

Gateway from A1

an area for outdoor recreation and gatherings.

Individual units are approximately 900 square feet with two bedrooms and one bath.

The ground floor of each building is proposed to incorporate accessible design features with four of the units having roll-in showers.

In terms of its spatial presence, the highest ridge on the three-story buildings will top out at about 31 feet and, while abutting Row River Trail, is not to have any impact on the neighboring pathway.

The proposed site is in a Residential Commercial Zone, consisting of three undeveloped lots and one lot that is currently encumbered by Gateway Boulevard.

It is intended that the portion that is not devel-

oped or integral to the use of Gateway Boulevard will be sold to the applicant, JDL Construction, for a mutually agreed upon sum of money for the surplus land.

Once the surplus land is acquired from the city, the applicant will complete a lot consolidation to create the final development site, coming to about two acres.

The Cottage Grove Housing Needs Analysis prompted the city in January 2019 to aim for the creation of 69 dwelling units per year in order to reach the city's goal of 1,379 more units by 2038.

The addition of this complex to Cottage Grove's housing stock would by itself satisfy nearly 60 percent of the city's stated annual housing development goal.

In planning the current development, however, the peculiar S-shaped curves on Gateway Boule-



PHOTO BY DAMIEN SHERWOOD/COTTAGE GROVE SENTINEL

The proposed project will have a single entry and exit point along the southerly Gateway Boulevard right-of-way margin, prompting safety questions.

vard around the site have drawn attention.

"Gateway is one of the strangest roads in the city in some ways because it's never been formally plotted," said City Planner Amanda Ferguson during a Planning Commission work session on Jan. 13. "It actually cuts in a number of locations within its path across private property ... with easements rather than being a formally plotted road. So one of the things we're fixing here is the dedication of that road."

The development site will also have a single entry and exit point along the southerly Gateway

Boulevard right-of-way margin, providing the only means for vehicles to pass in and out of the complex.

The posted speed limit through the uniquely curvy area is 35 mph.

A memo from city staff this month stated concern about the proposed entrance and exit location, questioning if there is enough sight distance for maneuvering all the traffic movements.

A technical memorandum from Branch Engineering addressed the issue, acknowledging that there are "near 90-degree bends" to the east and west of the site as well as

other possible obstructions to line of sight.

In particular, exiting the site onto the boulevard poses challenges.

The memo goes on to point out that, based on methodology set by the American Association of State Highway and Transportation Officials (AASHTO), the line-of-sight conditions do not meet required minimum recommended intersection sight distance for looking in either direction while performing turning maneuvers.

It is proposed, however, that the street's median lane would allow for a "two-stage left-turn maneuver" from the site onto Gateway Boulevard and meet AASHTO standards.

"While not an ideal condition, storing a vehicle in the median for a

two-stage left-turn will allow refuge for the departing vehicle, should an approaching vehicle from the right come into view after a left-turning movement has been initiated ..." stated the memo.

However, it was also stated that conditions that do not meet the AASHTO recommendations can be acceptable if there are adequate conditions available for a vehicle in the associated travel lane to come to a complete stop.

Citing another AASHTO methodology for stopping sight distance, the memo makes the case that there is adequate room for oncoming vehicles to come to a safe stop, especially if the median lane is used.

Recommendations to improve safety included limited landscaping grass in order to maintain line of sight and that curve advisory signs at 25 or 30 mph be installed on each approach to the curves to reduce vehicle speeds.

The Planning Commission was scheduled to deliberate on this project during its regular session on Wednesday, Jan. 20 at 7 p.m.

As the Planning Commission's session will have occurred after *The Sentinel's* press deadline for this issue, please check the online version of this article for further details on this project's development.

The public is invited to attend future Planning Commission meetings virtually by checking calendar dates on the city's website at www.cottagegrove.org/calendar.

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South Lane Mental Health Grupo FUERTE

La pandemia de Covid-19 impacta nuestros niveles de estrés y ansiedad. Una forma de lidiar con los efectos de la pandemia es buscar y crear conexiones sociales en su comunidad. Grupo FUERTE es un grupo de apoyo para hombres hispanohablantes en el condado Lane. Únete al Grupo FUERTE para aprender de recursos locales, temas de bienestar mental y crea su propia red social. Este es un servicio gratuito patrocinado por South Lane Mental Health. Para más información o para inscribirse, llame a 541-942-3939 y pregunte por el Grupo FUERTE.

The Covid-19 pandemic impacts our stress and anxiety levels. One way to deal with the effects of the pandemic is to seek and build social connections in your community. Grupo FUERTE is a support group for Spanish speaking men in Lane County. Join Grupo FUERTE to learn about local resources, mental health topics and create your own social network. This is a free service sponsored by South Lane Mental Health. For more information or to enroll, call 541-942-3939 and ask about Grupo FUERTE.

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