

NOTICE OF AN ADOPTED CHANGE TOAN URBAN GROWTH BOUNDARY

FOR DLCD USE

City file no.:

County file no.:

UGB no.:

Received:

FORM4

This form is for notice of an adopted urban growth boundary amendment including more than 50 acres by a city with a population greater than 2,500 within the UGB or a UGB amendment over 100 acres adopted by a metropolitan service district. (See OAR 660-025-0175.) This notice form is not for submittal of any other change to a plan comprehensive plan or land use regulation or a completed periodic review task. Use Form 5 with establishment of an urban reserve, or amendment adding over 50 acres, by a city with a population greater than 2,500 within the UGB. Use Form 2 for any change to comprehensive plan or land use regulation other than the urban growth boundary amendment or urban reserve establishment or amendment described above. Use Form 6 with submittal of an adopted periodic review task.

This notice should not be submitted until the amendment has been adopted by the city and the county (except Metro adoptions). Submit the city and county adoptions together. The adoption submittal will be deemed incomplete without both ordinances.

UGB for the City of Nyssa

City file no.: 663-18 County file no: 217

Date of city adoption: 01/08/2019 Date of

Date of county adoption: 12/11/2018

Date this notice sent: 01/09/2019

City contact (name and title): Jim Maret City Manager Phone: 541-372-2264 E-mail: jmaret@nyssacity.org

Street address: 301 Main St. City: Nyssa Zip: 97913

County contact (name and title): Eric Evans Malheur County Planner

Phone: 541-473-5185 E-mail:

Street address 251 B StreetCity: Vale Zip: 97918

Indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use -Acres: 299

Non-resource -Acres:

Forest - Acres:

Marginal Lands - Acres:

Rural Residential - Acres:

Natural Resource/Coastal/Open Space -Acres:

Rural Commercial or Industrial -Acres:

Other:

- Acres:

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ORDINANCE NO. 663-18

AN ORDINANCE OF THE CITY OF NYSSA, OREGON REPLACING THE LONG-RANGE, COORDINATED POPULATION PROJECTION FOR THE CITY AS ADOPTED BY MALHEUR COUNTY IN 2016; REVISING THE NYSSA ECONOMIC OPPORTUNITIES ANALYSIS TO DOCUMENT THE NEED FOR THE TREASURE VALLEY RELOAD CENTER (TVRC) AND INDUSTRIAL PARK AND THEIR REQUIRED SITE CHARACTERISTICS; AMENDING THE NYSSA URBAN GROWTH AREA (UGA – MAP 1) TO INCLUDE SITE A TO ACCOMMODATE THE TVRC AND RELATED INDUSTRIAL DEVELOPMENT; AMENDING THE NYSSA PUBLIC FACILITIES PLAN TO SHOW HOW SITE A CAN BE PROVIDED EFFICIENTLY WITH PUBLIC SEWER, WATER AND TRANSPORTATION FACILITIES; AMENDING THE NYSSA ZONING MAP TO REDUCE THE SIZE OF ECONOMIC OPPORTUNITY/EO SITES 1 AND 2 (WHICH ARE ALREADY WITHIN THE UGA) FOR INDUSTRIAL AND/OR RESIDENTIAL USES (MAP 1); AND AMENDING THE NYSSA ZONING ORDINANCE TO IMPLEMENT THE ABOVE AMENDMENTS TO THE NYSSA COMPREHENSIVE PLAN.

WHEREAS, the City of Nyssa (City) proposes to expand its urban growth boundary (UGB) to include approximately 281.183 contiguous acres in Malheur County generally described as follows (the property):

Ref# 9641 Map T19S47E17 tax lot 100 213.413 (of 290.35) acres zoned County EFU Map T19S47E20 tax lot 201 67.77 acres zoned County Heavy Industrial; and

WHEREAS, said property, as currently zoned, is shown on Exhibit "A" attached hereto; and

WHEREAS, the property to be added to the Nyssa UGB is legally described on Exhibit "B" attached hereto: and

WHEREAS, the property is to be included in the Nyssa UGB to meet identified industrial land needs; in particular the proposed Treasure Valley Reload Center (TVRC) which is a rail dependent industrial land need; and

WHEREAS, once in the Nyssa UGB, the property will be rezoned to Nyssa UGA-Industrial (UGA-1) and all uses and development of the above referenced property shall comply with city of Nyssa plans, ordinances and zoning texts; and

WHEREAS, in particular the 281.2 acres will be reserved exclusively for the rail dependent uses and agricultural processing, warehouse and distribution and support industrial uses that benefit from location in a full service industrial park next to the planned TVRC; commercial and residential uses will be prohibited; and

WHEREAS, with the consent of the landowners (see Exhibit 8 attached hereto), the City also proposes to remove the Economic Opportunity Arca (EO) Overlay Zone from the following generally described property that is sited within the Nyssa UGB and shown on Exhibit "A" attached hereto:

Ref# 9871	Map 19S4729B	Tax Lot 3300	10.32 acres
Ref# 9689	Map 19S4730D	Tax Lot 100	39.09 acres

WHEREAS, removal of the EO Overlay Zone will restore the above property to Nyssa UGA Residential, and

WHEREAS, the City has demonstrated that the proposed amendments to its UGB meet all applicable local and state laws and administrative rules: and

WHEREAS, the Nyssa City Planning Commission, Nyssa City Council, Malheur County Planning Commission and Malheur County Court considered the proposed UGB expansion in a joint hearing on September 25, 2018, wherein both planning commissions recommended approval of the expansion of Nyssa's UGB; and

WHEREAS, the Nyssa City Council and Malheur County Court considered the proposed UGB expansion and rezones through a joint hearing on December 11, 2018; and

WHEREAS, the Nyssa City Council finds and concludes that the public will benefit from the amendments to the City's UGB and the rezoning in question; and

WHEREAS, in order to meet development needs, the Nyssa City Council adjudges that it is necessary for the immediate preservation of the peace, health, and safety of the said City that this ordinance shall take effect immediately upon its passage and approval,

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NOW THEREFORE, THE CITY OF NYSSA ORDAINS AS FOLLOWS:

Section 1. ADOPTION.

The Nyssa City Council approves and makes the findings, conclusions, studies, data, maps, exhibits, appendices and information in the following documents attached hereto and incorporated herein by reference, and adopts the proposed changes and amendments described in Exhibits B, C, 1, and 3 through 7:

Legal description of property added to Nyssa UGB County Zoning Map - final zone changes
Map of Nyssa UGB Expansion
Staff Report
Public Notice
Proposed Nyssa Comprehensive Plan Text and Policy Amendments
Revised Nyssa Economic Opportunities Analysis
Revised Nyssa Public Facilities Plan
Proposed Nyssa Zoning Ordinance Amendments
Transportation Impact Study (TIS)
Letters from Economic Opportunity Overlay Property Owners
Letters of Interest in TVRC Industrial Park
Letters of Support for TVRC Industrial Park

Section 2. AMENDMENT TO COMPREHENSIVE PLAN AND ZONING MAP.

The City's Comprehensive Plan and Zoning Maps are amended to add/expand property to the Nyssa Urban Growth Boundary and to change the zoning designation of certain properties as follows;

Map T19S47E17	Tax Lot 100	213.413 acres	County EFU to Nyssa UGA Industrial
Map T19S47E20	Tax Lot 201	67.77 acres	County Heavy Industrial to Nyssa UGA -Industrial
Map 19S4729B	Tax Lot 3300	10.32 acres	Remove EO Overlay Zone/ Maintain Nyssa UGA residential zone

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Map 19S4730D

Tax Lot 100

39.09 acres

Remove EO Overlay Zone/Maintain Nyssa UGA residential zone

Section 3. LEGAL DESCRIPTION OF PROPERTY ADDED TO UGB.

The legal description of the property added to the Nyssa UGB is set out in Exhibit "B", which is attached hereto and incorporated herein by reference.

Section 4. ZONING MAP.

The City's zoning map shall be amended to depict the above-described zone changes/designations, which are incorporated herein by reference.

Section 5. SEVERABILITY.

If any portion of this ordinance, including exhibits, is for any reason held invalid by any court of competent jurisdiction, such a portion shall be deemed as a separate, distinct and independent portion and such holding shall not affect the validity of the remaining portion of this ordinance.

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Section 6. EMERGENCY CLAUSE.

The Common Council of the City of Nyssa hereby adjudges that it is necessary for the immediate preservation of the peace, health, and safety of the said City that this ordinance shall take effect immediately upon its passage and approval, and an emergency is hereby declared to exist and this ordinance will be in full force and effect immediately upon its passage by the Council and its approval by the Mayor.

Passed by the Common Council of the City of Nyssa, Oregon, by the following vote this 3% day of 3anuary, 2019.

AYES:

Mayor Pat Oliver, Council President Susan Walker, Councilors: Betty

Holcomb, Dennis Savage and Patricia Esplin.

NAYS:

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ABSENT:

Robert DeLeon and Morganne DeLeon

Approved this 8th day of January, 2019.

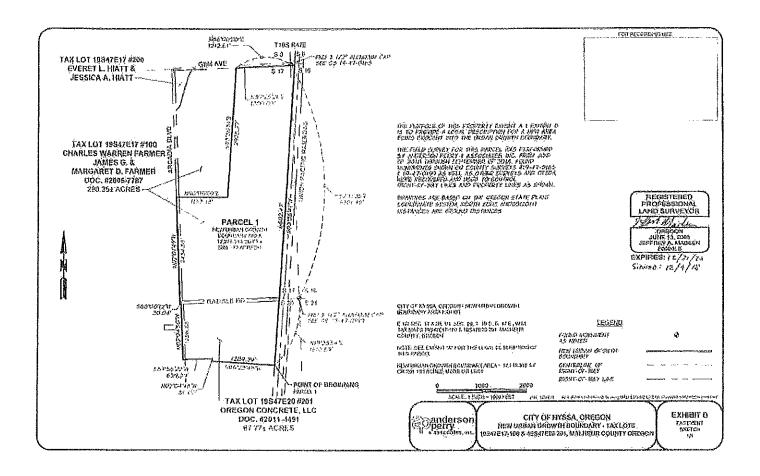
Mayor

alwin

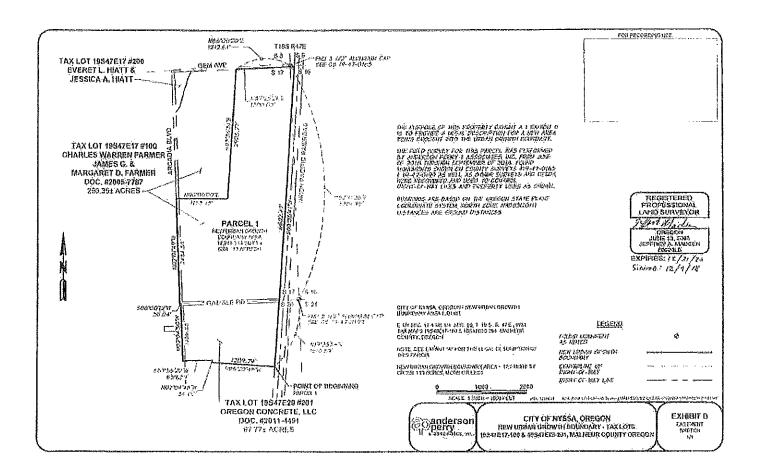
ATTEST:

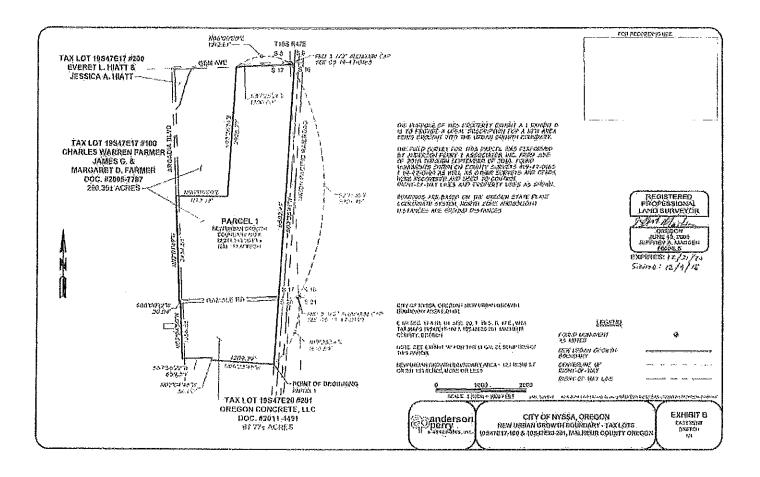
City Recorder

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MALHEUR COUNTY, OR MRORDINANCE

OR 2018-4561 12/13/2018 09:06 AM

Ont=1 Pgs=234

Total:\$0.00



 Gayle Y. Trotter, County Clerk for Matheur County, Oregon certify that the instrument identified herein was recorded in the Clerk records.

Gayle V. Trotter - County Clerk

ORDINANCE NUMBER 217 BEFORE THE MALHEUR COUNTY COURT

An Ordinance Amending the Malheur County Comprehensive Plan and Zoning Maps By Expanding the Nyssa Urban Growth Boundary (UGB) and Changing the Designation of Certain Properties From County Exclusive Farm Use (EFU/C-A1) and County Heavy Industrial (C-I2) To Nyssa Urban Growth Area - Industrial (UGA-I); Re-zoning Certain Properties in the Nyssa UGB by Removing the Economic Opportunity Area (EO) Overlay Zone on 49.91 acres; and Declaring an Emergency

WHEREAS, the City of Nyssa (City) proposes to expand its urban growth boundary (UGB) to include approximately 281.183 contiguous acres in Malheur County generally described as follows (the property):

Ref# 9641 Map T19S47E17 tax lot 100 213.413 (of 290.35) acres zoned County EFU Ref# 9761 Map T19S47E20 tax lot 201 67.77 acres zoned County Heavy Industrial; and

WHEREAS, the property, as currently zoned, is shown on Exhibit "A" attached hereto; and

WHEREAS, the property to be added to the Nyssa UGB is legally described on Exhibit "B" attached hereto; and

WHEREAS, the property is to be included in the Nyssa UGB to meet identified industrial land needs; in particular the proposed Treasure Valley Reload Center (TVRC) which is a rail dependent industrial land need; and

WHEREAS, once in the Nyssa UGB, the property will be rezoned to Nyssa UGA-Industrial (UGA-I) and all uses and development of the above referenced property shall comply with city of Nyssa plans, ordinances and zoning texts; which the county adopts herein by reference; and

WHEREAS, in particular the 281.2 acres will be reserved exclusively for the rail dependent uses and agricultural processing, warehouse and distribution and support industrial uses that benefit from location in a full service industrial park next to the planned TVRC; commercial and residential uses will be prohibited; and

WHEREAS, with the consent of the landowners (see Exhibit 8 attached hereto), the City also proposes to remove the Economic Opportunity Area (EO) Overlay Zone from the following generally described property that is sited within the Nyssa UGB and shown on Exhibit "A" attached hereto:

Ref# 9871	Map 19S4729B	Tax Lot 3300	10.32 acres
Ref# 9689	Map 19S4730D	Tax Lot 100	39.09 acres

WHEREAS, removal of the EO Overlay Zone will restore the above property to Nyssa UGA Residential, and

WHEREAS, the City has demonstrated that the proposed amendments to its UGB meet all applicable local and state laws and administrative rules; and

WHEREAS, the County's Transportation System Plan (TSP) does not need to be updated as a result of this urban growth area expansion. The document and findings supporting this conclusion are found in Exhibit "7" attached hereto; and

WHEREAS, the Nyssa City Planning Commission, Nyssa City Council, Malheur County Planning Commission and Malheur County Court considered the proposed UGB expansion in a joint hearing on September 25, 2018, wherein both planning commissions recommended approval of the expansion of Nyssa's UGB; and

WHEREAS, the Nyssa City Council and Malheur County Court considered the proposed UGB expansion and rezones through a joint hearing on December 11, 2018; and

WHEREAS, the Malheur County Court adopts the City's findings and concludes the public will benefit from the amendments to the City's UGB; and

WHEREAS, in order to meet development needs, it is necessary for this ordinance to be effective immediately upon adoption.

NOW, THEREFORE, THE MALHEUR COUNTY COURT ORDAIN AS FOLLOWS:

Section 1. ADOPTION. Malheur County adopts the findings, conclusions, studies, data, maps, exhibits, appendices and information in the following documents attached hereto and incorporated herein by reference:

Exhibit B.	Legal description of property added to Nyssa UGB
Exhibit C.	County Zoning Map - final zone changes
MAP 1:	Map of Nyssa UGB Expansion
Exhibit 1.	Staff Report
Exhibit 2.	Public Notice
Exhibit 3.	Proposed Comprehensive Plan Text and Policy Amendments
Exhibit 4.	Revised Nyssa Economic Opportunities Analysis
Exhibit 5.	Revised Nyssa Public Facilities Plan
Exhibit 6.	Proposed Nyssa Zoning Ordinance Amendments
Exhibit 7.	Transportation Impact Study (TIS)
Exhibit 8.	Letters from Economic Opportunity Overlay Property Owners
Exhibit 9.	Letters of Interest in TVRC Industrial Park
Exhibit 10.	Letters of Support for TVRC Industrial Park
Exhibit 11.	Correspondence Oregon Department of Aviation
Exhibit 12.	Letter of Support 1000 Friends of Oregon

Section 2. AMENDMENT TO COMPREHENSIVE PLAN AND ZONING MAP. The Malheur County Comprehensive Plan and Zoning Maps are amended to add/expand property to the Nyssa Urban Growth Boundary and to change the zoning designation of certain properties as follows;

Map T19S47E17	Tax Lot 100	213.413 acres	County EFU to Nyssa UGA Industrial
Map_T19S47E20	Tax Lot 201	67.77 acres	County Heavy Industrial to Nyssa UGA -Industrial
Map 19S4729B	Tax Lot 3300	10.32 acres	Remove EO Overlay Zone/ Maintain Nyssa UGA residential zone
Map 19S4730D	Tax Lot 100	39.09 acres	Remove EO Overlay Zone/Maintain Nyssa UGA residential zone

Section 3. LEGAL DESCRIPTION OF PROPERTY ADDED TO NYSSA UGB: The legal description of the property to be added to the Nyssa UGB is described on Exhibit "B", which is attached hereto and incorporated herein by reference.

Section 4. ZONING MAP. The Malheur County zoning map shall be amended to depict the above zone changes/designations as set out on Exhibit 'C", which is attached hereto and incorporated herein by reference.

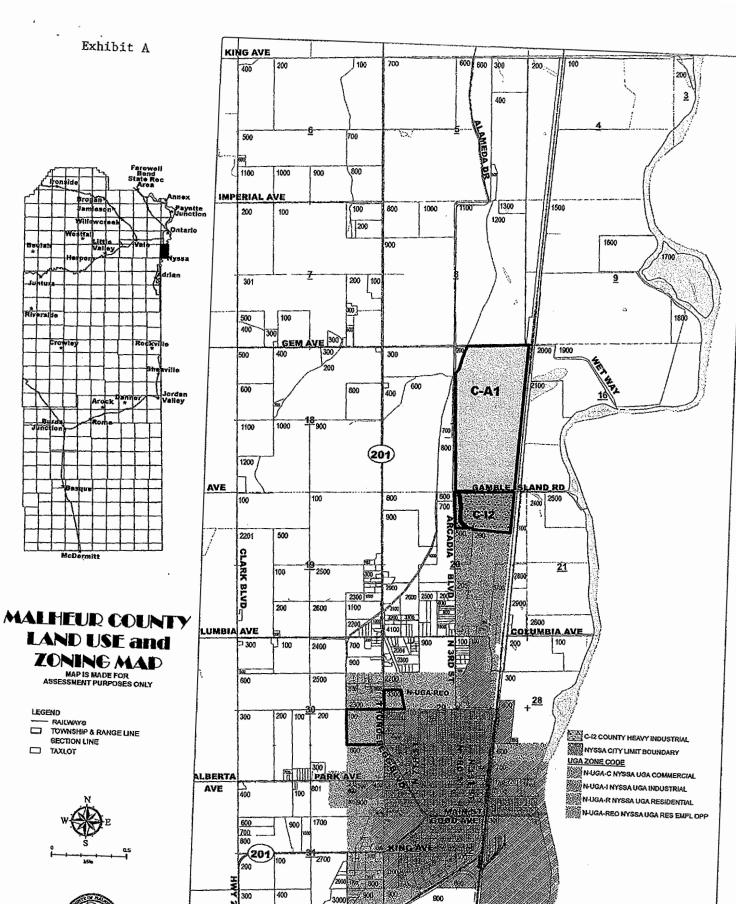
Section 5. SEVERABILITY. If any portion of this ordinance, including all exhibits, is for any reason held invalid by any court of competent jurisdiction, such a portion shall be deemed as a separate, distinct and independent portion and such holding shall not affect the validity of the remaining portion of this ordinance.

Section 6. EMERGENCY. This ordinance, being immediately necessary for the preservation of the public peace, health and safety, an emergency is declared to exist and this ordinance shall take effect immediately upon its passage.

ADOPTED this 11th day of December 2018.

MALHEUR COUNTY COURT:
Dan P. Loyce
Dan P. Joyce, County Judge
Duff
Don Hodge, County Commissioner
Dany Wilson, County Commissioner
Larry Wilson, County Commissioner

Kim Ross, Recording Secretary







EXISTING ZONES

TAXLOT FOR ZONE CHANGE

T195-R47E

STRINGER RD

Existing Zone
CA1 County Exclusive Farm Use

C-IZ County History Industrial
H-UGA-REO Nyssa UGA Res Empl Opp

Exhibit A - Page 1 of 1

FILE No. T19SR47E17-MALHEURCO TAX LOT 19S47E17-100(290.35 Acres) TAX LOT 19S47E20-201(67.77 Acres) City of Nyssa, Oregon—AP (JAM) 12-04-18

Parcel 1 - New Urban Growth Boundary Area

A parcel of land located in the East One-half of Section 17 and the Northeast One-quarter of Section 20, Township 19 South, Range 47 East, Willamette Meridian, Malheur County, Oregon and being a portion of the property described in that Warranty Deed to Charles Warren Farmer, a single person and James G. Farmer and Margaret D. Farmer, husband and wife, Recorded October 17th, 2005 as Document No. 2005-7787 and also the property described in that Warranty Deed to Oregon Concrete, LLC, Recorded December 16th, 2011 as Document No. 2011-4491 of Malheur County Deed Records, said Parcel 1 being that portion of said property more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of the Union Pacific Railroad being also the Southeast Corner of said property described in said Document No. 2011-4491, from which the Southeast Corner of said Section 17 bears N19°35′54″E, 1610.89 feet; Thence N86°23′48″W, 1389.79 feet; Thence N02°04′48″W, 56.00 feet; Thence S87°58′22″W, 659.39 feet more or less to the Westerly right-of-way line of Arcadia Boulevard; Thence along said Westerly right-of-way line, N02°04′50″W, 1256.55 feet to the Southerly right-of-way line of Gamble Road; Thence along said right-of-way line, S88°00′12″W, 30.04 feet more or less to the Westerly right-of-way line of Arcadia Boulevard; Thence along said Westerly right-of-way line 02°01′49″W, 2434.58 feet; Thence N90°00′00″E, 1153.13 feet; Thence N03°36′51″E, 2928.77 feet to the Southerly right-of-way line of Gem Avenue, from which the Northeast Corner of said Section 17 bears N86°00′20″E, 1212.61 feet; Thence along said right-of-way line N87°25′26″E, 1300.00 feet to said Westerly right-of-way line of the Union Pacific Railroad; Thence along said Westerly right-of-way line of the Union Pacific Railroad; Thence along said Westerly right-of-way line of the Union Pacific Railroad, S03°35′41″W, 6892.47 feet to the Point of Beginning.

Parcel 1 contains 12,248,319 square feet, or 281.183 acres, more or less.

Said Parcel 1 being subject to road rights-of-way

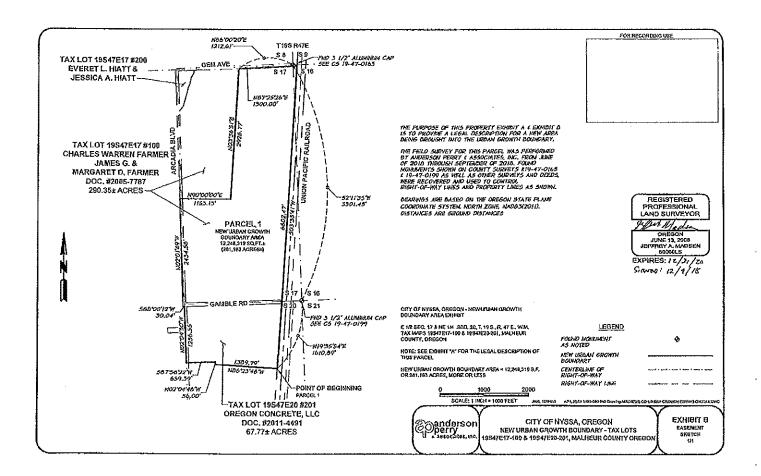
Bearings are based on the Oregon State Plane Coordinate System, North zone, NAD83(2011). Distances are ground distances.

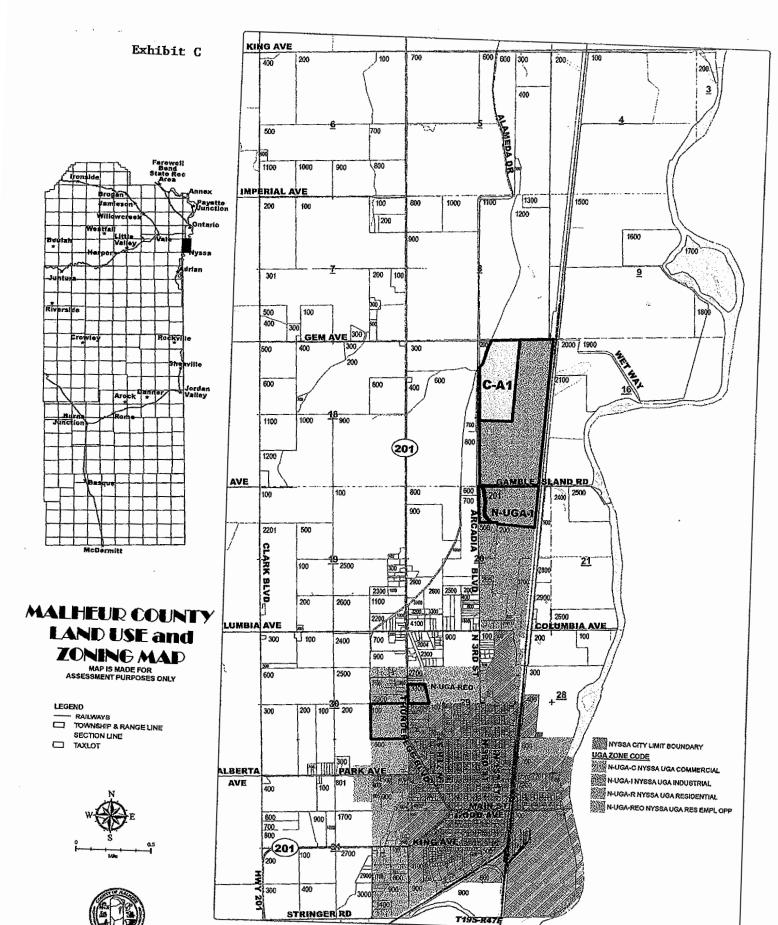
For purposes of this description, said Southeast corner of Section 17 bears S02°11'35"E, 5301.45 feet from said Northeast corner of Section 17; All as shown on Exhibit B, the easement sketch attached to this description.

REGISTERED PROFESSIONAL LAND SURVEYOR

> OREGON JUNE 13, 2008 JEFFREY A. MADSEN 60000LS

EXPIRES: 12/3//20 SIGNED: 12/4/18





PROPOSED PLAN AMENDMENT

TAXLOT FOR ZONE CHANGE

GAT COUNTY EXCUSAR FAITS Use FINISA I HYBER UGA INCOMPRE HUGA-R HYBER UGA REMINISE

ZoneChango

PLANNING COMMISSION & CITY COUNCIL AGENDA REPORT

December 11, 2018 Joint Public Hearing 7:00 p.m.

Con	te	n	ts
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I.	GENERAL INFORMATION:	
II.	SUMMARY & BACKGROUND:	
S	upporting Documentation	
	roposed Zone Change Area:	
	Map 1: Comp Plan / Zoning Map of Subject Properties	
III.		
A.	COMPLIANCE WITH APPLICABLE STATEWIDE PLANNING GOALS	4
G	oal 1 Citizen Involvement	
	oal 2 Land Use Planning	
	Proposed Comprehensive Plan Text Amendments Related to Population Growth	<i>6</i>
G	oal 6 Air, Land and Water Resources Quality	
	oal 9 Economy of the State	
	Proposed Nyssa Economic Opportunities Analysis (EOA) Text Amendments	8
	Map 2: Site A (Zone D) Conceptual Development Plan	
	Proposed Nyssa Comprehensive Plan Text Amendment Related to Industrial Lands	11
G	oal 10 Housing	14
G	oal 11 Public Facilities and Services	14
G	oal 12 Transportation	15
	oal 13 Energy Conservation	
G	oal 14 Urbanization	16
	Map 3: Alternative TVRC Sites	19
	Proposed Nyssa Industrial Zone Text Amendment	20
B.	CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION B	
C.	CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION C	23
D.	COMPLIANCE WITH THE MALHEUR COUNTY COMPREHENSIVE PLAN:	23
IV.	SUMMARY CONCLUSION AND STAFF RECOMMENDATION	25
V.	SUGGESTED MOTIONS FOR APPROVAL	25
VI.	NEXT STEPS	25
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I. GENERAL INFORMATION:

TO:

Nyssa City Council and Malheur County Court

FROM:

Greg Winterowd, Winterbrook Planning

THROUGH:

James Maret, City Manager

SUBJECT: PLANNING ACTION NUMBER 2018_, ORDINANCE _____-18:

Amend the Nyssa Comprehensive Plan and Zoning Ordinance to:

- 1. Replace the long-range, coordinated population projection for the City as adopted by Malheur County in 2016 (Exhibit 3);
- 2. Revise the Nyssa Economic Opportunities Analysis (Exhibit 4) to document the need for the Treasure Valley Reload Center (TVRC) and industrial park and their required site characteristics;
- 3. Amend the Nyssa Urban Growth Area (UGA Map 1) to include Site A to accommodate the TVRC and related industrial development;
- 4. Amend the Nyssa Public Facilities Plan (Exhibit 5) to show how Site A can be provided efficiently with public sewer, water and transportation facilities;
- 5. Amend the Nyssa Zoning Map to reduce the size of Economic Opportunity /EO Sites 1 and 2 (which are already within the UGA) for Industrial and/or Residential uses (Map 1);
- 6. Amend the Nyssa Zoning Ordinance to implement the above amendments to the Nyssa Comprehensive Plan (Exhibit 6 and Map 1).

SUBJECT PROPERTIES: As shown on Map 1 below:

Proposed Removal of /EO Economic Opportunity Overlay:

- Site 1: 19S47E30D TL 100 (39.09 acres) base zone R2 (Duplex Residential)
- Site 2: 19S47E29B TL 3300 (10.32 acres) base zone R4+ (Residential Mobile Home)

Proposed UGA Expansion and Rezone to UGA-Industrial:

- Site A: 19S47E17 TL 100 (210 of 290 acres) now zoned County EFU
- Seubert Gravel: 19S47E20 TL 201 (67.7 acres) now zoned County Industrial

APPLICANT/PROPERTY OWNER: The City of Nyssa initiated this application.

STAFF REPORT DATE: December 4, 2018

II. SUMMARY & BACKGROUND:

This is a legislative process that will result in substantial amendments to the Nyssa Comprehensive Plan text and map and the Nyssa Zoning Ordinance. Changes in zoning are proposed for four tax lots as shown on Map 1. The overall effect is to designate an additional large industrial site for the TVRC industrial park and reduce the size of two Economic Opportunity /EO sites within the existing Nyssa UGA.

Supporting Documentation

LAND USE MAP: MAP 1: Proposed Zoning Map Amendments for /EO Sites 1 and 2, the

Seubert Gravel property and TVRC Industrial Park Site A

EXHIBITS: Exhibit 1: Staff Report (this document)

Exhibit 2: Public Notice Documentation (to be provided by City Manager) Exhibit 3: Proposed Comprehensive Plan Text and Policy Amendments Exhibit 4: Revised Nyssa Economic Opportunities Analysis (EOA)

Exhibit 5: Revised Nyssa Public Facilities Plan (PFP)

Exhibit 6: Proposed Zoning Ordinance Amendments

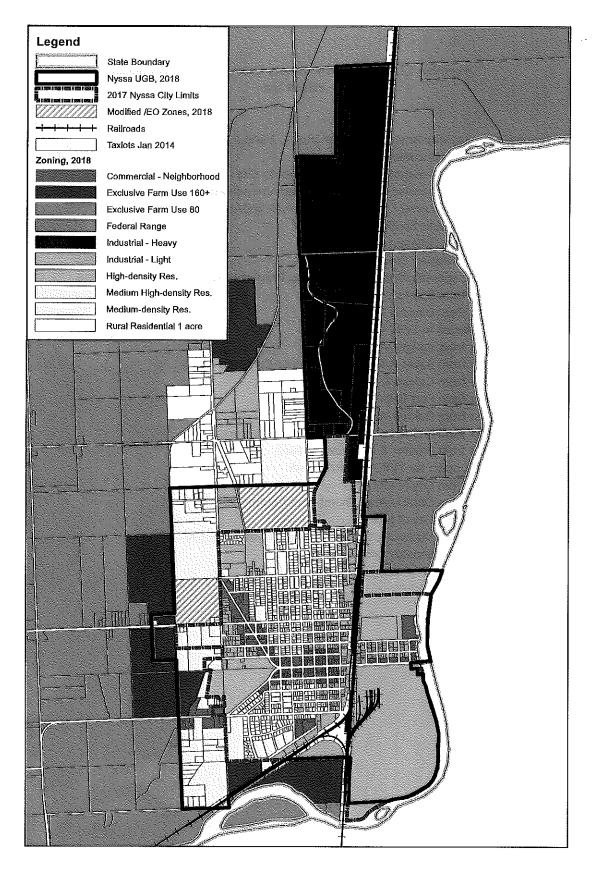
Exhibit 7: Transportation Impact Study (TIS)

Exhibit 8: Letters from Economic Opportunity Overlay Property Owners

Exhibit 9: Letters of Interest in TVRC Industrial Park
Exhibit 10: Letters of Support for TVRC Industrial Park

December 11, 2018 Malheur County Court & Nyssa City Council Exhibit List

MAP 1:	Propose	ed Zoning Map Amendments for Sites 1, 2 and A
Exhibit	1: Staff F	Report (this document)
Exhibit	2: Public	: Notice Documentation (to be provided by City Manager)
Exhibit .	3: Propo	sed Comprehensive Plan Text and Map Amendments
Exhibit	4: Revise	ed Nyssa Economic Opportunities Analysis (EOA)
Exhibit .	5: Revise	ed Nyssa Public Facilities Plan (PFP)
Exhibit	6: Propo	sed Zoning Ordinance Amendments
		portation Impact Study (TIS)
Exhibit	8: Letter	s from Economic Opportunity Overlay Property Owners
	8-1	Letter from Sparks Conservator
	8-2	Letter from David & Linda Sparks
Exhibit !	9: Letter	s of Interest in TVRC Industrial Park
	9-1	Letter from Badger Ventures, LLC
	9-2	Letter from Baker & Murakami Produce Company
	9-3	Letter from Campo & Poole Distributing
	9-4	Letter from Fort Boise Produce
	9-5	Letter from Golden West Produce
	9-6	Letter from Frahm Farms & Frahm Fresh Produce
	9-7	Letter from Froerer & Owyhee Produce
Exhibit :	10: Lette	ers of Support for TVRC Industrial Park
	10-1	Letter from City of Ontario
	10-2	Letter from Ontario Area Chamber of Commerce
	10-3	Letter from City of Nyssa
	10-4	Letter from Malheur County Economic Development/MCDC
	10-5	Letter from Senator Cliff Bentz



Nyssa Comprehensive Plan Map, 2018

Winterbrook Planning November 19, 2018

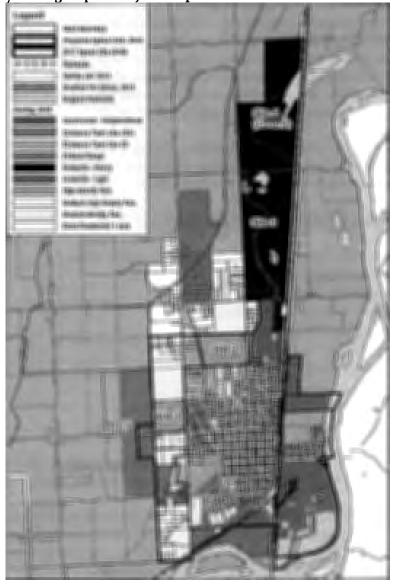




Proposed Zone Change Areas:

Map 1, inserted below and attached in larger format to this document, shows the four large industrial sites that are considered in this application. Sites 1 and 2 would be reduced in size and Site A and the Seubert Gravel property would be added to the Nyssa UGA. Site 3 zoning will not change.

Map 1: Comp Plan / Zoning Map of Subject Properties



Nyssa Industrial Sites Context Map, 2018

Winterbrook Planning November 19, 2018



III. APPLICABLE CRITERIA AND STANDARDS:

This application has been initiated by the Nyssa City Council through City Manager James Maret as authorized by the Nyssa Development Code 9-4F-2: PROCEDURE. This Section includes the following review criteria:

- A. If the proposal involves an amendment to the comprehensive plan, the amendment must be consistent with the statewide planning goals and relevant Oregon administrative rules;
- B. The proposal must be consistent with the comprehensive plan. (The comprehensive plan may be amended concurrently with proposed changes in zoning.);
- C. The city council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code; and
- D. The amendment must conform to the transportation planning rule provisions under section 9-4F-5 of this article. (Ord. 635-13, 6-11-2013)

Criteria A and D overlap, since the Transportation Planning Rule implements Statewide Planning Goal 12, Transportation. These two criteria are considered in Section A, below. Findings demonstrating consistency with Sections B and C follow.

A. COMPLIANCE WITH APPLICABLE STATEWIDE PLANNING GOALS

The following Statewide Planning Goals are applicable to this action:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 6 Air, Land and Water Resources Quality
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization

Goals 3 (Agricultural Lands) and 4 (Forest Lands) are not applicable to urban growth boundary amendments per OAR 660-024-0020 Adoption or Amendment of a UGB.

Goal 5 (Natural and Cultural Resources) is not applicable because there are no identified Goal 5 resources on any of the properties subject to policy or zoning map amendments. Minor impacts to the delineated wetland on Site A will be addressed through the Department of State Lands and U.S. Army Corps of Engineers wetland fill and removal process.

Goal 7 (Natural Hazards) is not applicable in this case because there are not mapped natural hazards on any of the properties subject to policy or zone changes as part of this application.

Goal 8 (Park and Recreational Needs) is not applicable because none of the proposed comprehensive plan text or map amendments affect park land or impacts recreational opportunities in Nyssa.

Goal 1 Citizen Involvement

Goal 1 calls for the opportunity for citizens to be involved in all phases of the planning process. Public hearings before both the City and County planning commissions and elected officials were held jointly on September 25, 2018 in Nyssa. At that joint public hearing, the planning commissions recommended, and the Nyssa City Council and County Court decided to expand the UGA to include the Seubert Gravel property and 128 acres of Site A (also known as Zone D) to accommodate the TVRC.

However, after considering comments from the Department of Land Conservation and Development and 1000 Friends of Oregon, City and County elected officials decided to reconsider their initial decision. During the months of October and November 2018, City and County officials reached out to individual property owners, 1000 Friends of Oregon and DLCD to evaluate land need and potential rezoning impacts. This staff report and recommendation is based on new information, consultation with property owners, interested parties and state agencies, and more thorough consideration of the Nyssa Comprehensive Plan and applicable statewide planning goals and rules.

Notice of reconsideration was provided to DLCD and the public, and the hearing was continued to December 11, 2018. Both public hearings were duly noticed, as documented in Exhibit 2.

Goal 2 Land Use Planning

Goal 2 (Land Use Planning) outlines the basic procedures of Oregon's statewide planning program, stating that land use decisions must be made in accordance with comprehensive plans and that suitable corresponding implementation ordinances must be adopted. The City has inventoried existing land uses, projected buildable land needs by specific land use classifications, and compared these needs with buildable land within the Nyssa urban growth area.

Goal 2 requires consistency between the comprehensive plan and implementing zoning. Proposed zoning ordinance amendments provided in Exhibit 6 are consistent with and adequate to carry out comprehensive plan policy direction adopted as part of this amendment package (Exhibit 3).

The City and County have shown a high level of state agency and local government coordination in the establishment and adoption of this plan amendment package, as evidenced by a \$26 million allocation from the Oregon Department of Transportation to fund the planning and development of the Treasure Valley Reload Center. This proposal resulted from coordination efforts over the last two years that are documented in the Treasure Valley Reload Center - Project Plan Proposal that is included in the September 25, 2018 hearing record. Over the last two months, the City and County have actively worked with DLCD, ODOT and Business Oregon to consider alternatives and address applicable statewide planning goals and rules.

Population Projections

Oregon law requires that comprehensive plans be based on a coordinated population projection provided by the Portland State University Center for Population Research that is jointly adopted by the city and the county. The proposed amendment package replaces the outdated Nyssa population projection adopted in 2014 with the 2016 PSU population projection for Malheur County and its constituent cities, as required by ORS 195.033 Area Population Forecasts.

Proposed Comprehensive Plan Text Amendments Related to Population Growth

Replace the text related to the 2007 Malheur County population projection with the following: the following paragraph at page 33(a) of the Comprehensive Plan:

In 2016, Malheur County adopted the PSU Center for Population Research population projections for its constituent cities as shown on Figure 1 below:

Figure 1. Malheur County and Sub-Areas—Historical and Forecast Populations, and Average Annual Growth Rates (AAGR)

	Historical		Forecast					
	1		AAGR				AAGR	AAGR
	2000	2010	(2000-2010)	2016	2035	2066	(2016-2035)	(2035-2066)
Molheur County	31,615	31,313	0.1%	31,569	31,964	31,994	0.1%	0.0%
Adman UG8	147	177	1.9%	162	192	192	0.3%	0.0%
Jordan Valley UGB	239	181	-2.8%	175	178	173	0.1%	-0.1%
Nyssa UGB	3,550	3,455	-0.3%	3,474	3,449	3,303	0.0%	-0.1%
Ontario UGB	12,280	12.296	0.0%	12,552	12.763	12,896	0.1%	0.0%
Vale LXGB	2,554	2,141	1.6%	2,136	2,053	1,930	-0.2%	-0.2%
Outside UGBs	12,845	13,063	0.2%	13,049	13,370	13,500	0.1%	0.0%

Sources U.S. Census Burrou. 2000 and 2010 Censuses: Forested by Population America (PRC):

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substantial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Goal 6 Air, Land and Water Resources Quality

Goal 6 requires a policy commitment from cities and counties to coordinate with the Oregon Department of Environmental Quality (DEQ) when making land use decisions. As part of MCDC's evaluation of potential TVRC sites, DEQ records were reviewed. As a result of that review process, it was determined that Site 3 includes the old city dump site with soil contamination problems. As a result of this review, the City determined that this property was no longer "suitable" for industrial development without costly remediation.

MCDC's and the City's consultation with DEQ proved to be useful in the site selection process for the TVRC and related agricultural-industrial uses.

Conclusion: The proposed plan amendments comply with Goal 6.

Goal 9 Economy of the State

Goal 9 requires cities to provide an estimate of the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.

The 2014 Nyssa Economic Opportunities Analysis (EOA) was prepared in compliance with Goal 9 (Economic Development) and the Goal 9 administrative rule (Division 009). The Nyssa EOA was adopted as part of the Nyssa Comprehensive Plan as required by Goal 9. The EOA considered economic trends, describes the City's comparative locational advantages in a regional context, identifies the types of employment that Nyssa has a reasonable chance of bringing to the community, and then describes the site characteristics required by targeted employment types.

Table 1 summarizes employment land need information found in the 2014 Nyssa EOA and Comprehensive Plan.

Table 1: Industrial Land Need (Nyssa Comprehensive Plan, 2014)

Industrial Category	Number of Sites	Site Size Range	Acreage Total
1. Food Processing	4	10-25 acres	80
2. Warehouse & Distribution	2	10-25	35
3. Green Energy Manufacturing	1-2	25-50	50
4. Small Manufacturing	5+	1-5	25
5. Data Server Farms	2	30	60
6. Rail-Dependent Industrial	1	100-150	100-150
Total	16+	1-150	350-400

Table 2 and Figure 1 on the following pages show the size and location of the three large industrial sites designated in 2014. Sites 1 and 2 were located within the UGA and were intended to accommodate industrial categories 1-5 above; Site 3 required an amendment to the Nyssa UGA and was intended for rail-dependent industrial use.

Table 2: Three Large Industrial Sites Designated on 2014 Nyssa Comprehensive Plan Map

Site Name Location & Zoning		Parcels	Suitable Acres	
Site 1 (NW Nyssa)	Residential w/ EO overlay	2	76	
Site 2 (West Nyssa)	Residential w/ EO overlay	2	65	
Site 3 (North Nyssa)	Added to UGA – zoned IGA Industrial	4	99	
Total	16+	6	240	

As shown on Figure 1 Nyssa Comprehensive Plan Map (2014), two of the three needed large industrial sites (Sites 1 and 2) were zoned Residential with Economic Opportunity (/EO) overlay. Sites 1 and 2 (four tax lots with about 130 acres) are located outside the city of Nyssa but within

the Nyssa UGA; neither site has rail access. The Nyssa UGA was amended to include Site 3 which was reserved for rail-dependent and supporting uses (four tax lots – two of which were developed and two of which were thought to have about 100 suitable acres).

What has Changed since 2014?

Since 2014 several important things have happened:

- 1. Nyssa growers and the Malheur County Development Corporation (MCDC) identified a need for a truck-to-rail reload facility.
- 2. Several agricultural processing, warehouse and distribution firms have moved their operations to Idaho.
- 3. Nyssa property owners have not taken advantage of the economic opportunities afforded by the /EO overlay zone; two have written letters indicating their preference to develop their properties for residential use.
- 4. Several agricultural processing, warehouse and distribution firms have shown an interest in expanding their businesses adjacent to the TVRC *if* suitable lots are available in a full-service industrial park.
- 5. MCDC evaluated multiple East Malheur County sites and determined that a site just north of Nyssa best met identified siting requirements for TVRC and related agricultural industries.

Proposed 2018 Nyssa EOA Amendment

To recognize these changes, the following amendment is proposed to the Nyssa EOA, Part 3: Rail-Dependent Industrial. This amendment would be added as pages 47(a)-(c) of the acknowledged Nyssa EOA.

Proposed Nyssa Economic Opportunities Analysis (EOA) Text Amendments

TVRC Industrial Park Need and Required Site Characteristics

Soon after the Nyssa Comprehensive Plan amendments were adopted in 2014, Nyssa growers identified the need for a truck-to-rail facility, like the Railex facility in Wallula, Washington, to move produce rapidly and reliably from the Treasure Valley to agricultural markets in the central and eastern United States. The 2017 Oregon Legislature passed HB 2017, which funded multiple statewide transportation projects, including \$26 million Treasure Valley Reload Center (TVRC).

From 2017-2018, the Malheur County Development Corporation (MCDC) worked tirelessly to make the TVRC a reality in Malheur County. MCDC worked collaboratively with the Union Pacific Railroad (UP), Malheur County, the cities of Ontario, Nyssa and Vale, Business Oregon, Representatives Greg Smith and Lynn Findley, Senator Cliff Bentz, DLCD and ODOT to find a suitable site for TVRC in Eastern Malheur County. To operate as a reload center as defined in the Goal 9 Rule (OAR 660-009-0005(11), the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently.

To meet this objective, the site must have the following characteristics:

- Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;
- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two "unit trains" to load and unload at the TRVC without blocking a public street right-of-way.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

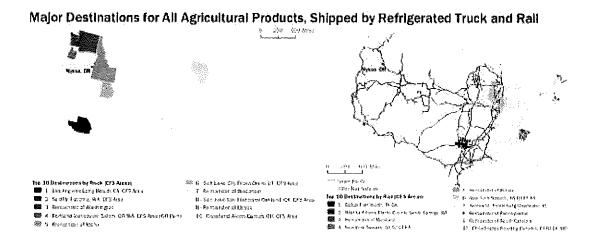
As noted in the "Treasure Valley Reload Center - Project Plan Proposal":

The TVRC will include a 60,000 square foot warehouse with railroad tracks on one side and loading docks on the other. Local shippers will back their trucks into the loading docks and unload their product into the warehouse. From the warehouse, operators will load product onto refrigerated rail cars when the train arrives. The warehouse will provide temporary storage capacity for product shipping on the next train. The site is large enough to accommodate additional warehouse development, which could increase future storage capacity and provide additional storage options, such as cold storage.

The rail component of the TVRC will consist of a support track with a 7,000-foot minimum clearance from the UPRR main line. Two additional support tracks will be available to set out inbound cars and pull out with outbound cars. There will be sufficient switching length to shove a full cut of cars onto either loading track. There are sufficient track centers planned to allow for additional expansion in the future for two support tracks with 7,000-foot clearances each, two more storage tracks, and two more working tracks. These additional support tracks and storage tracks would support any industrial customers that develop in the future industrial park adjacent to this facility on Malheur County property.

After evaluating alternative sites in 2018, the MCDC Board selected Site A (aka Zone D) immediately north of the Nyssa UGA as the preferred TVRC site – primarily because this site uniquely fronts on enough unobstructed railroad right-of-way (7,000 lineal feet) for two units trains to pull off the UP mainline without blocking a public street.

As observed by RailPros and the Union Pacific Railroad, this rail configuration provides the most efficient means to reload produce trucked and stored at TVRC to the UP mainline. The UP is committed to making regular stops at TVRC to ensure that perishable produce can be reliably transported by rail to midwestern and east coast markets.



Source: ECONorthwest analysis of 2012 Commodity Flow Survey data; All products traveling by refrigerated truck or rail.

During MCDC's site evaluation process, it was determined that (a) TVRC Phases 1 and 2 require about 60 suitable acres, and (b) several agricultural processing and distribution firms were interested in moving and expanding their operations next to TVRC – if developed and serviced lots were available in a planned industrial park. These users want the certainty provided by developed, full-service lots in an approved industrial park. To accommodate the TVRC and related agricultural-industrial need, the TVRC Industrial Park should include roughly 210 gross acres (171 suitable acres after accounting for wetlands and public infrastructure needs).

Figure 1 is the conceptual site plan (Anderson Perry, 2018). Figure 1 shows how Site A could feasibly be developed in two phases.

- Phase 1 includes the initial TVRC facility plus lots for related agriculturalindustrial development. The preliminary lot layout reflects interest from specific users expressed in the Fall of 2018.
- Phase 2 includes additional TVRC facility capacity.

The intent is to construct TVRC Phase 1 in 2019-20; therefore, Site A is needed and serviceable in the "short-term" as defined in the Goal 9 rule (OAR 660-009-0005(9) and (10). The revised Nyssa Public Facilities Plan shows how Site A can be served with sanitary sewer, water and transportation facilities. Lancaster Engineering has prepared a Transportation Impact Analysis consistent with the Transportation Planning Rule (Section 060) that is incorporated into the Nyssa PFP by reference.

Map 2: Site A (Zone D) Conceptual Development Plan



Proposed Nyssa Comprehensive Plan Text Amendment Related to Industrial Lands

To implement the revised Nyssa EOA, the following text should replace existing text on p. 69(a) of the Nyssa Comprehensive Plan:

Delete: The Nyssa Zoning Map is amended as shown below to include three large industrial sites. Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose—at the time of annexation—whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 3 has been added to the UGA and reserved for rail-dependent industrial uses. Site 1 has 76 vacant, suitable R/EO i acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have direct access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA. About 73 acres are developed (air strip and onion sheds), leaving 118 acres that are suitable for rail-dependent industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By bringing this land into the UGA, city sewer and water services can be provided to serve planned rail-dependent industrial development.

Revised text:

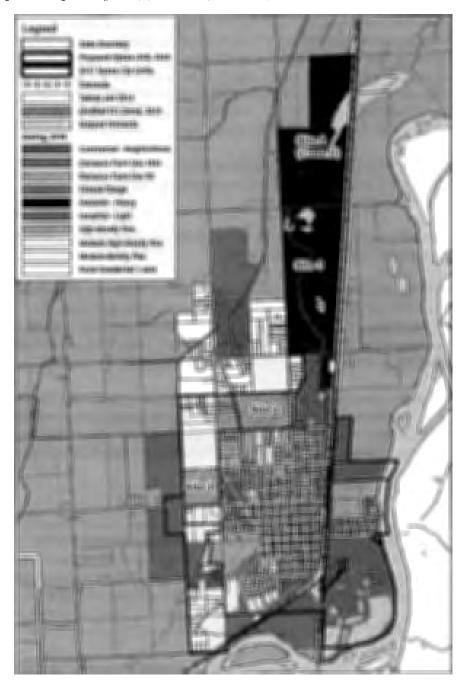
As a result of plan amendments in 2014 and 2018, Nyssa now has four large industrial sites within its urban growth area.

- Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose at the time of annexation whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 1 has 37 vacant, suitable R/EO acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. These sites are suitable for low-impact industrial uses that do not rely on rail access.
- Site 3 has 191 acres with a UGA-I designation. About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by environmental contaminants and wetlands, leaving approximately 79 acres that are suitable for industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. City sewer and water services can be provided to serve planned industrial development.
- Site A has approximately 210 acres with a mile of railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVRC) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

The 2018 Zoning Map amendment also shows a 68-acre gravel mining and processing operation located between Site 3 and Site A. This site is fully developed and will be zoned UGA Industrial to allow the gravel mining and processing operation to continue.

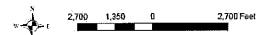
<u>In conclusion</u>, Goal 9 Economic Development has been adequately addressed in the findings above. The existing Map 1 on p. 69(b) of the Comprehensive Plan should be replaced to reflect the changes shown on the following page.

Replace Map 1 on p. 69(b) of the Nyssa Comprehensive Plan with the following:



Nyssa Industrial Sites Context Map, 2018

Winterbrook Planning November 19, 2018



Goal 10 Housing

Goal 10 (Housing) requires that cities designate sufficient buildable residential land to meet 20-year housing needs. Nyssa has more than sufficient buildable land to accommodate planned population growth in Nyssa. Winterbrook estimates that there are at least 165 more buildable acres than needed to accommodate residential land needs over the next 20 years. Some of this "surplus" land (165 acres) can be assigned an Economic Opportunity /EO overlay to potentially meet employment needs without jeopardizing the City's ability to meet identified housing needs. Economic Opportunity Sites 1 and 2 have a total of 92 acres.

Therefore, designating Sites 1 and 2 for *either* Residential or Industrial use – depending on the market of Industrial land and the preference of the property owner(s) – does not jeopardize compliance with Statewide Planning Goal 10 (Housing).

However, as noted in revised Nyssa Comprehensive Plan text related to population growth, the TVRC project could result in population growth over time:

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substantial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Goal 11 Public Facilities and Services

Goal 11 requires that cities with more than 2,500 people prepare and adopt a public facility plan for areas within its urban growth area. The purpose of the plan is to help assure that urban development in the Nyssa UGA is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement (OAR 660-011-0000). Public facilities and services should be planned in accordance with a community's needs and capacities, rather than reacting to development as it occurs.

To address Goal 11 requirements for this plan amendment package, the City adopted the Nyssa Public Facilities Plan in 2014. The revised 2018 Nyssa Public Facilities Plan (Exhibit 5) shows how sanitary sewer and water facilities can be extended to serve Site A without jeopardizing the City's ability to serve land that is within the existing UGA.

Thus, the PFP provides the factual basis for determining that the proposed plan amendment package complies with Goal 11.

Goal 12 Transportation

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1).

As stated in 660-024-0020(d):

"the transportation planning rule requirements under OAR 660-012-0060 need not be applied to an urban growth boundary amendment if the land added to the urban growth area is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the area or by assigning interim zoning that does not allow development that would generate more vehicle trips than development allowed by the zoning assigned prior to inclusion in the boundary."

The proposed UGA-I zoning allows urban development to occur; therefore, a Transportation Impact Study is required. Lancaster Engineering is preparing a revised TIS to support this plan amendment package (Exhibit 6.) The 2018 Nyssa Industrial Lands TIS demonstrates that Site A can be developed for rail-dependent and related industrial uses without significant impact to planned transportation facilities. TIS conclusions and recommendations (Executive Summary, page 1) are quoted below:

- 1. Approximately 210 acres located north of Nyssa, Oregon, noted as Site A, is proposed for annexation into the City's Urban Growth Boundary. The property is anticipated to be developed as an industrial use that allows for the storage and transfer of goods from truck to train.
- 2. Based on information provided by the applicant, the site is expected to initially be developed with a 60,000 square-foot warehouse that supports up to 30 employees for the transfer of local product from truck to train. It is anticipated that the site is large enough to be expanded to seven times the initial development.
- 3. Under the reasonable worst-case development scenario, the site is projected to generate 247 trips during the morning peak hour and 225 trips during the evening peak hour. A total of 2,180 daily trips could be generated by full development of the site.
- 4. A detailed examination of crash history at study intersections along Highway 26 shows no significant safety hazards or trends that are indicative of design deficiencies.
- 5. Left-turn lane warrants are projected to be met for the southbound approaches of the intersections of Highway 26 at Chestnut Avenue and Highway 26 at Locust Avenue/11th Street, regardless of annexation and development of Site A. Left-turn lane warrants are projected to be met at the intersection of Highway 26 at Gem Avenue under year 2033 conditions with development of Site A under the reasonable worst-case development scenario.
- 6. Traffic signal warrants are not projected to be met for any of the study area intersections.
- 7. All study area intersections are projected to operate acceptably through year 2033, regardless of the annexation and assumed reasonable worst-case development of Site A. 8. Full development of Site A following the annexation of the property into the city will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

Thus, the TIS provides the factual basis necessary to demonstrate compliance with Goal 12 (Transportation) and the Goal 12 Administrative Rule (OAR Division 012).

Goal 13 Energy Conservation

Goal 13 encourages local governments to develop energy conservation programs and to consider energy consequences when making land use decisions.

As documented in the Treasure Valley Reload Center – Project Plan Proposal, the proposed TVRC will serve the agricultural community in the Treasure Valley by providing infrastructure to transfer agricultural products from trucks to rail. The TVRC has the potential to provide energy conservation benefits by reducing the number of trucks using Eastern Oregon highways, which would lower highway maintenance costs, improve air quality, and decrease carbon emissions. The project will produce positive economic impacts through increased local spending and create employment opportunities. Because Nyssa sits in a geographic location that allows agricultural producers in the region to consolidate their products efficiently, vehicle miles travelled, and related energy consumption will be minimized.

Goal 14 Urbanization

This section addresses requirements for amending the Nyssa UGA to accommodate the targeted industrial uses identified in the EOA. Goal 14 requires cities and counties jointly to establish and maintain UGAs to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. OAR Chapter 660, Division 024 clarifies procedures and requirements of Goal 14 regarding local government adoption or amendment of a UGA.

As noted in Goal 14;

In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.

Finding: As documented under Goal 9 Economic Development, the revised Nyssa EOA documents the need for the TVRC and described its required site characteristics. The TVRC's required site characteristics are quoted below:

To operate as a reload center, the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently. To meet this objective, the site must have the following characteristics (consistent with the Goal 9 Rule (OAR 660-009-0005(11)):

 Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;

- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two "unit trains" to load and unload at the TRVC without blocking a public street right-ofway.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

As explained in OAR 660-024-0050(1) AND (4):

660-024-0050 Land Inventory and Response to Deficiency

(1) When evaluating or amending a UGB, a local government must inventory land inside the UGB to determine whether there is adequate development capacity to accommodate 20-year needs determined in OAR 660-024-0040. For residential land, the buildable land inventory must include vacant and redevelopable land, and be conducted in accordance with OAR 660-007-0045 or 660-008-0010, whichever is applicable, and ORS 197.296 for local governments subject to that statute. For employment land, the inventory must include suitable vacant and developed land designated for industrial or other employment use, and must be conducted in accordance with OAR 660-009-0015.

(4) If the inventory demonstrates that the development capacity of land inside the UGB is inadequate to accommodate the estimated 20-year needs determined under OAR 660-024-0040, the local government must amend the plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the city or by expanding the UGB, or both, and in accordance with ORS 197.296 where applicable. Prior to expanding the UGB, a local government must demonstrate that the estimated needs cannot reasonably be accommodated on land already inside the UGB. If the local government determines there is a need to expand the UGB, changes to the UGB must be determined by evaluating alternative boundary locations consistent with Goal 14 and applicable rules at OAR 660-024-0060 or 660-024-0065 and 660-024-0067.

Finding: In 2013-14 Winterbrook reviewed sites within the Nyssa UGA and found that none had the characteristics required by rail-dependent industrial uses identified in the Nyssa EOA. Based on the Nyssa EOA, Site 3 was added to the Nyssa UGA to meet rail-dependent industrial needs in 2014.

In 2018, Winterbrook and MCDC looked closely at Site 3 to determine its suitability for the TVRC and related agricultural-industrial uses. Site 3 has enough land area and suitable access to accommodate the TVRC (but not an industrial park), has adequate access and can readily be provided with city sewer and water service. However, Site 3 does not have the 7,000 linear feet of unobstructed railroad right-of-way required for the TVRC to store and load unit trains efficiently without blocking public streets or the UP mainline.

Moreover, during the Site 3 evaluation process, MCDC determined that the 20-acre Nyssa city dump was listed as a contaminated site by the Department of Environment Quality (DEQ), making this property unsuitable for industrial development due to clean-up cost and development delay. Thus, the suitable area of Site 3 was reduced from 99 to 79 acres. MCDC also

determined that the irregular shape of the remainder of Site 3 was not conducive to developing an industrial park.

Because there are no suitable sites within the UGB, MCDC and the City looked outside the Nyssa UGB for a suitable TVRC site.

OAR 660-024-0065 sets standards for the review of alternative sites outside the UGB:

660-024-0065 Establishment of Study Area to Evaluate Land for Inclusion in the UGB

(1) When considering a UGB amendment to accommodate a need deficit identified in OAR 660-024-0050(4), a city outside of Metro must determine which land to add to the UGB by evaluating alternative locations within a "study area" established pursuant to this rule. To establish the study area, the city must first identify a "preliminary study area" which shall not include land within a different UGB or the corporate limits of a city within a different UGB. The preliminary study area shall include: ... (b) All lands that are within the following distance from the acknowledged UGB: (A) For cities with a UGB population less than 10,000: one-half mile; ... (c) All exception areas contiguous to an exception area that includes land within the distance specified in subsection (b) and that are within the following distance from the acknowledged UGB:

(3) When the primary purpose for expansion of the UGB is to accommodate a particular industrial use that requires specific site characteristics, or to accommodate a public facility that requires specific site characteristics, and the site characteristics may be found in only a small number of locations, the preliminary study area may be limited to those locations within the distance described in section (1) or (2), whichever is appropriate, that have or could be improved to provide the required site characteristics. For purposes of this section: (a) The definition of "site characteristics" in OAR 660-009-0005(11) applies for purposes of identifying a particular industrial use.

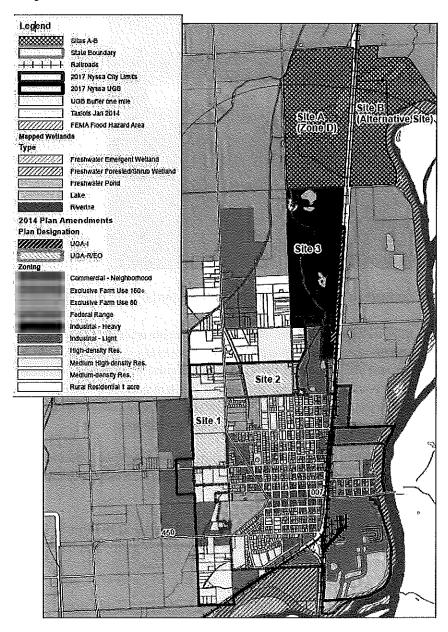
Response: Winterbrook looked at sites within a half-mile of the Nyssa UGB and found none that met TVRC siting requirements found in the revised Nyssa EOA. Two potential sites were identified: Site A (Zone D) located on the west side the main UP line and Site B. As discussed in the Goal 9 section of this staff report, Site A meets all siting criteria.

Site B (shown on Map 3) meets siting criteria related to size and topography: the site is flat, has 115 acres that are unconstrained by wetlands (although the site is split by a very large wetland), and is located along the UP main line and has 7,000 linear feet of unobstructed rail right-of-way.

However, Site B lacks access from two public streets and trucks would have to cross the UP mainline to reach the site. Construction of a rail crossing at Gamble Island Road would be expensive and approval from the UP and ODOT would be problematical—since there is a more accessible alternative in Site A. Gem Avenue provides secondary access to Site B but becomes a private road after it crosses the UP main line. If unit trains were stored in a rail siding within the railroad right-of-way adjacent to Site B, the stored unit train(s) would block emergence access for trucks seeking to bring agricultural products to the site.

For these reasons, Site B does not meet all required TVRC site characteristics and Site A was selected as the preferred alternatives.

Map 3: Alternative TVRC Sites



Nyssa OA and Expansion Options, 2018

Winterbrook Planning November 1, 2018





The Goal 14 rule also requires that land added to a UGB for a specific purpose be reserved for that purpose.

(6) When land is added to the UGB, the local government must assign appropriate urban plan designations to the added land, consistent with the need determination and the requirements of section (7) of this rule, if applicable. The local government must also apply appropriate zoning to the added land consistent with the plan designation or may maintain the land as urbanizable land until the land is rezoned for the planned urban uses, either by retaining the zoning that was assigned prior to inclusion in the boundary or by applying other interim zoning that maintains the land's potential for planned urban development.

(7) Lands included within a UGB pursuant to OAR 660-024-0065(3) to provide for a particular industrial use, or a particular public facility, must be planned and zoned for the intended use and must remain planned and zoned for that use unless the city removes the land from the UGB.

Finding: Exhibit 3 (Comprehensive Plan Text and Map Amendments) and Exhibit 6 (Nyssa Zoning Ordinance Amendments) propose the following restriction to industrial uses on Site A:

Nyssa Comprehensive Plan:

Site A has approximately 210 acres with a mile of railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVRC) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

Proposed Nyssa Industrial Zone Text Amendment

Chapter 11.08 Industrial Zone (I)

The following uses and their accessory uses are permitted in an I zone, provided however that uses on Site A as identified in the Nyssa Comprehensive Plan shall be limited to rail-dependent, agricultural processing, warehouse and distribution and supporting industrial service uses that benefit from location in a full-service industrial park next to the planned Treasure Valley Reload Center. Commercial and residential uses are prohibited on Site A; farming is allowed as an interim use.

Factor 2: Orderly and economic provision of public facilities and services

Goal 14, Factor 1 related to land need, is addressed above.

Factor 2 is interpreted in the Goal 14 rule as follows:

- (9) In applying Goal 14 Boundary Location Factor 2 to evaluate alternative locations under section (7), the city must compare relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. For purposes of this section, the term "public facilities and services" means water, sanitary sewer, storm water management, and transportation facilities. The evaluation and comparison under Boundary Location Factor 2 must consider:
- (a) The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB;
- (b) The capacity of existing public facilities and services to serve areas already inside the UGB as well as areas proposed for addition to the UGB; and
- (c) The need for new transportation facilities, such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and, for urban areas of 25,000 or more, the provision of public transit service.
- (10) The adopted findings for UGB amendment must describe or map all of the alternative areas evaluated in the boundary location alternatives analysis.

Findings: As discussed under Goal 11, the revised Nyssa Public Facilities Plan (Exhibit 5) shows how sewer, water and transportation facilities can be extended to serve Site A. Lancaster Engineering has prepared a TIS to address impacts from reducing the size of /EO sites 1 and 2 and bringing Site A into the Nyssa UGB.

Since Site B does not have all required site characteristics, the City has not evaluated the costs of providing sewer, water and transportation facilities to serve this site. However, the costs would likely be higher than Site A because Site B: (1) would require a signalized and gated UP railroad crossing at Gamble Island Road; (2) sewer and water line extensions would be required on both sides of the UP railroad right-of-way to serve both Site 3 and Site B; and (3) would not be contiguous with the UGB even if the intervening gravel property were added to the UGB.

The revised Nyssa PFP (Exhibit 5) documents the City's existing water supply and sanitary sewer treatment capacity. Rail-dependent industrial uses typically can be major consumers of potable water. The PFP makes it clear that Nyssa has the capacity to meet Year 2034 demand for sanitary sewer and water service *and* meet the water demands for industrial water service to a rail-dependent industrial use. Thus, it is feasible, from an engineering standpoint, to provide sanitary sewer and water service to the proposed expansion site within the 20-year planning period.

From a transportation access standpoint, the proposed rail-dependent industrial site has direct access to Arcadia Boulevard (a two-lane collector street) and Gamble Island Road (a two-lane local street). As described in the Nyssa Industrial Lands TIS (Exhibit 7), the proposed expansion can be developed for industrial use without exceeding the capacity of existing transportation facilities. The TIS prepared by Lancaster Engineering has been coordinated with the Oregon Department of Transportation Region 5 staff.

Factor 3: Comparative economic, social, environmental and energy consequences

Site A is only site near Nyssa that meets siting requirements for the TVRC. Therefore, there is no point in evaluating the *comparative* ESEE consequences of bringing this site in versus other potential sites. Notably, the economic and social consequences of developing this site for rail-dependent industrial purposes are positive, because an estimated 200 new jobs could come to the community. Since there are no significant Goal 5 (natural or cultural) resources on Site 3, there would be no adverse environmental consequences from full development of this site for urban, rail-dependent uses. As documented in the Goal 13 discussion above, the energy consequences of transporting goods by train are positive when compared with truck or air transportation options. The location of Site A near the existing UGA and agricultural growers, coupled with direct access to Highway 20 via Arcadia Boulevard, means that vehicle miles traveled (VMT) will be minimized.

Factor 4: Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the urban growth boundary

Site A is proposed for the TVRC which will benefit agriculture in the Treasure Valley by facilitating the cost-effective transportation of crops grown in eastern Malheur County and western Idaho to eastern and midwestern markets. As evidenced by the coexistence of packing, processing and warehousing of agricultural products on farmland in Idaho, such industrial uses are more compatible with agricultural uses than residential or commercial uses. The contract to purchase land in Site A stipulates that farming operations may continue until industrially-zoned land is developed. The Nyssa Zoning Ordinance specifically allows farming as an interim use. Thus, there is no reason to suppose that providing urban services to this land and developing it for agricultural-industrial uses will adversely affect agricultural operations on nearby EFU land.

B. CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION B

B. The proposal must be consistent with the comprehensive plan. (The comprehensive plan may be amended concurrently with proposed changes in zoning.)

Findings: The proposed zone changes (reduction in the sizes of /EO Sites 1 and 2 and the addition of the Seubert gravel site and most of Site A to the UGA) are consistent with the Nyssa

EOA and the Nyssa Comprehensive Plan as amended. See Exhibit 3: Proposed Comprehensive Plan Map and Text Amendments. Together, these amendments make it possible to construct the TVRC just north of the existing Nyssa city limits. The TVRC industrial park will provide relocation and expansion opportunities for existing Nyssa agriculturally-based industries while greatly reducing the costs of shipping agricultural products to the Midwestern and Eastern markets.

C. CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION C

C. The city council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code.

Findings: The proposal is consistent with the public interest because it is consistent with the Nyssa Comprehensive Plan, will create local jobs and will support the region's agricultural economy. The proposal recognizes that conditions have changed since the Nyssa EOA was adopted in 2014 in the following ways:

- 1. Nyssa growers and the Malheur County Development Corporation (MCDC) identified a need for a truck-to-rail reload facility.
- 2. Several agricultural processing, warehouse and distribution firms have moved their operations to Idaho.
- 3. Nyssa property owners have not taken advantage of the economic opportunities afforded by the /EO overlay zone; two have written letters indicating their preference to develop their properties for residential use. (Exhibit 8)
- 4. Several agricultural processing, warehouse and distribution firms have shown an interest in expanding their businesses adjacent to the TVRC *if* suitable lots are available in a full-service industrial park. (Exhibit 9)
- 5. MCDC evaluated multiple East Malheur County sites and determined that a site just north of Nyssa best met identified siting requirements for TVRC and related agricultural industries.
- 6. There is strong local support for developing the TVRC industrial park at the proposed location, as evidenced by letters from the cities of Nyssa and Ontario, the Ontario Chamber of Commerce, and the Malheur County Development Corporation in support of this application. (Exhibit 10)

D. COMPLIANCE WITH THE MALHEUR COUNTY COMPREHENSIVE PLAN:

Amendments to urban growth boundaries and zoning maps outside of city limits but within UGBs is a joint process that requires approval of both the city and the county.

In considering an amendment to the text or the zoning maps, the planning commission and county court shall determine the following:

A. That the proposed change is consistent with the comprehensive plan.

Response: The Malheur County Comprehensive Plan includes the following policies related to urbanization:

GOAL 14: URBANIZATION To provide for an orderly and efficient transition from rural to urban land use.

Policies: 1. The county will work with the cities of Ontario, Nyssa and Vale in establishing and amending urban growth boundaries and joint management agreements. 2. The county will coordinate all land use decisions within the urban growth boundaries. 3. The County Court will continue to hold joint city/county meetings to ensure coordination of planning efforts.

Response: The proposal is consistent with County urbanization policies because County staff, the County Planning Commission and the County Court have worked cooperatively with the city of Nyssa to amend the Nyssa UGB to provide suitable sites for planned economic growth.

On September 25, 2018 the County coordinated the first joint planning commission / elected officials public hearing to consider a proposed UGB amendment to accommodate the TVRC.

After hearing testimony from 1000 Friends of Oregon and the Department of Land Conservation and Development, the County coordinated the planning effort to reconsider its September 25, 2018 decision and to better justify the comprehensive plan amendment package now before the Nyssa City Council and County Court at a joint public hearing to be held on December 11, 2018.

The proposed comprehensive plan amendment package was developed cooperatively with the city of Nyssa and Malheur County, and therefore is consistent with Goal 14: Urbanization and Policies 1-3 above.

B. That the level of development in other locations has reached the point whereby additional land is needed for the proposed use(s), and that the area of the proposed change can best meet such needs.

Response: The discussion under Goals 2, 9 and 14 of this staff report document the need for suitable industrial land at this location. The staff report considered alternative URA sites to meet the industrial land need. After considering the requirements of Statewide Planning Goal 14 (Urbanization), staff determined that the proposed site is the only site that meets identified site requirements within the Nyssa UGA or within exception areas adjacent to the UGA.

In conclusion, the proposed amendment package includes a rail-dependent industrial site to meet identified site needs.

C. That adequate rural services are available and will not be overburdened.

Response: This criterion is not directly applicable. However, as documented in the revised Nyssa Public Facilities Plan (Exhibit 5), the City can provide adequate urban sewer and water service to Site A to serve the TVRC industrial park in the short-term. (Exhibit 5)

D. That amendments to the text or zoning map which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the transportation system plan. This shall be accomplished by one of the following: 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; 2. Amending the transportation system plan to ensure that existing, improved or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

A text or zoning map amendment significantly affects a transportation facility if it: 1. Changes the functional classification of an existing or planned transportation facility; 2. Changes standards implementing a functional classification system; 3. Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or 4. Would reduce the level of service of the facility below the minimum acceptable level identified in the transportation system plan. (Ord. 125, 6-20-2000)

Response: Exhibit 7 (the Nyssa TIS) demonstrates that Site A can be re-designated for rail-dependent Industrial use without significantly affecting planned transportation facilities. The City and Lancaster Engineering coordinated with the Oregon Department of Transportation (ODOT) in preparing the TIS.

IV. SUMMARY CONCLUSION AND STAFF RECOMMENDATION

Staff recommends that the City Council and County Court open the public hearing and take public testimony regarding the proposed consolidated land use application.

V. SUGGESTED MOTIONS FOR APPROVAL

Suggested motions for approval will be provided by staff and legal counsel at the December 11, 2012 public hearing.

VI. NEXT STEPS

If Malheur County co-adopts Nyssa's proposal, City staff will work with DLCD representative Phil Stenbeck to prepare the notice to the Department of Land Conservation & Development of final local decision. If the DLCD Director approves the proposed UGA amendments (and there are no objections from participating parties), the City and County ordinances will be "acknowledged" and in effect.

NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO CO-ADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO RE-ZONE PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGA-INDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT OF THE NYSSA COMPREHENSIVE PLAN-SPECIFICALLY COORDINATED POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

Notice is hereby given that the Nyssa City Council (Council) and the Malheur County Court (Court) will hold a joint hearing on Tuesday December 11, 2018 at 7:00 p.m. at the Nyssa City Council Chambers, 14 S 3rd Street, Nyssa. Interested persons may appear and will be provided an opportunity to be heard and/or written comments may be received prior to the hearing by sending them to either: Jim Maret, Nyssa City Manager, 301 Main Street, Nyssa OR 97913 [imaret@nyssacity.org] or Eric Evans, Planning Director 251 B. Street West #12, Vale Oregon 97918 [eric.evans@malheurco.org].

The proposed action is to: (1) hear additional testimony and reconsider the September 25th tentative decisions of the Council and Court, which was to add 196 acres to the Nyssa UGB to accommodate the Treasure Valley Reload Center and related industrial uses (TVRC). Testimony from potential users of the TVRC, proposed Nyssa comprehensive plan text amendments, including revisions to the Economic Opportunity Analysis, Transportation System Plan, and Public Facilities Plan support adding approximately 278 acres to the Nyssa UGB and rezoning the 278 acres to Nyssa UGA-industrial. The proposed land is T19S47E17 tax lot 100 (Farmer - 210 acres of the 290.35 acre site, currently zoned EFU) and T19S47E20 tax lot 201 (Seubert - 67.7 acres, currently zoned County Heavy Industrial); and (2) remove from the Nyssa Economic Opportunity Area overlay designation approximately 142 acres consisting of T19S47E30D tax lot 100 and T19S47E29B tax lot 3300 (Sparks - 49.41 acres), potentially a 55 acre portion of T19S47E29B tax lot 900 and potentially T19S47E30D tax lot 600 (36.90 acres).

The criteria for the proposed amendment and zone change are listed in the Malheur County Code 6-10-7, Joint Management Agreement between Nyssa and Malheur County Sections 3.060 - 3.070, Statewide Planning Goals 1,2,5, 6,7,8, 9,10,11,12,13,14 and respective administrative rules and Nyssa City Code 9-4F.

The procedure for conduct/order of testimony at the hearing will be provided to proponents, opponents, attendees and public agencies in writing at the hearing. The applicant (represented by Winterbrook Planning) will be allocated up to 20 minutes for initial applicant presentation. The applicant may also present up to 10 minutes for final rebuttal. All others wishing to testify will be given 3 minutes each or 5 minutes if speaking on behalf of a group. Failure to raise an issue at the hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond to the issue precludes an appeal based on the issue.

A copy of the application, all documents and evidence submitted by or on behalf of the applicant (City of Nyssa) and applicable criteria are available for inspection at no cost and copies will be provided at a reasonable cost. In addition, copies of the staff report will be available at least seven (7) days prior to the hearing, or on December 4, 2018, for a reasonable fee or can be viewed on the County website www.malheurco.org. Please contact Jim Maret (541-372-2264) or Eric Evens/Planning Department (541-473-5185) for additional information.

Legal Number – 105745 Publication Date; November 21, 2018

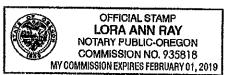
AFFIDAVIT OF MAILING

Doug Tracy CJ Church Ted Iverson 350 Gamble Island Road 1707 Valley View 1325 Adrian Blvd. Nyssa, OR 97913 Vale, OR 97918 Nyssa, OR 97913 Ruston Munk Jason Pearson Don Ballon Jr. 310 Bower Avenue 503 Main Street 301 Main Street Nyssa, OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 Kit Kamo -Everett & Jessica Hiatt -Cindy & Arlen-Cook 650 College Blvd. -3394 Arcadia Blvd. -3311 Arcadia Blvd. Ontario, OR 97914 -Nyssa, OR 97913--Nyssa, OR 97913-Marshall Meyer Jordan Boyer Robert & Mary Louise Quick 601 Main Street 103 N 4th Street 118 S 3rd Street Nyssa OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 Ronald Higgins Doug Argo Oscar Martinez 530 N 2nd Street 7998 Bill Burns Road 1363 Adrian Blvd. Nyssa, OR 97913 Emmett, ID 83617 Nyssa, OR 97913 Bruce Goodell **Grant Kitamura** Brian Blackmore 315 N 6th Street 86 NW 19th Street 756 Grand Avenue Nyssa, OR 97913 Ontario, OR 97914 Nyssa, OR 97913 Ken & Terri Landreth Jon Wood Tawni Maxwell 3255 Hwy 201 550 Stringer Road 14 N 3rd Street Nyssa, OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 Pete Morgan **Ora Winston** Blain & Teresa Culver 3720 Hwy 95 1405 Adrian Blvd. 1475 Adrian Blvd. Parma, ID 83660 Nyssa, OR 97913 Nyssa, OR 97913 I hereby certify on the 20th day of November, 2018, I mailed the attached Notice of Public Hearing (Exhibit 1) to the individuals as addressed above in a sealed envelope and deposited in the US Post office at Vale, Oregon, on said day with postage prepaid.

State of Oregon ss. County of Malheur

Subscribed and sworn to before me on November 20, 2018 by Kim Ross.

kate of Oregon



NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO COADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY
ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO RE-ZONE
PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGAINDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY
DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT
OF THE NYSSA COMPREHENSIVE PLAN - SPECIFICALLY COORDINATED
POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT
NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS
TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

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Exhibit 4:

Proposed Nyssa Economic Opportunities Analysis Amendments

Background for 2018 EOA Amendment:

The proposal is to amend Part 3 of the *West Treasure Valley Regional Economic Opportunities Analysis* which Nyssa adopted in 2014 (Ordinance 636-14) and which is commonly referred to as the "Nyssa EOA".

Part 3: Rail-Dependent Industrial (pp. 42-47 of the Nyssa EOA) summarizes the *Malheur County Rail Asset Study* (Howells, 2006) and identifies site requirements for rail-dependent industries. Because p. 18 of the Rail Asset Study remains relevant today and is quoted below for context.

"Being next to a railroad does not necessarily mean that the rail line can be physically accessed. Topography of a particular parcel may restrict the building of a connecting industrial spur. The track structure of the main line may not allow the addition of a switch. Particular locations, such as property within a wye, are not conducive to development. * * *

"A property may be physically accessible, but the railroad may have no interest in providing service. This is particularly true of the UPRR. UPRR generally will not allow a new switch to be added to its main line, especially if it is single-track location. On the other hand, the Oregon Eastern will be far more agreeable to locating new industries anyway along its line. * * *

"Generally speaking, railroads prefer to concentrate rail operations rather than stringing customers along the whole of a rail line. This is particularly true of small customers. In other words, efforts should be made to cluster small industries so that the railroad can manage its business as efficiently as possible. * * *

"Increasingly, especially on the UPRR, industrial rail operations are expected to be self-contained. Car loading and storage tracks should be entirely within the property. This characteristic will drive the need for large properties to accommodate high volume rail business. ***

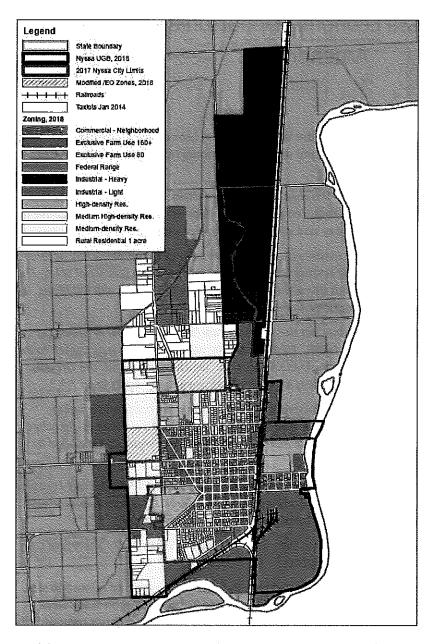
"Rail operations are noisy, and depending on the customer, may operate 24/7. Therefore care should be take care to reduce potential conflicts."

Part 3 went on to identify the site characteristics required by rail-dependent industrial related to size, topography and proximity to rail and urban services (p. 19). Then two Business Oregon leads were discussed, including the general nature of the industry and each rail-dependent industry's required site characteristics.

This information was used to identify specific industrial site needs and required site characteristics for rail-dependent industries in Nyssa (EOA, pp. 40-41). As noted in the Staff Report (Exhibit 1) this information (in addition to the need for rail-dependent industrial) was incorporated into the text of the acknowledged Nyssa Comprehensive Plan and supports the proposed inclusion of Site A within the Nyssa UGA.

The proposal is to amend the 2014 Nyssa EOA by adding page 47(a) related to the need for Treasure Valley Reload Center (TVRC), related industrial park uses and their required site characteristics.

Replacement comprehensive plan map (2018):



Nyssa Comprehensive Plan Map, 2018

Winterbrook Planning November 19, 2018



TVRC Industrial Park Need and Required Site Characteristics

Soon after the Nyssa Comprehensive Plan amendments were adopted in 2014, Nyssa growers identified the need for a truck-to-rail facility, like the Railex facility in Wallula, Washington, to move produce rapidly and reliably from the Treasure Valley to agricultural markets in the central and eastern United States. The 2017 Oregon Legislature passed HB 2017, which funded multiple statewide transportation projects, including \$26 million Treasure Valley Reload Center (TVRC).

From 2017-2018, the Malheur County Development Commission (MCDC) worked tirelessly to make the TVRC a reality in Malheur County. MCDC worked collaboratively with the Union Pacific Railroad (UP), Malheur County, the cities of Ontario, Nyssa and Vale, Business Oregon, Representatives Greg Smith and Lynn Findley, Senator Cliff Bentz, DLCD and ODOT to find a suitable site for TVRC in Eastern Malheur County.

To operate efficiently, the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently. To meet this objective, the site must have the following characteristics:

- Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;
- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two
 "unit trains" to load and unload at the TRVC without blocking a public street right-of-way.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

After evaluating alternative sites, MCDC selected Zone D (Site A) north of the Nyssa UGA. Site A has about 290 gross acres – approximately 20 of which are constrained by wetlands.

During MCDC's site evaluation process, it was determined that (a) TVRC Phases 1 and 2 require about 60 suitable acres, and (b) several agricultural processing and distribution firms were interested in moving and expanding their operations next to TVRC – if developed and serviced lots were available in a planned industrial park. These users were interested the certainty provided by developed, full-service lots that required no discretionary land use review. To accommodate the TVRC and related agricultural-industrial need, the TVRC Industrial Park should include roughly 210 gross acres (170 suitable acres after accounting for wetlands and public infrastructure needs).



Nyssa 2018 Public Facility Plan

(updated from 2014 PFP)

Prepared by:
Winterbrook Planning
With assistance from
The City of Nyssa and Holladay Engineering

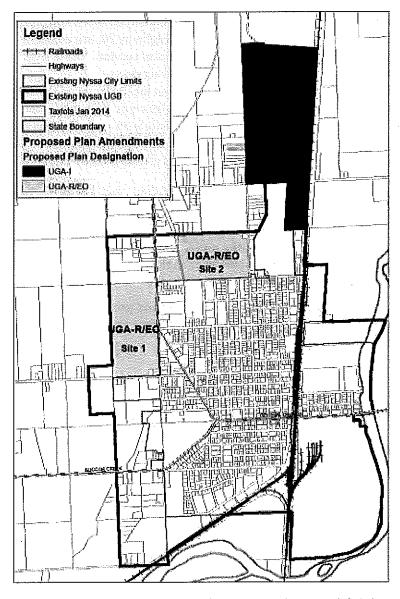
Adopted by City Council 2018
Exhibit 5, Ordinance No. 636-14





Industrial Comprehensive Plan Map Amendments

Remove the existing zoning map on p. 69(b) of the Nyssa Comprehensive Plan:



Proposed Plan Amendments, Nyssa 2014

Winterbrook Planning February 6, 2014



As a result of plan amendments in 2014 and 2018, Nyssa now has four large industrial sites within its urban growth area.

- Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose at the time of annexation whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 1 has 37 vacant, suitable R/EO acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. These sites are suitable for low-impact industrial uses that do not rely on rail access.
- Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA.
 About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by
 environmental contaminants and wetlands, leaving approximately 79 acres that are suitable
 for industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By
 bringing this land into the UGA, city sewer and water services can be provided to serve
 planned industrial development.
- Site A has approximately 210 acres with a mile of railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVSA) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

The 2018 Zoning Map amendment also shows a 68-acre gravel mining and processing operation located between Site 3 and Site A. This site is fully developed and will be zoned UGA industrial to allow the gravel mining and processing operation to continue.

Figure 1. Malheur County and Sub-Areas—Historical and Forecast Populations, and Average Annual Growth Rates (AAGR)

	Historical			Forecast					
	1		AAGR			· · · · · · · · · · · · · · · · · · ·	AAGR	AAGR	
	2000	2010	(2000-2010)	2016	2035	2066	(2016-2035)	(2035-2066)	
Malheur County	31,615	31,313	-0.1%	31,569	J1,964	31,994	Q 1%	0.0%	
Adrian UGB	147	177	1.9%	1112	192	197	0.3%	0.0%	
Jordan Valley UGB	239	181	-2.8%	175	178	173	0.1%	-0.1%	
Nyssa UGB	3,550	3,455	-0.3%	3,474	3,449	3,303	0.0%	-0.1%	
Ontario UGB	12,280	12,296	0.0%	12,552	12,763	12,896	0.1%	Ø.0%	
Vale UGB	2,554	2,141	-1.8%	2.136	2,063	1,930	-0.2%	-0.2%	
Outside USBs	12,845	13,063	0.2%	13,049	13,320	13,500	0.1%	0.0%	

Sources U.S. Cemea Bureau, 2000 and 2010 Censures Forecast by Population Branch Centre (FRC) (

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substantial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Industrial Comprehensive Plan Text Amendments

Reason for Change: The existing Nyssa Comprehensive Plan does not address (a) Site A - reserved for TVRC and related industrial uses or (b) changes to the size of Sites 1 and 2 (which have the /Economic Opportunity overlay).

Amend the text at the bottom of page 69(a) of the Nyssa Comprehensive Plan as follows:

Delete:

The Nyssa-Zoning Map is amended as shown below to include three large industrial sites.

Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose - at the time of annexation - whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 3 has been added to the UGA and reserved for rail-dependent industrial uses.

- Site 1 has 76 vacant, suitable R/EO i acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have direct access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service.
- Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA. About 73 acres are developed (air strip and onion sheds), leaving 118 acres that are suitable for rail-dependent industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By bringing this land into the UGA, city sewer and water services can be provided to serve planned rail-dependent industrial development.

Revised text:

Exhibit 3:

Proposed Nyssa Comprehensive Plan Text and Map **Amendments**

Old text is stricken through and new text is shown in bold.

Proposed Comprehensive Plan Text and Policy Amendments

Reason for Change: The Nyssa Comprehensive Plan does not include the most recent population projection provided by Portland State University Center for Population Research. Population Projection

Amend page 33(a) of the Nyssa Comprehensive Plan related to population projections as follows:

In 2007 Malheur County adopted a coordinated population forecast for Nyssa, Vale and Ontario - as shown on Table 1 below. Table 1. Population allocation and projected growth rates for incorporated cities and unincorporated areas of Malheur County, 2006 to 2060

				Change 2005 to 2026			Change 2005 to 2060			
	2005	2026	2060	Percent		Percent				
	Pop.	Pop.	Pop.	Difference	change	AAGR	Difference	change	AAGR	
Malheur County	31,800	41,667	59,609	9,867	31%	1.30%	27,809	87%	1,15%	
Ontario	11,245	15,692	25,167	4,447	40%	1.60%	13,922	124%	1.48%	
Nyssa	3,175	4,121	5,812	946	30%	1.25%	2,637	83%	1.11%	
V ale	1,990	2,708	4,232	718	36%	1.48%	2,242	113%	1.38%	
Jordan Valley	240	292	381	52	22%	0.93%	141	59%	0.85%	
A drian	150	163	200	13	8%	0.38%	50	33%	0.52%	
Unincorp.	15,000	18,692	23,817	3,692	25%	1.05%	8,817	59%	0.84%	

Source: Population Research Center at Portland and calculations by ECONorthwest

Portland State University estimates that Nyssa currently has 3,270 people. Nyssa's 20-year coordinated 2034 population forecast is 4,522 -- an increase of 1,252 people. Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982. To achieve this relatively high level of growth shown on Table 1, Nyssa must bring more jobs into the community. There is more than sufficient buildable residential land within the Nyssa UGA to accommodate planned population growth. Therefore, it makes sense to allocate some of the City's surplus residential land as "economic opportunity areas" to provide the jobs necessary to support population growth and future housing development.

Revised text:

In 2016, Malheur County adopted the PSU Population Research Center's population projections for its constituent cities as shown on Figure 1 below:

NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO COADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY
ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO RE-ZONE
PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGAINDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY
DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT
OF THE NYSSA COMPREHENSIVE PLAN - SPECIFICALLY COORDINATED
POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT
NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS
TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

Notice is hereby given that the Nyssa City Council (Council) and the Malheur County Court (Court) will hold a joint hearing on Tuesday December 11, 2018 at 7:00 p.m. at the Nyssa City Council Chambers, 14 S 3rd Street, Nyssa. Interested persons may appear and will be provided an opportunity to be heard and/or written comments may be received prior to the hearing by sending them to either: Jim Maret, Nyssa City Manager, 301 Main Street, Nyssa OR 97913 (jmaret@nyssacity.org) or Eric Evans, Planning Director 251 B. Street West #12, Vale Oregon 97918 (eric.evans@malheurco.org).

The proposed action is to: (1) hear additional testimony and reconsider the September 25th tentative decisions of the Council and Court, which was to add 196 acres to the Nyssa UGB to accommodate the Treasure Valley Reload Center and related industrial uses (TVRC). Testimony from potential users of the TVRC, proposed Nyssa comprehensive plan text amendments, including revisions to the Economic Opportunity Analysis, Transportation System Plan, and Public Facilities Plan support adding approximately 278 acres to the Nyssa UGB and rezoning the 278 acres to Nyssa UGA-Industrial. The proposed land is T19S47E17 tax lot 100 (Farmer – 210 acres of the 290.35 acre site, currently zoned EFU) and T19S47E20 tax lot 201 (Seubert – 67.7 acres, currently zoned County Heavy Industrial); and (2) remove from the Nyssa Economic Opportunity Area overlay designation approximately 142 acres consisting of T19S47E30D tax lot 100 and T19S47E29B tax lot 3300 (Sparks – 49.41 acres), potentially a 55 acre portion of T19S47E29B tax lot 900 and potentially T19S47E30D tax lot 600 (36.90 acres).

The criteria for the proposed amendment and zone change are listed in the Malheur County Code 6-10-7, Joint Management Agreement between Nyssa and Malheur County Sections 3.060 -3.070, Statewide Planning Goals 1,2,5, 6,7,8, 9,10,11,12,13,14 and respective administrative rules and Nyssa City Code 9-4F.

The procedure for conduct/order of testimony at the hearing will be provided to proponents, opponents, attendees and public agencies in writing at the hearing. The applicant (represented by Winterbrook Planning) will be allocated up to 20 minutes for initial applicant presentation. The applicant may also present up to 10 minutes for final rebuttal. All others wishing to testify will be given 3 minutes each or 5 minutes if speaking on behalf of a group.

Failure to raise an issue at the hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond to the issue precludes an appeal based on the issue.

A copy of the application, all documents and evidence submitted by or on behalf of the applicant (City of Nyssa) and applicable criteria are available for inspection at no cost and copies will be provided at a reasonable cost. In addition, copies of the staff report will be available at least seven (7) days prior to the hearing, or on December 4, 2018, for a reasonable fee or can be viewed on the County website www.malheurco.org. Please contact Jim Maret (541-372-2264) or Eric Evans/Planning Department (541-473-5185) for additional information.

AFFIDAVIT OF DELIVERY

I hereby certify on the 20th day of November, 2018, I hand-delivered the attached Notice of Public Hearing (Exhibit 1) to the following individuals at the following addresses:

Evert & Jessica Hiatt 3394 Arcadia Blvd. Nyssa OR 97913

Cindy & Arlen Cook 3311 Arcadia Blvd Nyssa OR 97913

Planner, Eric Evans

State of Oregon

)ss.

County of Malheur

Subscribed and sworn to before me on November 20, 2018 by Eric Evans.

OFFICIAL STAMP

KIMBERLY ANN ROSS

NOTARY PUBLIC-OREGON
COMMISSION NO. 970035
MY COMMISSION EXPIRES JANUARY 10, 2022

Kymberly a Ross

CONTENTS

Acknowledgments3
Appendices and Maps3
References and Acronyms4
Statutory and Administrative Rule Background4
Purpose and Background5
What is a Public Facilities Plan and How Should It be Used?5
Relation to the Transportation System Plan or TSP7
The City of Nyssa – Malheur County Joint Urban Growth Management Agreement or JMA8
Plan Contents & Organization8
Methodology for Determining 2034 UGA Expansion Area Facilities Costs9
Utility Systems10
Water System10
Inventory and general assessment (OAR 660-11-0010(1)(a))10
Projects, cost, and timing (OAR 660-11-0010(1)(b, c, & f))10
Wastewater System13
Inventory and general assessment (OAR 660-11-0010(1)(a))13
Projects, cost, and timing (OAR 660-11-0010(1)(b, c, & f))13
Transportation System15
Funding For Capital Projects (OAR 660-11-0010(1)(g))17
Comprehensive Plan Consistency (OAR 660-11-0050(3))18
Statewide Planning Goal Findings18

ACKNOWLEDGMENTS

This update to the City's PFP was funded in significant part by a grant provided by Oregon Department of Transportation and administered by Malheur County Economic Development Corporation, with assistance from the Department of Land Conservation and Development. Field Manager Grant Young was responsible for monitoring project progress and ensuring that this product meets applicable statutory and administrative rule requirements. He did so with considerable technical skill and understanding of the planning and public facilities issues faced by state and local governments. The City and Winterbrook Planning appreciate his service.

Winterbrook Planning prepared the outline and much of the written text for the PFP. However, Winterbrook could not have done so without the leadership of City Manager Jim Maret.

Winterbrook also appreciates the focused assistance, knowledge of local conditions, and technical skills of HECO Engineers. These City contractors provided critical information and analysis related to the public works projects – including their location, estimating cost, timing and probable funding sources – that are necessary to serve planned growth in Nyssa and its expanded Urban Growth Area (UGA) over the 20-year life of this document.

APPENDICES AND MAPS

The Nyssa PFP includes five appendices and seven maps.

- Appendix A: Public Facilities Planning includes the text of OAR Chapter 660, Division 011.
- **Appendix B: Joint Urban Growth Management Agreement** includes the text of the Joint UGMA between Nyssa and Malheur County.
- Appendix C: 2010 City of Nyssa Water Master Plan includes analysis and mapping of planned water service for the Nyssa UGA.
- Appendix D: 2012 City of Nyssa Wastewater Collection System Facilities Plan includes analysis and mapping of planned wastewater collection service for the Nyssa UGA.
- **Appendix E: Transportation Impact Study** evaluates the transportation impacts of proposed plan amendments and determines consistency with the Nyssa TSP.
- Map 1(revised): Proposed Plan Amendments, Nyssa 2014 shows Sites 1-3 and Zone D, referenced in this document.
- Map 2: UGA-R/EO Site 1 Conceptual Water Service Plan shows how water service can be extended to Site 1.
- Map 3: UGA-R/EO Site 2 Conceptual Water Service Plan shows how water service can be extended to Site 2.
- Map 4 (revised): UGA-I Site 3 and Zone D Conceptual Water Service Plan shows how water service can be extended to Site 3 and Zone D.
- Map 5: UGA-R/EO Site 1 Conceptual Sewer Service Plan shows how sewer service can be extended to Site 1.

- Map 6: UGA-R/EO Site 2 Conceptual Sewer Service Plan shows how sewer service can be extended to Site 2.
- Map 7 (revised): UGA-I Site 3 and Zone D Conceptual Sewer Service Plan shows how sewer service can be extended to Site 3 and Zone D.

Proposed transportation improvements within the existing UGA are shown on the Nyssa TSP (Otak, 1998), Figures 2-4.

REFERENCES AND ACRONYMS

In addition to information, maps and analysis provided by the City of Nyssa, Winterbrook reviewed and incorporated relevant portions of the following plans related to public facilities into the text, tables and maps of the Nyssa PFP:

- City of Nyssa Wastewater Collection System Facilities Plan (2012, Holladay Engineering)
- City of Nyssa Transportation System Plan (Otak, 1998)
- City of Nyssa Water Master Plan (2010, Holladay Engineering)
- Joint Urban Growth Management Agreement (The City of Nyssa and Malheur County, 1985)
- City of Nyssa Comprehensive Plan, (City of Nyssa, Revised March 2014)

The following terms and their acronyms are used frequently in this document:

•	City of Nyssa Comprehensive Plan	CP
•	Statewide Planning Goal 11: Public Facilities and Services	Goal 11
•	Statewide Planning Goal 12: Transportation	Goal 12
•	The Public Facilities Planning Rule (OAR Chapter 660, Division 011)	Goal 11 Rule
•	The City of Nyssa Zoning Ordinance	ZO
•	The City of Nyssa Public Facilities Plan	PFP
•	System Development Charge	SDC
•	Transportation Planning Rule (OAR Chapter 660, Division 012)	TPR
•	The City of Nyssa Transportation System Plan	TSP
•	The City of Nyssa Urban Growth Area	UGA
•	Joint Urban Growth Management Agreement	JMA

STATUTORY AND ADMINISTRATIVE RULE BACKGROUND

In the early 1980s Oregon was going through a major recession. Across the state, substantial land for commercial and industrial employment had been designated within urban growth boundaries – but there was a concern that (a) land designated for employment may not meet the site requirements of potential employers, and (b) adequate planning for the provision of public facilities and services required for development may not have occurred.

ORS 197.712 addresses the first concern by requiring cities to prepare and adopt Economic Opportunities Analyses (EOA) and provide suitable sites to meet identified employment needs. The City of Nyssa EOA was adopted and served as the basis for proposed UGA amendments in 2014.

The second issue – that of planning for key public facilities – is addressed in ORS 712(e) which states:

(e) A city or county shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. The public facility plan shall include rough cost estimates for public projects needed to provide sewer, water and transportation for the land uses contemplated in the comprehensive plan and land use regulations. Project timing and financing provisions of public facility plans shall not be considered land use decisions.

The statutory requirement for local public facilities plan is also set forth in Goal 11 (Public Facilities and Services).

Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons.

Public Facilities Plan – A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan or plans within an urban growth boundary containing a population greater than 2,500.

The Goal 11 administrative rule (Public Facilities Planning: OAR Chapter 660, Division 011) provides further guidance on the preparation of PFPs. Please see **Appendix** A for the full text of the Goal 11 rule as it applies to the local Public Facilities Plans.

PURPOSE AND BACKGROUND

The purpose of The City of Nyssa Public Facilities Plan (PFP) is to assure that planned urban development within The City of Nyssa Urban Growth Area (UGA) has an adequate level of key public facilities guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the City's landowners, employers and residents, and that needed facilities and services are provided in a timely, orderly and efficient arrangement, as required by Statewide Planning Goal 11 (Public Facilities and Services).

WHAT IS A PUBLIC FACILITIES PLAN AND HOW SHOULD IT BE USED?

The PFP is a background document to the City of Nyssa Comprehensive Plan (CP) and provides technical support for the Goal 11: Public Facilities and Services, the Goal 12: Transportation and the Goal 14: Urbanization Chapters in the CP.

¹ This legislation was later incorporated into the Goal 9 (Economic Development) administrative rule (OAR Chapter 660, Division 009). ORS 197.717 also commits the state to provide technical assistance to local governments in preparing required economic studies and suitable land inventories.

As defined in OAR 660-0011-0005(1):

A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans.

The PFP identifies water, sanitary sewer, and transportation facilities needed to support the land uses designated on The City of Nyssa CP Map during the 20-year planning period. The PFP identifies facility projects that are necessary to serve planned urban development within (a) the existing UGA and (b) the proposed UGA expansion area. The PFP is based on and supported by facility master planning documents prepared by consultant firms.

As noted in OAR 660-011-0010(3):

(3) It is not the purpose of this division to cause duplication of or to supplant existing applicable facility plans and programs. Where all or part of an acknowledged comprehensive plan, facility master plan either of the local jurisdiction or appropriate special district, capital improvement program, regional functional plan, similar plan or any combination of such plans meets all or some of the requirements of this division, those plans, or programs may be incorporated by reference into the public facility plan required by this division. Only those referenced portions of such documents shall be considered to be a part of the public facility plan and shall be subject to the administrative procedures of this division and ORS Chapter 197.

To address this requirement, this document often cross-references applicable sections of sanitary sewer, water and transportation master plans rather than repeating their contents.

It is important for future users of this PFP to understand this document is based on the best information available to City staff and Winterbrook Planning at the time of the plan preparation. Professional judgment was used to identify and describe projects (including their location, rough cost estimates² and timing³) that may not be constructed for 20 years. The projects and their descriptions are *expected* to change as a result of more detailed studies in the future. As noted in OAR 660-011-0015 – 0035, project descriptions, locations, cost estimates and timing may change based on environmental impact studies, design studies, facility master plans, capital improvement programs, or site availability.

As specifically stated in OAR 660-011-0045(2) and (3):

(2) Certain public facility project descriptions, location or service area designations will necessarily change as a result of subsequent design studies, capital improvement programs,

² OAR 660-011-0005(2) makes it clear that "Rough cost estimates are approximate costs expressed in current-year (year closest to the period of public facility plan development) dollars. It is not intended that project cost estimates be as exact as is required for budgeting purposes."

³ OAR 660-011-0025(3) makes it clear that: "Anticipated timing provisions for public facilities are not considered land use decisions as specified in <u>ORS 197.712(2)(e)</u>, and, therefore, cannot be the basis of appeal under <u>ORS 197.610(1)</u> and (2) or 197.835(4)."

environmental impact studies, and changes in potential sources of funding. It is not the intent of this division to:

- (a) Either prohibit projects not included in the public facility plans for which unanticipated funding has been obtained;
- (b) Preclude project specification and location decisions made according to the National Environmental Policy Act; or
- (c) Subject administrative and technical changes to the facility plan to ORS 197.610(1) and (2) or 197.835(4).
- (3) The public facility plan may allow for the following modifications to projects without amendment to the public facility plan:
- (a) Administrative changes are those modifications to a public facility project which are minor in nature and do not significantly impact the project's general description, location, sizing, capacity, or other general characteristic of the project;
- (b) Technical and environmental changes are those modifications to a public facility project which are made pursuant to "final engineering" on a project or those that result from the findings of an Environmental Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 (40 CFR Parts 1500-1508) or any federal or State of Oregon agency project development regulations consistent with that Act and its regulations.
- (c) Public facility project changes made pursuant to subsection (3)(b) of this rule are subject to the administrative procedures and review and appeal provisions of the regulations controlling the study (40 CFR Parts 1500-1508 or similar regulations) and are not subject to the administrative procedures or review or appeal provisions of ORS Chapter 197, or OAR Chapter 660 Division 18.

Amendments to the PFP that "significantly impact a public facility project" are considered land use decisions that require an amendment to the CP and notification to the Department of Land Conservation and Development. Such amendments include:

(4) Land use amendments are those modifications or amendments to the list, location or provider of, public facility projects, which significantly impact a public facility project identified in the comprehensive plan and which do not qualify under subsection (3)(a) or (b) of this rule. Amendments made pursuant to this subsection are subject to the administrative procedures and review and appeal provisions accorded "land use decisions" in ORS Chapter 197 and those set forth in OAR Chapter 660 Division 18.

RELATION TO THE TRANSPORTATION SYSTEM PLAN OR TSP

The current TSP for City of Nyssa was developed in 1998 by Otak, and updated in 2011 by Parametrix. The 2011 update addressed Transportation Planning Rule (TPR) requirements and updated pedestrian and bicycle facilities planning. Lancaster Engineering performed traffic impact analyses for proposed opportunity areas and the northern industrial UGA expansion area (included as Appendix E to this document). Projects listed in the TSP will provide the necessary

improvements to develop and serve the proposed opportunity areas and expansion area. No additional projects are required to serve the proposed opportunity areas and expansion area. The City plans to update the TSP following the 2014 plan amendment process. The future TSP update will be prepared by a transportation consultant as funding becomes available.

THE CITY OF NYSSA – MALHEUR COUNTY JOINT URBAN GROWTH MANAGEMENT AGREEMENT OR JMA

The Nyssa-Malheur County JMA is attached as Appendix B to this document.

PLAN CONTENTS & ORGANIZATION

The PFP includes projects necessary to service all unincorporated areas of Nyssa's existing UGA within the plan's horizon. All public facilities within the UGA are provided by the City of Nyssa. Malheur County provides transportation facilities within unincorporated areas.

Per OAR 660-011-0010(1), this PFP must and does include the following elements:

- (a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan [See also 660-11-0020];
- (b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary [See also 660-11-0020];
- (c) Rough cost estimates of each public facility project [See also 660-11-0035];
- (d) A map or written description of each public facility project's general location or service area [See also 660-11-0030];
- (e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;
- (f) An estimate of when each facility project will be needed [See also 660-11-0025]; and
- (g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system [See also 660-11-0035].

The City has prepared this information for each the main public facilities of concern: Wastewater, Drinking Water, and Transportation. The PFP references, for each facility:

- a list of significant projects,
- rough cost estimates for each project,
- an estimate of when the project will be enacted (divided into five-year periods), and
- · maps corresponding to referenced projects.

The PFP also includes a discussion of existing and proposed funding mechanisms for these projects. Comprehensive Plan and Statewide Planning Goal findings are included demonstrating compliance with applicable state and local law. A copy of The City of Nyssa – Malheur County Joint Urban Growth Management Agreement (JMA) is included as **Appendix B**.

METHODOLOGY FOR DETERMINING 2034 UGA Expansion Area Facilities Costs

HECO Engineers identified water and sewer system improvements required to serve the expansion area. The projects required within the existing City limits were identified and associated costs were estimated. Water and sewer main lines outside the existing City limits, but within the UGA, were modeled to confirm that the City could provide sufficient water and sewer capacity to the UGA. Specific projects within the UGA will be identified when development is imminent.

UTILITY SYSTEMS

WATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))
The 2010 City of Nyssa Water Master Plan provides:

- A description of the water system in Section 1;
- An evaluation of water quality and requirements in Section 2;
- An analysis of projected growth and water supply in Section 3;
- An evaluation of the existing water system facilities in Section 4;
- An analysis of needed improvements in Section 5;
- An analysis of financing alternatives in Section 6; and
- A recommendation for a system improvement program in Section 7.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

The City water system improvements identified in the 2014 PFP have been constructed and are presently in service. These projects have improved the existing supply and distribution system and are expected to support much of the anticipated growth over the planning period although additional projects will be required to provide connectivity to specific sites as they are developed. The recently completed projects are listed in the table below.

This table does not include local water system development projects or costs within the 2034 UGA expansion area or Economic Opportunity areas, as developers will be expected to assume these costs.

Recent Water System Improvements

Water System Improvement	Completion Year
Supply, Storage, and Treatment Facility	2018
Park Irrigation Wells and System	2017
8" main 5th St, King to Main	2017
12" main, Hwy 26 N of Locust	2017
10" main, King Ave, 2nd to 7th	2017
Hydrant replacements	2017
Valve Replacements	2017
Other misc, repairs and improvements	2017

Additional ongoing maintenance activities will be required during the planning period. These include tank inspections, meter replacements, fire hydrant replacements, pressure valve reconstruction, and similar regularly scheduled activities which are part of the City's normal operations.

This document provides an estimate of the new water lines required and estimated cost to service the specific potential industrial sites identified in Maps 2-4 (Sites 1-3 and Zone D Conceptual Water Plans).

UGA-R/EO Site 1 (Site 1):

Water service to Site 1 can be provided by installing three segments of water main: 1) 1,350 lineal feet of 12-inch water line west from the intersection of Locust Avenue and US20/26; 2) 1,350 lineal feet of 10-inch water line from North 11^{th} Street west in alignment with Main Street; 3) 2,700 lineal feet of 12-inch water line running north-south to connect the westerly ends of lines one and two. The City estimates that this configuration would supply approximately 3,600 gallons per minute (gpm) fire flow to this area. Additional smaller pipe lines may be required within this area to serve the proposed development.

The City estimates the cost of the water line segments to serve Site 1 to be approximately \$546,000. The conceptual locations of the lines are shown in "UGA-R/EO Site 1, Conceptual Water Service Plan" (Map 2).

UGA-R/EO Site 2 (Site 2):

Water service to Site 2 can be provided by installing four segments of water line: 1) 2,600 lineal feet of 10-inch line from Locust Avenue along the alignment of Seventh Street into Site 2; 2) 1,250 lineal feet of 12-inch line extending west from the end of segment 1; 3) 1,250 lineal feet of 12-inch water line extending south from the end of segment 2 to the intersection of N. Third Street and Chestnut Avenue; 4) 1,000 lineal feet of 10-inch water line along Chestnut Avenue between N. Third and N. Seventh Streets. The City estimates that this configuration would supply approximately 4,000 to 4,500 gpm to this area. Additional smaller pipe lines may be required within this area to serve the proposed development.

The City estimates the cost of the three water line segments to serve Site 2 to be approximately \$604,000. The conceptual location of the lines are shown in "UGA-R/EO Site 2, Conceptual Water Service Plan" (Map 3).

UGA-I Site 3 and Zone D (Site 3):

The plan for providing water service to Site 3 has been revised as shown in Map 4 (revised). Modifying the plan as shown will more efficiently supply water to both Site 3 and Zone D. Water service to Site 3 and Zone D can be provided by installing six segments of pipe: 1) 1,250 lineal feet of 10-inch water line; 650 lineal feet along Chestnut Avenue between N. Fifth and N. Third Streets and 600 lineal feet south from Chestnut Avenue along N. Fourth Street; 2) 10,500 lineal feet of 12-inch line due north of the intersection of N. Third Street and Chestnut Avenue; 3) 8,000 lineal feet of 8-inch line extending east, north, and south through Zone D from the north end of segment 2; 4) 8,700 lineal feet of 10-inch line extending due south from the east end of segment 3 to connect to the intersection of N. Idaho Street and Chestnut Avenue; 5) 2,800 lineal feet of 10-inch line crossing between segments 2 and 4 through and adjacent to Site 3; 6) 4,200 lineal feet of 10-inch water line from the intersection of N. Idaho Street and Chestnut to near the intersection of Ehrgood Avenue and Second Street east of the railroad tracks.

The City estimates that this configuration would supply approximately 3,000 gpm to Site 3 and Zone D. The main pipelines described above would be installed in phases as growth occurs. Additional smaller pipe lines may be required within these areas to serve the proposed development.

The City estimates the cost of the water line segments 1 through 6 to serve Site 3, Zone D, and the intervening gravel pit to be approximately \$3.0 million. The conceptual locations of the lines are shown in "UGA-I Site 3 and Zone D, Conceptual Water Service Plan" (Map 4(revised)).

WASTEWATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The 2012 City of Nyssa Wastewater Collection System Facilities Plan provides:

- An analysis of study area characteristics and population growth in Chapter 3;
- A review of the City's wastewater system in Chapter 4;
- An analysis of wastewater flows in Chapter 5;
- An analysis of bases for design and cost, and design capacity in Chapter 6;
- An evaluation of wastewater improvement alternatives in Chapter 7;
- A description of costs and funding in Chapter 8; and
- A description, financing plan, and implementation schedule for the recommended alternative in Chapter 9.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, c, & F))

The City of Nyssa Wastewater Collection System Facilities Plan identifies and recommends \$2 million in capital improvement projects and programmatic actions for the City's wastewater system to accommodate projected growth during the planning period. This plan was developed by Holladay Engineering in 2012, and reflects the city's ability and need to serve the existing UGA. The Wastewater Improvements table below contains the actions that are prioritized by expected construction date. Note that the projects listed in years 0-5 have been completed as of this 2018 update.

Wastewater Collection System Improvement Plan						
		1mpi	ovement la	11		
Lift Stations and Pun	iping Facilit	ies				
Project	Cost	0- 5 yr	6-10 yr	11-15 yr	16-20 yr	20+ yr
Central Lift Station	\$49,900			\$49,900		
Main Lift Station	\$74,850			\$74,850		
North Lift Station	\$74,850			\$74,850		
South Lift Station	\$33,270			\$33,270		
Central Lift Station	\$33,270			\$33,270		
North Lift Station	\$33,270			\$33,270		
SCADA System	\$83,170			\$83,170		
Gravity Collection Sy 8" Sewer - Park	7	<u> </u>	Ø210 140			
o sewer-park Ave.	\$218,140		\$218,140	ļ		
N. 11 St. (MH 119)	\$4,990	\$4,990				
8" Sewer –bet. N 8 th and N 9 th	\$37,450		\$37,450			
8" Sewer - bet, N 8th		\$38,110				
and N 9th	\$38,110					-
8" Sewer - Alley bet.	\$110,380	\$110,380				
N 2nd and N 3rd						
8" Sewer - N 2nd St.	\$38,110	\$38,110				

8" Sewer - Esmt east	\$24,970	\$24,970			
of N 2nd	Ψ21,570	φ21,570			
8" Sewer - Alley bet.	\$187,750	\$187,750			
N 1st and N 2nd					
8" Sewer - N Idaho	\$49,990		\$49,990		
St.					
8" Sewer - Green	\$51,250		\$51,250		
Ave.					
8" Sewer - Ehrgood	\$127,715	\$127,715			
Ave.					
12" Sewer - Elirgood	\$22,455		\$22,455		
Ave.	#50.040	000010	-		
Manhole	\$29,940	\$29,940			
Replace/Rehab - 2nd					
St.	\$243,105	#042 10E			
8" Sewer - Alley bet. Main and Bower	\$243,103	\$243,105			
8" Sewer - Alley bet.	\$144,185	\$144,185			
Reece and Adrian	φ1 44 ,100	\$1 44 ,165			
MH Replace/Rehab -	\$154,695		\$154,695		
Various Locations	φιστ,095		φ15+,095		-
8" Sewer - Park Ave.	\$44,680	\$29,630	\$15,000		
8" Sewer - Easement	\$98,555	Ψ22,030	\$98,555		
bet. N 8th and N 9th	Ψ,0,555		Ψ20,333		Programme and the second
8" Sewer - Easement	\$109,070		\$109,070		
bet. N 7th and N 8th	4105,070		4105,0		
8" Sewer - Alley bet.	\$89,360		\$89,360		
N 4th and N 5th					
8" Sewer - Alley bet.	\$76,875		\$76,875		
N 2nd and N 3rd					
8" Sewer - Green	\$23,655			\$23,655	
Ave.					
10" Sewer - Beech	\$19,795			\$19,795	
Ave.					
8" Sewer - Alley bet.	\$39,420			\$39,420	
N 4th and N 5th					
8" Sewer - Alley bet.	\$8,540			\$8,540	
King and Ennis			:		
TOTAL	2,000,000				

These figures do not include local sewer development costs within the 2034 UGA expansion area as developers will be expected to assume these costs.

The PFP provides an estimate of the new sewer line required and estimated cost to service the specific potential industrial sites identified in Map 1.

UGA-R/EO Site 1 (Site 1):

Sewer service to Site 1 can be provided by installing five segments of pipe: 1) 1,200 lineal feet of 10-inch gravity sewer west of the intersection of Locust Avenue and US20/26; 2) 1,200 lineal feet of 10-inch gravity sewer along US20/26 north of Locust Avenue; 3) 2,400 lineal feet of gravity sewer along Locust Avenue east from US20/26; 4) 450 lineal feet of 12-inch gravity sewer between N. Third and N. Fourth Streets from Locust Avenue to Beech Avenue; 5) 1,350 lineal feet of gravity sewer along Beech Avenue to the existing lift station. Additional smaller pipe lines may be required within this area to serve the proposed development.

The PFP estimates the cost of the sewer line segments to serve Site 1 to be approximately \$805,000. The conceptual locations of the lines are shown in "UGA-R/EO Site 1, Conceptual Sewer Service Plan" (Map 5)

UGA-R/EO Site 2 (Site 2):

Sewer service to Site 2 can be provided by installing three segments of pipe: 1) 3,000 lineal feet of 10-inch gravity sewer west to east through the site; 2) 2,000 lineal feet of 10-inch gravity sewer along the east side of the site south to the intersection of N. Third Street and Beech Avenue; 3) 1,350 lineal feet of 15-inch gravity sewer along Beech Avenue to the existing lift station. Additional smaller pipe lines may be required within this area to serve the proposed development.

The PFP estimates the cost of the sewer line segments to serve Site 2 to be approximately \$748,000. The conceptual locations of the lines are shown in "UGA-R/EO Site 2, Conceptual Sewer Service Plan" (Map 6).

UGA-R/EO Site 3 and Zone D (Site 3):

The plan for providing sewer service to Site 3 has been revised as shown in Map 7 (revised). Modifying the plan as shown will more efficiently provide sewer service to both Site 3 and Zone D. Sewer service to Site 3 and Zone D can be provided by installing six components: 1) 4,000 lineal feet of 8-inch gravity sewer oriented east and west within Site 3; 2) 5,400 lineal feet of gravity sewer (1,700 feet of 10-inch and 3,700 feet of 8-inch) within Zone D; 3) 12,600 lineal feet of 18-inch gravity sewer line along Arcadia Boulevard/N. Third Street to Beech Avenue, and then east along Beech Avenue to the existing lift station at N. Idaho Street; 4) rebuild existing lift station at Beech Avenue and N. Idaho Street (enlarged from current planned size); 5) two additional lift stations along Arcadia Boulevard, one each at the intersections of Columbia Avenue and Gamble Island Road. Additional smaller pipe lines may be required within this area to serve the proposed development.

The PFP estimates the cost of the sewer components to serve Site 3 and Zone D to be approximately \$3.0 million. The conceptual locations of the lines are shown in "UGA-I Site 3 and Zone D, Conceptual Sewer Service Plan" (Map 7(revised)).

TRANSPORTATION SYSTEM

As explained in the Introduction, the City of Nyssa TSP was adopted in 1998, and updated in 2011 (to address TPR requirements and update planned pedestrian and bicycle improvements).

- TSP Section 2 describes planned transportation projects, priorities, and costs;
- TSP Section 3 describes planned implementation and funding mechanisms;
- TSP Figures 2-4 show planned transportation project locations;
- TSP Update Chapter 3 describes non-motorized transportation planning elements; and
- TSP Update Chapter 4 describes funding mechanisms for non-motorized transportation upgrades.

The project lists, maps, and funding mechanisms described in the TSP and 2011 update remain applicable to the existing UGA. As indicated in Appendix E, improvements and classifications in the TSP will adequately serve proposed employment opportunity areas and the proposed expansion area.

FUNDING FOR CAPITAL PROJECTS (OAR 660-11-0010(1)(G))

Potential sources of funding available to help the City meet capital needs through the planning horizon include grants, developer contributions, and capital reserves (including System Development Charge (SDC) revenues).

Debt will be issued to cover any costs not covered by these other funding sources. Revenue bonds will be used as the debt funding mechanism, although it is expected that the City will pursue lower cost loans, grants, and developer contributions whenever possible to reduce future costs for its ratepayers. The Nyssa Municipal Code includes regulations requiring developer proportional contributions towards utility construction and over-sizing.

The following facility master plans provide additional guidance for funding capital improvement projects in the following locations:

- Wastewater Facility Master Plan Update Chapters 8-9;
- Water System Master Plan Section 6;
- Transportation System Plan Section 3; and
- Transportation System Plan Update Section 4.

The above chapters and sections are incorporated into this plan by reference.

COMPREHENSIVE PLAN CONSISTENCY (OAR 660-11-0050(3))

The PFP is consistent with and furthers the goals of the Nyssa CP. In particular, the Public Facilities and Services Element deals with the provision of water and sewer facilities, as well as education, fire and police protections, health services, municipal government facilities and services. The Public Facility Plan consolidates the capital improvement programs for water and sanitary sewer into one long-range capital improvement program that is coordinated with land use policies, in compliance with the CP.

The CP does not allow for the expansion of city services into unincorporated areas. This PFP is in compliance with the CP public facilities element as it projects needed improvements within the UGA, but only schedules those improvements upon annexation of those areas into the City.

STATEWIDE PLANNING GOAL FINDINGS

This Public Facility Plan (PFP) is consistent with the relevant statewide planning goals as shown below.

<u>Goal 1 – Citizen Involvement</u>. The City of Nyssa has acknowledged land use codes that are intended to serve as the principal implementing ordinances to its CP.

Adequate public notice of the proposed changes was provided through the Legislative Actions public notice process as specified in Chapter 11.16 of the Nyssa ZO. A public hearing process was held at the City Council to consider the PFP. The process involves various forms of notification including notification in local newspapers and notification of impacted governmental agencies and recognized neighborhood groups.

<u>Goal 2 – Land Use Planning</u>. The City of Nyssa has established a land use planning process and policy framework as a basis for all decision and actions related to use of and to assure an adequate factual base for such decisions and actions. Development and adoption of the PFP has followed City and State requirements for adoption of periodic review products, and has been found to be compatible with the City's CP.

<u>Goal 3 – Agricultural Lands</u>. The Public Facility Plan does not affect the City of Nyssa Comprehensive Plan's consistency with this goal and this goal does not apply within adopted, acknowledged urban growth boundaries. None of the proposed projects are intended to provide urban facilities to properties outside of the UGA or to properties not already annexed into the City of Nyssa. Instead, projects were recommended through the background facility plans to meet the City's projected population and employment growth within the planned UGA.

<u>Goal 4 – Forest Lands</u>. The Public Facility Plan does not affect the City of Nyssa Comprehensive Plan's consistency with this goal and this goal does not apply within adopted, acknowledged urban growth boundaries. None of the proposed projects are intended to provide urban facilities to properties outside of the UGA or to properties not already annexed into the City of Nyssa. Instead, projects were recommended through the background facility plans to meet the City's projected population and employment growth within the planned UGA.

<u>Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces</u>. No proposed projects are located within mapped Goal 5 resource areas. Consistent with Policy 16-3(3), Nyssa will continue to coordinate with Malheur County to develop efficiently within the urbanizable area of the UGA.

<u>Goal 6 – Air, Water and Land Resources Quality</u>. Facilities recommended for construction in this Public Facility Plan will comply with city, state and federal standards to protect air and water quality. All waste and process discharges from future development will not violate applicable state or federal environmental quality statutes, rules and standards. Public sanitary sewer infrastructure will provide adequate service to any future development within the UGA.

<u>Goal 7 – Areas Subject to Natural Hazards</u>. Some of the proposed projects are located within mapped floodplain areas, but their presence does not have any adverse effect on existing policies or procedures adopted by the City of Nyssa for application in floodplain areas. Facilities recommended for construction in this Public Facility Plan will comply with city, state and federal standards to protect against natural hazards. Steps will be taken to protect life and property from natural disasters and hazards during any future development by following all applicable building codes and regulations. Furthermore, proposed projects located in floodplain areas are intended to provide mitigation of flood events and, correspondingly, to protect life and property from damage due to flood impacts.

<u>Goal 8 – Recreational Needs</u>. All of the proposed projects are intended to improve or expand current facilities, or to accommodate future growth in population or employment, including recreational needs for developing areas.

<u>Goal 9 – Economic Development</u>. Adequate public facilities are vital for economic development. Adoption of this public facility plan will formally adopt project lists for drinking water and sanitary sewer facilities that will ensure the City can serve existing, planned, and potential commercial and industrial development through 2034.

<u>Goal 10 – Housing</u>. Adequate public facilities are necessary to accomplish the objectives of this goal and applicable administrative rules. Housing needs as identified by the City of Nyssa Comprehensive Plan map are adequately addressed through the proposed public facility plan.

<u>Goal 11 – Public Facilities and Services</u>. This plan is designed to assure that urban development in Nyssa is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the City's residents, and that those facilities and services are provided in a timely, orderly and efficient arrangement, as required by Statewide Planning Goal 11.

OAR Chapter 660, Division 11, implements Goal 11. OAR 660-011-0030(1) requires that the public facility plan list the proposed projects and identify the general location of the project on a map. The proposed plan references current water and wastewater facility plans including project tables and maps, and includes tables of additional projects for water and wastewater facilities construction, as well as seven corresponding maps. OAR 660-011-035 requires the public facility plan to include a rough cost estimate for public facility projects identified in the plan. The referenced plans include cost estimates for projects within the existing UGA, and the PFP includes rough cost estimates for additional projects related to the 2014 plan amendment package. These costs are derived from the work performed during the preparation of the 2012 Wastewater Facility Plan, and the 2010 Water System Master Plan, as updated for City Council by Holladay Engineering in 2014.

OAR 660-011-0045 requires certain elements of the public facility plan to be adopted as part of the Comprehensive Plan. These elements include the list of public facility project titles and associated reference map.

Goal 12 – Transportation. The 1998 Transportation System Plan was independently adopted as a refinement plan to the City of Nyssa Comprehensive Plan in 1998. This document, which was coadopted with Malheur County, acts as a public facility plan for transportation facilities within Nyssa's UGA. The TSP was updated in 2011 for compliance with the TPR and updates to pedestrian and bicycle facilities. Goal 11 requirements for public facility planning through 2034 will be further met for this facility through the update process.

Goal 13 – Energy Conservation. All of the projects are upgrades, enhancements or expansions of capacity within existing public facility systems. These projects maximize the efficiency of the existing systems and provide for infill and redevelopment opportunities that cannot go forward without these improvements. Hence adoption of this public facility plan is consistent with this goal.

Goal 14 – Urbanization. The public facility plan does not affect or change the existing UGA, although the background documents include projects/ideas for service provision to the proposed 2014 expansion area. The public facility plan details how the city will expand existing facilities to enable planned population and employment growth within the planned UGA.

Conclusion. Based on the above analysis the City concludes that applicable Statewide Planning Goals have been met by this proposal.

Exhibit 6: Proposed Nyssa TVRC Zoning Ordinance Amendments

Background

In 2014, the city of Nyssa adopted amendments to the Nyssa Comprehensive Plan and Zoning Ordinance to implement the Nyssa Economic Opportunities Analysis (EOA) by designating three large industrial sites within the Nyssa Urban Growth Area (UGA). The 2014 adopted amendment package included the Nyssa EOA and Public Facilities Plan (PFP), and amendments to the Nyssa Comprehensive Plan map and text and to the Zoning Ordinance.

City of Nyssa Ordinance 636-14 adopted the entire 2014 amendment package.

2018 Plan and Code Amendments

The **2018 Nyssa Comprehensive Plan** a**mendment package** includes additional amendments to the Nyssa Comprehensive Plan text, policy and map (including the Nyssa EOA and PFP) and the Zoning Ordinance. The primary purpose of the 2018 amendment package is to provide a suitable site for the Treasure Valley Reload Center (TVRC) on Site A — which will be included within the Nyssa UGA. A secondary purpose is to provide future lots in a full-service industrial park for supporting agricultural-industrial uses that will benefit directly from location near the TVRC.

State and Local Policy Requirements

However, state law requires (OAR 660-024-050(7)) that land brought in the UGA for a specific purpose must be reserved for that purpose.

(7) Lands included within a UGB pursuant to OAR 660-024-0065(3) to provide for a particular industrial use, or a particular public facility, must be planned and zoned for the intended use and must remain planned and zoned for that use unless the city removes the land from the UGB.

Nyssa's existing Industrial zone allows non-rail-dependent industrial and other uses which is consistent with the purpose of including Site A within the Nyssa UGA. Moreover, both Nyssa and Malheur County have an policy interest in ensuring the success of the TVRC, which depends on reserving scarce land within the TVRC Industrial Park for rail-dependent and supporting industrial uses.

The 2018 amendments to the Nyssa Comprehensive Plan include the following policy:

Site A has approximately 210 acres with a mile of railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVSA) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

To comply with state law, implement the Nyssa EOA and the TVRC/Site A policy stated above, the following amendments to Nyssa Ordinance 636-14 are necessary.

Adopted text from the Nyssa Zoning Ordinance adopted in 2014 is provided in standard format; the proposed amendment to uses in the Industrial zone are shown in bold.

Section 11.01.030 DEFINITIONS Insert after "PROFESSIONAL OFFICES":

RAIL-DEPENDENT INDUSTRIAL: Industrial development that requires or benefits substantially from direct access to the Union Pacific Railroad.

Section 11.02.020 CLASSIFICATION AND ZONES Insert after "Industrial":

Economic Opportunity Overlay

/ EO

Chapter 11.08 Industrial Zone (I)

Section 11.08.020

USES PERMITTED OUTRIGHT

The following uses and their accessory uses are permitted in an I zone, provided however that uses on Site A as identified in the Nyssa Comprehensive Plan shall be limited to rail-dependent, agricultural processing, warehouse and distribution and supporting industrial service uses that benefit from location in a full-service industrial park next to the planned Treasure Valley Reload Center.

Commercial and residential uses are prohibited on Site A; farming is allowed as an interim use.

Insert:

- High technology, electronic data and computer-related uses (e.g., data centers)
- Rail-dependent industrial uses

Section 11.08.070 ECONOMIC OPPORTUNTY OVERLAY / EO

This is a new section and follows Section 11.08.060 OFF STREET PARKING AND LOADING.

- (A) This section applies to land that has a Residential base zone with an Economic Opportunity / EO overlay, as shown on the Nyssa Zoning Map.
- (B) The purpose of the Economic Opportunity / EO Overlay is to provide large industrial sites (as called for in the City's Economic Opportunities Analysis) while allowing individual property owners to retain the option of developing their property consistent with the base Residential zone. The / EO overlay allows the City to work with the property owner to market / EO sites to potential industrial firms that may decide to locate in Nyssa.
- (C) This zoning choice is made at the time of annexation to the City. Without the / EO overlay, the property would automatically be given the City Residential zone that applies to the property.

- (D) The / EO overlay allows the property owner(s) to request, at the time of annexation, that the City zone all or part of the annexed property Industrial (I). The City's decision to zone annexed property for Industrial (I) uses is subject to the following standards:
 - (1) To retain large industrial sites, the minimum Industrial site area is 20 acres. Annexed sites with less than 20 acres cannot be zoned Industrial (I).
 - (2) The Industrial area must have direct access to Highway 20 without requiring trucks to pass through existing or planned residential areas.
 - (3) If the Industrial area abuts an existing or planned residential area, a 20-foot landscaped and fenced buffer shall be required.
- (E) Once the land is zoned industrial (I), residential uses will longer be permitted. However, if the industrial (I) land does not develop for industrial use within two years following annexation, the property owner may request that the property be re-zoned City Residential.

November 1, 2018

TO: Malheur County and the City of Nyssa

From: Mark Owens

Badger Ventures, LLC

RE: Interest in Intermodule Site, Nyssa OR

To whom it may concern,

Badger Ventures, LLC is very interested in the opportunity to locate a hay press in Malheur county at the new trans load facility that will be located in Nyssa.

Badger Ventures, LLC is a small hay operation located near Burns, OR. We have been supplying alfalfa hay to be sent to the Asian market. There is now a chance for expansion into our own hay press setup. This will require that we have access to rail. With out efficient transportation and most importantly, economic access and loading, moving hay from E. Oregon and W Idaho does not work. We must have the ability to send hay to a port without having the transportation cost driving down what we can offer the producer for their product. The new facility at Nyssa would allow us to be able to press the hay, load the containers and place the container directly on rail without another load and unload. Even if the haul is of a short duration the actual expense is the on and off from one transportation devise to another.

We would need approximately 40 acres to have the room necessary for storage, truck movement and the press. We have tentative agreements in place that would allow us to put in the press and begin operation as soon we secured the site. A hay press in Nyssa would provide another outlet for Oregon and Idaho farmers to effectively market their hay. Providing real price competition further stabilizing what is an inherently unstable commodity market.

We look forward to continuing the conversation and hope that we can move forward on this project soon.

Mark Owens Badger Ventures, LLC



November 9, 2018

Dear Malheur County Court,

Baker & Murakami Produce Co. is the largest onion packer in Malheur County and SW Idaho, we are very interested in utilizing the proposed transload facility north of Nyssa. As I have stated before, the transportation situation for our region has continued to worsen over the past decade.

The lack of truck drivers nationwide and the shortage of rail cars has had a crippling effect on our local onion industry; trucking companies are having a very difficult time manning their fleets. The proposed transload facility would offer a very appealing alternative to direct trucking and direct rail shipments. The transload facility will utilize an express train which would be more than twice as fast a regular rail service at a price somewhere between regular rail rates and trucking rates. According to the Union Pacific, a rail car has a 41-day turnaround with regular service and an 18-day turnaround with the express train. We were told that in order for the railroad to reinvest in new cars they would have to experience 10 turns per year. Thus, the transload facility would not only allow local shippers a feasible transportation alternative, but it would allow the UP to invest in new equipment.

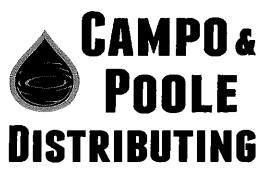
The transload facility is much needed in Malheur County. The legislators and our governor are very aware of our situation and they have allotted funds for this facility.

As far as the acreage or the actual building and tracks, I leave that up to the experts with whom we have contracted for their professional opinions.

Sincerely,

Grant Kitamura

Managing Partner, CEO



87 SE 7th Avc. (PO Box 309), Ontario, Oregon 97914
 412 S. Pennsylvania Avc., Fruitland, Idaho 83619
 Phone (541) 889-3128 Fax (541) 881-1465

Greg Smith
Malheur County Economic Development
522 S W 4th St
Ontario, OR 97914

November 12, 2018

Dear Greg,

Our company is giving serious consideration to an expansion to our business here in Malheur County. Our plan would call for between 5 and 10 acres with railroad access. We will need to have the ability to store up to 20 railcars on our siding at any given time. We would be bringing product in by rail, remanufacturing it and sending the new product out by rail or by truck. We like the location of your new industrial park because of it's proximity to Union Pacific Railroad, it's ease of access to Interstate 84 and the closeness to our current headquarters.

We are working with a company who is developing new technology for this process so we are a couple years out to construction. It sounds as though that will work into your timeline as well. Please keep us informed as your development of this new industrial park continues.

We are excited about what this development could mean for us and for this area.

Sincerely,

Rainh Poole

CEO - Campo & Poole Distributing



28519 Hwy 20/26 Parma, ID 83660

(208)674-3200 (208)674-3207 (FAX) PO Box 1545 Nyssa, OR 97913

Malheur County Court & Nyssa City Counsel

To whom it may concern,

Fort Boise Produce is excited to be able to consider the Treasure Valley Reload Center for our future expansion plans in the Nyssa, Oregon area.

We would be interested in approximately 10 acres with rail access to meet our expansion needs. Having rail access and being located in an industrial park with city utility services is important to us.

Fort Boise's sister company farms several thousand acres in the Nyssa area. Fort Boise has extensive onion storage facilities near the proposed rail center as well as in the city of Nyssa. We also have an onion packing facility on the Idaho side. This is an agricultural driven economy in Malheur County. We feel the entire property should be developed to strengthen the local economy and provide farmers and producers an ag-based facility with rail access to ship their products from.

Sincerely,

James Farmer



28519 Hwy 20/26 Parma, ID 83660

(208)674-3200 (208)674-3207 (FAX) PO Box 1545 Nyssa, OR 97913

Malheur County Court & Nyssa City Counsel

To whom it may concern,

You have asked me to provide you with my thoughts on why most of Nyssa's industrial base has moved one mile into Idaho.

When heavy snow collapsed the buildings owned by Owyhee Produce and Golden West Produce, in Nyssa there was no suitable industrial ground in Malheur County to build on so they moved one mile across the border and built in Idaho. The many millions of dollars they spent in Idaho could have been spent in Nyssa.

Fort Boise Produce moved to Idaho when Salem decided to increase the state minimum wage above the federal minimum and indexed it to an inflation rate that didn't represent Malheur County's rate. We felt that this wage increase was a sign that more harmful edicts would continue to be issued by Salem. We started construction in the spring and were packing onions that same fall. I don't think that would have been possible in Oregon. All land use issues were handled 25 miles away rather than the 400-mile distance to Salem.

The MCDC Board carefully searched the County for the best ground to build a rail transload facility on. Everyone in Nyssa was excited about having hundreds of acres of new industrial ground. Then Salem decided that only 120 acres could be rezoned to industrial. What a stab in the back. Salem gave us \$26,000,000 to spur economic development through a transload facility and then denied us the ground needed to maximize our potential for success. If Salem really wants to preserve farm ground, they need to do all they can to help us make farming profitable. To be profitable, our farmers need industrial ground available to agricultural processors and marketers, big and small.

Sincerely,

James Farmer



28058 Locker Road Parma, Id 83660 156 Hill Road Weiser, Id 83672

Malheur County Court Vale, OR

Nyssa City Council Nyssa, OR

Golden West Produce would like to let you know about our interest in purchasing Land in the Treasure Valley Reload Facility Industrial Park. Our primary facilities are Located in Idaho, but we also have farms and storage buildings in Oregon. I anticipate needing approximately 10 acres for future expansion.

Golden West operated from Nyssa, OR from 2000 – 2017, until we constructed our new facility in Idaho in 2017. Our family and companies have conducted business operations in Nyssa, OR since 1937. For future expansion needs, I must have rail access, city utilities, and the ability to choose from different size parcels in a developed industrial park.

This project would not appeal to me without the project being ready for sale and the ability to build once a property is purchased.

Thank you for your consideration.

Sincerely,

Troy D/ Seward

12/5/2018

To the City of Nyssa and Malheur County,

We are interested in obtaining 15 acres in the Treasure Valley Reload Center Industrial Park.

Our family has farmed and packed produce in the Nyssa, OR area since the 1940's. We have a diversified farm operation and distill mint oil, pack fresh onions and asparagus at facilities in Oregon and Idaho.

This industrial park would meet our future expansion plans. We have long needed a park like this with rail siding, centralized location for trucking, and utilities available (water, sewer, gas, electricity).

Once established this should help other agricultural businesses. Trying to locate in Oregon as an individual business is almost impossible. This will bring much needed jobs to our communities as well as supporting the local agriculture industry.

Sincerely,

Craig Froerer President

Froerer Farms and Owyhee Produce

669 Columbia Ave.

Nyssa, OR 97913

Frahm Fresh Produce and Frahm Farms 418 King Ave Ontario, OR 97914

12/4/2018

To the Malheur County Court and Nyssa City Council,

I would like you to know I am interested in locating in the new Treasure Valley Reload Center. I anticipate needing up to 20 acres to meet our future expansion plans.

My family has farmed in this area for well over 75 years and look forward to this opportunity. I currently pack and ship onions nearby. There is no rail access and being in an established industrial park with utilities is very appealing. Also, it is very important to be able to purchase property that is properly zoned and ready to build on once purchased.

Thank you,

Rod Frahm

Owner Frahm Farms and Frahm Fresh Produce



City of Ontario 444 SW 4th Street Ontario, OR 97914 Voice (541)881-3223 Fax (541)889-7121

Mayor Ronald Verini

Norm Crume, Council President

Dan Capron

Betty Carter

Marty Justus

Thomas Jost

Ramon Palomo

November 8, 2018

To the Malheur County Court and Nyssa City Council,

The Ontario City Council would like to express its support to have the entire parcels of land identified in the transload facility study conducted by the Malheur County Development Corporation (MCDC) to be allowed to be rezoned to industrial use. Ontario recognizes the stimulus to the economy that the transload facility will provide to eastern Oregon and has an interest in making sure it is successful.

Having the entire parcels zoned industrial will allow for the ability to offer varied sized parcels that are shovel ready. We have an agricultural based economy in Malheur County with stiff competition from the State of Idaho. We need to keep as many of the phases of production in Oregon to reap the rewards of this agricultural economy. We recognize that rising tides lift all ships, so Ontario completely supports this project having the greatest flexibility possible. Having the most land zoned appropriately upfront is essential to making this successful.

Sincerely,

Signed with the Unanimous Support of the Ontario City Council

Mayor Ronald Verini



EXECUTIVE BOARD

Les Alexander – Board Chair Debbie Blackaby – Board Chair Elect

Sandy Hemenway - Treasurer

John Breidenbach – President/CEO

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Saint Alphonsus Medical Center Ontario

SUSTAINING MEMBERS

Allied Business Solutions

The Argus Observer

Columbia Bank

Farmers Mutual Telephone Co.

Four Rivers Cultural Center

The Happy Hippy

Idaho Power Company

Lifeways

St. Luke's

SELCO Community Credit Union

TQ Properties

Treasure Valley Community College

Treasure Valley Windshield & U-Haul

Waldo Agencies

ONTARIO AREA CHAMBER OF COMMERCE

251 SW 9th St • Ontario, Oregon 97914 (541) 889-8012 • Fax (541) 889-8331 Toll Free 866-989-8012

E-mail: info@ontariochamber.com Web site: www.ontariochamber.com

November 8, 2018

To the Malheur County Court and the City Council of Nyssa,

The Ontario Area Chamber of Commerce is pleased to write a letter of support for the Treasure Valley reload facility.

This reload facility between Nyssa and Ontario will not only support our great agriculture industry, the very backbone of our economy, but also provide Malheur County, as a whole, with a grand opportunity for growth within other industries.

We believe it is crucial to include the entire 390-acre site within the Nyssa Urban Growth Area; this will facilitate the formation of a fully-serviced industrial park. Several agriculture-related firms share an interest in expansion if industrialized subdivision lots are available adjacent to the reload facility. This would provide both prospective packers and processers with an incentive to invest in the local economy rather than moving across the Snake River for other openings.

The Ontario Area Chamber of Commerce is looking forward to the reload facility and the future prospects it will bring to our community. The agriculture industry is very important to our region, and we are more than supportive of seeing this development.

Sincerely,

John Breidenbach President/CEO

Ontario Area Chamber of Commerce

Tonuma A

City of Nyssa

301 Main Street Nyssa, OR 97913 541-372-2264 541-372-3737

November 13, 2018

To the Malheur County Court,

Malheur County is an agricultural based economy with stiff competition from the State of Idaho. We need to keep as much of the competition as possible on the Oregon side.

The Nyssa City Council would unanimously like to express support to have the entire parcels of land identified in the transload facility study conducted by the Malheur County Development Corporation (MCDC) to be allowed to be rezoned to industrial use. Having entire parcels zoned industrial will allow for the ability to offer varied sized parcels that are zoned appropriately to allow this project to move forward with the best most viable use of Oregon lands.

We recognize the need to keep as many of the phases of production in Oregon, Malheur County is a depressed community and by opening up the lands to be accessed in this way will keep our Agricultural community successful and competitive.

We look forward to a genuine partnership to reduce any unexpected challenges in the effort to move forward.

Sincerely,

Mayor Ross Ballard and support of the Nyssa City Council

The City of Nyssa is an Affirmative Action/Equal Opportunity Employer and complies with Section 504 of the Rehabilitation Act of 1973. The City of Nyssa is an Equal Opportunity Provider and Employer. We do not discriminate on the basis of race, religion, color, sex, age, national origin.



December 1, 2018

Malheur County Court, Nyssa City Council Sent in care of Eric Evans, Malheur County Planning Department Via email

Subject: Letter in support of Public Hearing, December 11, 2018

Concerned:

Malheur County Economic Development and the Malheur County Development Corporation wish to add their support to the plan before the entities.

The land in question is necessary to develop the Treasure Valley Reload Project, a fail facility which will help sustain and grow agriculturists and business owners in the area. The approval of the Malheur County Court and Nyssa City Council will enable this project to start the final planning stage and allow contractors to initiate construction of this important asset to the county.

The urgency shown by the county's growers and shippers towards this important project clarifies the immediate need for a reliable, economical method of transporting goods both in and out of the area. Your actions tonight support the continued growth of local agriculture along with the foreseen expansion of business interests.

We look forward to the favorable vote.

Best Regards,

Greg Smith, Director

Malheur County Development Corporation

Cc: File



SENATOR CLIFF BENTZ SENATE DISTRICT 30

Malheur County Court 251 "B" St. West, Suite 5 Vale, OR 97918

December 5, 2018

Dear Honorable County Commissioners,

I write as State Senator for Senate District 30 in support of the proposal to rezone agricultural land for the purpose of constructing the Treasure Valley Reload Facility which was included in the 2017 Transportation Package. This project was included in the Transportation Package because of the positive impact it will have on the economies of Malheur County, and the Cities of Nyssa, Ontario, and Vale.

This facility will help the agricultural and business communities in Malheur County and the surrounding areas by allowing more efficient transport of goods to market.

I fully support the rezoning of these acres of agricultural land for use by the Reload Facility.

Thank you for your consideration.

Very truly yours,

Senator Cliff Bentz

Senate District 30

Cc: Nyssa City Council

Greg Smith, Malheur County Economic Development

Exhibit 1

PLANNING COMMISSION & CITY COUNCIL AGENDA REPORT

December 11, 2018 Joint Public Hearing 7:00 p.m.

Contents

_,	QVIATION:					
	ACKGROUND:					
	tation					
	ge Area:					
	/ Zoning Map of Subject Properties					
	RITERIA AND STANDARDS:					
	TTH APPLICABLE STATEWIDE PLANNING GOALS					
	rement					
	nning					
• •	ensive Plan Text Amendments Related to Population Growth					
Goal 6 Air, Land and	Water Resources Quality	6				
	ae State					
Proposed Nyssa Ec	conomic Opportunities Analysis (EOA) Text Amendments	8				
Map 2: Site A (Zor	ne D) Conceptual Development Plan	11				
Proposed Nyssa Co	emprehensive Plan Text Amendment Related to Industrial Lands.	11				
Goal 10 Housing						
Goal 11 Public Facili	ties and Services	14				
Goal 12 Transportation	on	15				
Goal 13 Energy Cons	ervation	16				
Goal 14 Urbanization		16				
	TVRC Sites					
	dustrial Zone Text Amendment					
	VITH NYSSA ZONE CHANGE CRITERION B					
C. CONSISTENCY V	VITH NYSSA ZONE CHANGE CRITERION C	23				
D. COMPLIANCE W	TTH THE MALHEUR COUNTY COMPREHENSIVE PLAN:	23				
IV. SUMMARY CO	NCLUSION AND STAFF RECOMMENDATION	25				
V. SUGGESTED MO	TIONS FOR APPROVAL	25				
VI. NEXT STEPS		25				
I. GENERAL INI	FORMATION:					
TO:	Nyssa City Council and Malheur County Court					
FROM:	Greg Winterowd, Winterbrook Planning					
THROUGH:	James Maret, City Manager	James Maret, City Manager				
	ING ACTION NUMBER 2018_, ORDINANCE18: orehensive Plan and Zoning Ordinance to:					

- Replace the long-range, coordinated population projection for the City as adopted by Malheur County in 2016 (Exhibit 3);
- Revise the Nyssa Economic Opportunities Analysis (Exhibit 4) to document the need for the Treasure Valley Reload Center (TVRC) and industrial park and their required site characteristics;
- 3. Amend the Nyssa Urban Growth Area (UGA Map 1) to include Site A to accommodate the TVRC and related industrial development;
- 4. Amend the Nyssa Public Facilities Plan (Exhibit 5) to show how Site A can be provided efficiently with public sewer, water and transportation facilities;
- 5. Amend the Nyssa Zoning Map to reduce the size of Economic Opportunity /EO Sites 1 and 2 (which are already within the UGA) for Industrial and/or Residential uses (Map 1);
- 6. Amend the Nyssa Zoning Ordinance to implement the above amendments to the Nyssa Comprehensive Plan (Exhibit 6 and Map 1).

SUBJECT PROPERTIES: As shown on Map 1 below:

Proposed Removal of /EO Economic Opportunity Overlay:

- Site 1: 19S47E30D TL 100 (39.09 acres) base zone R2 (Duplex Residential)
- Site 2: 19S47E29B TL 3300 (10.32 acres) base zone R4+ (Residential Mobile Home)

Proposed UGA Expansion and Rezone to UGA-Industrial:

- Site A: 19S47E17 TL 100 (210 of 290 acres) now zoned County EFU
- Seubert Gravel: 19S47E20 TL 201 (67.7 acres) now zoned County Industrial

APPLICANT/PROPERTY OWNER: The City of Nyssa initiated this application.

STAFF REPORT DATE: December 4, 2018

II. SUMMARY & BACKGROUND:

This is a legislative process that will result in substantial amendments to the Nyssa Comprehensive Plan text and map and the Nyssa Zoning Ordinance. Changes in zoning are proposed for four tax lots as shown on Map 1. The overall effect is to designate an additional large industrial site for the TVRC industrial park and reduce the size of two Economic Opportunity /EO sites within the existing Nyssa UGA.

Supporting Documentation

LAND USE MAP: MAP 1: Proposed Zoning Map Amendments for /EO Sites 1 and 2, the

Seubert Gravel property and TVRC Industrial Park Site A

EXHIBITS: Exhibit 1: Staff Report (this document)

Exhibit 2: Public Notice Documentation (to be provided by City Manager)
Exhibit 3: Proposed Comprehensive Plan Text and Policy Amendments

Exhibit 4: Revised Nyssa Economic Opportunities Analysis (EOA)

Exhibit 5: Revised Nyssa Public Facilities Plan (PFP)
Exhibit 6: Proposed Zoning Ordinance Amendments

Exhibit 7: Transportation Impact Study (TIS)

Exhibit 8: Letters from Economic Opportunity Overlay Property Owners

Exhibit 9: Letters of Interest in TVRC Industrial Park Exhibit 10: Letters of Support for TVRC Industrial Park

Proposed Zone Change Areas:

Map 1, inserted below and attached in larger format to this document, shows the four large industrial sites that are considered in this application. Sites 1 and 2 would be reduced in size and Site A and the Seubert Gravel property would be added to the Nyssa UGA. Site 3 zoning will not change.

Legend Proposed Nyssa UGB, 2018 2017 Nyssa City Limits Ratroads Taxiota Jan 2014 Modfed EO Zones, 2016 Mapped Wedanos Zoning, 2018 Commercial - Neighborhood Exclusive Farm Use 160+ Figure Farm Use 60 Federal flange noustral - Heavy ndustral - Light High-density fles. Medium High-density Res. Medum-density Res. ගමන Ruioi Residential 1 acre

Map 1: Comp Plan / Zoning Map of Subject Properties

Nyssa Industrial Sites Context Map, 2018

Winterbrook Planning November 19, 2018



III. APPLICABLE CRITERIA AND STANDARDS:

This application has been initiated by the Nyssa City Council through City Manager James Maret as authorized by the Nyssa Development Code 9-4F-2: PROCEDURE. This Section includes the following review criteria:

- A. If the proposal involves an amendment to the comprehensive plan, the amendment must be consistent with the statewide planning goals and relevant Oregon administrative rules;
- B. The proposal must be consistent with the comprehensive plan. (The comprehensive plan may be amended concurrently with proposed changes in zoning.);
- C. The city council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code; and
- D. The amendment must conform to the transportation planning rule provisions under section 9-4F-5 of this article. (Ord. 635-13, 6-11-2013)

Criteria A and D overlap, since the Transportation Planning Rule implements Statewide Planning Goal 12, Transportation. These two criteria are considered in Section A, below. Findings demonstrating consistency with Sections B and C follow.

A. COMPLIANCE WITH APPLICABLE STATEWIDE PLANNING GOALS

The following Statewide Planning Goals are applicable to this action:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 6 Air, Land and Water Resources Quality
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization

Goals 3 (Agricultural Lands) and 4 (Forest Lands) are not applicable to urban growth boundary amendments per OAR 660-024-0020 Adoption or Amendment of a UGB.

Goal 5 (Natural and Cultural Resources) is not applicable because there are no identified Goal 5 resources on any of the properties subject to policy or zoning map amendments. Minor impacts to the delineated wetland on Site A will be addressed through the Department of State Lands and U.S. Army Corps of Engineers wetland fill and removal process.

Goal 7 (Natural Hazards) is not applicable in this case because there are not mapped natural hazards on any of the properties subject to policy or zone changes as part of this application.

Goal 8 (Park and Recreational Needs) is not applicable because none of the proposed comprehensive plan text or map amendments affect park land or impacts recreational opportunities in Nyssa.

Goal 1 Citizen Involvement

Goal 1 calls for the opportunity for citizens to be involved in all phases of the planning process. Public hearings before both the City and County planning commissions and elected officials were held jointly on September 25, 2018 in Nyssa. At that joint public hearing, the planning commissions recommended, and the Nyssa City Council and County Court decided to expand the UGA to include the Seubert Gravel property and 128 acres of Site A (also known as Zone D) to accommodate the TVRC.

However, after considering comments from the Department of Land Conservation and Development and 1000 Friends of Oregon, City and County elected officials decided to reconsider their initial decision. During the months of October and November 2018, City and County officials reached out to individual property owners, 1000 Friends of Oregon and DLCD to evaluate land need and potential rezoning impacts. This staff report and recommendation is based on new information, consultation with property owners, interested parties and state agencies, and more thorough consideration of the Nyssa Comprehensive Plan and applicable statewide planning goals and rules.

Notice of reconsideration was provided to DLCD and the public, and the hearing was continued to December 11, 2018. Both public hearings were duly noticed, as documented in Exhibit 2.

Goal 2 Land Use Planning

Goal 2 (Land Use Planning) outlines the basic procedures of Oregon's statewide planning program, stating that land use decisions must be made in accordance with comprehensive plans and that suitable corresponding implementation ordinances must be adopted. The City has inventoried existing land uses, projected buildable land needs by specific land use classifications, and compared these needs with buildable land within the Nyssa urban growth area.

Goal 2 requires consistency between the comprehensive plan and implementing zoning. Proposed zoning ordinance amendments provided in Exhibit 6 are consistent with and adequate to carry out comprehensive plan policy direction adopted as part of this amendment package (Exhibit 3).

The City and County have shown a high level of state agency and local government coordination in the establishment and adoption of this plan amendment package, as evidenced by a \$26 million allocation from the Oregon Department of Transportation to fund the planning and development of the Treasure Valley Reload Center. This proposal resulted from coordination efforts over the last two years that are documented in the Treasure Valley Reload Center - Project Plan Proposal that is included in the September 25, 2018 hearing record. Over the last two months, the City and County have actively worked with DLCD, ODOT and Business Oregon to consider alternatives and address applicable statewide planning goals and rules.

Population Projections

Oregon law requires that comprehensive plans be based on a coordinated population projection provided by the Portland State University Center for Population Research that is jointly adopted by the city and the county. The proposed amendment package replaces the outdated Nyssa population projection adopted in 2014 with the 2016 PSU population projection for Malheur County and its constituent cities, as required by ORS 195.033 Area Population Forecasts.

Proposed Comprehensive Plan Text Amendments Related to Population Growth

Replace the text related to the 2007 Malheur County population projection with the following: the following paragraph at page 33(a) of the Comprehensive Plan:

In 2016, Malheur County adopted the PSU Center for Population Research population projections for its constituent cities as shown on Figure 1 below:

Figure 1. Malheur County and Sub-Areas—Historical and Forecast Populations, and Average Annual Growth Rates (AAGR)

	Historical			Forecast					
			AAGR				AAGR	AAGR	
	2000	2010	(2000-2010)	2016	2035	2066	(2016-2035)	(2035-2066)	
Malheur County	31.615	31,313	.0.1%	31,569	31,964	31,994	0.1%	0.0%	
Adrian UGB	147	177	1.9%	182	192	192	0.3%	0.0%	
Jordan Valley UGB	239	181	-2.8%	175	178	173	0.1%	-0.1%	
Nyssa UGB	3,550	3,455	-0.3%	3,474	3,449	3,303	0.0%	-0.1%	
Ontario UGB	12,280	12,296	0.0%	12,552	12,763	12,896	0.1%	0.0%	
Vale UGB	2,554	2 141	-1,8%	2,136	2,053	1,930	-0.2%	-0.2%	
Outside UGBs	12,845	13,063	0.2%	13,049	13,320	13,500	0.1%	0.0%	

Sources: U.S. Consus Bureau, 2000 and 2010 Censures; Forecast by Population Research Center (PRC);

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substantial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Goal 6 Air, Land and Water Resources Quality

Goal 6 requires a policy commitment from cities and counties to coordinate with the Oregon Department of Environmental Quality (DEQ) when making land use decisions. As part of MCDC's evaluation of potential TVRC sites, DEQ records were reviewed. As a result of that review process, it was determined that Site 3 includes the old city dump site with soil contamination problems. As a result of this review, the City determined that this property was no longer "suitable" for industrial development without costly remediation.

MCDC's and the City's consultation with DEQ proved to be useful in the site selection process for the TVRC and related agricultural-industrial uses.

Conclusion: The proposed plan amendments comply with Goal 6.

Goal 9 Economy of the State

Goal 9 requires cities to provide an estimate of the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.

The 2014 Nyssa Economic Opportunities Analysis (EOA) was prepared in compliance with Goal 9 (Economic Development) and the Goal 9 administrative rule (Division 009). The Nyssa EOA was adopted as part of the Nyssa Comprehensive Plan as required by Goal 9. The EOA considered economic trends, describes the City's comparative locational advantages in a regional context, identifies the types of employment that Nyssa has a reasonable chance of bringing to the community, and then describes the site characteristics required by targeted employment types.

Table 1 summarizes employment land need information found in the 2014 Nyssa EOA and Comprehensive Plan.

Table 1: Industrial Land Need (Nyssa Comprehensive Plan, 2014)

Industrial Category	Number of Sites	Site Size Range	Acreage Total	
1. Food Processing	4	10-25 acres	80	
2. Warehouse & Distribution	2	10-25	35	
3. Green Energy Manufacturin	g 1-2	25-50	50	
4. Small Manufacturing	5+	1-5	25	
5. Data Server Farms	2	30	60	
6. Rail-Dependent Industrial	1	100-150	100-150	
Total	16+	1-150	350-400	

Table 2 and Figure 1 on the following pages show the size and location of the three large industrial sites designated in 2014. Sites 1 and 2 were located within the UGA and were intended to accommodate industrial categories 1-5 above; Site 3 required an amendment to the Nyssa UGA and was intended for rail-dependent industrial use.

Table 2: Three Large Industrial Sites Designated on 2014 Nyssa Comprehensive Plan Map

Site Name	Location & Zoning	Parcels	Suitable Acres	
Site 1 (NW Nyssa)	Residential w/ EO overlay	2	76	
Site 2 (West Nyssa)	Residential w/ EO overlay	2	65	
Site 3 (North Nyssa)	Added to UGA – zoned IGA Industrial	4	99	
Total	16+	6	240	

As shown on Figure 1 Nyssa Comprehensive Plan Map (2014), two of the three needed large industrial sites (Sites 1 and 2) were zoned Residential with Economic Opportunity (/EO) overlay. Sites 1 and 2 (four tax lots with about 130 acres) are located outside the city of Nyssa but within

the Nyssa UGA; neither site has rail access. The Nyssa UGA was amended to include Site 3 which was reserved for rail-dependent and supporting uses (four tax lots – two of which were developed and two of which were thought to have about 100 suitable acres).

What has Changed since 2014?

Since 2014 several important things have happened:

- 1. Nyssa growers and the Malheur County Development Corporation (MCDC) identified a need for a truck-to-rail reload facility.
- 2. Several agricultural processing, warehouse and distribution firms have moved their operations to Idaho.
- Nyssa property owners have not taken advantage of the economic opportunities afforded by the /EO overlay zone; two have written letters indicating their preference to develop their properties for residential use.
- 4. Several agricultural processing, warehouse and distribution firms have shown an interest in expanding their businesses adjacent to the TVRC *if* suitable lots are available in a full-service industrial park.
- MCDC evaluated multiple East Malheur County sites and determined that a site just north of Nyssa best met identified siting requirements for TVRC and related agricultural industries.

Proposed 2018 Nyssa EOA Amendment

To recognize these changes, the following amendment is proposed to the Nyssa EOA, Part 3: Rail-Dependent Industrial. This amendment would be added as pages 47(a)-(c) of the acknowledged Nyssa EOA.

Proposed Nyssa Economic Opportunities Analysis (EOA) Text Amendments

TVRC Industrial Park Need and Required Site Characteristics

Soon after the Nyssa Comprehensive Plan amendments were adopted in 2014, Nyssa growers identified the need for a truck-to-rail facility, like the Railex facility in Wallula, Washington, to move produce rapidly and reliably from the Treasure Valley to agricultural markets in the central and eastern United States. The 2017 Oregon Legislature passed HB 2017, which funded multiple statewide transportation projects, including \$26 million Treasure Valley Reload Center (TVRC).

From 2017-2018, the Malheur County Development Corporation (MCDC) worked tirelessly to make the TVRC a reality in Malheur County. MCDC worked collaboratively with the Union Pacific Railroad (UP), Malheur County, the cities of Ontario, Nyssa and Vale, Business Oregon, Representatives Greg Smith and Lynn Findley, Senator Cliff Bentz, DLCD and ODOT to find a suitable site for TVRC in Eastern Malheur County. To operate as a reload center as defined in the Goal 9 Rule (OAR 660-009-0005(11), the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently.

To meet this objective, the site must have the following characteristics:

- Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;
- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two "unit trains" to load and unload at the TRVC without blocking a public street right-of-way.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

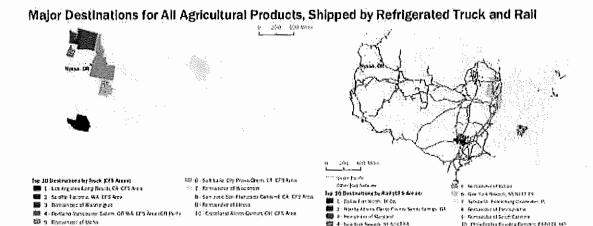
As noted in the "Treasure Valley Reload Center -- Project Plan Proposal":

The TVRC will include a 60,000 square foot warehouse with railroad tracks on one side and loading docks on the other. Local shippers will back their trucks into the loading docks and unload their product into the warehouse. From the warehouse, operators will load product onto refrigerated rail cars when the train arrives. The warehouse will provide temporary storage capacity for product shipping on the next train. The site is large enough to accommodate additional warehouse development, which could increase future storage capacity and provide additional storage options, such as cold storage.

The rail component of the TVRC will consist of a support track with a 7,000-foot minimum clearance from the UPRR main line. Two additional support tracks will be available to set out inbound cars and pull out with outbound cars. There will be sufficient switching length to shove a full cut of cars onto either loading track. There are sufficient track centers planned to allow for additional expansion in the future for two support tracks with 7,000-foot clearances each, two more storage tracks, and two more working tracks. These additional support tracks and storage tracks would support any industrial customers that develop in the future industrial park adjacent to this facility on Malheur County property.

After evaluating alternative sites in 2018, the MCDC Board selected Site A (aka Zone D) immediately north of the Nyssa UGA as the preferred TVRC site – primarily because this site uniquely fronts on enough unobstructed railroad right-of-way (7,000 lineal feet) for two units trains to pull off the UP mainline without blocking a public street.

As observed by RailPros and the Union Pacific Railroad, this rail configuration provides the most efficient means to reload produce trucked and stored at TVRC to the UP mainline. The UP is committed to making regular stops at TVRC to ensure that perishable produce can be reliably transported by rail to midwestern and east coast markets.



Source: ECONorthwest analysis of 2012 Commodity Flow Survey data; All products traveling by refrigerated truck or rall.

During MCDC's site evaluation process, it was determined that (a) TVRC Phases 1 and 2 require about 60 suitable acres, and (b) several agricultural processing and distribution firms were interested in moving and expanding their operations next to TVRC – if developed and serviced lots were available in a planned industrial park. These users want the certainty provided by developed, full-service lots in an approved industrial park. To accommodate the TVRC and related agricultural-industrial need, the TVRC Industrial Park should include roughly 210 gross acres (171 suitable acres after accounting for wetlands and public infrastructure needs).

Figure 1 is the conceptual site plan (Anderson Perry, 2018). Figure 1 shows how Site A could feasibly be developed in two phases.

- Phase 1 includes the initial TVRC facility plus lots for related agriculturalindustrial development. The preliminary lot layout reflects interest from specific users expressed in the Fall of 2018.
- Phase 2 includes additional TVRC facility capacity.

The intent is to construct TVRC Phase 1 in 2019-20; therefore, Site A is needed and serviceable in the "short-term" as defined in the Goal 9 rule (OAR 660-009-0005(9) and (10). The revised Nyssa Phblic Facilities Plan shows how Site A can be served with sanitary sewer, water and transportation facilities. Lancaster Engineering has prepared a Transportation Impact Analysis consistent with the Transportation Planning Rule (Section 060) that is incorporated into the Nyssa PFP by reference.

TREASURE VALLEY PELONG CENTER

WITH THE CHARGE VALLEY PELONG CENTER

W

Map 2: Site A (Zone D) Conceptual Development Plan

Proposed Nyssa Comprehensive Plan Text Amendment Related to Industrial Lands

To implement the revised Nyssa EOA, the following text should replace existing text on p. 69(a) of the Nyssa Comprehensive Plan:

Delete: The Nyssa Zoning Map is amended as shown below to include three large industrial sites. Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose—at the time of annexation—whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 3 has been added to the UGA and reserved for rail-dependent industrial uses. Site 1 has 76 vacant, suitable R/EO i acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have direct access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA. About 73 acres are developed (air strip and onion sheds), leaving 118 acres that are suitable for rail-dependent industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By bringing this land into the UGA, city sewer and water services can be provided to serve planned rail-dependent industrial development.

Revised text:

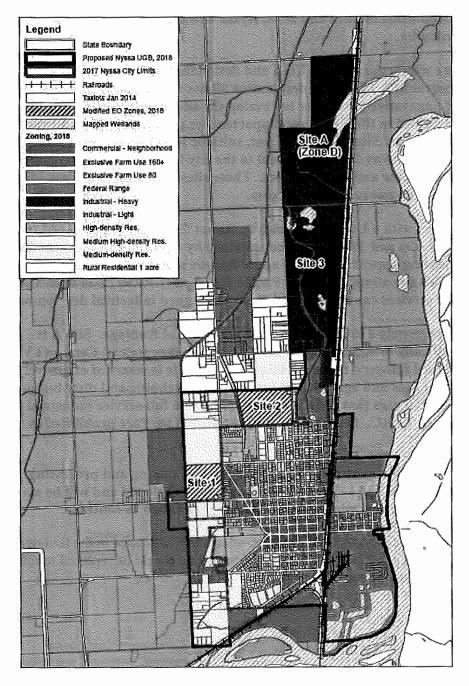
As a result of plan amendments in 2014 and 2018, Nyssa now has four large industrial sites within its urban growth area.

- Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose at the time of annexation whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 1 has 37 vacant, suitable R/EO acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. These sites are suitable for low-impact industrial uses that do not rely on rail access.
- Site 3 has 191 acres with a UGA-I designation. About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by environmental contaminants and wetlands, leaving approximately 79 acres that are suitable for industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. City sewer and water services can be provided to serve planned industrial development.
- Site A has approximately 210 acres with a mile of railroad frontage. Site A is
 designated specifically to accommodate the Treasure Valley Reload Center (TVRC)
 as part of a planned full-service industrial park. This site is reserved exclusively for
 the rail-dependent uses and agricultural processing, warehouse and distribution and
 supporting industrial uses that benefit from location in a full-service industrial park
 next to the planned TVRC. Commercial and residential uses are prohibited in Site
 A.

The 2018 Zoning Map amendment also shows a 68-acre gravel mining and processing operation located between Site 3 and Site A. This site is fully developed and will be zoned UGA Industrial to allow the gravel mining and processing operation to continue.

<u>In conclusion</u>, Goal 9 Economic Development has been adequately addressed in the findings above. The existing Map 1 on p. 69(b) of the Comprehensive Plan should be replaced to reflect the changes shown on the following page.

Replace Map 1 on p. 69(b) of the Nyssa Comprehensive Plan with the following:



Nyssa Industrial Sites Context Map, 2018

Winterbrook Planning November 19, 2018



Goal 10 Housing

Goal 10 (Housing) requires that cities designate sufficient buildable residential land to meet 20-year housing needs. Nyssa has more than sufficient buildable land to accommodate planned population growth in Nyssa. Winterbrook estimates that there are at least 165 more buildable acres than needed to accommodate residential land needs over the next 20 years. Some of this "surplus" land (165 acres) can be assigned an Economic Opportunity /EO overlay to potentially meet employment needs without jeopardizing the City's ability to meet identified housing needs. Economic Opportunity Sites 1 and 2 have a total of 92 acres.

Therefore, designating Sites 1 and 2 for *either* Residential or Industrial use – depending on the market of Industrial land and the preference of the property owner(s) – does not jeopardize compliance with Statewide Planning Goal 10 (Housing).

However, as noted in revised Nyssa Comprehensive Plan text related to population growth, the TVRC project could result in population growth over time:

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substautial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Goal 11 Public Facilities and Services

Goal 11 requires that cities with more than 2,500 people prepare and adopt a public facility plan for areas within its urban growth area. The purpose of the plan is to help assure that urban development in the Nyssa UGA is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement (OAR 660-011-0000). Public facilities and services should be planned in accordance with a community's needs and capacities, rather than reacting to development as it occurs.

To address Goal 11 requirements for this plan amendment package, the City adopted the Nyssa Public Facilities Plan in 2014. The revised 2018 Nyssa Public Facilities Plan (Exhibit 5) shows how sanitary sewer and water facilities can be extended to serve Site A without jeopardizing the City's ability to serve land that is within the existing UGA.

Thus, the PFP provides the factual basis for determining that the proposed plan amendment package complies with Goal 11.

Goal 12 Transportation

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1).

As stated in 660-024-0020(d):

"the transportation planning rule requirements under OAR 660-012-0060 need not be applied to an urban growth boundary amendment if the land added to the urban growth area is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the area or by assigning interim zoning that does not allow development that would generate more vehicle trips than development allowed by the zoning assigned prior to inclusion in the boundary."

The proposed UGA-I zoning allows urban development to occur; therefore, a Transportation Impact Study is required. Lancaster Engineering is preparing a revised TIS to support this plan amendment package (Exhibit 6.) The 2018 Nyssa Industrial Lands TIS demonstrates that Site A can be developed for rail-dependent and related industrial uses without significant impact to planned transportation facilities. TIS conclusions and recommendations (Executive Summary, page 1) are quoted below:

- 1. Approximately 210 acres located north of Nyssa, Oregon, noted as Site A, is proposed for annexation into the City's Urban Growth Boundary. The property is anticipated to be developed as an industrial use that allows for the storage and transfer of goods from truck to train.
- 2. Based on information provided by the applicant, the site is expected to initially be developed with a 60,000 square-foot warehouse that supports up to 30 employees for the transfer of local product from truck to train. It is anticipated that the site is large enough to be expanded to seven times the initial development.
- 3. Under the reasonable worst-case development scenario, the site is projected to generate 247 trips during the morning peak hour and 225 trips during the evening peak hour. A total of 2,180 daily trips could be generated by full development of the site.
- 4. A detailed examination of crash history at study intersections along Highway 26 shows no significant safety hazards or trends that are indicative of design deficiencies.
- 5. Left-turn lane warrants are projected to be met for the southbound approaches of the intersections of Highway 26 at Chestnut Avenue and Highway 26 at Locust Avenue/11th Street, regardless of annexation and development of Site A. Left-turn lane warrants are projected to be met at the intersection of Highway 26 at Gem Avenue under year 2033 conditions with development of Site A under the reasonable worst-case development scenario.
- 6. Traffic signal warrants are not projected to be met for any of the study area intersections.
- 7. All study area intersections are projected to operate acceptably through year 2033, regardless of the annexation and assumed reasonable worst-case development of Site A. 8. Full development of Site A following the annexation of the property into the city will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

Thus, the TIS provides the factual basis necessary to demonstrate compliance with Goal 12 (Transportation) and the Goal 12 Administrative Rule (OAR Division 012).

Goal 13 Energy Conservation

Goal 13 encourages local governments to develop energy conservation programs and to consider energy consequences when making land use decisions.

As documented in the Treasure Valley Reload Center – Project Plan Proposal, the proposed TVRC will serve the agricultural community in the Treasure Valley by providing infrastructure to transfer agricultural products from trucks to rail. The TVRC has the potential to provide energy conservation benefits by reducing the number of trucks using Eastern Oregon highways, which would lower highway maintenance costs, improve air quality, and decrease carbon emissions. The project will produce positive economic impacts through increased local spending and create employment opportunities. Because Nyssa sits in a geographic location that allows agricultural producers in the region to consolidate their products efficiently, vehicle miles travelled, and related energy consumption will be minimized.

Goal 14 Urbanization

This section addresses requirements for amending the Nyssa UGA to accommodate the targeted industrial uses identified in the EOA. Goal 14 requires cities and counties jointly to establish and maintain UGAs to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. OAR Chapter 660, Division 024 clarifies procedures and requirements of Goal 14 regarding local government adoption or amendment of a UGA.

As noted in Goal 14:

In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.

Finding: As documented under Goal 9 Economic Development, the revised Nyssa EOA documents the need for the TVRC and described its required site characteristics. The TVRC's required site characteristics are quoted below:

To operate as a reload center, the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently. To meet this objective, the site must have the following characteristics (consistent with the Goal 9 Rule (OAR 660-009-0005(11)):

 Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;

- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two
 "unit trains" to load and unload at the TRVC without blocking a public street right-ofway.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

As explained in OAR 660-024-0050(1) AND (4):

660-024-0050 Land Inventory and Response to Deficiency

(1) When evaluating or amending a UGB, a local government must inventory land inside the UGB to determine whether there is adequate development capacity to accommodate 20-year needs determined in OAR 660-024-0040. For residential land, the buildable land inventory must include vacant and redevelopable land, and be conducted in accordance with OAR 660-007-0045 or 660-008-0010, whichever is applicable, and ORS 197.296 for local governments subject to that statute. For employment land, the inventory must include suitable vacant and developed land designated for industrial or other employment use, and must be conducted in accordance with OAR 660-009-0015.

(4) If the inventory demonstrates that the development capacity of land inside the UGB is inadequate to accommodate the estimated 20-year needs determined under OAR 660-024-0040, the local government must amend the plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the city or by expanding the UGB, or both, and in accordance with ORS 197.296 where applicable. Prior to expanding the UGB, a local government must demonstrate that the estimated needs cannot reasonably be accommodated on land already inside the UGB. If the local government determines there is a need to expand the UGB, changes to the UGB must be determined by evaluating alternative boundary locations consistent with Goal 14 and applicable rules at OAR 660-024-0060 or 660-024-0065 and 660-024-0067.

Finding: In 2013-14 Winterbrook reviewed sites within the Nyssa UGA and found that none had the characteristics required by rail-dependent industrial uses identified in the Nyssa EOA. Based on the Nyssa EOA, Site 3 was added to the Nyssa UGA to meet rail-dependent industrial needs in 2014.

In 2018, Winterbrook and MCDC looked closely at Site 3 to determine its suitability for the TVRC and related agricultural-industrial uses. Site 3 has enough land area and suitable access to accommodate the TVRC (but not an industrial park), has adequate access and can readily be provided with city sewer and water service. However, Site 3 does not have the 7,000 linear feet of unobstructed railroad right-of-way required for the TVRC to store and load unit trains efficiently without blocking public streets or the UP mainline.

Moreover, during the Site 3 evaluation process, MCDC determined that the 20-acre Nyssa city dump was listed as a contaminated site by the Department of Environment Quality (DEQ), making this property unsuitable for industrial development due to clean-up cost and development delay. Thus, the suitable area of Site 3 was reduced from 99 to 79 acres. MCDC also

determined that the irregular shape of the remainder of Site 3 was not conducive to developing an industrial park.

Because there are no suitable sites within the UGB, MCDC and the City looked outside the Nyssa UGB for a suitable TVRC site.

OAR 660-024-0065 sets standards for the review of alternative sites outside the UGB:

660-024-0065 Establishment of Study Area to Evaluate Land for Inclusion in the UGB

- (1) When considering a UGB amendment to accommodate a need deficit identified in OAR 660-024-0050(4), a city outside of Metro must determine which land to add to the UGB by evaluating alternative locations within a "study area" established pursuant to this rule. To establish the study area, the city must first identify a "preliminary study area" which shall not include land within a different UGB or the corporate limits of a city within a different UGB. The preliminary study area shall include: ... (b) All lands that are within the following distance from the acknowledged UGB: (A) For cities with a UGB population less than 10,000: one-half mile; ... (c) All exception areas contiguous to an exception area that includes land within the distance specified in subsection (b) and that are within the following distance from the acknowledged UGB:
- (3) When the primary purpose for expansion of the UGB is to accommodate a particular industrial use that requires specific site characteristics, or to accommodate a public facility that requires specific site characteristics, and the site characteristics may be found in only a small number of locations, the preliminary study area may be limited to those locations within the distance described in section (1) or (2), whichever is appropriate, that have or could be improved to provide the required site characteristics. For purposes of this section: (a) The definition of "site characteristics" in OAR 660-009-0005(11) applies for purposes of identifying a particular industrial use.

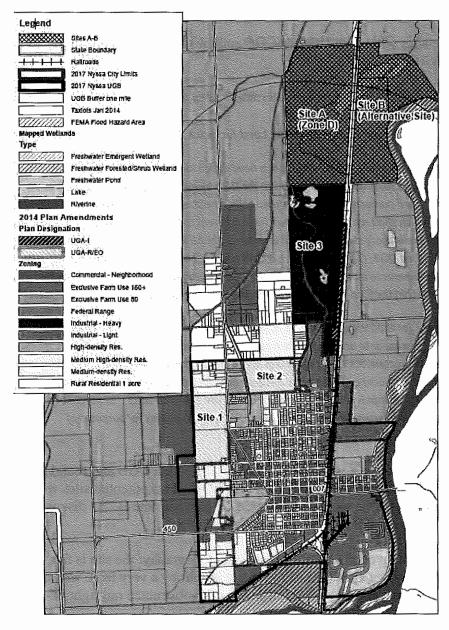
Response: Winterbrook looked at sites within a half-mile of the Nyssa UGB and found none that met TVRC siting requirements found in the revised Nyssa EOA. Two potential sites were identified: Site A (Zone D) located on the west side the main UP line and Site B. As discussed in the Goal 9 section of this staff report, Site A meets all siting criteria.

Site B (shown on Map 3) meets siting criteria related to size and topography: the site is flat, has 115 acres that are unconstrained by wetlands (although the site is split by a very large wetland), and is located along the UP main line and has 7,000 linear feet of unobstructed rail right-of-way.

However, Site B lacks access from two public streets and trucks would have to cross the UP mainline to reach the site. Construction of a rail crossing at Gamble Island Road would be expensive and approval from the UP and ODOT would be problematical – since there is a more accessible alternative in Site A. Gem Avenue provides secondary access to Site B but becomes a private road after it crosses the UP main line. If unit trains were stored in a rail siding within the railroad right-of-way adjacent to Site B, the stored unit train(s) would block emergence access for trucks seeking to bring agricultural products to the site.

For these reasons, Site B does not meet all required TVRC site characteristics and Site A was selected as the preferred alternatives.

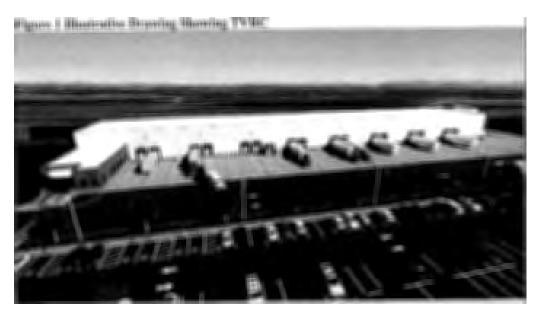
Map 3: Alternative TVRC Sites



Nyssa OA and Expansion Options, 2018

Winterbrook Planning November 1, 2018





The Goal 14 rule also requires that land added to a UGB for a specific purpose be reserved for that purpose.

(6) When land is added to the UGB, the local government must assign appropriate urban plan designations to the added land, consistent with the need determination and the requirements of section (7) of this rule, if applicable. The local government must also apply appropriate zoning to the added land consistent with the plan designation or may maintain the land as urbanizable land until the land is rezoned for the planned urban uses, either by retaining the zoning that was assigned prior to inclusion in the boundary or by applying other interim zoning that maintains the land's potential for planned urban development.

(7) Lands included within a UGB pursuant to OAR 660-024-0065(3) to provide for a particular industrial use, or a particular public facility, must be planned and zoned for the intended use and must remain planned and zoned for that use unless the city removes the land from the UGB.

Finding: Exhibit 3 (Comprehensive Plan Text and Map Amendments) and Exhibit 6 (Nyssa Zoning Ordinance Amendments) propose the following restriction to industrial uses on Site A:

Nyssa Comprehensive Plan:

Site A has approximately 210 acres with a mile af railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVRC) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

Proposed Nyssa Industrial Zone Text Amendment

Chapter 11.08 Industrial Zone (I)

The following uses and their accessory uses are permitted in an I zone, provided however that uses on Site A as identified in the Nyssa Comprehensive Plan shall be limited to rail-dependent, agricultural processing, warehouse and distribution and supporting industrial service uses that benefit from location in a full-service industrial park next to the planned Treasure Valley Reload Center. Commercial and residential uses are prohibited on Site A; farming is allowed as an interim use.

Factor 2: Orderly and economic provision of public facilities and services

Goal 14, Factor 1 related to land need, is addressed above.

Factor 2 is interpreted in the Goal 14 rule as follows:

- (9) In applying Goal 14 Boundary Location Factor 2 to evaluate alternative locations under section (7), the city must compare relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. For purposes of this section, the term "public facilities and services" means water, sanitary sewer, storm water management, and transportation facilities. The evaluation and comparison under Boundary Location Factor 2 must consider:
- (a) The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB;
- (b) The capacity of existing public facilities and services to serve areas already inside the UGB as well as areas proposed for addition to the UGB; and
- (c) The need for new transportation facilities, such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and, for urban areas of 25,000 or more, the provision of public transit service.
- (10) The adopted findings for UGB amendment must describe or map all of the alternative areas evaluated in the boundary location alternatives analysis.

Findings: As discussed under Goal 11, the revised Nyssa Public Facilities Plan (Exhibit 5) shows how sewer, water and transportation facilities can be extended to serve Site A. Lancaster Engineering has prepared a TIS to address impacts from reducing the size of /EO sites 1 and 2 and bringing Site A into the Nyssa UGB.

Since Site B does not have all required site characteristics, the City has not evaluated the costs of providing sewer, water and transportation facilities to serve this site. However, the costs would likely be higher than Site A because Site B: (1) would require a signalized and gated UP railroad crossing at Gamble Island Road; (2) sewer and water line extensions would be required on both sides of the UP railroad right-of-way to serve both Site 3 and Site B; and (3) would not be contiguous with the UGB even if the intervening gravel property were added to the UGB.

The revised Nyssa PFP (Exhibit 5) documents the City's existing water supply and sanitary sewer treatment capacity. Rail-dependent industrial uses typically can be major consumers of potable water. The PFP makes it clear that Nyssa has the capacity to meet Year 2034 demand for sanitary sewer and water service and meet the water demands for industrial water service to a rail-dependent industrial use. Thus, it is feasible, from an engineering standpoint, to provide sanitary sewer and water service to the proposed expansion site within the 20-year planning period.

From a transportation access standpoint, the proposed rail-dependent industrial site has direct access to Arcadia Boulevard (a two-lane collector street) and Gamble Island Road (a two-lane local street). As described in the Nyssa Industrial Lands TIS (Exhibit 7), the proposed expansion can be developed for industrial use without exceeding the capacity of existing transportation facilities. The TIS prepared by Lancaster Engineering has been coordinated with the Oregon Department of Transportation Region 5 staff.

Factor 3: Comparative economic, social, environmental and energy consequences

Site A is only site near Nyssa that meets siting requirements for the TVRC. Therefore, there is no point in evaluating the *comparative* ESEE consequences of bringing this site in versus other potential sites. Notably, the economic and social consequences of developing this site for rail-dependent industrial purposes are positive, because an estimated 200 new jobs could come to the community. Since there are no significant Goal 5 (natural or cultural) resources on Site 3, there would be no adverse environmental consequences from full development of this site for urban, rail-dependent uses. As documented in the Goal 13 discussion above, the energy consequences of transporting goods by train are positive when compared with truck or air transportation options. The location of Site A near the existing UGA and agricultural growers, coupled with direct access to Highway 20 via Arcadia Boulevard, means that vehicle miles traveled (VMT) will be minimized.

Factor 4: Compatibility of the proposed urban uses with uearby agricultural and forest activities occurring on farm and forest land outside the urban growth houndary

Site A is proposed for the TVRC which will benefit agriculture in the Treasure Valley by facilitating the cost-effective transportation of crops grown in eastern Malheur County and western Idaho to eastern and midwestern markets. As evidenced by the coexistence of packing, processing and warehousing of agricultural products on farmland in Idaho, such industrial uses are more compatible with agricultural uses than residential or commercial uses. The contract to purchase land in Site A stipulates that farming operations may continue until industrially-zoned land is developed. The Nyssa Zoning Ordinance specifically allows farming as an interim use. Thus, there is no reason to suppose that providing urban services to this land and developing it for agricultural-industrial uses will adversely affect agricultural operations on nearby EFU land.

B. CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION B

B. The proposal must be consistent with the comprehensive plan. (The comprehensive plan may be amended concurrently with proposed changes in zoning.)

Findings: The proposed zone changes (reduction in the sizes of /EO Sites 1 and 2 and the addition of the Seubert gravel site and most of Site A to the UGA) are consistent with the Nyssa

EOA and the Nyssa Comprehensive Plan as amended. See Exhibit 3: Proposed Comprehensive Plan Map and Text Amendments. Together, these amendments make it possible to construct the TVRC just north of the existing Nyssa city limits. The TVRC industrial park will provide relocation and expansion opportunities for existing Nyssa agriculturally-based industries while greatly reducing the costs of shipping agricultural products to the Midwestern and Eastern markets.

C. CONSISTENCY WITH NYSSA ZONE CHANGE CRITERION C

C. The city council must find the proposal to be in the public interest with regard to community conditions; the proposal either responds to changes in the community, or it corrects a mistake or inconsistency in the subject plan or code.

Findings: The proposal is consistent with the public interest because it is consistent with the Nyssa Comprehensive Plan, will create local jobs and will support the region's agricultural economy. The proposal recognizes that conditions have changed since the Nyssa EOA was adopted in 2014 in the following ways:

- 1. Nyssa growers and the Malheur County Development Corporation (MCDC) identified a need for a truck-to-rail reload facility.
- Several agricultural processing, warehouse and distribution firms have moved their operations to Idaho.
- 3. Nyssa property owners have not taken advantage of the economic opportunities afforded by the /EO overlay zone; two have written letters indicating their preference to develop their properties for residential use. (Exhibit 8)
- 4. Several agricultural processing, warehouse and distribution firms have shown an interest in expanding their businesses adjacent to the TVRC *if* suitable lots are available in a full-service industrial park. (Exhibit 9)
- MCDC evaluated multiple East Malheur County sites and determined that a site just north of Nyssa best met identified siting requirements for TVRC and related agricultural industries.
- 6. There is strong local support for developing the TVRC industrial park at the proposed location, as evidenced by letters from the cities of Nyssa and Ontario, the Ontario Chamber of Commerce, and the Malheur County Development Corporation in support of this application. (Exhibit 10)

D. COMPLIANCE WITH THE MALHEUR COUNTY COMPREHENSIVE PLAN:

Amendments to urban growth boundaries and zoning maps outside of city limits but within UGBs is a joint process that requires approval of both the city and the county.

In considering an amendment to the text or the zoning maps, the planning commission and county court shall determine the following:

A. That the proposed change is consistent with the comprehensive plan.

Response: The Malheur County Comprehensive Plan includes the following policies related to urbanization:

GOAL 14: URBANIZATION To provide for an orderly and efficient transition from rural to urban land use.

Policies: 1. The county will work with the cities of Ontario, Nyssa and Vale in establishing and amending urban growth boundaries and joint management agreements. 2. The county will coordinate all land use decisions within the urban growth boundaries. 3. The County Court will continue to hold joint city/county meetings to ensure coordination of planning efforts.

Response: The proposal is consistent with County urbanization policies because County staff, the County Planning Commission and the County Court have worked cooperatively with the city of Nyssa to amend the Nyssa UGB to provide suitable sites for planned economic growth.

On September 25, 2018 the County coordinated the first joint planning commission / elected officials public hearing to consider a proposed UGB amendment to accommodate the TVRC.

After hearing testimony from 1000 Friends of Oregon and the Department of Land Conservation and Development, the County coordinated the planning effort to reconsider its September 25, 2018 decision and to better justify the comprehensive plan amendment package now before the Nyssa City Council and County Court at a joint public hearing to be held on December 11, 2018.

The proposed comprehensive plan amendment package was developed cooperatively with the city of Nyssa and Malheur County, and therefore is consistent with Goal 14: Urbanization and Policies 1-3 above.

B. That the level of development in other locations has reached the point whereby additional land is needed for the proposed use(s), and that the area of the proposed change can best meet such needs.

Response: The discussion under Goals 2, 9 and 14 of this staff report document the need for suitable industrial land at this location. The staff report considered alternative URA sites to meet the industrial land need. After considering the requirements of Statewide Planning Goal 14 (Urbanization), staff determined that the proposed site is the only site that meets identified site requirements within the Nyssa UGA or within exception areas adjacent to the UGA.

In conclusion, the proposed amendment package includes a rail-dependent industrial site to meet identified site needs.

C. That adequate rural services are available and will not be overburdened.

Response: This criterion is not directly applicable. However, as documented in the revised Nyssa Public Facilities Plan (Exhibit 5), the City can provide adequate urban sewer and water service to Site A to serve the TVRC industrial park in the short-term. (Exhibit 5)

D. That amendments to the text or zoning map which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the transportation system plan. This shall be accomplished by one of the following: 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; 2. Amending the transportation system plan to ensure that existing, improved or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

A text or zoning map amendment significantly affects a transportation facility if it: 1. Changes the functional classification of an existing or planned transportation facility; 2. Changes standards implementing a functional classification system; 3. Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or 4. Would reduce the level of service of the facility below the minimum acceptable level identified in the transportation system plan. (Ord. 125, 6-20-2000)

Response: Exhibit 7 (the Nyssa TIS) demonstrates that Site A can be re-designated for rail-dependent Industrial use without significantly affecting planned transportation facilities. The City and Lancaster Engineering coordinated with the Oregon Department of Transportation (ODOT) in preparing the TIS.

IV. SUMMARY CONCLUSION AND STAFF RECOMMENDATION

Staff recommends that the City Council and County Court open the public hearing and take public testimony regarding the proposed consolidated land use application.

V. SUGGESTED MOTIONS FOR APPROVAL

Suggested motions for approval will be provided by staff and legal counsel at the December 11, 2012 public hearing.

VI. NEXT STEPS

If Malheur County co-adopts Nyssa's proposal, City staff will work with DLCD representative Phil Stenbeck to prepare the notice to the Department of Land Conservation & Development of final local decision. If the DLCD Director approves the proposed UGA amendments (and there are no objections from participating parties), the City and County ordinances will be "acknowledged" and in effect.

Exhibit 2

NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO CO-ADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO RE-ZONE PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGA-INDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT OF THE NYSSA COMPREHENSIVE PLAN - SPECIFICALLY COORDINATED POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

Notice is hereby given that the Nyssa City Council [Council] and the Malheur County Court (Court) will hold a joint hearing on Tuesday December 11, 2018 at 7:00 p.m. at the Nyssa City Council Chambers, 14 S 3rd Street, Nyssa. Interested persons may appear and will be provided an opportunity to be heard and/or written comments may be received prior to the hearing by sending them to either: Jim Maret, Nyssa City Manager, 301 Main Street, Nyssa OR 97913 [imaret@nyssacity.org] or Eric Evans, Planning Director 251 B. Street West #12, Vale Oregon 97918 [eric.evans@malheurco.org].

The proposed action is to: (1) hear additional testimony and reconsider the September 25th tentative decisions of the Council and Court, which was to add 196 acres to the Nyssa UGB to accommodate the Treasure Valley Reload Center and related industrial uses (TVRC). Testimony from potential users of the TVRC, proposed Nyssa comprehensive plan text amendments, including revisions to the Economic Opportunity Analysis, Transportation System Plan, and Public Facilities Plan support adding approximately 278 acres to the Nyssa UGB and rezoning the 278 acres to Nyssa UGA-Industrial. The proposed land is T19S47E17 tax lot 100 (Farmer - 210 acres of the 290.35 acre site, currently zoned EFU) and T19S47E20 tax lot 201 (Seubert - 67.7 acres, currently zoned County Heavy Industrial); and (2) remove from the Nyssa Economic Opportunity Area overlay designation approximately 142 acres consisting of T19S47E30D tax lot 100 and T19S47E29B tax lot 3300 (Sparks - 49.41 acres), potentially a 55 acre portion of T19S47E29B tax lot 900 and potentially T19S47E30D tax lot 600 (36.90 acres).

The criteria for the proposed amendment and zone change are listed in the Malheur County Code 6-10-7, Joint Management Agreement between Nyssa and Malheur County Sections 3.060 - 3.070, Statewide Planning Goals 1,2,5, 6,7,8, 9,10,11,12,13,14 and respective administrative rules and Nyssa City Code 9-4F.

The procedure for conduct/order of testimony at the hearing will be provided to proponents, opponents, attendees and public agencies in writing at the hearing. The applicant frepresented by Winterbrook Planning) will be allocated up to 20 minutes for initial applicant presentation. The applicant may also present up to 10 minutes for final rebuttal. All others wishing to testify will be given 3 minutes each or 5 minutes if speaking on behalf of a group. Failure to raise an issue at the hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond to the issue precludes an appeal based on the issue.

A copy of the application, all documents and evidence submitted by or on behalf of the applicant (City of Nyssa) and applicable criteria are available for inspection at no cost and copies will be provided at a reasonable cost. In addition, copies of the staff report will be available at least seven (7) days prior to the hearing, or on December 4, 2018, for a reasonable fee or can be viewed on the County website www.malheurco.org. Please contact Jim Maret (541-372-2264) or Eric Evans/Planning Department (541-473-5185) for additional information.

Legal Number - 105745 Publication Date: November 21, 2018

AFFIDAVIT OF MAILING

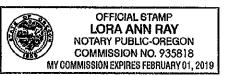
Ted Iverson Doug Tracy CJ Church 1325 Adrian Blvd. 350 Gamble Island Road 1707 Valley View Vale, OR 97918 Nyssa, OR 97913 Nyssa, OR 97913 Don Ballon Jr. Jason Pearson Ruston Munk 301 Main Street 310 Bower Avenue 503 Main Street Nyssa, OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 - Everett & Jessica Hiatt -Cindy-&-Arlen-Cook Kit Kamo -3311 Arcadia Blvd. 3394 Arcadia Blvd-650 College Blvd. -Nyssa, OR 97913 -Ontario, OR 97914 -Nyssa, OR 97913-Robert & Mary Louise Quick Marshall Meyer Jordan Boyer 103 N 4th Street 118 S 3rd Street 601 Main Street Nyssa OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 Oscar Martinez Ronald Higgins Doug Argo 530 N 2nd Street 7998 Bill Burns Road 1363 Adrian Blvd. Nyssa, OR 97913 Nyssa, OR 97913 Emmett, ID 83617 Brian Blackmore **Bruce Goodell** Grant Kitamura 86 NW 19th Street 756 Grand Avenue 315 N 6th Street Nyssa, OR 97913 Ontario, OR 97914 Nyssa, OR 97913 Ken & Terri Landreth Jon Wood Tawni Maxwell 3255 Hwy 201 550 Stringer Road 14 N 3rd Street Nyssa, OR 97913 Nyssa, OR 97913 Nyssa, OR 97913 Ora Winston Blain & Teresa Culver Pete Morgan 1405 Adrian Blvd. 3720 Hwy 95 1475 Adrian Blvd. Parma, ID 83660 Nyssa, OR 97913 Nyssa, OR 97913

I hereby certify on the 20th day of November, 2018, I mailed the attached Notice of Public Hearing (Exhibit 1) to the individuals as addressed above in a sealed envelope and deposited in the US Post office at Vale, Oregon, on said day with postage prepaid.

State of Oregon SS. County of Malheur

Subscribed and sworn to before me on November 20, 2018 by Kim Ross.

State of Oregon



NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO COADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY
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PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGAINDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY
DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT
OF THE NYSSA COMPREHENSIVE PLAN - SPECIFICALLY COORDINATED
POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT
NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS
TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

Notice is hereby given that the Nyssa City Council (Council) and the Malheur County Court (Court) will hold a joint hearing on Tuesday December 11, 2018 at 7:00 p.m. at the Nyssa City Council Chambers, 14 S 3rd Street, Nyssa. Interested persons may appear and will be provided an opportunity to be heard and/or written comments may be received prior to the hearing by sending them to either: Jim Maret, Nyssa City Manager, 301 Main Street, Nyssa OR 97913 (jmaret@nyssacity.org) or Eric Evans, Planning Director 251 B. Street West #12, Vale Oregon 97918 (eric.evans@malheurco.org).

The proposed action is to: (1) hear additional testimony and reconsider the September 25th tentative decisions of the Council and Court, which was to add 196 acres to the Nyssa UGB to accommodate the Treasure Valley Reload Center and related industrial uses (TVRC). Testimony from potential users of the TVRC, proposed Nyssa comprehensive plan text amendments, including revisions to the Economic Opportunity Analysis, Transportation System Plan, and Public Facilities Plan support adding approximately 278 acres to the Nyssa UGB and rezoning the 278 acres to Nyssa UGA-Industrial. The proposed land is T19S47E17 tax lot 100 (Farmer – 210 acres of the 290.35 acre site, currently zoned EFU) and T19S47E20 tax lot 201 (Seubert – 67.7 acres, currently zoned County Heavy Industrial); and (2) remove from the Nyssa Economic Opportunity Area overlay designation approximately 142 acres consisting of T19S47E30D tax lot 100 and T19S47E29B tax lot 3300 (Sparks – 49.41 acres), potentially a 55 acre portion of T19S47E29B tax lot 900 and potentially T19S47E30D tax lot 600 (36.90 acres).

The criteria for the proposed amendment and zone change are listed in the Malheur County Code 6-10-7, Joint Management Agreement between Nyssa and Malheur County Sections 3.060 -3.070, Statewide Planning Goals 1,2,5, 6,7,8, 9,10,11,12,13,14 and respective administrative rules and Nyssa City Code 9-4F.

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A copy of the application, all documents and evidence submitted by or on behalf of the applicant (City of Nyssa) and applicable criteria are available for inspection at no cost and copies will be provided at a reasonable cost. In addition, copies of the staff report will be available at least seven (7) days prior to the hearing, or on December 4, 2018, for a reasonable fee or can be viewed on the County website www.malheurco.org. Please contact Jim Maret (541-372-2264) or Eric Evans/Planning Department (541-473-5185) for additional information.

AFFIDAVIT OF DELIVERY

I hereby certify on the 20th day of November, 2018, I hand-delivered the attached Notice of Public Hearing (Exhibit 1) to the following individuals at the following addresses:

Evert & Jessica Hiatt 3394 Arcadía Blvd. Nyssa OR 97913

Cindy & Arlen Cook 3311 Arcadia Blvd Nyssa OR 97913

Planner, Eric Evans

Kymberly a Ross

State of Oregon

)ss.

County of Malheur

Subscribed and sworn to before me on November 20, 2018 by Eric Evans.

OFFICIAL STAMP

KIMBERLY ANN ROSS

NOTARY PUBLIC-OREGON

COMMISSION NO. 970035

MY, COMMISSION EXPIRES JANUARY 10, 2022

NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO COADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY
ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO RE-ZONE
PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGAINDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY
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Exhibit 3

Exhibit 3:

Proposed Nyssa Comprehensive Plan Text and Map **Amendments**

Old text is stricken through and new text is shown in bold.

Proposed Comprehensive Plan Text and Policy Amendments

Reason for Change: The Nyssa Comprehensive Plan does not include the most recent population projection provided by Portland State University Center for Population Research. Population Projection

Amend page 33(a) of the Nyssa Comprehensive Plan related to population projections as follows:

Delete:

In 2007 Malheur County adopted a coordinated population forecast for Nyssa, Vale and Ontario - as shown on Table 1 below. Table 1. Population allocation and projected growth rates for incorporated cities and unincorporated areas of Malheur County, 2006 to 2060

				Change 2005 to 2026			Change 2005 to 2060			
	2005	2026	2060	Percent			Percent			
	Pop.	Pop.	Pop.	Difference	change	AAGR	Difference	change	AAGR	
Malheur County	31,800	41,667	59,609	9,867	31%	1.30%	27,809	87%	1.15%	
Ontario	11,245	15,692	25,167	4,447	40%	1.60%	13,922	124%	1.48%	
Nyssa	3,175	4,121	5,812	946	30%	1.25%	2,637	83%	1.11%	
V ale	1,990	2,708	4,232	718	36%	1.48%	2,242	113%	1.38%	
Jordan Valley	240	292	3 81	52	22%	0.93%	141	59%	0.85%	
Adrian	150	163	200	13	8%	0.38%	50	33%	0.52%	
Unincorp.	15,000	18,692	23,817	3,692	25%	1.05%	8,817	59%	0.84%	

Source: Population Research Center at Portland and calculations by ECONorthwest

Portland State University estimates that Nyssa currently has 3,270 people. Nyssa's 20-year coordinated 2034 population forecast is 4,522 - an increase of 1,252 people. Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982. To achieve this relatively high level of growth shown on Table 1, Nyssa must bring more jobs into the community. There is more than sufficient buildable residential land within the Nyssa UGA to accommodate planned population growth. Therefore, it makes sense to allocate some of the City's surplus residential land as "economic opportunity areas" to provide the jobs necessary to support population growth and future housing development.

Revised text:

In 2016, Malheur County adopted the PSU Population Research Center's population projections for its constituent cities as shown on Figure 1 below:

Figure 1. Malheur County and Sub-Areas—Historical and Forecast Populations, and Average Annual Growth Rates (AAGR)

	Historical			Forecast				
			AAGR				AAGR	AAGR
	2000	2010	(2000-2010)	2016	2035	2066	(2016-2035)	(2035-2066)
Malheur County	31,615	31,313	0.1%	31,569	31,964	31,994	0.1%	Ø.0%
Adrian UGB	147	177	1.9%	182	192	192	0.3%	0.0%
Jordan Valley UGB	239	181	-2.8%	175	178	173	0.1%	-0.1%
Nyssa UGB	3,550	3,455	-0.3%	3,474	3,449	3,303	0.0%	-0.1%
Ontario UGB	12,280	12,296	0.0%	12,552	12,763	12,896	0.1%	0.0%
Vale USB	2,554	2,141	-1.8%	2,136	2,063	1,930	-0.2%	-0.2%
Outside USBs	12,845	13.063	0.2%	13,049	13,320	13/500	0.1%	0.0%

Sources: U.S. Crapin Forceau. 2000 and 2010 Commiss. Forceast by Population Research Centra (PRC) i

Nyssa has not grown substantially since the Comprehensive Plan was adopted in 1982 and is forecast to lose population in the future due to out-migration. To reverse the downward trend in population growth, Nyssa is committed to bringing new jobs to the community. The Treasure Valley Reload Center Industrial Park provides an unprecedented opportunity to achieve this objective.

Although there is more than enough buildable residential land within the Nyssa UGA to accommodate planned population growth, Nyssa is committed to retaining a substantial residential land supply to provide the opportunity for future residential development that may result from planned industrial and commercial employment.

Industrial Comprehensive Plan Text Amendments

Reason for Change: The existing Nyssa Comprehensive Plan does not address (a) Site A – reserved for TVRC and related industrial uses or (b) changes to the size of Sites 1 and 2 (which have the /Economic Opportunity overlay).

Amend the text at the bottom of page 69(a) of the Nyssa Comprehensive Plan as follows:

Delete:

The Nyssa Zoning Map is amended as shown below to include three large industrial sites.

Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose - at the time of annexation - whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 3 has been added to the UGA and reserved for rail-dependent industrial uses.

- Site 1 has 76 vacant, suitable R/EO i acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have direct access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service.
- ◆ Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA. About 73 acres are developed (air strip and onion sheds), leaving 118 acres that are suitable for rail-dependent industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By bringing this land into the UGA, city sewer and water services can be provided to serve planned rail-dependent industrial development.

Revised text:

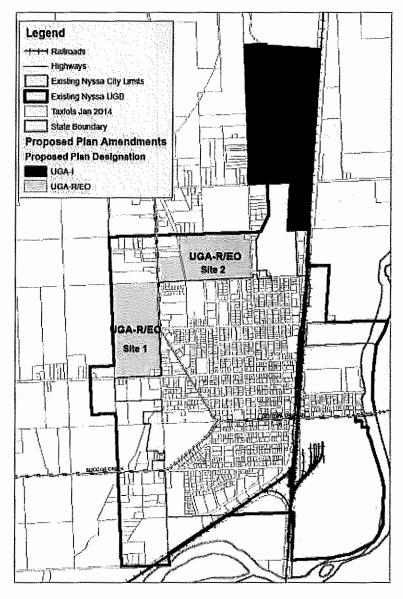
As a result of plan amendments in 2014 and 2018, Nyssa now has four large industrial sites within its urban growth area.

- Sites 1 and 2 are within the existing UGA and designated R/EO (Residential / Economic Opportunity). The R/EO designation allows the property owner to choose – at the time of annexation - whether to develop the site for residential or industrial purposes, as described in the Economic Opportunities policy. Site 1 has 37 vacant, suitable R/EO acres and Site 2 has 55 vacant, suitable R/EO acres. Sites 1 and 2 have access to US Highway 20, are adjacent to the city limits, and can be readily provided with city sewer and water service. These sites are suitable for low-impact industrial uses that do not rely on rail access.
- Site 3 has 191 acres with a County Heavy Industrial designation located outside the UGA. About 73 acres are developed (air strip and onion sheds) and 39 acres are constrained by environmental contaminants and wetlands, leaving approximately 79 acres that are suitable for industrial development. This site abuts the Union Pacific Railroad (UPRR) main line. By bringing this land into the UGA, city sewer and water services can be provided to serve planned industrial development.
- Site A has approximately 210 acres with a mile of railroad frontage. Site A is designated specifically to accommodate the Treasure Valley Reload Center (TVSA) as part of a planned full-service industrial park. This site is reserved exclusively for the rail-dependent uses and agricultural processing, warehouse and distribution and supporting industrial uses that benefit from location in a full-service industrial park next to the planned TVRC. Commercial and residential uses are prohibited in Site A.

The 2018 Zoning Map amendment also shows a 68-acre gravel mining and processing operation located between Site 3 and Site A. This site is fully developed and will be zoned UGA Industrial to allow the gravel mining and processing operation to continue.

Industrial Comprehensive Plan Map Amendments

Remove the existing zoning map on p. 69(b) of the Nyssa Comprehensive Plan:

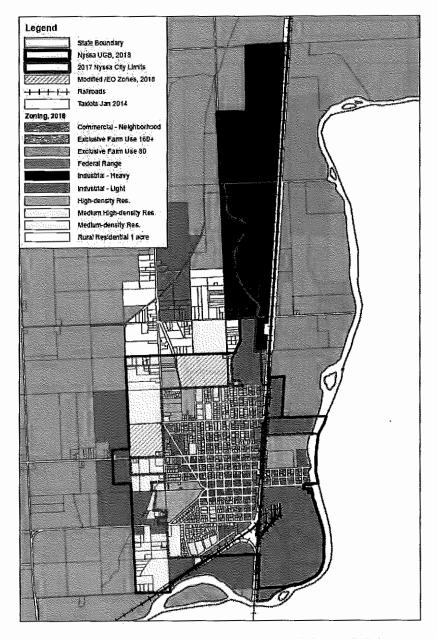


Proposed Plan Amendments, Nyssa 2014

Winterbrook Planning February 6, 2014



Replacement comprehensive plan map (2018):



Nyssa Comprehensive Plan Map, 2018

Winterbrook Planning November 19, 2018



Exhibit 4

Exhibit 4:

Proposed Nyssa Economic Opportunities Analysis Amendments

Background for 2018 EOA Amendment:

The proposal is to amend Part 3 of the *West Treasure Valley Regional Economic Opportunities Analysis* which Nyssa adopted in 2014 (Ordinance 636-14) and which is commonly referred to as the "Nyssa EOA".

Part 3: Rail-Dependent Industrial (pp. 42-47 of the Nyssa EOA) summarizes the *Malheur Caunty Rail Asset Study* (Howells, 2006) and identifies site requirements for rail-dependent industries. Because p. 18 of the Rail Asset Study remains relevant today and is quoted below for context.

"Being next to a railroad does not necessarily mean that the rail line can be physically accessed. Topography of a particular parcel may restrict the building of a connecting industrial spur. The track structure of the main line may not allow the addition of a switch. Particular locations, such as property within a wye, are not conducive to development. * * *

"A property may be physically accessible, but the railroad may have no interest in providing service. This is porticularly true of the UPRR. UPRR generally will not allow a new switch to be added to its main line, especially if it is single-track location. On the other hand, the Oregon Eastern will be far more agreeable to locating new industries anyway along its line. * * *

"Generally speaking, railroads prefer to concentrate rail operations rather than stringing customers along the whole of a rail line. This is particularly true of small customers. In other words, efforts should be made to cluster small industries so that the railroad can manage its business as efficiently as possible. * * *

"Increasingly, especially on the UPRR, industrial rail operations are expected to be self-contained. Car loading and storage tracks should be entirely within the property. This characteristic will drive the need for large properties to accommodate high volume rail business. ***

"Rail operations are noisy, and depending on the customer, may operate 24/7. Therefore care should be take care to reduce potential conflicts."

Part 3 went on to identify the site characteristics required by rail-dependent industrial related to size, topography and proximity to rail and urban services (p. 19). Then two Business Oregon leads were discussed, including the general nature of the industry and each rail-dependent industry's required site characteristics.

This information was used to identify specific industrial site needs and required site characteristics for rail-dependent industries in Nyssa (EOA, pp. 40-41). As noted in the Staff Report (Exhibit 1) this information (in addition to the need for rail-dependent industrial) was incorporated into the text of the acknowledged Nyssa Comprehensive Plan and supports the proposed inclusion of Site A within the Nyssa UGA.

The proposal is to amend the 2014 Nyssa EOA by adding page 47(a) related to the need for Treasure Valley Reload Center (TVRC), related industrial park uses and their required site characteristics.

TVRC Industrial Park Need and Required Site Characteristics

Soon after the Nyssa Comprehensive Plan amendments were adopted in 2014, Nyssa growers identified the need for a truck-to-rail facility, like the Railex facility in Wallula, Washington, to move produce rapidly and reliably from the Treasure Valley to agricultural markets in the central and eastern United States. The 2017 Oregon Legislature passed HB 2017, which funded multiple statewide transportation projects, including \$26 million Treasure Valley Reload Center (TVRC).

From 2017-2018, the Malheur County Development Commission (MCDC) worked tirelessly to make the TVRC a reality in Malheur County. MCDC worked collaboratively with the Union Pacific Railroad (UP), Malheur County, the cities of Ontario, Nyssa and Vale, Business Oregon, Representatives Greg Smith and Lynn Findley, Senator Cliff Bentz, DLCD and ODOT to find a suitable site for TVRC in Eastern Malheur County.

To operate efficiently, the TVRC requires a site that is suitable for unit trains (trains that carry a single commodity – such as onions, potatoes, or beets – from one destination to another as a unit) to load and unload efficiently. To meet this objective, the site must have the following characteristics:

- Flat and has least 100 suitable (unconstrained by wetlands, floodplain or environmental contaminants) acres;
- Frontage along the UP mainline and 7,000 feet of unobstructed rail siding to allow two
 "unit trains" to load and unload at the TRVC without blocking a public street right-of-way.
- Access to (a) two public streets that connect to a state highway (to allow for a high volume of truck deliveries and emergency access), and (b) public sewer and water service; and
- Does not abut urban residential uses (to minimize potential conflicts).

After evaluating alternative sites, MCDC selected Zone D (Site A) north of the Nyssa UGA. Site A has about 290 gross acres – approximately 20 of which are constrained by wetlands.

During MCDC's site evaluation process, it was determined that (a) TVRC Phases 1 and 2 require about 60 suitable acres, and (b) several agricultural processing and distribution firms were interested in moving and expanding their operations next to TVRC – if developed and serviced lots were available in a planned industrial park. These users were interested the certainty provided by developed, full-service lots that required no discretionary land use review. To accommodate the TVRC and related agricultural-industrial need, the TVRC Industrial Park should include roughly 210 gross acres (170 suitable acres after accounting for wetlands and public infrastructure needs).

Exhibit 5



Nyssa 2018 Public Facility Plan

(updated from 2014 PFP)

Prepared by: Winterbrook Planning With assistance from The City of Nyssa and Holladay Engineering

Adopted by City Council
_____, 2018
Exhibit 5, Ordinance No. 636-14





CONTENTS

Acknowledgments	. 3
Appendices and Maps	. 3
References and Acronyms	. 4
Statutory and Administrative Rule Background	. 4
Purpose and Background	. 5
What is a Public Facilities Plan and How Should It be Used?	. 5
Relation to the Transportation System Plan or TSP	. 7
The City of Nyssa – Malheur County Joint Urban Growth Management Agreement or JMA	. 8
Plan Contents & Organization	. 8
Methodology for Determining 2034 UGA Expansion Area Facilities Costs	. 9
Utility Systems1	
Water System	10
Inventory and general assessment (OAR 660-11-0010(1)(a))	10
Projects, cost, and timing (OAR 660-11-0010(1)(b, c, & f))	10
Wastewater System	13
Inventory and general assessment (OAR 660-11-0010(1)(a))	13
Projects, cost, and timing (OAR 660-11-0010(1)(b, c, & f))	13
Transportation System1	15
Funding For Capital Projects (OAR 660-11-0010(1)(g))	17
Comprehensive Plan Consistency (OAR 660-11-0050(3))	18
Statewide Planning Goal Findings	18

ACKNOWLEDGMENTS

This update to the City's PFP was funded in significant part by a grant provided by Oregon Department of Transportation and administered by Malheur County Economic Development Corporation, with assistance from the Department of Land Conservation and Development. Field Manager Grant Young was responsible for monitoring project progress and ensuring that this product meets applicable statutory and administrative rule requirements. He did so with considerable technical skill and understanding of the planning and public facilities issues faced by state and local governments. The City and Winterbrook Planning appreciate his service.

Winterbrook Planning prepared the outline and much of the written text for the PFP. However, Winterbrook could not have done so without the leadership of City Manager Jim Maret.

Winterbrook also appreciates the focused assistance, knowledge of local conditions, and technical skills of HECO Engineers. These City contractors provided critical information and analysis related to the public works projects – including their location, estimating cost, timing and probable funding sources – that are necessary to serve planned growth in Nyssa and its expanded Urban Growth Area (UGA) over the 20-year life of this document.

APPENDICES AND MAPS

The Nyssa PFP includes five appendices and seven maps.

- Appendix A: Public Facilities Planning includes the text of OAR Chapter 660, Division 011.
- Appendix B: Joint Urban Growth Management Agreement includes the text of the Joint UGMA between Nyssa and Malheur County.
- Appendix C: 2010 City of Nyssa Water Master Plan includes analysis and mapping of planned water service for the Nyssa UGA.
- Appendix D: 2012 City of Nyssa Wastewater Collection System Facilities Plan includes analysis and mapping of planned wastewater collection service for the Nyssa UGA.
- Appendix E: Transportation Impact Study evaluates the transportation impacts of proposed plan amendments and determines consistency with the Nyssa TSP.
- Map 1(revised): Proposed Plan Amendments, Nyssa 2014 shows Sites 1-3 and Zone D, referenced in this document.
- Map 2: UGA-R/EO Site 1 Conceptual Water Service Plan shows how water service can be extended to Site 1.
- Map 3: UGA-R/EO Site 2 Conceptual Water Service Plan shows how water service can be extended to Site 2.
- Map 4 (revised): UGA-I Site 3 and Zone D Conceptual Water Service Plan shows how water service can be extended to Site 3 and Zone D.
- Map 5: UGA-R/EO Site 1 Conceptual Sewer Service Plan shows how sewer service can be extended to Site 1.

- Map 6: UGA-R/EO Site 2 Conceptual Sewer Service Plan shows how sewer service can be extended to Site 2.
- Map 7 (revised): UGA-I Site 3 and Zone D Conceptual Sewer Service Plan shows how sewer service can be extended to Site 3 and Zone D.

Proposed transportation improvements within the existing UGA are shown on the Nyssa TSP (Otak, 1998), Figures 2-4.

REFERENCES AND ACRONYMS

In addition to information, maps and analysis provided by the City of Nyssa, Winterbrook reviewed and incorporated relevant portions of the following plans related to public facilities into the text, tables and maps of the Nyssa PFP:

- City of Nyssa Wastewater Collection System Facilities Plan (2012, Holladay Engineering)
- City of Nyssa Transportation System Plan (Otak, 1998)
- City of Nyssa Water Master Plan (2010, Holladay Engineering)
- Joint Urban Growth Management Agreement (The City of Nyssa and Malheur County, 1985)
- City of Nyssa Comprehensive Plan, (City of Nyssa, Revised March 2014)

The following terms and their acronyms are used frequently in this document:

•	City of Nyssa Comprehensive Plan	CP
•	Statewide Planning Goal 11: Public Facilities and Services	Goal 11
•	Statewide Planning Goal 12: Transportation	Goal 12
•	The Public Facilities Planning Rule (OAR Chapter 660, Division 011)	Goal 11 Rule
•	The City of Nyssa Zoning Ordinance	ZO
•	The City of Nyssa Public Facilities Plan	PFP
•	System Development Charge	SDC
•	Transportation Planning Rule (OAR Chapter 660, Division 012)	TPR
•	The City of Nyssa Transportation System Plan	TSP
•	The City of Nyssa Urban Growth Area	UGA
•	Joint Urban Growth Management Agreement	JMA

STATUTORY AND ADMINISTRATIVE RULE BACKGROUND

In the early 1980s Oregon was going through a major recession. Across the state, substantial land for commercial and industrial employment had been designated within urban growth boundaries – but there was a concern that (a) land designated for employment may not meet the site requirements of potential employers, and (b) adequate planning for the provision of public facilities and services required for development may not have occurred.

NOTICE OF PUBLIC HEARING

JOINT HEARING OF NYSSA CITY COUNCIL AND MALHEUR COUNTY COURT TO CO-ADOPT ORDINANCES TO AMEND THE NYSSA URBAN GROWTH BOUNDARY BY ADDING 278 ACRES; AMEND COUNTY AND CITY ZONING MAPS TO REZONE PROPERTY FROM COUNTY EFU AND HEAVY INDUSTRIAL TO NYSSA UGA-INDUSTRIAL; REMOVE THE NYSSA ECONOMIC OPPORTUNITY AREA (EO) OVERLAY DESIGNATION FROM CERTAIN PROPERTIES OF UP TO 142 ACRES; AMEND THE TEXT OF THE NYSSA COMPREHENSIVE PLANSPECIFICALLY COORDINATED POPULATION PROJECTION, ECONOMIC OPPORTUNITIES ANALYSIS (EMPLOYMENT NEEDS), NYSSA PUBLIC FACILITIES PLAN, NYSSA INDUSTRIAL LANDS TRANSPORTATION IMPACT ANALYSIS AND NYSSA TRANSPORTATION SYSTEM PLAN

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Legal Number – 105745 Publication Date: November 21, 2018

AFFIDAVIT OF PUBLICATION

STATE OF OREGON}

:SS.

COUNTY OF MALHEUR}

Being first daly sworn, deposes and says: that (he) (she) is the Agent to the Publisher of the ARGUS OBSERVER newspaper, a newspaper of general circulation as defined by ORS 193.010, printed and published at the City of Ontario in the aforesaid County and State and the hereto attached

Legal # 105745 Notice of Public Hearing

Was printed and published correctly in the regular and entire issue of said ARGUS OBSERVER for 1 issue(s), which the first was made on the 21st day of November 2018 and the last publication thereof was made on the 21st day of November 2018 that said publication, was made on each of the following dates, to wit: 11/21/2018

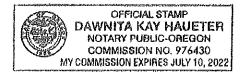
Request of Malheur County Court

By Argus Observer

Subscribed and sworn to before me this 31st day of December 2018

Notary public in and for County of Malheur, State of Oregon

My Commission Expires:





SAMPLE NOTICE TO LOCAL PARTIES

This sample satisfies the requirements for local government notice of an adopted change to an urban growth boundary in OAR 660-025-0140.

Adapt this sample to:

- 1. Describe your UGB amendment (example language in italics)
- 2. Explain the local procedures for examining and obtaining a copy of the action, and
- 3. Identify the DLCD staff person responsible for accepting objections on your jurisdiction's UGB.

Date

NOTICE OF URBAN GROWTH BOUNDARY AMENDMENT

An amendment to the [city name] urban growth boundary (UGB) became final on [date]. This amendment expands the UGB to accommodate planned residential, commercial and industrial growth for the next 20 years. In reaching this decision, the city, in coordination with [name] County, updated its population forecast in the acknowledged comprehensive plan, analyzed buildable land in the city, and revised comprehensive plan policies about future urban development. The amendment adds [#] acres to the UGB.

You may review a copy of this decision at the [city] Planning Department. The office is at One Main Street, City Name, Oregon 97000. Office hours are 8:00 a.m. to 5:00 p.m., Monday through Friday. You may purchase a copy of the decision for \$5.00 at the planning department or by mailing your request for information along with the payment. Call Jane at 541-555-1111 if you have questions.

If you believe that the amendment does not comply with applicable regulations, you may submit an objection to Oregon Department of Land Conservation and Development. An objection must contain three elements. Address each of these in your objection:

- 1. Show how you participated in the UGB amendment either by speaking at a public meeting or by sending written comments about the proposal;
- 2. Explain your objection to the adopted amendment. Be as specific as possible, including what goal, rule, or statute has been violated and why; and
- 3. Recommend a specific change that would resolve your objection.

Submit the objection in hard copy or via e-mail to:

Attention: Periodic Review Specialist Department of Land Conservation and Development 635 Capitol Street NE, Suite 150 Salem, OR 97301

E-mail: DLCD.PR-UGB@state.or.us

DLCD must **receive** the objection no later than 21 days from the date the notice was sent by the local government (the postmark date if mailed). [Or: DLCD must receive the objection by [date].] Send a copy of the objection to the city and county planning departments.

If you have questions about DLCD's review of this work task, please contact the DLCD Regional Representative: name, phone number, and e-mail address.

	,	
		•.

Nyssa Industrial Lands Project

Transportation Impact Study
Nyssa, Oregon

Date:

December 7, 2018

Prepared for:

City of Nyssa

Prepared by:

Daniel Stumpf, EI

William Farley, PE

STERED PROFESSOR STERN GRINGER STORE B3582PE OREGON C 17, 200 PE MAN R. FARRE

PENERIB: 12/

/31/2019





Table of Contents

Project Description and Location 2 Introduction 2 Vicinity Streets 2 Study Intersections 3 Traffic Counts 4 Site Trips 8 Trip Generation 8 Trip Distribution 9 Future Traffic Volumes 11 2033 Planning Horizon Volumes 11 2033 Planning Horizon plus Site Trips 11 Safety Analysis 14 Crash Data Analysis 14 Wearest Analysis 14 Wearest Analysis 14
Vicinity Streets 2 Study Intersections 3 Traffic Counts 4 Site Trips 8 Trip Generation 8 Trip Distribution 9 Future Traffic Volumes 11 2033 Planning Horizon Volumes 11 2033 Planning Horizon plus Site Trips 11 Safety Analysis 14 Crash Data Analysis 14
Study Intersections 3 Traffic Counts 4 Site Trips 8 Trip Generation 8 Trip Distribution 9 Future Traffic Volumes 11 2033 Planning Horizon Volumes 11 2033 Planning Horizon plus Site Trips 11 Safety Analysis 14 Crash Data Analysis 14
Traffic Counts
Site Trips
Trip Generation
Trip Distribution
Future Traffic Volumes
2033 Planning Horizon Volumes
2033 Planning Horizon plus Site Trips
Safety Analysis
Crash Data Analysis
Wanter Analysis
Warrant Analysis
Operational Analysis17
Intersection Capacity Analysis
Functional Classification of Streets
Transportation Planning Rule
Conclusions
Appendix



Table of Figures

Figure 1: Vicinity Map	
Figure 2: 2018 Existing Conditions	
Figure 3: Site Trip Assignment	10
Figure 4: Year 2033 Planning Horizon	12
Figure 5: Year 2033 Planning Horizon plus Site Buildout	13
Table of Tables	
Table 1: Vicinity Roadway Descriptions	3
Table 2: Study Intersection Descriptions	
Table 3: Trip Generation Summary	9
Table 4: Crash Type Summary	15
Table 5: Crash Severity and Rate Summary	1
Table 6: Intersection Capacity Analysis Summary	



Executive Summary

- 1. Approximately 210 acres located north of Nyssa, Oregon, noted as Site A, is proposed for annexation into the City's Urban Growth Boundary. The property is anticipated to be developed as an industrial use that allows for the storage and transfer of goods from truck to train.
- 2. Based on information provided by the applicant, the site is expected to initially be developed with a 60,000 square-foot warehouse that supports up to 30 employees for the transfer of local product from truck to train. It is anticipated that the site is large enough to be expanded to seven times the initial development.
- 3. Under the reasonable worst-case development scenario, the site is projected to generate 247 trips during the morning peak hour and 225 trips during the evening peak hour. A total of 2,180 daily trips could be generated by full development of the site.
- 4. A detailed examination of crash history at study intersections along Highway 26 shows no significant safety hazards or trends that are indicative of design deficiencies.
- 5. Left-turn lane warrants are projected to be met for the southbound approaches of the intersections of Highway 26 at Chestnut Avenue and Highway 26 at Locust Avenue/11th Street, regardless of annexation and development of Site A. Left-turn lane warrants are projected to be met at the intersection of Highway 26 at Gem Avenue under year 2033 conditions with development of Site A under the reasonable worst-case development scenario.
- 6. Traffic signal warrants are not projected to be met for any of the study area intersections.
- 7. All study area intersections are projected to operate acceptably through year 2033, regardless of the annexation and assumed reasonable worst-case development of Site A.
- 8. Full development of Site A following the annexation of the property into the city will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.



Project Description and Location

Introduction

The City of Nyssa is proposing the expansion of its Urban Growth Boundary (UGB) to include approximately 210 acres of undeveloped land to the north of the city. The subject site is located north of Site 3, which was annexed into the City's UGB along with the designation of two other non-contiguous areas (Site 1 and Site 2) as economic opportunity areas.

The economic opportunity area designation consists of two noncontiguous sites that are within the UGB but outside of current city limits. Site 1 includes approximately 37 developable acres located to the east of the city that is zoned as R2 (*Dnplex Residential*) and is currently utilized for agricultural purposes. It is bordered by Highway 26 to the east, Park Avenue to the south, and agricultural land to the north and west. Site 2 includes approximately 55 developable acres located to the north of the city which consists of land zoned as R1 (*Single Family Residential*), R2, and R4 (*Residential Mobile Home*). The site is currently utilized for agricultural purposes. It is bordered by agricultural and residential land to the north, west, and south, and by N 3rd Street to the east. Both of these sites are proposed to be designated as UGA-R/EO, an Economic Opportunity designation, that would enable a future developer to either retain the existing residential zoning or to re-zone the areas for industrial use.

Site 3 (approximately 79 developable acres) and Site A (approximately 170 developable acres) are located to the north of the city. Both sites are bordered by Gem Avenue to the north, the Union Pacific – Southern Pacific railroad line to the east, Columbia Avenue to the south, and Arcadia Boulevard to the west. Site A is proposed to be zoned as UGA-I, an industrial designation that would enable them to take advantage of rail access.

The purpose of these changes is to attract industrial development to Nyssa. This report examines the traffic impacts of the proposed measures and the development of these sites as industrial facilities. The purpose of this report is to provide both short-term and long-term analyses that address the ability of the transportation system to accommodate increased traffic generated by eventual development on the proposed annexation and expansion areas in order to ensure safe and efficient performance.

All supporting data and calculations are included in the appendix to this report.

Vicinity Streets

The proposed development is expected to primarily impact eight nearby vicinity roadways. Table 1 provides a description of each of the vicinity roadways.



Table 1: Vicinity Roadway Descriptions

Brooteng	Juriellotus	Punctional Classification	Course Burelina	Speed	Disamon Pursing	Bispite	Electric	Milwelle
Highway 26	ODOT	Minor Arterial/ Regional Highway	2 Lanes	35/45/55 mph Posted/ Statutory	Not Permitted	None	Partial Both Sides	Pattial Both Sides
Arcadia Boulevard/N 3rd Street	Malheur County	Major Collector	2 Lanes	25/35/45/ 55 mph Posted/ Statutory	Partially Permitted	None	Partial Both Sides	Partial Both Sides
N 11th Street	Malheur County	Loal Street	2 Lanes	25 mph Posted	Permitted Both Sides	None	Partial Both Sides	Partial Both Sides
Gem Avenue	Malheur County	Minor Collector/ Local Street	2 Lancs	55 mph Statutory	Partially Permitted	None	None	None
Gamble Road	Malheur County	Local Street	2 Lancs	55 mph Statutory	Partially Permitted	None	None	None
Columbia Avenue	Malheur County	Major Collector/ Local Street	2 Lanes	25/55 mph Statutory	Partially Permitted	None	None	None
Chestnut Avenue	City of Nyssa	Local Street	2 Lanes	25 mph Statutory	Partially Permitted	None	Partial South Side	Partial South Side
Loaist Avenue	City of Nyssa	Major Collector/ Local Street	2 Lanes	25 mph Statutory	Partially Permitted	None	Partial Both Sides	Partial Both Sides

Note: Functional Classification based on ODOT's Oregon Transportation Map.

Study Intersections

Based on the location of the four sites and the expected trip generation from eventual development, seven intersections of significance were selected for analysis of projected traffic impacts during the weekday evening peak traffic hour. A summarized description of these intersections is provided in Table 2.



Table 2: Study Intersection Descriptions

Microfiles	Nume	Comming	Voelle Count	Honing/Impared Aggress-law
1	Highway 26 at Gem Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled
2	Arcadia Boulevard at Gem Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled
3	Arcadia Boulevard at Gamble Road	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled
4	Highway 26 at Columbia Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Gontrolled
5	Arcadia Boulevard at Columbia Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled
6	Highway 26 at Chestnut Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled
7	Highway 26 at Locust Avenue	Four-Legged	Stop- Controlled	EB/WB Stop-Controlled

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 6.

Traffic Counts

Traffic counts were conducted at the following study intersections on a typical weekday (Tuesday, Wednesday, or Thursday) from 4:00 PM to 6:00 PM:

- 1. Highway 26 at Gem Avenue Last week of November 2018;
- 2. Arcadia Boulevard at Gem Avenue Last week of November 2018;
- 3. Arcadia Boulevard at Gamble Road Last week of November 2018;
- 4. Highway 26 at Columbia Avenue Second week of September 2013 and last week of November 2018;
- 5. Arcadia Boulevard at Columbia Avenue Second week of September 2013; and



7. Highway 26th at Locust Avenue – Second week of September 2013.

In order to reflect existing year 2018 traffic conditions by utilizing the 2013 count data, traffic counts at the intersection of Highway 26 at Columbia Avenue, where two sets of counts were collected, were compared. Based on a comparison of the two sets of counts, between years 2013 and 2018 traffic volumes at the intersection had increased linearly by approximately 2.92 percent per year. Therefore, a linear growth rate of 2.92 percent per year was applied to the year 2013 counts at other intersections over a five-year period to reflect existing year 2018 traffic conditions.

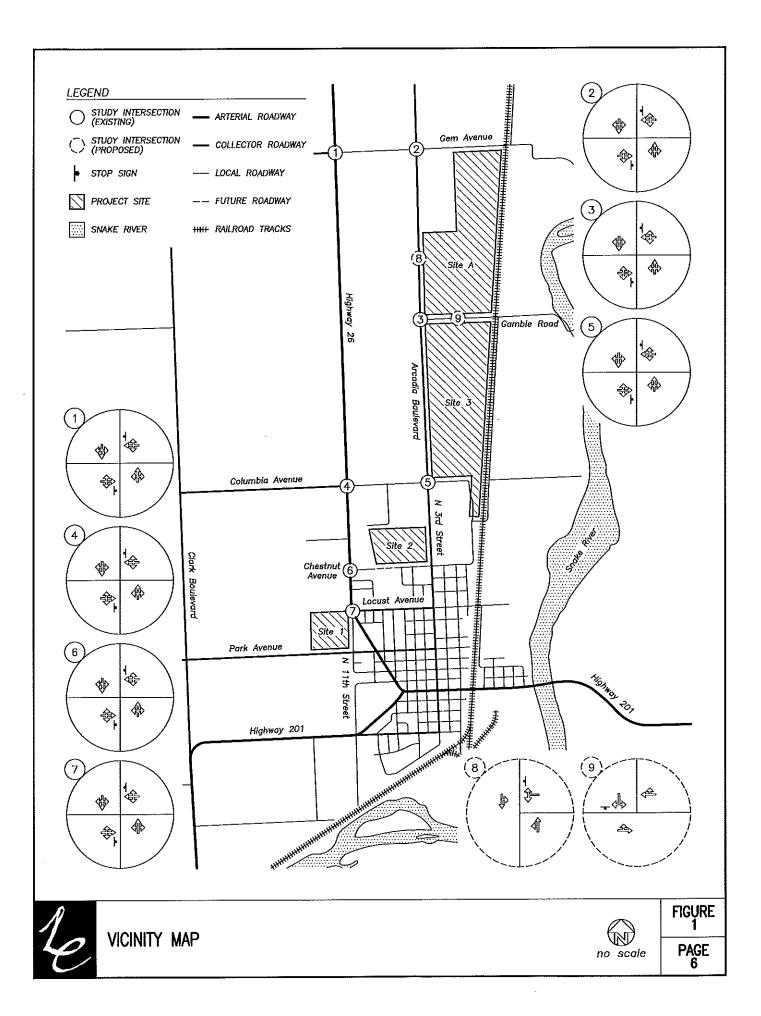
Per the requirements established in the Oregon Department of Transportation's (ODOT) Analysis Procedures Manual, seasonal adjustment factors of 1.1329 for the mid-September counts and 1.3785 for the late-November counts were calculated based on the Summer seasonal trend. The seasonal adjustment factors were applied to the highway's through movement traffic volumes at the study intersections along Highway 26 in order to reflect the 30th highest hour volumes along the ODOT facility.

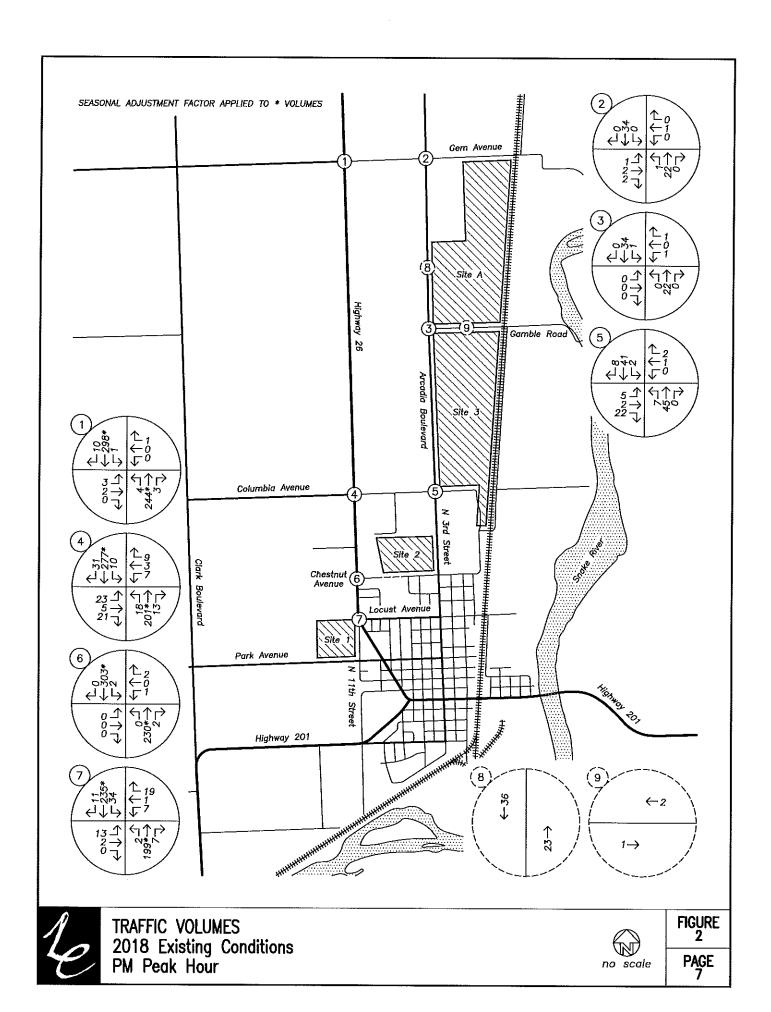
To determine volumes at the intersection of Highway 26 at Chestnut Avenue, major-street traffic volumes were balanced with the adjacent intersections of Highway 26 at Columbia Avenue to the north and Highway 26 at Locust Avenue to the south. The highest recorded northbound/southbound volumes at the adjacent study intersections were utilize for the Highway 26 at Chestnut Avenue intersection. To determine minor-street turning volumes, data from the *Trip Generation Manual* was referenced, specifically land-use code 210, *Single-Family Detached Housing*, based on seven existing dwelling units which currently access Highway 26 via Chestnut Avenue. The direction distribution of these turning volumes was based on the distribution assumptions as described in the *Site Trips* section of this report.

Figure 2 on page 7 shows the existing evening peak hour traffic volumes at the study intersections.

Nyssa Industrial Lands Project — Transportation Impact Study

¹ Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017.







Site Trips

Trip Generation

Based on information provided by the applicant, Site A, which is approximately 170 developable acres, is planned to be initially developed to include a 60,000 square-foot warehouse to allow local shippers to truck in product to temporarily store before product is loaded on trains. The site is expected to be large enough to accommodate additional warehouse and loading facilities, estimated to be up to six to seven times the initial development. Seven times the initial project was assumed to be the reasonable worst-case development scenario for the site.

Since Site 1, Site 2, and Site 3 haven't been developed yet, an intensity of development was assumed to include in the analysis of the impacts for Site A. Site 1 (which is currently zoned as R2 (Duplex Residential)) and Site 2 (which is currently zoned as a mix of R1 (Single Family Residential), R2, and R4 (Residential Mobile Home)) are economic opportunity areas allowing for development as general industrial uses. Site 1 and Site 2 include approximately 37 acres and 55 acres of land, respectively, which are currently utilized for agricultural purposes. Site 3, which is located along the west side of the Union Pacific – Southern Pacific rail lines, is designated for rail-dependent general heavy industrial uses. Site 3 consists of approximately 61 developable acres. In total, all four sites consist of 323 acres of space which may be developed as industrial uses.

To estimate the number of trips that could be generated by the eventual development on the Site A area following annexation, as well as on the other three sites, trip rates from the *Trip Generation Manual*² were used. To estimate trips generated by industrial uses on Site 1, Site 2, Site 3, and Site A, the data from land use code 150, *Warehousing*, and was used based on the square-footage of gross building floor area. Additional trip generation specific to Site A was included based on data from land use code 030, *Intermodal Truck Terminal*, based on the peak number of expected employees at the site. At the direction of the applicant, up to 30 employees may be hired to work for the initial 60,000 square-foot warehouse and rail-related portion of the site. It was assumed that the employees would scale appropriately with the expanded warehouses, up to seven times the initial amount.

For analysis, it is assumed that a reasonable maximum total building footprint of an industrial parks and other industrial uses would cover approximately 30 percent of the developable area. The remaining developable area is considered as space necessary to accommodate parking, site circulation, street right-of-way improvements, public space, etc. Based on this assumption, the Site 1 through 3 may include the construction of approximately 1,999,300 square feet of industrial building space.

For Site A, per the information provided by the applicant, the site may be expanded up to seven times the initial development, which would include the construction of up to 420,000 square feet of warehouse space. In addition to the 210 employees who may be hired for the rail related portion of the site, the trip generation calculations show that the future industrial development of Site A is projected to generate 247 trips during the morning peak hour, 225 trips during the evening peak hour, and 2,180 average weekday trips.

² Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017.



The trip generation estimates for Sites 1 through 3 and Site A are summarized in Table 3. Detailed trip generation calculations are included in the technical appendix to this report.

Table 3: Trip Generation Summary

	7116		E Was			Morning Feels Mone			December Professioner		
	Cintle	Vond home	Developable Sq. Ft.	Stuff	Rose	Entr	Total	Binne	Distri	Trini	World)
Site 1	150	37	483,500	-	63	19	82	25	67	92	842
Site 2	150	55	718,700	-	94	28	122	37	100	137	1,250
Site 3	150	61	797,100		105	31	136	41	1 1 0	151	1,388
Total Approved	-				262	78	340	103	277	380	3,480
Site A	30			210	83	93	176	75	70	145	1,450
one A	150	170	420,000		55	16	71	22	58	80	730
Total Proposed					138	109	247	97	128	225	2,180
Total Trips					400	187	587	200	405	605	5,660

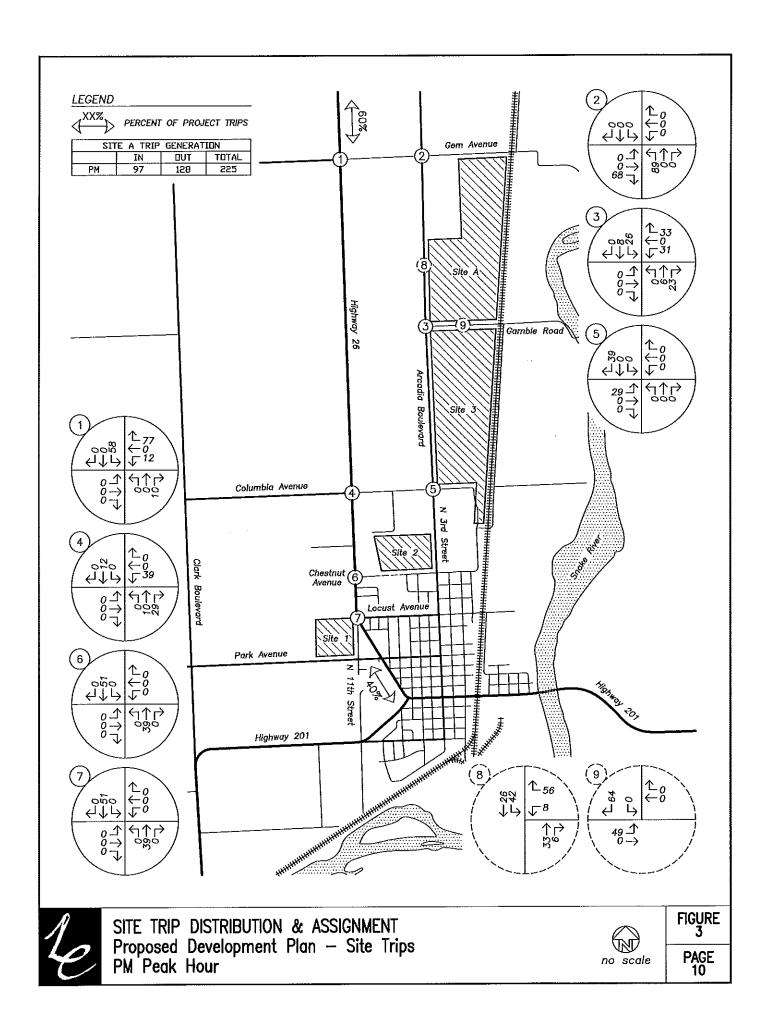
Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections.

The following trip distribution was estimated and used for analysis:

- Approximately 60 percent of site trips will travel to/from the north along Highway 26; and
- Approximately 40 percent of site trips will travel to/from the south along Highway 26.

The trip distribution and assignment for the site trips generated by the assumed development on Site A during the evening peak hour is shown in Figure 3 on page 10.





Future Traffic Volumes

2033 Planning Horizon Volumes

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. In order to calculate the future traffic volumes for non-ODOT facilities, a compounded growth rate of two percent per year for an assumed buildout conditions of 15 years was applied to the measured existing traffic volumes to approximate the year 2033 planning horizon.

To estimate the future traffic volumes for ODOT facilities, a linear growth rate was calculated for the traffic volumes along Highway 26, using data from ODOT's 2037 Future Volume Tables. A linear growth rate of 0.12 percent was calculated utilizing volume data at the following three locations along Highway 26:

- Approximately 0.02 miles south of Gem Avenue;
- Approximately 0.02 miles south of Columbia Avenue; and
- Approximately 0.02 miles north of Walnut Avenue.

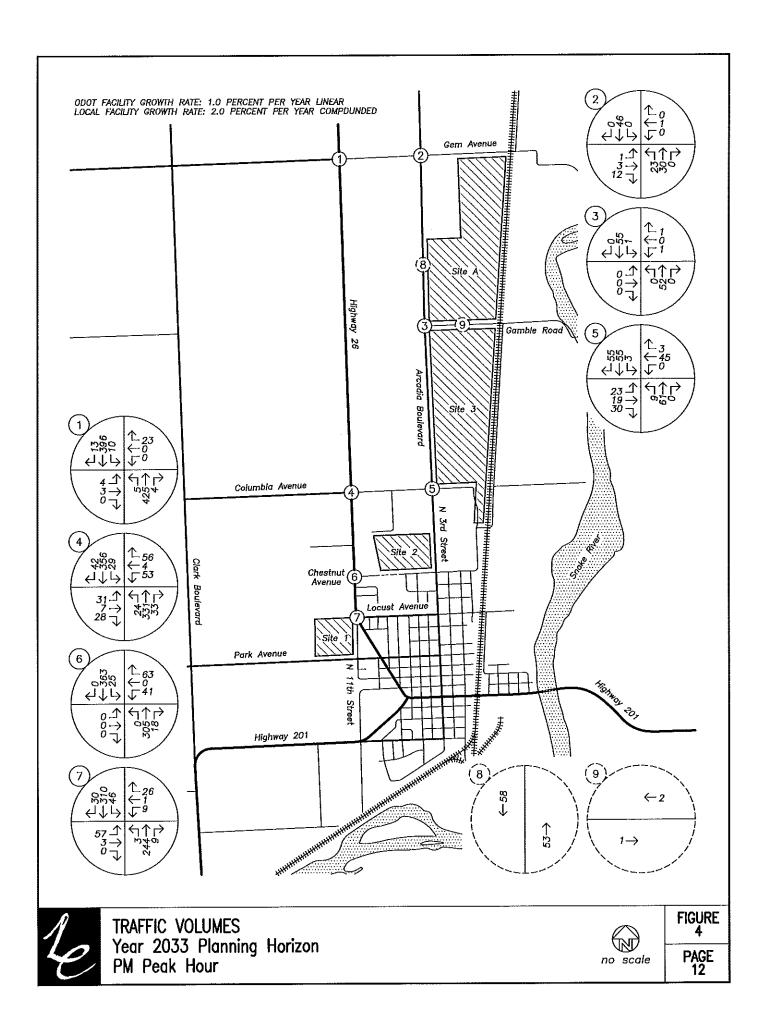
However, given the calculated growth rate is relatively low, for the purposes of this analysis an assumed linear growth of 1.00 percent per year was utilized. The 1.00 percent linear growth rate was applied to the measured existing traffic volumes over a 15-year period to determine year 2033 background volumes for the through traffic traveling along each of the ODOT facilities. For all other turning movements at these ODOT intersections, a compounded growth rate of two percent per year was applied over a 15-year period.

Figure 4 on page 12 shows the projected year 2033 planning horizon volumes at the study intersections during the evening peak hour.

2033 Planning Horizon plus Site Trips

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2033 planning horizon volumes to obtain the expected year 2033 planning horizon plus site buildout volumes.

Figure 5 on page 13 shows the projected 2033 planning horizon plus buildout year traffic volumes at the study intersections during the evening peak hour.



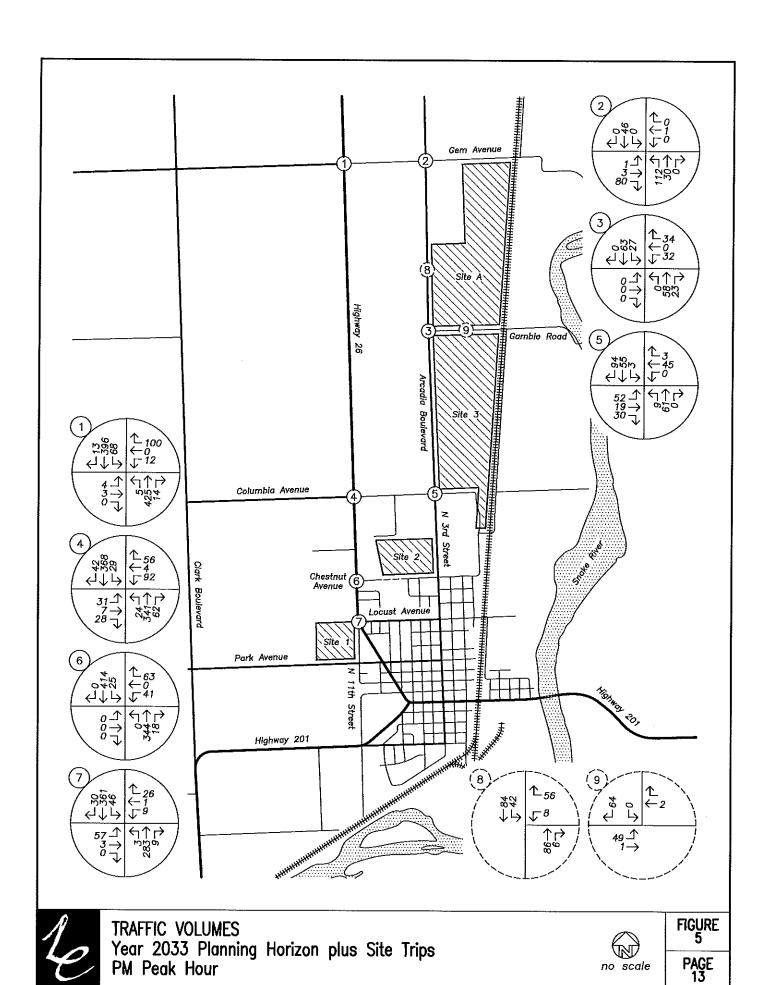




Table 4: Crash Type Summary

					Gradi	the same				Wait
	Basemention	Heat	Time	Angle	Stinut Olivan	Bair	Historia Historia	that :	Milio	Continu
1	Highway 26 at Gem Avenue	0	0	0	0	0	0	0	0	0
2	Arcadia Boulevard at C Gem Avenue	0	-0	0	0	0	0	0	0	0
3	Arcadia Boulevard at Gamble Road	0	0	0	0	0	0	0	0	0
4	Highway 26 at Columbia Avenue	0	0	1	0	0	0	0	0	1
5	Arcadia Boulevard at Columbia Avenue	0	0	0	0	0	0	0	0	0
6	Highway 26 at Chestnut Avenue	0	0	0	0	0	0	0	0	0
7	Highway 26 at Locust Avenue	0	1	0	0	0	0	0	0	1

Table 5: Crash Severity and Rate Summary

			(6)	out forms	ily		Book		
	Bettermortion	7010	E			Final	Crosten	Marie	Court Rais
1	Highway 26 at Gem Avenue	0	0	0	0	0	0	5,660	0.00
2	Arcadia Boulevard at Gem Avenue	0	0	0	0	0	0	630	0.00
3	Arcadia Boulevard at Gamble Road	0	0	0	0	0	0	590	0.00
4	Highway 26 at Columbia Avenue	0	0	1	0	0	1	6,180	0.09
5	Arcadia Boulevard at Columbia Avenue	0	0	0	0	0	0	1,350	0.00
6	Highway 26 at Chestnut Avenue	0	0	0	0	0	0 -	5,400	0.00
7	Highway 26 at Locust Avenue	1	0	0	0	0	1	5,300	0.10

le

Safety Analysis

Crash Data Analysis

Using data obtained from the ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January 2012 to December 2016) at the intersections along Highway 26 was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.0 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, ODOT classifies crashes in the following categories:

- Property Damage Only (PDO);
- Possible Injury Complaint of Pain (Injury C);
- Non-Incapacitating Injury (Injury B);
- Incapacitating Injury Bleeding, Broken Bones (Injury A); and
- Fatality or Fatal Injury.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed ODOT crash reports are included in the technical appendix to this report.

In addition, the study intersections along Highway 26 are ODOT facilities which adhere to the crash analysis methodologies within ODOT's APM. According to Exhibit 4-1 – Intersection Crash Rates per MEV by Land Type and Traffic Control of the APM, intersections which experience crash rates in excess of the 90th-percentile crash rates should be "flagged for further analysis". For unsignalized intersections in rural settings, the 90th-percentile rate for four-legged intersections is 1.080 CMEV while in urban settings is 0.408 CMEV.



Based on a review of the most recent five years of available crash data, no other significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.

Warrant Analysis

Left-turn lane and traffic signal warrants were examined for the study intersections where such treatments would be applicable.

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. For ODOT facilities, the left-turn lane warrants used implement the design curves developed by the Texas Transportation Institute as adopted by ODOT in its Analysis Procedures Manual. For non-ODOT facilities, the left-turn lane warrants were examined using methodologies provided within the *National Cooperative Highway Research Program's* (NCHRP) Report 457. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants are projected to be met for the following intersections:

- The southbound approach of Highway 26 at Gem Avenue under year 2033 conditions following the proposed annexation and assumed development of Site A;
- The southbound approach of Highway 26 at Chestnut Avenue under year 2033 conditions prior to the proposed annexation and development of Site A;
- The southbound approach of Highway 26 at Locust Avenue/11th Street under existing conditions;

No other new turn lanes are projected to be necessary or recommended.

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal could be warranted at these intersections upon annexation and development of Site A. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the unsignalized study intersections under any of the analysis scenarios.



Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis was conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual*² (HCM). Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance standards for intersections under the jurisdiction of Malheur County or Nyssa were not able to be found. However, LOS E or better is generally acceptable for unsignalized intersections.

Intersections along Highway 26 are under the jurisdiction of ODOT, whose standards are based on the v/c ratio. Based on Highway 26's classification as a Freight Route on a Statewide Highway within the 1999 Oregon Highway Plan, all intersections within the Urban Growth Boundary are required to operate with a v/c ratio of 0.85 or better, depending on the speed of the facility. Outside of the Urban Growth Boundary, intersections on Highway 26 are required to operate with a v/c ratio of 0.70 or better.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 6 for the evening peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

² Transportation Research Board, Highway Capacity Manual, 2000.



Table 6: Intersection Capacity Analysis Summary

		conting Feel Die	100
	1,09	State on	wife
1 Highway 26 at Gem Avenue			
2018 Existing Conditions	В	14	0.01
2033 Planning Horizon	С	20	0.05
2033 Planning Horizon plus Site Trips	D	29	0.32
2 Arcadia Boulevard at Gem Avenue			
2018 Existing Conditions	A	9	0.01
2033 Planning Horizon	A	9	0.02
2033 Planning Horizon plus Site Trips	В	12	0.12
3 Arcadia Boulevard at Gamble Road		.,,,	
2018 Existing Conditions	A	9	0.02
2033 Planning Horizon	A	9	0.04
2033 Planning Horizon plus Site Trips	В	11	0.12
4 Highway 26 at Columbia Avenue			
2018 Existing Conditions	В	13	0.18
2033 Planning Horizon	C	19	0.27
2033 Planning Horizon plus Site Trips	D	32	0.56
5 Arcadia Boulevard at Columbia Avenue			
2018 Existing Conditions	А	9	0.03
2033 Planning Horizon	В	11	0:10
2033 Planning Horizon plus Site Trips	В	11	0.16
6 Highway 26 at Chestnut Avenue			
2018 Existing Conditions			
2033 Planning Horizon	В	14	0.23
2033 Planning Horizon plus Site Trips	C	16	0.25

BOLDED results indicate operation above acceptable jurisdictional standards.



Table 6: Intersection Capacity Analysis Summary (continued)

	(6)	Evening Plant Street				
	11/00	Delia (e)	10/14			
7 Highway 26 at Locust Avenue						
2018 Existing Conditions	В	14	0.05			
2033 Planning Horizon	С	20	0.22			
2033 Planning Horizon plus Site Trips	С	24	0.26			
8 Arcadia Blvd at Western Access						
2033 Planning Horizon plus Site Trips	В	10	0.09			
9 Gamble Rd at Southern Access						
2033 Planning Horizon plus Site Trips	A	9	0.07			

BOLDED results indicate operation above acceptable jurisdictional standards.

Based on the results of the operational analysis, all study area intersections are currently operating acceptably and are projected to continue operating acceptably through year 2033, regardless of the annexation and development of Site A. No operational mitigation is necessary or recommended at these intersections.

Functional Classification of Streets

Since the assumed full development of the site would be adding a significant amount of volume to Gamble Road and Arcadia Boulevard, a review of the roadway's functional classifications was conducted.

Gamble Road is classified by Malheur County as a Local Street. Local streets typically carry between 1,000 and 1,500 average daily trips (ADT). Based on the trip generation calculations for the worst-case development scenario of the site and the expected trip distribution, it is assumed that Gamble Road will need to accommodate 114 trips during the evening peak hour. Under the common assumption that volume during the peak hour are 10 percent of the ADT, Gamble Road is expected to carry approximately 1,140 daily trips, which is within reasonable limits for a roadway classified as a Local Street.

Arcadia Boulevard is classified by Malheur County as a Major Collector. Collector streets can typically carry between 5,000 and 10,000 ADT. Based on the volumes expected to use the street under the reasonable worst-case development scenario, the roadway is projected to carry approximately 2,700 ADT, well within the limits for a Collector street.



Transportation Planning Rule

Oregon's Transportation Planning Rule (TPR) is contained in Section 660-012-0060 of the Oregon Administrative Rules. The TPR is in place to ensure that when an adopted plan or land use regulation is amended, provisions are made to ensure that the transportation system is capable of supporting any potential increase in trip intensity resulting from the amendment. The applicable portions of the TPR are quoted in italics below, with responses directly following.

660-012-0060 Plan and Land Use Regulation Amendments

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response:

The proposed change in zoning will not change any standards to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) Change standards implementing a functional classification system; or

Response:

No changes are proposed to any standards implementing the functional classification system. Accordingly, this section is also not triggered.

- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.



Response:

Based on the operational analysis, all study area intersections projected to operate acceptably under year 2033 conditions, regardless of the proposed amendment to the UGB. Accordingly, subsection (c) is also not triggered since the zone change will not cause a significant effect to the transportation network.

Based on the detailed analysis, the proposed annexation of the subject property into the City of Nyssa's UGB will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.



Conclusions

Full development of Site A following the annexation of the property into the city will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

All study area intersections are projected to operate acceptably through year 2033, regardless of the annexation and assumed reasonable worst-case development of Site A.

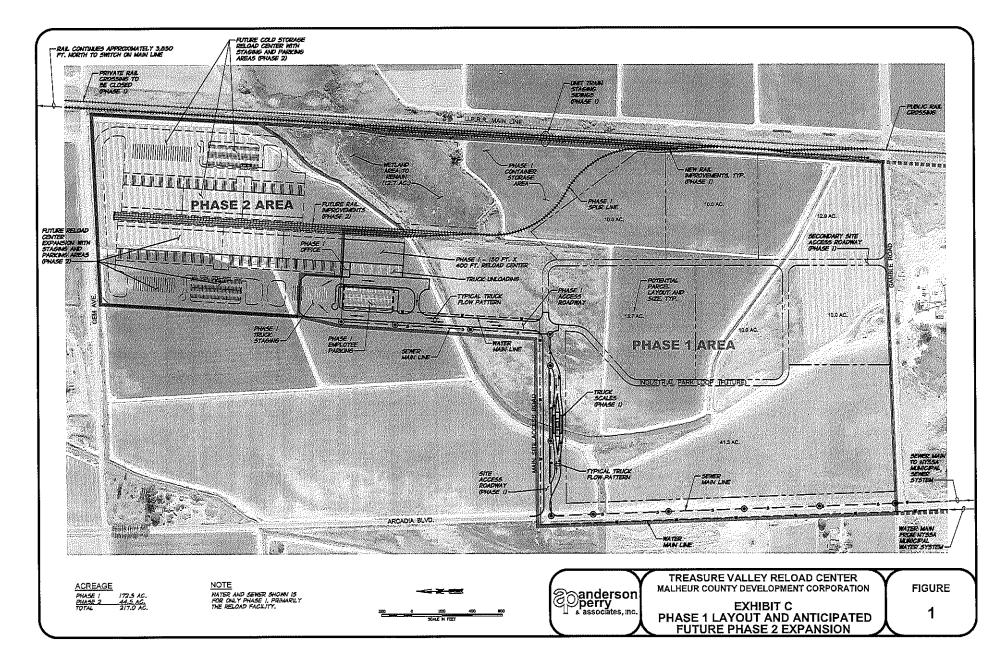
Traffic signal warrants are not projected to be met for any of the study area intersections.

Left-turn lane warrants are projected to be met for the southbound approaches of the intersections of Highway 26 at Chestnut Avenue and Highway 26 at Locust Avenue/11th Street, regardless of annexation and development of Site A. Left-turn lane warrants are projected to be met at the intersection of Highway 26 at Gem Avenue under year 2033 conditions with development of Site A under the reasonable worst-case development scenario.

A detailed examination of crash history at study intersections along Highway 26 shows no significant safety hazards or trends that are indicative of design deficiencies.

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Appendix



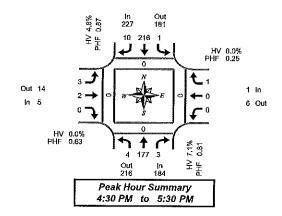
Total Vehicle Summary



Hwy 26 & Gem Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM



Interval		Northi			1	South	bound			Easth	ound		Westbound					Pedestrians			
Start	ļ	Hwy	26			Flwy	/ 26			Gen	ı Ave			Gern	Ave		Interval		Cros	swalk	- 1
Time	L	T	R	Bikes	L_L	Τ	R	Bikes	L	Т	R	Bikes	L	Т	R	Bikes	Total	North	South		West
4:00 PM	0	12	O	Đ	0	15	1	0	1	0	0	Ö	0	0	0	0	29	0	0	0	0
4:05 PM	0	15	O	0	0	13	0	0	1	0	1	0	0	0	Ō	0	30	0	ā	n	o l
4:10 PM	1	22	0	0	1	18	0	0	0	٥	0	0	0	0	0	0	42	0	ō	ĺō	ō
4:15 PM	1	8	0	0	0	21	2	0	0	0	0	0	0	0	0	o i	32	0	ō	١٥	ō
4:20 PM	0	7	0	0	0	20	1	0	3	0	0	0	0	0	0	a l	31	0	ō	ō	ăl
4:25 PM	0	5	0	0	1	24	0	0	0	0	0	0	0	0	0	o i	30	0	ō	ā	ا ه
4:30 PM	0	21	0	0	0	16	0	0	0	0	0	0	0	G	0	0	37	0	C	ō	ā
4:35 PM	0	. 11	0	0	0	. 15	3	0	_1	O	0	0	0	0	0	0	30	0	0	C	0
4:40 PM	0	25	0	0	0	23	O	0	1	0	0	.0	0	0	0	0	49	0	0	0	0
4:45 PM	1	11	0	0	0	21	2	0	0	0	0	0	0	0	0	0	35	0	0	0	o l
4:50 PM	0	7	0	0	0	19	0	0	0	0	0	0	0	0	0	0	26	0	0	0	ا ہ
4:55 PM	1	14	1	0	0	13	0	0	0	1	0	0	0	0	0	0	30	l o -	0	0	a I
5:00 PM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	o Ì	31	0	0	ō	ōl
5:05 PM	1	18	0	0	0	20	1	0	0	0	0	0	0	0	0	0	40	0	0	G	ō
5:10 PM	1	13	1	0	0	22	a	0	0	1	0	0	0	0	1	0	39	0	0	0	0
5:15 PM	0	15	1	0	0	19	2	0	0	0	0	0	0	0	O	0	37	0	0	0	o l
5:20 PM	0	16	0	0	0	15	1	0	0	0	0	0	0	0	0	0	32	0	0	0	0
5:25 PM	0	12	0	0	1	16	1	0	1	0	0	0	0	0	0	0	31	0	0	O.	0
5:30 PM	0	14	0	0	Ð	16	1	0	1 -	0	0	0	0	1	0	o į	33	0	. 0	0	0
5:35 PM	0	12	0	0	0	13	. 0	0	0	0	Ð	0	0	0	0	0	25	0	0	0	0
5:40 PM	0	20	0_	0	0	10	0	0	1	0	0	0	0	0	0	0	31	0	0	G	0
5:45 PM	0	11	0	0	0	7	1	0	0	0	0	0	0	0	0	0	19	0	0	G	Ö
5:50 PM	0	10	0	0	1	16	1	0	0	0	1	0	0	0	C	0	29	0	0	0	ō
5:55 PM	0	11	0	0	0	14	0	0	2	0	0	0	0	0	+	0	28	0	0	o o	ō 1
Total Survey	6	324	3	0	4	403	17	0	12	2	2	0	0	1	2	0	776	0	0	0	0

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval	i	North			i	South	ound			East	ound			West	ound			Pedestrians				
Start		Hwy 26				Hwy 26				Gem Ave				Gem	Ave		Interval Cross			swalk		
Time	L	T	R	Bikes	L	Т	R	Bikes	ļ L	T	R	Bikes	L	Т	R	Bikes	Total	North	South	East	West	
4:00 PM	1	49	0	0	1	46	1	0	2	0	1	O	0	0	0	0	101	0	0	0	0	
4:15 PM	1	20	0	0	1 1	65	3	0	3	0	0	0	0	0	0	0	93	l ō	a	0	ō	
4:30 PM	0	57	0	0	0	54	3	0	2	0	0	0	0	0	ō	ā	116	ة ا	ň	ا آ	ō	
4:45 PM	2	32	1	0	0	53	2	0	0	1	0	0	0	0	0	ōΙ	91	a	ō	ا م	ñ	
5:00 PM	2	45	1	0	0	59	1	0	0	1	0	0	0	0	1	a	110	n	n	l a	ň	
5:15 PM	0	43	1	O	1	50	4	0	1	Ó	0	0	ō	0	Ó	ŏĺ	100	ľň	ő	ñ	ň	
5:30 PM	0	46	0	0	0	39	1	0	2	0	a	0	0	1	O	0	89	1	ň	0		
5:45 PM	0	32	0	0	1	37	2	0	2	0	1	0	0	Ġ	1	ō	76	l n	o	ñ	ň	
Total		004				400					<u> </u>				<u> </u>			⊢ •	-			
Survey	6	324	3	0	4	403	17	0	12	2	2	0	0	1	2	0	776	0	0	0	0	

Peak Hour Summary 4:30 PM to 5:30 PM

By Approach		Northi Hwy					bound y 26				ound Ave			Total				
иррговоп	ln			Bikes	In Out		Total	Bikes	ln	Out	Total	Bikes	In	Out Total		Bikes		
Volume	184	216	400	0	227	18t	408	0	5	14	19	0	1	6	7	0	417	
%HV		7.1	%		4.8%				l	0.0	0%			0,		5.8%		
PHF	0.81 0.87								0.63					0.25				

	Pedestrians														
	Crosswalk														
North	South	East	West												
0	0	0	0												

By Movement			bound y 26				bound y 26			Easth Gem	ound	~~~		Total			
	L	Т	R	Total	L	T	R	Total	L	Т	R	Total	L	T	R	Total	
Volume	4	177	3	184	1	216	10	227	3	2	0	5	0	0	1	1	417
%HV	0.0%	7.3%	0,0%	7.1%	0.0%	5.1%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0,0%	0,0%	0,0%	5.8%
PHF	0.50	0.78	0.38	0.81	0.25	0.86	0.50	0.87	0.38	0.50	0.00	0.63	0.00	0.00	0.25	0.25	0.90

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start		North				South			Eastbound Gem Ave						oound					trians	
ł i	Hwy 26 Hwy 26							Gen	Ave		Gem Ave				interval	1	Cros	swalk			
Time	<u> </u>	T	R	Bikes	L	T	R	Bikes	L	Т	R	Bikes	L	T	R	Bikes	Total	North	South	East	Wast
4:00 PM	4	158	1	0	2	218	9	0	7	1	1	0	0		0	0	401	0	0	0	n
4:15 PM	5	154	2	0	1	231	9	0	- 5	2	0	0	0	o	1	0	410	0	Ö	ŏ	õ
4:30 PM	4	177	3	0	1	216	10	0	3	2	0	0	0	0	1	G	417	0	a	Û	0
4:45 PM	4	168	3	0	1	201	8	0	3	2	0	0	0	1	1	0	390	lā	a	ň	ō
5:00 PM	2	166	2	0	2	185	8	0	5	1	1	0	0	1	2	ō	375	lä	ű	ก	n

Heavy Vehicle Summary



Clay Camey (503) 833-2740

Hwy 26 & Gem Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

 13 en 11

Out 0

In 0

Peak Hour Summary 4:30 PM to 5:30 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start		Northi Hva					bound v 26				ound Ave			Westh Gem			interval
Time	lι	т.,,,	R	Total	L	Т.	R	Total	L	l T	R	Total	L	Т	R	Total	Total
4:00 PM	0	4	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
4:05 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
4:10 PM	0	2	0	2	0	2	O	2	0	0	0	0	0	0	0	0	4
4:15 PM	Ιō	Ö	Ó	0	0	1	0	1	0	a	0	0	0	0	٥	0	1
4:20 PM	Ιō	0	0	0	0	2	0	2	0	0	0	0	O	0	0	0	2
4:25 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:30 PM	o	2	0	2	0	3	O	3	0	0	0	0	0	0	0	0	5
4:35 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:40 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:45 PM	Ιō	2	0	2	0	1	O	1	0	0	0	0	0	0	0	0	3
4:50 PM	٥١	1	0	1	0	٥	0	0	a	0	0	0	0	0	٥	0	1
4:55 PM	0	0	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	O
5:00 PM	Ιo	1	0	1	0	0	0	0	0	0	0	0	O.	Q	0	0	1
5:05 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
5:10 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	1	0	1	O	1	0	a	G	0	0	0	0	0	2
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:35 PM	0	0	0	0	0	1	0	1	0	0	G	C	0	0	Ð	G	1
5:40 PM	0	0	0	0	0	0	0	٥	0	0	G	O	0	0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:50 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:55 PM	0	1	G	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total		- 0.2		22	_	21	0	21	1	0	1	2	0	0	0	0	45
Survey	0	22	0	22	0	21	U	<u> 21</u>	1				U	<u> </u>	- 0		70

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Slart		Northi Hwy	bound 28				bound v 26				ound Ave				ound Ave		Interval
Time	Ł	Τ,	R	Total	Ł	Т	R	Total	Ł	Ŧ	R	Total	L	Т	R	Total	Total
4:00 PM	0	6	0	6	0	3	0	3	1	0	1	2	0	0	0	0	11
4:15 PM	ō	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
4:30 PM	0	8	0	6	0	4	0	4	0	0	0	0	0	0	0	0	10
4:45 PM	0	3	0	3	0	1	0	1	O	0	0	0	0	0	0	0	4
5:00 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
5:15 PM	0	2	0	2	0	2	0	2	G	0	0	0	O.	0	G	0	4
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	2	0	1	0	1	0	0	0	0	O_	0	0	0	3
Total Survey	0	22	0	22	0	21	0	21	1	0	1	2	0	0	0	0	45

Heavy Vehicle Peak Hour Summary 4:30 PM to 5:30 PM

Ву		Hw	bound y 26			bound y 26			oound 1 Ave			bound n Ave	Total
Approach	İn	Out	Total	ln	Out	Total	În	Out	Total	ln:	Out	Total	
Volume	13	11	24	11	13	24	0	0	0	0	O.	0	24
PHF	0,54			0,55			0,00			0,00			0,60

Ву	Ĭ		bound v 28			South:	bound / 26				ound			West	ound		Total
Movement	١٤	Т.	R	Total	L.	Т.	R	Total	L	T	R	Total	L	T_	R	Total	
Volume	0	13	0	13	0	11	0	11	0	0	0	0	0	0	0	0	24
PHF	0.00	0.54	0.00	0.54	0,00	0,55	0.00	0.55	0,00	0,00	0.00	0.00	00,0	0,00	0.00	0.00	0,60

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

interval Start		Northi Hwy				South Hw					ound Ne			Westi Gen	ound Ave		interval
Time	L	Ŧ	R	Total	L	T	R	Total	L	T	R	Total	L	Ţ	R	Total	Total
4:00 PM	0	16	Ö	16	0	12	0	12	1	0	1	2	0	0	0	0	30
4:15 PM	0	12	0	12	0	13	0	13	0	0	0	C	0	0	0	0	25
4:30 PM	0	13	O.	13	0	11	0	11	0	0	0	0	0	0	0	0	24
4:45 PM	0	7	0	7	0	9	0	9	0	0	0	0	0	0	Ð	0	15
5:00 PM	0	6	0	6	0	9	0	9	0	0	0	G.	0	Û	0	0	15

Peak Hour Summary All Traffic Data Clay Camey (503) 833-2740 Hwy 26 & Gem Ave 4:30 PM to 5:30 PM Wednesday, November 28, 2018 Bikes 0 227 181 10 216 1 * Peds 0 Gem Ave Bikes 0 1 14 0 1 0 3 5 2 0 Bikes 0 Peds 0 Gem Ave 177 3 216 184 Bikes PHF Approach HV% Volume EВ 0,63 0.0% WB 0.25 0.0% 1 NB 0.81 7.1% 184 SB 0.87 4.8% 227 Intersection 0.90 5.8% 417 Count Period: 4:00 PM to 6:00 PM

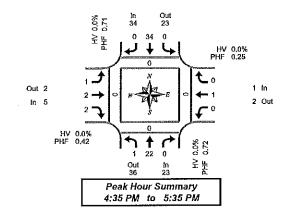
Total Vehicle Summary



Arcadia Blvd & Gem Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM



Interval		Northi	bound			South	oound			Easth	ound			Westb	ound				Pedes	trians	
Start		Arcadi	a Blvď			Arcadi	a BNd			Сел	Ave			Gem	Ave		interval			swalk	
Time	l L	Ŧ	R	Bikes	L.	Т	R	Bikes	L.	_ T	R	Bikes	L	T	R	Bikes	Total	North	South	East	West
4:00 PM	0	0	0	0	0	2	O	0	G	0	0	0	0	Ð	0	0	2	0	0	0	. 0
4:05 PM	0	1	-0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	Ó
4:10 PM	Ιo	2	0	0	0	8	0	0	0	0	0	0	0	0	٥	0	10	0	0	0	0
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:20 PM	٥	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:25 PM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0
4:30 PM	0	2	0	0	0	3	0	G	0	0	0	0	0	0	0	0	5	0	0	0	0
4:35 PM	0	4	0	C	0	2	C	0	0	٥	0	0	0	0	0	0	6	0	0	0	0
4:40 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
4:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
4:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:55 PM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
5:05 PM	0	2	0	G	0	5	O	0	0	G	0	0	0	0	0	0	7	0	0	0	0
5:10 PM	1	1	0	G	0	3	0	0	Q	O	0	0	0	O	0	0	5	0	0	0	0
5:15 PM	0	2	0	0	0	3	0	0	0	1	1	0	0	0	0	0	7	0	0	0	0
5:20 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
5:25 PM	0	2	0	0	-0	4	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0
5:30 PM	0	2	0	C	0	5	0	0	0	0	0	0	0	1	0	0	В	0	0	0	0
5:35 PM	0	1	0	0	0	4	0	0	0	O	0	0	Ð	0	0	0	5	-0	0	0	. 0
5:40 PM	0	0	0	G	0	2	0	0	0	c	0	0	0	0	0	0	2	0	. 0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	Ð	0	0	0
5:50 PM	0	0	Ð	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0
5:55 PM	1	0	0	G	0	4	G	0	0	G	0	0	0	0	0	0	5	0	0	0	0
Total Survey	2	35	0	0	0	65	0	0	1	2	4	0	0	1	1	0	111	0	0	0	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval		North	bound			South	bound			Eastl	ound			West	bound			Π
Start	l	Arcad	a Blyd			Arcadi	ia Blvd			Gerr	ı Ave			Gen	ı Ave		Interval	П
Time	lι	Т	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	8ikes	Total	Norti
4:00 PM	0	3	0	0	0	12	O	0	0	0	0	0	0	0	0	0	15	0
4:15 PM	0	6	0	0	0	5	0	0	0	0	- 1	0	0	0	0	0	12	0
4:30 PM	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16	0
4:45 PM	0	4	0	0	0	3	0	0	1	0	1	0	0	0	0	0	9	0
5;00 PM	1	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	16	0
5:15 PM	0	8	0	0	0	8	0	0	O	2	1	0	0	0	0	0	19	0
5:30 PM	0	3	0	0	0	11	O	0	G	0	0	0	O	1	0	0	15	0
5:45 PM	1	1	0	0	0	5	0	G	0	0	1	0	0	0	1	0	9	0
Total Survey	2	35	0	0	0	65	0	0	1	2	4	0	0	1	1	0	111	0

	Pedestrians Crosswalk North South East West													
l														
North	South	East	West											
0	0	0	0											
0	0	G	0											
0	0	0	0											
0	0	O	0											
0	0	0	0											
0	0	0	0											
0	0	0	0											
0	0	0	0											
0	0	0	0											

Peak Hour Summary 4:35 PM to 5:35 PM

Ву		North	bound ia Blvd				bound a Blvd				ound Ave	ï			baund : Ave		Total
Approach	ln	Out	Total	Bikes	ln	Out	Total	Bikes	n	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	23	36	59	0	34	23	57	0	5	2	7	0	111	2	3	0	63
%HV		0,6	0%			0.	0%			0.0	3%			0.	0%		0,0%
PHF		0.	72			0.	71			0.	42		L	0.	.25		0.79

	Pedes	trlans											
Crosswalk													
North	South	East	West										
0	0	0	0										

Ву			bound la Blvd				bound a Blvd			Eastb Gem	ound Ave			West Gem			Total
Movement	L.	Т	R	Total	L	Т	R	Total	L	T	R	Total	L	τ	R	Total	
Volume	1	22	0	23	0	34	0	34	1	2	2	5	C	1	0	1	63
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.25	0.69	0.00	0.72	0.00	0.71	0.00	0.71	0.25	0.25	0.50	0.42	0.00	0.25	00,0	0.25	0.79

Rolling Hour Summary 4:00 PM to 6:00 PM

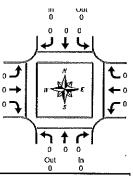
Interval		North	bound			South	bound			East	bnuoc			West	bound				Pedes	trians	
Start		Arcad	a Biyd			Arcadi	ia Blvđ			Gen	ı Ave			Gen	ı Ave		interval		Cross	swalk	
Time	L	т	R	Bikes	L	Т	R	Bikes	L	T	R	Bikes	L	Ŧ	R	Bikes	Total	North	South	East	West
4:00 PM	0	20	0	Ó	0	29	0	0	1	0	2	0	0	0	0	0	52	0	0	0	0
4:15 PM	1	20	0	0	0	29	0	0	1	0	2	0	0	0	0	0	53	0	0	0	0
4;30 PM	1	22	0	Û	0	32	0	0	1	2	2	0	0	0	0	0	60	0	0	0	0
4:45 PM	1	18	0	0	0	34	0	0	- 1	2	2	0	0	1	0	0	59	0	0	0	0
5:00 PM	2	15	0	0	0	36	0	0	0	2	2	0	0	1	1	0	59	G	0	0	0

Heavy Vehicle Summary



Clay Carney (503) 833-2740

Out 0 In 0



Peak Hour Summary 4:35 PM to 5:35 PM

Arcadia Blvd & Gem Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval		North!	bound			South	bound		r	East	ound			Westl	ound		
Start		Arcadi	a Bivd		İ	Arcad	ia Blvd			Gerr	ı Ave			Gem	Ave		Interval
Time	L	Т	R	Total	L	Т	R	Total	L	T	R	Total	Ł	Т	R	Total	Total
4:00 PM	0	g .	0	0	0	Û	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	Ð	0	a	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	à	0	G	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Q
4:35 PM	0	0	G	0	0	0	0	0	G	0	0	0	0	0	0	0	C .
4:40 PM	0	9	G	G	0	0	Ð	Ð	G	G	0	Ö	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	a	0	0	0	0	0	0	0	0	0	0	۵	0	0	Ð	0
5:05 PM	0	0	Ð	0	0	0	0	0	0	0	0	0	0	0	0	0	Ð
5:10 PM	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	Û	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	۵	0	0	0	0	0	0	0	0	0	0	0	O	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	Û	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	C	. 0	0	G	٥	0	G	0	0	0	0	0	0	0	0	0
5:45 PM	0	G	0	0	0	0	0	G	0	0	0	0	Ö	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
Total Survey	0	0	0	0	0	0	۵	Û	0	0	0	0	۵	a	0	G	0

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval		Northi				South	bound			East	sound			West	ound		
Start		Arcadi	a Blvd			Arcadi	la Blvd			Gen	ı Ave			Gem	Ava		Interval
Time	L	т	R	Total	L	Т	R	Total	L.		R	Total	L	т	R	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0
4:45 PM	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	O-	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0

Heavy Vehicle Peak Hour Summary

4:35 PM to 5:35 PM

By Approach			bound ia Blvd			ibound la Bivd			b ound 1 Ave			bound n Ave	Total
Арргоасп	ln	Out	Total	in	Out	Total	ŧn	Out	Total	ſn	Out	Total	
Volume	a	G	0	C	0	0	0	0	0	0	0	0	0
PHF	0,00			0,00			0.00	•		0.00			00,0

By Movement		North	bound a Blvd				bound ia Bivd			Eastb Gerr	ound Ave			Westl	ound Ave		Total
	L	Т	R	Total	L	T	R	Total	L	! т	R	Total	L	Т	R	Total	
Volume	0	0	0	0	0	0	C	0	0	0	0	G	0	0	O.	G	0
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

interval		North				South	bound			Easti	ound			Westl	ound		
Start		Arcadi	a Blvd			Arcadi	a Blyd			Gen	Ave .			Gem	Ave		Interval
Time	L	T	R	Total	L	Т	R	Total	١	T	R	Total	L	T	R	Total	Total
4:00 PM	0	0	C	0	0	0	0	0	C	G	0	0	0	0	0	0	0
4:15 PM	٥	Ð	G	0	0	0	0	0	O	0	0	0	0	0	0	0	0
4:30 PM	0	0	G	C	0	0	0	0	C	Q	0	0	0	0	0	0	0
4:45 PM	0	٥	0	0	0	0	0	0	O	O	0	0	0	0	٥	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0

Peak Hour Summary All Traffic Data Clay Camey (503) 833-2740 Arcadia Blvd & Gem Ave 4:35 PM to 5:35 PM Wednesday, November 28, 2018 Arcadia Blvd Bikes 34 23 0 0 34 ¥ Peds 0 Gem Ave Bikes 0 0 1 2 Peds 7 2 5 2 2 Bikes 0 Gem Ave Peds 0 7 22 23 36 Bikes Approach PHF HV% Volume 0.42 0.0% 5 EB 1 WB 0.25 0.0% NB 0,72 0.0% 23 SB 0,71 0.0% 34 Intersection 0.79 0.0% 63 Count Period: 4:00 PM to 6:00 PM

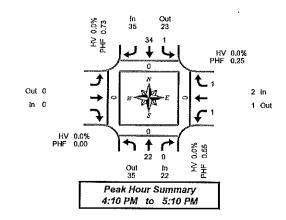
Total Vehicle Summary



Arcadia Blvd & Gamble Rd

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM



Interval		bound		!	Southbound			Eastbound		Westbound				Pedes	trians	\neg
Start	Arcad	a Bivd			Arcadia Blvd					Gamble Rd		Interval	1	Cross	swalk	ı
Time	Т	R	Bikes	L	T	Bikes		Bikes	L	R	Bikes	Total	North	South	East	West
4:00 PM	0	C	C	G	1	0		0	0	0	Q	1	0	0	0	0
4:05 PM	1	0	a	0	2	0		0	0	0	0	3	0	0	ō	ā
4:10 PM	2	0	0	1	6	0		0	0	0	0	g	0	0	ò	ō l
4:15 PM	2	0	0	j 0	4	0		0	0	0	0	6	0	0	0	0
4:20 PM	1	٥	0	0	1	0		0	a	0	٥	2	1 0	ō	ō	ō
4:25 PM	2	0	0	0	3	0		0	0	1	Ð	6	0	0	0	o l
4:30 PM	3	. 0	0	٥	2	0		0	1	0	٥	6	0	0	0	o l
4:35 PM	. 5	0	0	0	2	0		0	0	0	0	7	0	0	G	Ö
4:40 PM	1	0	0	0	3	0		0	0	0	0	4	0	C .	0	0
4:45 PM	2	0	0	0	3	0		0	0	0	0	5	0	0	0	0
4:50 PM	0	0	0	0	1	0		0	0	0	0	1	0	0	0	0
4:55 PM	1	0	0	0	3	0		O	0	0	0	4	10	0	0	0
5:00 PM	1	0	0	0	2	0		a	0	0	0	3	0	0	0	0
5:05 PM	2	0	0	0	4	0		0	O.	0	0	6	0	0	0	0
5:10 PM	1	0	0	0	4	0		0	0	0	0	5	0	0	0	0
5:15 PM	1	0	0	0	3	0		0	0	0	0	4	0	0	0	0
5:20 PM	4	0	0	0	2	0	i i	0	0	0	0	6	0	0	0	0
5:25 PM	3	0	0	0	3	0		0	0	0	0	6	0	0	0	0
5:30 PM	1	0	0	l a	2	0		0	0	0	0	3	0	. 0	0	0
5:35 PM	1	G	0	0	6	0		0	0	0	0	7	0	0	0	0
5:40 PM	0	0	0	0	2	0		0	0	0	0	2	Ö	0	0	0
5:45 PM	1	0	0	0	2	0		0	0	0	0	3	0	0	0	0
5:50 PM	1	0	0	0	1	0		0	0	0	0	2	0	0	0	0
5:55 PM	0	_0_	0	0	4	0		0	0	0	Đ	4	0	0	0	0
Total	36	0	0	1	66	0		0	4	- 4	_	105				\neg
Survey			. '		00			U		1	0	108	0	0	0	0

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval		thbo				Southb		Eastbound		Westbound				Pedes	trians	
Start	Arc	adia E	Blyd			Arcadia	Bfyd			Gamble Rd		Interval		Cros	swalk	-
Time	Т		R	Bikes	L	Т	Bikes	 Bikes	L	R	Bikes	Total	North	South	East	West
4:00 PM	3		0	0	1	9	0	0	0	0	0	13	0	0	0	0
4:15 PM	5		0	0	0	8	0	0	0	1	0	14	Ó	0	0	0
4:30 PM	9		0	0	0	7	a	0	1	0	0	17	0	0	o	ō
4:45 PM	3		0	0	0	7	0	0	o	0	0	10	ه ا	0	0	ō
5:00 PM	4		0	G	0	10	0 1	0	0	0	a	14	l o	ō	ō	ā
5:15 PM	8		0	O	O	8	0	0	0	0	0	16	l ō	Ō	Ŏ	ā
5:30 PM	2		0	0	O	10	0	 0	Ö	0	0	12	0	0	0	- č
5:45 PM	2		0	0	0	7	0	0	0	0	0	9	0	a	ō	ō
Total	36		n	0	-	66	0		-			405				
Survey			U	١ ٠	'	00	0	U	1	1	0	105	0	0	0	0

Peak Hour Summary 4:10 PM to 5:10 PM

By			ound a Blvd				ibound Ia Blvd			East	ound				bound ble Rd		Total
Approach	în	Out	Total	Bikes	In	Out	Total	Bikes	ln	Out	Total	Bikes	ln	Out	Total	Bikes	
Volume	22	35	57	0	35	23	58	0	0	0	0	0	2	1	3	0	59
%HV		0.0	1%			0,0%				0.0	1%			0.	0%		0,0%
PHF		0.55 0.73							0.	00			0.	25		0.78	

	Pedes	trians	
	Cross	swalk	
North	South	East	West
0	0	0	0

By Movement			bound a Blvd			South) Arcadi				Easth	bnuo				bound ole Rd		Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		22	0	22	1	34		35				0	1		1	2	59
%H∨	NA	0.0%	0.0%	0.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%
PHF		0.55	0.00	0.55	0.25	0.77		0.73				0.00	0.25		0.25	0.25	0.78

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval			oound			Southb		Eastbound		Westbound				Pedes	trians	
Start	A	rcadi	a B∣vd			Arcadia	Blvd			Gamble Rd		Interval		Cros	swalk	
Time		<u>T</u>	R	Bikes	L	T	Bikes	 Bikes	L,	R	Bikes	Total	North	South	East	West
4:00 PM		20	0	0	1	31	0	 0	1	1	0	54	0	0	O	
4:15 PM		21	0	0	G	32	0	0	1	1	ō	55	l l ō	ă	o.	ñ
4:30 PM		24	G	G	G	32	0	 0	1	0	a	57	0	0	0	<u>-</u>
4:45 PM		17	0	0	0	35	0	l 0	Ó	ō	ō	52	ة ا	ñ	ñ	ň
5:00 PM		16	0	0	G	35	1 0	l 0	٥	0	ā	51	l ö	0	0	ő

Heavy Vehicle Summary



Clay Camey (503) 833-2740

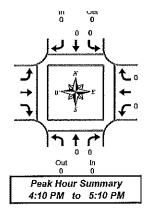
Out 0 In O

Arcadia Blvd & Gamble Rd

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM



Interval	I 1	lorthi	hound			Southbound			Eastbound		Westbound		1
Start	م ا	rcadi	a Blvď			Arcadia Blvd					Gamble Rd		Interval
Time		Т	R	Total	L	τ	Total		Total	L	R	Total	Total
4:00 PM	1	0	0	G	0	0	0		0	0	0	0 :	0
4:05 PM		0	0	0	C	0	0		0	0	0	0 :	0
4:10 PM		0	0	0	O	0	0		0	0	0	0	0
4:15 PM		0	û	0	0	0	0		0	0	0	0	0
4:20 PM		0	0	0	0	0	0		0	0	0	0	0
4:25 PM		0	0	0	0	0	0		0	0	0	0	0
4:30 PM		G	0	0	0	0	0_		0	- 0	0	0	0
4:35 PM	1	0	0	0	0	0	0		0	0	0	0	0
4:40 PM	1	0	0	0	0	0	0		0	0	0	0	0
4:45 PM		0	0	0	0	0	0		0	0	0	0	0 1
4:50 PM		0	0	0	0	0	0		0	0	0	0	0 [
4:55 PM		0	0	0	0	0	0		0	0	0	0	0 [
5:00 PM		0	0	0	0	0	0		0	0	0	0	0 [
5:05 PM		G .	0	0	0	0	0		0	0	0	0	0
5:10 PM		0	0	0	0	0	0		0	0	0	0	0
5:15 PM		0	0	0	0	0	0		0	0	0	0	0
5:20 PM		0	0	0	0	0	0		0	0	0	0	0 [
5:25 PM		0	0	0	0	0	0		0	0	0	0	0
5:30 PM		0	0	0	0	0	0		0	. 0	0	0	0
5:35 PM		0	0	0	0	0	0		0	0	0	0	0
5:40 PM		G	0	0	0	0	0		0	0	0	0	0
5:45 PM		G	0	0	0	0	0		0	0	0	0	0
5:50 PM		0	0	0	0	0	0	l	0	0	0	0	0
5:55 PM		G	0	0	0	0	0		0	0	0	0	0
Total Survey		0	0	0	0	0	0		0	0	0	0	0

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval	Northi	botand			Southb	ound	Eastbound		Westbound		
Start	Arcadi	a Bivd			Arcadia	ı Blvd			Gambie Rd		intervai
Time	Т	R	Total	L	т	Total	 Total	L	R	Total	Total
4:00 PM	0	0	C	0	0	0	 0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	a	0	0	0	0	0	0	0	0
5:15 PM	0	O	0	0	0	0	 0	0	0	0	0
5:30 PM	0	O	C	G	0	0	 0	0	0	0	0
5:45 PM	0	0	0	a	0	0	0	0	0	0	0
Total Survey	0	O	a	a	0	0	0	0	0	0	0

Heavy Vehicle Peak Hour Summary 4:10 PM to 5:10 PM

4,,0,,10			,,,										
B.,		Norti	ibound		South	nbound			ound		West	bound	
By		Arcac	tia Blvd		Arcac	ila Blvd				- 1	Gam	ote Rd	Total
Approach	₫n	Out	Total	[n	Out	Total	In	Out	Total	ln	Out	Total	
Volume	0	Ô	C	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00	•		0,00			0.00

D	Northi	ound			Southbound		Eastbound		Westbound		
By	Arcadi	a Blvd			Arcadia Blvd			-	Gamble Rd		Total
Movement	T	R	Total	L	Т	Total	Tota	L	R	Total	
Volume	 0	a	0	0	0	a	0	0	0	0	0
PHF	0.00	0.00	0.00	0.00	0.00	0,00	0.00	0,00	0.00	0.00	00,0

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start	North Arcadi				Southbound Arcadia Blvd		Eastbound		Westbound Gamble Rd		Interval
Time	T	R	Total	L	T	Total	 Tot	al L	R	Total	Total
4:00 PM	0	0	Ö	0	0	0	0	0	0	0	0
4:15 PM	0	Ð	0	0	0	0	0	0	Ō	0_	. 0
4:30 PM	0	Ð	0	0	0	0	0	0	0	a	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	Ð	0	0	0	0	0	0	0	0	0

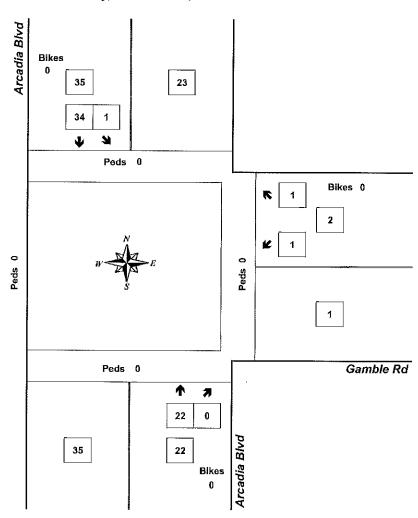
Peak Hour Summary



Clay Camey (503) 833-2740

Arcadia Blvd & Gamble Rd

4:10 PM to 5:10 PM Wednesday, November 28, 2018



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.25	0.0%	2
NB	0.55	0.0%	22
SB	0.73	0.0%	35
Intersection	0.78	0.0%	59

Count Period: 4:00 PM to 6:00 PM

Bikes 0

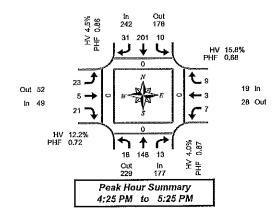
Total Vehicle Summary



Hwy 26 & Columbia Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM



Crosswalk North South East West

Interval	r	Northb	ound			Southt	oound			Easti	ound			West	ound					trlans	
Start		Hwy	26			Hwy	26			Colum	bla Ave			Columb	ia Ava		Interval		Cross		
Time	L	т	R	Bikes	L	т	R	Bikes	L	T	R	Bikes	L	Т	R	Bikes	Total	North	South	East	West
4:00 PM	0	12	1	0	1	10	1	0	0	0	0	0	0	1	0	0	26	0	0	0	0
4:05 PM	3	17	0	0	1	10	1	ō	1	0	2	0	0	0	1	0	36	0	0	0	0
4:10 PM	0	12	0	0	1	15	2	0	1	0	2	0	0	1	1	0	35	0	0	0	0
4:15 PM	0	10	0	0	3	17	3	0	2	2	1	0	0	0	0	0	38	0	0	0	0
4:20 PM	2	5	1	0	2	14	5	0	2	0	2	0	2	0	1	0	36	0	0	0	0
4:25 PM	1	В	1	C	0	17	6	0	1	0	1	0	0	0	1	0	38	0	0	0	0
4:30 PM	1	13	3	0	G	15	2	0	5	1	4	0	0	0	0	0	44	0	0	0	0
4:35 PM	4	14	1	0	2	14	2	0	4	0	11	0	0	0	2	0	44	0	-0	0	0
4:40 PM	3	12	0	0	0	20	3	0	2	0	O	0	1	0	2	0	43	0	0	0	0
4:45 PM	0	7	2	0	O	16	1	0	3	0	3	0	0	0	0	0	32	0	0	0	0
4:50 PM	1	7	0	0	0	23	3	0	1	0	2	0	1	0	0	0	38	0	0	0	0
4:55 PM	1	23	1	0	1	11	2	0	0	2	3	0	1	0	1	0	46	0	0	0	0
5:00 PM	1	14	0	0	0	12	3	0	2	0	0	0	2	1	0	0	35	0	0	0	0
5:05 PM	C	9	2	0	4	14	1	0	1	1	3	0	1	0	1	G	37	0	0	0	0
5:10 PM	1	12	1	O	2	21	4	0	0	a	1	0	0	1	1	0	44	0	0	0	0
5:15 PM	2	12	1	0	1	20	3	0	4	0	1	0	1	0	0	0	45	0	0	U	0
5:20 PM	3	15	1	0	0	18	1	0	0	[1	2	0	0	1	1	0	43	0	0	0	0
5:25 PM	3	11	2	0	1	10	2	0	1	1	1	0	2	1	0	0	35	0	0	0	0
5:30 PM	1	13	1	0	2	10	8	0	1	0	2	0	2	1	1	0	42	0	0	, u	0
5:35 PM	- 5	13	0	0	0	11	1	0	1	0	88	0	2	G		0	42	0	0	0	
5:40 PM	0	11	0	0	3	6	_ 3	0	3	0	2	0	1	0		0	30	0	0	0	0
5:45 PM	1	8	1	1	3	4	0	0	1	1	0	0	1	G	1	0	21	0	0		0
5:50 PM	1	7	1	0	0	11	3	0	3	0	1	0	1	1	0	0	29	0	0	0	0
5:55 PM	4	12	C	0	1	11	4	0	1	0	2	0	0	1	0	0	36	0	0	0	. 0
Total Survey	38	277	20	1	28	330	64	0	40	9	44	0	18	9	16	0	893	0	0	0	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval		North	bound			South	bound			East	ound			Westi	ound				Pedes	trians	
Start		Hw	/ 26			Hwy	26			Colum	bia Ave			Columb	bia Ave		Interval			swalk	
Time	L	т.	R	Bikes	Ł	T	R	Bikes	L	Т	R	Bikes	L.	Ţ	R	Bikes	Total	North	South	East	West
4:00 PM	3	41	1	0	3	35	4	0	2	0	4	0	0	2	2	0	97	0	0	0	0
4:15 PM	3	23	2	0	5	48	14	0	5	2	4	0	2	0	2	0	110	0	0	0	0
4:30 PM	8	39	4	0	2	49	7	0	11	1	5	0	1	0	4	0	131	0	0	0	0
4:45 PM	2	37	3	0	1	50	6	0	4	2	Θ	0	2	0	1	0	116	0	0	0	0
5:00 PM	2	35	3	0	6	47	8	0	3	1	4	0	3	2	2	3	116	0	0	0	0
5:15 PM	8	38	4	0	2	48	6	0	5	2	4	0	3	2	1	0	123	C	0	0	0
5:30 PM	6	37	1	0	5	27	12	0	5	0	12	0	5	1	3	G	114	0	0	0	0
5:45 PM	6	27	2	1	4	26	7	0	5	1	3	0	2	2	1	0	86	0	0	0	0
Total Survey	38	277	20	1	28	330	64	0	40	9	44	0	18	9	16	0	893	0	0	0	0

Peak Hour Summary 4:25 PM to 5:25 PM

Ву			bound v 26				bound v 26				oound bia Ave				baund bia Ave		Total
Approach	ln	Out	Total	Bikes	ln	Out	Total	Bikes	in .	Out	Total	Bikes	ln	Out	Total	Bikes	
Volume	177	229	406	0	242	178	420	0	49	52	101	C	19	28	47	0	487
%HV		4,	0%			4.	5%	,		12	2%		l	15.	.8%		5.5%
PHF		0.	87			0.	86			0.	72			0.	68		0,92

PHF	l	0.	87		l	0.	86		ļ	O.	1Z				99		0,82
	Γ	North	bound			South	baund			Eastb	ound			West	bound		
Ву		Hw	v 26			Hw	28		1	Columi	oia Avo			Colum	bia Ave		Total
Movement	lι	T	R	Total	L.	T	R	Total	L	T	R	Total	L	7	R	Total	
Volume	18	146	13	177	10	201	31	242	23	5	21	49	7	3	8	19	487
%HV	11.1%	2.7%	7.7%	4.0%	10.0%	4.0%	6.5%	4.5%	26,1%	0.0%	0.0%	12.2%	14.3%	0.0%	22,2%	15.8%	5.5%
PHF	0.56	0.79	0.65	0.87	0.36	0.85	0.78	0.86	0.52	0.42	0.66	0.72	0.44	0.38	0.56	0.68	0.92

Rolling Hour Summary 4:00 PM to 6:00 PM

										F46				Month	bound				Dadas	trians	
Interval		Northb	ound			South					sound										
Start		Hwy	26			Hwy	26			Colum	bia Ave			Columi	bia Ave		interval		Cros	swalk	
Time	L	Ť	R	Bikes	L	Ŧ	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	Total	North	South	East	West
4:00 PM	16	140	10	0	11	182	31	0	22	5	21	0	5	2	9	0	454	0	0	0	0
4:15 PM	15	134	12	O.	14	194	35	0	23	6	21	0	8	2	9	0	473	0	0	0	0
4:30 PM	20	149	14	0	11	194	27	0	23	6	21	0	9	4	8	0	486	0	0	C	û
4:45 PM	18	147	11	ō	14	172	32	0	17	5	28	0	13	5	7	0	469	0	0	0	0
5:00 PM	22	137	10	1	17	148	33	0	18	4	23	0	13	7	7	0	439	0	0	0	0

Heavy Vehicle Summary



Clay Carney (503) 833-2740

Hwy 26 & Columbia Ave

Wednesday, November 28, 2018 4:00 PM to 6:00 PM

Out 4

Peak Hour Summary 4:25 PM to 5:25 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start			bound		[bound				ound			Westi			
	١.		y 26				y 26				bia Ave		!	Columb			interval
Time	L.	T	R	Total	Ł	Т	R	Total	<u> </u>	<u> </u>	R	Total	L	T	R	Total	Total
4:00 PM	0	. 1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:05 PM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	1	1	4
4:10 PM	0	G.	0	0	1	1	1	. 3	0	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	O	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	3
4:25 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	0	C	0	3
4:35 PM	0	0	0	O	G	1	1	2	11	0	0	1	0	0	1	1	4
4:40 PM	G	1	0	1	0	1	0	1	0	0	0	0	1	C	1	2	4
4:45 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	û	0	0	3
4:50 PM	0	0	0	0	0	0	0	Δ.	0	0	0	0	0	0	0	0	0
4:55 PM	1	1	O	2	0	a	a	0	0	0	0	0	a	0	0	0	2
5:00 PM	0	1	0	1	0	0	a	0	0	0	a	a	0	Ó	ō	άl	1
5:05 PM	0	0	1	1	1	2	0	3	0	0	0	G	0	0	Ó	οl	4
5:10 PM	0	0	0	a	0	0	1	1	0	0	Q	0	0	0	0	0	1
5:15 PM	1	0	0	1	٥	1	0	1	1	0	0	1	0	0	0	0	á
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	o I	0	0	0	0 1	o ·
5:25 PM	0	1	0	1	0	0	0	0	0	0	0	οl	0	ō	ā	ō	1 .
5:30 PM	0	0	0	0	0	0	1 :	1	0	0	0	0	0	0	ō	o l	1
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	o	0	ō	āl	á
5:40 PM	0	0	0	0	0	1	0	1	1	0	Q	1	0	0	0	ű	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ā
5:50 PM	0	0	0	0	0	1	0	1 1	Ó	Ō	ō	0	ŏ	ō	ō	ŏ	1
5:55 PM	0	1	0	1	G	0	0	0	0	0	ō	ō	ō	ā	Ö	ő	i
Total Survey	2	8	2	12	3	14	5	22	7	0	1	8	1	1	4	6	48

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval			ponnq				bound				bound				bound		
Start		Hw	y 28			Hw	y 28		i	Colum	bla Ave	:	ì	Colum	bia Ave		Interval
Time	Ł	T	R	Total	Ł	Τ	R	Total	l L	T	R	Total	L	Т	R	Total	Total
4:00 PM	0	2	1	3	2	2	1	5	0	0	1	1	Ö	1	1	2	11
4:15 PM	0	0	0	0	0	3	1	4	1	0	0	1	l 0	Ó	1	1	6
4:30 PM	0	2	o	2	0	3	1	4	2	0	0	2	1	Ō	2	3	11
4:45 PM	1	1	0	2	0	1	0	1	2	Ò	ō	2	ĺ	ñ	ō	å	5
5:00 PM	0	1	1	2	1	2	1	4	ō	ō	ō	ō	ō	ñ	ň	ŏ	6
5:15 PM	1	1	0	2	0	1	G	1 1	1	O	ō	1	ň	ñ	õ	ŏ	ĭ
5:30 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	o l	3
5:45 PM	0	1	0	1	0	1	0	1	Ιò	Ō	ā	Ó	ō	ō	ō	ŏ	ž
Total Survey	2	6	2	12	3	14	5	22	7	0	1	8	1	1	4	6	48

Heavy Vehicle Peak Hour Summary 4:25 PM to 5:25 PM

By Approach			bound y 26			bound y 26		Colum	oound bia Ave			bound bia Ave	Total
	₽n	Out	Total	ln	Out	Total	ln "	Out	Total	ln	Out	Total	1
Volume	7	9	16	11	12	23	6	4	10	3	2	5	27
PHF	0,44			0.55			0.50			0,25			0.61

	By Northbound Hwy 26				Southbound Hwy 26			Eastbound Golumbia Ave				Westbound Golumbia Ave				Total		
L	Movement		Т	R	Total	L	т	R	Total	L	T	R	Total	L	T	R	Total	10,81
- 1	Volume	2	4	1	7	1	8	2	11	6	0	0	6	1	0	2	3	27
L	PHF	0,50	0.50	0.25	0.44	0,25	0.67	0.50	0.55	0.50	0.00	0.00	0.50	0.25	0.00	0.25	0.25	0.61

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

1.00 ; 16																	
interval		Northi	bnuoc			South	bound			East	bound			West	oound		
Start		Hwy	26			Hw	y 26			Colum	bia Ave			Colum	bia Ave		Interval
Time	L	T	R	Total	L	T	R	Total	L	Ţ	R	Total	L	Т	R	Total	Total
4:00 PM	1	5	1	7	2	9	3	14	5	0	1	6	1	1	4	6	33
4:15 PM	1	4	1	6	1	9	3	13	5	0	0	5	1	Ó	3	4	28
4:30 PM	2	5	1	8	1	7	2	10	5	0	0	5	1	0	2	3	26
4:45 PM	2	3	1	6	1	5	2	8	4	0	0	4	0	0	0	0	18
5:00 PM	1	3	1	5	1	5	2	8	2	0	0	2	٥	a	0	ß	15

Peak Hour Summary All Traffic Data Clay Carney (503) 833-2740 Hwy 26 & Columbia Ave 4:25 PM to 5:25 PM Wednesday, November 28, 2018 Bikes 242 178 31 201 10 7 Peds 0 Columbia Ave Bikes 0 9 19 52 3 Peds 23 7 28 49 5 -21 7 Bikes 0 Columbia Ave Peds 0 7 18 146 13 177 229 Bikes Volume Approach PHF HV% 12.2% EB 0.72 0.68 15.8% 19 WB 4.0% 177 0,87 NB 0.86 4.5% 242 SB 0.92 5.5% 487 Intersection Count Period: 4:00 PM to 6:00 PM

Highway 26 at Columbia Avenue - PM Vehicle Counts

Interval Start Time		ı	Northboun	d				Southboun	d				Eastboung	ŧ				Westbound	I		Interval
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	T	R	HV	Bikes		T	R	HV	Bikes	Total
3:00 - 3: 1 5	1	31	1	6	0	4	29	2	7	0	3	1	3	0	n	-	<u> </u>		1) Dikes	79
3:15 - 3:30	4	37	4	3	0	4	30	3	3	0	3	2	1	0	0	5	1	2	-	0	
3:30 - 3:45	2	36	3	2	0	1	35	2	5	۵	1	1	2	0	n	,	1	7	<u> </u>	0	97
3:45 - 4:00	3	28	2	4	0	2	32	6	2	n	5	'n	3	2	0	2	1	,	0	U	94
4:00 - 4:15	7	30	2	5	0	3	31	2	1	n	3	1	3	1	0	-		4	-	0	88
4:15 - 4:30	2	27	2.	4	n	3	46	2	8	ñ	5	7	7	-	0	3	0	2	2	0	85
4:30 - 4:45	2	28	3	4	0	4	37	۵	4	Ô	,	1	,	4	0	_	u	1	0	D	98
4:45 - 5:00	Δ	24	2	1	n	1	38	10	3	0	· ·		4	1	U	0	0	1	0	0	93
5:00 - 5:15	6	32	2	0	0	7	51	7	5	_	3	Ţ.	4	2	0	2	0	1	0	0	93
5:15 - 5:30	-	43	1	7	0	4		,	2	0	3	Ü	5	1	0	1	1	0	0	0	111
	2		4	7	0	1	59		1	. 0	3	1	2	1	0	1	0	1	0	0	127
5:30 ~ 5:45	-	29	3	5	U	3	41	7	4	0	1	1	1	1	0	2	1	3	0	0	94
5:45 - 6:00	2	19	1	2	0	2	29	3	4	0	3	0	4	1	0	2	0	0	0	0	65
eak Hour Totals	40	364	29	40	0	33	458	60	47	0	35	9	42	11	0	23	6	2 5	7	0	1124
1		433					551					86					54				
UT		424					523					71					106				

 Peak 15 Flow
 127

 Peak Hour Flow
 395

 PHF
 0.78

Columbia Avenue at Arcadia Boulevard - PM Vehicle Counts

Interval Start Time		N	iorthboun	ď		Southbound					Eastbound	l				Westbour	d		Interval		
Ī	L	T	R	HV	Bikes	L	Т	R	HV	Bikes	L	Т	R	HV	Bikes	L	T	R	HV	Bikes	Total
3:00 - 3:15	2	7	0	0	0	1	10	3	2	0	2	1	5	0	0	0	2	0	1	0	33
3:15 ~ 3:30	4	4	1	3	0	0	8	2	2	Ò	3	0	4	1	٥	0	0	1	0	0	27
3:30 - 3:45	5	7	0	1	0	0	15	3	2	0	1	1	2	0	0	0	0	0	0	0	34
3:45 - 4:00	1	4	0	3	۵	1	7	1	3	Ó	0	0	3	0	0	0	0	0	0	0	17
4:00 - 4:15	1	15	0	1	0	0	8	2	1	0	1	1	2	0	0	0	0	1	1	0	31
4:15 - 4:30	2	7	0	1	0	0	10	4	2	0	0	0	4	0	0	0	0	0	0	0	27
4:30 - 4:45	2	5	0	1	0	0	8	0	2	0	3	0	9	0	0	0	1	1	0	0	29
4:45 - 5:00	1	12	0	2	0	2	10	1	2	0	0	1	4	0	0	0	0	0	0	0	31
5:00 - 5:15	2	6	1	1	0	O	9	0	1	0	3	0	1	0	0	0	0	0	0	0	22
5:15 - 5:30	1	6	0	1	0	O	11	0	2	0	1	1	3	0	0	0	0	0	0	0	23
5:30 - 5:45	3	6	0	O	0	O	1	0	0	0	1	0	4	0	0	0	2	1	0	0	18
5:45 - 6:00	1	2	0	0	Ó	0	8	0	1	0	0	1	2	0	0	0	0	0	0	0	14
Peak Hour Totals	25	81	2 -	14	0	4	105	16	20	0	15	6	43	1	0	0	5	4	2	0	306
N		108					125					64					9				
DUT		100					148					12					46				

 Peak 15 Flow
 34

 Peak Hour Flow
 109

 PHF
 0.80

Highway 26 at Locust Avenue - PM Vehicle Counts

Interval Start Time		1	Northboun	d			:	Southboun	d				Eastbound	l				Westbound	I		Interval
	L	T	R	HV	Bikes	L	T	R	HV	Bikes	L	Т	R	HV	Bikes	L	Т	R	HV	Bikes	Total
4:00 - 4:15	0	50	4	10	0	1	28	3	9	0	4	0	0	0	Ð	2	2	3	0	0	97
4:15 - 4:30	1	23	0	3	0	9	52	5	9	٥	2	0	٥	0	٥	3	1	5	0	0	101
4:30 - 4:45	1	43	0	11	0	7	45	1	8	0	5	0	0	0	0	٥	0	3	ō	0	105
4:45 + 5:00	0	38	2	7	0	7	39	2	4	۵	3	2	٥	0	0	1	0	4	1	0	98
5:00 - 5:15	0	49	4	5	0	7	45	2	9	٥	1	0	0	0	0	2	0	5	0	0	115
5:15 - 5:30	4	42	0	10	0	4	36	7	5	0	1	0	0	0	0	0	٥	4	0	0	98
5:30 - 5:45	2	32	0	1	1	2	36	2	4	0	3	0	0	0	0	1	1	3	0	0	82
5:45 ~ 6:00	1	30	0	4	0	3	27	6	6	0	1	3	0	0	0	1	1	5	1	0	78
Peak Hour Totals	9	307	10	51	1	40	30B	28	54	0	20	5	0	0	0	10	5	32	2	0	774
IN		326					376					25					47				
OUT		359					318					55					42				

 Peak 15 Flow
 115

 Peak Hour Flow
 419

 PHF
 0.91



TRIP GENERATION CALCULATIONS Site 1

Land Use: Warehousing

Land Use Code: 150

Setting/Location General Urban/Suburban

Variable: 1,000 Sq. Ft. GFA

Variable Value: 483.5

AM PEAK HOUR

Trip Rate: 0.17

	Euter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	63	19	82

PM PEAK HOUR

Trip Rate: 0.19

	Enter	Exit	Total
Directional Distribution	27%	73%	
Trip Ends	25	67	92

WEEKDAY

Trip Rate: 1.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Euds	421	421	842

SATURDAY

Trip Rate: 0.15

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	36	36	72



TRIP GENERATION CALCULATIONS Site 2

Land Use: Warehousing

Land Use Code: 150

Setting/Location General Urban/Suburban

Variable: 1,000 Sq. Ft. GFA

Variable Value: 718.7

AM PEAK HOUR

Trip Rate: 0.17

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	94	28	122

PM PEAK HOUR

Trip Rate: 0.19

	Enter	Exit	Total
Directional Distribution	27%	73%	
Trip Ends	37	100	137

WEEKDAY

Trip Rate: 1.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	625	625	1,250

SATURDAY

Trip Rate: 0.15

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	54	54	108



TRIP GENERATION CALCULATIONS Site 3

Land Use: Warehousing

Land Use Code: 150

Setting/Location General Urban/Suburban

Variable: 1,000 Sq. Ft. GFA

Variable Value: 797.1

AM PEAK HOUR

Trip Rate: 0.17

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	105	31	136

PM PEAK HOUR

Trip Rate: 0.19

	Enter	Exit	Total
Directional Distribution	27%	73%	
Trip Ends	41	110	151

WEEKDAY

Trip Rate: 1.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	694	694	1,388

SATURDAY

Trip Rate: 0.15

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	60	60	120



TRIP GENERATION CALCULATIONS Site A

Land Use: Warehousing

Land Use Code: 150

Setting/Location General Urban/Suburban

Variable: 1,000 Sq. Ft. GFA

Variable Value: 420.0

AM PEAK HOUR

Trip Rate: 0.17

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	55	16	71

PM PEAK HOUR

Trip Rate: 0.19

	Enter	Exit	Total
Directional Distribution	27%	73%	
Trip Ends	22	58	80

WEEKDAY

Trip Rate: 1.74

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	365	365	730

SATURDAY

Trip Rate: 0.15

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	32	32	64

le

TRIP GENERATION CALCULATIONS Site A

Land Use: Intermodal Truck Terminal

Land Use Code: 30

Setting/Location General Urban/Suburban

Variable: Employees

Variable Quantity: 210

AM PEAK HOUR

Trip Rate: 0.84

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	83	93	176

PM PEAK HOUR

Trip Rate: 0.69

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	75	70	145

CDS380 OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION Page: 1 12/04/2018

TRANSPORTATION DATA SECTION - CRASE ANAYLYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF NYSSA, MALREUR COUNTY CENTERL OREGON HY at 11TH ST, City of Myssa, Malheur County, 01/01/2012 to 12/31/2016

S D

SER# P R S W DATE	CLASS	CITY STREET		$\mathtt{INT}{\leftarrow}\mathtt{TYPE}$					SPCL USE									
INVEST E A U C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s				
RD DPT E L G H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDET	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC? DCSLKLAT	LONG	I ₄ RS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	Loc	ERROR	ACT EVENT	CAUSE

CDS 380 OREGON DEPARTMENT OF TRANSPORTATION DEVELOPMENT DIVISION Page: 1 12/04/2018 TRANSPORTATION DATA SECTION - CRASE ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

CONTINUOUS SYSTEM CRASH LISTIN

007: CENTRAL OREGON Eighway 007 ALL ROAD TYPES, MP 264.56 to 264.76 01/01/2012 to 12/31/2016, Both Add and Non-Add mileage

1-4 of 4 Crash records shown.

	s D																			
SER#	P R S W DATE	COUNTY	RDf FC CONN#	RD CHAR	INT-TYPE					SPCL USE										
INVEST	E A J C O DAY	CITY	COMPNY FIRST STREET	DIRECT	(MEDIAN)	INTHREL	CFFRD	WTHR.	CRASE	TRLR QTY	MOVE			A	s					
RD DPT	E L G H R TIME	URBAN AREA	MLG TYP SECOND STREET	LOCTN	LEGS	TRAF-	RNDET	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED				
	D C S L K LAT	LONG	MILEPNT LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVE	m:	CAUSE
00394	N N N N N 10/29/2015	MALSEUR	1 06	INTER	CROSS	N	N	RAIN	ANGL-OTH	01 NONE 0	STRGET									03
STATE	TH		MN 0	CN		STOP SIGN	N	WET	ANGL	PRVTE	S N							000		00
Z Z	1.A		264.66	0.4	٥		N	DARK	INJ	PSNGR CAR		01 DRVR	INJB	46	M OR~Y		000	000		00
N	43 53 41.2	-117 0 22.5	000700100s00												OR<25					
										02 NONE 0	STRGHT									
										PRVTE	W ~E							000		00
										PSNGR CAR		01 DRVR	INJC	00 1	M UNK		021	000		03
															UNK					
00342	Y Y Y N N 10/29/2012	MALHEUR	I 06	STRGHT	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	N	Y	CLD	FIX OBJ	01 NONE 0	STRGHT					***************************************		088	3,053	01
STATE	MO		MN 0	UN	(NONE)	UNKNOWN	N	DRY	FIX	PRVTE	N -S							000 088		
Y	12A		264.69	08			N	DARK	INJ	PSNGR CAR		01 DRVR	INJC	58	M OTH-Y		080	000		01
N	43 53 39.7033174	-117 0 22.4882563	3 000700100800		(04)										N-RES					
00024	Y N N N N 01/18/2016	MALHEUR	1 06	STRGHT		ĸ	Y	FOG	FIK OBJ	01 NONE 9	STRGET						•	07:	,121,1	L 01
																		24		
STATE	ЯO		MN 0	UN	(NONE)	UNKNOWN	N	WET	FIX	N/A	M -E							000		00
Y	8.P		264.72	01			N	DARK	PDQ	PSNGR CAR		01 DRVR	NONE	00			000	000		00
N	43 53 38.2	-117 0 22.48	000700100800	,	(02)										UNK			·····		
00051	Y N N N N 03/01/2012	MALHEUR	1 06	STRGET		N	Y	SNOW	FIX OBJ	OI NONE O	STRGHT							084	3,124	01
STATE	TH		MN 0	UN	(NONE)	UNKNOWN	7.	SNO	FIX	PRVTE	N ~S							001 08	3,124	00
Y	9A		254.76	01			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	27	F OR-Y		047	017		01
N	43 53 36.1999978	-117 0 22.460805	4 000700100S00		(02)										OR<25					

CDS380 OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION Page: 1 12/04/2018

TRANSPORTATION DATA SECTION - CRASE ANALLYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

Highway 007 ALL ROAD TYPES, MP 262.57 to 262.77 01/01/2012 to 12/31/2016, Both Add and Mon-Add mileage 007: CENTRAL DREGON

5 D																		
SER# P R S W DATE		RD# FC	RD CHAR	INT-TYPE					SPCL USE									
INVEST E A U C O DAY		COMPNT FIRST STREET	DIRECT	(MEDIAN) I	NT-REL	OFFRD	WTHR	CRASH	TRLA QTY	MOVE			A	s				
RD DPT E L G H R TIME		MLG TYP SECOND STREET	LOCTN	LEGS T	RAF-	RNDBT	SURF	COLL	OWNER	FROM	PRIC	INJ	G	E LICNS	PED			
UNLOC? D C S L K LAT	LONG	MILEPNT LRS		(#LANES) C	CONTL	DRVWY	LIGHT	SVRTY	V∯ TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE

CDS380 12/05/2018

CITY OF NYSSA, MALHEUR COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CENTRAL OREGON BY at LOCUST AVE, City of Myssa, Malheur County, 01/01/2012 to 12/31/2016

GNECC.		D 2 N 2011	DOMO	23.00		(******												
UNLOGS	D C	S L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
RD DPT	ΕĹ	G H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRIC	Inj	G	E LICNS	PED			
INVEST	EA	U C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	int-rel	OFFRD	NTHR	CRASH	TRLR QTY	MOVE			A	\$				
SER#	P	R S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
	2	U																		

Disclaimer The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted of the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted to the Oregon Department of Transportation and Reporting Unit is committed to providing the highest quality crash as a customer of the Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indianal Committee Unit Indi

Page: 1

CDS380 OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION Page: 1 12/04/2018

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

Highway 007 ALL ROAD TYPES, MP 265.3 to 265.5 01/01/2012 to 12/31/2016, Both Add and Non-Add mileage

007: CENTRAL OREGON

e 10

1-1 of 1 Crash records shown.

	a \$																		
SER#	P R S W DATE	COUNTY	RD# FC CONN#	RD CHAR	INT-TYPE					SPCL USE									
INVEST	E A U C O DAY	CITY	COMPNT FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s				
RD DPT	E L G H R TIME	URBAN AREA	MLG TYP SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER.	FROM	PRTC	INJ		E LICNS	חיקם			
UNLOC?	D C S L K LAT	LONG	MILEPNT LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE			X RES	LOC	ERROR	ACT EVENT	CAUSE
	и и и и 04/22/2016	MALHEUR	1 06	INTER	4-LEG	N	N	ÇLR	ANGL-OTH	Ol NONE 9	TURN-L							7107 27201	32
CITY	FR	YYSSA	MN 0 LOCUST AVE	CN		STOP SIGN	N	DRY	TURN	N/A	E -SE							000	00
N	12P		265.40 THUNDERESG BLVD	01	٥		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK		000	000	00
Z,	43 53 2.3	-117 0 22.12	000700100800												UNK				
										02 NONE 9	STRGHT				*				
										N/A	NW-SE							000	CO
										PSNGR CAR		01 DRVR	NONE	00	Unk UNK		000	000	00
															UNK				



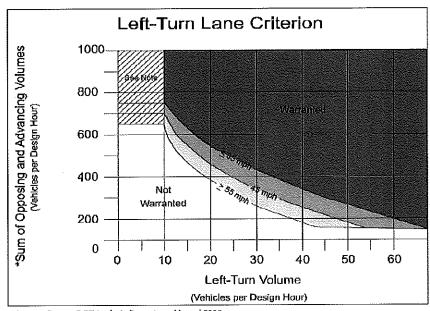
Project: Nyssa Industrial Lands Project Intersection: Highway 26 at Gem Avenue

Date: 12/6/2018

Scenario: 2033 Planning Horizon plus Site Trips (SB)

Speed? 55 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	-	Left-Turn Volume	68
Approaching DHV # of Advancing Through Lanes	-	Approaching DHV # of Advancing Through Lanes	477 1
Opposing DHV # of Opposing Through Lanes	-	Opposing DHV # of Opposing Through Lanes	444 1
O+A DHV	#	O+A DHV	921
Lane Needed?	-	Lane Needed?	Yes



Source: Oregon DOT Analysis Procedures Manual 2008

*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



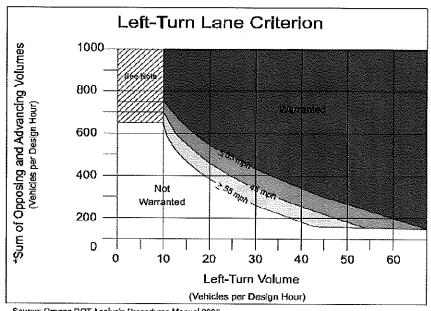
Project: Nyssa Industrial Lands Project Intersection: Highway 26 at Chestnut Avenue

Date: 12/6/2018

Scenario: 2033 Planning Horizon (SB)

> Speed? 45 mph

AM Peak Hour Left-Turn Volume	-	PM Peak Hour Left-Turn Volume	25
Approaching DHV # of Advancing Through Lanes	- -	Approaching DHV # of Advancing Through Lanes	388 1
Opposing DHV # of Opposing Through Lanes	-	Opposing DHV # of Opposing Through Lanes	323 1
O+A DHV	-	O+A DHV	711
Lane Needed?	-	Lane Needed?	Yes



Source: Oregon DOT Analysis Pracedures Manual 2008

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

^{*(}Advancing Vol/ # of Advancing Through Lanes)+ (Opposing Vol/# of Opposing Through Lanes)



Project:

Nyssa Industrial Lands Project Intersection: Highway 26 at Locust Avenue

Date:

12/6/2018

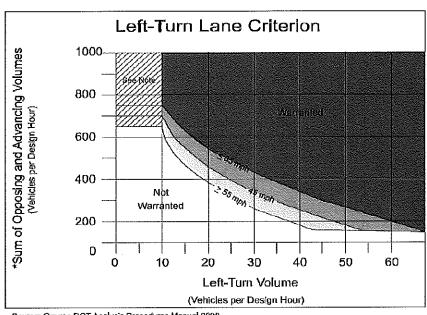
Scenario:

2018 Existing Conditions (SB)

Speed?

35 mph

AM Peak Hour Left-Turn Volume	-	PM Peak Hour Left-Turn Volume	34
Approaching DHV # of Advancing Through Lanes	-	Approaching DHV # of Advancing Through Lanes	280 1
Opposing DHV # of Opposing Through Lanes		Opposing DHV # of Opposing Through Lanes	208 1
O+A DHV	-	O+A DHV	488
Lane Needed?	-	Lane Needed?	Yes



Source: Oregon DOT Analysis Procedures Manual 2008

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

^{*(}Advancing Vol/ # of Advancing Through Lanes)+ (Opposing Vol/ # of Opposing Through Lanes)

Project:

Nyssa Industrial Lands Project

Intersection:

Arcadia Boulevard at Gem Avenue

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (NB Approach)

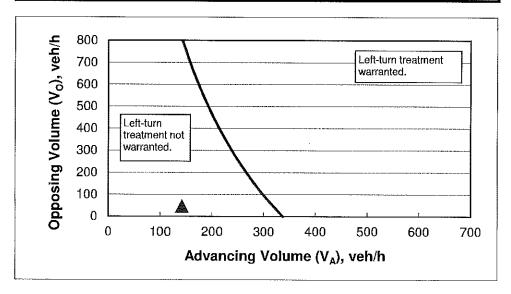
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V _A), %:	79%
Advancing volume (V _A), veh/h:	142
Opposing volume (V _O), veh/h:	46

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	319
Guidance for determining the need for a major-road left	t-turn bay:
Left-turn treatment NOT warrante	d.



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Project:

Nyssa Industrial Lands Project

Intersection:

Arcadia Boulevard at Gem Avenue

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (SB Approach)

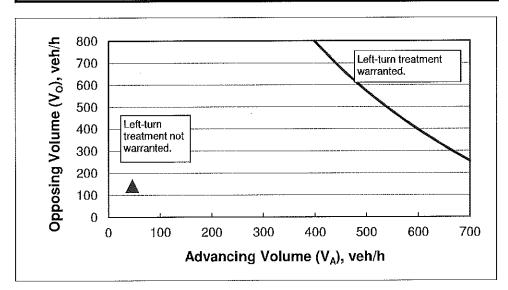
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V _A), %:	2%
Advancing volume (V _A), veh/h:	46
Opposing volume (V _O), veh/h:	142

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	796
Guidance for determining the need for a major-road lef	t-turn bay:
Left-turn treatment NOT warrante	ed.



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5,0
Average time for left-turn vehicle to clear the advancing lane, s:	1,9



Project:

Nyssa Industrial Lands Project

Intersection:

Arcadia Boulevard at Gamble Road

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (SB Approach)

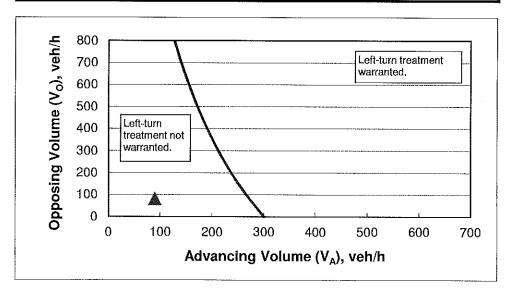
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V _A), %:	30%
Advancing volume (V _A), veh/h:	90
Opposing volume (V _O), veh/h:	81

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	272
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted	d .



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1,9



Project:

Nyssa Industrial Lands Project

Intersection:

Arcadia Boulevard at Columbia Avenue

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (NB Approach)

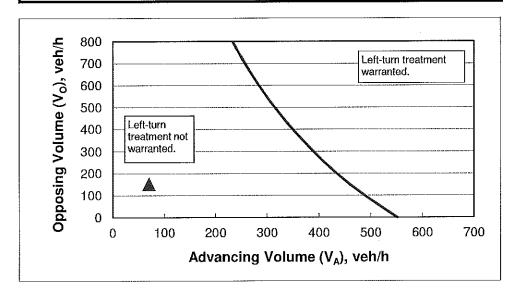
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V _A), %:	13%
Advancing volume (V _A), veh/h:	70
Opposing volume (V _O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	460
Guidance for determining the need for a major-road le	eft-turn bay:
Left-turn treatment NOT warran	ted.



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5,0
Average time for left-turn vehicle to clear the advancing lane, s:	1,9



Project:

Nyssa Industrial Lands Project

Intersection:

Arcadia Boulevard at Columbia Avenue

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (SB Approach)

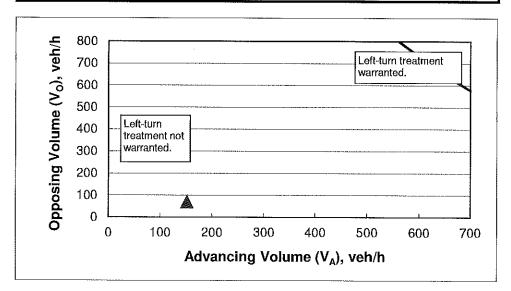
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V _A), %:	20/4
Advancing volume (V _A), veh/h:	152
Opposing volume (V _O), veh/h:	70

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	1218
Guidance for determining the need for a major-road le	eft-turn bay:
Left-turn treatment NOT warran	ted.



Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1,9



Project:

Nyssa Industrial Lands Project

Intersection:

Site Access at Arcadia Boulevard

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (SB Approach)

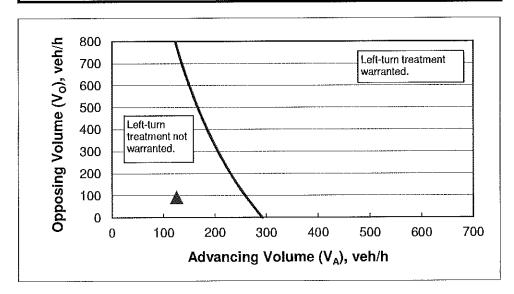
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V _A), %:	33%
Advancing volume (V _A), veh/h:	126
Opposing volume (V _O), veh/h:	92

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	261
Guidance for determining the need for a major-road le	ft-turn bay:
Left-turn treatment NOT warrant	ed.



Variable	Value		
Average time for making left-turn, s:	3.0		
Critical headway, s:	5.0		
Average time for left-turn vehicle to clear the advancing lane, s:	1.9		



Project:

Nyssa Industrial Lands Project

Intersection:

Site Access at Gamble Road

Date:

12/6/2018

Scenario:

2033 Planning Horizon plus Site Trips (EB Approach)

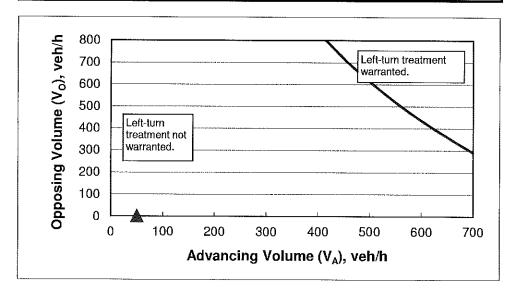
2-lane roadway (English)

INPUT

Variable	Value			
85 th percentile speed, mph:	55			
Percent of left-turns in advancing volume (V _A), %:	98%			
Advancing volume (V _A), veh/h:	50			
Opposing volume (V _O), veh/h:	2			

OUTPUT

Variable	Value
Limiting advancing volume (V _A), veh/h:	981
Guidance for determining the need for a major-road let	ft-turn bay:
Left-turn treatment NOT warranto	ed.



Variable	Value				
Average time for making left-turn, s:	3.0				
Critical headway, s:	5.0				
Average time for left-turn vehicle to clear the advancing lane, s:	1,9				



Traffic Signal Warrant Analysis

Project:

Nyssa Industrial Lands Project

Date:

12/6/2018

Scenario:

2033 Build Scenario

Major Street:

PM Peak

Hour Volumes:

US Highway 26

Minor Street:

Columbia Ave

Number of Lanes:

3

Number of Lanes:

1

PM Peak

866

Hour Volumes:

96

Warrant Used:

100 percent of standard warrants used

Χ

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Lanes for Moving Each Approach:		•		F on Minor St. volume approach)	
WARRANT 1, CONDITION A		70%	100%	70% Warrants	
<u>iviinor St.</u>				1,850	
1	•	•	•	·	
1	10,600	7,400	2,650	1,850	
2 or more	10,600	7,400	3,550	2,500	
2 or more	8,850	6,200	3,550	2,500	
NDITION B					
1	13,300	9,300	1,350	950	
1	15,900	11,100	1,350	950	
2 or more	15,900	11,100	1,750	1,250	
2 or more	13,300	9,300	1,750	1,250	
	Each Approach: NDITION A Minor St. 1 1 2 or more 2 or more NDITION B 1 1 2 or more	Each Approach: (total of both NDITION A 100% Minor St. Warrants 1 8,850 1 10,600 2 or more 10,600 2 or more 8,850 NDITION B 1 13,300 1 15,900 2 or more 15,900	NDITION A 100% 70% Minor St. Warrants Warrants 1 8,850 6,200 1 10,600 7,400 2 or more 10,600 7,400 2 or more 8,850 6,200 NDITION B 1 13,300 9,300 1 15,900 11,100 2 or more 15,900 11,100	Each Approach: (total of both approaches) (higher-volumed by the color of the color	

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volum	e		
Major Street	8,660	7,400	
Minor Street*	960	1,850	No
Condition B: Interruption of Continuous	Traffic		
Major Street	8,660	11,100	
Minor Street*	960	950	No
Combination Warrant			
Major Street	8,660	8,880	
Minor Street*	960	1,480	No

^{*} Minor street right-turning traffic volumes reduced by 25%



	≯	-	•	•	*	•	4	†	1	\	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4			₩			43-			4	
Traffic Volume (vph)	3	2	1	1	1	1	4	244	3	1	298	10
Future Volume (vph)	3	2	1	1	1	1	4	244	3	1	298	1(
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util, Factor	1.00	1.00	1,00	1.00	1.00	1.00	1,00	1.00	1,00	1.00	1.00	1.00
Frt		0,977			0,955			0,999			0.996	
Flt Protected		0.976			0.984		ne name se state num nitro	0.999	enementation en presentation (attendar	sa e de la Gradia de desagra appli	75 - 155-5 1550 est) - 60-60 5	
Satd. Flow (prot)	0	163 6	0	0	1612	0	0	1632	0	0	1660	(
Flt Permitted		0.976		***************************************	0.984	CENTRAL PROPERTY CONTRACTOR	men men ali deleta ase	0.999	0-1-0-1-0-1-0-1-0-1-0-1		100000000000000000000000000000000000000	V-041/05011 <u>9</u> 64-8
Satd. Flow (perm)	0	1636	0	0	1612	0	0	1632	0	0	1660	(
Link Speed (mph)	**************************************	55	**************************************	2012/2011/2012/2012	55		int Pro Professor (prop (place)).	55			55	2011/10/2014/2017
Link Distance (ft)		881			2560			5253			821	
Travel Time (s)		10.9	ACCESSION-001002531100	and someone introduction	31.7		:Pertura:94/#894/0398	65,1			10.2	
Peak Hour Factor	0,90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Adj. Flow (vph)	- 3	2	1	. 1	1	1	4	271	3	- 1	331	11
Shared Lane Traffic (%)	and the control of the control of	2425 A 1940 4 1042 AND 125	. N. 12 11 2 N. 1 N. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	on the characteristic and con-		100 Nation (100 EE) #90 EE(100 EE						
Lane Group Flow (vph)	0	-6	0	0	3	0	0	278	0	0	343	(
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right =	Left	Left	Right	Left	Left	Right	Left	Left	Righ
Median Width(ft)	20.00.000	0	erren in de la company de la c		0		250 + 2 CO + 251 D+ 20 GC + 4 CO C	0			0	
Link Offset(ft)		0			0			0			Ō	
Crosswalk Width(ft)	The North Control of Control C	16	ATEN ET ET ET ET ET ET ET ET ET ET ET ET ET	1977 C. C. C. C. C. C. C. C. C. C. C. C. C.	16	Province Constitution (Constitution Constitution Constitu		16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1,11	1.11	1.11	1.11	1.11	1.11	1,11	1.11	1,11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop	adan sering perunakan di kabi	or de Richer Collegione Collegio	Stop			Free			Free	
Intersection Summary												
	ther	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,										
Control Type: Unsignalized												
Intersection Capacity Utilization	on 28.3%	- Commission		IC	U Level o	f Service	A	, au autorita date Da autoritat	ranna 1990 berke 1990 et	en e literary da (VIA)	netusenutiili	
Analysis Period (min) 15												

1. OS HWY ZO & Gen	IAVG							,		on and one		
	ၨ	-	•	•	—	•	4	Ť	*	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			↔	•		4	
Traffic Volume (veh/h)	3	2	1	1	1	1	4	244	3	1	298	10
Future Volume (Veh/h)	3	2	1	1	1	1	4	244	3	1	298	10
Sign Control		Stop			Stop			Free			Free	
Grade	200000000000000000000000000000000000000	0%			0%		Barry Englishagge	0%			0%	00/00/2000/00/04
Peak Hour Factor	0,90	0.90	0.90	0,90	0,90	0.90	0,90	0,90	0.90	0.90	0,90	0.90
Hourly flow rate (vph)	3	2	1	1	1	1	4	271	3	1	331	11
Pedestrians												
Lane Width (ft)								W88844844855444		25 W 95 W 25 W 95		55000050050504
Walking Speed (ft/s)								8865				
Percent Blockage												
Right turn flare (veh)												
Median type					1025 A51 SQ			None			None	
Median storage veh)										ā Saisis		
Upstream signal (ft)					4.55.55.57							
pX, platoon unblocked												
vC, conflicting volume	620	620	336	621	624	272	342			274		SCHOOL STREET
vC1, stage 1 conf vol		02 0			0		V.		155035098			
vC2, stage 2 conf vol												
vCu, unblocked vol	620	620	336	621	624	272	342			274		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6,2	4.2	(0.050000000000000000000000000000000000		4.1		TOTAL STREET, THE STREET, THE
tC, 2 stage (s)						252						
tF (s)	3.5	4.0	3.3	3.5	4.0	3,3	2.3			2.2		
p0 queue free %	99	100	100	100	100	100	100			100	58.45 (6)	
cM capacity (veh/h)	397	402	706	396	400	766	1190			1272	Alphan Ballandan un	
Direction, Lane #	EB1	WB·1	NB 1	SB 1								
Volume Total	6	3	278	343								
Volume Left	3	1	4	1				¥5515555556				
Volume Right	1	1	3	11						######################################		
cSH	430	474	1190	1272		6-3-3-4						
Volume to Capacity	0.01	0.01	0,00	0.00								
Queue Length 95th (ft)	3.01	0.01	0.00	0.00								
Control Delay (s)	13.5	12.6	0.1	0.0							la esta consideration de la constant de la constant de la constant de la constant de la constant de la constant	2347822234755514
Lane LOS	В.	о	A	A								
Approach Delay (s)	13,5	12.6	0.1	0.0								
Approach LOS	В	B										
Intersection Summary												
Average Delay			0,3									
Intersection Capacity Utilization			28.3%	ICI	J Level o	f Service		 1, 1, 1, 1, 1, 2, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Α			es especial state of
Analysis Period (min)			15									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			43-	
Traffic Volume (vph)	1	2	2		8 8 8	1	- A	- 22	1	1	34	1
Future Volume (vph)	1	2	2	1	1	1	1	22	1	1	34	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
F rt		0,942			0.955			0,995			0,997	
Flt Protected		0.993			0.984			0.998			0.999	
Satd. Flow (prot)	0	1742	0	0	1750	0	0	1850	0	0	1855	0
Fit Permitted		0,993			0.984			0.998			0.999	
Satd. Flow (perm)	0	1742	0	0	1750	0	0	1850	0	0	1855	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		2560			864			3306			764	
Travel Time (s)		31.7			10.7			41.0			9,5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0,79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	3	3	1	1	1	1	28	1	1	43	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	3	0	0	30	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No -	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: 0	ther											
Control Type: Unsignalized	*************************		r presentant i secondo de estado de 19 a esta	er versione transfer (FES)	eyere dan sayar kasada Wasa	er eremourement transfer	ere e servi participation	ouver-dure autorité de 1176		nose mesticații de		**************************************

ICU Level of Service A

Intersection Capacity Utilization 13.3%

Z. Alcadia bivu & Ge)[[] / (V											_
	≯	-	*	•	←	*	4	†	-	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SE
Lane Configurations		4			4			4			4	No Dear Property
Traffic Volume (veh/h)	- 1	2	2	1	1	1	1	- 22	1	- 1	-34	
Future Volume (Veh/h)	1	2	2	1	1	1	1	22	1	1	34	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0,79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	-0.79	0.
lourly flow rate (vph)	1	3	3	1	1	1	1	28	1	1	43	
Pedestrians edec												
ane Width (ft)												ana ana
Valking Speed (ft/s)						8 8 8				9 S S E		
Percent Blockage												
Right turn flare (veh)												
Median type		. , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						None			None	
Median storage veh)		5 S 12 S										
Jpstream signal (ft)												
X, platoon unblocked												
C, conflicting volume	78	76	44	80	76	28	44			29		
C1, stage 1 conf vol												
C2, stage 2 conf vol	an artistica e annua escribir illarea (a fil											
rCu, unblocked vol	78	76	44	80	76	28	44			29		
C, single (s)	7,1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
C, 2 stage (s)											```\`	
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2,2		
o0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	909	813	1027	901	813	1046	1564			1584		
Direction, Lane #	EB1	WB 1	NB1	SB 1								
/olume Total	7	3	30	45			tetak kitari in krimo vi Amelio					05:050,000.00
/olume Left	1	1	1	1								
/olume Right	3	1	1	1						marolin menono		escretation
SH	908	910	1564	1584						\$ 20 B S		
olume to Capacity	0.01	0.00	0.00	0.00	ed summa et mai de de securio	s kantanan akarkatan dak man			5.757.02500.0000000000000000000000000000	ocuremment en en		ertektik
Queue Length 95th (ft)	1	0	0	0								
Control Delay (s)	9.0	9.0	0.2	0.2							nun aurea encasas ducus (1	
ane LOS	A	Α	. А	A								
Approach Delay (s)	9.0	9.0	0.2	0.2			ekovasnek wokonok ook	energial communication	ere video y graedina dasonia	escal astropical contracts	A SAGET MARKET NOTES OF THE POST OF	angelovick
Approach LOS	A	Α										
ntersection Summary											•	
Average Delay			1,2									
ntersection Capacity Utilizatio	n		13.3%	ICI	J Level c	of Service			Α		o agrando de la composição	e an este en
Analysis Period (min)			15									

	•	4	†	<i>></i>	\	Ţ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		β.			4
Traffic Volume (vph)	1	1	22	1	1	34
Future Volume (vph)	1	1	22	1	1	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1,00	1,00	1.00	1.00	1.00
Frt	0.932		0.995			
Flt Protected	0.976			activity and the second of the second	- 21.0.0 (20.0) - 12.00 (20.0)	0,999
Satd. Flow (prot)	1694	0	1853	0	0	1861
Flt Permitted	0.976	- e - e e se se suspense e e e e e e e e e e e e e e e e e e	· · · serraner aventana		\$4 No. 1 4 19 19 19 19 19 19 19 19 19 19 19 19 19	0.999
Satd, Flow (perm)	1694	0	1853	0	- 0	1861
Link Speed (mph)	55		55			55
Link Distance (ft)	1170		5243			1948
Travel Time (s)	14.5		65,0			24.1
Peak Hour Factor	-0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	1	1	28	1	1	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	29	0	0	45
Enter Blocked Intersection	= No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16	8888	16	0.89 (S) (S)		16
Two way Left Turn Lane		also also described field to be for	Market 1995 AM Assessed			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
response to the contract of th	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 13.3%				J Level c	f Service
Analysis Period (min) 15						

	1	4.	†	<u> </u>	/	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	* /	vortoven governmen	þ		000000000000000000000000000000000000000	4	ensensoso
Traffic Volume (veh/h)	1	1	22	1	1	34	
Future Volume (Veh/h)	1	1	22 - Free	1	1	34 Free	
Sign Control Grade	Stop 0%		Free 0%			0%	
Peak Hour Factor	0.78	0.78	0,78	0,78	0.78	0.78	
Hourly flow rate (vph)	1	1	28	1	1	44	2000
Pedestrians							
Lane Width (ft)							ourne wee
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)			None			None	
Median type Median storage veh)			Morie			None	
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	74	28			29		2000000
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							550000
vCu, unblocked vol	74	28			29	1985 - 1986 - 1985 - 1985 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 Indiana - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 1986 - 19	
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s) tF (s)	3,5	3,3			2.2		
ur (s) p0 queue free %	= 100	100			100		
cM capacity (veh/h)	928	1046			1584		
Direction, Lane #	WB 1	NB 1	SB1				
Volume Total	2	29	45				<u> 2000,0</u>
Volume Left	1	-0	1				
Volume Right	1	1	0		₩		erentet
:SH	984	1700	1584				
Volume to Capacity	0.00	0.02	0.00				
Queue Length 95th (ft) Control Delay (s)	0 8.7	0.0 0.0	0 0,2				
Lane LOS	o. <i>i</i> A	U. U	0,2 A				
Lane 103 Approach Delay (s)	8.7	0.0	0.2				
Approach LOS	Å						
Intersection Summary					•		
Average Delay			0,3				
Intersection Capacity Utilization	on 	:2000000000000	13.3%	ICI	J Level o	of Service A	99907
Analysis Period (min)			15				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		स	7	ሻ	†	7	ሻ	小	7
Traffic Volume (vph)	23	5	21	7	3	9	18	201	13	10	277	31
Future Volume (vph)	23	5	21	7	3	9	18	201	13	10	277	31
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		25	0		25	590		285	575		300
Storage Lanes	0		1	0	8886	1	1		1			1
Taper Length (ft)	25			25	50 as 100 a 50 ft 100 to		25			25	anner erent anner a	THE PERSON STREET
Lane Util, Factor	1.00	1.00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1,00	1.00	1.00
Frt			0.850			0.850			0.850		everane di stato di settero	0.850
Flt Protected		0.960			0.965		0.950			0.950		
Satd. Flow (prot)	0	1500	1328	0	1456	1282	1599	1683	1430	1583	1667	1417
Flt Permitted		0.960			0.965	6.556	0.950			0.950		
Satd. Flow (perm)	0	1500	1328	0	1456	1282	1599	1683	1430	1583	1667	1417
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		618			2595		er em come partie en mar mar anna	2696		,,,	5240	economic como
Travel Time (s)		7.7		30 00 00	32.2			33.4			65.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	12%	12%	16%	16%	16%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	25	5	23	8	3	10	20	218	14	11	301	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	23	0	11	10	20	218	14	11	301	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0	11 Table 1 1 Table 1 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1 Table 1		0			0			0	1910-1-1900-1-1900-1
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane							and and and the second second		orts to allower some records	maccinatine a Crimanic cida	consequences of the conseq	1/2-07/09/00/00/00/20/
Headway Factor	1.11	1.11	_ 1,11	1,11	1.11	111	1.11	1.11	1.11	1.11	1,11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Area Type:

Control Type: Unsignalized

Intersection Capacity Utilization 32.5%

Other

ICU Level of Service A

	ၨ	-	*	1	←	•	4	†	~	>	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4	7		4	7	7	↑	7	ሻ	^	7
Traffic Volume (veh/h)	23	5	21	7	3	9	18	201	13	10	277	3
Future Volume (Veh/h)	23	5	21	7	3	9	18	201	13	10	277	3
Sign Control		Stop			Stop			Free			Free	
Grade	.,,	0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0,92	0.92	0.92	0.92	0,92	0,92	0,92	0,92	0.9
Hourly flow rate (vph)	25	5	23	8	3	10	20	218	14	11	301	3
Pedestrians												
_ane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			1			1						
Median type								None			None	
Median storage veh)												
Jpstream signal (ft)												
oX, platoon unblocked												
C, conflicting volume	588	595	301	595	615	218	335			232		
/C1, stage 1 conf vol												
vC2, stage 2 conf vol												
/Cu, unblocked vol	588	595	301	595	615	218	335			232		
C, single (s)	7.2	6.6	6.3	7.3	6.7	6.4	4.1	A		4.1	an agent and a second to the agent and the second to the s	
C, 2 stage (s)												
F (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.2			2.2		datam to to to the second
o0 queue free %	94	99	97	98	99	99	98			99		
cM capacity (veh/h)	391	394	716	373	379	788	1213			1318		
Direction, Lane #	EB 1.	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		• • • •		
/olume Total	53	21	20	218	14	11	301	34	Arcockerenses kreens en	140089/00/00/00/04/00/0	96-co-p-6282010000000000	EUROSES SESSE
/olume Left	25	- 8	20	0	0.	11	0	0				
Volume Right	23	10	0	0	14	0	0	34	ecatewayanasa-an			
oSH .	692	715	1213	1700	1700	1318	1700	1700				
Volume to Capacity	0.08	0.03	0.02	0.13	0.01	0.01	0.18	0.02	vanaskana estekke	sasassa anakatast	1005-200000000040A-7-60A	
Queue Length 95th (ft)	6	2	1	0	0		0	0				
Control Delay (s)	12.9	12,4	8.0	0.0	0.0	7.8	0.0	0.0			terner station to the state of	anacasts.
lane LOS	В	В	Α			Α						
Approach Delay (s)	12.9	12.4	0.6			0.2	Sinsuussatta saara		ennatena een e	essayon (antario		
Approach LOS	В	В										
ntersection Summary											2001.07611	
Average Delay			1,8									
ntersection Capacity Utilization)		32.5%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

	*	→	•	•	←	•	4	†	/	\	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4			4			4	
Traffic Volume (vph)	5	2	22	1	1	2	8 B 7	45	1	2	41	8
Future Volume (vph)	5	2	22	1	1	2	7	45	1	2	41	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1,00	1,00	1,00	1,00	1.00	1.00	1.00	1.00
Frf		0,896			0.932			0,998			0.980	
Flt Protected		0.992			0.988			0.994			0.998	
Satd. Flow (prot)	0	1656	0	0	1315	0	0	1698	0	0	1602	0
Flt Permitted		0.992			0.988			0.994			0.998	
Satd. Flow (perm)	0	1656	0	0	1315	0	0	1698	0	0	1602	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		2595			931			647			5243	
Travel Time (s)		32.2			11.5			8.0			65.0	
Peak Hour Factor	0.95	0,95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	33%	33%	33%	11%	11%	11%	16%	16%	16%
Adj. Flow (vph)	5	2	23	1	1	2	7	47	1	_ 2	43	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	4	0	0	55	0	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	H-Market and a second
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Area Type: Other

Control Type: Unsignalized Intersection Capacity Utilization 15.3%

Analysis Period (min) 15

	•	\rightarrow	*	*	4	•	1	T		-	¥	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SE
ane Configurations	views Nasilisawa	↔	oranization de la constantina	oranazza e e e e e e e e e e e e e e e e e e	ቆ		vares de la companya	4			⇎	
Traffic Volume (veh/h)	5	2	22	1		2	7	45		2	41	
Future Volume (Veh/h)	5	2	22	1	1 	2	7	45	1	2	41	oestvooessava
Sign Control		Stop			Stop			Free			Free	
Grade	~~~ <u>~~</u>	0%	meetro-6495	-07-00- <u>07-08-00-00</u>	0%	halathionnaga.co.co.	ansolve <u>n</u> anso	0%	000000000000000000000000000000000000000		0%	
Peak Hour Factor	0.95	0,95	0,95	0,95	0.95	0,95	0.95	0,95	0,95	0.95	0,95	0.
fourly flow rate (vph)	5	2	23	1	1	2	7	47	1	2	43	historia a constanta
Pedestrians												
ane Width (ft)									3.088004800465555			
Walking Speed (ft/s)												
Percent Blockage	SEEPARKS (STANS)		essen48300800c	seeneesikseenuus			VezakivestavivAcas			SCHOOL (FOUR PORTS		BS1404GREWE
Right turn flare (veh)												
Median type	oSonven ospe ers						24757474000004,000	None	2000118999999	F85287555F85	None	
Median storage veh)												
Jpstream signal (ft)			8009080808080808		MEGROVAGRAVS SOMAŠŠ		S=2505H2009E9695	524/525/55/55/55/5	MAGUNESONSTIONS	CCCCCCV/L055416450		
X, platoon unblocked					440					.,,		
C, conflicting volume	115	113	47	136	116	48	51			48		
C1, stage 1 conf vol												
C2, stage 2 conf vol	5450 0 500 0 5000							950×5:55715557695			688486888	
Cu, unblocked vol	115	113	47	136	116	48	51			48		
C, single (s)	7.1	6.5	6.2	7.4	6.8	6.5	4.2			4.3		SAMANE
C, 2 stage (s)			^^		4.0							
F (s)	3.5	4.0	3.3	3,8	4.3	3.6	2.3			2.3		
o0 queue free %	99	100	98	100	100	100	100			100		
M capacity (veh/h)	855	772	1022	746	715	940	1499			1474		NAME OF THE PERSON NAME OF THE P
Direction, Lane #	EB1	WB 1:	NB 1	SB 1								
/olume Total	30	4	5 5	53		10010000000000000000000000000000000000			*******************	65505005000000		880046666
/olume Left	5	1	7	2								
/olume Right	23	2	1	8						SETTER		9606546S
SH	970	822	1499	1474								
/olume to Capacity	0.03	0.00	0.00	0.00	15000000000000000000000000000000000000		564VVVIENOSSONS	BANESKER SKER	584(59455555			
Queue Length 95th (ft)	2	0	0	0								
Control Delay (s)	8.8	9.4	1.0	0.3		000000000000000000000000000000000000000	9501040000000000000000000000000000000000	eneresenenes	V25/45500000000	RESTERNISHES OF	2002050505050	
ane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.4	1.0	0.3		5915470002-0-8920	BEER CREEK WAR DAR		#5000000000000000000000000000000000000			
Approach LOS	Α	Α										
ntersection Summary												(6)
Average Delay			2,6									
ntersection Capacity Utilization			15.3%	IC	U Level o	f Service			Α			

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT Lane Configurations	SBR 0 0
Long Configurations	Control of the Contro
Lane Congunations T T	Control of the Contro
Traffic Volume (vph) 0 0 0 0 0 0 231 0 0 295	0
Future Volume (vph) 0 0 0 0 0 0 231 0 0 295	
Ideal Flow (vphpl) 1750 1750 1750 1750 1750 1750 1750 1750	1750
Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Fit was a part of the control of the	
Fit Protected	
Satd. Flow (prot) 0 0 0 0 0 0 1716 0 0 1716	0
Fit Permitted	Secretary Commission Commission
Satd. Flow (perm) 0 0 0 0 0 0 1716 0 0 1716	0
Link Speed (mph) 30 30 45 55	
Link Distance (ft) 715 1637 1299 2696	
Travel Time (s) 16.3 37.2 19.7 33.4	
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	0.92
Adj. Flow (vph) 0 0 0 0 0 0 251 0 0 321	0
Shared Lane Traffic (%)	
Lane Group Flow (vph) 0 0 0 0 0 0 251 0 0 321	0
Enter Blocked Intersection No No No No No No No No No No	No
Lane Alignment Left Left Right Left Right Left Left Right Left Left	Right
Median Width(ft) 0 0 12 12	
Link Offset(ft) 0 0 0 0	(mirror operation and a
Crosswalk Width(ft) 16 16 16	
Two way Left Turn Lane	305-cm-carries
Headway Factor 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.	1.11
Turning Speed (mph) 15 9 15 9 15 9 15	9
Sign Control Stop Stop Free Free	

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 20.2%

Analysis Period (min) 15

0. 03 HWy 20 & CI		1.0										_
	•	→	•	•	•	*	4	†	~	>	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL,	SBT	SBF
Lane Configurations								↑			↑	
Traffic Volume (veh/h)	0	0	0	0	Ó	0	0	231	0	0	295	
Future Volume (Veh/h)	0	0	0	0	0	0	0	231	0	0	295	
Sign Control		Stop			Stop			Free			Free	
Grade	555 1411-1117, 1911-1117, 1911-11	0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0,92	0.92	0.92	0.92	0,92	0,92	0.92	0.92	0,9
Hourly flow rate (vph)	0	0	0	0	0	0	0	251	0	0	321	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Rìght turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	572	572	321	572	572	251	321			251		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	received for eather an eather of the factors for											
vCu, unblocked vol	572	572	321	572	572	251	321			251		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	431	430	720	431	430	788	1239			1314		
Direction, Lane #	NB 1	SB 1										
Volume Total	251	321	Marina and a state of the state		1.0000.0P00.0P00.0000.000				11-25-42-50-700-00-70-7	hawan/10006/3006	mand was sone Was a surface to the same	navenolas della
Volume Left	0	0										
Volume Right	0	0		e a company of the latest and the la								erements debiere
cSH	1700	1700										
Volume to Capacity	0.15	0.19					amount or other contracts	arman ohn ohnober	ver. 50 mm - 11 mm - 10 mm - 1	D. C.	tacione nacione 50 mili	nonemente di
Queue Length 95th (ft)	0	0										
Control Delay (s)	0.0	0.0									والمراوعة والمستوية والمراوعة والمستورة والمراوعة	ann and charter
Lane LOS												
Approach Delay (s)	0.0	0.0										22 NOTES OF THE 2012 OF THE 20
Approach LOS												
Intersection Summary							-16					
Average Delay			0.0									
Intersection Capacity Utiliza	tion		20.2%	IC	U Level o	of Service			Α	n change to the second		
Analysis Period (min)			15									

	•	→	*	•	←	•	1	†	~	-	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€1	7		4			4			4	
Traffic Volume (vph)	13	2	1	7	1	19	2	199	7	34	235	11
Future Volume (vph)	13	2	1	7	1	19	2	199	7	34	235	11
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1,00	1.00	1,00	1.00	1.00	1.00	1.00
Frt		2, 11, 27, 20, 27, 20, 27, 27, 27, 27, 27, 27, 27, 27, 27, 27	0.850	22,527 # 54.5 C/s Pholipson A.s.	0.905	A 10 1411 S TO 122 MONTHS OF THE	. e 22-4 (* 2-32-42-42-42-42-42-42-42-42-42-42-42-42-42	0.995	24,000,000,000,000,000,000		0.995	
Fit Protected		0.958			0.987						0.994	
Satd, Flow (prot)	0	1644	1458	0	1503	0	0	1501	0	0	1518	0
FIt Permitted		0,958			0.987						0,994	
Satd, Flow (perm)	0	1644	1458	0	1503	0	0	1501	0	0	1518	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			717	*******************************		1292			1299	
Travel Time (s)		13.2			14.0			25.2			25.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	16%	16%	16%	14%	14%	14%
Adj. Flow (vph)	14	2	1	8	1	21	2	219	8	37	258	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	1	0	30	0	0	229	0	0	307	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)	9090-04411011/09/ED10ED	0	electric section of the first of the first of	1945-2020 - 1011-101-101-101-101-101-101-101-101	0	straettaun praesa sauden stat	204 (A-0.40) (B-0.00) (A-0.40)	0	E=017429404040404444	X2242.04 (2020), 44440 (10)	0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane						AND THE PERSON ASSESSED.	::::::::::::::::::::::::::::::::::::::		spektredaktere akustr	~5500 B975 B776 B776		106000/38800/098000
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15	000 - 100 -	9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
laterenallan Olumbaran												

Area Type:

Other

Control Type: Unsignalized Intersection Capacity Utilization 46.6%

ICU Level of Service A

	•		_	<u></u>	+	•	•	<u>†</u>	<u></u>	<u></u>	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	LUL		# #	VVDL	0.2300.0.03.330.000.0000.000	VVDIX	INUL	<u>, чо</u>	INDIA	904	- ↔	VUIN
Lane Configurations	13	र्स 2		7	4 >	19	2	(4) 199	7	34	235	11
Traffic Volume (veh/h)	13	2 2	4	7	************	19	2	199	7	34 34	235	11
Future Volume (Veh/h)	13	and the same as the same as the	1		1 •••••	19	Z	Free		34	Free	
Sign Control		Stop 0%			Stop 0%			- F166 0%			0%	
Grade Peak Hour Factor	0.04		0.04	0.04		0.91	0.04	0,91	0.91	0.91	0.91	0.91
	0.91	0.91	0.91	0.91	0,91	0,91 21	0,91 2	219	0.91 8	37	258	12
Hourly flow rate (vph)	14	2	1	8	1	Z1	Z	219	0	ى د	200	12
Pedestrians												
Lane Width (ft)						48588885						
Walking Speed (ft/s)												
Percent Blockage	2201122110201		2	\$\$\$\$\$\$\$\$\$\$\$\$			8855 <u>81</u> 4650					
Right turn flare (veh)		ārestsā lī	4					None			None	
Median type	8504000000							None			None	
Median storage veh)											200	
Upstream signal (ft)			945504505555	58X5355555555555								
pX, platoon unblocked	F00	F00	004	500	C74	202	070			207		
vC, conflicting volume	586	569	264	566	571	223	270			227		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol						AAA	070					04:05655553
vCu, unblocked vol	586	569	264	566	571	223	270			227		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3		MONESANTES	4.2		
tC, 2 stage (s)							•			•		
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		åvandeladevad
p0 queue free %	97	100	100	98	100	97	100			97		
cM capacity (veh/h)	400	419	775	420	415	812	1217	Industration water to construct the	WATERNEY WATER CONTRACTOR	1274		22835000mm/s600000000000000000000000000000000
Direction, Lane #	EB.1	WB 1	NB 1	SB 1								
Volume Total	17	30	229	307	<059435255999999		0:2:::4:00:00:00:00	9500056563600000	5-50-0-505-0-55693-0-0			999999999
Volume Left	14	8	2	37								
Volume Right	1	21	8	12	0523557505604	50% (CONTO - FOSS)	Serenakiska					40000000
cSH	428	634	1217	1274								
Volume to Capacity	0.04	0.05	0,00	0.03			20000000000000000000000000000000000000				40-00-00-00-00-00-00-00-00-00-00-00-00-0	DAAGAGIYATEONGA
Queue Length 95th (ft)	3	4	0	2								
Control Delay (s)	14.0	11.0	0.1	1.2			2040/08/08/05/09	supremission	155105815A855889		Sometic and the	50000000000000000000000000000000000000
Lane LOS	В	В	A	A								
Approach Delay (s)	14.0	11.0	0.1	1.2		spesse two actions	energy special state of the	Navarana dalah da sas	mograpacia estabata	www.	98492555555555	VII. (1.00000000000000000000000000000000000
Approach LOS	В	В										
Intersection Summary												
Average Delay			1,6									
Intersection Capacity Utilization	n		46.6%	IC	U Level c	f Service			A	vastas as vijesnovik turum turum	Name of Contract Contract Contract	55500000000000000000000000000000000000
Analysis Period (min)			15									

	•	4	<u>†</u>	<i>></i>	1	1
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			†
Traffic Volume (vph)	0	0	23	0	0	35
Future Volume (vph)	0	0	23	0	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	x21625-222-22400134000			***************************************		
Satd, Flow (prot)	0	0	1863	0	=0	1863
Flt Permitted		and the second s		V	2.00-0-93335-0-0-0-0	
Satd, Flow (perm)	0	- 0	1863	0	- 0	1863
Link Speed (mph)	30		55			55
Link Distance (ft)	280		1948			3306
Travel Time (s)	6.4		24.1	e e e e e e de adelan confluir (1847).		41.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	25	0	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	25	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
	Other					

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 6.7%

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis 8: Arcadia Blvd & West Access

	•	1	↑	-	1	Ţ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			^			†
Traffic Volume (veh/h)	0	0	23	0	0	35
Future Volume (Veh/h)	0	0	23	0	0	35
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0,92	0,92	0,92	0,92	0.92	0.92
Hourly flow rate (vph)	0	0	25	0	0	38
Pedestrians						
Lane Width (ft)	و المعاولة والمستقدة والمستقدة والمستورة والمراجع والمستورة	u consecutivo de la consecutivo de la consecutivo de la consecutivo de la consecutivo de la consecutivo de la c			0,0000AP0007+07000	
Walking Speed (ft/s)						
Percent Blockage	monutation consistent makes		uarementementea ca	szerese envelopelősése	stranochetteracken	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Right turn flare (veh)						
Median type	CASCAS-CUCACAGA-WANA	KESTROWADERS	None		::::::::::::::::::::::::::::::::::::::	None
Median storage veh)						
Upstream signal (ft)		5007857854557405 <u>3</u>		Essentanas	X4005598500000	
pX, platoon unblocked						
vC, conflicting volume	63	25			25	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	***	OF.		52424000040		
vCu, unblocked vol	63	25			25	
C, single (s)	6.4	6.2		55755745786	4.1	
IC, 2 stage (s)	0.5	^ ^			^^	
tF (s)	3.5	3,3			2,2	
p0 queue free %	100	100			100 1589	
cM capacity (veh/h)	943	1051			1569	
Direction, Lane #	NB 1.	SB 1				
Volume Total	25	38				
Volume Left	0	0				
Volume Right	0	0	V4444444555			
cSH	1700	1700				
Volume to Capacity	0.01	0.02				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0		Server de la la compa		35/1/20/20/20/20/20/20/20/20/20/20/20/20/20/
Lane LOS	0.0					
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utili	zation		6.7%	IC	U Level	of Service
Analysis Period (min)			15			

	•	→	+	•	\	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		†	↑			
Traffic Volume (vph)	0	2	2	0	0	0
Future Volume (vph)	0	2	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				and the second s		- Security Section
Satd, Flow (prot)	0	1863	1863	0	0	0
Flt Permitted		*** **** *****************************	See No. 7 (200) American Straightur	A was to the Substitute of April 1992	54 274 2028 4-84 74	- Continue
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)	CHICK CASHAN INTERNATIONS	30	55	por consist a several service.	30	20-500,00-00,000000000000000000000000000
Link Distance (ft)		1170	1697		277	
Travel Time (s)	Andrew 2017/1/4/2017/1/4/2017/4/2	26.6	21.0	anderstand for Sand SA and A come	6.3	2.00 M. 1. 2.00 M. 1. 100 M. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2	2	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	2	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0	armiera un education	0	3:12-24-12-13-24-15
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane	Compression of the Control of the Co	305-2016-2016-2016-2016-	24.44009999999	654276-6596-4595-4518	2007201201200042222	
Headway Factor	1.00	1.00	1.00	1.00	1,00	1.00
Turning Speed (mph)	15	405840 00000000000000	2014-40-623 H 82500-1120	9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
	ther					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 6.7%			ic	Hevel	of Service
Analysis Period (min) 15	VII VII /0				o Eurol (or Conviou
nalysis Period (min) 15						

	٠	→	+	•	\	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		†	^						
Traffic Volume (veh/h)	0	2	2	0	0	0			
Future Volume (Veh/h)	0	2	2	0	0	0	(alterationer cross-reverse act	Control of the state of the sta	961947196967411445449
Sign Control		Free	Free		Stop				
Grade		0%	0%	197-60 (CADON THE BUTTERS)	0%	noet nikkem beerst opperant regard fûn		el literation de la conservación de secuelos	
Peak Hour Factor	0.92	0.92	0.92	0.92	0,92	0.92			
Hourly flow rate (vph)	0	2	2	0	0	0	Assistant versions and minimized the first	Standard and Control Color	emonorani, mari
Pedestrians									
ane Width (ft)	odrozawia wa Haustolda sa ka	derine Course the Security St.	and the first own to a form on the second	control and the country of meter	chodati shorrasarana ari	ad action a sent of the Federal Languages on rad secur rack citizent	an entransista de mante promover en est	a nijamit namboon terkeni kommen il	1211111111111111111111111
Valking Speed (ft/s)									
ercent Blockage	vv==>0.000000000000000000000000000000000	**************************************	20049270510402000	2			ter dissipate the district over the second states	And the Commerce of the Commerce of	Coloranosta
ight turn flare (veh)									
edian type	om access of the property of the first that the first th	None	None	**************************************	er menne et en en en en en en en en en en en en en	nd or a mandament of models of an experience of a contract of a co	er erreitelering ich wijfert i 122 auf 174 ga	en konser fan en it mûnere stêrmûnd i gestrage yn	
ledian storage veh)									
pstream signal (ft)	er e- er i kenning allagagagag	-1-1				* ** ** ***			
X, platoon unblocked									
, conflicting volume	2	Anna Carlotte Control of the Control	and the control of the control of		4	2	and the second second second		
1, stege 1 conf vol									
2, stage 2 conf vol		100-0420-04-0-04 e-01			onionismes a men		22-000-1-02-00-00-00-00-00-00-00-00-00-00-00-00-	140000000000000000000000000000000000000	C2770073.0 TV.
Cu, unblocked vol	2				4	2			
, single (s)	4.1	g-web 11796 50,000 40,000 1170 400	dana minari madada (minari mo	ecolulus in internativatiati	6.4	6,2	Activities (1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	nt annual terminal from the own to	
, 2 stage (s)									
(s)	2.2	The second secon	h e ver ear tuburut stallamme. t		3.5	3,3			
) queue free %	100				100	100			
I capacity (veh/h)	1620	7-1	er er eine er en en en en en en en en en en en en en		1018	1082		and the second s	- 1-1-1 - 1-1-1-1 mi
ection, Lane #	EB 1	WB 1							
lume Total	2	2	alitymeather a	75310 mg/5/40/mananan		and water a life of the first of the second	Charles of the Charle	11°050(1194);0222144000000000000000000	DOTTE VALUE OF THE PARTY OF THE
olume Left	0	0							
olume Right	0	0							35455000
iH .	1700	1700							
olume to Capacity	0.00	0.00	anasa kalendaran		to and a second control of		The state of the s	Nasilas Nasagakaaana saasa saas	9545/037.64°
ieue Length 95th (ft)	0	0							
ontrol Delay (s)	0.0	0.0	www.umme.co.co	erroren arrana arran	estes cassa vessioner			SINGERSON ASSESSED	
ne LOS									
pproach Delay (s)	0.0	0.0	of the an area areas or	Total Kalled Alexandra Colombia	taka da kata kata a ka			Aztivitatatu natesetikatik	
pproach LOS								100 (S)	
tersection Summary									
verage Delay			0,0						
tersection Capacity Utilizat	tion	GENTESSANS A HARA	6.7%	ICU	J Level o	of Service	sanatalaansa vassa vasta	A	
Analysis Period (min)			15						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	4	3		1	1	23	- 5	425	4	10	396	13
Future Volume (vph)	4	3	1	1	1	23	5	425	4	10	396	13
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Frt		0.983			0,875			0.999			0.996	
Flt Protected		0.976			0.998			0.999		Carl Arrabatus Champanana	0.999	- * tottleden han hander i stolet
Satd. Flow (prot)	0	1646	0	0	1498	0	0	1632	0	0	1658	0
Flt Permitted		0.976			0.998			0.999			0.999	- Commonwealthan
Satd, Flow (perm)	0	1646	0	0	1498	0	- 0	1632	0	0	1658	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		881			2560			5253			821	
Travel Time (s)		10.9			31.7			65.1			10.2	Socrament to the same
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	5%	5%	5%
Adj. Flow (vph)	4	3	1	1	1	26	6	472	4	11	440	14
Shared Lane Traffic (%)											Car Carry a Street state annual reas	nomation Statemen
Lane Group Flow (vph)	- 0	- 8	0	0	28	0	0	482	0	0	465	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	Service and the Service State of Service		0	na di ana ing ing ing ing ing ing ing ing ing ing	consumerate in the Oderan Zone	0	www.daraantenetstest55tte	emender omer sold seller til trede	0	raan-abideen mittima.
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16	teneral at a constant and according to the		16	ene salviteilauriteilauri	ar na barra ar tha da' dha bhairt baarna	16	era tarteana e manara ha sena bas	· Selection and the contract C	16	energy traditional energy.
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1,11	1.11	1.11	1.11	1.11	1,11
Turning Speed (mph)	15		9	15		- 9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 40.0% Analysis Period (min) 15

	ၨ	-	•	•	•	A	4	†	1	-	Į.	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations		44			44+			4			- ↔	
Traffic Volume (veh/h)	4	3	1	1	1	23	5	425	4	10	396	1
Future Volume (Veh/h)	4	3	1	1	1	23	5	425	4	10	396	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0,90	0,90	0.90	0.90	0,90	0.90	0.90	0.9
lourly flow rate (vph)	4	3	1	1	1	26	6	472	4	11	440	•
Pedestrians												
ane Width (ft)												
Valking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Jpstream signal (ft)			,,									
X, platoon unblocked												
C, conflicting volume	982	957	447	958	962	474	454			476		
rC1, stage 1 conf vol												
C2, stage 2 conf vol												
Cu, unblocked vol	982	957	447	958	962	474	454			476		
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
C, 2 stage (s)												
F (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
00 queue free %	98	99	100	100	100	96	99			99		
M capacity (veh/h)	215	254	612	232	252	590	1081			1071		
Direction, Lane#	EB1	WB 1	NB 1	SB 1								
/olume Total	8	28	482	465	02000-04-2000-0-0-0-0-0-0-0-0-0-0-0-0-0-		annother and the second	ones elliste dell'organismo		mercene in 1800 billion		YT/RDmetokoon
/olume Left	4	1	6	11								
/olume Right	1	26	4	14	The second second second		v-20000000000000					90000000000000000000000000000000000000
SH	250	535	1081	1071								
olume to Capacity	0.03	0.05	0.01	0.01		na waanna ah a ahan baran san	una na alam duna da da	secretary research at the		e etteretenen en en en en en		- Milanas
Queue Length 95th (ft)	2	4	0									
Control Delay (s)	19.9	12.1	0.2	0.3	Enter of the contract of the con-	Carango antendadores	-co-spanion-		sananata parese e	agrammatis en mende de de la c	i aggesta este este de la companio	
ane LOS	C	В	Α	A								
Approach Delay (s)	19.9	12.1	0.2	0.3	geargement out the	di ini postos nacionas.	acest desired a storeman		Zestitalien in Zestinien		carosago essueria	offerficers
Approach LOS	C	В										
ntersection Summary												
Average Delay			0.7									
ntersection Capacity Utilization	rana karing an awaka		40.0%	IC	J Level o	f Service	Augusta, angan makan		Α	svesove dates e	manus escribiros esta en escri	9777614.4544
Analysis Period (min)			15									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	1	3	12	1	1	1	23	30	1	1	46	1
Future Volume (vph)	1	3	12	1	1	1	23	30	1	1	46	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ert		0.899			0,955			0,998			0,998	
Flt Protected		0.998			0.984			0.979			0.999	
Satd, Flow (prot)	0	1671	0	0	1750	- 0	0	1820	0	0	1857	0
Flt Permitted		0.998			0.984			0.979			0.999	
Satd, Flow (perm)	0	1671	0	0	1750	0	0	1820	0	0	1857	0
Link Speed (mph)		5 5			55			55			5 5	
Link Distance (ft)		2560			864			3306			764	
Travel Time (s)		31.7			10.7			41.0			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0,79	0.79	0.79
Adj. Flow (vph)	1	4	15	1	1	1	29	38	1	1	58	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	3	0	0	68	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		- 0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											and the state of t	
Headway Factor	1.00	1,00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1,00
Turning Speed (mph)	15		9	15		9	15		9	15	- Carlanda III - Carlanda III - Carlanda III - Carlanda III - Carlanda III - Carlanda II - Carlanda	9
Sign Control		Stop			Stop			Free			Free	
Interes of an Ormanian												

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 19.6%

Analysis Period (min) 15

2: Arcadia Bivo & Ge		,						OSS DAGR				
	*	→	•	•	*-	•	•	†	<i>*</i>	>	Ţ	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SI
ane Configurations		4			4			4			4	en er vindensser
raffic Volume (veh/h)	1	[*] 3	12	1	1	1	23	30	1	1	46	
uture Volume (Veh/h)	1	3	12	1	1	1	23	30	1	1	46	unacen anonem
Sign Control 🔪 🧍		Stop			Stop			Free		60666	Free	
Grade	****	0%			0%			0%	د در در در در در در در در در در در در در		0%	retres descents of
Peak Hour Factor	0,79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0,79	0.79	0.79	0.
lourly flow rate (vph)	1	4	15	1	1	1	29	38	1	1	58	c-cu-c-00000
edestrians								5.5066	6 60 G	\$ # # B		
ane Width (ft)										enconstruction and reserve Co		consequenti (Se
Valking Speed (ft/s)								105 (01000) 150 (00000)				
ercent Blockage											-xa-2-m-s0-754-730	eren erene erene
Right turn flare (veh)												
ledian type								None	pony ampour cases you cold		None	DESERVACIONA
/ledian storage veh)												
Jpstream signal (ft)	.,											vesotorous
X, platoon unblocked						60.000.000.0					S (Section	
C, conflicting volume	158	158	58	174	158	38	59			39		penness sommer de
C1, stage 1 conf vol												
C2, stage 2 conf vol	Children Conservation	per (1 m) 2 m) 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m	regionalista de la come de la come de la come de la come de la come de la come de la come de la come de la com	***************************************								reconstances or
Cu, unblocked vol	158	158	58	174	158	38	59			39		
C, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1	v - v - v - v - v - v - v - v - v - v -	LANCOTT CO.
C, 2 stage (s)												
F (s)	3,5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	Name of the State	nonemon
o0 queue free %	100	99	- 99	100	100	100	98			100	566	
M capacity (veh/h)	794	720	1007	762	720	1033	1545			1571		
pirection, Lane #	EB 1	WB 1	NB 1	SB 1								
olume Total	20	3	68	60		energanis and energy to be \$1						95500 SSEAR
/olume Left	1	4 2 4 2	29	1								
/olume Right	15	1	1	1				ve vise e abeleo Unicessor	oenennennennenne Situst	AND COURSES DESCRIPTION		TOTAL PORTS
SH	922	818	1545	1571								
olume to Capacity	0.02	0.00	0.02	0.00			a waren artirade distribut	anaprosperant gataril			mananang degak	oneren e
Queue Length 95th (ft)	2	- 0	1	0								
Control Delay (s)	9.0	9.4	3.2	0.1		wines with one in committee	energe som normarbese	o a construir de la construir d			474540755555555	X1571 (740/8)
ane LOS	Α	Α	A	Α								
Approach Delay (s)	9.0	9.4	3.2	0.1	countries and Charles Confe		enestics deriver excess		aggaraga sasta sasta s			
Approach LOS	A	Α										
ntersection Summary												
Average Delay			2.9									
ntersection Capacity Utilization	on	****	19.6%	IC	U Level	of Service		managaga sa ng matakatika ni ta	Α	. 65/69/9/20/20/20/20/9/20/20/	ya ayawa wa gawa na wana sa	esegyanaan
Analysis Period (min)			15									

	•	4	†	~	1	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*/*		}			4
Traffic Volume (vph)	1	1	52	1	1	55
Future Volume (vph)	1	1	52	1	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1,00	1,00	1.00	1.00	1.00
Frt	0,932		0.998			
Flt Protected	0,976		5 - MEET AND DESCRIPTION OF THE PERSON OF TH			0.999
Satd. Flow (prot)	1694	0	1859	0	0	1861
Flt Permitted	0.976		700 00000000000000000000000000000000000	ANESCO STORES STORES	> Th/9227/0428/428/4/2	0.999
Satd. Flow (perm)	1694	0	1859	0	_0	1861
Link Speed (mph)	55	- co Let make get the manager than	55			5 5
Link Distance (ft)	1170		5243			1948
Travel Time (s)	14.5	2	65.0			24.1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	1	1	67	1	1	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	68	0	0	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1,00	1,00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type: (Other					

Control Type: Unsignalized

Intersection Capacity Utilization 13.7%

	•	4	†	<u></u>	\	ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		4			ન	
Traffic Volume (veh/h)	1	1	52	1	1	55	
Future Volume (Veh/h)	1	1	52	1	1	55	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.78	0.78	0,78	0.78	0,78	0.78	
Hourly flow rate (vph)	1	1	67	1	1	71	
Pedestrians							
Lane Width (ft)			nomales and the social		Salahan da parasawa di kasa	mountain na contra cont	
Walking Speed (ft/s)							
Percent Blockage	************		s AMINERON CONTROL		Official Committee and	o 63-68/607/000	
Right turn flare (veh)							
Median type			None			None	el streens-maar
Median storage veh)							
Upstream signal (ft)				ower a control of which which	nahovaturenne some		A&USOCOTOCCTSWINE
pX, platoon unblocked							
vC, conflicting volume	140	68		>55000000000000000000000000000000000000	68		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol				246515555555	olaskapansa		95-53/2 <u>2</u> =0
vCu, unblocked vol	140	68			68		
tC, single (s)	6.4	6. 2		ANS 155 155 155	4.1		WARREST CONTRACTOR
tC, 2 stage (s)	2.5	0.0					
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100 996			100		
cM capacity (veh/h)	852				1533		
Direction, Lane #	WB 1	NB 1	SB1				
Volume Total	2	68	72	5 <i>5</i> 800000000000000000000000000000000000			
Volume Left	1	0	1				
Volume Right	1	1	0				
cSH	918	1700	1533				
Volume to Capacity	0.00	0.04	0.00	casas autores resa	WARRING TO SERVE		haldadissessiya ba
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	8.9	0.0	0.1		Marian (1990)	-5500-555-5555-5555	
Lane LOS	A		A				
Approach Delay (s)	8.9	0.0	0.1				
Approach LOS	A						
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilizat	ion	N. 200 (100 (100 (100 (100 (100 (100 (100	13.7%	ICL	Level o	f Service	
Analysis Period (min)			15				

	•	-+	*	1	+	•	*	1	~	\		1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	881	SBR
Lane Configurations		4	7		4	7	ሻ	↑	7	ሻ	↑	7
Traffic Volume (vph)	31	7	28	53	4	56	24	331	33	29	356	42
Future Volume (vph)	31	7	28	53	4	56	24	331	33	29	356	42
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0	2-01 (1022) 1000-010	25	0	A PERSONAL PROPERTY OF STREET	25	590	111100011100000000000000000000000000000	285	575	247.000.1110.000.000.00	300
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		A 10 PRO 17 - D 10 - D 10 P. C.	25			25	23.2004.04.042.43	Printers (1997)	25		10/10/10/10/10/10/10
Lane Util, Factor	1.00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Frt	- 5-11-5-25-0 (Section 1-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	V 2-77 R S (2-5 A M) C (2-6	0.850	544.14119/944	16.770 //umphabener	0.850	-Principal Control Control	2 mily (2 th 2 th 2 th 2 th 4 th 2 th	0.850	3,220,03,04,04,04,04,04,04,04,04,04,04,04,04,04,	and the second of	0.850
Flt Protected		0,961			0,955		0.950			0.950		
Satd, Flow (prot)	0	1502	1328	0	1441	1282	1599	1683	1430	1583	1667	1417
Flt Permitted		0,961			0.955		0,950			0.950		
Satd, Flow (perm)	0	1502	1328	0	1441	1282	1599	1683	1430	1583	1667	1417
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		618			2595			2696			5240	
Travel Time (s)		7.7			32.2			33.4			65.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	12%	12%	16%	16%	16%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	34	8	30	58	4	61	26	360	36	32	387	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	30	0	62	61	26	360	36	32	387	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)	26541668001626025558	0	######################################	######################################	0	6411189845555556		0			0	(VPR#/(ppg6/pp6/
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane			B54446614556002B040			2011/01/01/02/52/5EC						(400m)8658885
Headway Factor	1.11	1.11	1.11	1,11	1.11	1.11	1.11	1.11	1,11	1.11	1,11	1,11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary Area Type: C	Ither				-							
Control Type: Unsignalized Intersection Capacity Utilizati Analysis Period (min) 15	45 min (1990) 45 - 57 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			IC	CU Level	of Service	γA					

4. 00 1 Wy 20 & Cold		,	_		-						ı	,
	•	-	•	•	_	_		T		*	¥	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4	7	-0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70	4	ř	\	.	,	*	<u> </u>	enement of
Traffic Volume (veh/h)	31	7	28	53	4	56	24	331	33	29	356	4
Future Volume (Veh/h)	31	7	28	53	4	56	24	331	33	29	356	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%	AMERICA ORGANIZACIO	c-44-6210/202060	0%	000000000000000000000000000000000000000
Peak Hour Factor	0,92	0.92	0.92	0,92	0.92	0,92	0,92	0.92	0.92	0,92	0.92	0,9
Hourly flow rate (vph)	34	8	30	58	4	61	26	360	36	32	387	4
Pedestrians												
Lane Width (ft)	erosperacionácies:		NASSIANOS S	-0440-0870-000								BANESKASIS
Walking Speed (ft/s)												
Percent Blockage	605900000000000000000000000000000000000	her/tesspossers	000000000000000000000000000000000000000	TZGZSONYO JAWENGIE	eststamogaeyya	509/40/30/49/2000	2/55c-wa7810441785141	MRSYBOACHYSAG/1677		500 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0340058.07es59
Right turn flare (veh)			1			1						
Median type	440950000000000000000000000000000000000				Kanasa sa maga br>Na sa maga sa		5000000000000	None			None	500000055
Median storage veh)												
Upstream signal (ft)	x6604000000000		5590-502/10/00/00/00/00/00/00/00/00/00/00/00/00/	50c5255045604Vdd	harasseria	MEEN AND AND AND AND AND AND AND AND AND AN			NGEOGRAFIA	5445551WD510550		650000000555
oX, platoon unblocked												
vC, conflicting volume	896	899	387	882	909	360	433			396		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	222	****		202	666				M-1400 (1000 (1000 1000 1000 1000 1000 100	000		
vCu, unblocked vol	896	899	387	882	909	360	433			396		
C, single (s)	7.2	6.6	6,3	7,3	6.7	6.4	4.1			4.1		
IC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.2			2.2		
o0 queue free %	84	97	95	74	98	91	98			97		
cM capacity (veh/h)	216	255	640	226	248	654	1116			1146		
Direction, Lane#	EB1	·WB1	NB 1	NB 2	NB 3	SB 1	\$B 2	SB 3				
Volume Total	72	123	26	360	36	32	387	46	ovnovenske bladbytetna	T-4-4-12-4-11-4-11-4-11-4-11-4-11-4-11-4		no facilità à cattirire
Volume Left	34	58	26	0	0	32	0	0				
Volume Right	30	61	0	0	36	0	0	46		sessionen en		Observations
:SH	383	450	1116	1700	1700	1146	1700	1700				
Volume to Capacity	0.19	0.27	0.02	0.21	0.02	0.03	0.23	0.03	the section of the se	-narethernernouthressore		the attention of the
Queue Length 95th (ft)	17	27	2	0	0	2	- 0	0				
Control Delay (s)	19.0	19.0	8.3	0.0	0.0	8.2	0,0	0.0		22.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	orane mare	one or a second
Lane LOS	С	С	A			A						
Approach Delay (s)	19.0	19.0	0.5	spensor Allentines	(Ministration and Artista	0.6	50-00-00-00-00-00-00-00-00-00-00-00-00-0		anymenticers	98358553865346546	8556+525M854104	
Approach LOS	C	C										
ntersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization	n		42.9%	IC	U Level o	of Service			A			
Analysis Period (min)			15									

	۶	-	•	•	←	*	4	†	<i>></i>	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			43-			4	
Traffic Volume (vph)	23	19	30	1	45	3	9	61		3	55	55
Future Volume (vph)	23	19	30	1	45	3	9	61	1	3	55	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1,00
Frt		0.943			0,992			0.998			0.934	
Flt Protected		0.984			0.999	ne en electrica per di 1 decembri	visio visionii sii jii is	0.994			0.999	
Satd. Flow (prot)	0	1728	0	0	1416	0	0	1698	0	0	1528	0
Flt Permitted		0,984			0.999	24 - 1 - 24 - 14 - 25 - 27 - 24 - 24 - 24 - 24 - 24 - 24 - 24	ana an a an an an an an an an an an an a	0.994		-0-0-19300000000000000000000000000000000	0,999	
Satd. Flow (perm)	0	1728	0	0	1416	0	0	1698	0	0	1528	0
Link Speed (mph)		55			55	test or Court Coulon Court Magnetics	Anne to the manager of the second	55			55	
Link Distance (ft)		2595			931			647			5243	
Travel Time (s)		32.2			11.5	CONTRACTOR ACCUMANTAL SAMPLEY		8.0	Tarret e Armen e salve traelle in		6 5.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0,95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	33%	33%	33%	11%	11%	11%	16%	16%	16%
Adj. Flow (vph)	24	20	32	1	-47	3	9	64	3 3 4	3	58	58
Shared Lane Traffic (%)						T 1170 P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100000000000000000000000000000000000000	an e designations (1955-195)	400000000000000000000000000000000000000	rom en en en en en en en en en en en en en		
Lane Group Flow (vph)	0	76	0	0	51	0	0	74	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0	12 T + 0 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	energe Apendo (At most Apend	0			0	= 9 -51
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	8888	9	15		9	15		9	15		9
Sign Control		Stop	and the second s		Stop			Free			Free	

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 25.2%

Analysis Period (min) 15

	ၨ	→	•	•	←	*	1	†	1	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		- ↔			4			4			4	
Traffic Volume (veh/h)	23	19	30	1	45	3	9	61	1	3	55	5
Future Volume (Veh/h)	23	19	30	1	45	3	9	61	1	3	55	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0,95	0.95	0.95	0,95	0.95	0,95	0.95	0,95	0,95	0.95	0,95	0.9
Hourly flow rate (vph)	24	20	32	1	47	3	9	64	1	3	58	5
³ edestrians												
ane Width (ft)								annantae company al		and the second		imperior de la Cartan
Nalking Speed (ft/s)												
Percent Blockage	Marining Co., Inc., No. 1, 1200	name to a man to the Contract of the Contract	2 N. P. S.	early services and a service s	والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة والمراجعة							ostovanostavana a
Right turn flare (veh)												
vledian type					ر روز ورود و مسترج و مسترج و م			None			None	TAN SADARA PORTA
vledian storage veh)												
Jpstream signal (ft)	No. 2 and Argon and a control of the			name I Colombia (1975)		oneronales and a table of the company	vanoment vermi skaladak	Nethorne Nethodol (Nation			90045CCCCCCCCCCCCCCCCCCC	essocratico
X, platoon unblocked												
C, conflicting volume	202	176	87	218	204	64	116			65		SCHOOLSES
C1, stage 1 conf vol												
/C2, stage 2 conf vol	er in second property and a constitution of		200 cm20 120 120 mm - 672 mm	mint the continue and the continue at the cont	Vuonen kuosaan on osaan oo	Sin redelaretzamen	armi Satura partita por		NAMES AND ASSOCIATION OF THE PARTY OF THE PA	nevamen esceptioness		TOMORDICALI COLOR
Cu, unblocked vol	202	176	87	218	204	64	116			65		
C, single (s)	7.1	6.5	6.2	7.4	6.8	6.5	4.2			4.3		**********
C, 2 stage (s)												
F (s)	3.5	4.0	3.3	3.8	4.3	3.6	2.3	testa tampenes El terifica	anasannan an an an an	2.3	enaweasse en en estados	triggens seens en
o0 queue free %	97	97	97	100	93	100	99			100		
cM capacity (veh/h)	707	711	971	637	635	919	1419			1452		
Direction, Lane #	EB.1	WB:1	NB 1	SB 1								
/olume Total	76	51	74	119	enaustanenaun just	Sectionecresco	C00450C554C70450845	los cestes es escocio de Cartinos	AUGUSTA SANGERS SANGE	5000055499055555		
/olume Left	24	1	9	3								
/olume Right	32	3	1	58				100001855				385546554
:SH	800	647	1419	1452								
/olume to Capacity	0.10	80.0	0.01	0.00	na neuterations	terrene da esta esta esta esta esta esta esta est	20070346341A572BB	ermenennekstati		::::::::::::::::::::::::::::::::::::::	ativo escapaciones e Gu	ENERGE COSTS
Queue Length 95th (ft)	8	6	0	0								
Control Delay (s)	10.0	11.0	1.0	0.2				KONSTRUKTION (KONSTRUKTION)	valoriasion periode		0.5000-850(11800480)	NASSA GREEN
ane LOS	Ą	В	A	A								
Approach Delay (s)	10.0	11.0	1.0	0.2	55944850569646	unidagidasee			1889/00/00/00/00/00/00/00/00/00/00/00/00/00	200200750000000000000000000000000000000	800.555500 EBB/980	
Approach LOS	A	В										
ntersection Summary												
Average Delay			4.4									
ntersection Capacity Utiliza	tion	Na ya ja sa	25.2%	IC	J Level o	f Service			A		555 YARRAN (K. S.	
Analysis Period (min)			15									

	1	4	†	1	\	Ţ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	k/f		1>			41
Traffic Volume (vph)	41	63	305	18	25	363
Future Volume (vph)	41	63	305	18	25	363
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1,00	1,00	1,00	1.00	1.00	1.00
Frt	0.919		0,992			
Fit Protected	0.980	0-0-1-1-1-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0		N-22-2-12-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	C. 2007 Street Street	0.997
Satd, Flow (prot)	1545	0	1702	0	0	1711
Flt Permitted	0.980	theodera-intiazentela	UC-11-SOLD A SUB-AMERICA	(decorption of the property of		0.997
Satd. Flow (perm)	1545	0	1702	0	0	1711
Link Speed (mph)	30	2077 C. C. C. C. C. C. C. C. C. C. C. C. C.	45		21.02-22 82.02-77-5	55
Link Distance (ft)	1637		1299			2696
Travel Time (s)	37.2	- Married Defended in contraction of the	19.7	7. mar (10.2.2.40) and 10.00		33.4
Peak Hour Factor	0,92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	68	332	20	27	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	352	0	0	422
Enter Blocked Intersection	No	No	No	- No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1,11	1.11	1.11	1.11	1.11	1,11
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary				20.30		
)#					

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 56.4%

Analysis Period (min) 15

	•	₹.	†	~	1	†
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		4			4
Traffic Volume (veh/h)	41	63	305	18	25	363
Future Volume (Veh/h)	41	63	305	18	25	363
Sign Control	Stop		Free			Free
Grade	0%	48 es 6 as 6 as 6 a 4 a 4 a 4 a 4 a 4 a 4 a 4 a 4 a 4 a	0%	Comment than 1 Challe of Locks	etes elsent si sonthelithin	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	68	332	20	27	395
Pedestrians						
Lane Width (ft)	alegis Control Association Control Silvers	ebelbite service electrical	1623 1624 1634 1634 1634 1634 1634 1634 1634 163	5001 mmonocommissi (1600)	Compact Pressure Colonial Colonial	Second of model Contract Comment from
Walking Speed (ft/s)						
Percent Blockage			ga antigan, adamin'i Califolia		- h-15-1-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-	
Right turn flare (veh)						
Median type	over nester seed to the contribution for		None	c t s y y y y y y y y y y y y y y y		None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	791	342			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	791	342			352	
tC, single (s)	6.4	6.2			4.1	tends of a facility to
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	and the supplication of th
p0 queue free %	87	90			98	
cM capacity (veh/h)	350	701			1207	
Direction, Lane #	WB-f	NB 1	SB 1			
Volume Total	113	352	422			g80404084475484454544544
Volume Left	45	0	27			
Volume Right	68	20	0			01111111111111111111111111111111111111
cSH	501	1700	1207			
Volume to Capacity	0.23	0.21	0.02	en karkulu deli ili dirik		ANN AMERICAN STREET
Queue Length 95th (ft)	21	0	2			
Control Delay (s)	14.3	0.0	0.7			
Lane LOS	В		A			
Approach Delay (s)	14.3	0.0	0.7	te saviente de propositione de la company	egupposegoper menerale	·
Approach LOS	В					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utiliza	ation		56.4%	IC	U Level d	f Service
Analysis Period (min)			15			

	•	→	•	•	*	4	4	†	<i>></i>	\	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		- ↔			4			4	
Traffic Volume (vph)	57	3	1	9	1	26	3	244	9	46	310	30
Future Volume (vph)	57	3	1	9	1	26	3	244	9	46	310	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	- 0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1,00	1.00
Frt		11-2-1-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-	0.850		0.902			0.995			0.990	
Fit Protected		0.954			0.988			0,999			0.994	
Satd, Flow (prot)	0	1637	1458	0	1500	0	0	1500	0	0	1511	0
Flt Permitted		0.954			0.988			0.999			0,994	
Satd, Flow (perm)	0	1637	1458	0	1500	0	0	1500	0	0	1511	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678			717			1292			1299	
Travel Time (s)		13.2			14.0			25.2			25.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	16%	16%	16%	14%	14%	14%
Adj. Flow (vph)	63	3	1	10	1	29	3	268	10	51	341	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	1	0	40	0	0	281	0	0	425	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)	2-11 1, 11/11/2-11/2-1	0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	and our of the challengers	AND COMPANY OF STREET STREET	95-24-4 mm 1 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m	An inches to the control of the	manus recommendation of a reco	2000mg 200 mm mm mm mm mm 100 mm	**************************************	#1000cc Kott. II and John House				
Headway Factor	1.11	1.11	1.11	1,11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 57.4%

ICU Level of Service B

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4	7		4			₩			ቆ	vana errena rena
Traffic Volume (veh/h)	57	- 3	1	9	1	26	3	244	9	46	310	3
Future Volume (Veh/h)	57	3	1	9	1	26	3	244	9	46	310	3
Sign Control		Stop			Stop			Free		5 6 6 6	Free	E E
Grade		0%			0%			0%		وراد و درون و مارون و	0%	come so soon socoroom
Peak Hour Factor	0.91	0,91	0.91	0,91	0.91	0,91	0.91	0.91	0,91	0,91	0.91	0,9
Hourly flow rate (vph)	63	3	1	10	1	29	3	268	10	51	341	3
Pedestrians												
_ane Width (ft)												12.1486/03.17033.77003
Walking Speed (ft/s)												
Percent Blockage										117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117 - 117		ome voorbeers de seur
Right turn flare (veh)			2									
Median type								None		proportiera en cuenta en ello e con l'es	None	AGHETE CONTRACTOR COS
Median storage veh)												
Upstream signal (ft)										omassemmensemmen, entre		
oX, platoon unblocked										4 2 4 3	16/19/6	
vC, conflicting volume	768	744	358	740	755	273	374			278		vernocouche and date
vC1, stage 1 conf vol												
vC2, stage 2 conf vol									en Arrounde aussie			recongressivity.
vCu, unblocked vol	768	744	358	740	755	273	374		:4:5:15	278		
C, single (s)	7.1	6.5	6.2	7.1	6,5	6.2	4.3	enemocono en el coemeccino		4,2		1004067888888404
.C, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3	ventore established established		2.3		FREEKLÂSSON
p0 queue free %	79	99	100	97	100	96	100			96		
cM capacity (veh/h)	295	328	687	316	321	761	1112			1219		
Direction, Lane #	E8-1	WB1	NB 1	SB 1								
Volume Total	67	40	281	425			and the second second second	no como e electro de modelhos				100000000000000000000000000000000000000
Volume Left	63	10	- 3	51					9 F 52 65	60000		
Volume Right	1	29	10	33		m mag nga pana ang ayang a sa Sa				ordens sometisken for the		co-costata
oSH .	301	549	1112	1219								
Volume to Capacity	0.22	0.07	0.00	0.04						ARTERIO ARTERIO DE LA CONTRACTORIO DELIGIO DE LA CONTRACTORIO DE LA CO	esama mentingan	coverence en
Queue Length 95th (ft)	21	6	0	3								
Control Delay (s)	20.4	12.1	0.1	1.4	e.e.e.e.e.e.e.e.e.e.e.e.e.e.e.	sa necessaria necesaria en 2000. As		900000000000000000000000000000000000000		*************		509-544-5255555
Lane LOS	C	В	A	Α								
Approach Delay (s)	20.4	12.1	0.1	1.4				edicator againment de la	es vos vesotianos	r producera e distributivati.		aagaatataa
Approach LOS	- C	В								8 200		
Intersection Summary												
Average Delay			3.0							5 6 6 6		
Intersection Capacity Utilizatio	n		57.4%	IC	U Level c	of Service			В		sa anakasa masa kasa kasa k	neestimens
Analysis Period (min)			15									

	•	•	†	*	\	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			*			^
Traffic Volume (vph)	0	0	53	0	0	56
Future Volume (vph)	0	0	53	0	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1.00	1.00	1,00	1.00	1.00
Frt						
Flt Protected			Ar Green Hereby State of Dev	200 200 000 000 000 000 000 000 000 000	September State States	101 5753 × 0.103 ± 0.001
Satd. Flow (prot)	0	0	1863	0	0	1863
Flt Permitted		and the second section of the second			name nemeral space of the Co	1,1,1,100,000,000,000,000,000
Satd. Flow (perm)	0	0	1863	0	0	1863
Link Speed (mph)	3 0	***************************************	55			55
Link Distance (ft)	280		1948			3306
Travel Time (s)	6.4		24.1		La sono di secolo infor	41.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	58	0	0	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	58	0	0	61
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1,00	1,00	1.00	1,00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
	ther					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 6.7%			ici	LLevelo	f Service

		_		ъ.		ſ					
	•	-	T		*	\					
Movement	WBL	WBR	NBT	NBR S	SBL	SBT					
Lane Configurations		et was een various et various en een	<u></u>	et ennet entwicken Nachadow (1790) (180		<u>†</u>			v50000000000000000000		\$690 % \$7
Traffic Volume (veh/h)	0	0	53	0	0	56					
Future Volume (Veh/h)	0	0	53	0	0	56					
Sign Control	Stop		Free			Free 0%					
Grade	0%	0.00	0% 0.92	0,92 0	0.92	0,92					
Peak Hour Factor	0,92 0	0,92 0	0,92 58	0,92 t	u.92 0	0.92 61					
Hourly flow rate (vph) Pedestrians	U	U	JO	U	U	U1					
Lane Width (ft)											JES#(55)
Walking Speed (ft/s)											
Percent Blockage											9000000
Right turn flare (veh)											
Median type			None		-02000000000000000000000000000000000000	None	2000 (1000 mm)		en Salvan (Astron Sen (Astron (Astron		777244-000
Median storage veh)											
Upstream signal (ft)		19179.000 Mg 1911 Mg 1911 Mg	ters som skod mendere skreten	remoderated of textures (serve)		ekina cara ara Amonia na mkachaoda na					
pX, platoon unblocked			3355								
vC, conflicting volume	119	58			58					en er en en en en en en en en en en en en en	valore, com
vC1, stage 1 conf vol											
vC2, stage 2 conf vol					ectatorie et enemano (4						0.5566.555
vCu, unblocked vol	119	58			58						
tC, single (s)	6.4	6.2	cestos introveseus cuesto	14.000.000.000.000.000.000.000.000.000.0	4.1			50040 STEPNOSSOASSOA			/8650366
tC, 2 stage (s)											
tF(s)	3.5	3.3			2.2						
p0 queue free %	100	100			100						
cM capacity (veh/h)	877	1008		1	546	anny connection and a state of the F. 244	::::::::::::::::::::::::::::::::::::::				
Direction, Lane #*	NB 1	SB-1									
Volume Total	58	61			\$400 <u>4554686</u> 68						4554455
Volume Left	0	0									
Volume Right	0	0									65496
cSH	1700	1700									
Volume to Capacity	0.03	0.04									
Queue Length 95th (ft)	0.0	0 0.0									Marie (SA)
Control Delay (s) Lane LOS	U,U	U,U									
Approach Delay (s)	0,0	0.0									
Approach LOS	0,0	0.0									
Intersection Summary										(m=0)	
Average Delay			0.0								
Intersection Capacity Utilizati	ion		6.7%	ICU L	Level of	Service			4		4222004-554
Analysis Period (min)			15								

	<u> </u>	→	*	4	\	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		†	ተ		2,000,000	
Traffic Volume (vph)	0	2	2	0	0	0
Future Volume (vph)	0	2	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				e e la comparta de l		
Satd, Flow (prot)	0	1863	1863	0	0	0
Fit Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		1170	1697		277	
Travel Time (s)		26,6	21.0		6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2	2	0	0	0
Shared Lane Traffic (%)					8 85 85 8	
Lane Group Flow (vph)	0	2	2	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane				,	1.5.757.00.00.00.00.00.00.00.00.00.00.00.00.00	21 1 5 7 5 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1
Headway Factor	1,00	1.00	1,00	1.00	1.00	1,00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
	her					
Control Type: Unsignalized	***					
Intersection Capacity Utilization	L C 70/			IAI	1 (22)	f Service /
latersemiorismanagirvasiinzarie						

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Movement	EBL	EBT .	WBT	WBR	SBL -	· SBR	
Lane Configurations		†	†		sanorité en tivis és és écons		stanta territa
Traffic Volume (veh/h)	0	2	2	0	0	0	
Future Volume (Veh/h) Sign Control	0	2 Free	2 Free	0	0 Stop	Ō	
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0,92	0,92	0.92	0,92	
Hourly flow rate (vph)	0	2	2	0	0	0	Description (
Pedestrians							
Lane Width (ft) Walking Speed (ft/s)							
Percent Blockage							ALC:
Right turn flare (veh)							
Median type		None	None				STATE STATE OF
Median storage veh)							
Upstream signal (ft) pX, platoon unblocked							85683
vC, conflicting volume	2				4	2	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	paking sy sees at the con-		refresible to transferencial time	Stady (1992) Card (1992) (1992) (1992)	ekus anesa melekument		808803
vCu, unblocked vol	2				4	2	
tC, single (s) tC, 2 stage (s)	4.1				6.4	6.2	arata
tF (s)	2,2				3.5	3.3	
p0 queue free %	100				100	100	
cM capacity (veh/h)	1620				1018	1082	appropriet
Direction, Lane #	EB 1	WB 1:					
Volume Total	2	2					×808(50)
Volume Left Volume Right	0 0	0 0					
cSH	1700	1700					
Volume to Capacity	0.00	0.00					35 GT
Queue Length 95th (ft)	0	0					
Control Delay (s)	0.0	0.0					negative a
Lane LOS	0.0	^ ^					
Approach Delay (s) Approach LOS	0.0	0.0					
Intersection Summary				•			
Average Delay			0,0				
Intersection Capacity Utilization	n		6.7%	ICU	Level o	of Service A	
Analysis Period (min)			15				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			ᠿ	
Traffic Volume (vph)	4	3	1	12	1	100	5	425	14	68	396	13
Future Volume (vph)	4	3	1	12	1	100	5	425	14	68	396	13
ldeal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1,00
Frt		0,983			0.880			0,996			0,996	
Fit Protected		0.976			0.995			0.999			0.993	
Satd. Flow (prot)	0	1646	- 0	- 0	1048	0	0	1606	0	0	1553	0
Flt Permitted		0.976			0.995			0.999			0.993	
Satd. Flow (perm)	0	1646	0	0	1048	0	0	1606	0	0	1553	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		881			2560			5253			821	5/5/5
Travel Time (s)		10.9			31.7			65.1			10.2	
Peak Hour Factor	0.90	0.90	0.90	0,90	0,90	0.90	0.90	0.90	0,90	0.90	0.90	0,90
Heavy Vehicles (%)	2%	2%	2%	60%	2%	45%	7%	7%	50%	50%	5%	5%
Adj. Flow (vph)	4	3	- 1	13	1	111	6	472	16	76	440	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	125	0	0	494	0	0	530	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0		S	0	and the second second second second second		0	. *		0	Antonia Antonia Antonia Antonia
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								1842 (B)				
Headway Factor	1.11	1,11	1.11	1,11	1.11	1.11	1,11	1,11	1,11	1,11	1.11	1,11
Turning Speed (mph)	15		9	15		- 9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summani												

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 70.6%

ICU Level of Service C

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4			4			4			↔	
Traffic Volume (veh/h)	4	3	1	12	1	100	5	425	14	68	396	1:
Future Volume (Veh/h)	4	3	1	12	1	100	5	425	14	68	396	1:
Sign Control	36055	Stop			Stop	8.8.8.		Free			Free	Š GB S
Grade		0%	ر در د د ر د د د وسیر سرمری سی پر د د د.		0%			0%	and a set in company with the first property types	war w. + 6000 to 21 to 0000 455 455 455	0%	
Peak Hour Factor	0,90	0,90	0,90	0,90	0.90	0.90	0,90	0.90	0.90	0,90	0,90	0.9
Hourly flow rate (vph)	4	3	1	13	1	111	6	472	16	76	440	1.
Pedestrians												
Lane Width (ft)		elianos (000 (100 electro) (100 elec	accordenses				-05/70/4/50/00/5	eccos desencies de l'accessor				enemante Minis
Walking Speed (ft/s)												
Percent Blockage		SC-46-96600-08901										
Right turn flare (veh)							508-665					
Median type			0.000000000000000000000000000000000000			Hander and Charles and		None	KSATEGASTISSES SECUS		None	50005000
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	4000	4000	447	4004	4000	400	454			400		
vC, conflicting volume	1202	1099	447	1094	1098	480	454			488		
vC1, stage 1 conf vol									\$460-27463.			
vC2, stage 2 conf vol	4908	4000	117	4004	4000	400	AEA			488		2025-5
vCu, unblocked vol	1202	1099	447 6.2	1094	1098	480 6.7	454 4.2			400 4.6		
tC, single (s)	7.1	6.5	0.2	7.7	6.5	0,7	4.2			4.0	(VSSSSSSASS)	
tC, 2 stage (s)	3.5	4.0	3.3	4.0	4,0	3,7	2.3			2.7		
tF (s) p0 queue free %	3.5 97	4.0 98	3.3 100	90	99	3,1 78	2.3 99			2.7 91		
cM capacity (veh/h)	97 117	90 193	612	137	- 99 193	507	1081			জ। 867		
					180	301	1001	19		007		
Direction, Lane #	EB 1	WB-1	NB 1 494	SB 1 530								
Volume Total Volume Left	8 4	125 1 3	494	76							4.55	
Volume Len Volume Right	1	111	16	10 14								
cSH	155	392	1081	867			5 25 5 5					
Volume to Capacity	0.05	0.32	0.01	0.09								
Queue Length 95th (ft)	0.03 4	34	0.01	7								
Control Delay (s)	29.4	18.4	0.2	2.3								
Lane LOS	25.4 D	10.4 C	0.2 A	۷.۵ A								
Approach Delay (s)	29.4	18,4	0,2	2.3								
Approach LOS	20,4 D	. C	0,2	2.0								
Intersection Summary				•								
Average Delay			3.3									
Intersection Capacity Utiliza	tion		70.6%	IC	U Level o	f Service			С			
Analysis Period (min)			15									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			€}>			4			₩	
Traffic Volume (vph)	1	3	80	1	1	1	112	30	1	1	46	1
Future Volume (vph)	1	3	80	1	1	1	112	30	1	1	46	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00
Fit		0,871			0.955			0.999			0,998	
Flt Protected			and the state of t		0.984	***************************************	2132 W. 222 C. 242 C	0.962	00.000.0000.0000.0000.0000.0000.0000.0000	5-5	0,999	o-square reposes:
Satd, Flow (prot)	0	1120	0	0	1750	0	0	1307	0	0	1857	0
Flt Permitted					0.984			0.962			0,999	
Satd. Flow (perm)	0	1120	0	0	1750	0	0	1307	0	0	1857	0
Link Speed (mph)	spirite for month of spirite	55		er er ser er en en en en en en en en en	55	5-112-112-112-11-11-11-11-11-11-11-11-11-		55	editorio ama i farenda antividado de	25/20/2012/01/02/2014/19/04	55	30-244 (
Link Distance (ft)		2560			864			3306			764	
Travel Time (s)	200 Bellings 200 Comment	31.7			10,7			41.0			9 .5	: God and a god and a god a
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	50%	2%	2%	2%	50%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	4	101	1	1	1	142	- 38	1	1	58	1
Shared Lane Traffic (%)			and professional and an extension of the con-	***************************************		age conservation and a second green	42747-45-45-4524-5455					5-500055505050505
Lane Group Flow (vph)	0	106	0	0	3	0	0	181	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)	50 \$ 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16	**************************************	0.01151-0.000000000000000000000000000000	16	ere meneral consequent and de-		16	pont esta roma entratera	21010442104241046	16	
Two way Left Turn Lane								8 8 8 8				
Headway Factor	1.00	1.00	1.00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	re-transcorrection (percention	Stop	e de la company de la company de la company de la company de la company de la company de la company de la comp		Stop	and produce of American State of American American		Free			Free	90994889494884
Intersection Summary												
Area Type: O	ther											
Control Type: Unsignalized												
Intersection Capacity Utilization	on 26.4%		ALLESSORIUS DE PROPERT	IC	U Level c	f Service	Α	a pagement agramma provincia (18	ene es en propositio prifessos	essano en en en en en en en en en en en en en	uu suoma raditta Kiita (Kiita)	narod tive (1976)
Analysis Period (min) 15												

Z. Alcadia Biva & GC	111 AV										1	,
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations		4		ann an ann an ann an Air ann an Air Ann an Air an Air an Air an Air an	ф			4			ቆ	ceus anger wiren
Traffic Volume (veh/h)	1	3	80	1	1	1	112	30	1	1	46	
Future Volume (Veh/h)	1	3	80	1	1	1	112	30	1	1	46	Turkey was the second
Sign Control		Stop			Stop			Free			Free	
Grade		0%		and a superior and a superior and a superior and a superior and a superior and a superior and a superior and a	0%	na vennu var om venu oppræssere	versavanen tirantinan en	0%			0%	mas sessor sessor
Peak Hour Factor	0.79	0,79	0,79	0,79	0.79	0.79	0,79	0.79	0.79	0.79	0.79	0.7
Hourly flow rate (vph)	1	4	101	1	1	1	142	38	1	1	58	
Pedestrians												
Lane Width (ft)	aest ersanoum earram	rakonen azortaka da eks				Not a transactive and the same disease as a single disease as a	est deste de la colonia de sacci					merevierens men
Walking Speed (ft/s)												
Percent Blockage		toria terbaniani Malaksi			~0.495,00.454,0000000000000000000000000000000			an an an an Island a sandina a	. a si kabupatan kabupatan kabupatan kabupatan kabupatan kabupatan kabupatan kabupatan kabupatan kabupatan kab	E.S14 m THE G. V. (2000 11 MAG)	· · · · · · · · · · · · · · · · · · ·	
Right turn flare (veh)												
Median type	COOK 15 OCTO 6300-550 N. 12		Sanda et Sanda et Sanda et San	contentente escovanos con			95V050000000000000	None	repensions to do significancies	~.0444.909.409044100A	None	2000-000-000-000
Median storage veh)												
Upstream signal (ft)			Province de constante de la constante de la constante de la constante de la constante de la constante de la co									05:21:570:55
pX, platoon unblocked												
vC, conflicting volume	384	384	58	486	384	38	59			39	v a venanaz v adamenta su no agris, ma	MENERO CARA DECEM
vC1, stage 1 conf vol												
vC2, stage 2 conf vol		na karonina na dia Vasin										
vCu, unblocked vol	384	384	58	486	384	38	59			39		
tC, single (s)	7.1	6,5	6.7	7.1	6.5	6.2	4.6	ana ni sa manaza ana sina a G	os rover heatales ector d	4.1	e v campo ta ornaz compo o se	ozereosraturos
tC, 2 stage (s)												
tF(s)	3.5	4.0	3.8	3.5	4.0	3.3	2.7			2.2		
p0 queue free %	100	99	- 89	100	100	100	89			100		
cM capacity (veh/h)	524	489	887	396	489	1033	1287			1571		
Direction, Lane #	EB 1:	*WB 1	NB 1	SB 1				· ·				
Volume Total	106	3	181	60	SATERORANIA SATISTAR MATERIA		navoranos a stephylosis	hannen steller in die eitstel	entendentistanisen.	openionos por menorales		000000000000000000000000000000000000000
Volume Left	1	1	142									
Volume Right	101	1	1	1				namento accessorante	2001100021400044990	98904402227782363	KIN MICHIGANI MANGANI br>MININGA MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGANI MANGAN	ORDANIA ERONANES
cSH	856	542	1287	1571								
Volume to Capacity	0.12	0.01	0.11	0.00				ennannen meneren er				SOMEOGRAPH
Queue Length 95th (ft)	11	0	9	0							5 3 5	
Control Delay (s)	9.8	11.7	6.6	0.1			ana arawan katalok dan	wasana ayan a		versooonensen		nama ama
Lane LOS	A	В	A	Ą								
Approach Delay (s)	9,8	11.7	6.6	0.1			ues mes per para esc	a sessa realista de de la	andaren en		avenueseas	orangegarena
Approach LOS	Α	В										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization	1	Santana de Marie de Marie de Contrado de Contrado de Contrado de Contrado de Contrado de Contrado de Contrado Contrado de Contrado de Co	26.4%	ICI	U Level c	f Service	erovinos estados estados estados	na disebenda di seriesa di Sal	A		angenerangan makawa	5070000000
Analysis Period (min)			15									

	1	•	1	*	/	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥γ		^}			4
Traffic Volume (vph)	32	34	58	23	27	63
Future Volume (vph)	32	34	58	23	27	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1,00	1.00	1.00	1.00	1.00	1,00
Frt	0,930		0.962			
Flt Protected	0,976	2011/2010/1019	enionie in marie in niemon earl		2-1-2-1-3-1-3-1-3-1-3-1-3-1-3-1	0,985
Satd. Flow (prot)	1078	0	1473	0	0	1496
Flt Permitted	0.976		- Louis de la reconstruit de la construit de l			0,985
Satd, Flow (perm)	1078	0	1473	0	0	1496
Link Speed (mph)	55		55	2	2 - 1 - 12 - 14 - 14 - 14 - 14 - 14 - 14	55
Link Distance (ft)	1170		5243			1948
Travel Time (s)	14.5		65.0	2 2		24.1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	60%	60%	10%	60%	60%	10%
Adj. Flow (vph)	41	44	74	29	35	81
Shared Lane Traffic (%)				novembre de la constitución de la constitución de la constitución de la constitución de la constitución de la c		
Lane Group Flow (vph)	85	0	103	0	0	116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary			•			
	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 22.0%			IC	J Level d	of Service A
Analysis Period (min) 15	6 6 6 6					

	√	•	↑	<i>></i>	\	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥y#		Î÷			4	
Traffic Volume (veh/h)	32	34	58	23	27	63	
Future Volume (Veh/h)	32	34	58	23	27	63	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	
Hourly flow rate (vph) Pedestrians	41	44	74	29	35	81	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	240	88	usanelets nederlatetes		103		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	- OJO	no			- 400 - 100		
vCu, unblocked vol tC, single (s)	240 7.0	8 8 6.8			103 4.7		
tC, 2 stage (s)	7.0	0.0	e angele de la composition		4./		
tF (s)	4.0	3.8			2.7		
p0 queue free %	93	95			97		
cM capacity (veh/h)	619	831			1194		
Direction, Lane #	WB1	NB 1	SB 1			11	
Volume Total	85	103	116				
Volume Left	41	0	- 35				
Volume Right	44	29	0				
cSH	713	1700	1194				
Volume to Capacity	0.12	0.06	0.03				
Queue Length 95th (ft)	10	0	2				
Control Delay (s)	10.7	0.0	2.6				
Lane LOS	10.7	0.0	A 2,6				
Approach Delay (s) Approach LOS	10.7 B	U.U	4, 0				
Intersection Summary					<u>.</u>		
Average Delay			4,0				
Intersection Capacity Utilization	1		22.0%	ICI	J Level o	f Service	A
Analysis Period (min)			15				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		લી	7	٦	1	7	ሻ	^	7
Traffic Volume (vph)	31	Ż	28	92	4	56	24	341	62	29	368	42
Future Volume (vph)	31	7	28	92	4	56	24	341	62	29	368	42
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		25	0		25	590		285	575	2.10.20.700.00.00.00.00.00.00.00.00.00.00.00.0	300
Storage Lanes	0		1	0		1	1			1		1
Taper Length (ft)	25			25			25		************************	25	het heer en Austral Authorithe	1000,01000000000
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1,00	1,00	1.00	1,00	1.00
Frt			0.850			0.850			0.850		The state of the s	0.850
Flt Protected		0,961			0,954		0.950			0.950		
Satd. Flow (prot)	0	1502	1328	0	1243	1282	1599	1651	1144	1583	1636	1417
Fit Permitted		0.961			0.954		0.950			0,950		
Satd. Flow (perm)	0	1502	1328	0	1243	1282	1599	1651	1144	1583	1636	1417
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		618			2595			2696			5240	Account of the provide Annal State Control
Travel Time (s)		7.7			32.2			33.4			65.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92	0.92
Heavy Vehicles (%)	12%	12%	12%	35%	16%	16%	4%	6%	30%	5%	7%	5%
Adj. Flow (vph)	34	8	30	100	4	61	26	371	67	32	400	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	30	0	104	61	26	371	67	32	400	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left.	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1,11	1.11	1.11	1.11	1,11	1.11	1.11	1,11	1.11	1.11	1,11	1,11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop	8686		Stop			Free			Free	
Intersection Summary		а.										
	ther			6.00								888
Control Type: Unsignalized												

Analysis Period (min) 15

Control Type: Unsignalized Intersection Capacity Utilization 45.3%

ICU Level of Service A

Lane Configurations Traffic Volume (veh/h) 31 7 Future Volume (Veh/h) 31 7 Sign Control Stop Grade 0% Peak Hour Factor 0.92 0.92 Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC0, unblocked vol tC, single (s) 7.2 6.6 tC, 2 stage (s) tF (s) 3.6 4.1 p0 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 cSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D Approach Delay (s) 19.8 31.5	EBR 7 28 28 28 0.92 30	92 92 0.92 100	WBT 4 4 4 Stop 0% 0.92 4	56 56 56 0.92 61	NBL * 24 24 24 0.92 26	NBT 341 341 Free 0% 0.92 371	NBR ** 62 62 62 67	SBL 29 29 29 0.92 32	\$BT \$368 368 568 Free 0% 0,92 400	SB i 4 4 0.9 4
Traffic Volume (veh/h) 31 7 Future Volume (Veh/h) 31 7 Sign Control Stop Grade 0% Peak Hour Factor 0,92 0,92 Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 920 954 vC1, stage 1 conf vol vC2, stage 2 conf vol vC3, unblocked vol 920 954 CC, single (s) 7.2 6.6 CC, 2 stage (s) F (s) 3.6 4.1 po queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 cSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	28 28 0.92 30	92 0.92	4 4 Stop 0% 0,92	56 56 56 0.92 61	24 24 0.92	341 341 Free 0% 0,92	62 62 62 0,92	29 29 0,92	368 368 Free 0% 0.92	4 4 0.9
Future Volume (Veh/h) 31 7 Sign Control Stop Grade 0% Peak Hour Factor 0,92 0,92 Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) oX, platoon unblocked vC, conflicting volume 920 954 vC2, stage 1 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, unblocked vol 920 954 C5, single (s) 7.2 6.6 C6, 2 stage (s) F (s) 3.6 4.1 o0 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 cSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C	28 0.92 30	92 0.92	4 Stop 0% 0,92	56 0.92 61	0.92	341 Free 0% 0,92	62 0.92	29 0,92	368 Free 0% 0,92	0,9
Sign Control Grade Peak Hour Factor Peak Hour Factor Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) OX, platoon unblocked VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, stage 1 conf vol VC4, unblocked vol IC, single (s) IC, single (s) IC, 2 stage (s) IF (s)	0.92	0.92	Stop 0% 0,92	0.92 61	0,92	Free 0% 0,92	0.92	0,92	Free 0% 0,92	0,9
Grade 0% Peak Hour Factor 0.92 0.92 Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked DC, conflicting volume DC1, stage 1 conf vol DC2, stage 2 conf vol DC3, stage 2 conf vol DC4, single (s) 7.2 6.6 DC5, 2 stage (s) F (s) 3.6 4.1 DO4 queue free % 84 97 DC6 M capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 DO4 Unime Left 34 100 DO5 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO6 Unime Left 34 100 DO7 Unim	30		0% 0,92	61		0% 0,92			0% 0.92	
Peak Hour Factor 0.92 0.92 Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked PC, conflicting volume PC1, stage 1 conf vol PC2, stage 2 conf vol PC3, stage 1 conf vol PC4, single (s) 7.2 6.6 PC5, 2 stage (s) PC6, 2 stage (s) PC7, single (s) 7.2 6.6 PC7, 2 stage (s) PC8, 3.6 4.1 PC9 and Capacity (veh/h) 207 236 POTECTION, Lane # EB 1 WB 1 POUNT Total 72 165 POUNT Total 72 165 POUNT Total 72 165 POUNT Total 72 165 POUNT TOTAL 72 165 POUNT T	30		0,92	61		0,92			0.92	
Hourly flow rate (vph) 34 8 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 920 954 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, stage 1 conf vol vC5, stage 2 conf vol vC6, single (s) 7.2 6.6 vC6, 2 stage (s) F(s) 3.6 4.1 p00 queue free % 84 97 pond capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 pSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C	30		times a missistanticom patentic	61						
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, stage 2 conf vol VC4, unblocked vol C5, single (s) C6, 2 stage (s) C7, 2 stage (s) C8, 2 stage (s) C9, 3, 6, 4, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		100	4		26	371	67	32	400	4
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Wedian storage veh) Upstream signal (ft) OX, platoon unblocked IC, conflicting volume IC2, stage 1 conf vol IC2, stage 2 conf vol IC3, stage 2 conf vol IC4, unblocked vol IC5, single (s) IC6, 2 stage (s) IC7, stage (s) IC8, 3.6 IC9, 2 stage (s) IC9, 3.6 IC9, 3	1			1						
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Wedian type Wedian storage veh) Upstream signal (ft) DX, platoon unblocked CC, conflicting volume CC2, stage 1 conf vol CC2, stage 2 conf vol CC3, stage 3 conf vol CC4, single (s) CC5, single (s) CC6, 2 stage (s) CC7, single (s) CC7, single (s) CC7, single (s) CC9, single	1			1					en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	
Percent Blockage Right turn flare (veh) Median type Median storage veh) Jpstream signal (ft) DX, platoon unblocked CC, conflicting volume C1, stage 1 conf vol C2, stage 2 conf vol C3, stage 2 conf vol C4, unblocked vol C5, single (s) C6, 2 stage (s) C7, stage (s) C8, 2 stage (s) C9, 3,6 C9, 2 stage (s) C9, 2 stage (s) C9, 3,6 C9, 2 stage (s) C9, 3,6 C9, 2 stage (s) C9, 3,6 C9, 3,	1			1						er en en en en en en en en en en en en en
Right turn flare (veh) Median type Median storage veh) Jpstream signal (ft) DX, platoon unblocked CC, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC3, stage 2 conf vol CC4, unblocked vol CC5, stage (s) F (s) CC6, 2 stage (s) F (s) CC7, stage (s) CC9, 2 stage (s) CC	1			1		and a state of the				
Median type Wedian storage veh) Jpstream signal (ft) DX, platoon unblocked VC, conflicting volume 920 954 VC1, stage 1 conf vol VC2, stage 2 conf vol 920 954 CC, single (s) 7.2 6.6 CC, 2 stage (s) 3.6 4.1 F (s) 3.6 4.1 DO queue free % 84 97 CM capacity (veh/h) 207 236 Direction, Lane # EB 1 W8 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	1			1						nounter or of
Median storage veh) Upstream signal (ft) DX, platoon unblocked CC, conflicting volume C1, stage 1 conf vol C2, stage 2 conf vol C0, unblocked vol C3, single (s) C4, single (s) C5, single (s) C6, 2 stage (s) C7, 2 stage (s) C8, 2 stage (s) C90 queue free % C90 queue fr	7874589456445		والمستعدد والمستعدد والمتعدد والمتعدد							
Upstream signal (ft) Dix, platoon unblocked Dix, platoon unblocked UC1, stage 1 conf vol UC2, stage 2 conf vol UC2, stage 2 conf vol UC2, stage 2 conf vol UC3, stage 3 Dix						None			None	
DX, platoon unblocked JC, conflicting volume 920 954 JC1, stage 1 conf vol JC2, stage 2 conf vol JC2, stage 2 conf vol JC3, single (s) 7.2 6.6 C, 2 stage (s) 6.6 6.6 C, 2 stage (s) 84 97 SM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D										
### PAC, conflicting volume ### PAC, conflicting volume ### PAC, stage 1 conf volume ### PAC, stage 2 conf volume PAC, stage 2 conf volume PAC, single (s) ### PAC, single (s) ### PAC, stage (s) ### PAC,										~~~~
### C1, stage 1 conf volum ### C2, stage 2 conf volum ### C2, stage 2 conf volum ### C3, single (s)					2 E B 6					
C2, stage 2 conf vol C0, unblocked vol 920 954 C, single (s) 7.2 6.6 C, 2 stage (s) F (s) 3.6 4.1 0 queue free % 84 97 M capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 /olume Total 72 165 /olume Left 34 100 /olume Right 30 61 SH 365 296 /olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 ane LOS C D	400	906	933	371	446			438		sand out on to
Cu, unblocked vol 920 954 C, single (s) 7.2 6.6 C, 2 stage (s) F (s) 3.6 4.1 00 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 /olume Total 72 165 /olume Left 34 100 /olume Right 30 61 cSH 365 296 /olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 cane LOS C D										
C, single (s) 7.2 6.6 C, 2 stage (s) F (s) 3.6 4.1 00 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 cSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D								****************		
C, 2 stage (s) F (s) 3.6 4.1 00 queue free % 84 97 CM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	400	906	933	371	446	78-12-12-12 12-12-12-12-12-12-12-12-12-12-12-12-12-1		438		
F (s) 3.6 4.1 00 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 /olume Total 72 165 /olume Left 34 100 /olume Right 30 61 cSH 365 296 /olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 cane LOS C D	6.3	7.4	6.7	6.4	4.1			4.1		annother on
p0 queue free % 84 97 cM capacity (veh/h) 207 236 Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 cSH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D								60 60 60 60 60 60 60 60		
CM capacity (veh/h) 207 236 Direction, Lane # EB 1 W8 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	3.4	3.8	4.1	3.4	2.2			2.2		TTT TANK AND AND AND AND AND AND AND AND AND AND
Direction, Lane # EB 1 WB 1 Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	-95	50	98	91	98			97		
Volume Total 72 165 Volume Left 34 100 Volume Right 30 61 SH 365 296 Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	629	201	239	645	1104			1106		
/olume Left 34 100 /olume Right 30 61 SH 365 296 /olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 .ane LOS C D	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
/olume Right 30 61 SSH 365 296 /olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 .ane LOS C D	26	371	67	32	400	46				255062248
SH 365 296 //olume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 .ane LOS C D	26	0	0	32	0	0				
Volume to Capacity 0.20 0.56 Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 Lane LOS C D	0	0	67	0	0	46	G0587/55540065G			
Queue Length 95th (ft) 18 79 Control Delay (s) 19.8 31.5 ane LOS C D	1104	1700	1700	1106	1700	1700				
Control Delay (s) 19.8 31.5 ane LOS C D	0.02	0.22	0.04	0.03	0.24	0.03				arra e e e e e e e e e e e e e e e e e e
ane LOS C D	2	0	0	2	0	0				S. A.
	8.3	0.0	0.0	8.4	0.0	0.0		495015650156FH044		3500000000
Approach Delay (s) 19.8 31.5				A						
	A	STATE OF THE	984889788478F	0.6						
Approach LOS C D	0.5									
ntersection Summary										
Average Delay	0.5			· · · · ·			A			
ntersection Capacity Utilization Analysis Period (min)				f Service	udaggag Subsc		A			MANGERA

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			- ↔			4	
Traffic Volume (vph)	52	19	30	1	45	3	9	61	1	3	55	94
Future Volume (vph)	52	19	30	1	45	3	9	61	1	3	55	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1.00	1.00	1.00	1,00	1.00	1.00	1,00	1.00	1.00	1.00	1,00	1.00
Frt		0,960			0.992			0.998			0.916	
Flt Protected		0.975			0.999			0.994		C21 4, 4, 24 CT CT CT CT CT CT CT CT CT CT CT CT CT	0,999	20011 000 3010000
Satd. Flow (prot)	0	1349	0	0	1416	0	0	1698	0	0	1361	0
Flt Permitted		0.975			0.999			0.994		an account to section of	0.999	
Satd, Flow (perm)	0	1349	0	0	1416	0	0	1698	0	0	1361	0
Link Speed (mph)		55			55			55	256740 22 1511 22 150 20 20 100 10		55	nonnouton money;
Link Distance (ft)		2595			931			647			5243	
Travel Time (s)		32.2			11.5			8,0	eren verkinden, e inner en verde vire		65.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	60%	2%	2%	33%	33%	33%	11%	11%	11%	16%	16%	35%
Adj. Flow (vph)	55	20	32	1	47	3	9	64	1	3	58	99
Shared Lane Traffic (%)					anne este al an anterentantian	e version (167 met) version (179 f.)			100 100 100 100 100 100 100 100 100 100	and the following state of the first		month of the contract of
Lane Group Flow (vph)	0	107	0	0	51	0	0	74	0	0	160	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	are server a se est.
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16	terminaturalismost (16			16	1924 - 1966 - 1974 - 1974 - 1974 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984	200 A 44 50 4 40 50 A 44 50	16	004115425-04-0-0-0
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop	a anna a marana a bha at a aire ta da aire fha a' bhalla		Free	**************************************	aman na amanan na ana an an an	Free	Carlos of Lagran & Carlos &
Intersection Summary												

Intersection Summary

Area Type:

Control Type: Unsignalized

Intersection Capacity Utilization 28.3%

Other

Analysis Period (min) 15

ICU Level of Service A

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Movement	EBL	EBT	▼ EBR	WBL	WBT	WBR	NBL	NBT	/ NBR	SBL	▼ Set	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	52	19	30	1	45	3	9	61	1	3	55	94
Future Volume (Veh/h)	52	19	30	1	45	3	9	61	1	3	55	94
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%	elector of residence and		0%	-0.000000000000000000000000000000000000	ante a caracterá a disciparación	0%	en se é un resumer en s
Peak Hour Factor	0,95	0.95	0.95	0.95	0,95	0,95	0,95	0,95	0.95	0,95	0.95	0.95
Hourly flow rate (vph)	55	20	32	1	47	3	9	64	1	3	58	99
Pedestrians	45 50 65 S				8388						488	
Lane Width (ft)	Agenticated part agent of account on their											
Walking Speed (fl/s)												
Percent Blockage	400000000000000000000000000000000000000		,									
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked						5 6 6						646
vC, conflicting volume	222	196	108	238	246	64	157			65		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol								948,949 magazini 2000 ta 20				-022-500-50-50-50-50-50-50-50-50-50-50-50-50
vCu, unblocked vol	222	196	108	238	246	64	157			65		
tC, single (s)	7.7	6.5	6.2	7.4	6.8	6.5	4.2		tor propagation and concern	4.3	producensovacemus	S01980507851
tC, 2 stage (s)												
tF(s)	4.0	4.0	3.3	3.8	4.3	3.6	2,3			2.3		
p0 queue free %	91	97	97	100	92	100	99			100		
cM capacity (veh/h)	583	693	946	616	601	919	1370			1452		
Direction, Lane #	EB 1	·WB 1	NB 1	SB 1								
Volume Total	107.	51	74	160								8888888
Volume Left	55	: : : : 1	9	3				5856		9:2:5 2	3.55	
Volume Right	32	3	1	99	essessineisbuses							
cSH	681	614	1370	1452								
Volume to Capacity	0.16	80.0	0.01	0.00			ienosionsisses		50000000000000000000000000000000000000	25102251255125		
Queue Length 95th (ft)	14	7	- 0 ·	0								
Control Delay (s)	11.3	11.4	1.0	0.2								2500000000F10
Lane LOS	B	В 44 4	A .	Α								
Approach Delay (s) Approach LOS	11.3 B	11.4 B	1.0	0.2								
Intersection Summary			•									
Average Delay			4,8									
Intersection Capacity Utilizatio	าท		28.3%	ICI	U Level o	f Service	.		Α			
Analysis Period (min)			15									

Lane Group WBL WBR NBT NBR SBL SBT
Lane Configurations Y A
Traffic Volume (vph) 41 63 344 18 25 414
Future Volume (vph) 41 63 344 18 25 414
Ideal Flow (vphpl) 1750 1750 1750 1750 1750
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00
Fit 0,919 0,993
Fit Protected 0.980 0.997
Satd, Flow (prot) 1545 0 1571 0 0 1550
Fit Permitted 0.980 0.997
Satd, Flow (perm) 1545 0 1571 0 0 1550
Link Speed (mph) 30 45 55
Link Distance (ft) 1637 1299 2696
Travel Time (s) 37.2 19.7 33.4
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92
Heavy Vehicles (%) 2% 2% 11% 4% 5% 13%
Adj. Flow (vph) 45 68 374 20 27 450
Shared Lane Traffic (%)
Lane Group Flow (vph) 113 0 394 0 0 477
Enter Blocked Intersection No No No No No No
Lane Alignment Left Right Left Right Left Left
Median Width(ft) 12 12 12
Link Offset(ft) 0 0
Crosswalk Width(ft) 16 16 16
Two way Left Turn Lane
Headway Factor 1.11 1.11 1.11 1.11 1.11 1.11
Turning Speed (mph) 15 9 9 15
Sign Control Stop Free Free
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/f		4			4
Traffic Volume (veh/h)	41	63	344	18	25	414
Future Volume (Veh/h)	41	63	344	18	25	414
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0,92	0,92	0.92	0,92
Hourly flow rate (vph)	45	68	374	20	27	450
Pedestrians			# 54 # 9		645 646	
Lane Width (ft)		es communication and the first	esocue sistem procincia		nicologype, et coats (ii.e.	
Walking Speed (ft/s)					6 30 42 3	
Percent Blockage						
Right turn flare (veh)						
Median type		emendares	None	000100000000000000000000000000000000000		None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked	000	004			201	
vC, conflicting volume	888	384			394	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	000	384			394	
vCu, unblocked vol	888 6,4	- 384 6.2			394 4.1	
tC, single (s)	0,4	0.2			4.1	
tC, 2 stage (s)	3.5	3.3			2.2	
tF (s) p0 queue free %	ა.ა 85	ა.ა 90			2.2 98	
cM capacity (veh/h)	307	664				
					1170	
Direction, Lane #	WB 1.	NB 1	SB 1			
Volume Total	113	394	477			
Volume Left	45	0	27			
Volume Right	68 454	20 4700	0 8440			
cSH Valence to Connecit	454	1700 0.23	1148		45.65.65.65	
Volume to Capacity	0,25 24	0.23	0.02 - 2			
Queue Length 95th (ft)		0.0	2 0.7			
Control Delay (s)	15.6 C	U.U	U.7 A			
Lane LOS	ى 15.6	0.0	0.7			
Approach Delay (s) Approach LOS	0.01 C	0.0	U, <i>1</i>			
	· ·					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utiliza	ation		59.2%	IC	U Level o	f Service
Analysis Period (min)			15			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€	7		4			4			44	
Traffic Volume (vph)	57	3	1	9	1	26	3	283	9	46	361	30
Future Volume (vph)	57	3	1	9	1	26	3	283	9	46	361	30
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	Ö		50	0		0	0	20.20	0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25	***************************************	24/27/44/22/27/14/24/4/27/24	25	and the common desire.	ronzestan-desenden
Lane Util, Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850	en alta la misianaltanista	0.902		The second second second second	0.996	and your distinguishment development		0.991	A2001/09/09/09/09/1
Flt Protected		0.954			0,988						0.995	
Satd. Flow (prot)	0	1637	1458	0	1500	0	0	1409	0	0	1421	0
Flt Permitted		0.954			0.988		8886				0.995	
Satd. Flow (perm)	0	1637	1458	0	1500	0	0	1409	0	0	1421	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		678	h21010e-11040e-10110e-10110		717			1292	100000000000000000000000000000000000000		1299	Westersoness:
Travel Time (s)		13.2			14.0			25.2			25,3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	16%	24%	16%	14%	23%	14%
Adj. Flow (vph)	63	3	1	10	1	29	3	311	10	51	397	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	1	0	40	0	0	324	0	0	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			- 0			0	
Link Offset(ft)		0	erendels et itschier alleener		0		-0.00% (1.00-0.00%) (1.00-0.00%)	0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				over a process of the second	eroman (e zoek popisiyyyy	909120120120129039499			999 Hotelija (1997/1975)	00000000000000000000000000000000000000		
Headway Factor	1.11	1.11	1,11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1,11	1.11
Turning Speed (mph)	15	ere versione betreef (ARS)	9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

Area Type:

Other

Control Type: Unsignalized Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

7. 03 HWy 20 & N T	Turov	LUCUS	LAVC				- CGI 200	o oonac	110 117 11.	0.14.110110		
	≯	-	•	*	←		4	1	<i>></i>	\	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	ŞBF
Lane Configurations		€Î	7		4			4			4	
Traffic Volume (veh/h)	57	3	1	9		26	3	283	9	46	361	3(
Future Volume (Veh/h)	57	3	1	9	1	26	3	283	9	46	361	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	rannan da Arabi a and Maria
Peak Hour Factor	0,91	0,91	0,91	0.91	0.91	0,91	0,91	0.91	0.91	0.91	0,91	0.9
Hourly flow rate (vph)	63	3	1	10	1	29	3	311	10	51	397	33
Pedestrians		9 (S) (S) (S)		6 550 (S) (S)							855	
Lane Width (ft)									المراجعة المراجع والمراجع والمراجع والمراجع والمراجع	ranatau, andrek emitsen es e	u Namen dana mengangan an	van sive ova vasous
Walking Speed (ft/s)												
Percent Blockage							stanti etementisee metidas					99000E08840
Right turn flare (veh)			2									
Median type		0.1000.000.000.000	rammanan aram menerakakaka		~05.000.cm4.00.000000.0000		on portugues (Sales (Sell Sell Sell	None		one comment of the contract of the Co	None	SERVETSKEREET
Median storage veh)			535			65,66,66						
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	867	842	414	839	854	316	430	89.8288.00000000000000000000000000000000		321		SISSENSONISSES
vC1, stage 1 conf vol	: 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		\$ 15 S B							8.60E.5		5.56
vC2, stage 2 conf vol				ANASSA MENERALASAN								F48885445
vCu, unblocked vol	867	842	414	839	854	316	430			321		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4,3	SUSSILIUS SUOSSILUS		4,2		55044554655
tC, 2 stage (s)											48	
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	75	99	100	96	100	96	100			96		
cM capacity (veh/h)	252	287	639	270	280	720	1059			1174		
Direction, Lane #	EB1	WB 1	NB 1	SB 1								
Volume Total	67	40	324	481								
Volume Left	63	10	3	51								
Volume Right	1	29	10	33	ST0000507503047408							
cSH	258	495	1059	1174	655.65.65							
Volume to Capacity	0.26	0.08	0.00	0.04								
Queue Length 95th (ft)	25	7	0	3								
Control Delay (s)	23.9	12.9	0.1	1.3	e e novembre de la company de la company de la company de la company de la company de la company de la company La company de la company d						83.665.6656.4656.4666	500050050
Lane LOS	C	В	A.	A								
Approach Delay (s)	23.9 C	12.9	0.1	1.3								
Approach LOS	www.combineder.periode	В										
	v										COMPRESSION CONTRACTOR	THE PARTY OF THE P
Intersection Summary												
Average Delay			3,0									
			3,0 62.6% 15	IC	U Level c	of Service			В	*		

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*4		4			स
Traffic Volume (vph)	8	56	86	6	42	82
Future Volume (vph)	8	56	86	6	42	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util, Factor	1,00	1.00	1,00	1,00	1,00	1.00
Ert	0,882		0.991			
Flt Protected	0,994		(1997-1989)			0.983
Satd, Flow (prot)	1041	0	1477	0	0	1364
Flt Permitted	0,994					0,983
Satd, Flow (perm)	1041	0	1477	0	0	1364
Link Speed (mph)	30		55	P0.00000000000000000000000000000000000		55
Link Distance (ft)	280		1948			3306
Travel Time (s)	6.4		24.1			41.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	60%	60%	25%	60%	60%	25%
Adj. Flow (vph)	9	61	93	7	46	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	100	0	0	135
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1,00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 23.9%	partition (2007) (1907)	nta transposa militaria	ICI	U Level	of Service

Analysis Period (min) 15

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥₹		^			4
Traffic Volume (veh/h)	8	56	86	6	42	82
Future Volume (Veh/h)	8	56	86	6	42	82
Sign Control	Stop		Free			Free
Grade	0%		0%	-2	negative englished with vertical d	0%
Peak Hour Factor	0.92	0,92	0.92	0,92	0.92	0,92
Hourly flow rate (vph)	9	61	93	7	46	89
Pedestrians		6 6 6	5 5 6 5			
Lane Width (ft)						
Walking Speed (ft/s)	888					
Percent Blockage		and the second second second				
Right turn flare (veh)						
Median type		emaamega keess sooksko	None		monetario de construir	None
Median storage veh)	8.4.8					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	278	96	verge postegrando da		100	N 0055565004.04550460464
vC1, stage 1 conf vol	888					
vC2, stage 2 conf vol					55 -1-25 -5-5	
vCu, unblocked vol	278	96			100	
tC, single (s)	7.0	6.8		000400000000000000000000000000000000000	4,7	0.ta=0.4000044e0503059.4
tC, 2 stage (s)						8555
tF(s)	4.0	3,8			2.7	
p0 queue free %	98	93			96	
cM capacity (veh/h)	581	822			1197	
Direction, Lane #	WB 1	:NB 1	SB1			
Volume Total	70	100	135			
Volume Left	9	0	46			
Volume Right	61	7	0	ng can paganga gan ana anakasi sa s	A 1.00 CO . TO .	equipment page of promoting a promoting of the con-
cSH	781	1700	1197			
Volume to Capacity	0.09	0.06	0.04			ne pang gapaga ang katalan ang katalan ang katalan ang katalan ang katalan ang katalan ang katalan ang katalan
Queue Length 95th (ft)	7	0	3			
Control Delay (s)	10.1	0.0	3.0	engagaga sanang pagagan ang ang ang ang ang ang ang ang a		a memory and any and a second
Lane LOS	В		A			
Approach Delay (s)	10.1	0.0	3.0	na and na mana maammin n	outer steel motion, and no	on egyptions see any accomply the best of
Approach LOS	В					
Intersection Summary						
				900-05-0509765F0V/585F0V		
Average Delay			3.6			
Average Delay Intersection Capacity Utilization	าท		3.6 23.9%	IC	U Level c	of Service

	→	→	+	•	\	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1•		¥/f	
Traffic Volume (vph)	49	2	2	0	0	64
Future Volume (vph)	49	2	2	0	0	64
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00
Ert					0.865	
Flt Protected		0.954				
Satd. Flow (prot)	0	1148	1863	- 0	1027	0
Flt Permitted	Cardinani, manani manani	0.954	and the first feature for features and a second			
Satd, Flow (perm)	. 0	1148	1863	0	1027	0
Link Speed (mph)		30	55		30	
Link Distance (ft)		1170	1697		277	
Travel Time (s)	National Committee (20 September 1997)	26.6	21,0	aan aan aan aan aan ah aan ah aan ah aan ah ah ah ah ah ah ah ah ah ah ah ah ah	6.3	n kladi i izinn i arizi i imatem ya 1 a a a a a
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	60%	2%	2%	2%	2%	60%
Adj. Flow (vph)	53	2	2	0	0	70
Shared Lane Traffic (%)	unintronum translautemenoo	nanananananananananananananananananana	dada-da-calka-da-da-ka-ka-	ealanamaanimaanima		ennan ber benenne Greek, er - er e
Lane Group Flow (vph)	0	55	2	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	SISSA Sano-la-varianten arrente en la v	0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		-	9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
- 1	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 20.1%			IC	U Level c	f Service A

Analysis Period (min) 15

	٠	→	-	*	\	4	
Movement	EBL	EBT	WBT	WBR	SBL	\$BR	
Lane Configurations		4	₽		**		
Traffic Volume (veh/h)	49	Ż	2	0	0	64	
Future Volume (Veh/h)	49	` 2	2	0	0	64	
Sign Control		Free	Free		Stop		
Grade	**************************************	0%	0%		0%		
Peak Hour Factor	0,92	0.92	0.92	0.92	0.92	0,92	ngalagyasi Kanasanasi
Hourly flow rate (vph)	53	2	2	0	0	70	
Pedestrians	3556						
Lane Width (ft)			e e a travagi tra enfantificación estación fragi		er freeze in vedikte prosession i genera		
Walking Speed (ft/s)							
Percent Blockage	and the engineering of the control o			211.77224.1711.001.0001.001.001			
Right turn flare (veh)							
Median type	ekoko amakatali menanteni menenika dari	None	None	militar i pari para e po Cara por e citare res e	tought of property of the state of		
Median storage veh)							
Upstream signal (ft)	edilar salikoonilia oo ee ee ee ee ee	eterretare en en en en en en en en en en en en en	red rich time recommended to a superior de romm	and a few Copies of Copies of Copies on Alberta	the annual Charles Connect St. M. Charles		,,,,
pX, platoon unblocked							
vC, conflicting volume	2	and the second second			110	2	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	500000000000000000000000000000000000000		paraga December	nne tripette en en ment met anne en	estre en représentation de com		Annys, 1175, 211111
vCu, unblocked vol	2				110	2	
tC, single (s)	4.7	Nagawang Wegeng Reegens		ere de ruis en er eganjage affune da	6.4	6.8	a, more, arend aren
tC, 2 stage (s)							
tF (s)	2.7		er all de reterment a section and		3.5	3.8	.,,
p0 queue free %	96				100	93 '	
cM capacity (veh/h)	1311	mpermental,	to been a time to we to colored	CALLS - 1 (C. 24) (C. 25) (A. 25) (A. 25)	851	935	ve*Designment.
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	55	2	70				
Volume Left	53	0	0	802 E. E.			
Volume Right	0	0	70				
cSH	1311	1700	935				
Volume to Capacity	0.04	0.00	0.07				
Queue Length 95th (ft)	3	0	6				
Control Delay (s)	7.6	0.0	9.2				
Lane LOS	A	2 (25) (25) (25) 2 (25) (25) (25)	Α				
Approach Delay (s)	7.6	0.0	9,2				
Approach LOS			A				
Intersection Summary					- 11		•
Average Delay			8.3				
Intersection Capacity Utilizat	tion		20.1%	IC	U Level o	of Service A	
Analysis Period (min)			15				

11/13/18

To the Malheur County Court and Nyssa City Council,

Larry Sparks owns 39.09 acres on Thunderegg Blvd. near Nyssa, OR. The property fronts Hwy 201 and is currently zoned UGA-R/EO. (Assessors information, legal description and plat map are attached with this letter as Exhibits "A", "B" & "C") The property has been in the Sparks family for over 50 years and has been in farm use the entire time.

His property is zoned residential with an economic overlay zone. This zone would allow all types of uses including industrial. This area is predominately agriculture based. There have been no inquiries about purchasing the property for any commercial or industrial purposes. Larry would like to remove the Economic Overlay Zone designation but remain in the Urban Growth Boundary with residential zoning.

This particular property appears to be more suitable for residential development. There is a new subdivision directly across the highway and residential areas north and south of the property. Larry would like to free up the industrial/commercial zone so that it can be put to use in the new Treasure Valley Reload Center Industrial Park. With development there it should bring much needed jobs to the Nyssa area and along with that a need for more residential development.

Larry is in support of the proposed Treasure Valley Reload Center Industrial Park just north of Nyssa. Thank you for your consideration for removing the Economic Overlay Zone designation from his property.

Sincerely,

Ray Waldo

Conservator for Larry Sparks

2812 Lytle Blvd

Nyssa, OR 97913

Larry Sparks Exhibit "A"

Notice: The information provided here is for convenience ONLY. The records located at Malheur County Assessor's office are the one and only legal instruments for assessment purposes. Although reasonable attempts are made to maintain this information as accurate as possible, these documents are being provided as an informational convenience ONLY. Malheur County is not, in any way, liable for any inaccuracies, inconsistencies, errors, ommissions, or other deviations in these documents from the original copies maintained and filed at the Malheur County Assessor's Office, Vale, Oregon.

Date Web Site was last updated 11/14/2018

Value and tax information for tax year 2018

Ref#:9689____Type of Property: REAL PROPERTY

MAP#	TAX LOT#	A NUM	CODE	PROPERTY CLASS/DESC Z	ONE
19S4730D	100	0	29	541 FARM USE/UNZONED/IMP N	I-R2+

OWNER:	SPARKS, LARRY
CONTRACT:	
ETAL(s):	
MAILING ADDRESS:	C/O RAY WALDO
	2812 LYTLE BLVD
CITY/ST:	NYSSA, OR ,97913

PROPERTY ADDRESS: 751 THUNDEREGG BLVD NYSSA

NOTES:

*UNZONED FARM USE-POTENTIAL ADD TAX PHOTO# 378-284L + ZONE UGA-R/EO

	REAL MKT VALUE	ASSESSED(TAXABLE) VALUE
LAND	\$223,430	
STRUCTURES	\$36,410	
SUBTOT	\$259,840	\$108,592
TOTAL	\$259,840	\$108,592

REN/ 11/13/18

PROPERTY TAX INFORMATION

Do not pay this amount! For current balance owing, contact our office. Contact information may be found at this web page <u>Assessor/Tax Collector</u>

BASE TAX	\$1,714.01
SPECIAL ASSESSMENTS	·
AMBULNCE FEE	\$16.00
NYSSA-ARC DR	\$244.70
TOTAL BASE TAX & SPECIAL ASSE	ESSMENTS \$1,974.71

Larry Sparks Exhibit "A" pg. 2

STRUCTURES ·

#	BLDG CLASS							MKT VALUE	RE- MDL
1	[131	CLASS 3 SINGLE FAMILY DWELLING	936	0	0	1950	2015	\$26,390	0
2	133	GARAGE DETACHED	0	0	0	0	2015	\$7,920	0
3	300	DRC BUILDING	0	0	0	0	2015	\$2,100	0

LAND DESCRIPTIONS

LINE #	ACRES	LAND CODE	DESCRIPTION	DIMENSIONS	MARKET VALUE
	0.00	FSD	OSD MV FARM	-	\$12,000
2	0.00	SS	SECOND SEPTIC	4	\$5,000
. 3	0.50	FHS	FARM HOME SITE	-	\$15,000
4	0.50	FHS	FARM HOME SITE	-	\$7,500
5	36.50	03	CLASS 03		\$182,500
6	1.40	06	CLASS 06		\$1,400
7	0.19	07P	CLASS 07 POOR	-	\$30
TOTAL	39.09				

PSW 11/13/18

NEW SEARCH

عاها 13

FORM NO. 603 - WARRANCE F DEED (Individual of Corporate).		PYRIGHT 1996 BTEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR 67204
NS	INSTRUMENT 98	
	INSTRUMENT SO	CTATE OF OREGON
		STATE OF OREGON, County of MALHEUR ss.
		I certify that the within instrument
Grantor's Name and Address		was received for record on the day
	0.0	of 1918, at 2:32 o'clock P. M., and recorded in
Grantoo's Name and Address	98-4366	book/reel/volume No on page
Affer recording, return to (Name, Adgress, Zip);	FOR	and/or as fee/file/instru-
Larry A Sparks 1035 Thunderegg Blv.	RECORDER'S USE	ment/microfilm/reception No. 98-4365, Record of Deeds of said County.
Nyssa, Orc 97973		Witness my hand and seal of County
Until requested otherwise, send all tax statements to iName, Eddress, Ziok		affixed.
Spaces		DEBORAH R. DOLONG, ULL
Same As Above		By Layl V. Troller , Deputy.
***************************************		By Wagt v Arum, Deputy.
	WARRANTY DEED	
VOLONG ALL DIVERSION PROGRAMME III		as Saarks
KNOW ALL BY THESE PRESENTS that	<u> </u>	oe sparks
heroinafter called grantor, for the consideration hereinaf	ter stated, to grantor paid by	Lanny A Sparks
hereinafter called grantee, does hereby grant, bargain, so that certain real property, with the tenements, hereditan situated in Malheum County, S	nents and appurtenances the tate of Oregon, described as	ereunto belonging or in any way appertaining, -follows, to-wit:
In TWP 198. R	47 E, W.	m. 121 A
Sec 30; NF	SEY) Tax 100
1040 @ 2300-29		12
	II M	'/
+ 7,0 198, R47	= , W. III.	2 4054
In Twp 198., R47 Soc 19: NW4S	E4 and w	*NE, DE,
096 / / 0	~aa 99	
1947/9D - 2360, 2:	500 ~ & 7	
(IF SPACE INSUFFICIEN	IT, CONTINUE DESCRIPTION ON REVEI	
To Have and to Hold the same unto grantee and a And granter hereby covenants to and with granter		
in fee simple of the above granted premises, free from		

	P	, and thut
grantor will warrant and forever defend the premises and	every part and parcel there	of against the lawful claims and demands of all
persons whomsoever, except those claiming under the ab The true and actual consideration paid for this tra	ove described encumbrance	s, are is \$ E Y Change . O However the
actual consideration consists of or includes other propert	y or value given or promise	d which is 🔀 the whole 🗀 part of the (indicate
which) consideration. (The sentence between the symbols 0, if	not applicable, should be deleted. S	ice ORS 93,030.)
In construing this deed, where the context so requested made so that this deed shall apply equally to corporation	lices, the singular includes the	ne plural, and all grammatical changes shall be
In witness whereof, the grantor has executed this	instrument this 🏬 🕰 📖 daj	y of Sune, 1998; if grantor
is a corporation, it has caused its name to be signed and	its scal, if any, affixed by a	n officer or other person duly authorized to do
so by order of its board of directors.	777-1	padi la h
THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCI THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AN		Nadina Spanks
LATIONS, BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE PRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROV	PERSON APPRO-	V
AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR	ED USES Forest	•
PRACTICES AS DEFINED IN ORS 30.930.	po un po acesa va po no en en en enere un acesa de un acesa de la composición de un acesa de la composición de un acesa de la composición de un acesa de la composición dela composición de la composición de la composición dela composición del composición del composición del composición del composición del composición dela composición dela composición del composición del composición dela c	
STATE OF OREGON, County	of MALHEWL) ss. June 8 , 1998,
This instrument was ac	knowledged before me on .	June 8 , 1998,
by		
	t the Person are that and constant war are and one are such any are some papering way was may got any gap, gap any gat	,
of		~ D DD
OFFICIAL SEAL DENNIS L. CINDELL		Cleff
NOTARY PUBLIC-OREGON	Notary Public for C	regon pires <u>/-21-99</u>
COMMISSION NO. 040121 MY COMMISSION EXPIRES JAN. 21, 1999	11	

The Economic Opportunity Area /EO overlay applies to Sites 1 and 2 as shown on the Nyssa Zoning Map. The purpose of the Economic Opportunity /EO Overlay is to provide large industrial sites (as called for in the Nyssa Economic Opportunities Analysis) — while allowing individual property owners to retain the option of developing their property consistent with the base Residential zone. The /EO overlay allows the City to work with the property owner to market /EO sites to potential industrial firms that may decide to locate in Nyssa,

The choice as to whether to zone the property for Residential or Industrial use is made at the time of annexation to the City. (Without the /EO overlay, the property would automatically be given the City Residential zone that applies to the property.)

- (1) The / EO overlay allows the property owner(s) to request, at the time of annexation, that the City zone all or part of the annexed property industrial (i). The City's decision to zone annexed property for industrial (i) uses is subject to the following requirements as set forth in the Nyssa Zoning Ordinance:
 - (a) To retain large industrial sites, the minimum industrial site area is 20 acres.

 Annexed sites with less than 20 acres cannot be zoned industrial (i).
 - (b) The Industrial area must have direct access to Highway 20 without requiring trucks to pass through existing or planned residential areas.
 - (c) If the industrial area abuts an existing or planned residential area, a 20-foot landscaped and fenced buffer shall be required.
- (2) Once the land is zoned industrial (I), residential uses will longer be permitted. However, if the industrial (I) land does not develop for industrial use within two years following annexation, the property owner may request that the property be re-zoned City Residential.

To: Malheur County Court & Nyssa City Council

From: David and Linda Sparks

We own 10.32 acres on Thunderegg Blvd.(Hwy 201) in the Nyssa, OR UGA. It is currently zoned UGA-R/EO. (All supporting information such as plat map, legal description, assessors information, etc. are attached as exhibits) We are requesting the economic overlay zone designation be removed from our property. We are requesting to stay in the Nyssa Urban Growth Area as a residential property.

David has lived in the Nyssa area his entire life, as well as his parents, and is interested in seeing the Nyssa area prosper and grow. We are very excited about the opportunities that are coming this way with the creation of the Treasure Valley Reload Center and Industrial Park. We feel our property is ideally suited for any expected residential growth. We have sold the Turning Leaf Subdivision property, immediately to the South of this property, to Agile Homes. It is nicely filling up with much needed new housing in Nyssa. We already have a contractual agreement to sell them this property for a continuation of their new subdivision. Because this property is already committed to residential zoning we are requesting the City and County remove the Economic Overlay zoning designation to this property.

We would hope this would help the Reload Center develop as a 290 acre Industrial Center with full access to the Union Pacific Railroad. Our county is heavily dependent on agriculture and will help our area farmers with better transportation options for their ag commodities. The City and school district could really use new residential growth. Since the closure of the Amalgamated Sugar Company our towns businesses have suffered.

Thank you for considering and granting us our request. The Industrial Park is more ideally suited for industrial uses. We would be pleased to see this industrial acreage transferred to property more ideally suited for industrial purposes. This would help our neighbors, community and our agricultural producers. Thanks again.

David and Linda Sparks

Sincerely, Dow Spr & Guida Sparks

David & Linda Sparks Exhibit No. 1, pg. 1

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Date Web Site was last updated 11/14/2018

Value and tax information for tax year 2018

Ref#:9871____Type of Property: REAL PROPERTY

MAP#	TAX LOT#	A NUM	CODE	PROPERTY CLASS/DESC ZONE
19S4729B	3300	0	29	450 TRACT/FU/ZONED/VAC N-R4+

OWNER:	SPARKS, DAVID W ETAL
CONTRACT:	
ETAL(s):	SPARKS, LINDA
MAILING ADDRESS:	
	27801 PEARL RD
CITY/ST:	PARMA, ID ,83660

PROPERTY ADDRESS: 0

NOTES:

*ZONED FARM USE-POTENTIAL ADD TAX PHOTO# 378-284L + ZONE UGA-R/EO

	REAL MKT VALUE	ASSESSED(TAXABLE) VALUE
LAND	\$63,980	
STRUCTURES	\$0	
SUBTOT	\$63,980	\$17,357
TOTAL	\$63,980	\$17,357

PROPERTY TAX INFORMATION

Do not pay this amount! For current balance owing, contact our office. Contact information may be found at this web page <u>Assessor/Tax Collector</u>

BASETAX	\$273.96
SPECIAL ASSESSMENTS	
NYSSA-ARC DR	\$64,60
TOTAL BASE TAX & SPECIAL ASSESSMENTS	\$338.56

11/15/18

25. Al

David & Linda Sparks Exhibit No. 1, pg. 2

LAND DESCRIPTIONS

LINE #	ACRES	LAND CODE	DESCRIPTION	DIMENSIONS	MARKET VALUE
1	10.32	TR01	TRACT LAND	н	\$63,980
TOTAL	10.32				

NEW SEARCH

11/15/18

D.S. C

Secontained Euribit A

After recording return to: David W. Sparks
27801 Pearl Road, Parma, ID 83860

Address for tax statements: David W. Sporks 27801 Pearl Road, Perma, ID 83660 MALHEUR COUNTY, OR 2016-2145 DWD 06/28/2016 02:45 PM

Cnt=1 Pgs=4

Total:\$67.00



WARRANTY DEED

DAVID W. SPARKS, Trustee of the Meiva Nadine Sparks Trust, w/a/d 04/05/1995, Grantor, conveys and warrants to DAVID W. SPARKS Grantee, pursuant to the Certification of Trust attached hereto as Exhibit B, the real property described on the attached Exhibit A which is incorporated herein by reference, free of encumbrances except as specifically set forth herein.

TOGETHER WITH all tenements, hereditaments and appurtenances thereunto belonging to or otherwise appertaining,

SUBJECT TO reservations, restrictions, encumbrances, easements and rights of way of record or visible thereon and shortages in acreage and boundary disputes which a true and accurate survey would reveal.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 865, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Personally appeared the above named DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust u/a/d 04/05/1995 and acknowledged the foregoing instrument to be his voluntary act and deed. BEFORE ME this 28 day of 3000.

OFFICIAL STAMP
MIGHELLE MUNTEN PERIOREM
MOYARY PUBLIC - OREGON
COMMISSION NO. 940948
O DAY CRESSIGNER SES JULY 22, 2019

Notary Public for USBONK OYEGEN

My Commission expires: JULY 38 3019

11/15/18

05,0

1404 1's 2-18 95-3

EXHIBIT 'A'

Land in Malheur County, State of Oregon as follows:

PARCEL 1:

Land in TURNING LEAF SUBDIVISION, City of Nyssa, Malheur County, Oregon, according to the Official Plat thereof, as follows:

Lots 2 through 18 inclusive.

(Reference Numbers: 20303, 20304, 20305, 20306, 20307, 20308, 20309, 20310, 20311, 20312, 20313, 20314, 20315, 20316, 20317, 20318, 20319)

Also, that portion of Parcel No. 1 in Partition Plat No. 95-3, filed February 21, 1995, Instrument No. 95-962, official records, lying North and East of the above mentioned Turning Leaf Subdivision. (Reference No. 19397)

Subject to Nyssa-Arcadia Drain right of way.

PARCEL 2:

In Twp. 19 S., Range 47 East, W.M.:

Section 29: Beginning at a point 617.5 feet South and 30 feet East of the Northwest corner of the SW1/4NW1/4:

Thence East 630 feet:

Thence South to the South line of the NW1/4;

Thence West to the East right of way of Highway

Thence North along the highway to the point of beginning.

Section 29: That portion of the E½SW½NW½ lying and being Southwesterly of the Nyssa-Arcadia Drainage Dist. Drainage canal right of way.

(Reference No. 9871)

PARCEL 3:

In Twp. 19 South, Range 47 East, W.M.:

Section 29: A percel of land in the NW¼SW¼ being a portion of Parcel No. 1 of Partition Plat No. 95-3 more particularly described as follows:

Beginning at the Southeast corner of said Parcel No 1:

Thence South 89°59'01" W., 734.16 feet;

Thence North 0° 02'16" E., 220.05 feet;

Thence South 89°30'11" E., 739.44 feet;

Thence South 01°26'53" W., 213.40 feet to the point of beginning.

(Reference No. 18719)

2016-2145 Page 2 of 4 MALHEUR COUNTY, OREGON

PARCEL 4:

In Twp. 19 South, Range 47 East, W.M.:

Section 30: S1/2S1/2SE1/4NE1/4

EXCEPTING: FTLPO

Beginning at the Northeast corner of S½S½SE½NE½ of Section 30.

Thence North 89°54'10": W., 201.5 feet; Thence South 01°15'32" E., 65.07 feet; Thence North 89°44'21": E., 201.5 feet;

Thence North 0°15'39"W., 63.81 feet to the Point of Beginning

EXCEPTING THEREFROM: The Highway

(Reference No. 9897)

PARCEL 5:

Parcel No. 2 in Partition Plat No. 95-3 filed February 21, 1995 as Instrument No. 95-962 being located in the NW¼SW¼ of Section 29, Township 19 South, Range 47 East, W.M.

(Reference 18752)

11/15/18 : Z\

2016-2145 Page 3 of 4 MALHEUR COUNTY, OREGON

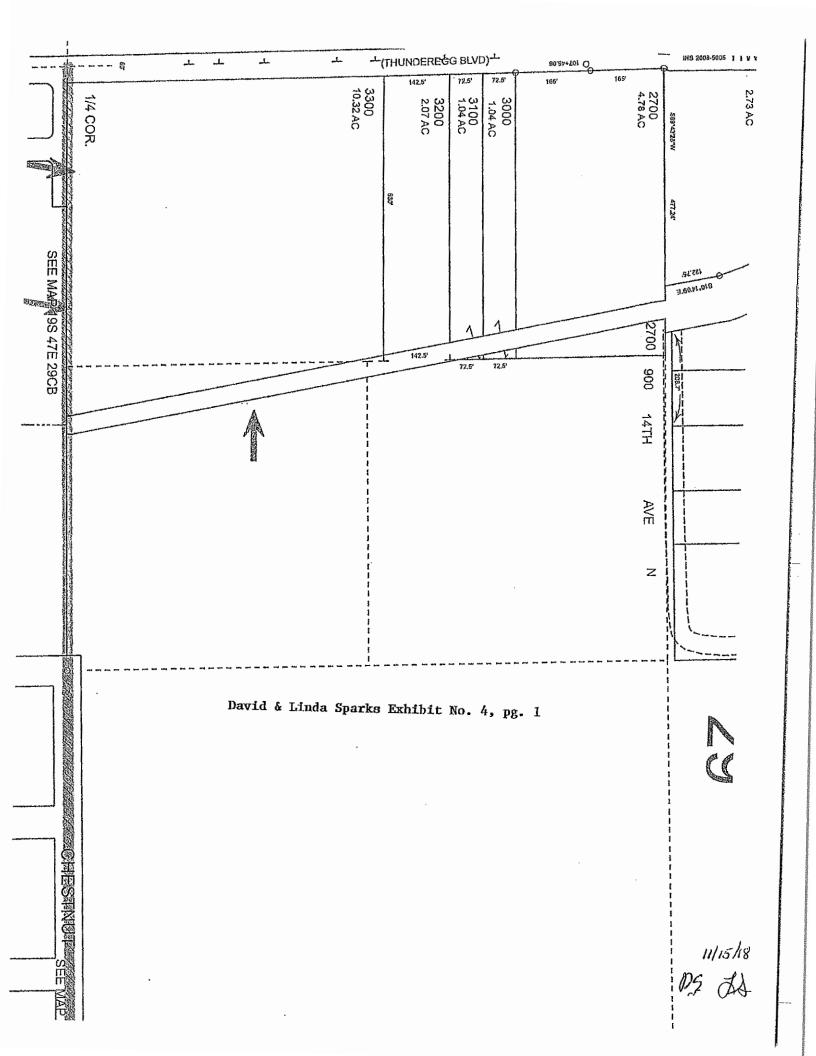
David & Linda Sparks Exhibit No. 3, pg. 1

EXHIBIT 'B': CERTIFICATION OF TRUST

STATE OF OPEGON) County of Malheur ; ss.
County of Malheur ; ss.
I, David W. Sparks, being first duly swom, depose and say:
 I am the currently authorized and legally appointed Trustee under that certain trust agreement dated the April 5, 1995 wherein Melva Nadine Sparks is Settlor/Trustor.
2. The trust powers include at least all those trust powers contained in the Uniform Trustees' Powers Act set forth in ORS 130.680 to 130,730.
3. As of this date the trust is in full force and effect.
4. The mailing address for the currently acting trustee is: David W. Sparks, 27801 Pearl Road, Parma, ID 83660.
5. The trust is irrevocable by the Settlors/Trustors.
6. The trust may not be amended or modified by the Settlors/Trustors,
7. The tax payer identification number for the trust is: XX-XXX 9533
8. Title to the property of the trust should be taken as follows:
DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, w/a/d 04/05/1995
9. The trust has not been revoked, modified or amended in any manner that would cause the representations contained herein to be incorrect.
11. The trust was established and is governed by the laws of the State of Oregon, USA.
Dated this 28 day. June 2016.
David W. Sparks
SUBSCRIBED and SWORN to before me this 28day of Tune, 2016.
OFFICIAL STAMP MOTARY PUBLIC - OREGON CORRESSION NO. 640048 MY COMMISSION EXPRES JULY 22, 2010 MY COMMISSION EXPRES JULY 22, 2010 MY COMMISSION EXPRES JULY 22, 2010

2016-2145 Page 4 of 4 MALHEUR COUNTY, OREGON

11/15/18 DS, ZL



To: Malheur County Court & Nyssa City Council

From: David and Linda Sparks

We own 10.32 acres on Thunderegg Blvd.(Hwy 201) in the Nyssa, OR UGA. It is currently zoned UGA-R/EO. (All supporting information such as plat map, legal description, assessors information, etc. are attached as exhibits) We are requesting the economic overlay zone designation be removed from our property. We are requesting to stay in the Nyssa Urban Growth Area as a residential property.

David has lived in the Nyssa area his entire life, as well as his parents, and is interested in seeing the Nyssa area prosper and grow. We are very excited about the opportunities that are coming this way with the creation of the Treasure Valley Reload Center and Industrial Park. We feel our property is ideally suited for any expected residential growth. We have sold the Turning Leaf Subdivision property, immediately to the South of this property, to Agile Homes. It is nicely filling up with much needed new housing in Nyssa. We already have a contractual agreement to sell them this property for a continuation of their new subdivision. Because this property is already committed to residential zoning we are requesting the City and County remove the Economic Overlay zoning designation to this property.

We would hope this would help the Reload Center develop as a 290 acre Industrial Center with full access to the Union Pacific Railroad. Our county is heavily dependent on agriculture and will help our area farmers with better transportation options for their ag commodities. The City and school district could really use new residential growth. Since the closure of the Amalgamated Sugar Company our towns businesses have suffered.

Thank you for considering and granting us our request. The Industrial Park is more ideally suited for industrial uses. We would be pleased to see this industrial acreage transferred to property more ideally suited for industrial purposes. This would help our neighbors, community and our agricultural producers. Thanks again.

David and Linda Sparks

Sincerely, Dan Spr & Guida Sparks

David & Linda SparksEExhibit No. 1, pg. 1

Notice: The information provided here is for convenience ONLY. The records located at Malheur County Assessor's office are the one and only legal instruments for assessment purposes. Although reasonable attempts are made to maintain this information as accurate as possible, these documents are being provided as an informational convenience ONLY. Malheur County is not, in any way, liable for any inaccuracies, inconsistencies, errors, ommissions, or other deviations in these documents from the original copies maintained and filed at the Malheur County Assessor's Office, Vale, Oregon.

Date Web Site was last updated 11/14/2018

Value and tax information for tax year 2018

Ref#:9871____Type of Property: REAL PROPERTY

MAP#	TAX LOT#	A NUM	CODE	PROPERTY CLASS/DESC ZONE
19S4729B	3300	0	29	450 TRACT/FU/ZONED/VAC N-R4+

OWNER:	SPARKS, DAVID W ETAL
CONTRACT:	
ETAL(s):	SPARKS, LINDA
MAILING ADDRESS:	
	27801 PEARL RD
CITY/ST:	PARMA, ID ,83660

PROPERTY ADDRESS: 0

NOTES:

*ZONED FARM USE-POTENTIAL ADD TAX PHOTO# 378-284L

+ ZONE UGA-R/EO

	REAL MKT VALUE	ASSESSED(TAXABLE) VALUE
LAND	\$63,980	
STRUCTURES	\$0	
SUBTOT	\$63,980	\$17,357
TOTAL	\$63,980	\$17,357

PROPERTY TAX INFORMATION

Do not pay this amount! For current balance owing, contact our office. Contact information may be found at this web page Assessor/Tax Collector

BASE TAX	\$273.96
SPECIAL ASSESSMENTS	* .
NYSSA-ARC DR	\$64,60
TOTAL BASE TAX & SPECIAL ASSE	ESSMENTS \$338.56

11/15/18

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David & Linda Sparks Exhibit No. 1, pg. 2

LAND DESCRIPTIONS

LINE #	ACRES	LAND CODE	DESCRIPTION	DIMENSIONS	MARKET VALUE
1	10.32	TR01	TRACT LAND	H	\$63,980
TOTAL	10.32				<u> </u>

NEW SEARCH

11/15/18 05, A

Secultained Euribit A

After recording return to: David W. Sparks

After recording return to: David W. Sparks

27801 Pasid Road, Parma, ID 83660

Address for tax statements: David W. Sparks 27801 Pearl Road, Parma, ID 83560

MALHEUR COUNTY, OR

2016-2145

Cnt=1 Pgs=4

06/28/2016 02:45 PM Total:\$67.00



I, Deborah R. Bettong, County Clark for Muhaur Gounty, Dregon cartily that the Instrument Identified fearein was recorded in the Ceity records.

Deborah R. DeLong - County Clerk

WARRANTY DEED

DAVID W. SPARKS, Trustee of the Melya Nadine Sparks Trust, wald 04/05/1995, Grantor, conveys and warrants to DAVID W. SPARKS*Grantee, pursuant to the Certification of Trust attached hereto as Exhibit B, the real property described on the attached Exhibit A which is incorporated herein by reference, free of encumbrances except as specifically set forth herein.

**And Linda Sparks*

TOGETHER WITH all tenements, hereditaments and appurtenances thereunto belonging to or otherwise appertaining.

SUBJECT TO reservations, restrictions, encumbrances, easements and rights of way of record or visible thereon and shortages in acreage and boundary disputes which a true and accurate survey would reveal.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 865, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is zero: Trust distribution.

OATED this 2L day of June 2016.

Day w. ShuiS

David W. Sparks, Trustée of the Melva Nadine

Sparks Trust u/a/d 04/05/1995

STATE OF OYEGON, County of Malheur);ss.

Personally appeared the above named DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust u/a/d 04/05/1995 and acknowledged the foregoing instrument to be his voluntary act and deed. BEFORE ME this 38 day of 1010, 2016.

OFFICIAL STAMP
MYGINELLE MANTEN PEARSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 240948
DO DES COMMISSION STREET NUY 22, 2019

Notary Public for USBONE OVEOGY My Commission expires: JULY 22 2019

11/15/18

05,01

EXHIBIT 'A' Land in Malheur County, State of Oregon as follows:

PARCEL 1:

Land in TURNING LEAF SUBDIVISION, City of Nyssa, Malheur County, Oregon, according to the Official Plat thereof, as follows:

Lots 2 through 18 inclusive.

(Reference Numbers: 20303, 20304, 20305, 20306, 20307, 20308, 20309, 20310, 20311, 20312, 20313, 20314, 20315, 20316, 20317, 20318, 20319)

Also, that portion of Parcel No. 1 in Partition Plat No. 95-3, filed February 21, 1995, Instrument No. 95-962, official records, lying North and East of the above mentioned Turning Leaf Subdivision. (Reference No. 19397)

Subject to Nyssa-Arcadia Drain right of way.

PARCEL 2:

In Twp, 19 S., Range 47 East, W.M.: Section 29: Beginning at a point 617.5 feet South and 30 feet East of the Northwest corner of the SW1/4NW1/4;

Thence East 630 feet;

Thence South to the South line of the NW1/4;

Thence West to the East right of way of Highway

Thence North along the highway to the point of beginning.

Also:

Section 29: That portion of the E½SW½NW½ lying and being Southwesterly of the Nyssa-Arcadia Drainage Dist. Drainage canal right of way.

(Reference No. 9871)

PARCEL 3:

In Twp. 19 South, Range 47 East, W.M.:

Section 29: A parcel of land in the NW%SW% being a portion of Parcel No. 1 of Partition Plat No. 95-3 more particularly described as follows:

Beginning at the Southeast corner of said Parcel No 1;

Thence South 89°59'01" W., 734.16 feet;

Thence North 0° 02'16" E., 220.05 feet;

Thence South 89°30'11" E., 739.44 feet;

Thence South 01°26'53" W., 213.40 feet to the point of beginning.

(Reference No. 18719)

Page 2 of 4

2016-2145

MALHEUR COUNTY, OREGON

PARCEL 4:

In Twp. 19 South, Range 47 East, W.M.:

Section 30: S1/2SE1/4NE1/4

EXCEPTING: FTLPO

Beginning at the Northeast corner of S1/2S1/2SE1/2NE1/4 of Section 30.

Thence North 89°54'10": W., 201.5 feet: Thence South 01°15'32" E., 65.07 feet; Thence North 89°44'21": E., 201.5 feet;

Thence North 0°15'39"W., 63.81 feet to the Point of Beginning

EXCEPTING THEREFROM: The Highway

(Reference No. 9897)

PARCEL 5:

Parcel No. 2 in Partition Plat No. 95-3 filed February 21, 1995 as Instrument No. 95-962 being located in the NW¼SW¼ of Section 29, Township 19 South, Range 47 East, W.M.

(Reference 18752)

2016-2145 Page 3 of 4

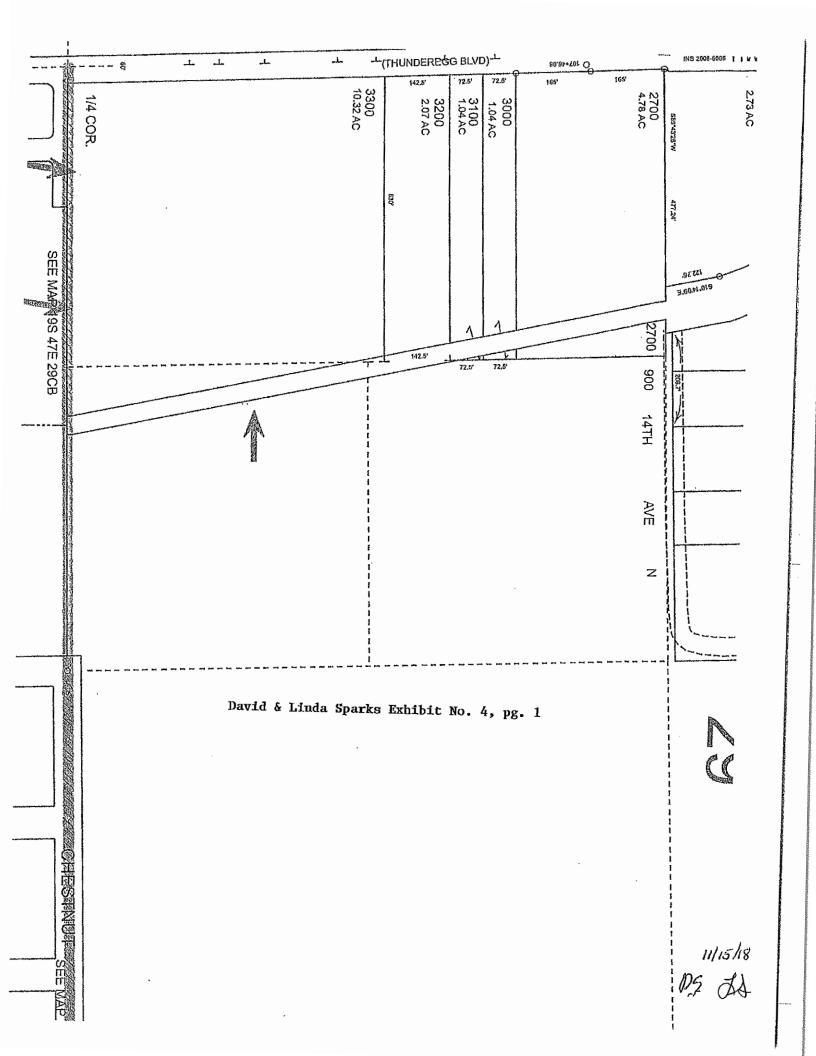
MALHEUR COUNTY, OREGON

David & Linda Sparks Exhibit No. 3, pg. 1

EXHIBIT 'B': CERTIFICATION OF TRUST

STATE OF DREGON) County of Malheur) ss.
County of Malheur) ss.
I, David W. Sparks, being first duly swom, depose and say:
 I am the currently authorized and legally appointed Trustee under that certain trust agreement dated the April 5, 1995 wherein Melva Nadine Sparks is Settlor/Trustor.
2. The trust powers include at least all those trust powers contained in the Uniform Trustees' Powers Act set forth in ORS 130.680 to 130,730.
3. As of this date the trust is in full force and effect.
4. The mailing address for the currently acting trustee is: David W. Sparks, 27801 Pearl Road, Parma, ID 83660.
5. The trust is irrevocable by the Settlors/Trustors.
6. The trust may not be amended or modified by the Settlors/Trustors,
7. The tax payer identification number for the trust is: XX-XXX 9533
8. Title to the property of the trust should be taken as follows:
DAVID W. SPARKS, Trustee of the Melva Nadine Sparks Trust, u/e/d 04/05/1995
The trust has not been revoked, modified or amended in any manner that would cause the representations contained herein to be incorrect.
11. The trust was established and is governed by the laws of the State of Oregon, USA.
Dated this <u>26</u> day . <i>JUNE</i> , 2016,
Dav w. Sports David W. Sparks SUBSCRIBED and SWORN to before me this 28 day of June 2016.
OFFICIAL STAMP SMEARALLE NOWSTER FEARSON MUTARY PUBLIC - ORECON COMMISSION NO. 640848 MY COMMISSION EXPRESSION EXPRESS JULY 22, 2019 MY Commission expires: JULY 23, 2019

11/15/18 DS, Ab



November 1, 2018

TO: Malheur County and the City of Nyssa

From: Mark Owens

Badger Ventures, LLC

RE: Interest in Intermodule Site, Nyssa OR

To whom it may concern,

Badger Ventures, LLC is very interested in the opportunity to locate a hay press in Malheur county at the new trans load facility that will be located in Nyssa.

Badger Ventures, LLC is a small hay operation located near Burns, OR. We have been supplying alfalfa hay to be sent to the Asian market. There is now a chance for expansion into our own hay press setup. This will require that we have access to rail. With out efficient transportation and most importantly, economic access and loading, moving hay from E. Oregon and W Idaho does not work. We must have the ability to send hay to a port without having the transportation cost driving down what we can offer the producer for their product. The new facility at Nyssa would allow us to be able to press the hay, load the containers and place the container directly on rail without another load and unload. Even if the haul is of a short duration the actual expense is the on and off from one transportation devise to another.

We would need approximately 40 acres to have the room necessary for storage, truck movement and the press. We have tentative agreements in place that would allow us to put in the press and begin operation as soon we secured the site. A hay press in Nyssa would provide another outlet for Oregon and Idaho farmers to effectively market their hay. Providing real price competition further stabilizing what is an inherently unstable commodity market.

We look forward to continuing the conversation and hope that we can move forward on this project soon.

Mark Owens Badger Ventures, LLC