off-peak hours. For this reason, mitigations are limited to traffic control and management measures rather than extensive improvements of off-site infrastructure. For instance, immediately before or after an infrequent worst-case (high attendance) event, signal warrants might be met briefly. However, installation of a traffic signal would unnecessarily hamper the much lower volume of traffic at non-event times. Therefore traffic control and traffic demand management are the most appropriate methods of mitigation.

Proposed transportation demand management measures include:

- Transit elements:
  - Adding downtown Eugene as a new park-and-ride location in addition to the three existing park-and-ride locations: Valley River Inn, Civic Stadium, Springfield Station
  - Limiting traffic movements on 13th Avenue pre-game
  - Closing 13th Avenue to through traffic post-game
  - Pedestrian staging area recommended on the north side of 13th Avenue for bus loading.
- Pedestrian elements:
  - Utilizing pedestrian routes for arena patrons as identified in the University pedestrian circulation plan
  - Recommending two designated pedestrian crossing points staffed by transportation control personnel at the arena's main entrance and at 13th Avenue located west of the main entrance for large events
  - Using temporary barriers, as needed, between the two designated pedestrian crossing points
  - Eliminating vehicular traffic on 13th Avenue post-game.
- Bicycle elements:
  - Requiring cyclists to walk bicycles in designated bicycle/pedestrian conflict areas and on promenades surrounding the arena
  - Using transportation control personnel (as identified above) to limit bicycle access along 13th Avenue.

Proposed traffic control measures are designed to address safety concerns and encourage efficient use of all access points to and from the arena. These measures include:

- Partial post-event roadway blocks at the following locations to minimize traffic through adjacent residential neighborhoods:
  - 15th Avenue east of Walnut Street
  - 17th Avenue east and west of Walnut Street
  - Orchard Street south of 15th Avenue
  - Villard Street north and south of 15th Avenue
  - Post-game closure of 13th Avenue (capacity athletic events).
- Route management:
  - Ticket point-of-sale route information.
- Transportation control personnel at these intersections:
  - Agate Street at 13th Avenue (pre- and post-event)

- Agate Street at 15th Avenue intersection (post-event)
- Underground parking access at 13th Avenue (pre- and post-event)
- Truck underground access (major event exit) at Villard Street (post-event).

These pre- and post-event peak period traffic control measures and their recommended locations are shown in Figures 12 and 13 of the TIA, Exhibit “A” of this written statement.

***EC §9.8680(2)***, *Public improvements shall be designed and constructed to the standards specified in EC 9.6505 Improvements - Specifications. The requirement of improvements based on a traffic impact analysis does not negate the ability of the city traffic engineer to require improvements by other means specified in this code or rules or regulations adopted thereunder.*

Based on the TIA, no public improvements will be constructed. The full extent of required mitigation is in the form of traffic control and traffic demand management. As of the writing of this statement, the city traffic engineer has not required improvements by other means.

***EC §9.8680(3)***, *An exception to any or all of the requirements listed in the “Standards for Traffic Impact Analyses” for development that generate less than 100 trips in any peak hour may be granted if the applicant demonstrates that the study is not necessary in order to demonstrate compliance with this subsection.*

This criterion is not applicable. The proposed development generates more than 100 peak hour trips.

***EC §9.8680(4)***, *In addition to the above criteria, if the Traffic Impact Analysis Review was required based on EC 9.8670(4), the improvements shall also address the structural capacity of the street in the County’s jurisdiction and address identified structural deficiencies, or reduction in the useful life of existing street structures related to the proposed development. Improvements may be needed to eliminate the identified structural deficiencies and to accommodate vehicle impacts to structures.*

The TIA study area, as defined by the Public Works Department, is entirely within the jurisdiction of the City of Eugene.

## **V. Conclusion**

This written statement has addressed all applicable criteria and report requirements in *Eugene Development Code*, §9.8680 and in Administrative Order No. 58-02-02-F. The data and analyses provided in Exhibit “A” and Exhibit “B” of this written statement meet the requirements for a Transportation Impact Analysis Review. The analyses of impact are accurate and the proposed mitigation program maintains the performance standards of all impacted facilities. The TIA will serve as a valid basis for review of subsequent development permits. The City can conclude that the submitted Transportation Impact Analysis complies with applicable approval criteria, and with adopted plans and policies. Therefore, this Transportation Impact Analysis should be approved.

If you have any questions about the above application, please do not hesitate to contact Rob Dehnert, AICP, at Satre Associates, P.C. (465-4721).

**Attachments**

Exhibit A: David Evans and Associates, “Draft University of Oregon Arena Transportation Impact Analysis,” April, 2008

Exhibit B: JRH Transportation Engineering, James R. Hanks, Pro. Engr., “University of Oregon Basketball Arena Transportation Demand Management Program,” April 15, 2008