

November 24, 2015

University of Oregon Oregon Bach Festival Addition

Project Consultation Meeting at City of Eugene

Attendees:

Eric Phillips-Meadow – Project Coordinator, Building Code Analyst

Dal Ollek – PWE, Erosion Permits

Erik Swinney - Code Analyst

Michelle Wilcox - PW

Kristie Brown - Land Use

Keith Haggas - City Fire

Tina Guard – Capital Engineering

Melissa Clark - Hacker

Tanner Perrine - LCL

Martina Oxoby - UO

Notes by Martina Oxoby, UO.

The discussion below follows the attached questions and documents.

1. Setbacks on 18th – 10' setback no special setback requirements, 12' from curb face to property line, PL zoning.
2. Realignment of Service Road – EC7.420 minor arterial uncontrolled with less than a light requires 100' from center line of intersection which we don't have that room. EC9.6703 allows for the first 50' internal stacking of vehicles before conflicts with parking. Avoid stacking into ROW. Measured from back of sidewalk to centerline of first service drive or parking space.
3. Realignment - Confirmed with Keith offline that the realignment of the fire lane meets the required turning radii. Fire lane access but not aerial access location, Keith to confirm fire lane striping. Signed but not aware or requirement for red striped. Aerial access would be marked as no parking
4. Parking on site – Onsite parking loss will require a full parking analysis campus wide and update to the master plan that identifies parking demands and where they are located. Martina to confirm with Emily Eng.
- Bike parking – Project is creating classroom space (rehearsal space) that requires confirming code compliance for bike parking including long term (commuter spaces). Martina to coordinate with Fred Tepfer. EC9.6100. Code for bike parking changes earliest adoption in February/March to include non-traditional type spaces – recumbent, trailers, etc, double stacking. Reed should be consulting with Fred for copy or online.
5. ADA spaces location - There are code exceptions that deal with grade, but code specifies to keep accessible route on site not in ROW. Hacker to analyze.
6. PEPI triggers - Realignment of the curb on 18th to inset parking and still allow for aerial access within 30' of the building. If don't reset the curb but instead lose the 2 on-street parking spaces on 18th for aerial access, then Martina to follow up with Jeff Petry at the City.

- Cameron McCarthy to Check Street trees and city lights within ROW for PEPI requirements.

-(E) crosswalk on east side of Harris is compliant. The west side of Harris doesn't have compliant receiving ramp. If project chooses to stripe a sidewalk on west side then the ramps need to be upgraded and this work can be completed under the building permit and no PEPI required.

Discussed no reason not to stripe west side crosswalk. Crosswalk lights could improve the conflicts on site but would require a PEPI and only allowed on a single crosswalk. Capital Engineering to follow up with Scott Gilesie at Traffic operations and PEPI 541-682-2706. Also discussed that the crosswalk improvements, when discussing the addition of a crossing light, could be done as a separate project from the OBF building as our project does not require any upgrades to the crosswalk and the PEPI process is 3-4 months for approval.

7. Included above.

8. Fire truck and ships ladder - Confirmed with Keith if aerial access is on 18th the building will need a ships ladder from the lower roof to the upper roof level of the rehearsal room. If aerial access is on the fire lane on site then the drive lane must be 26' wide and no ships ladder will be required. Hacker and Cameron McCarthy to coordinate.

Schedule and phased permit –

Phased building permits through e-build is still figuring out, may prefer regular submittal.

Anticipate early work package delivery to the City in February/March to include site grading and utilities however LCL stated it would be ideal to include footing foundations. IF foundations are included in the early package, then the permit documents will require structural calcs for the whole building., Site plan with set backs shown.

Erosion control Meets sensitive area criteria for City's erosion prevention; requires only City permit since less than 1 acre; if over 1 acre, 1200-C will be required. Permit requires a precon meeting with erosion team and install approved initial measures in early phase of project. Final erosion permit is not tied to occupancy. Typically permit costs \$1k for first year with a renewal cost at 50%. Erosion permit can be phased and applied for via e-build.

Utilities – storm and wastewater adding 1500-2000 sf of impervious area, is detention allowed/required? Retention is not an option. There's no deficiencies in city system that would allow detention. 6" sewer near site. Capital Engineering to confirm service capacity and who dumps into this line. 3 contact man holes shown on site. Code requires filtration, green facility and appears there is space on our site, higher SDC if go through contact points. Replacing contacts need to be onsite so that water quality can still be maintained or else ensured in another way. If choose to go through existing mechanical treatment, project credited for

impervious area removed but at lower SDC credit rate; and new impervious area charged at higher SDC rate.

If needed, a plumbing plan review would need sizing in initial utilities phased permit, 2 ½" or larger domestic pipe only triggers this review.

Final phase permit anticipated delivery to the City in April/May. This will include bike and vehicle parking.

City's review time is currently 8 weeks to first review.

End of notes.